

PROPOSED NEW 9 HOLE
PAR 3 COURSE WITH NEW
CLUBHOUSE,
2 TIER DRIVING RANGE,
EXISTING COURSE
ALTERATIONS, ADVENTURE
GOLF COURSE AND
ALTERATIONS TO EXISTING
CLUBHOUSE TO CREATE A
GOLF ACADEMY


Greencircle


KIRKBY VALLEY
GOLF CLUB

JANUARY 2024


International
Design Group

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01 Introduction

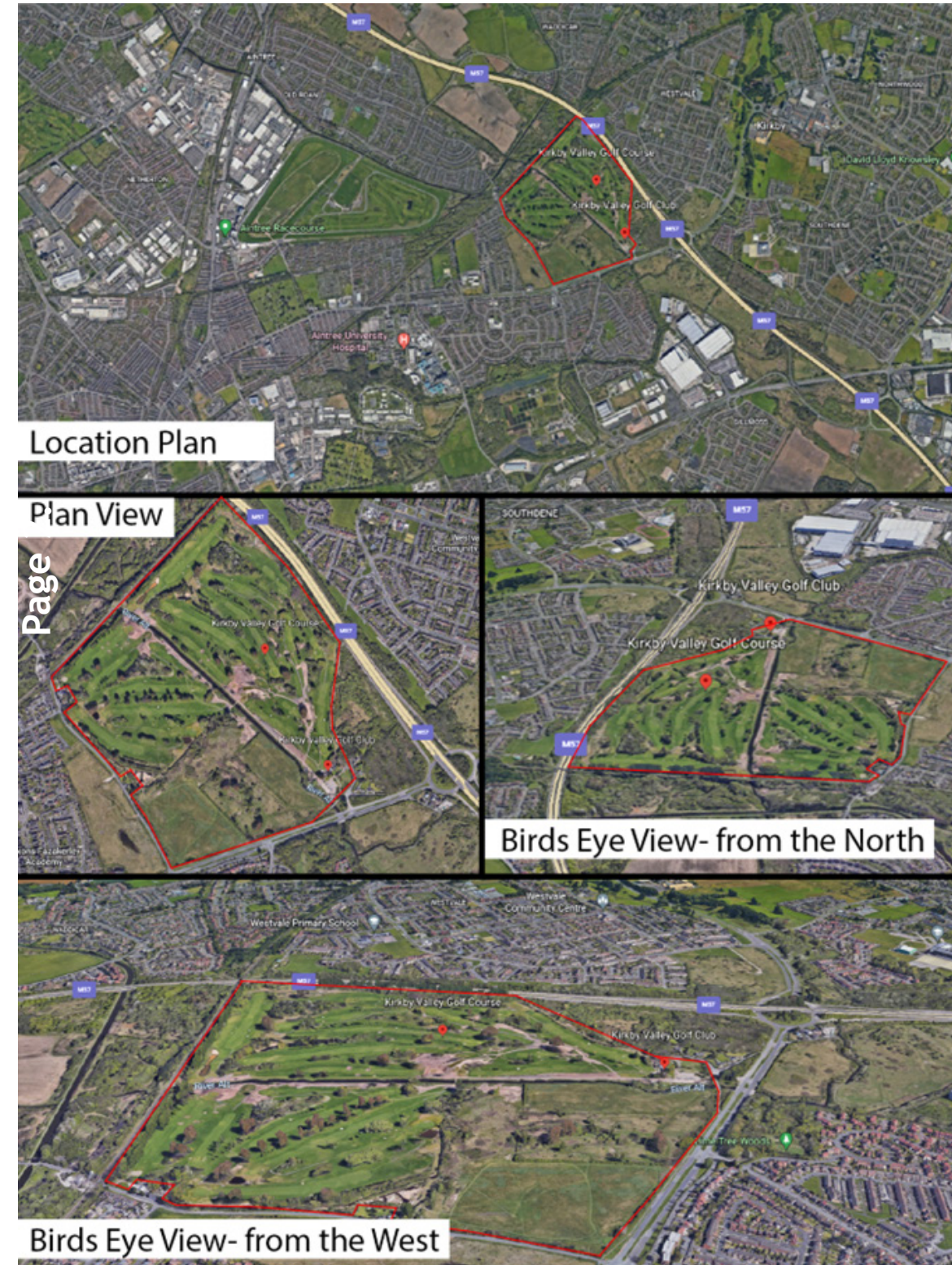
In support of planning application 21/00744/FUL, a Construction Method Statement (CMS) has been prepared to address the following topics.

- (i) Construction traffic routes, including provision for access to the site
- (ii) Entrance/exit from the site for visitors/contractors/deliveries
- (iii) Location of directional signage within the site
- (iv) Siting of temporary containers
- (v) Parking for contractors, site operatives and visitors
- (vi) Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction
- (vii) Temporary roads/areas of hard standing
- (viii) Storage of materials and large/heavy vehicles/machinery on site
- (ix) Measures to control noise and dust
- (x) Details of street sweeping/street cleansing/wheelwash facilities
- (xi) Details for the recycling/disposing of waste resulting from demolition and construction works
- (xii) Hours of working
- (xiii) Phasing of works including start/finish dates

02 Project Overview

The following CMS is for:

- New 9 hole Par 3 Golf Course
- The proposed Clubhouse
- Driving Range Building
- Maintenance Area
- Car parking
- Championship golf course
- Adventure golf course and associated landscaping



03 Site Description

Kirkby Valley Golf Club, Liverpool L32 4SS.

