



Meeting Notes Noise Liaison Group Meeting No. 12



31 May 2012, 10:00 to 13:00

Venue: FRC Project Office, Rosyth

Attendees:

David Climie	FRC Employer's Delivery Team (EDT) (Chair)
Andrew Mackay	FRC Employer's Delivery Team (EDT) (items 1 – 4(a) only)
Richard Greer	FRC Employer's Delivery Team (EDT)
Martin Butterfield	FRC Employer's Delivery Team (EDT)
David Condie	FRC Employer's Delivery Team (EDT)
Dermot Connolly	City of Edinburgh Council (CEC)
David Redden	Fife Council (FC)
Tracy Wylie	Fife Council (FC)
Brian Carmichael	West Lothian Council (WLC)
Niall Corbet	Scottish Natural Heritage (SNH)
Thomas Nilsson	Forth Crossing Bridge Constructors (FCBC)
Neil Abraham	Forth Crossing Bridge Constructors (FCBC)
Martin Wilson	Forth Crossing Bridge Constructors (FCBC)
Ross Glendinning	Forth Crossing Bridge Constructors (FCBC)
Steve Cox	Forth Crossing Bridge Constructors (FCBC)
Eamond Murray	Forth Crossing Bridge Constructors (Albion Drilling) (FCBC)
Roland Tarrant	SRB Civil Engineering Ltd (SRB)
Micheal O'Connell	SRB Civil Engineering Ltd (SRB)
Richard Docherty	John Graham (Dromore) Ltd (JG)

Apologies for Absence:

Steven Brown	FRC Employer's Delivery Team (EDT)
Steve Williamson	City of Edinburgh Council (CEC)
David Brewster	West Lothian Council (WLC)
Carolyn Clark	Scottish Natural Heritage (SNH)
Colin Megginson	Marine Scotland (MS)
Mike Bland	Marine Scotland (MS)

Item	Subject	Description	Action
1	Introductions and Apologies	EDT welcomed all parties to the meeting. Apologies were received from those parties listed above.	
2	Safety Procedures	EDT advised regarding safety and evacuation procedures.	
3	Minutes and Actions from Previous Meeting	The minutes of Meeting No. 11 held on 3 May 2012 were agreed. Actions from the previous meeting are as noted in items 4(a) to 4(c) below.	
4(a)	Principal Contract	<u>Actions from Previous Meeting No. 11</u>	
	(i)	FCBC confirmed that it had finalised its provisions for weather stations in consultation with the EDT and local authorities and that it would submit a formal value engineering proposal to cover the finalised provisions.	FCBC

