Outline Construction Traffic Management Plan

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For: WT Partnership

Site: The Northern Lawn Tennis Club

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1. Executive Summary

This Outline Construction Traffic Management Plan (CTMP) has been prepared to support the Proposed Development at The Northern Lawn Tennis Club, and to ensure that construction-related traffic is appropriately managed.

The site is located within an established urban area with existing residential uses, constrained access arrangements and an operational Club facility. As such, careful management of construction traffic is required to ensure that impacts on the highway network, surrounding streets and local users are minimised.

The CTMP establishes a framework of measures to control construction activity, including:-

- Defined routing of construction vehicles via Palatine Road;
- Restrictions on vehicle size and use of the rear access lane;
- Pre-booking and scheduling of deliveries;
- Use of the main car park for larger deliveries and materials handling;
- Management of contractor parking;
- Protection of pedestrian, cyclist and neighbour access; and
- Ongoing monitoring and control by the Principal Contractor.

These measures are designed to ensure that safe and suitable access is maintained for all users and that construction traffic does not result in unacceptable impacts on highway safety, operation or residential amenity.

The CTMP has been prepared in accordance with national and local planning policy, including the National Planning Policy Framework, the Places for Everyone Joint Development Plan, and the Manchester Core Strategy. It responds specifically to the need to prioritise pedestrian and cyclist safety, manage vehicle movements, and avoid impacts on residential streets.

Subject to implementation of the measures set out in this document, the proposed approach demonstrates that the construction phase would not result in a severe adverse impact on the transport network or an unacceptable impact on highway safety.

2. Introduction

2.1 Overview

This Outline Construction Traffic Management Plan has been prepared by Arthian on behalf of The Northern Lawn Tennis Club ('the Applicant') in support of a Full Planning Application ('Planning Application') submitted to Manchester City Council ('MCC') for the refurbishment of an existing indoor tennis court, including roof replacement, at The Northern Lawn Tennis Club, Palatine Road, Manchester ('the Proposed Development').

The Site comprises the existing indoor tennis court building and the associated construction access routes and material set-down point shown within the red-line boundary on MRH Design Drawing 2025-34-MRH-203 Rev D. The Site extends to 4,235 m^2, including the construction routes.

The purpose of the CTMP is to minimise the effect of construction traffic on the local highway network, neighbouring properties, club users, pedestrians and other sensitive receptors. It provides the framework for construction access, delivery routing, material storage, site compound arrangements, parking management, banksman control, neighbour liaison and general traffic management during the construction phase.

This CTMP has been prepared at outline stage using the information currently available, including the site layout, topographical information, swept path drawings, known site constraints and club operating arrangements.

The appointed Principal Contractor shall review, develop and update this CTMP prior to commencement of works. The final contractor CTMP shall confirm the detailed construction methodology, programme, delivery vehicle types, vehicle frequencies, site compound layout, temporary traffic management measures and any required approvals.

2.2 Scope and Status of the CTMP

This CTMP covers construction traffic and logistics associated with the proposed works. It is not intended to replace the Principal Contractor's Construction Phase Plan, risk assessments, method statements, lifting plans, temporary works designs, asbestos management procedures, environmental management controls or health and safety documentation. The CTMP should be read in conjunction with:-

- The construction access and swept path drawings prepared for the project;
- The topographical survey;
- The contractor's Construction Phase Plan;
- The contractor's risk assessments and method statements;
- Any planning condition requirements;
- Any temporary traffic management approvals required from the highway authority; and
- Any access, easement or neighbour agreements relevant to the site.

The measures set out in this document shall be treated as minimum requirements. The Principal Contractor shall remain responsible for ensuring that all construction traffic movements are planned, risk assessed and undertaken safely.

2.3 Site Location and Context

The Site is located within The Northern Lawn Tennis Club, accessed from Parkfield Road South via an existing constrained rear access lane serving the indoor court building and neighbouring properties, the wider Northern Tennis Club site illustrated in Figure 1.

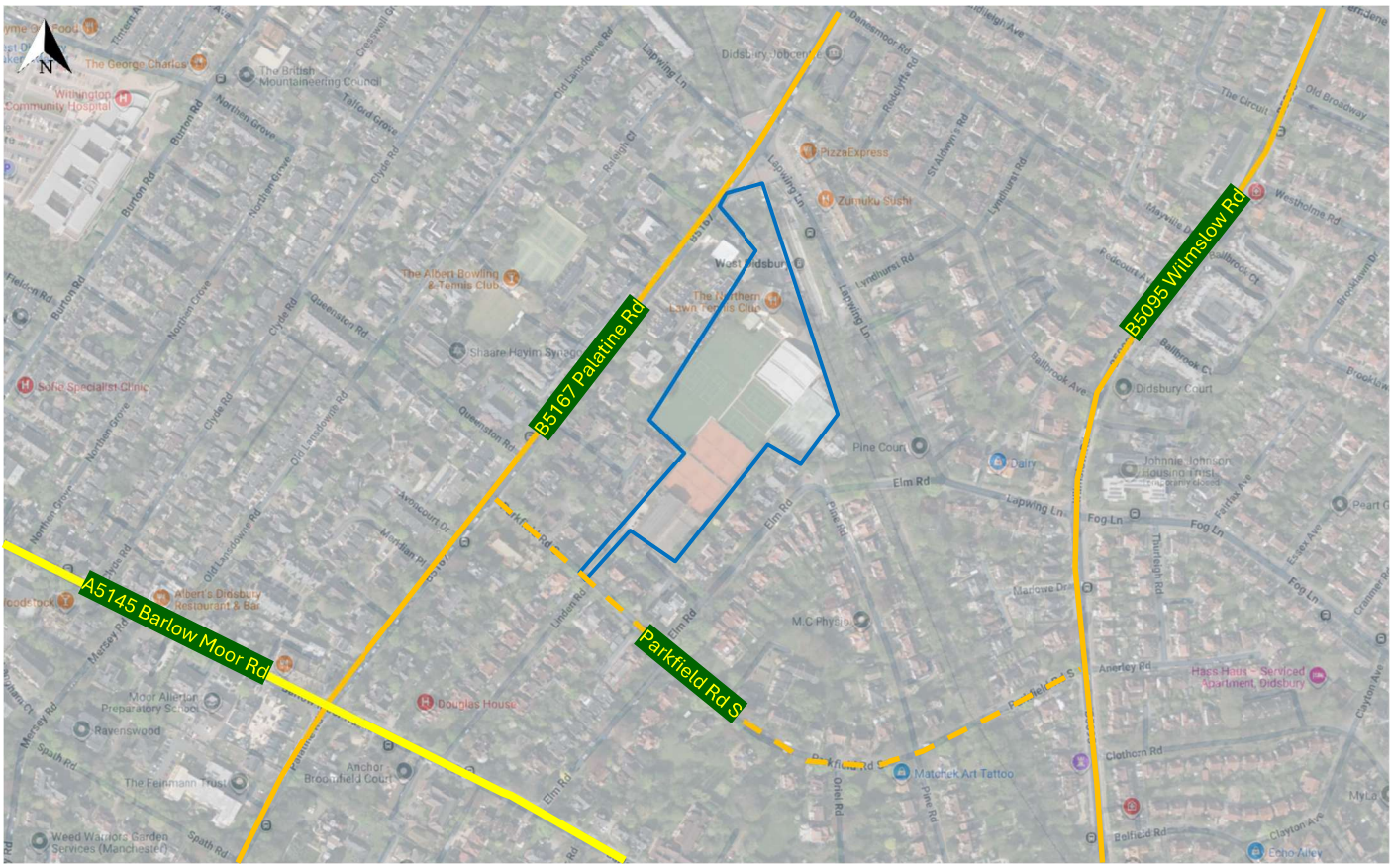


Figure 1:- Site Context Plan
Source:- QGIS/ ESRI

The wider Tennis Club is located in a sensitive residential and recreational environment. Residential properties are located close to the access lane and the indoor court building, including No. 3, No. 5 and No. 5A. The club remains operational and is used by members throughout the week.

The existing site information identifies:-

- An existing access road / lane;
- A vehicle gate;
- Client rights of access;
- An area used for coach house parking;
- A hatched area to be kept clear at all times;
- Adjoining tennis courts;
- A pathway along the western side of the building;
- Existing trees and boundary fencing; and
- Access through to the clubhouse.

The Site is constrained by the narrow access lane, nearby residential properties, existing access rights, neighbour parking / turning easements and ongoing club operations. Figure 2 highlights the proposed plan of the site.

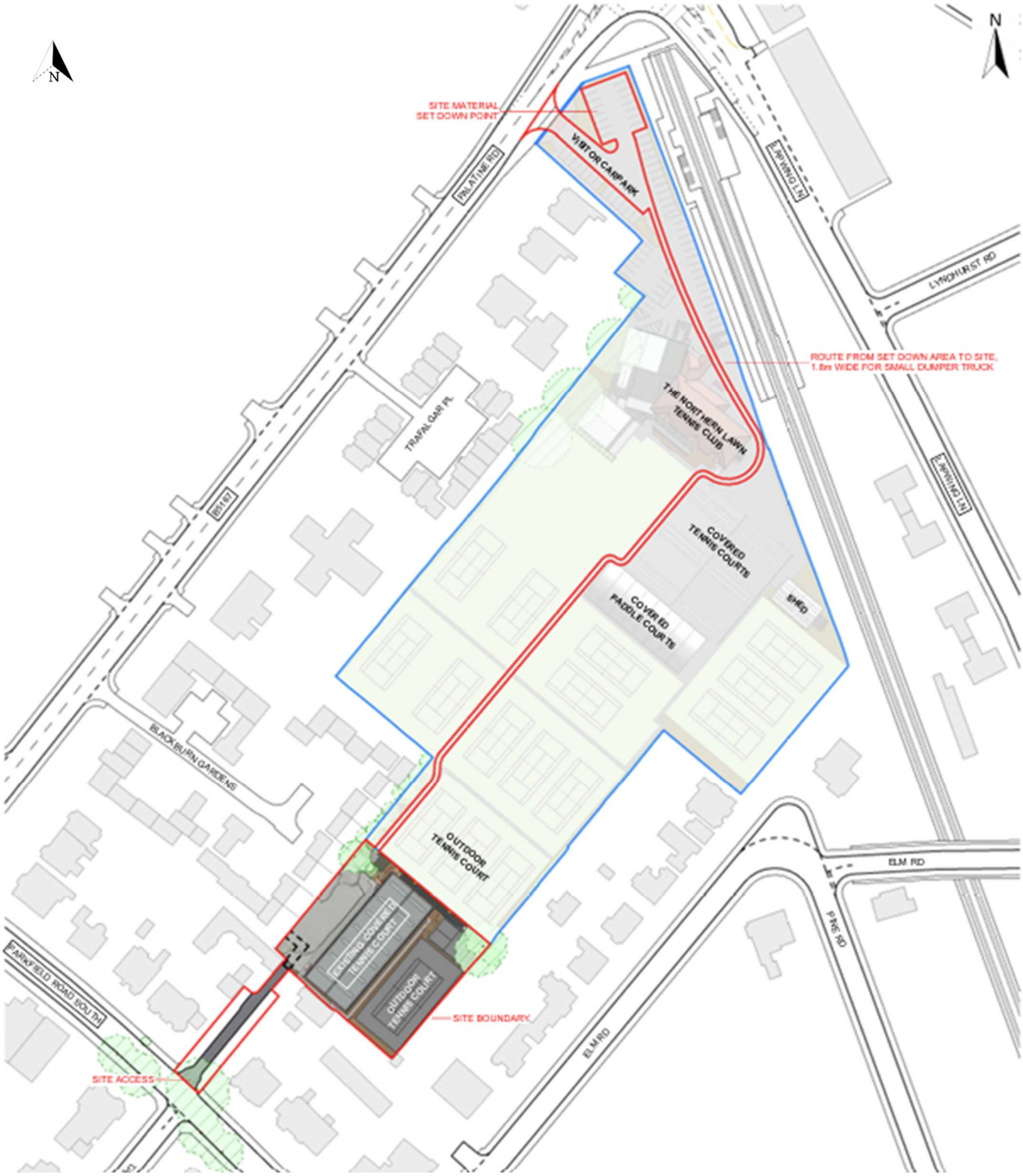


Figure 2:- Proposed Plan

Source:- MRH Design Drawing 2025-34-MRH-203 Rev D

3. Proposed Works

3.1 Description of Works

The Proposed Development comprises:-

“Refurbishment works to the existing indoor tennis court building at The Northern Lawn Tennis Club, including removal of the existing asbestos roof and replacement; replacement and alteration of rooflights; bricking up of selected windows; installation of new black louvred ventilation windows, replacement doors and mechanical ventilation system; removal of external fire escape stairs; upgrading of roof drainage; replacement of existing louvres and retained doors in black; and associated repairs and refurbishment to structural and external elements.”

