

TRANSPORT ASSESSMENT

ADDENDUM 2

KIRKBY VALLEY GOLF CLUB AND COURSE,
INGOE LANE, KIRKBY

Client: Green Circle



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1 INTRODUCTION

1.1 Background

1.1.1 Green Circle (formerly L32 Trading Ltd) is seeking full planning permission for a redevelopment of Kirkby Valley Golf Club and Course off Ingoe Lane, Knowsley. A planning application was submitted to Knowsley Council (KC) which was validated in September 2021. It was assigned the planning application reference 21/00744/FUL.

1.1.2 A description of the development is as follows:

LARGE SCALE DEVELOPMENT OF GOLF COURSE INCLUDING; THE IMPORTATION OF UP TO 475,000 CUBIC METRES OF INERT SOILS, SANDS AND AGGREGATE (TO BE GOVERNED BY CL:AIRE DOWCOP PROCEDURES / PROTOCOLS), TO REMODEL THE EXISTING GOLF COURSE AND CREATE A NEW 9 HOLE PAR 3 GOLF COURSE ON 52 ACRES OF DISUSED LAND ADJACENT TO THE EXISTING GOLF COURSE, ERECTION OF NEW TWO STOREY CLUBHOUSE COMPRISING BAR, RESTAURANT, FUNCTION SPACE, CHANGING ROOMS AND ASSOCIATED FACILITIES, CHANGE OF USE OF EXISTING CLUB HOUSE TO GOLF RELATED TRAINING ACADEMY WITH OVERNIGHT ACCOMMODATION FOR GOLF PROFESSIONALS WITH EXTENSION TO BUILDING, AND ALTERATIONS, NEW CENTRALLY LOCATED GREENKEEPERS COMPOUND WITH ASSOCIATED PORTAL FRAME BUILDING HOUSING WELFARE FACILITIES, OFFICE SPACE, TRAINING SPACE AND EQUIPMENT STORAGE, AND MAINTENANCE AND SECURITY FENCING, CREATION OF AN ADVENTURE GOLF COURSE AND PRACTICE PUTTING GREEN, CREATION OF A GOLF DRIVING RANGE WITH TWO STOREY BUILDING INCLUDING BAR/LOUNGE, PRO GOLF SHOP, TRAINING AND PRACTICE, LIGHTING AND NETTING AND SUPPORTING WORKS INCLUDING DRAINAGE WORKS (INCLUDING IRRIGATION WATER BODIES / WETLAND FEATURES), THE ERECTION OF A FOOTBRIDGE OVER THE RIVER ALT, CREATION OF 1NO NEW ACCESS ONTO VALLEY ROAD, EXTENDING CAR PARK AND SITE WIDE LANDSCAPING.

1.1.3 Prime Transport Planning (Prime) prepared a Transport Assessment (TA) and Travel Plan (TP) to accompany the application, with both documents dated September 2021. A Transport Assessment Addendum (TAA) was also completed and submitted in 2023.

1.1.4 KC Highways, as local highway authority (LHA), and National Highways (NH) as motorway and trunk road authority were both consulted as part of the application.

1.1.5 This second Addendum, formally referred to as TAA2, has been produced to provide additional information regarding construction traffic movements and construction phasing, as well as clarification regarding the level of car parking provision present for the existing clubhouse on the eastern part of the site.

1.1.6 Further clarity has been provided regarding the minimal impact that the construction phase (as well as the operation of the site once constructed) will have on the strategic road network.

1.2 Scope of Report

1.2.1 Following this introduction, the remainder of this report is structured as follows:

- Section 2 presents the expected construction traffic and phasing, and clarifies the minimal impact the construction period and development as a whole will have on the strategic road network;
- Section 3 highlights the level of parking present for the existing clubhouse; and
- Section 4 provides a summary and conclusion.

2 CONSTRUCTION TRAFFIC AND PHASING

2.1 Phasing Overview

2.1.1 The anticipated vehicle movements for the duration of the development period can be split into four separate main operations. These are stated below:

- Phase 1* – Soil import and shaping for existing golf course works (30-month duration);
- Phase 2* – Driving Range/Adventure Golf Course and car parking areas (12-month duration);
- Phase 3 – Construction of new Clubhouse (15-month duration); and
- Phase 4 – Refurbishment of existing Clubhouse for Golf Academy (12-month duration).