	(ii)	EDT noted that a tracked change version of the NVMP had yet to be issued by FCBC to facilitate review by the EDT and NLG.	FCBC
	(iii)	EDT noted that FCBC had to finalise its PCNV for night works at Society Road.	FCBC
	(iv)	FCBC provided a revised PCNV schedule indicating a later start to south abutment and pipeline works. As such PCNVs were yet to be submitted. A PCNV for night working adjacent to Dalmeny Railway Bridge had been issued.	
	(v)	It was noted that weekly calls with the NLG covering marine operations were ongoing. All parties indicated they were content with the initial meetings held.	
	(vi)	FCBC confirmed that the mobile hydrophone would be on site by the end of June.	FCBC
	(vii)	FCBC confirmed that an extension to the environmental barrier was being provided at Linn Mill.	
		<u>Noise and Vibration Management Plan</u>	
	(viii)	Refer to item (i) above.	
		<u>Plans for Control of Noise and Vibration</u>	
	(ix)	FCBC issued a revised PCNV schedule which was reviewed. EDT suggested that the register identifies the potential disturbance (traffic light system) as a need for more detailed assessment and review.	FCBC
	(x)	FCBC highlighted a number of PCNVs, in particular, PCNV0020 – marine foundations – would be updated by 8 June 2012 to cover works until the end of October 2012. PCNV covering blasting was discussed in detail (see items xi and xii).	FCBC
	(xi)	FCBC advised that due to the proximity of the works to property at St Margaret's Hope, low charge weights were predicted to give rise to PPV levels above that set out in the Code of Construction Practice and that as permitted within the Code of Construction Practice they sought an increase in the permitted PPV limits to 25mm/s. FCBC explained that this was based on guide values in BS5228 which indicated that at high frequencies, higher PPV guide values were potentially acceptable. FCBC provided a number of reasons it considered an increase was justified, including that higher charges were necessary to allow blasting to continue as low charge weights risked not splitting the rock adequately with more energy transmitted as vibration. EDT advised that BS7385 also applied and that this indicated that zero risk of cosmetic damage tended to below 12.5mm/s and that a risk management strategy would need to be adopted to justify increase to higher levels. FC indicated that they generally restricted blasting to 12.5mm/s and to go from 12.5mm/s to 25mm/s was too large an increase. FC stated that an incremental increase would be preferable. FC also queried whether the blast frequencies could be guaranteed to be higher frequencies and that no low frequency components would occur. FCBC explained that this could not be guaranteed but monitoring of PPVs indicated that higher frequencies were occurring. FC also queried whether air overpressure was likely to be an issue. FCBC explained that it was not as the charge weights were low and it was the proximity to property that was resulting in higher predicted PPV levels.	
	(xii)	It was agreed that a trial be carried out closer to St Margaret's Hope Lodge at a lower PPV limit not greater than 15mm/s and that monitoring and inspection be carried out to measure vibration levels and frequencies and to demonstrate that no cosmetic damage had occurred. This could then be inform a proposed increase in PPV at Admiral's House. FCBC to submit information covering the trial to the EDT for approval.	FCBC
	(xiii)	FCBC also explained the current position with regard to blasting at Whinny Hill. FCBC explained that they had agreed PPV levels relating	

		to the adjacent gas main and railway structures, but not the water main. EDT advised that consultation certificates would be needed, but if they were unable to get a certificate relating to the water main, FCBC could consider asking for a dispensation as permitted in the Contract. Justification would be needed. EDT noted an updated PCNV modification would be needed for Whinny Hill.	FCBC
		<u>Monitoring</u>	
	(xiv)	FCBC provided an update on monitoring activities. FCBC advised that LAmx exceedences had occurred at Clufflat due to essential works in close proximity to a noise monitor and Tigh-na-Grian due to dredging. Measures were taken to address the exceedences.	
	(xv)	It was noted that improved reporting of exceedences was necessary, particularly for night time exceedences attributable to construction works. FCBC advised that a new system for logging and investigating exceedences was in operation.	
	(xvi)	FCBC advised that an underwater noise exceedence of the 90dnht threshold had occurred at the Forth Road Bridge south tower but that this was not due to construction works.	
	(xvii)	FCBC confirmed that attended night-time baseline monitoring had been carried out at Rosyth Port and Dalmeny in advance of works occurring and that baseline levels were Category A.	
		<u>Community Engagement</u>	
	(xviii)	FCBC advised that two complaints had been received, one from the north side of the Forth and one from the south. Both were responded to and were considered to be closed.	
	(xix)	CEC enquired regarding the advance notification for night time works on the A904 and suggested that in future, FCBC could consider distributing the advance notification to a wider area and this may reduce the likelihood of receiving any complaints. FCBC to note.	FCBC to note
		<u>Forward Programme</u>	
	(xx)	FCBC provided an overview of their forward programme and indicated that marine operations and blasting works were their main priority.	
4(b)	M9 Junction 1a	<u>Actions from Previous Meeting No. 11</u>	
	(i)	SRB confirmed having issued PCNV029 covering gantry erection to the west of Junction 1a. PCNV028 is programmed to be submitted later.	
	(ii)	EDT confirmed that they had provided comments on PCNV037 covering pavement works.	
	(iii)	EDT confirmed having issued video footage of the Fife ITS pavement works to the NLG.	
	(iv)	CEC confirmed it was content to provide approvals for PCNVs, where this may be necessary, through the NLG processes currently being followed.	
	(v)	A demonstration of tonal and non-tonal reversing alarms was provided at the site visit on 31 May 2012. The use of tonal alarms was discussed, particularly in relation to night time working. SRB advised that some subcontractor plant had non-tonal alarms, however they had safety concerns regarding prescribing their use on site. WLC noted that an HSE report was available. It was agreed that the matter should be dealt with through the PCNV for night time pavement works and that the PCNV should set out clearly the basis for tonal alarms being best practicable means, should they be proposed for use.	SRB
		<u>Plans for Control of Noise and Vibration</u>	