More specifically, the works to be undertaken as part of the Full Planning Application are limited to:-

- Removal of the existing asbestos roof and replacement with new Kingspan panels;
- Replacement and alteration of the layout of the rooflight panels;
- Bricking up of selected windows;
- Installation of new black mechanical louvred ventilation windows to replace the existing units, together with two additional louvres;
- Installation of replacement doors;
- Removal of the external fire escape stairs and associated door, with the resulting opening to be bricked up;
- Upgrading of the roof drainage;
- Repainting of retained fire doors in black;
- Installation of a mechanical ventilation system; and
- Associated supporting, servicing, structural repair and external refurbishment works.

The construction operations described within this CTMP relate solely to the activities necessary to deliver the above Proposed Development. The detailed construction methodology and sequencing will be confirmed by the appointed Principal Contractor before works commence.

3.2 Construction Programme and Working Hours

The construction programme is currently assumed to be approximately six months. The first four months are expected to represent the period of highest activity and the indicative working hours are:-

- Monday to Friday: 08:00 to 17:00
- Saturday: No routine working unless agreed in advance
- Sunday / Bank Holidays: No working unless agreed in advance

The club operates during the following hours:-

- Monday to Saturday: 06:30 to 22:00
- Sunday: 08:00 to 20:00

Routine construction activity shall be undertaken within the indicative working hours set out above. Weekend working and any works outside these hours shall be avoided unless necessary and shall be subject to prior agreement with the Club and, where required, the Local Planning Authority.

Where exceptional out-of-hours works are agreed, advance notification shall be provided to nearby sensitive receptors where there is a reasonable likelihood of disturbance. This is expected to include the immediately adjoining or directly affected neighbouring properties, unless otherwise agreed with the Local Planning Authority.

3.3 Construction Activities and Associated Traffic Demand

In the absence of a confirmed contractor programme, an indicative relationship between the anticipated construction activities and associated traffic demand has been established. This is intended to provide a proportionate basis for the Outline CTMP and will be reviewed by the Principal Contractor once the detailed programme and delivery requirements have been confirmed.

3.3.1 Site establishment and preparatory works

The initial phase is expected to include establishment of the construction compound and welfare facilities, installation of temporary fencing and access controls, delivery of access equipment and scaffolding where required, and preparatory works to the existing building.

Construction traffic during this phase is expected to comprise staff vehicles and light goods vehicles, together with a limited number of deliveries associated with site establishment, access equipment, scaffolding and temporary facilities. HGV movements are expected to be relatively limited.

3.3.2 Existing roof and fire escape removal

This phase will principally involve the controlled removal of the existing asbestos-containing roof, removal of the external fire escape stairs and associated door, and removal of those existing rooflights, louvres, doors and other elements that are to be replaced.

The removal of asbestos-containing materials will be undertaken by an appropriately licensed contractor in accordance with the project's asbestos management procedures and Construction Environmental Management Plan.

Traffic associated with this phase is expected to include specialist contractor vehicles, covered waste vehicles, skips or enclosed containers, and vehicles associated with the removal of the external stairs and other redundant building elements. All waste collections will be pre-booked and managed in accordance with the access and delivery controls set out in this CTMP.

3.3.3 Roof, rooflight and external refurbishment works

This phase is expected to include delivery and installation of the replacement Kingspan roof panels, replacement and alteration of rooflights, bricking up of selected windows, installation of replacement doors and black louvred ventilation windows, upgrading of the roof drainage, repainting of retained fire doors in black, and associated structural and external repairs.

This phase is likely to represent the principal delivery period. Traffic demand may include rigid HGVs and occasional articulated vehicles delivering roof panels, rooflights, louvres, doors, drainage components and other associated materials. Larger or longer materials will be delivered to the Site Material Set-Down Point within the main car park and transferred to the works area using the defined internal construction route shown on MRH Design Drawing 2025-34-MRH-203 Rev D.

3.3.4 Mechanical ventilation and associated servicing works

This phase will include installation of the mechanical ventilation system and its associated components, connections and supporting works.

Traffic during this phase is expected to be dominated by staff and trade vans, together with occasional deliveries of ventilation equipment and associated components. Any larger items will be delivered and transferred in accordance with the material set-down arrangements described in Section 6.

3.3.5 Completion and demobilisation

The final phase is expected to include completion of associated repairs, testing of the mechanical ventilation system, removal of temporary facilities and access equipment, clearance of waste and materials, and demobilisation of the construction compound.

Construction traffic during this phase is expected to reduce, with movements principally comprising staff and trade vans and vehicles removing temporary equipment, skips and residual materials.

3.3.6 Summary of traffic variation by phase

Overall, construction traffic is expected to be lower during site establishment and demobilisation, with the highest delivery activity occurring during removal of the existing roof and installation of the replacement roof, rooflights and external components. Staff and trade-van movements are expected to be more prominent during the mechanical ventilation, servicing and completion stages.

The construction traffic estimates presented in Section 5 provide an indicative worst-case assessment for the Proposed Development. They will be reviewed and, where necessary, updated by the Principal Contractor once the final construction methodology, programme, vehicle requirements and delivery schedule have been confirmed.

4. Policy Context and Compliance

4.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF), published in August 2026, sets out the national decision-making policies for assessing the transport and highway implications of development. Policies TR4 and TR6 are of particular relevance to the management of construction traffic.

Policy TR4 (Street Design, Access and Parking) requires transport considerations to be integral to development proposals. It seeks to:-

- Give priority to walking, wheeling and cycle movements;
- Provide safe, inclusive and accessible routes for all users, including people with limited mobility;
- Minimise conflict between pedestrians, cyclists and vehicles; and
- Allow for the efficient delivery of goods and access by service and emergency vehicles.

Policy TR6 (Assessing Transport Impacts) requires the transport implications of development to be assessed proportionately. It confirms that development should be refused where it would result in a severe adverse impact on the transport network, in terms of capacity and congestion, including cumulative impacts, or an unacceptable impact on highway safety, taking account of the mitigation measures proposed. Importantly, these tests apply both during the construction phase and following completion.

In this context, the purpose of this CTMP is to demonstrate how temporary construction traffic will be managed so that it does not result in:-

- A severe adverse impact on the operation of the transport network;
- An unacceptable impact on highway safety;
- Unacceptable conflict with walking, wheeling or cycle movements; or
- Obstruction of inclusive pedestrian routes, neighbouring access or emergency access.

The CTMP establishes a proportionate framework of controls, including:-

- Defined construction-traffic routing;
- Vehicle-size and access restrictions;
- Delivery booking and scheduling procedures;
- Banksman and traffic-marshal control;
- Protection of visibility splays and access points;
- Contractor-parking management;
- Protection of walking, wheeling and cycle movements;
- Maintenance of service and emergency access; and
- Monitoring, enforcement and corrective-action procedures.

These measures ensure that construction traffic is considered as an integral part of the planning-stage transport assessment and that the relevant requirements of Policies TR4 and TR6 are addressed throughout the construction period.

4.2 Places for Everyone Joint Development Plan

The Places for Everyone Joint Development Plan (PfE) forms part of the statutory development plan for Manchester and provides the key strategic policy framework for transport and infrastructure.

Policy JP-C8 (Transport Requirements of New Development) requires that development:-

- Is supported by appropriate transport assessment and mitigation;
- Minimises impacts on the local highway network;
- Incorporates delivery and servicing considerations; and
- Provides for the management of construction impacts through appropriate planning controls.

Policy JP-C5 (Streets for All) further requires that streets are designed and managed to:-

- Support walking, cycling and public transport use;
- Provide appropriate space for servicing and deliveries; and
- Minimise barriers, safety risks, and environmental impacts.

The CTMP aligns with these requirements by treating construction traffic as part of the wider street environment, rather than as an isolated operation. In addition, the Plan's emphasis on increasing walking, cycling and public transport use is reflected in the requirement that construction drivers are briefed to expect vulnerable road users at all times and that all vehicle movements are undertaken in a controlled and supervised manner.

4.3 Manchester Core Strategy

Manchester's Core Strategy (2012–2027) provides the local planning policy framework for sustainable development, including transport, accessibility and environmental management.

Policy T2 (Accessible Development) requires development to:-

- Be accessible by walking, cycling and public transport;
- Minimise reliance on private vehicles; and
- Be supported by proportionate transport assessments and mitigation where appropriate.

The Core Strategy also emphasises:-

- Improving conditions for pedestrians and cyclists;
- Managing traffic impacts associated with development; and
- Ensuring parking provision supports sustainable transport objectives.

The CTMP is consistent with these principles by:-

- Managing contractor parking to prevent overspill onto surrounding streets;
- Maintaining access for pedestrians, cyclists and neighbouring users at all times;
- Controlling delivery vehicle types and frequencies; and
- Ensuring safe interaction between construction vehicles and other users through banksman control and defined operational procedures.

The document also requires the Principal Contractor to confirm detailed logistical information (including staff numbers, delivery schedules and vehicle types) prior to commencement, ensuring that traffic impacts remain proportionate and controlled.

4.4 Didsbury Area Policies and Local Context

Local policy and guidance highlight specific transport and environmental sensitivities within Didsbury.

The adopted Didsbury Area Policies include:-

- DB7 – supporting traffic management measures to reduce on-street parking pressures;
- DB9 – seeking improved safety for pedestrians and cyclists; and
- DB10 – promoting improved pedestrian and cycling routes.

The CTMP responds directly to these priorities by:-

- Preventing construction vehicles from waiting or parking on surrounding residential streets;
- Managing contractor parking to avoid overspill;
- Protecting pedestrian and cyclist movements at all times; and
- Restricting construction traffic to appropriate routes via Palatine Road.

The Didsbury Plan further identifies concerns relating to:-

- Traffic congestion and air quality;
- Inconsiderate parking and pavement obstruction; and
- Safety risks for vulnerable users, including those with reduced mobility.

In response, the CTMP includes measures to:-

- Prevent obstruction of footways, visibility splays and access routes;
- Maintain safe and accessible pedestrian routes; and
- Ensure that construction traffic is managed so as not to adversely affect the operation of the local area or neighbouring properties.

4.5 Policy Response and Compliance

Having regard to the above national, strategic and local policy framework, the CTMP adopts a series of clear principles to ensure compliance and effective management of construction impacts.

These are as follows:-

- Construction traffic shall be managed to ensure safe and suitable access for all road users;
- The safety of pedestrians, cyclists, public transport users, Club members and neighbouring residents shall be prioritised at all times;
- Construction vehicles shall be routed via appropriate roads to minimise use of residential streets;
- Deliveries shall be pre-booked and coordinated to avoid congestion, queuing or on-street waiting;
- Larger deliveries shall utilise the main car park materials storage area, where practicable;
- Articulated vehicles shall not access the rear lane, and smaller vehicles shall use it only where appropriate and controlled;
- Banksman / traffic marshal control shall be provided for constrained, reversing and high-risk movements;
- Visibility splays, footways, access routes and emergency access shall be maintained free from obstruction;
- Contractor parking shall be managed to prevent overspill and support local parking conditions;
- Highway cleanliness, dust, noise and vehicle idling shall be actively controlled; and
- The CTMP shall be monitored, enforced and updated as a live document by the Principal Contractor.

This approach is consistent with established good practice, ensuring that construction impacts are appropriately managed in accordance with planning policy.

5. Construction Traffic and Trip Generation

5.1 Assumptions

In the absence of a confirmed contractor programme, indicative construction traffic has been estimated based on:-

- Typical refurbishment and structural upgrade activity;
- Anticipated workforce levels (5–20 operatives);
- Identified vehicle types in Table 1; and
- Comparable projects of a similar scale and duration.

These estimates are intended for outline CTMP purposes only and shall be reviewed by the Principal Contractor once the detailed construction programme, subcontractor sequencing, vehicle types and delivery methodology are confirmed. Where the contractor's proposed vehicle movements materially exceed the estimates set out in this CTMP, the CTMP shall be reviewed and updated before the relevant phase commences.

5.2 Daily Construction Vehicle Trip Generation

Typical daily construction-related servicing and delivery traffic is expected to generate approximately 6 to 14 two-way vehicle movements per day, comprising light goods vehicles, small rigid HGVs and occasional skip / waste collection vehicles. These movements exclude staff cars / vans, which are addressed separately below.