**Following Phases 1 and 2 the construction of the proposed site access from Valley Road will commence*

2.1.2 It should be noted Phase 2 will run in tandem with Phase 1 after approximately 18 months. They will be both be finished within a 30-month total duration. Following this 30-month period and opening of the site to the public, the delivery of the full signalisation for the fourth arm of the A506 Valley Road/Field Lane junction (as per the preliminary design shown in Drawing P22068-002 appended to TAA1) will be delivered.

2.1.3 A simple construction phasing Gantt chart has been provided in Appendix I. This is a visual representation of the construction phases and at what point each could begin.

2.2 Vehicle Types and Frequency

Phase 1 Soil import and shaping for existing golf course works (30-month duration)

2.2.1 The applicant intends to import 475,000 cubic metres of material for use on the wider golf course. Based on circa 9 cubic metres of material per HGV this equates to circa 52,500 HGV trips in total. Over the 30-month period this equates to 1,750 HGVs a month on average, 480 HGVs a week, or circa 80 loads per day. Each HGV (tipper truck) could be expected to accommodate circa 9 cubic metres of material.

2.2.2 In total, the import of material could be anticipated to generate approximately 8-9 HGVs loads per hour of operation although there will be natural peaks and troughs throughout this period so there may be some minor fluctuation depending on the specific works on site.

Phase 2 Driving Range/Adventure Golf Course and Car Parking Areas (12-month duration)

2.2.3 Phase 2 will consist of the construction of the new driving range/adventure golf course and associated parking areas. In total 20 delivery days are anticipated each month, with 4 visits per day. This would equate to 960 trips in total over the 12-month period. The construction of the car parking and

landscaping areas is likely to take 6-months with 20 delivery days and 4 visits per day on average, totalling 480 trips. Assuming some overlap between the two sub phases, Phase 2 is expected to generate a maximum of 8 trips per day. These trips would be undertaken by a range of vehicles, including van delivery, bulk material supplies and skip hire.

Phase 3 Construction of New Clubhouse (15-month duration)

- 2.2.4 Phase 3 will take 15-months and will account for the construction of the new clubhouse as well as maintenance units and hard standing. Each month is anticipated to have 20 delivery days with 4 deliveries per day on average. This would result in an anticipated 1,200 trips over the 15-month period. These trips would be undertaken by a range of vehicles, including van delivery, bulk material supplies and skip hire.

Phase 4 Refurb of Old Clubhouse for Golf Academy (12-month duration)

- 2.2.5 The refurbishment of the existing clubhouse along with the remaining car and landscaping area is expected to take 12-months, again with 20 delivery days per month and 4 visits per days equating to 960 trips over the period. These trips would also be undertaken by a range of vehicles, including van delivery, bulk material supplies and skip hire.

Summary of Anticipated Vehicle Trips/Deliveries

- 2.2.6 When considering Phase 1, the soil import and shaping for the existing golf course works, it is acknowledged that circa 80 HGVs could be expected per day over the 30-month period, equivalent to an average of around 8-9 HGV loads per hour.
- 2.2.7 When considering Phase 2, the construction of the driving range and adventure golf course and car parking areas, 4 trips are anticipated per day.
- 2.2.8 Phase 3, the construction of the new clubhouse, can be expected to generate 4 deliveries per day, or 1 trip every 2 hours over a 15-month duration.
- 2.2.9 Phase 4, the refurbishment of the existing club house for golf academy use, again can be expected to generate 4 deliveries per day, or 1 trip every 2 hours over a 12-month period.
- 2.2.10 The trips associated with Phase 1 will predominantly be undertaken by tipper trucks, though a variety of vehicles will be used for the other three phases and will include vans, and smaller HGVs as well as some larger HGVs (tippers trucks, articulated lorries etc).
- 2.2.11 Although the effects of construction traffic are not a detailed planning consideration, the expected generation of traffic during the construction period can be compared to the traffic which is likely to be generated once the development is operational.
- 2.2.12 As stated, during the peak of the construction period where Phases 1 and 2 will overlap, at most it could be expected that around 85-90 trips are made per day. Once the development site is

operational, the golf course element alone (as highlighted in the TAA and TA) could generate circa 300 one-way vehicle trips during the course of a typical weekday. This is obviously far greater than the highlighted construction trips and as proven through the TAA is a quantum of traffic that can be accommodated by the surrounding highway network.