	(vi)	SRB advised that they sought approval for weekend working and extended working at Overton Bridge to allow the closure of Overton Road to be removed early, reducing disruption to local people. SRB confirmed the time saved could be several weeks. CEC asked if there was likely to be associated working eg deliveries, that would cause additional disruption elsewhere. SRB advised that this would not be the case as heavy vehicles were not permitted in residential areas. The NLG agreed that a trial be operated over a week with attended monitoring in place, with SRB to review the trial with the NLG members, including any complaints that may be received, before any continued working of extended hours be permitted.	SRB
		<u>Monitoring</u>	
	(vii)	SRB provided information regarding short term attended monitoring.	
	(viii)	SRB confirmed that noise and vibration monitoring data for April had been submitted to the EDT.	
		<u>Community Engagement</u>	
	(iv)	SRB confirmed that no noise related complaints were received in May.	
	(x)	CEC asked that they be provided with advance notification of night time working for gantry and pavement works so that they may advise their night noise team of the detailed programme of works. SRB advised that the gantry erection programme would likely be timed to coincide with the pavement works to reduce disruption to road users.	SRB
		<u>Forward Programme</u>	
	(xi)	SRB provided the following information regarding planned works for June and July: <ul style="list-style-type: none"> • Directional drilling to commence • Earthworks to continue • Work at Overton Bridge, Newmains Bridge, M9 Overbridge, Niddry Burn culvert and Swine Burn Culvert to continue • Drainage works to continue • Pavement works on sections of the M9 to commence • Gantry works to continue • Services diversions to continue 	
	(xii)	CEC asked when the barrier at Kirklands would be installed. SRB to confirm.	SRB
4(c)	Fife ITS	<u>Actions from Previous Meeting No. 11</u>	
	(i)	JG confirmed that they had still to issue electronic copies of photographs of the fixed monitor locations. EDT noted that this action was carried over from previous meetings and asked for the information to be provided as soon as possible.	JG
	(ii)	FC confirmed having issued comments on PCNV0009.	
	(iii)	JG confirmed having submitted April noise monitoring information.	
		<u>Plans for Control of Noise and Vibration</u>	
	(iv)	Nothing to report.	
		<u>Monitoring</u>	
	(v)	JG confirmed that attended monitoring would be carried out during gantry erection works. FC asked which gantries would be erected first. JG to provide a detailed programme once it is finalised.	JG JG

		<u>Community Engagement</u>	
	(vi)	JG advised that no complaints were received in May. However, as previously advised complaints were received in April which were addressed. EDT noted that monitoring information provided to date did not cover the time period when the complaint from Craig Street was received. JG advised this would be submitted w/c 11 June.	JG
	(vii)	JG advised that the extension to the fence at Park Lea was being completed.	
	(viii)	JG advised that an update letter had been issued to adjacent residents.	
		<u>Forward Programme</u>	
	(ix)	SRB provided the following information regarding planned works for June and July: <ul style="list-style-type: none"> • Completion of topsoiling • Completion of safety barriers • Commencement of seeding works • Installation of cables and duct connections to progress • Gantry installation to progress • Hard standings and finishes to gantry locations to continue 	
5	Next Meeting	The next meeting (No. 13) will be held on 28 June 2012, 10am, Ferrytoll site office.	
6	Any Other Business	Nothing to report	