Table 1:- Daily Construction Servicing / Delivery Vehicle Movement Estimations

Vehicle Type	Arrivals	Departures	Two-Way Trip
Light goods vehicles (vans)	2–4	2–4	4–8
Small rigid HGV (≤7.5t)	1–2	1–2	2–4
Skip/waste collection	0–1	0–1	0–2
Total	**3–7**	**3–7**	**6–14**

Staff attendance is expected to generate approximately 12 to 20 two-way staff vehicle movements per day, based on 6 to 10 staff cars / vans arriving and departing. Staff parking and travel arrangements will be managed separately by the contractor and will be coordinated with the Club to avoid conflict with Club operations, visitor parking and peak arrival / departure periods.

5.3 Peak Construction Period (Months 1 – 4)

During the peak construction period, construction-related servicing and delivery traffic is expected to increase to approximately 12 to 24 two-way vehicle movements per day, including approximately 4 to 8 two-way HGV movements per, as illustrated in Table 2.

Table 2:- Peak Construction Servicing / Delivery Vehicle Movement Estimations

Vehicle Type	Arrivals	Departures	Two-Way Trip
Light goods vehicles (vans)	3–6	3–6	6–12
Small rigid HGV (≤7.5t)	2–4	2–4	4–8
Skip/waste collection	1–2	1–2	2–4
Total	**6-12**	**6-12**	**12–24**

Staff attendance during the peak construction period is expected to generate approximately 20 to 30 two-way staff vehicle movements per day, based on 10 to 15 staff cars / vans arriving and departing. This would be managed through the contractor's site management procedures, including staff briefing, parking controls and coordination with the Club where necessary.

5.4 Hourly Traffic Distribution

Construction traffic will be managed to avoid network peak periods where practicable, with the majority of deliveries scheduled between 09:00 and 16:00. The distribution is expected to consist of:-

- 07:30-09:00 – Moderate – Staff arrivals only
- 09:00-12:00 – Peak – Primary delivery window
- 12:00-13:00 – Low – Avoid deliveries where possible
- 13:00-16:00 – Moderate – Secondary delivery window
- 16:00-17:00 – Moderate – Staff departures

5.5 Maximum Concurrent Vehicle Activity

No more than 1 HGV movement within the access lane or main car park delivery area will be permitted at any one time, unless otherwise agreed and managed under banksman supervision.

A maximum of 2–3 vehicles on site concurrently within the rear access lane/compound area will be maintained to avoid congestion and maintain safe operation.

5.6 Summary

The above construction traffic estimates are considered robust and proportionate for an outline CTMP in the absence of a confirmed contractor methodology. The values represent a realistic worst-case scenario based on comparable developments and ensure that the local highway network can accommodate construction traffic without resulting in a material impact on highway safety or network operation.

The predicted level of construction traffic is low in highway terms and, subject to implementation of the CTMP measures, is not expected to result in a material impact on highway safety or network operation.

6. Construction Access Strategy

6.1 General Access Principle

The construction access strategy is based on a two-tier arrangement:-

1. Rear access lane and construction compound:- To be used by smaller construction vehicles capable of safely entering, exiting and manoeuvring within the access lane and compound.
2. Main car park off Palatine Road**:-** To be used for larger / longer material deliveries, with materials stored temporarily in a defined laydown area and then transferred to the works area by smaller vehicles or through the existing complex.

This arrangement reduces reliance on larger vehicles using the constrained rear access lane and provides a more manageable logistics strategy.

6.2 Rear Access Lane

The rear access lane shall be used only by vehicles that can be accommodated safely, subject to the swept path analysis and final contractor vehicle specifications.

Swept path analysis has been undertaken for a range of smaller construction vehicles, including:-

- Small tipper;
- Concrete mixer;
- Small skip lorry;
- Small mobile crane;
- 7.5 tonne rigid vehicle; and
- Movements within the construction compound.

The analysis indicates that smaller vehicles can enter and exit the rear access lane and manoeuvre within the compound, subject to careful management. Due to the constrained nature of the lane, all such movements shall be undertaken at low speed and with banksman / traffic marshal assistance where required, particularly at the narrowest sections and at the access lane entrance.

The access lane shall be kept clear of obstruction at all times. No materials, skips, plant, welfare units or contractor parking shall be positioned where they obstruct the swept path, existing access rights, emergency access, visibility splays or neighbour easement areas.

Appendix A contains the full suite of swept path analysis drawings.

6.3 Large Vehicles

Large vehicles shall not routinely use the rear access lane. The swept path analysis indicates that a large tipper may be capable of reversing into the access lane in a controlled movement. However, this shall be treated as an exceptional managed operation only. Any such movement shall require:-

- Prior agreement with the site manager;
- Confirmation that the vehicle specification matches or is smaller than the tracked vehicle;
- A written method statement and risk assessment;
- Banksman / traffic marshal control;

- Temporary management of pedestrians and other users;
- Confirmation that visibility splays and the access lane entrance are clear;
- No conflict with club peak periods or neighbour access requirements; and
- Advance notice to affected parties where necessary.

Routine larger vehicle deliveries shall instead be directed to the main car park materials storage area.

6.4 Main Car Park Materials Storage Area

Larger and longer materials associated with the Proposed Development, including replacement roof panels, rooflights, louvres, doors, ventilation equipment, drainage components and associated structural repair materials, will be delivered to the Site Material Set-Down Point within the main car park off Palatine Road, where practicable.

The location of the Site Material Set-Down Point and the associated internal construction route are shown on MRH Design Drawing 2025-34-MRH-203 Rev D. The set-down point and internal route form part of the defined Site boundary.

The Site Material Set-Down Point will be used temporarily for the unloading and short-term holding of materials before their transfer to the works area. It will not be used for general or long-term construction storage. Parking spaces affected by the delivery route, vehicle manoeuvres or set-down operation will be temporarily suspended where required. Any suspension will be limited to the minimum practicable area and duration and agreed with the Club in advance.

No standard road-going construction vehicles, vans or HGVs will transfer materials between the main car park and the works area. Materials will instead be transferred along the defined 1.8m-wide internal construction route using a suitably sized small dumper truck or comparable compact construction plant. The vehicle used must be capable of operating safely within the available route and will be confirmed through the Principal Contractor's detailed construction methodology and risk assessment.

Material transfers will be pre-planned and undertaken under the supervision of a trained banksman or traffic marshal where required. The transfer route will be kept clear of obstruction and managed to maintain safe separation from Club members, pedestrians and other users. Temporary barriers, warning signage or short-duration pedestrian controls will be provided where necessary.

Use of the Site Material Set-Down Point and internal construction route will be coordinated with the Club so that its operations can continue safely. Emergency access and access to the Club's facilities will be maintained throughout deliveries, unloading and subsequent transfer of materials. No alternative transfer route outside the defined Site will be used unless separately agreed with the Applicant and, where required, Manchester City Council.

6.5 Articulated Vehicle Movements at Main Car Park

Swept path analysis has been undertaken for a 16.5m articulated vehicle accessing the main car park materials storage area. The analysis is for the main car park only and does not permit articulated vehicles to use the rear access lane.

The left-turn-out movement from the main car park shows a kerb overrun. This overrun shall be verified against the topographical survey, including kerb alignment, kerb height, footway width, street furniture, drainage features and pedestrian desire lines.

Unless otherwise verified by topographical survey and agreed through the final CTMP / contractor traffic management proposals, articulated vehicles shall be prohibited from turning left out of the main car park. The preferred exit movement for articulated vehicles shall be a right turn out onto Palatine Road, avoiding the identified kerb overrun and reducing the risk of kerb damage and pedestrian conflict.

Where any kerb overrun is proposed, the Principal Contractor shall confirm whether temporary kerb protection, ramping, marshalled pedestrian management or other mitigation is required.

6.6 Construction Traffic Routing

All construction traffic to either the southern or northern access shall approach and depart via Palatine Road B5167 from the west unless otherwise agreed in the final CTMP. This routing principle is intended to:-

- Reduce construction traffic on surrounding residential streets;
- Provide a consistent route for drivers;
- Reduce the risk of unsuitable approaches to the constrained access lane;
- Assist with delivery management; and
- Simplify route card instructions.

The Principal Contractor shall prepare and issue a driver route card to all suppliers, subcontractors and delivery drivers. The route card shall include:-

- Approved approach and departure routes;
- Site contact number;
- Delivery booking procedure;
- Prohibited routes;
- Instruction not to arrive early or wait on local roads;
- Access lane constraints;
- Requirement to follow banksman instructions;
- Permitted delivery times; and
- Emergency contact details.

Drivers shall be instructed not to use residential streets as informal holding areas and not to arrive without a pre-booked delivery slot. A sample route card is included in Appendix B for illustrative purposes.

6.7 Route Suitability and Sensitive Receptor Avoidance

6.7.1 Suitability of Palatine Road for Construction Traffic

Palatine Road is considered suitable for accommodating construction traffic, including HGV movements, for the following reasons:-

- It is a classified B-road forming part of the local distributor network, designed to accommodate regular traffic flows including larger vehicles;
- It provides direct access to the site without reliance on minor residential streets;
- The carriageway width of approximately 8.4m, alignment and general highway characteristics are appropriate for the safe passage of rigid and articulated vehicles;
- The route is already used by a range of service and delivery vehicles serving the wider area; and
- The estimated construction traffic levels set out in Section 5 are low in highway terms and would not result in a material impact on the operational performance of the route.

All large vehicle deliveries will be directed via Palatine Road and into the main car park area, thereby avoiding unsuitable access routes.

6.7.2 Avoidance of Sensitive Residential Streets

The surrounding area includes a network of local residential streets which are not suitable for construction traffic due to:-

- Their constrained width and on-street parking conditions;
- Their function as low-speed residential environments; and
- The presence of pedestrian activity and residential frontages.

Construction traffic will be actively managed to avoid the use of these streets. This will be achieved through:-

- A defined routing strategy requiring all vehicles to approach and depart via Palatine Road;
- The issue of driver route cards (sample included in Appendix B) clearly identifying approved and prohibited routes;
- A delivery booking system preventing unplanned arrivals;
- A requirement that vehicles must not use surrounding residential streets for waiting or turning; and
- Site management control, including refusal of access to drivers who do not follow the approved routing.

These measures will ensure that construction traffic is contained to the most appropriate parts of the highway network and minimises impact on neighbouring residential areas.

6.8 Protection of Southern Access, Neighbouring Structures and Sensitive Receptors

The southern access from Parkfield Road South passes through a constrained environment with neighbouring residential properties, boundary features, vegetation and private access arrangements. The Principal Contractor shall ensure that all construction traffic using the southern access is limited to vehicles that can be safely accommodated and shall operate under the controls set out in this CTMP.

Prior to commencement, the Principal Contractor shall review the southern access route and identify any features requiring protection during the works. This shall include, where relevant, existing trees, the garage associated with The Coach House, the boundary wall associated with 5A Parkfield Road South, and the hedgerow to the side of the garage. A photographic pre-condition record shall be undertaken where appropriate, and suitable protection measures shall be installed where there is a risk of damage from construction vehicles, plant, materials or site activity.

Construction vehicles shall remain within the defined access route and working areas. No vehicle overrun, material storage, skip placement, plant storage or contractor parking shall take place where it could damage existing trees, hedgerows, boundary walls, garages, private surfacing, neighbour access arrangements or other adjoining property features.

Contractor parking, delivery waiting, informal holding and turning by construction vehicles shall not take place on Parkfield Road South or surrounding residential streets. Only pre-booked vehicles shall attend the southern access, and these shall be limited to smaller vehicles capable of safely using the access lane. Larger deliveries shall use the main car park materials storage area via Palatine Road, unless otherwise agreed through the final CTMP.

All delivery drivers shall be issued with clear instructions confirming the approved access arrangements, site contact details and delivery booking requirements. Drivers shall be instructed not to attempt deliveries to neighbouring properties, including 5A Parkfield Road South, The Coach House or any other residential address. Any driver attending the wrong address, arriving without a booking or failing to follow the agreed route shall be refused access and re-briefed before any further delivery is permitted.

The Principal Contractor shall manage construction activity to minimise disturbance to neighbouring properties, with particular regard to 5A Parkfield Road South and The Coach House. Measures shall include low-speed vehicle movements, banksman control where required, avoidance of unnecessary engine idling, minimisation of reversing manoeuvres, and scheduling of deliveries during normal working hours where practicable.

Use of the southern access shall be undertaken in accordance with the Club's understood access rights and any access, easement or legal requirements confirmed by the Client. The contractor shall not obstruct neighbour access, parking or turning arrangements unless temporary changes have been agreed in advance with the Club and affected parties.

6.9 Summary

Based on the above, the proposed access and routing strategy is considered appropriate for the scale and nature of the development and ensures that construction traffic is routed via suitable roads whilst avoiding sensitive residential areas.