The existing site comprises the existing 1-18 Holes of Kirkby Valley Golf Course and a vacant disused open space which abuts the main golf course, the A506 Valley Road and Aintree Lane. The project area is split by the river Alt. The river Alt is thought to be too shallow to be navigable by river craft and has no pedestrian access. Knowsley Council Local Plan Policies Map list the site as Green Belt and Urban Green Space. Despite the fact the site is very large it has few residences on its boundary. Due to the large volume of perimeter trees on the site it is extremely well screened and affords very few views into it from the surrounding environs.

The South-western part of the development area comprises three fields of unmanaged rough grassland with scattered trees, tall ruderal vegetation, wet grassland and hedgerows along the field boundaries. The northern and eastern areas of the wider golf course are dominated by amenity grassland with stands of scattered trees, plantation woodland and occasional rough grassland, scrub, ponds and ditches. A railway corridor borders the north of the wider golf course.

04 Existing Golf Course

Kirkby Valley Golf Club was formerly known as Liverpool North, when previously operated as a municipal golf course by Liverpool City Council. The golf course is an 18 hole, par 72 (6449 yard), public, parkland golf course. The existing golf course is 6449 yards in length and basic layout which is a popular golf attraction. The parkland golf course is set within mature trees and the site is bisected by the River Alt. The two parts of the golf course are connected by footbridges which span the river.

The golf course was constructed in 1928, as a consequence the layout would be considered dangerous by modern safety standards. The proposals seek to mitigate this risk by improved design and layout but cannot completely eliminate it.

In general:

- Fairways are wide and expansive and offer little strategic challenge.
- Greens and tees are small, poorly drained and irrigated. This results in a poor-quality golf surface.
- Bunkers are flat and un-challenging.

In summary the golf course has been managed by the municipality and has lacked investment into the facility. The golf course represents poor value for money for golfers and suffers from substantial drainage issues during winter months. Prior to Green Circle Estates taking over the management in 2014, the golfing facilities were dilapidated but have since seen a rapid and significant improvement. The structural problems remain and therefore require redevelopment. The site is currently popular with local golfers and is a key outdoor sports facility in Knowsley.



Figure 3. Existing Estate plan



Figure 4. Estate Plan in line format

05 General Notes

Green Circle will plan and manage its construction activities to ensure that so far as is reasonably practicable to minimise the risk to the health, safety and welfare of persons who may be affected by our operations.

The following Construction Method Statement indicates Green Circle’s intention for completing of the above project in a timely sequence and with a methodology to fulfill both the requirements of the client / local authority and complete the project within a designated period. The programme methodology is to be read in conjunction with the details outlined in this document which has been developed to explain our approach to successfully delivering this Project within the agreed timescales.

This method statement is written in accordance with all current legislation. It is drafted to assist those working on site with the safe systems of work to be carried out.

Prior to the commencement of the project, the site will be is surveyed by the Project Management Team.
A Construction Phase Health & Safety Plan is then produced based on this survey and the information provided by the Principal Designer and the Pre construction Information. This details how the project will be planned and constructed safely within the requirements of the current regulations, codes of practice and guidance.

A site specific Traffic Management Plan and Risk Assessment is then developed and a construction phase plan is produced with regard to the local environment and appropriate arrangements are then put in place to minimise the sites environmental impact. This covers general vehicle restrictions, vehicle marshalling/banking and environmental mitigation measures.

06 Description and Phasing of Works

All phases of the works will be undertaken in accordance with the appended Figure 7: Construction Phasing.

Mobilisation - SITE COMPOUND SET UP ON VACANT PLOT OF LAND

Phase 1-	Valley Road Highways Junction Works	8 Weeks Duration Completes	June 2024
Phase 2a-	Existing Golf Course Works	30 Month Duration Completes	April 2027
Phase 2b-	Par 3 Academy Course	30 Month Duration Completes	April 2027
Phase 2c-	New Pedestrian Bridge	8 Week Duration Completes	April 2027
Phase 3-	Maintenance Area/Driving Range Building/Adventure Golf	12 Month Duration Completes	April 2027
Phase 4-	Carparking and associated landscaping	4 Month Duration Completes	April 2027
Phase 5-	Clubhouse	15 Month Duration Completes	April 2028
Phase 6-	Academy Building	12 Month Duration Completes	April 2029

this assumes that planning permission is granted at Planning Committee on the 20th February with mobilisation taking place, 1st March 2024.

See section 07.



