



Meeting Notes



Noise Liaison Group Meeting No. 11

3 May 2012, 10:00 to 13:00

Venue: FRC Project Office, Rosyth

Attendees:

David Climie	FRC Employer's Delivery Team (EDT) (Chair)
Steven Brown	FRC Employer's Delivery Team (EDT)
Andrew Mackay	FRC Employer's Delivery Team (EDT) (items 1 – 4(a) only)
Martin Butterfield	FRC Employer's Delivery Team (EDT)
David Condie	FRC Employer's Delivery Team (EDT)
Steve Williamson	City of Edinburgh Council (CEC)
Dermot Connolly	City of Edinburgh Council (CEC)
David Redden	Fife Council (FC)
Niall Corbet	Scottish Natural Heritage (SNH)
Thomas Nilsson	Forth Crossing Bridge Constructors (FCBC)
Neil Abraham	Forth Crossing Bridge Constructors (FCBC)
Meinolf Droste	Forth Crossing Bridge Constructors (FCBC)
Ray Browne	Forth Crossing Bridge Constructors (FCBC)
Martin Wilson	Forth Crossing Bridge Constructors (FCBC)
Paraic McCarthy	SRB Civil Engineering Ltd (SRB)
Roland Tarrant	SRB Civil Engineering Ltd (SRB)
Micheal O'Connell	SRB Civil Engineering Ltd (SRB)
Rory McFadden	John Graham (Dromore) Ltd (JG)

Apologies for Absence:

Richard Greer	FRC Employer's Delivery Team (EDT)
Tracy Wylie	Fife Council (FC)
David Brewster	West Lothian Council (WLC)
Brian Carmichael	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. 10 held on 5 April 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. 10</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)	FCBC confirmed that PCNV0021 covering earthworks south of the Forth had been finalised and that the potential vibration concern near Inchgarvie House would be managed through use of a dead weight roller.	
	(iii)	EDT confirmed that comments, including those from the NLG, on PCNV0020 covering marine foundation works had been issued to FCBC and that further discussions with FCBC had been held regarding the PCNV.	
	(iv)	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
	(v)	FCBC confirmed that 24 hour working for the cable excavator undertaking dredging works was not being taken forward.	
	(vi)	FCBC confirmed that dredging works were ongoing at the north side of the Forth.	
	(vii)	FCBC confirmed that vibration monitoring would be undertaken at the start of each new phase of work in accordance with the Code of Construction Practice.	
		<u>Noise and Vibration Management Plan</u>	
	(viii)	Refer to item (i) above.	
		<u>Plans for Control of Noise and Vibration</u>	
	(ix)	FCBC gave an overview of forthcoming planned works and PCNVs.	
	(x)	Society Road drainage works – FCBC explained that a drainage crossing of Society Road was necessary and that it would need to be installed over a number of nights to avoid closure of Society Road during the day. CEC noted that FCBC would need to explain in their PCNV why a partial closure of Society Road was not possible as means to avoid night working.	FCBC
	(xi)	Site clearance at Dalmeny Railway Bridge – FCBC explained that night working would be necessary adjacent to Dalmeny Railway Bridge would necessary as the proximity of site clearance works to the railway required possessions of the railway which could only be taken at night.	
	(xii)	South abutment excavation, base and walls – FCBC noted that a PCNV covering daytime works would be submitted.	
	(xiii)	Pipeline works – FCBC confirmed that a PCNV covering daytime pipeline works to the south of South Queensferry would be submitted.	
	(xiv)	FCBC advised that the above PCNVs were in preparation and would be submitted in May.	FCBC
	(xv)	EDT noted that they night working in particular would need to focus on limiting the extent of works which could cause disturbance as far as possible in accordance with Best Practicable Means within the constraints which necessitate night working. EDT also noted that community engagement would be of particular importance.	
	(xvi)	PCNV0020 covering marine operations was discussed. FCBC confirmed that comments were currently being addressed. The NLG queried one of the most significant aspects – respite during periods of essential 24 hour working and re-iterated its comments previously provided that respite should be properly planned and implemented wherever possible. FCBC noted the following: <ul style="list-style-type: none"> • Respite would be provided during the natural course of the works, including due to breakdowns or adverse weather, which to date had been significant. FCBC indicated that well in excess of 50% down-time had resulted during dredging works due to these factors. • FCBC proposed a weekly review of the works and planned respite. It was noted that there was a general acceptance that periods of continual working would be necessary, however, respite would need to be provided as part of ensuring best practicable means during the execution of the works. FCBC indicated that it would seek to coordinate its works to provide 	