7. Temporary Parking Controls and Visibility

Temporary parking controls shall be provided at the access lane entrance where required to maintain manoeuvring space and visibility.

The swept path / construction access layout, included in Appendix A, identifies indicative extents of temporary parking control / cone delineation at the access lane entrance. Where any restriction is required on the public highway, the final arrangement shall be confirmed by the Principal Contractor and agreed with the highway authority where required.

Particular attention shall be given to the northern side of the access lane entrance to prevent parking from obstructing the visibility splay.

The visibility splay shall be kept clear of:-

- Parked vehicles;
- Skips;
- Stored materials;
- Plant;
- Welfare units;
- Temporary signs;
- Contractor vehicles; and
- Any other obstruction.

Temporary construction traffic warning signs shall be provided where appropriate. The precise wording, location and type of signage shall be confirmed by the Principal Contractor in accordance with the final temporary traffic management proposals.

8. Vehicle Types and Swept Path Control

Table 3 outlines the vehicle types have been considered as part of the emerging construction logistics strategy.

Table 3:- Vehicle Types and Access Strategy

Vehicle Type	Intended Use	Access Strategy
Small van/ light goods vehicle	Staff, tools, small deliveries	Rear access lane, subject to site controls
7.5t rigid vehicle	General deliveries	Rear access lane / compound, subject to swept path and banksman control
Small tipper	Waste / materials	Rear access lane / compound, subject to swept path and banksman control
Small skip lorry	Skip exchange	Rear access lane / compound, subject to swept path and pre-booking
Concrete Mixer	Concrete delivery, if required	Rear access lane / compound only where confirmed by contractor methodology
Small mobile crane	Specific lifting operations, if required	Subject to lifting plan, ground checks and contractor controls
Large tipper	Exceptional use only	Not routine; reversing into lane only if planned and controlled
16.5m articulated vehicle	Large / long deliveries, plant	Main car park materials storage area only; not rear access lane

All final construction vehicle types and dimensions shall be confirmed by the Principal Contractor. Vehicles larger than those assessed shall not access the rear access lane unless further swept path analysis has been undertaken and approved through the final CTMP.

The swept path analysis demonstrates geometric manoeuvrability only. It does not confirm structural suitability of the access lane, kerbs, footways, chambers, drainage covers, private surfacing, hardstanding or underground services for construction vehicle loading. The Principal Contractor shall satisfy themselves that all areas used by construction vehicles are suitable for the proposed vehicle loads.

9. Deliveries

9.1 Delivery Management

All deliveries shall be pre-booked with the site manager. Deliveries shall not arrive without prior agreement.

The Principal Contractor / CTMP Coordinator shall maintain a delivery booking system and site log recording:-

- Date and time of delivery;
- Supplier;
- Vehicle type;
- Registration number where practicable;
- Load type;
- Delivery location;
- Arrival and departure time;
- Any incidents or complaints; and
- Waste transfer details where relevant.

Deliveries shall be timed to avoid:-

- Peak club activity periods where practicable;
- School / commuter peaks on the surrounding network where practicable;
- Overlapping deliveries in the access lane or car park;
- Vehicle waiting on Palatine Road or residential streets;
- Conflict with known club events; and
- Times when neighbour access requirements are known to be critical.

Where a delivery is delayed, the driver shall contact the site manager. Vehicles shall not wait on the public highway unless a safe, lawful and agreed waiting location is available.

9.2 Banksman and Traffic Marshal Control

Banksman / traffic marshal control shall be used to manage vehicle movements where required.

Banksman assistance shall be provided for:-

- Vehicle entry and exit at the rear access lane;
- Movements along constrained sections of the access lane;
- Reversing manoeuvres;
- Skip exchanges;
- Large vehicle movements;
- Movements within the construction compound where pedestrians or operatives may be present;
- Deliveries to the main car park materials storage area where pedestrian or member interaction may occur; and
- Any exceptional movement identified by the Principal Contractor.

No reversing manoeuvre shall be undertaken without banksman control.

Banksmen shall be suitably trained, competent and clearly identifiable through high-visibility clothing. Drivers shall comply with all banksman instructions.

9.3 Delivery Contingency and Overflow Arrangements

All deliveries will be managed through a pre-booking system and vehicles will be instructed not to arrive on site without a confirmed delivery slot. Notwithstanding these controls, contingency procedures will be implemented to manage situations where vehicles arrive early, access is temporarily unavailable, or unforeseen site constraints arise.

These contingency arrangements ensure that, even in the event of unforeseen circumstances, construction traffic will not result in queuing or disruption on the surrounding highway network or residential streets.

9.3.1 Early Arrival Procedure

Drivers arriving ahead of their allocated delivery time will not be permitted to wait on Palatine Road or within surrounding residential streets. Drivers will be instructed to:-

- Proceed to a suitable off-site holding location. (No off-site holding location has been approved at this outline stage. Any proposed holding location shall be identified by the Principal Contractor and agreed with the relevant landowner / highway authority where required before use); or
- Remain at their point of origin until their delivery slot is confirmed.

Under no circumstances will construction vehicles queue or idle on the local highway network.

9.3.2 Failed or Delayed Delivery Procedure

In the event that access to the site is temporarily obstructed (e.g. due to ongoing unloading, site congestion, or safety constraints), the following measures will apply:-

- Vehicles will be instructed not to enter the access lane or car park until directed by the site manager or banksman;
- Drivers will be required to leave the immediate vicinity of the site and relocate to an agreed holding area;
- The delivery will be rescheduled or deferred until safe access can be provided; and
- Communication will be maintained between the driver and site team to coordinate a revised arrival time.

9.3.3 On-Site Capacity Management

To avoid congestion and ensure safe operation:-

- Construction vehicle movements will be strictly controlled to prevent overlap where space is constrained;
- No more than the agreed number of vehicles will be permitted within the access lane or delivery area at any one time; and
- Deliveries will be staggered to ensure sufficient space for manoeuvring and unloading.

9.3.4 Driver Instructions and Communication

All drivers will receive clear instructions prior to arrival, including:-

- Approved access routes (via Palatine Road);
- Prohibition of waiting on surrounding streets;
- Contact details for the site manager; and
- Procedures to follow in the event of early arrival or access issues.

Drivers who do not comply with the agreed delivery procedures may be refused access to the site.

10. Site Compound, Storage and Internal Layout

The indicative construction compound area, included in Appendix A, is located adjacent to the works area and accessed from the rear access lane. The compound layout shall be confirmed by the Principal Contractor before works commence.

The compound shall accommodate, where practicable:-

- Welfare facilities;
- Site office;
- Secure tool and material storage;
- Plant storage;
- Skip / waste area;
- Internal turning areas;
- First aid point;
- Spill kit location;
- Fire point / assembly information;
- Pedestrian segregation; and
- Clear access to the works area.

The compound and access lane shall be kept clean and free from obstruction. Materials, skips and plant shall not be positioned where they obstruct:-

- Vehicle swept paths;
- Emergency access;
- Pedestrian routes;
- Neighbour access rights;
- Visibility splays;
- The agreed keep-clear area; or
- The neighbour parking / turning easement areas unless temporary relocation has been agreed.

11. Neighbour Parking and Turning Easement

The site is subject to existing neighbour parking and turning arrangements. The areas identified for parking and turning shall be respected during the works.

The CTMP assumes that neighbour parking and turning easement areas shall remain available unless temporary relocation has been agreed in advance with the Club and affected parties.

Where temporary relocation, parking suspension or access alteration is required, the Principal Contractor shall:-

- Agree the arrangement with the Club in advance;
- Notify affected neighbours;
- Confirm duration and timing;
- Maintain safe alternative access where required;
- Avoid unnecessary disruption; and
- Reinstate the normal arrangement as soon as practicable.

12. Construction Staff and Parking

12.1 Construction Staff

Construction staffing is expected to vary by phase. Typical staffing levels are anticipated to range from approximately 5–10 operatives during enabling, strip-out and lower-intensity phases, increasing to approximately 15–20 operatives during the peak overlap period when structural works, roofing / cladding and M&E first-fix activities may be progressing concurrently. Final staff numbers shall be confirmed by the Principal Contractor once the detailed construction programme and subcontractor sequencing are confirmed.

Table 4 outlines an estimate of the typical staff numbers by phase, to be verified by the Principal Contractor.

Table 4:- Indicative Construction Staff Estimate

Phase	Indicative activity	Estimated staff on site
Site set-up / enabling	Welfare, fencing, access controls, initial strip-out	4–6
Demolition / strip-out / local removals	Strip-out, waste removal, isolated demolition works	5–8
Structural works / steelwork	Steel erection, builders' works, structural alterations	8–12
Roofing / cladding	Roof works, cladding, envelope repairs	6–10
M&E first-fix	Electrical, mechanical, services routing	6–10
Internal fit-out	Joinery, flooring, painting, finishes, second fix	8–14
Peak overlap period	Structural works + roofing /cladding + M&E first-fix	15–20
Final commissioning / snagging	Testing, minor works, demobilisation	4–8

12.2 Contractor Parking

For CTMP purposes, a typical staff parking demand of approximately 6–10 vehicles has been assumed, increasing to approximately 10–15 vehicles during peak periods, as illustrated in Table 5. This assumes a mix of private cars and staff / trade vans used by construction personnel, with some shared travel by subcontractor teams.

For clarity, the staff / trade van assumptions in Table 5 relate to workforce travel and parking demand only. They do not include construction delivery vans, which are addressed separately within the construction servicing / delivery trip generation estimates in Section 5.

Final staffing levels, staff parking demand and staff / trade van requirements shall be confirmed by the Principal Contractor prior to commencement.

Table 5:- Construction Staff Parking Assumptions and Estimations

Item	CTMP assumption
Typical staff on site	8–12
Peak staff on site	15–20
Staff vehicle occupancy	1.2–1.5 persons per car/van
Typical staff parking demand	6–10 vehicles
Peak staff parking demand	10–15 vehicles
Typical staff/ trade van arrivals/departures	4–8 arrivals, 4–8 departures
Peak staff/ trade van arrivals/departures	8–12 arrivals, 8–12 departures

12.3 Parking Strategy

Construction staff and contractor parking will be actively managed to ensure that there is no adverse impact on the surrounding highway network or residential streets.

Given the constrained nature of the site and the need to maintain safe operation of the Club, on-site parking for construction personnel will be limited. The overall strategy is therefore based on:-

- Minimising individual vehicle trips;
- Avoiding informal or uncontrolled parking in surrounding residential streets; and
- Providing structured and managed parking arrangements for construction staff.

Details of the final off-site parking locations will be confirmed by the Principal Contractor prior to commencement and will be subject to agreement with the Local Planning Authority if required.

12.4 Off-Site Parking Arrangements

Where practicable, construction personnel will be required to utilise off-site parking locations. These may include:-

- Nearby public car parks or commercial parking facilities;
- Designated temporary contractor parking areas (to be confirmed by the Principal Contractor prior to commencement); or
- Park-and-ride style arrangements where appropriate.

Final parking locations will be selected to ensure:-

- No overspill into residential streets surrounding the site; and
- Safe and convenient access for workers travelling to and from the site.

12.5 Travel Management Measures

To further reduce parking demand and traffic impact, the following measures will be implemented:-

- Encouragement of car sharing among construction staff;
- Use of company vans to transport workers to site where possible;
- Staggered start times to reduce peak arrival congestion; and
- Promotion of sustainable modes of travel, including walking and cycling where feasible.

Where off-site parking is utilised, workers may:-

- Walk to the site where distances are short; or
- Use organised shuttle arrangements if required during peak construction periods.

12.6 Parking Controls and Enforcement

Strict controls will be implemented to prevent unauthorised parking associated with the development. These will include:-

- A clear instruction that no construction staff parking is permitted on surrounding residential streets;
- Inclusion of parking restrictions within contractor induction and site rules;
- Monitoring of parking behaviour by the site manager; and
- The Principal Contractor / CTMP Coordinator may refuse site access or remove personnel from site for repeated non-compliance with the agreed parking arrangements.

Limited on-site parking (if any) will be reserved for:-

- Essential site personnel;
- Delivery coordination staff; and
- Vehicles required for operational purposes.

13. Pedestrian, Cyclist, Member and Neighbour Safety

13.1 Approach and Hierarchy of Road Users

The construction traffic management strategy has been developed having regard to the hierarchy of road users, which prioritises vulnerable users. The hierarchy recognises the following order of priority:-

1. Pedestrians
2. Cyclists
3. Public transport users
4. Service and delivery vehicles
5. Private motor vehicles

Given the constrained nature of the site, the surrounding residential context, and the continued operation of the Club, construction activities will be managed to:-

- Prioritise the safety of pedestrians, including Club members and neighbouring residents;
- Safely accommodate cyclists using surrounding routes;
- Minimise conflict between construction vehicles and other users; and
- Ensure all vehicle movements are undertaken in a controlled and predictable manner.