2.2.13 Although this analysis does not consider staff for the construction element, the likelihood that these trips may exceed circa 300 one-way movements, to be greater than the total sum of operational trips that could be expected once the site is complete (and that have been assessed) is highly unlikely.

2.2.14 In review of traffic survey data, captured in 2022 for the Field Lane/A506 Valley Road signal junction, the anticipated 90 movements per day would only account for an approximate 3% increase in traffic during the typical AM and PM peak periods. This is a minimal increase which likely falls within the natural fluctuations in traffic flow for the 'A' road.

2.3 Strategic Road Network (M57 Junction 6)

2.3.1 Clearly the site's close proximity to the strategic road network (SRN) offers a significant benefit in terms of construction traffic and the ability for it to minimise the use of the local road network.

2.3.2 It is anticipated that the vast majority of construction traffic related trips will travel via the SRN and M57 Junction 6, although the exact routing split is not known at this stage. However, even if 100% of all arrivals/departures utilised one off-slip and one on-slip, the impacts of this traffic would be negligible. It would likely be less than the typical daily fluctuation in traffic flow, with 1 vehicle anticipated at its peak every 7 minutes on a temporary basis.

2.4 Construction Traffic Management Plan

2.4.1 An outline Construction Traffic Management Plan (CTMP) has been provided in Appendix II. It provides the above information, but also presents additional details of how construction traffic will be managed and mitigated in order to minimise any construction traffic effects within the local area. During the construction phase, the CTMP should also aid to minimise the detriment to the natural environment through the risks of pollution and dangers to highway safety.

3 EXISTING CLUBHOUSE PARKING PROVISION

- 3.1.1 Clarification regarding the provision of car parking available for the existing clubhouse has been requested.
- 3.1.2 The car park in question is not formally marked out and will be significantly improved following planning approval, both in terms of formalisation and surface improvements. The number of car parking spaces has been determined through measurements of the available space on site. This available space has been compared against the size requirements for a standard parking space.
- 3.1.3 In its current form the car park is noted to be able to accommodate approximately 124 cars/vans.

4 SUMMARY AND CONCLUSION

4.1 Summary

- 4.1.1 This TAA2 has been prepared to present the expected construction phasing and associated construction traffic for the redevelopment of Kirkby Valley Golf Club and Course. It has also provided clarification regarding the level of car parking available for the existing clubhouse.
- 4.1.2 As presented, the development's construction will be split across 4 separate main phases, with the delivery of the full signalisation for the fourth arm of the A506 Valley Road/Field Lane junction to commence after Phases 1 and 2 are complete prior to the opening of parts of the scheme to the general public/members.
- 4.1.3 As stated, during the peak of the construction period where Phases 1 and 2 will overlap, at most it could be expected that around 85-90 trips are made per day. Once the development site is operational, the golf course element alone (as highlighted in the TAA and TA) could generate circa 300 one-way vehicle trips during the course of a typical weekday. This is obviously far greater than the highlighted construction trips and as proven through the TAA is a quantum of traffic that can be accommodated by the surrounding highway network.
- 4.1.4 The effects of construction traffic are not a detailed planning consideration, although the expected generation of traffic during the construction period can be noted to be minimal in relation to the context of the surrounding highway.
- 4.1.5 The level of car parking available for the existing clubhouse is circa 124 spaces.

4.2 Conclusion

- 4.2.1 It is concluded that the proposed construction period for the development would not result in a 'severe' impact on the operation of the highway network in terms of capacity. The impact is best described as negligible on a temporary/short-term basis.
- 4.2.2 The level of car parking available for the existing clubhouse has been verified. It has been confirmed through the TA and TAA that the car park will be improved and formalised following planning approval.