Figure 5. Existing estate plan

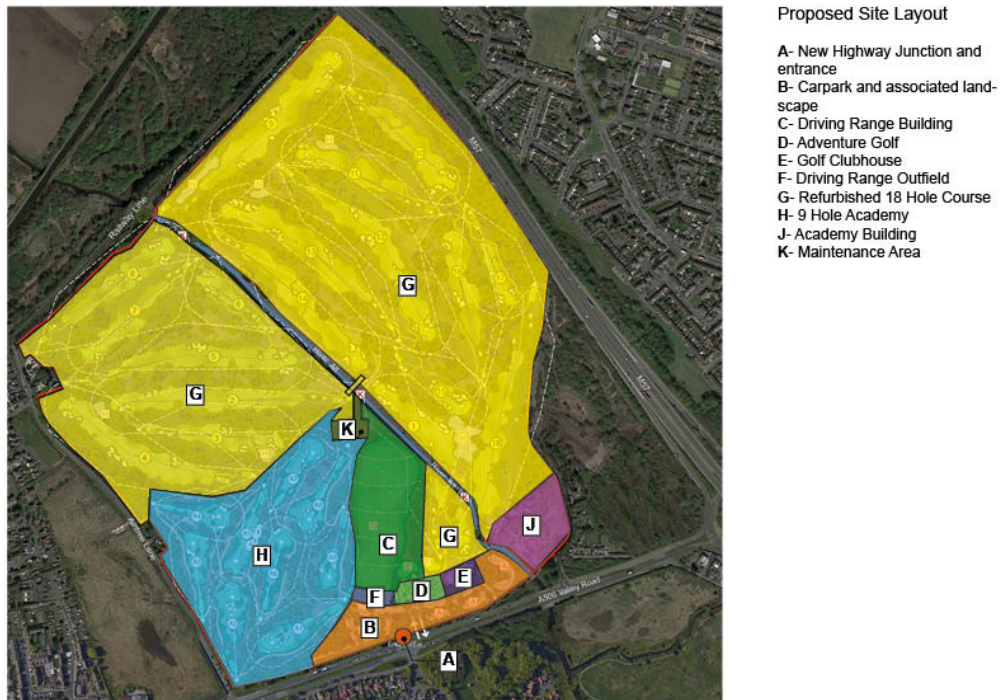


Figure 6. Proposed estate plan

07 Sequence of Works

1. Site set up and confirmation of service disconnections (if required)

The site will be set up as outlined in the dedicated traffic management plan has been developed for the project (please refer to SECTION 09/10) and will be revised as required for all stages of the works programme. This will identify and differentiate the working and site compound areas including, tree protection, site storage, car parking, vehicle and pedestrian access routes around the site utilising the most appropriate fencing such as Heras, pedestrian barriers etc.

The works area on site will be deemed a controlled site and will be secured utilizing, either Weldmesh or corporate Green Circle site fencing / hoarding (2.0 m high) in line with a Temporary Works Procedure.

In compliance with the Construction (Design & Management) Regulations 2015, Regulation 13 suitable welfare facilities will be provided on site.

Temporary welfare facilities will be established during the enabling works, temporary welfare facilities will be provided by the provision of a self-contained unit (diesel driven generator, stored potable water and sewage).

The temporary facility has the following facilities and arrangements:

- WC and washing facilities with a sewage tank contained within it, which will be pumped out by the hire company.
- Diesel Powered for electrical services
- Potable Water Storage Tank
- Small office, canteen facility for rest breaks

Main welfare facilities will be detailed in the traffic management plan, which will be forwarded to the Principal Designer. It shall be ensured that these comply with Construction (Design & Management) Regulations 2015, Regulation 14.

Generally, these will consist of:

- 2 No. Site Offices
- 1 No. Meeting Room
- 1 No. Canteen
- 1 No Drying Room (suitable for numbers on site)
- 1 No Store Cabin
- 1 No. Water Closet Facilities (suitable for numbers on site)
- Hot water facilities
- Kitchen with cooking Facilities (Toaster, Fridge, Microwave, Kettle etc.)

Suitable arrangements for power, water and the removal of effluent (either tank or drainage) shall be established on site for site cabins. Separate male and female sanitary conveniences will be provided along with a Drying Room and storage containers as appropriate to the number of users.



Construction Phasing

Phase 1a- Initial Junction and Traffic Lights 1-2 weeks (duration), Completes April 2024

Phase 1b- Final Approved Junction 6 weeks (duration), Completes June 2024

Phase 2a- Existing Golf Course Winter Works, 16 weeks (duration), Completes October 2026, Opens April 2027

Phase 2b- Par 3 Academy Course, 30 months (duration), Completes October 2026, Opens April 2027

Phase 2c- New pedestrian bridge 8 weeks (duration), Completes April 2027

Phase 3- Maintenance Area, Driving Range Building, and Adventure Golf 9 months (duration), Completes April 2027

Phase 4- Carpark and Associated Landscaping 3 months (duration), Completes April 2027

Phase 5- Clubhouse 9 months (duration), Completes April 2028

Phase 6- Academy Building 9 months (duration), Completes April 2029

Figure 7. Construction Phasing

The temporary electrics to the temporary accommodation units and cabins and the site itself (e.g. transformers) will be installed by a NICEIC approved electrical contractor and fed via a locked distribution board(s) and installed in compliance with BS 7671-18th Edition IEE Regulations and the Electricity at Work Regulations 2018 (EAW Regulations). (formerly a periodic test and inspection).

All services will be disconnected from the site other than temporary services to the site compound set up as outlined above. Full information from the utility companies will be obtained with written confirmation of all service disconnections. Further investigation will be undertaken prior to Green Circle undertaking prior to any works commencing which may conflict with utility services. This information must be in the site file and all operatives must be aware of this.

Soft strip of buildings

Work will be undertaken by competent contractors to carry out soft strip demolition works.

Once a competent contractor has been appointed in line with Green Circles’s selection process, a detailed plan and programmed sequence of work will be developed and a section 80 application made. A Traffic management plan will be revised as and when required.

To summarise the scope of works will entail the following elements:

- Carry out soft strip and remove arising’s. A licensed waste carrier under a waste transfer note will remove all waste from site to a licenced waste facility. Details of waste carriers licence and waste permits will be obtained. The recycling, waste to landfill data will be logged in the Site Waste Management Plan(SWMP).

08 Main Construction Phase

Green Circles contractors will carry out the main programme of works.
SEE SECTION 06.

The main construction phase will be undertaken in accordance with the appended Construction Phasing Plan subject to pre-commencement planning conditions sign off .

Substructure - All groundworks including the construction of the site access roads, sewer connections. Substructure foundation formation including piling works will be systematically undertaken, followed by internal drainage and services will follow to allow the preparation of the slab and beam ground floor slabs including any gas protection details.

The programme will be broken down to indicate the detailed schedule of works and in line with local environmental restriction; this will be supplemented with a weekly programme which will assist with the day to day planning of the scheme.