13.2 General Safety Principles

The site will operate within an active recreational and residential environment, with pedestrians, cyclists, Club members and neighbours present throughout the day. Construction traffic will therefore be managed on the basis that:-

- Pedestrian and cyclist movements will occur at all times;
- Access to neighbouring properties and Club facilities must be maintained;
- Awareness of pedestrians accessing nearby public transport services, including local bus services and nearby rail / tram stops; and
- Construction activity must not compromise highway or user safety.

Appropriate controls will be implemented to maintain safe interaction between construction activities and other users of the site and surrounding network.

13.3 Access Lane Entrance and Cyclist Interaction

Particular care will be taken at the access lane entrance onto Parkfield Road South, which represents a key interaction point between construction traffic, pedestrians and cyclists. Potential risks include:-

- Vehicles turning into and out of the access lane;
- Reduced visibility due to parked vehicles or site activity; and
- Passing pedestrians and cyclists on Parkfield Road South.

To manage these risks, the following measures will be implemented:-

- Banksman / traffic marshal control during vehicle entry and exit where required;
- Maintenance of clear visibility splays at the access lane entrance;
- Low-speed vehicle movements and cautious manoeuvring;
- Driver briefings to ensure awareness of pedestrians and cyclists; and
- Management of delivery timing to avoid peak periods where practicable.

13.4 Pedestrian and Member Protection Measures

Measures will be implemented throughout the site and surrounding areas to maintain safe conditions for pedestrians, Club members and neighbours. These will include:-

- Clear segregation between construction vehicles and pedestrians where practicable;
- Use of Heras fencing or hoarding to define the construction area;
- Protection of pedestrian routes, desire lines and access points;
- Installation of warning signage at access points and key locations;
- Banksman control during deliveries and manoeuvres where interaction may occur; and
- Ensuring all routes remain free from obstruction, mud and debris.

Access to neighbouring properties, Club facilities and designated pedestrian routes will be maintained at all times.

13.5 Management of the Main Car Park Area

The main car park will be used for larger deliveries and temporary material storage. Given the shared use of the car park by Club members and construction activities, the following measures will apply:-

- Active management of deliveries to minimise conflict with pedestrians;
- Temporary suspension of parking bays only where necessary and for limited durations;
- Segregation or supervision of pedestrian routes during unloading operations; and
- Banksman control during periods of vehicle movement and material handling.

These measures will ensure that Club operations can continue safely alongside construction activity.

13.6 Temporary Footway and Pedestrian Route Management

Where construction activities or deliveries affect pedestrian routes, temporary management measures will be implemented as required. These may include:-

- Temporary diversion or re-routing of pedestrian routes within the site or car park;
- Use of barriers, cones or fencing to separate pedestrians from construction activity;
- Provision of clear signage to direct pedestrians safely; and
- Banksman supervision during deliveries and vehicle movements.

All temporary arrangements will ensure that:-

- Safe and accessible pedestrian routes are maintained at all times;
- Access for neighbours and Club members is preserved; and
- Disruption is minimised as far as reasonably practicable.

13.7 Vehicle Movement Controls

All construction vehicle movements will be undertaken in a controlled manner to protect pedestrians, cyclists and other users. Key controls include:-

- A maximum on-site speed limit of 5mph;
- Prohibition of reversing manoeuvres without banksman supervision;
- Driver adherence to site rules and traffic management measures;
- Pre-booking of all deliveries to prevent congestion; and
- Ongoing monitoring of vehicle movements and user interaction.

Drivers will be briefed to expect the presence of pedestrians, cyclists and other users at all times.

13.8 Monitoring and Review

Pedestrian, cyclist and neighbour safety arrangements will be monitored throughout the construction period. This will include:-

- Regular inspection of access arrangements and pedestrian routes;
- Review of any incidents, near misses or complaints;
- Adjustment of controls where required to address emerging risks; and
- Communication of any changes to site personnel and stakeholders.

The Principal Contractor will ensure that safety measures remain effective and proportionate throughout the works.

14. Construction Management Measures

14.1 Plant, Equipment and Vehicle Controls

The exact plant and equipment for the current works shall be confirmed by the Principal Contractor. All plant and vehicles shall be:-

- Suitable for the constrained site;
- Operated only by competent persons;
- Maintained and inspected in accordance with relevant requirements;
- Switched off when not in use;
- Stored securely at the end of each working day;
- Prevented from obstructing access routes; and
- Used in accordance with the contractor's risk assessments and method statements.

Where mobile crane or lifting operations are required, the Principal Contractor shall prepare a lifting plan, confirm ground bearing capacity, identify outrigger requirements, establish exclusion zones and manage pedestrian / vehicle interaction.

14.2 Waste Management and Skip Movements

Waste shall be segregated and stored in designated areas within the site compound or agreed storage areas. Skips shall be positioned so that they do not obstruct access, turning areas, visibility splays, emergency routes or neighbour access rights.

Skip exchanges shall be pre-booked and managed by the site manager. Skip lorry movements shall be undertaken under banksman control where required.

Skips shall be emptied regularly and shall not be allowed to overfill. Waste shall not be stored immediately adjacent to perimeter fencing where it could assist unauthorised access. Combustible waste shall be managed to reduce fire risk. Where required waste transfer notes are to be issued for disposal of waste.

14.3 Highway Cleanliness and Mud Control

The Principal Contractor shall ensure that the access lane, car park and adjacent public highway are kept clean and free from mud, dust, debris and construction waste.

Measures shall include:-

- Regular inspection of the access lane and site entrance;
- Manual sweeping where required;
- Road cleaning where site conditions require it;
- Covering loads where necessary;
- Preventing overloading of skips and vehicles;
- Cleaning wheels where required before vehicles leave site; and
- Prompt removal of any debris deposited on the public highway.

Traffic movements on and off site will be monitored to ensure cleaning / wash down of adjacent roads to prevent build-up of mud, debris and waste.

14.4 Noise, Vibration and Dust Interface

Although this CTMP focuses on construction traffic, vehicle movements and loading / unloading can contribute to noise, vibration and dust. The Principal Contractor shall therefore manage vehicle-related impacts through:-

- Avoiding unnecessary engine idling;
- Switching off plant when not in use;
- Using banksman control to reduce repeated manoeuvring;
- Avoiding avoidable reversing alarms where safe alternatives are available;
- Scheduling noisy deliveries during normal working hours;
- Keeping access routes clean;
- Damping down where required;
- Locating generators away from sensitive receptors where practicable, particularly No. 5A; and
- Maintaining liaison with neighbours.

During construction, dust shall be managed through the use of appropriate suppression measures at source, supported by regular external dust management checks. Where activities have the potential to generate elevated levels of dust, additional wet suppression techniques shall be implemented as necessary to minimise dust emissions and prevent dust migration beyond the site boundary..

14.5 Community and Stakeholder Liaison

The Club intends to undertake a letter drop to neighbours and engage with local councillors through Deloitte. This approach is supported.

The Principal Contractor shall support the Club by providing relevant construction information for communication with neighbours, including:-

- Anticipated start date;
- Expected duration;
- Normal working hours;
- Contact details for the site manager;
- Summary of construction access arrangements;
- Dates of any exceptional deliveries;
- Temporary parking or access changes;
- Complaints procedure; and
- Emergency contact details.

A complaints register shall be maintained by the Principal Contractor. Complaints shall be logged, investigated and responded to promptly. The register shall record:-

- Date and time of complaint;
- Complainant details, where provided;
- Nature of complaint;
- Activity taking place at the time;
- Action taken; and
- Whether further mitigation is required.

14.6 Emergency Access

Emergency access shall be maintained at all times.

The Principal Contractor shall ensure that:-

- Access routes are not obstructed by parked vehicles, skips, materials or plant;
- The access lane remains available for emergency use where required;
- The main car park storage area does not obstruct emergency routes;
- Site staff understand emergency arrangements;
- Fire points, assembly points and first aid locations are clearly identified; and
- Emergency contact information is displayed on site.

The final contractor documentation shall include appropriate emergency procedures, first aid arrangements, fire safety measures, site safety information and clearly defined emergency access and egress routes. These arrangements shall be communicated to site personnel as part of the contractor's site induction procedures.

14.7 Site Security

The works area shall be secured to prevent unauthorised access and to maintain safe separation between construction activities, Club users, neighbours and the public. Appropriate site security and protection measures shall be implemented by the Principal Contractor, including where required:-

- Heras fencing, hoarding or other suitable protective fencing around the works area, site boundaries and any openings created by the works;
- Lockable gates and controlled access points;
- Warning signage at appropriate locations;
- Regular inspection and maintenance of fencing, gates and perimeter protection;
- Secure storage of tools, materials, plant and equipment when not in use;
- Safe storage of COSHH materials in accordance with relevant requirements;
- Securing or protection of any excavations, openings or temporary hazards; and
- Immobilisation and securing of plant at the end of each working day.

The Principal Contractor shall ensure that site security arrangements are reviewed throughout the works and updated where required to respond to changes in site layout, construction activity or access arrangements.

14.8 Site Induction and Driver Briefing

All site operatives, subcontractors and regular drivers shall receive a site induction or briefing before undertaking works or deliveries.

The induction shall cover:-

- Approved access route;
- Prohibited routes;
- Vehicle speed limits;
- Delivery booking procedure;
- Banksman requirements;
- Reversing restrictions;
- Pedestrian segregation;
- Neighbour access rights;
- Parking controls;

- Material storage areas;
- Emergency procedures;
- Environmental controls; and
- Complaints / incident reporting.

The final contractor CTMP shall include a briefing process, including traffic management toolbox talks where required.

14.9 Speed Limits

A maximum speed limit of 5mph shall apply to all construction vehicles within the access lane, main car park delivery area and construction compound.

Vehicles shall proceed with caution at all times, particularly near:-

- The access lane entrance;
- Neighbour parking / turning areas;
- The clubhouse and member routes;
- The construction compound;
- Pedestrian routes; and
- Any temporary storage or unloading area.

15. Monitoring and Review

The Principal Contractor shall be responsible for monitoring the implementation and effectiveness of this CTMP throughout the construction period. The CTMP shall be treated as a live document and shall be updated where site conditions, construction methodology, vehicle requirements or traffic management arrangements change.

The Site Manager shall undertake regular monitoring to confirm that the agreed construction traffic controls remain effective and are being followed by site operatives, subcontractors, suppliers and delivery drivers.

Monitoring shall include, as a minimum:-

- Daily inspection of the construction access arrangements, including the rear access lane, main car park materials storage area and construction compound;
- Checking that temporary cones, parking controls and construction warning signage are correctly positioned, maintained and visible where required;
- Checking that the access lane entrance visibility splays remain clear of parked vehicles, skips, plant, stored materials, signage or other obstructions;
- Checking that the access lane, main car park and adjacent public highway are kept clear of mud, dust, debris and obstruction;
- Checking that neighbour access rights, parking / turning easement areas and emergency access routes remain available, unless temporary changes have been agreed in advance;
- Checking that pedestrian routes, club member routes and any segregated construction routes remain safe and clearly defined;
- Reviewing the delivery booking system and delivery log to confirm that deliveries are arriving at agreed times and using the approved routes;
- Confirming that banksman / traffic marshal control is being used for constrained, reversing or exceptional vehicle movements;
- Checking that no construction vehicles are waiting on surrounding residential streets or obstructing Palatine Road, the rear access lane or the club car park;
- Recording and reviewing any complaints, incidents, near misses, access conflicts or damage to kerbs, surfacing, boundaries or street furniture; and
- Identifying any corrective actions required and recording when they have been closed out.

A record of monitoring checks shall be retained by the Principal Contractor and made available to the Client, Club, local planning authority or highway authority on request.

Where a non-compliance is identified, the Principal Contractor shall take prompt corrective action. This may include re-briefing drivers or subcontractors, amending delivery times, revising temporary traffic management, increasing banksman control, changing storage arrangements, or updating the CTMP.