APPENDIX I

CONSTRUCTION PHASING GANTT CHART



APPENDIX II

OUTLINE CTMP

1.1 Introduction

- 1.1.1 This Outline Construction Traffic Management Plan (CTMP) has been prepared by Prime Transport Planning (Prime) for Green Circle (formerly L32 Trading Ltd), in relation to the below proposed development:

LARGE SCALE DEVELOPMENT OF GOLF COURSE INCLUDING; THE IMPORTATION OF UP TO 475,000 CUBIC METRES OF INERT SOILS, SANDS AND AGGREGATE (TO BE GOVERNED BY CL:AIRE DOWCOP PROCEDURES / PROTOCOLS), TO REMODEL THE EXISTING GOLF COURSE AND CREATE A NEW 9 HOLE PAR 3 GOLF COURSE ON 52 ACRES OF DISUSED LAND ADJACENT TO THE EXISTING GOLF COURSE, ERECTION OF NEW TWO STOREY CLUBHOUSE COMPRISING BAR, RESTAURANT, FUNCTION SPACE, CHANGING ROOMS AND ASSOCIATED FACILITIES, CHANGE OF USE OF EXISTING CLUB HOUSE TO GOLF RELATED TRAINING ACADEMY WITH OVERNIGHT ACCOMMODATION FOR GOLF PROFESSIONALS WITH EXTENSION TO BUILDING, AND ALTERATIONS, NEW CENTRALLY LOCATED GREENKEEPERS COMPOUND WITH ASSOCIATED PORTAL FRAME BUILDING HOUSING WELFARE FACILITIES, OFFICE SPACE, TRAINING SPACE AND EQUIPMENT STORAGE, AND MAINTENANCE AND SECURITY FENCING, CREATION OF AN ADVENTURE GOLF COURSE AND PRACTICE PUTTING GREEN, CREATION OF A GOLF DRIVING RANGE WITH TWO STOREY BUILDING INCLUDING BAR/LOUNGE, PRO GOLF SHOP, TRAINING AND PRACTICE, LIGHTING AND NETTING AND SUPPORTING WORKS INCLUDING DRAINAGE WORKS (INCLUDING IRRIGATION WATER BODIES / WETLAND FEATURES), THE ERECTION OF A FOOTBRIDGE OVER THE RIVER ALT, CREATION OF 1NO NEW ACCESS ONTO VALLEY ROAD, EXTENDING CAR PARK AND SITE WIDE LANDSCAPING.

- 1.1.2 The planning application was assigned the reference 21/00744/FUL.
- 1.1.3 Knowsley Council (KC) as both the planning authority and local highway authority (LHA), and National Highways (NH) as motorway and trunk road authority were both consulted as part of this application.
- 1.1.4 This document has been prepared to provide KC with necessary construction information related to the proposal outlined above, with a specific emphasis made to the anticipated construction traffic movements. This CTMP is a live document and will be maintained, reviewed and updated by the project team, as necessary and as required throughout the development process.
- 1.1.5 This CTMP supplements the Construction Method Statement prepared by International Design Group.

1.2 Construction Management Plan Objective

- 1.2.1 The objective of this CTMP is to ensure that the potential impacts that may arise during the construction phase of the development have been appropriately considered and that the traffic generated by the development through the construction phase is kept to a minimum, both in terms of physical impact and duration. Where possible, impacts will be avoided or mitigated through the management of the construction process.
- 1.2.2 The CTMP should help to minimise any construction traffic effects within the local area. During the construction phase, the CTMP should also aid to minimise the detriment to the natural environment through the risks of pollution and dangers to highway safety.
- 1.2.3 The anticipated construction period for the works will be approximately 57 months. This CTMP will remain in place until construction is completed. As stated above, the document is live and will be maintained and reviewed as appropriate.

1.3 Site Description & Delivery Routing

- 1.3.1 The proposal is located to the north of the A506 Valley Road, in between Aintree Lane and junction 6 of the M57.
- 1.3.2 Access and deliveries to the site will be gained via a new signal controlled access from A506 Valley Road, with a new arm created from the existing Field Lane / A506 Valley Road signalised junction. The access during the construction phase will be accommodated on a temporary basis, with similarly temporary traffic lights in situ to manage traffic.
- 1.3.3 Construction traffic arrivals will travel from M57 Junction 6, from either the south or north on the M57. Traffic will then turn off to travel along the A506 Valley Road in a westbound movement until they reach Field Lane and the aforementioned temporary construction access with associated signal arrangement.
- 1.3.4 All construction vehicles departing the site will use the same route as on approach in reverse.
- 1.3.5 All contractors and external deliveries to site will be made aware of the construction traffic route, as well as any local restrictions as necessary. However, it is evident that the site is well located to the primary and strategic highway network and will enable construction vehicles to travel to and from the site without any issues. The proximity to the M57 minimises the use of local roads.