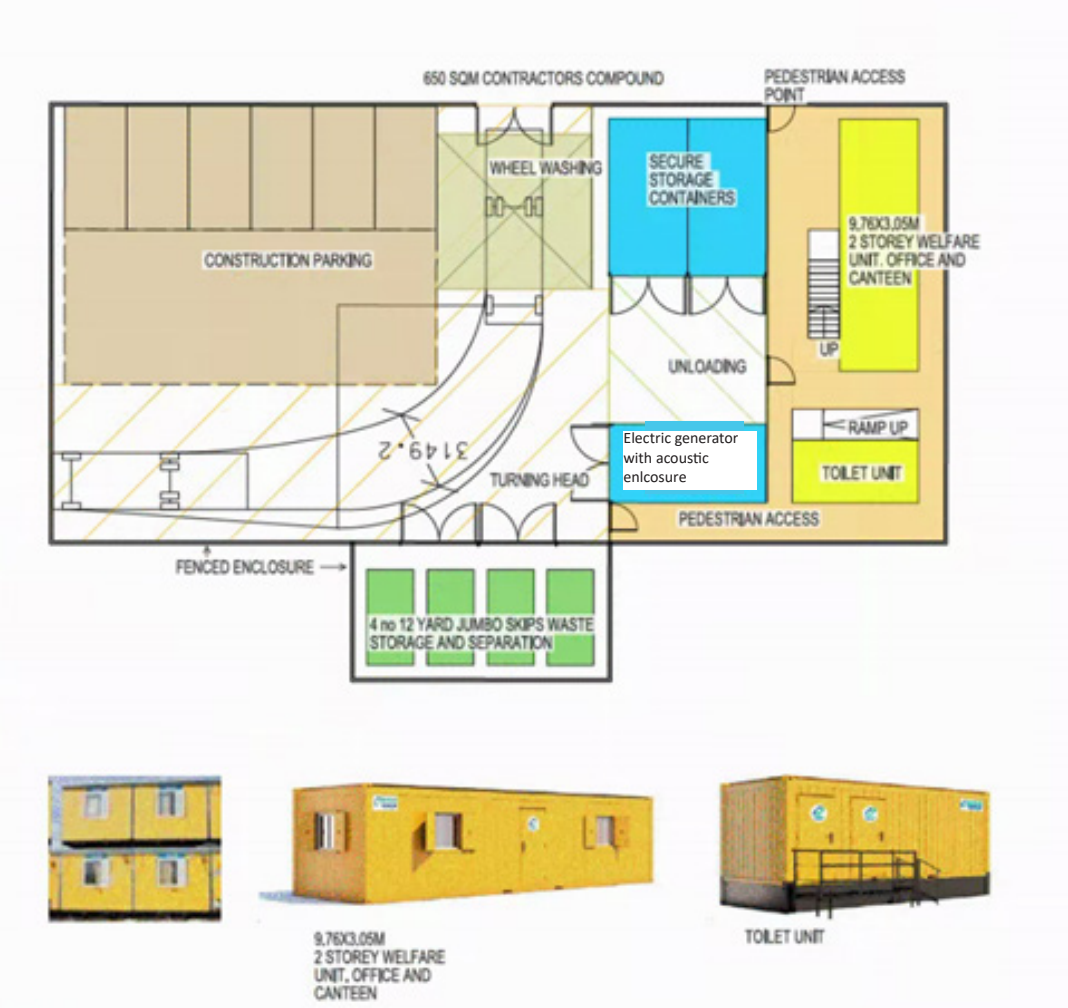


Figure 8. Construction compound and welfare unit

Frame and Envelopes- Construction methodology of the 6 construction elements namely

A)	Maintenance Compound	completes April 2027 (in time for completion of 9 hole par 3 course)
B)	Adventure golf	completes April 2027
C)	Driving Range	completes April 2027
D)	Car Parking	completes April 2027
E)	Golf Clubhouse	completes April 2028
F)	Academy Building	completes April 2029

External works and Landscaping - The works to the building and car park area will be carried out as per the outline programme. These works will consist of reduced level dig, making up levels in engineered sub base and then a mixture of Kerbing, hard landscaping, tarmac works, fencing and soft landscaping and planters etc.

Controls with respects to parking, hours of work, waste removal, noise, and dust and vibration control are identified above. Note - All works will be completed in full accordance with the Clients / Local Authority requirements, current Building Regulations, Codes of Practice, and Health and Safety Legislation.

All visitor, deliveries and contractors will enter and exit by the new temporary access on Valley Road during construction works.

09 Import Volumes

The applicant intends to import 475,000 cum of material. Each lorry will carry approximately 9 cum. Therefore we expect there to be approximately 52,500 HGV trips. Over 36 month period across both the existing 18 hole golf course and the 50 acre development site.

Assuming a total of approximately 52,500 HGV loads over a 36 month construction period this equates to a mean average of approximately 1,450 HGV loads per month. This is approximately 380 loads per week, or approximately 75/80 loads per day. This is approximately 8 HGV loads per hour. Obviously the works and job will ebb and flow so the numbers may increase/ decrease on a daily/ weekly/ monthly basis dependent upon specific works on site.



10 Construction traffic routes

A dedicated traffic management plan has been developed for the project (please refer to FIG 9) and will be revised as required for all stages of the works programme. This will identify and differentiate the working and site compound areas including vehicular routes around the site, including HGV vehicle-turning facility.

11 Entrance/Exit from site for visitors/contractors/deliveries

- At the entrance to the site will be the site security and admin office.
- Vehicles/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 as per the attached plan.
- No onstreet parking will be allowed for any contractors or sub-contractors.

12 Phasing Commencement

On acceptance, of the methodology statement for the proposed phasing in this document, the site access and compounds will be set up with their associate welfare facilities and the golf course reconfiguataion works will commence together with phase 1 works.