The CTMP shall be formally reviewed following:-

- Appointment of the Principal Contractor;
- Confirmation of the detailed construction methodology and programme;
- Confirmation of construction vehicle types, dimensions and delivery frequencies;
- Confirmation of staff numbers, parking demand and subcontractor sequencing;

- Any proposed use of vehicles larger than those assessed in the swept path analysis;
- Any proposed change to the site compound, access lane arrangements or main car park materials storage area;
- Any proposed change to the temporary parking controls, visibility splay protection or construction signage;
- Any change affecting neighbour access rights, parking / turning easement areas, club operations or emergency access;
- Any traffic-related incident, near miss, access conflict or damage event;
- Any substantiated complaint relating to construction traffic, parking, access, noise from deliveries or highway cleanliness;
- Any repeated failure by suppliers or subcontractors to follow the agreed route card or delivery booking procedure; and
- Any request from the local planning authority, highway authority, Client or Club.

Any amendments to the CTMP shall be communicated to relevant site personnel, subcontractors, suppliers and delivery drivers. Where changes materially affect neighbours, club users or access arrangements, suitable advance notification shall be provided.

16. Enforcement and Corrective Action

The Principal Contractor shall be responsible for enforcing the CTMP requirements on site. All site operatives, subcontractors, suppliers and delivery drivers shall be required to comply with the agreed access routes, delivery booking procedure, vehicle restrictions, parking controls, banksman instructions and site traffic management measures.

Where a breach of the CTMP is identified, the Site Manager shall take immediate corrective action proportionate to the nature of the breach. This may include:-

- Stopping or holding the vehicle movement until it can be undertaken safely;
- Instructing the driver to leave and re-book the delivery where the vehicle has arrived without an agreed slot;
- Refusing access to vehicles that exceed the permitted vehicle size or do not match the agreed delivery strategy;
- Requiring a vehicle to relocate where it is obstructing the access lane, visibility splay, neighbour access, emergency route, club access or public highway;
- Re-briefing the driver, subcontractor or supplier on the approved route and site access requirements;
- Increasing banksman / traffic marshal control for specific activities;
- Amending delivery times or sequencing where repeated conflicts occur;
- Requiring the subcontractor or supplier to submit a revised method statement for future deliveries; and
- Suspending further deliveries from a supplier where repeated breaches occur.

All material breaches shall be recorded in the site log, including the date, time, nature of the breach, parties involved, corrective action taken and any follow-up measures required.

Repeated or serious breaches shall be escalated to the Principal Contractor's Project Manager and the Client / Club representative. Where a breach results in a highway obstruction, access conflict, safety incident, damage to property or substantiated complaint, the relevant activity shall be reviewed before similar movements are allowed to continue.

Any corrective actions arising from a breach shall be closed out by the Principal Contractor and, where necessary, reflected in an updated CTMP, revised delivery instructions, amended route cards or additional toolbox talks.

17. Responsibilities

17.1 Client / Club

The Club shall:-

- Provide information on club operations, events and member peak periods;
- Confirm availability of the main car park materials storage area;
- Agree any temporary parking suspension within the club car park;
- Support neighbour liaison; and
- Advise the Principal Contractor of any known access constraints or special events.

17.2 Principal Contractor

The Principal Contractor shall:-

- Finalise and implement the CTMP;
- Confirm construction vehicle specifications;
- Confirm delivery routing and booking procedures;
- Manage all banksman / traffic marshal arrangements;
- Maintain safe access and egress;
- Maintain the delivery log and complaints register;
- Ensure all drivers are briefed;
- Maintain access for neighbours and emergency vehicles;
- Provide temporary signage and cones where required;
- Keep the highway and access lane clean;
- Agree any temporary parking suspensions; and
- Update the CTMP as required.

17.3 Subcontractors and Suppliers

Subcontractors and suppliers shall:-

- Comply with the approved route card;
- Book deliveries in advance;
- Use only approved vehicle types;
- Follow banksman instructions;
- Not wait on surrounding residential streets;
- Not obstruct the public highway, access lane or neighbour access;
- Report any incidents immediately; and
- Comply with site speed limits and traffic management controls.

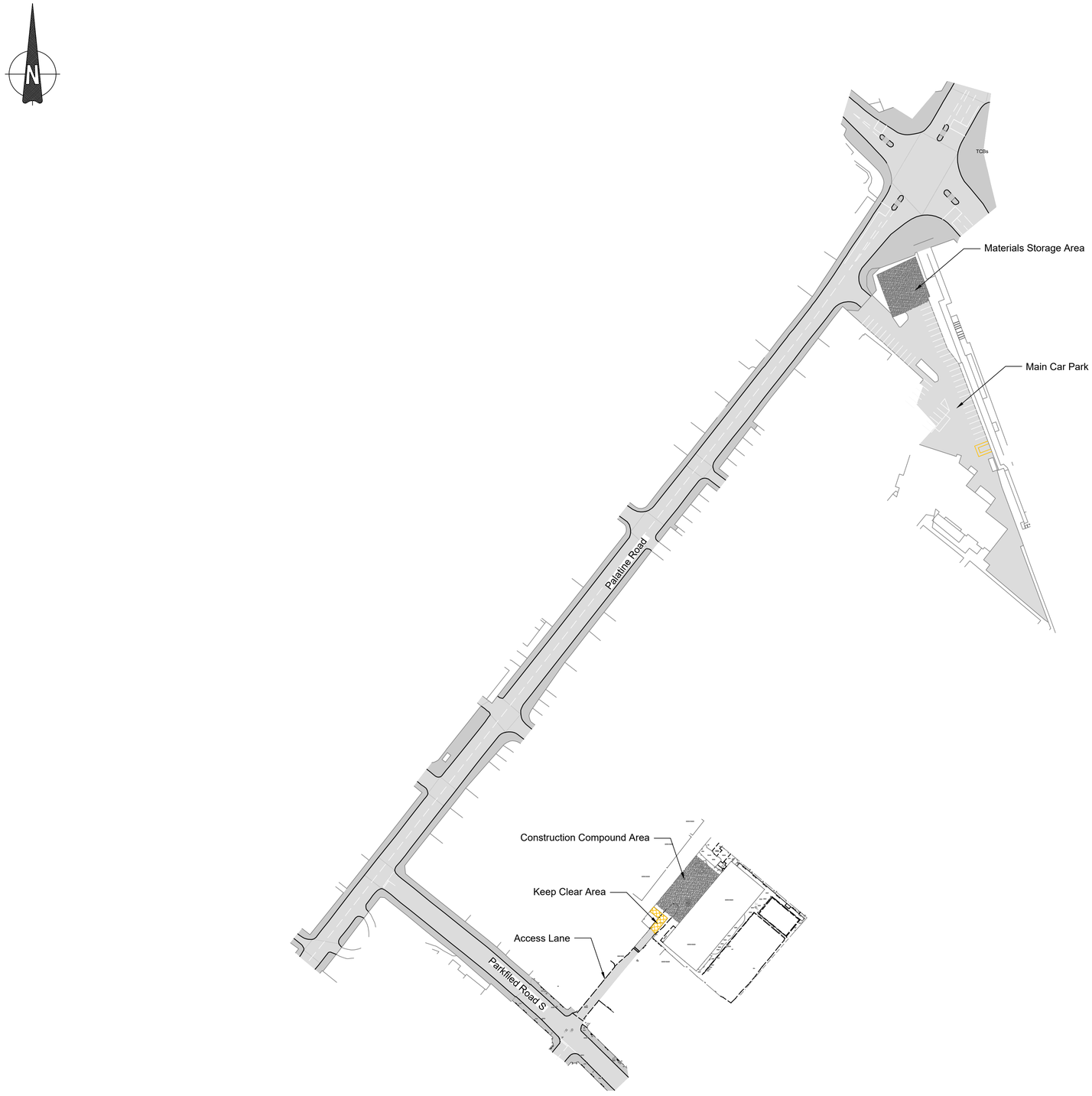
18. Summary of Key CTMP Commitments

The key construction traffic commitments are as follows:-

1. Construction traffic shall route via Palatine Road B5167 from the west unless otherwise agreed.
2. Driver route cards shall be issued to suppliers and subcontractors.
3. Smaller construction vehicles may use the rear access lane, subject to final vehicle specifications and banksman control.
4. Large vehicles shall not routinely use the rear access lane.
5. Any large tipper reversing into the access lane shall be an exceptional managed operation only.
6. Larger / longer materials shall be delivered to the main car park materials storage area where practicable.
7. Articulated vehicles shall not use the rear access lane.
8. Unless verified and agreed, articulated vehicles shall be prohibited from turning left out of the main car park due to kerb overrun and pedestrian interaction risk.
9. Temporary parking controls / cones shall be used at the access lane entrance where required to maintain visibility and manoeuvring space.
10. The 2.4m x 33m visibility splay at the access lane entrance shall be kept clear.
11. All deliveries shall be pre-booked and recorded.
12. No construction vehicle shall wait on local residential streets.
13. Banksman / traffic marshal control shall be used for constrained and reversing movements.
14. Existing neighbour parking / turning easement areas shall be maintained unless temporary relocation is agreed.
15. Club operations, member access and emergency access shall be maintained.
16. The access lane and adjacent highway shall be kept clean and free from obstruction.
17. Neighbours and local councillors shall be informed of the works through the agreed liaison process.
18. The CTMP shall be updated by the Principal Contractor before works commence.

Appendices

Appendix A - Layout Drawings and Swept Path Analysis



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Notes

1. This drawing shows the indicative construction logistics arrangement, including the main car park materials storage area, access lane, construction compound area and keep-clear area.
2. The main car park materials storage area is to be used for larger / longer material deliveries where practicable, with onward transfer to the works area by smaller vehicles or through the existing complex.
3. The access lane is to be used by smaller construction vehicles only, unless otherwise agreed through the final CTMP and contractor methodology.
4. The construction compound area and keep-clear area are indicative and shall be confirmed by the appointed Principal Contractor prior to works commencing.
5. Existing rights of access, neighbour parking / turning arrangements and emergency access shall be maintained unless temporary relocation or suspension has been agreed in advance.
6. This drawing is to be read in conjunction with the CTMP and contractor's detailed construction logistics plan.
7. Logistics arrangements are to be read with MRH Drawing 2025-34-MRH-203 Rev D.

SCALE 1:1000

STATUS
PLANNING

REV	DATE	BY	CHKD	APP'D	DESCRIPTION
1	17.07.26	PC	PC	GG	Client Revisions

Arthian

CLIENT
WT Partnership Limited

PROJECT
Northern Lawn

DRAWING
Site Context

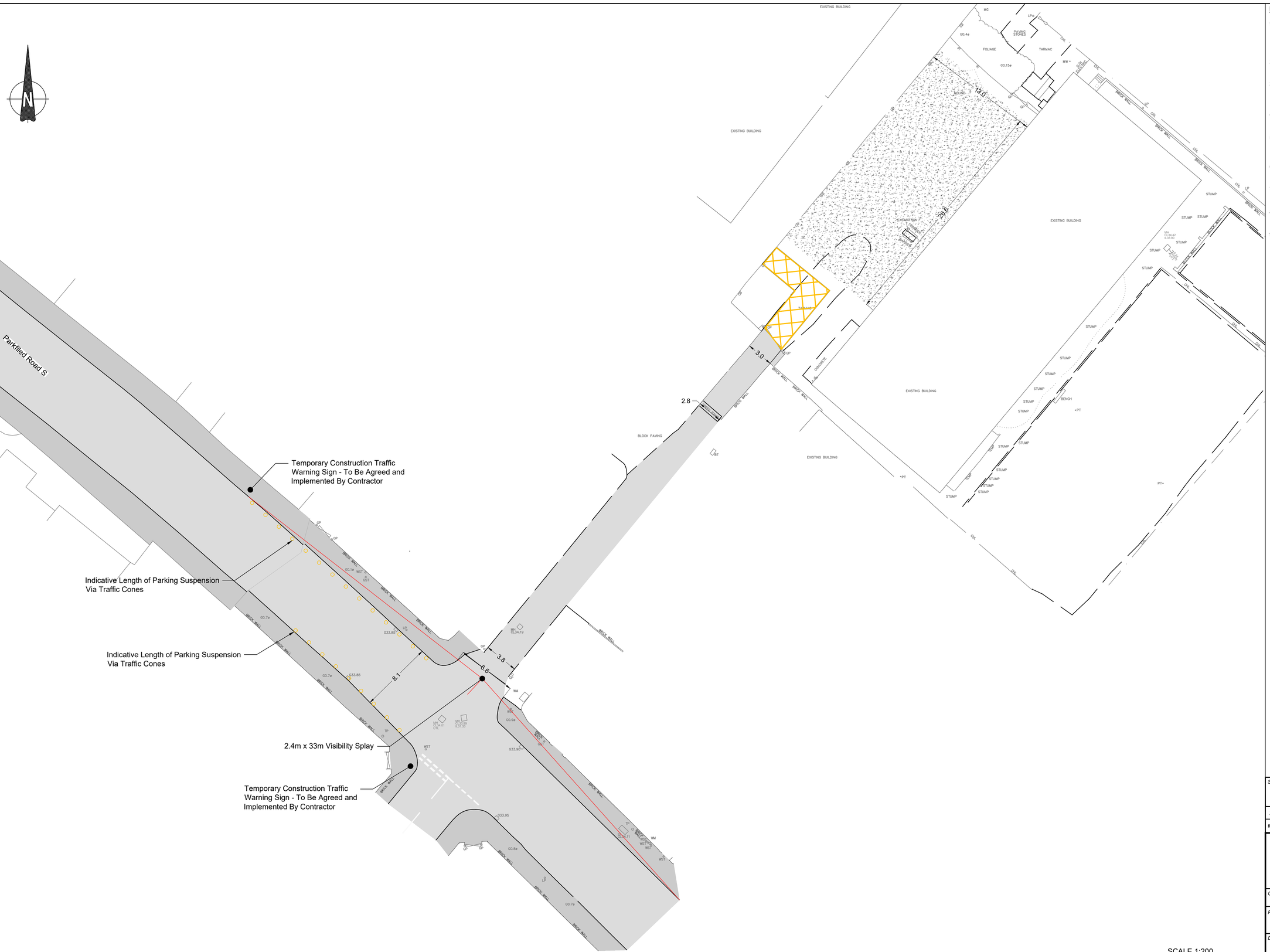
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DRAWING. No.
323030_ART_DR_TRA_001

