

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010041

6.7 Environmental Statement – Appendix 6.8 Construction Noise and Vibration Mitigation Clauses

Part A

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

June 2020

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

**The A1 in Northumberland: Morpeth to Ellingham
Development Consent Order 20[xx]**

Environmental Statement - Appendix

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CONSTRUCTION NOISE AND VIBRATION MITIGATION CLAUSES

LEVEL 1 MITIGATION CLAUSES

- a.** The main contractor would assess, consider and implement best practicable means (BPM) at all times throughout the construction of the A1 in Northumberland: Morpeth to Ellingham Scheme, Part A: Morpeth to Felton (Part A) in order to control noise and vibration resulting from the construction works. S72 of Control of Pollution Act (CoPA) 1974, BS 5228-1 and BS 5228-2 would be adopted. The main contractor would develop and submit a noise and vibration management plan (NVMP) including method statements and any monitoring and reporting protocols that demonstrate to Highways England (the Applicant) that no significant impact would result from their construction works. The method statements shall specify how immediate neighbours would be kept informed of the measures taken to achieve this requirement. The main contractor would provide the method of working with at least 14 days' notice. No work shall commence without the written acceptance from the Applicant.
- b.** Guidance given in BS 5228-1 (Section 8 - Control of noise and Annex B - Noise sources, remedies and their effectiveness) would be followed as far as is practicable and advice and training on noise minimisation given to staff during Site induction procedures.
- c.** Each plant item would be well maintained and operated in accordance with manufacturers' recommendations and in such a manner as to minimise noise emissions.
- d.** Electrically powered plant would be preferred, where practicable, to mechanically powered alternatives. All mechanically powered plant would also be fitted with suitable silencers, as appropriate.
- e.** Items of plant operating intermittently would be shut down in the periods between use.
- f.** Where feasible, all stationary plant would be located so that the noise effect at receptors is minimised and, if practicable, every item of static plant when in operation would be sound attenuated using methods based on the guidance and advice given in BS 5228-1.
- g.** Careful selection of construction methods and plant would be investigated and utilised, for example, breaking-out of concrete structures using, if required, low noise methods such as munching or similar, rather than percussion breaking.
- h.** Regular onsite observation monitoring and checks/audits would be undertaken to ensure that BPM is being employed at all times. The site reviews would be logged, and any remedial actions recorded. Such checks would include:
 - i.** Hours of working;
 - ii.** Presence of mitigation measures, equipment (i.e. engines doors closed, airlines not leaking, etc.) and screening (i.e. location and condition of local screening, etc.);
 - iii.** Number and type of plant;
 - iv.** Construction method; and
 - v.** Where applicable, any specific s61 consent conditions.

- i. Works (including deliveries) would be programmed such that the requirement for working outside of normal working hours is minimised.
- j. The main contractor would produce and submit an application under Section 61 (s61) of Part III of The Control of Pollution Act 1974 to the Local Authority Environmental Health Department in whose area the works are to take place. Once approved, any conditions applied to the approval shall be complied with.
- k. The consent applications would be discussed with NCC, or authorities, both prior to construction work and throughout the construction period.
- l. All relevant plant would comply with permissible noise levels set out in the relevant European Directives.
- m. Unless for safety or engineering reasons, the number of instances of a particular diversion route in operation would be limited to:
 - i. Less than 10 days/nights in any 15 consecutive day period, and
 - ii. Less than 40 days/nights in any consecutive six month period.
- n. Where an alternative diversion route cannot be accommodated, and use of a route is likely to exceed more than 10 days/nights in any 15 consecutive days, or 40 days/nights in any 6 consecutive months, alternative mitigation may be offered to properties within 50 m of the diversion route such as secondary insulation of the windows of affected habitable rooms or temporary re-housing in line with the example thresholds in BS 5228-1 Annex E.4.
- o. Where a diversion route is to be used the pavement would be checked to ensure it is in good condition, and the signalling of traffic lights adjusted to avoid the stop-start of traffic within 50 m of receptors in discussions with the NCC.
- p. The main contractor would liaise with relevant NCC Environmental Health Officers (EHO), affected residents and commercial operations to ensure that local people and business are kept well informed of the timings and duration of construction works via such means as newsletters and public meetings.
- q. The main contractor would appoint a reasonable person to liaise with the public and have a representative available on-site during daytime working hours to answer queries or address any concerns expressed.
- r. Where construction activities are undertaken in the same area in tandem, the cumulative effects of both (or more) needs to be considered such that the Significant Observed Adverse Effect Level (SOAEL) is not exceeded at receptors previously predicted not to exceed the SOAEL.

LEVEL 2 MITIGATION CLAUSES

- a. Unless for safety or engineering reasons construction works that cause noise or vibration levels at sensitive receptors above the relevant SOAEL would not exceed the following durations:

- i. 10 days/nights in any 15 consecutive days/nights
 - ii. 40 days/nights in any consecutive six months
- b.** If the above durations need to be exceeded, temporary re-housing would be offered to residents for the duration of works. The requirement or otherwise for an offer of temporary re-housing would be determined based upon the outcome of further detailed assessment adopting finalised construction methodology and phasing details to be provided by the appointed main contractor. Such an assessment would be undertaken as part of the Construction Environmental Management Plan (CEMP).
- c.** The main contractor would develop method statements, monitoring and reporting protocols to demonstrate that:
- i. All plant and equipment would be properly maintained and operated in accordance with manufacturers' recommendations. Plant would be inspected on arrival to site.
 - ii. Machines in intermittent use would be shut down in intervening periods of non-use or, where this is impracticable, they would be throttled down to a minimum.
 - iii. No vehicles would wait or queue on public highways or in the vicinity of construction compounds with engines running for periods in excess of 10 minutes.
- d.** Temporary acoustic barriers and other noise containment measures such as screens and acoustic hoarding at the Part A Scheme boundary should be erected where appropriate to minimise noise breakout and reduce noise levels at potentially affected receptors.

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