		<p>planned respite wherever possible. FCBC proposed a weekly review with the NLG of proposals as the nature of the work being undertaken was such that they would need to be able to react to situations as they arose. FCBC indicated that they would issue information to the NLG in advance of a weekly conference call to discuss respite. This was agreed as being an acceptable approach. The first weekly call is to be on 22 May 2012. FCBC to arrange.</p> <ul style="list-style-type: none"> • CEC sought clarification regarding what was meant in the PCNV regarding separate phases for concrete pours as it understood that concrete pours would generally need to be continuous. FCBC explained that the separate phases related to underwater concrete and structural concrete. • CEC queried what measures were possible to reduce noise from cable excavators. FCBC noted that screening would be provided by the caissons during excavation works within the caissons. However, it was noted that there are potential noise issues associated with the excavator bucket banging against the sides of the caissons. FCBC indicated it would seek to manage this through toolbox talks which would highlight activities that could cause disturbance. 	FCBC
		<u>Monitoring</u>	
	(xvii)	EDT noted that it had provided comments to FCBC regarding its attended monitoring which it hoped would lead to improved monitoring being undertaken. CEC queried whether it was possible with FCBCs equipment to 'tag' the attended monitoring record at specific times. FCBC confirmed this was not possible. EDT noted that attended monitoring should record the nature of the construction noise that was audible at different times during the attended monitoring period with good site notes used to enable targeted toolbox talks on measures to be taken to reduce noise.	
	(xviii)	FCBC confirmed that they will be taking over direct control of hydrophone monitoring from their subcontractor, including responding to trigger alerts. FCBC confirmed that their mobile hydrophone was being procured.	FCBC
	(xix)	SNH advised that the effect of cumulative operations on underwater noise would be very useful in terms of demonstrating compliance with the Appropriate Assessments. FCBC confirmed this information would be available from the monitoring undertaken.	
	(xx)	SNH queried whether monitoring data would be available to demonstrate noise aspects in relation to tern colonies. FCBC confirmed their monitoring would cover this.	
		<u>Community Engagement</u>	
	(xxi)	FCBC noted that they had received an enquiry from Linn Mill regarding the temporary screen provided at that location which was being addressed. Update to be provided at the next NLG meeting.	FCBC
	(xxii)	FCBC noted that they had received a complaint from Linn Mill regarding dredging which had been responded to.	
		<u>Forward Programme</u>	
	(xxiii)	<p>FCBC confirmed that in addition to marine foundation works and earthworks, a number of key activities would progress, including:</p> <ul style="list-style-type: none"> • Blasting works as part of earthworks – these would continue beyond the end of April following confirmation that noise levels were not recorded above baseline levels at Long Craig Island. • Piling works at S6 close to the south foreshore were due to be 	