13 Signage

The Signage to be 3mm rigid plastic.
White background, black lettering Arial font.
Size 400mm x 600mm

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'

*additonal signs as required

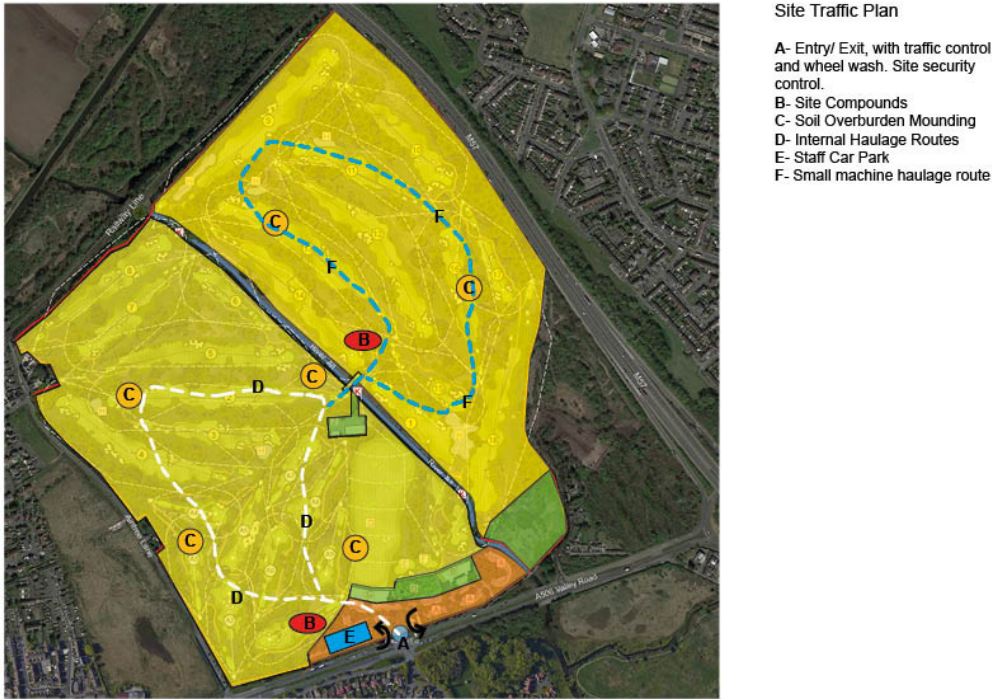


Figure 9. Site Traffic Management Plan

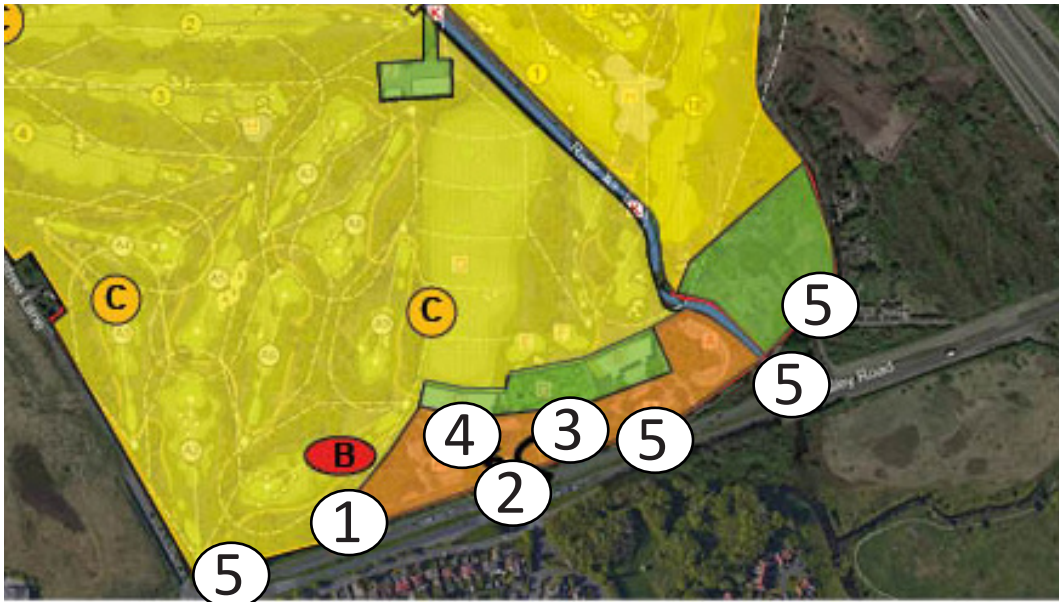


Figure 10. Site Signage Plan

13 Measure to Control Dust and Noise

In order to minimise the potential nuisance from dust caused by construction work during the project Green Circle will implement the following control measures;

- The site will be contained within 2m high Green Circle hoarding to Valley Road and on parts of Aintree Lane.
- Traffic routes on site will be along temporary stoned/tarmaced routes to reduce dust generation;
- Where necessary suitable dust suppression techniques will be employed i.e. dustless systems / wet cutting, and the use of water bowsters to suppress dust, especially during dry Summer periods.
- Rubbish from the work area will be discharged into tipping skips or similar and will be transported by mobile plant to the awaiting skips which will be placed as per the traffic management plan;
- Site management to monitor the condition of roads and implement suitable cleaning regime which will include the attendance of a road sweeper to ensure that the surrounding highways remain clean and safe. The road sweeper will be in use Monday to Friday from 08:00 to 17:00 hours and on Saturdays 08:00 to 13:00.
- Where vehicles impact on public highways, spills of dust / deposits of mud will be cleaned either by labourers (small isolated quantities) or with a strip and hgv wheel wash bath. However to mitigate the risk of spoil and or mud entering the highway both a rumble grid and jet HGV wheel wash bath unit will be present at the sites exit points to allow the wheels of delivery vehicles to be suitably cleaned prior to leaving site;
- No fires will be allowed on site.