1.4 Signage

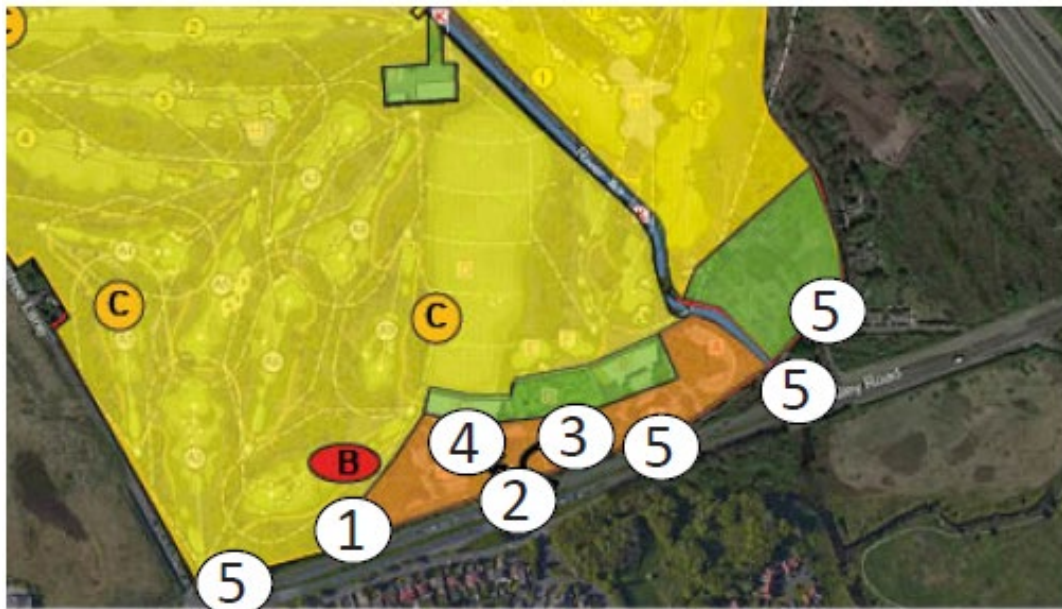
- 1.4.1 Temporary signage will be provided at the site access point and along the perimeter cordon to advise of the operation. In line with the Traffic Signs Manual, additional temporary signage will be placed on the local highway network in advance of the access to direct drivers to the site, minimise any impact

to other road users and warn motorists of the approaching site access and slow-moving construction vehicles.

1.4.2 Image 1.1 below highlights the proposed location of construction signage. The list of signage text below corresponds numerically to Image 1.1 and where this proposed text will be signed and situated.

1. *'All HGV Entrance'*
2. *'HGV Entrance - Turn Left'*
3. *'All HGVs + Site Traffic This Way'*
4. *'All HGVs Please STOP and report Here'*
5. *'Construction Site - Strictly no public access'*

Image 1.1 – Proposed Construction Signage Location



1.5 Site Working and Construction Delivery Hours

1.5.1 It is proposed that the site will be open during the following hours:

- Mondays to Fridays: 07:30 - 17:30;
- Saturdays: 07:30 - 13:00; and
- Sundays and Bank Holidays: None.

1.5.2 The proposed maximum hours of construction activity will be as follows:

- Mondays to Fridays: 08:00 - 17:00;
- Saturdays: 08:00 - 12:30; and
- Sundays and Bank Holidays: None.

1.5.3 Delivery vehicle trips during the weekday AM and PM peak hours will be avoided so they do not coincide with the busiest peak periods on the local highway network. Delivery arrivals will also be staggered and managed to ensure that a build-up of construction vehicles does not occur.

1.5.4 Delivery drivers will be required to call the site manager 5-10 minutes before arrival to site and a designated site banksman will be present to oversee the arrivals/departures to/from the site.