REV
1



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SCALE 1:200

Notes

1. Indicative temporary parking suspension / cone extents are shown at the access lane entrance. Final extents are to be confirmed by the Principal Contractor through the final CTMP / temporary traffic management proposals.
2. Temporary construction traffic warning signage is indicative only and shall be agreed, installed and maintained by the Principal Contractor.
3. The 2.4m x 33m visibility splay shown at the access lane entrance shall be kept clear of parked vehicles, skips, plant, stored materials, signage and other obstructions during construction operations.
4. Construction vehicles shall enter and leave the access lane at low speed and under banksman / traffic marshal control where required.
5. No construction vehicles shall wait, park, load or unload on the public highway unless specifically agreed through the final CTMP and any required highway approvals.
6. The access lane entrance shall be managed to maintain access for existing users and neighbouring properties.
7. The construction compound arrangement is indicative and shall be confirmed by the appointed Principal Contractor.
8. This drawing is to be read in conjunction with the CTMP and the contractor's detailed construction logistics plan.
9. Logistics arrangements are to be read with MRH Drawing 2025-34-MRH-203 Rev D.

STATUS: PLANNING

REV	DATE	BY	CHKD	APP'D	DESCRIPTION
1	17.07.26	PC	PC	GG	Client Revisions

CLIENT: WT Partnership Limited

PROJECT: Northern Lawn

DRAWING: Construction Access And Compound Layout

DRAWING. No.: 323030_ART_DR_TRA_002

REV: 1

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Large Tipper Reversing Into Access Lane



Large Tipper Right Turn Out Of Access Lane



Small Tipper Turning Left Into Access Lane

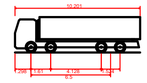


Small Tipper Right Turn Out Of Access Lane

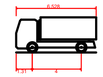
SCALE 1:250

Notes

1. Swept path analysis has been undertaken using the large tipper and small tipper vehicle profiles shown on the drawing. Final vehicle dimensions are to be confirmed by the appointed Principal Contractor.
2. The small tipper swept paths indicate that the vehicle can enter and exit the access lane in forward gear, subject to final contractor vehicle specification and site controls.
3. The large tipper shall not routinely access the rear lane in forward gear. Any large tipper movement requiring reversing into the access lane shall be treated as an exceptional managed operation.
4. Any reversing movement by a large tipper shall be subject to advance planning, banksman / traffic marshal control, temporary traffic management, and contractor risk assessment.
5. Vehicle movements shown demonstrate geometric manoeuvrability only and do not confirm structural suitability of the access lane, kerbs, footways, chambers, surfacing, drainage covers or private land for construction vehicle loading.
6. Visibility splays and access at the lane entrance shall be kept clear during all construction vehicle movements.
7. No reversing manoeuvres shall be undertaken without banksman control.
8. This drawing is to be ead in conjunction with the CTMP and contractor's detailed construction logistics plan.
9. Logistics arrangements are to be read with MRH Drawing 2025-34-MRH-203 Rev D.



Large Tipper	
Overall Length	10.201m
Overall Width	2.496m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m



Small Tipper	
Overall Length	6.528m
Overall Width	2.500m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.850m

STATUS
PLANNING

REV	DATE	BY	CHKD	APP'D	DESCRIPTION
1	17.07.26	PC	PC	GG	Client Revisions

Arthian

CLIENT
WT Partnership Limited

PROJECT
Northern Lawn

DRAWING
Construction Access
Swept Path Analysis
Large and Small Tipper

DRAWING. No.
323030_ART_DR_TRA_003

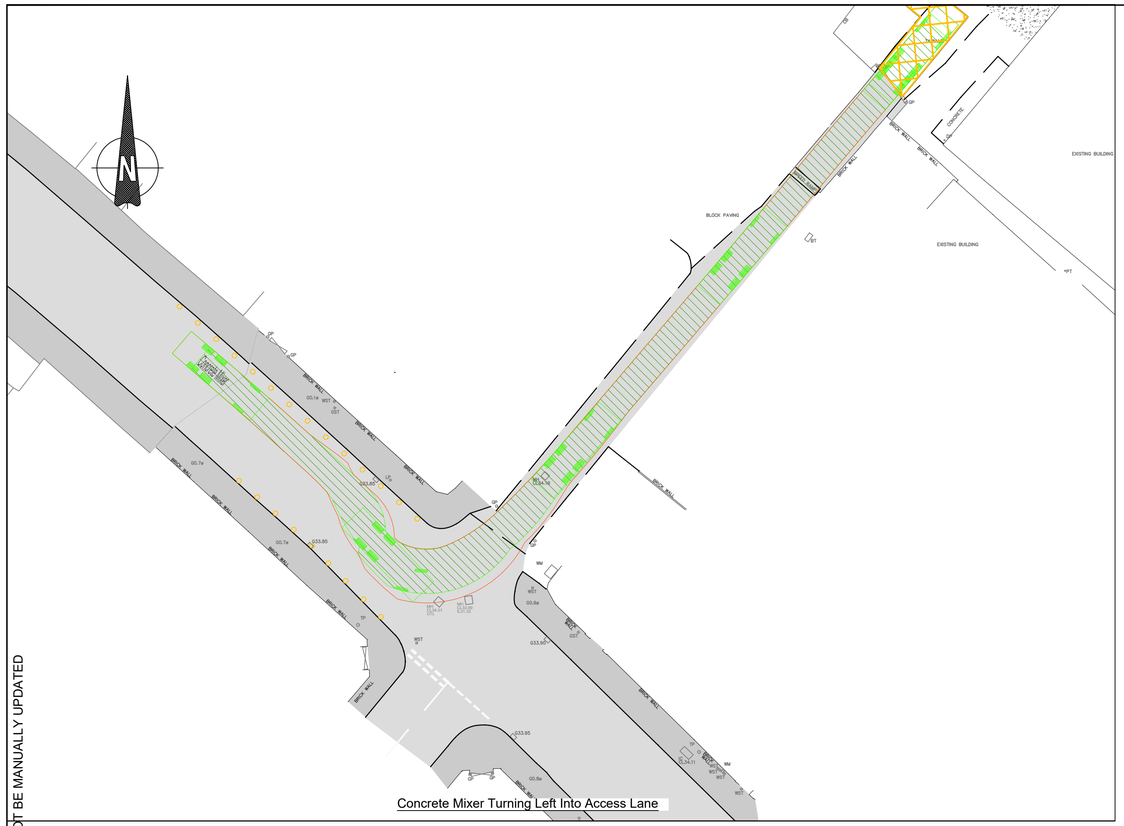
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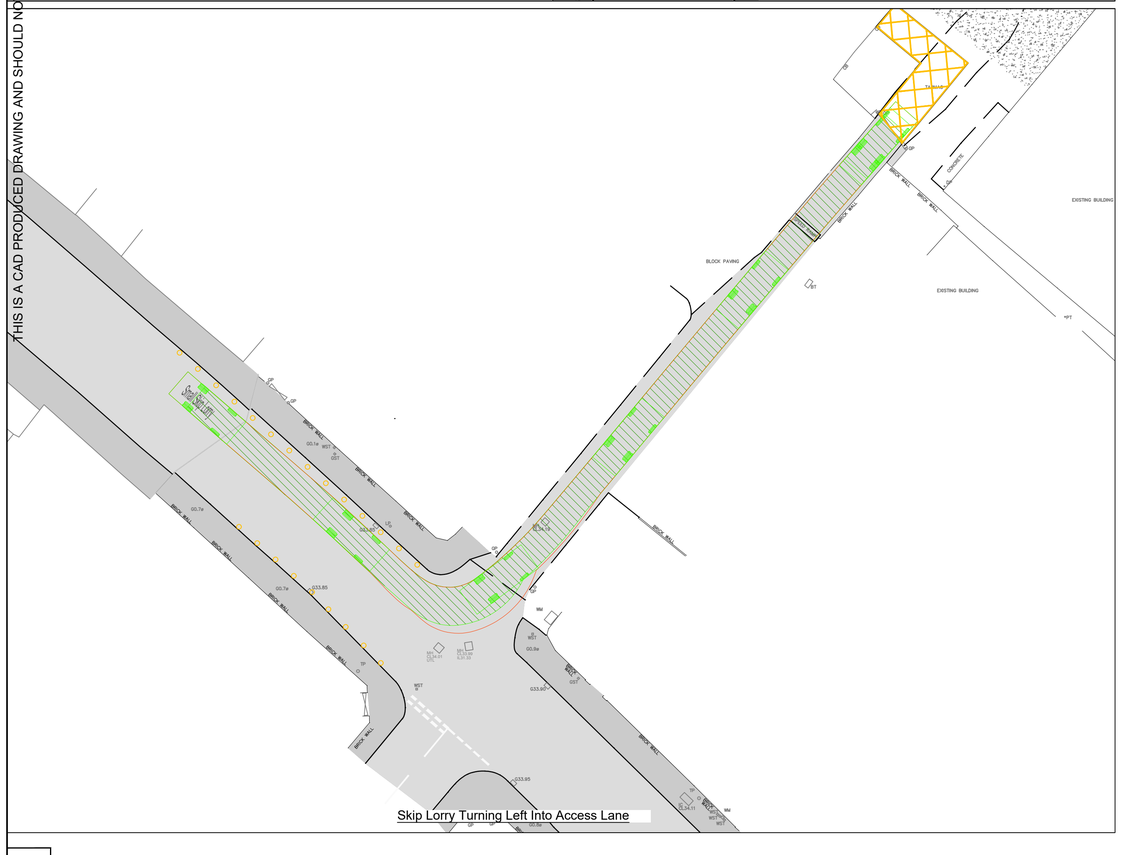
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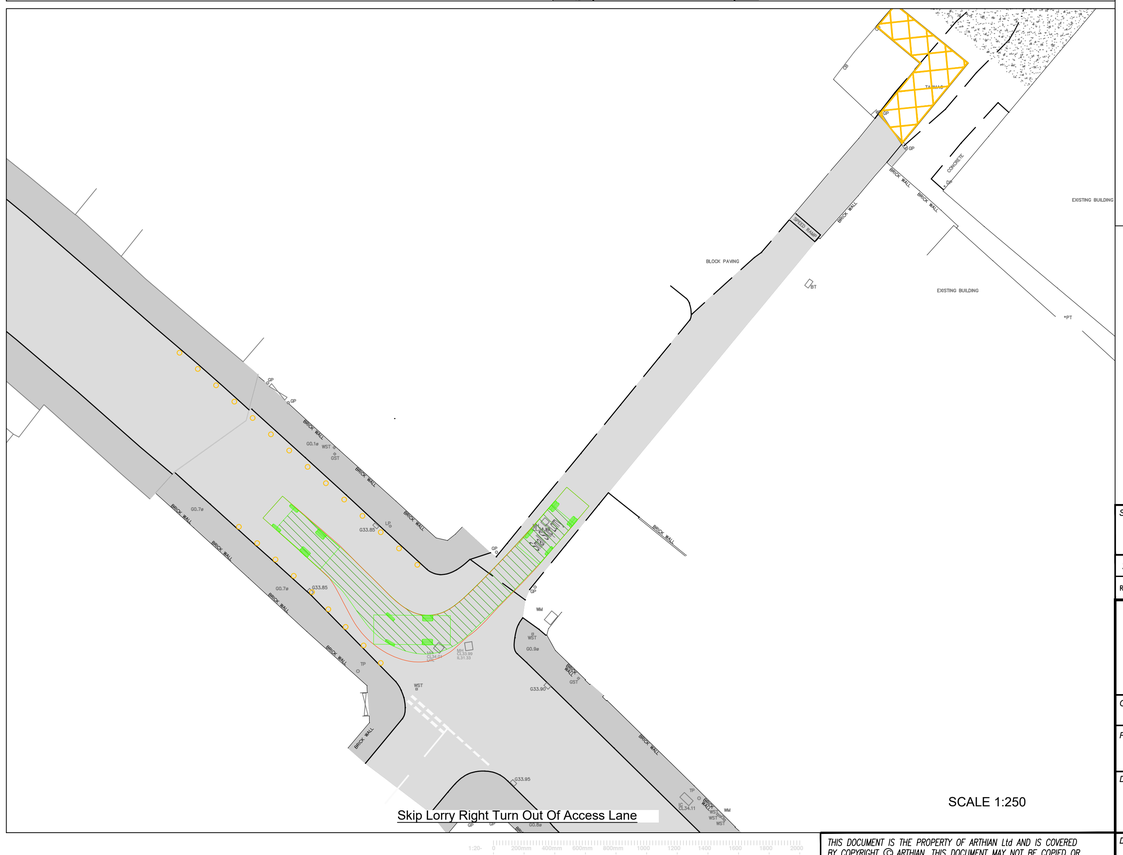
Concrete Mixer Turning Left Into Access Lane