In order to minimise the potential nuisance from dust generated by commercial delivery vehicles entering / leaving the construction site during the project Green Circle will implement the following control measures.

- Liaise with supply chain partners to ensure that materials delivered to site are adequately sheeted / covered to prevent dust during transport to site.
- On completion of deliveries all wagons will be secured and materials correctly stored to prevent materials being discharged onto the highway when leaving site.
- Refuse (Skip) wagons leaving the site will be covered by suitable sheeting/debris netting to prevent the release of materials.



Figure 13. Debris netting



Figure 14. Skip Netting



Figure 15. Road Cleaning



Figure 16. Dust Suppression

14 Street Sweeping Street Cleansing & Wheel Washing

A site specific Traffic Management Plan and Risk Assessment is to developed with regard to the local environment and arrangements are then put in place to minimise the sites environmental impact. This covers general vehicle restrictions, vehicle marshalling/banking and environmental mitigation measures.

It is understood that during construction works the movement and maintenance of plant on site may generate silt and oil contaminated water, which will need to be managed. Sources of silt such as plant and wheel washing and site roads carry a risk of causing pollution to the local environment and Green Circle ensure appropriate measures are undertaken to reduce and minimise this risk.

To mitigate the risk of spoil and or mud entering the highway, a HGV wheel-washing system shall be provided to remove mud, stones and any other extraneous materials from the wheels and chassis' of construction vehicles exiting the site. Where site related vehicles impact on public highways, spills of dust / deposits of mud will be cleaned.

To enable site vehicles to be cleaned and reduce contamination, off site measures will be implemented to reduce environmental impact to as low as is reasonably practicable. A rumble grid and / or jet wash wheel washing facilities will be present at the sites exit to allow the wheels of all vehicles to be suitably cleaned prior to leaving site to prevent any transfer of mud or contamination onto roads. This is then backed up by the usage of road sweeping facilities to clean the roads in the proximity of the site. The mechanical brush road sweeper will be in operation Monday-Friday from 08:00-17:00 hours.

As there are to be a number of different phases of the project , not just in the construction of the associated golf structures, but also the golf course works. It is poposed that the level of wheel washing proportionate to the section of phased works being undertaken and 2 types of LOCALISED and MAIN wheel washing are proposed

The majority of the vehicle movements will be contained on site and it is only proposed to have wheel washing locations at strategic points when the contractors vehicles will be moving onto the public road network- see plan

All loads of construction materials, excavation spoil or other such matter shall be fully covered in order to ensure that no material leaves the site attached to the vehicle, which might subsequently be deposited on the highway.

To minimise the risk of site pollution to the local environment:

- Effective wheel/body washing facilities to be provided and used as necessary.
- plant and wheel washing is carried out in a designated area of hard standing at least 10 meters from any watercourse or surface water drain.
- Run-off should be collected in a sump, with settled solids removed regularly and water recycled and reused where possible.
- Brushing or scraping roads to reduce dust and mud deposits.
- Wastewater shall not be discharged into the public sewerage/storm water system without prior removal of soil, stones and any other suspended material.
- If no other disposal routes are available then contaminated water may be collected and disposed off site by tanker.



Figure 17. Example of type of LOCALISED wheel wash enclosure to be used



Figure 18. Example of type of LOCALISED wheel wash power washer and tank to be used



Figure 19. Example of type of MAIN wheel wash enclosure to be used

15 Recycling and Disposal of Waste

Environmental Management

Green Circle recognises the importance of environmental protection and is committed to operating its business responsibly and in compliance with all legal requirements relating to a general building contractor, providing a full range of construction services for both public and private clients. It is the Company’s policy to maintain working relations with all regulatory bodies.

Green circle will carry out all measures reasonably practicable to meet, exceed, or develop all necessary or desirable requirements and to continually improve environmental performance through the implementation of suitable and sufficient environmental controls.

All works are to be carried out in accordance with Green Circles Policies, Procedures, Planning Policy and the Environmental Protection Act and subordinate legislation and guidance provided by the Environment Agency (EA) i.e. Guidance for Pollution Prevention (GPP).

The Environmental Manual / Management System contain the framework for legal and procedural detail contained within the Site Environmental Management Plan.

Details of arrangements to protect the golf course and environment.

- Refueling of plant will take place in a designated area situated away from watercourses
- Use bunded areas for fuel deliveries, and all fuel storage tanks to be secure, bunded with lockable valves. Spill kits to be provided
- Lightweight materials will be secured (weighted down) to prevent them being blown around during windy conditions
- Wash down areas will be on hard standing situated at a suitable distance from the watercourse
- The above will be managed through risk assessment, method statement and reinforced with ongoing toolbox talks



Figure 20. Indicative waste compound

16 Site waste stations

Within each phased works compound, a series of skips / bins will be used to separate residual construction waste Green Circle employess and Sub-contractors will undertake a “tool box talk” at their site induction session noting the importance of segregation and recycling of waste and a site operative will oversee the waste management during the construction phases Signage will be erected to remind operatives of this proceedure.

Waste / Skip wagons will adhere to the designated site accesses/ compounds / wheel washing and hours of operation as the main contractor.

A licensed waste carrier under a waste transfer note will remove all waste from site to a licenced waste facility. Details of waste carriers licence and waste permits will be obtained. The recycling, waste to landfill data will be logged in the Site Waste Management Plan(SWMP).