1.6 Site Access and Manoeuvring

1.6.1 As discussed, the site will be accessed from the proposed temporary access provided on the Field Lane / A506 Valley Road signal junction. The access will be benefited by temporary signals to facilitate continued safe vehicle movements. The access will be fully integrated with the traffic signals, as shown in Drawing P22068-002 submitted as part of the Transport Assessment Addendum dated June 2023, at an appropriate point in the development process to be discussed and agreed with KC Highways. The exact details of the access can also be formalised and agreed with the LHA following any required Section 171 / 278 agreement or similar before works commence.

1.6.2 The below text highlights the typical access procedures that will be in place for when vehicles access the site:

- At the entrance to the site will be the site security and admin office;
- Drivers accessing and entering the site will be required to sign in and out of the security office;
- At the security point/gates there will be a posted site speed limit of max 5 mph;
- On exiting the site there will be a posted site notice of the speed restrictions on Valley Road and a vehicle marshal will be in attendance for the access/ egress of all vehicles;
- Where practical all deliveries will be pre-planned around peak-traffic flows. As noted above on arrival on site all vehicles will report to the security office;
- Signage will be strategically located on the site hoarding directing drivers to report to the security office;
- Site security will be by controlled gates at the site entrance; and
- No on-street parking will be allowed for any contractors or sub-contractors.

1.6.3 Sufficient space will always be maintained during construction to enable all construction and delivery vehicles to turn without restriction and exit the site in forward gear. Banksman, warning signage and temporary barrier fencing will be in place to protect members of the public during vehicle loading and unloading.

1.6.4 The temporary construction access provided on the Field Lane / A506 Valley Road signal junction will be utilised by all construction traffic.

1.6.5 There should be no need for any HGVs to utilise Ingoe Lane to gain access to the wider site.

- 1.6.6 Image 1.2 below highlights the anticipated site layout, with the following 'letters' acting as a 'key' corresponding to those highlighted on the image.

'A - Entry/Exit, with traffic control and wheel wash. Site security control

B - Site compounds

C - Soil overburden mounding

D - Internal haulage routes

E - Staff car park

F - Small machine haulage route'

Image 1.2 – Site Traffic Plan



- 1.6.1 As noted on the plan, construction vehicles will be required to cross the River Alt. As per the key, these crossings will be restricted to 'small machine haulage'. In any case, the structural integrity of this bridge will be ensured, and appropriate vehicles utilised.

1.7 Staff

- 1.7.1 Construction workers will be encouraged to car/van share and use sustainable modes of travel (walk, cycle and public transport) where possible.

1.8 Material Types and Waste Management

- 1.8.1 Any construction materials will be brought to and handled on site. Any construction waste materials will be removed and transported to a licenced transfer station for sorting, recycling and disposal to a licensed landfill site. All information regarding the destination of the waste generated will be recorded in the Site Waste Management Plan.

1.9 Vehicle Types and Frequency

- 1.9.1 The anticipated vehicle movements for the duration of the development period can be split into four separate main operations. These are stated below:

- Phase 1 – Soil import and shaping for existing golf course works (30-month duration);
- Phase 2 – Driving Range / Adventure Golf Course and car parking areas (12-month duration)
**Following Phase 1/2 the Construction of Approved Site Access will Commence;*
- Phase 3 – Construction of new Clubhouse (15-month duration); and
- Phase 4 – Refurbishment of Old Clubhouse for Golf Academy (12-month duration).

- 1.9.2 It should be noted Phase 2 will run in tandem with Phase 1 after approximately 18 months. They will be both be finished within a 30-month total duration. Following this 30-month period and opening of the site to the public, the delivery of the full signalisation for the fourth arm of the A506 Valley Road/Field Lane junction (as per the preliminary design shown in Drawing P22068-002) will be delivered.

Phase 1 Soil import and shaping for existing golf course works (30-month duration)

- 1.9.3 The applicant intends to import 475,000 cubic metres of material for use on the wider golf course. Based on circa 9 cubic metres of material per HGV this equates to circa 52,500 HGV trips in total. Over the 30-month period this equates to 1,750 HGVs a month on average, 480 HGVs a week, or circa 80 loads per day. Each HGV (tipper truck) could be expected to accommodate circa 9 cubic metres of material.

- 1.9.4 In total, the import of material could be anticipated to generate approximately 8-9 HGVs loads per hour of operation although there will be natural peaks and troughs throughout this period so there may be some minor fluctuation depending on the specific works on site.