		<p>undertaken later in the summer.</p> <ul style="list-style-type: none"> Works would be undertaken at the Port of Rosyth to support the marine operations. FCBC noted that there are no nearby properties and that much of the work at the port which would support construction of the scheme were typical of those carried out in the port area and that deliveries to the port would be from the A90 and B981. FCBC noted that some activities could be out of the normal range of activities at the port, such as piling works which may be necessary to strengthen the quay. EDT noted that this would need assessed, particularly in relation to underwater noise. FCBC indicated that its preference was to use the PCNV process to cover activities which were not typical of those carried out day-to-day at the port. The EDT noted that a PCNV should cover all works at the port and that a different approach would need considered by the NLG. FCBC to review. FCBC indicated that it may seek to apply for an earlier start to road connections construction activities to allow some specific activities such as dust suppression to be undertaken. NLG noted that any early start would need to be clearly justified and that it was important to ensure that the Code of Construction Practice was complied with. Community relationships would also need to be considered as part of any proposal put forward by FCBC. 	
4(b)	M9 Junction 1a	<u>Actions from Previous Meeting No. 10</u>	
	(i)	SRB to amend cumulative assessment to include evening and night time levels in advance of the pavement works commencing.	Note
	(ii)	SRB noted that PCNV028 and PCNV029 covering gantry erection had yet to be resubmitted. NLG asked that the PCNVs make use of monitored data from gantry erection on the M9 Spur to substantiate the assessments made.	SRB
	(iii)	SRB confirmed that the offline pavement works had been extracted from PCNV 33 – Pavement and that a new PCNV was created to include these (PCNV 37), hence providing greater clarity on the sections where weekend and night works are necessary.	
	(iv)	SRB confirmed that night working at Overton Bridge was not proposed and a modified PCNV to cover night working at Overton Bridge was therefore not required.	
	(v)	SRB and EDT confirmed the arrangements for the post meeting site visit.	
		<u>Plans for Control of Noise and Vibration</u>	
	(vi)	SRB explained that the pavement works were now being covered by two separate PCNVs, with PCNV 33 covering online works and PCNV 37 covering offline works. EDT confirmed that they were currently reviewing PCNV 37 and would issue comments as appropriate. SRB advised that they were currently still at the planning stage with the online pavement works and that these would need to be undertaken outwith normal works hours to avoid significant disruption to traffic. SRB advised that the online pavement works would take place over a minimum of 4 weekends. All parties agreed that close consultation between the SRB, CEC and EDT would be required in the planning of the works.	EDT
	(vii)	EDT advised that video footage of the FITS pavement works would be made available to NLG members on request.	EDT
	(viii)	CEC to confirm how it wished to handle any additional consents that may be necessary in relation to the online pavement works (PCNV 33).	CEC
	(iv)	SRB advised that the initial findings from their broadband reversing alarm trial indicated that tonal alarms are the safer option when working adjacent to live traffic. SRB to liaise with their subcontractor for pavement works and advise if broadband reversing alarms would	

		be used for the online pavement works. All parties agreed that an on-site demonstration of both types of alarm during the site visit would be beneficial.	SRB
		<u>Monitoring</u>	
	(x)	SRB provided an update regarding monitoring works.	
		<u>Community Engagement</u>	
	(xi)	SRB advised that they had received queries from three members of the public regarding when the works at Gateside would be finishing on one particular evening. SRB confirmed that these were enquiries and not complaints and were being responded to.	
		<u>Forward Programme</u>	
	(xii)	SRB advised that their forward programme of works for May-June included: <ul style="list-style-type: none"> • Earthworks • Overton Bridge • Newmains Bridge • M9 Bridge • Exiting M9 Over Bridge refurbishment • Niddry Burn culvert • Swine Burn culvert • Drainage • Earthworks, access and piling for gantries • Services diversions • Delivery of gantries to site 	
4(c)	Fife ITS	<u>Actions from Previous Meeting No. 9</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 to provide comments on PCNV0009 covering gantry installation.	FC
	(iii)	JG provided a copy of the 3 month look-ahead programme which was reviewed.	
	(iv)	JG confirmed that a modified PCNV for southbound carriageway resurfacing works was not required.	
	(v)	JG confirmed that attended monitoring was carried out throughout April at various receptors.	
		<u>Plans for Control of Noise and Vibration</u>	
	(vi)	JG advised that they do not intend to submit any further PCNVs following the submission of PCNV 0009 – Overhead Gantry Installation.	
		<u>Monitoring</u>	
	(vii)	JG advised that the first two weeks of the construction noise monitoring from April would be provided to the EDT for review during week commencing 07/05/12.	JG
	(viii)	JG advised construction noise monitoring for surfacing works and gantry erection would continue in May.	
		<u>Community Engagement</u>	
	(ix)	JG advised that they had received three complaints from residents in	

		April. One from a resident adjacent to the A90 on 14 April and two from the residents at Craig Street on 24/25 April. JG advised that all queries/complaints were closed out the following day and that additional mitigation measures were implemented to prevent further disturbance.	
		<u>Forward Programme</u>	
	(x)	JG advised that the next key activity would be gantry erection works.	
5	Next Meeting	The next meeting (No. 12) will be held on 31 May 2012, 10am, Ferrytoll site office.	
6	Any Other Business	Nothing to report	