17 Working Hours

Hours of work means the hours the site is open. This allows the site to be set up and made safe prior to the commencement of Hours of Operation. Hours of Operation mean the hours that construction can take place within.

Working Hours

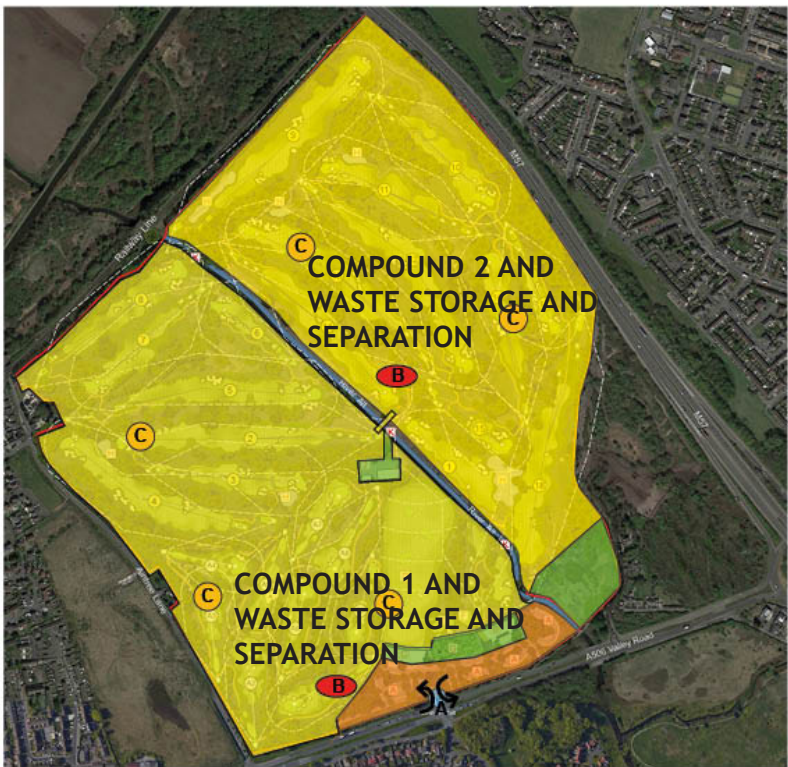
It is intended that the construction site will open during the following hours:

Monday – Friday	07:30 until 17:30 hrs
Saturday	07:30 until 13:00 hrs
Sunday/ Bank holidays	SITE IS CLOSED

Hours of operation

It is intended that the construction site will operate during the following hours of operation:

Monday – Friday	08:00 until 17:00 hrs
Saturday	08:00 until 12:30 hrs
Sunday/ Bank holidays	NO WORKING



Reprofiling Haulage Plan

- A- Entry/ Exit, with traffic control and wheel wash
- B- Site Compounds
- C- Soil Overburden Mounding

Figure 21. Waste Storage Locations

18 Phased working

For all phases, prior to starting the site management team will demarcate works areas with appropriate fencing (Heras or pedestrian/chapter 8 barriers) to create the “safe/ danger /waste zones” to ensure that no unauthorized access can be gained into the demarcated areas. It may also be necessary to move skips/ materials etc. further away from the building to allow safe working areas. This will be at the discretion of the site management team.

The areas of works will be isolated using appropriate fencing/ barriers which will be demarcated with appropriate signage e.g. “Danger Heavy Plant and Machinery in Operation”. A dedicated banksman will ensure that nobody strays into the vehicle or construction zones. All works will be carried out by competent contractors.

As part of the golf course improvements the golf course will be reconfigured to modern construction and playing standards with a further 9 hole academy and driving range outfield being added to the golf offering.

19 Imported Material

The proposed golf course will require earthworks and the importation of 475,000 cu m of clean imported soils/ sands/ rootzones and aggregates suitable for golf course consturction and under the Clair DoWCoP protocol. The imported fill material will allow the golf course to be ‘shaped’for the following reasons

1.Safety
The shaped golf holes will eliminate the blind shots. Many of the existing golf holes have blind shots i.e. golfers do not have clear line of sight to their target. The new ‘shaped’ golf holes will eliminate these blind shots. Shaped golf holes will also help contain golf shots which reduces the dangerous practice of golfers ‘wandering’ onto adjoining fairways.

2.Drainage
The existing golf course has large areas of saturated ground, these reduce the usability of the entire golf course during winter periods. Saturated areas of turf grass often die leaving ‘muddy’ depressions, spots typically get worse year on year if not addressed. The proposal is to remove isolated low spots or “bird baths” and encourage surface water to shed to rough areas, subsurface drainage will also serve to alleviate saturated areas. The proposal is to install subsurface drainage to all tees, greens and appropriate fairway locations.

20 Construction Details

The existing topsoil and subsoil on-site will be stripped and stored in bounds in a designated stockpile area(s) at the site, ready for replacement over the imported soil. No existing topsoil or subsoil will be removed from the site. The operator will compact the existing underlying clay in all improvement/ construction areas to provide a stable platform for placement of the imported soils. On completion of the placement of the imported soil and the existing subsoil the prepared surface will be ripped as required to a suitable depth prior to the replacement of the recovered topsoil, ready for cultivation followed by seeding planting and after care.
Following the initial build-up of the new landforms, the final layer of the profile will consist of a subsoil covered with a minimum depth of topsoil as required for the particular end use as a golf course.



Figure 22. Site Masterplan

21 Importing Material Under the CL:AIRE DoWCoP protocol

Green Circle work with the DoWCoP protocol produced by Claire which is a legal permitting framework for the import of clean soils in the use of construction. Green Circle are currently working with Cl:aire on the Allerton Manor Resort development.