Phase 2 Driving Range / Adventure Golf Course and Car Parking Areas (12-month duration)

- 1.9.5 Phase 2 will consist of the construction of the new driving range/adventure golf course and associated parking areas. In total 20 delivery days are anticipated each month, with 4 visits per day. This would equate to 960 trips in total over the 12-month period. The construction of the car parking and landscaping areas is likely to take 6-months with 20 delivery days and 4 visits per day on average, totalling 480 trips. Assuming some overlap between the two sub phases, Phase 2 is expected to

generate a maximum of 8 trips per day. These trips would be undertaken by a range of vehicles, including van delivery, bulk material supplies and skip hire.

Phase 3 Construction of New Clubhouse (15-month duration)

- 1.9.6 Phase 3 will take 15-months and will account for the construction of the new clubhouse as well as maintenance units and hard standing. Each month is anticipated to have 20 delivery days with 4 deliveries per day on average. This would result in an anticipated 1,200 trips over the 15-month period. These trips would be undertaken by a range of vehicles, including van delivery, bulk material supplies and skip hire.

Phase 4 Refurb of Old Clubhouse for Golf Academy (12-month duration)

- 1.9.7 The refurbishment of the existing clubhouse along with the remaining car and landscaping area is expected to take 12-months, again with 20 delivery days per month and 4 visits per days equating to 960 trips over the period. These trips would also be undertaken by a range of vehicles, including van delivery, bulk material supplies and skip hire.

Summary of Anticipated Vehicle Trips/Deliveries

- 1.9.8 When considering Phase 1, the soil import and shaping for the existing golf course works, it is acknowledged that circa 80 HGVs could be expected per day over the 30-month period, equivalent to an average of around 8-9 HGV loads per hour.
- 1.9.9 When considering Phase 2, the construction of the driving range and adventure golf course and car parking areas, 4 trips are anticipated per day.
- 1.9.10 Phase 3, the construction of the new clubhouse, can be expected to generate 4 deliveries per day, or 1 trip every 2 hours over a 15-month duration.
- 1.9.11 Phase 4, the refurbishment of the existing club house for golf academy use, again can be expected to generate 4 deliveries per day, or 1 trip every 2 hours over a 12-month period.
- 1.9.12 The trips associated with Phase 1 will predominantly be undertaken by tipper trucks, though a variety of vehicles will be used for the other three phases and will include vans, and smaller HGVs as well as some larger HGVs (tippers trucks, articulated lorries etc).
- 1.9.13 Although the effects of construction traffic are not a detailed planning consideration, the expected generation of traffic during the construction period can be compared to the traffic which is likely to be generated once the development is operational.
- 1.9.14 As stated, during the peak of the construction period where Phases 1 and 2 will overlap, at most it could be expected that around 85-90 trips are made per day. Once the development site is operational, the golf course element alone (as highlighted in the Transport Assessment Addendum and Transport Assessment) could generate circa 300 one-way vehicle trips during the course of a

typical weekday. This is obviously far greater than the highlighted construction trips and as proven through the Transport Assessment Addendum is a quantum of traffic that can be accommodated by the surrounding highway network.

- 1.9.15 Although this analysis does not consider staff for the construction element, the likelihood that these trips may exceed circa 300 one-way movements, to be greater than the total sum of operational trips that could be expected once the site is complete (and that have been assessed) is highly unlikely.
- 1.9.16 In review of traffic survey data, captured in 2022 for the Field Lane / A506 Valley Road signal junction, the anticipated 90 movements per day would only account for an approximate 3% increase in traffic during the typical AM / PM peak periods. This is a minimal increase which likely falls within the natural fluctuations in traffic flow for the 'A' road.

1.10 Abnormal Loads

- 1.10.1 It is not anticipated that any abnormal loads will require access to the site, however, in the unlikely event that there is, the Principal Contractor will contact KC and National Highways' abnormal load officers to discuss the routing of the vehicles.

1.11 Storage of Plant and Materials

- 1.11.1 Delivery vehicles will drive directly into the site for unloading/loading in designated secure storage areas, which will be identified prior to works commencing. Construction materials will be kept in designated storage areas and kept in a tidy condition.
- 1.11.2 Tools and equipment will be kept in locked containers, with materials stacked in such a manner that they cannot be dislodged, collapsed, or easily moved. Any hazardous substances will be stored in secure locked containers.