CL:AIRE Code of Practice (CoP)

CL:AIRE is a code of practice (CoP) that provides a framework which allows the re-use of clean, inert excavated soils and materials on-site or their transfer from suitable donor sites. It therefore provides an alternative to the use of Environmental Permits or exemptions for soils importation for projects such as golf course construction works.

The DoW CoP Permit

The DoW CoP provides a clear, consistent and efficient process which enables the reuse of inert soils and materials between 'donor' and 'receiving' sites.

Use of the DoW CoP supports the sustainable and cost-effective development of land.

The DoW CoP enables

The direct transfer and reuse of clean naturally occurring inert soil materials between sites
The conditions to support the establishment/operation of fixed soil treatment facilities

The DoWCoP Process

Stage 1: Planning Process

A planning permission is necessary as the first stage of the process. Once a permission is in place an MMP can be prepared and the DoWCoP applied for.

Stage 2: Notifying Environmental Health (via the LPA) and The Environment Agency

A formal notification is issued to Environmental Health and the Environment Agency that the project will use the DoWCoP protocol. Both parties duly confirm that CL:AIRE is now the legal agency for overseeing the soil import operation.

Stage 3: A Material Management Plan is prepared by a Qualified Person 'QP'. A QP is a soils engineer certified and appointed by Claire to oversee the DoW CoP process. The 'Material Management Plan' will list donor sites, quality of import material as well as a comprehensive investigation of the existing site conditions. Receptor and Donor sites are all subject to site investigations. Only registered sites may be considered. All material is used inline with the means and methods and quantities as stipulated by the Material Management Plan.

Stage 4: Once material is spread in accordance with the material management plan it is then subject to a verification report from the QP. At this point the soils import operation is legally complete.



21 Construction Machinery

A variety of consturction plant machinery will be employed mainly in the earthmoving operations and golf course constuction works.

All construction machinery will be new and therefore have reduced omissions. All machinery will have appropriate safety features for that model, have appropriate safety beacons and only be operated by competant and qulaified drivers.

The Machinery can be categorised as follows:

Excavators

- 2-3 tonne
- 9 tonne
- 13 tonne
- 21 tonne
- 25 tonne
- 35 tonne

Dumper Trucks

- 6 tonne
- 9 tonne
- 12 tonne (off road, articulated)
- 22 tonne
- 40 tonne

Bulldozers

- D65 25 tonne ,
- D51 13 tonne

JCB 3CX Front loader and Back Actor

Site Vehicle 1.5 tonne 4x4



22 Operational Procedures

Operational procedures can be summarised as follows:-

- The site will be equipped with appropriate wheel cleaning equipment along with the provision of a road sweeper as required to prevent the build-up of mud on the site roads and the adjacent highway.(SEE SECTION 13).
- Barriers/gates/fencing/bounds etc. will be installed as necessary to prevent unauthorised access to the site during the construction phase. Appropriate site and highway signage will be erected and maintained in order to improve safety during the works.
- A tracked bull dozer or equivalent will be utilised to compact relevant materials delivered to the site in order to ensure that the landform is stable and will not suffer from excessive settlement on completion of the works.
- During construction works the operator will install and maintain surface water control features e.g. earth mounds, ditches, swales and settlement ponds etc. In order to prevent the accumulation or the uncontrolled runoff of surface water.

The works will also be phased in order to limit the areas exposed to rainfall.

- In accordance with good practice no specified works will be undertaken within close proximity of any controlled surface watercourse, i.e. The River Alt.
- In accordance with good practice no specified works will be undertaken within close proximity of any mature tree canopies or any internal hedgerows to be retained. Such sensitive areas will be protected with appropriate fencing etc. in accordance with relevant standards e.g. S5837:1991.
- Appropriate measures will also be agreed and implemented to protect any identified wildlife in accordance with the Wildlife and Countryside Acts and relevant local authority policies.
- A mobile water bowser will be available on-site and will be used to suppress dust arisings from any operations during the works, but particularly during periods of dry weather. All vehicles delivering soils, materials and aggregates to the site for use in the works will be full sheeted to prevent spillage and wind-blown dust.
- The regular washing of vehicles and dampening of surfaces and materials in dry conditions will ensure that dust does not have any significant impact beyond the application site boundaries.
- Noise from the operations will not exceed industry standard limits at any noise sensitive receptors. Working hours will be 07:30-17:30 Mon-Fri, 08:00-13:00 on Saturdays to eliminate the impact on neighbours.



Figure 23. Tree Protection Plan



22 Public Engagement Strategy/Neighbourly Relations

Before work commences, Green Circle will undertake a web based public consultation exercise.

The Contractor will work closely with the Liverpool City Council the Landlord, and Knowsley Council the Local Authority and the local community. Green Circle will ensure all staff and operatives take due care of the community and environment within which they will be working.

The site delivery team will have direct responsibility for fostering good community relations with all neighbouring businesses and residents.

From the start of the project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Officer). This single point of contact will be established for all liaison with the general public. Green Circle will initiate early communications to establish a good rapport with the community which will help reduce any problems that may arise during the construction process.

It will be ensured that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed always. This may include things like out-of-hours delivery of large items of plant and machinery. Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details.

All complaints will be logged, all actions tracked, and each item closed out to the satisfactory agreement of all parties. Prior to any person being allowed on site they must go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the Considerate Constructors Scheme.

The obligations to be fulfilled by the Contractor can be summarized below and ensure that the neighbours and local community are fully engaged with and considered before and during the construction process.

- Regular liaison between the Contractor and the local community to be maintained.
- Website for the construction phase of the project to be set up and operated, outlining 'high impact' activities that are scheduled to take place.



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