1.12 Vehicle Parking

- 1.12.1 Construction vehicles and the vehicles of construction workers will be parked internally to the site on in a safe location away from any construction works. All parking and loading/unloading will take place off the public highway.
- 1.12.2 Construction workers will be encouraged to car/van share where possible.

1.13 Public Engagement and Delivery Management

- 1.13.1 Local residents and businesses will receive correspondence prior to commencement and during key stages of the construction period advising on the works involved, duration of development and necessary contact information. The site management team will liaise with residents and local businesses and make them aware of any changes to the working methods that may cause concern or

have an impact on the local area. A contact number will be available, and records kept for availability of local authority and health and safety representatives.

- 1.13.2 It is envisaged that an on-site delivery manager will be appointed who will minimise disruption to local residents and businesses. The role of this individual will be to populate and keep this CTMP up to date and advise delivery drivers/companies of appropriate routing and procedures when accessing the site.

1.14 Considerate Constructors Scheme

- 1.14.1 Green Circle and its contractors will operate using best working practices including the principles of the Considerate Constructors Scheme (CCS) and its Code of Considerate Practice which adopts the following three principles:

- Respect the community;
- Care for the environment; and
- Value the workforce.

1.15 Vehicle Cleaning

- 1.15.1 Wheel and underbody vehicle washing facilities will be provided at the site access to minimise the spill-over of any debris generated by the construction works onto the local highway network. Depending on the time of year, and conditions of the site, wheel washing facility requirements will vary:

- During summer or dry conditions, wheel washing facilities should include a pressure washer with suitable drainage; and
- During winter or wet conditions, wheel washing facilities should include ride on/off wheel washers if required.

- 1.15.2 It is envisaged that inspections of the access will be undertaken daily to monitor compliance with the use of washing facilities.

- 1.15.3 A road sweeper will be deployed, when necessary, on the approach to the site access to remove any debris.

1.16 Noise and Dust Control Measures

- 1.16.1 The site will be managed to minimise disruption to residents, buildings and the environment associated with any noise and dust generated by construction on the site. Working hours should be limited to 07:30-17:30 Monday to Friday and 07:30-13:00 Saturday. Construction hours should be limited to 08:00-17:00 Monday to Friday and 08:00-12:30 Saturday. No working or construction activity will take place on Sundays and Bank Holidays.

1.17 Protection of Vulnerable Areas

- 1.17.1 Any existing protected trees, hedgerow and other vegetation within the site or which currently abut the site's boundaries will be retained and protected where possible.
- 1.17.2 Measures will be set in place to keep members and visitors to the golf club fully separate from construction activity through the use of temporary barriers, fencing and on site security.

1.18 Welfare

- 1.18.1 A welfare compound will be provided on site. Portable toilets will also be provided on-site during construction. The proposed locations of these facilities can be found in the compound areas are highlighted on Image 1.2.

1.19 Power/Services Provision

- 1.19.1 Appropriate arrangements will be made for temporary connection to utilities, if required.

1.20 Fire Safety

- 1.20.1 Appropriate fire safety measures to minimise the likelihood and severity of fire risk at the site will be provided. These will include appropriate fire extinguishers as well as first aid kits.

1.21 Security

- 1.21.1 A range of site security measures will be provided, as appropriate, including but not limited to; high security fencing/hoarding, gated access and CCTV to enable the site to be monitored remotely where possible but also supplemented by on-site security.

1.22 Conclusion

- 1.22.1 Green Circle its contractors will adhere to this CTMP to ensure minimal impact to local residents, businesses and the local highway network. The key ways to achieve this are as follows:
- Liaison with local residents and businesses to make them aware of any operations taking place that have the potential to affect them;
 - Ensure that the permitted site hours of operation and construction are adhered to at all times;
 - Actively monitor and review the measures and practices detailed in this CTMP;
 - Any complaints will be addressed in a professional and timely manner;
 - Actively engage with Considerate Contractor Scheme (CCS) and best working practices;
 - Ensure the workforce are educated on the need to minimise noise and dust; and
 - Educate the workforce on the need to minimise the impact of their activities on local residents, businesses and the local highway network