Concrete Mixer Right Turn Out Of Access Lane



Skip Lorry Turning Left Into Access Lane



Skip Lorry Right Turn Out Of Access Lane

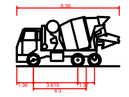
SCALE 1:250

Notes

1. Swept path analysis has been undertaken using the concrete mixer and small skip lorry vehicle profiles shown on the drawing. Final vehicle dimensions are to be confirmed by the appointed Principal Contractor.
2. The concrete mixer and small skip lorry movements shown are indicative and subject to confirmation of contractor vehicle specifications, delivery timing and site management arrangements.
3. Concrete deliveries, skip exchanges and similar servicing movements shall be pre-booked and managed to avoid vehicle waiting on the public highway.
4. Banksman / traffic marshal assistance shall be provided for movements at the access lane entrance, within constrained sections of the lane and within the construction compound where required.
5. Skip lorry movements shall be planned to avoid obstruction of the access lane, visibility splays, neighbour access rights and emergency access.
6. Vehicle movements shown demonstrate geometric manoeuvrability only and do not confirm structural suitability of the access lane, kerbs, footways, chambers, surfacing, drainage covers or private land for construction vehicle loading.
7. No reversing manoeuvres shall be undertaken without banksman control.
8. This drawing is to be read in conjunction with the CTMP and contractor's detailed construction logistics plan.
9. Logistics arrangements are to be read with MRH Drawing 2025-34-MRH-203 Rev D.



Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.340m



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

STATUS: PLANNING

REV	DATE	BY	CHKD	APP'D	DESCRIPTION
1	17.07.26	PC	PC	GG	Client Revisions

Arthian

CLIENT: WT Partnership Limited

PROJECT: Northern Lawn

DRAWING: Construction Access
Swept Path Analysis
Concrete Mixer and Skip Lorry

DRAWING. No. 323030_ART_DR_TRA_004

REV 1

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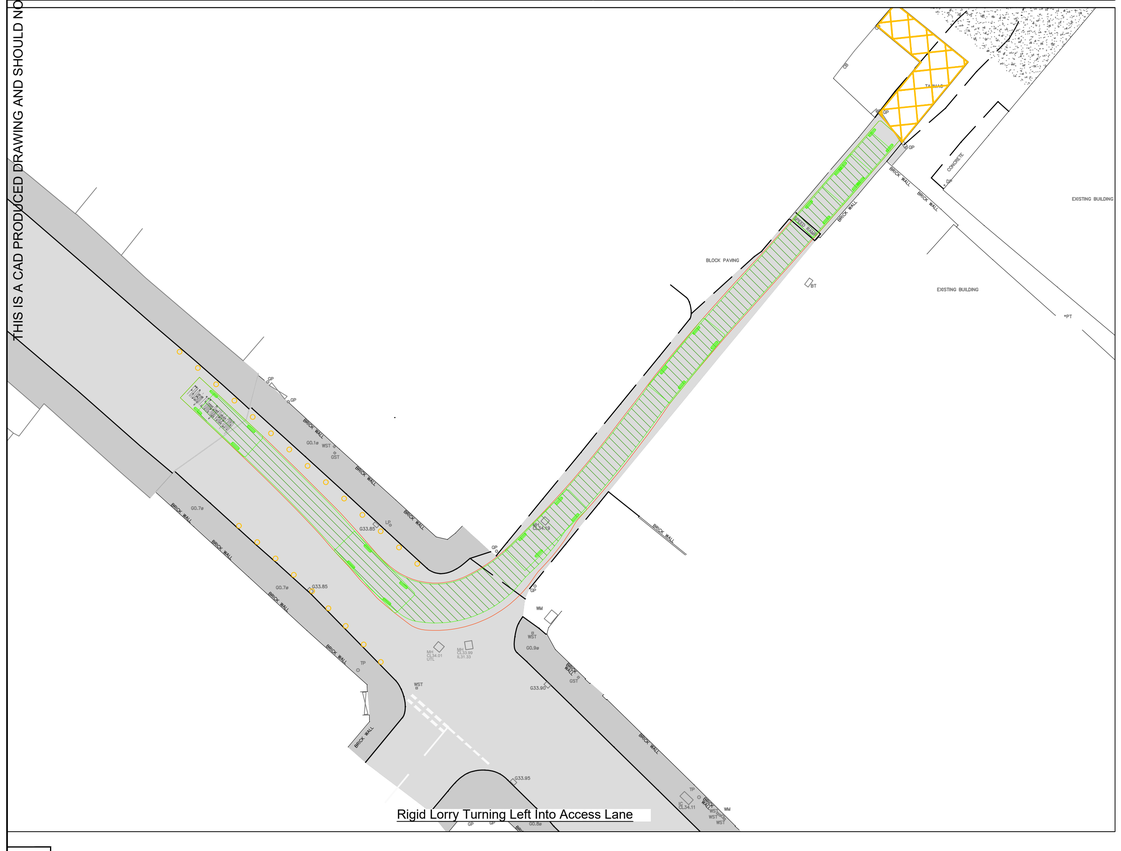
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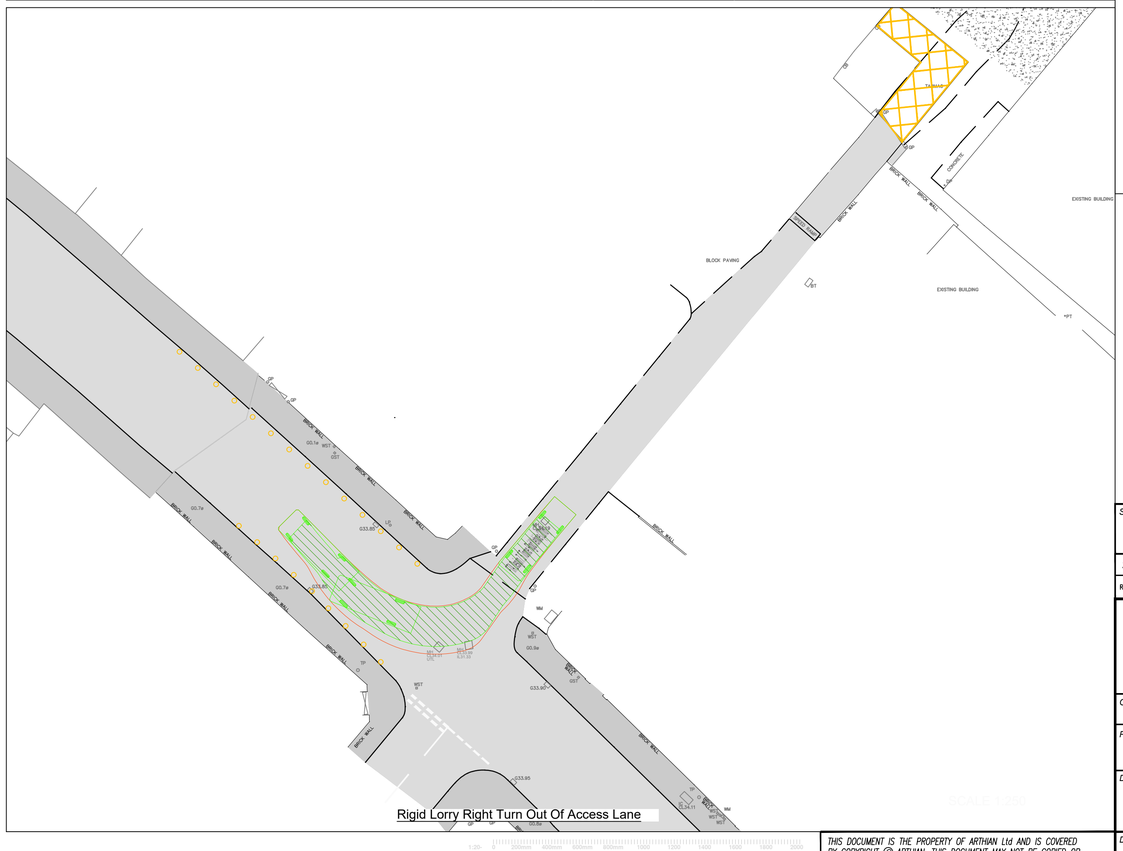
Mobile Crane Turning Left Into Access Lane



Mobile Crane Right Turn Out Of Access Lane



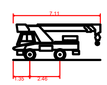
Rigid Lorry Turning Left Into Access Lane



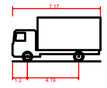
Rigid Lorry Right Turn Out Of Access Lane

Notes

1. Swept path analysis has been undertaken using the small mobile crane and 7.5 tonne rigid vehicle profiles shown on the drawing. Final vehicle dimensions are to be confirmed by the appointed Principal Contractor.
2. The small mobile crane and 7.5 tonne rigid vehicle movements shown are indicative and subject to confirmation of contractor vehicle specification, delivery methodology and site controls.
3. Any mobile crane attendance shall be planned as a specific managed operation, including confirmation of access, set-down location, outrigger requirements, ground bearing suitability and exclusion zones.
4. The swept path analysis does not confirm the suitability of the access lane, compound surfacing, underground services, chambers or hardstanding for crane loading or outrigger loads.
5. Rigid vehicle deliveries shall be pre-booked and managed to avoid waiting or unloading on the public highway.
6. Banksman / traffic marshal assistance shall be provided at the access lane entrance, constrained sections of the lane and within the construction compound where required.
7. No reversing manoeuvres shall be undertaken without banksman control.
8. This drawing is to be read in conjunction with the CTMP, lifting plan where required, and contractor's detailed construction logistics plan.
9. Logistics arrangements are to be read with MRH Drawing 2025-34-MRH-203 Rev D



Small Mobile Crane	
Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

STATUS

PLANNING

REV	DATE	BY	CHKD	APP'D	DESCRIPTION
1	17.07.26	PC	PC	GG	Client Revisions

Arthian

CLIENT
WT Partnership Limited

PROJECT
Northern Lawn

DRAWING
Construction Access
Swept Path Analysis
Mobile Crane and Rigid Lorry

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323030_ART_DR_TRA_005

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Concrete Mixer Turning In Construction Compound



Small Tipper Turning In Construction Compound



Skip Lorry Turning In Construction Compound



Mobile Crane Turning In Construction Compound



Rigid Lorry Turning In Construction Compound

Notes

1. Swept path analysis has been undertaken for construction vehicle manoeuvring within the indicative compound area using the vehicle profiles shown on the drawing.
2. The compound layout is indicative and shall be confirmed by the appointed Principal Contractor prior to works commencing.
3. The internal compound shall be kept clear of stored materials, skips, plant, welfare facilities and temporary fencing where required to maintain the swept path envelope.
4. Vehicle movements within the compound shall be undertaken at low speed and under banksman / traffic marshal control where required.
5. The compound shall be managed to maintain safe segregation between construction vehicles, site operatives, club users and any neighbouring access requirements.
6. Materials, skips, plant and welfare facilities shall not be positioned where they obstruct turning, emergency access, neighbour access rights or agreed keep-clear areas.
7. The swept path analysis demonstrates geometric manoeuvrability only and does not confirm ground bearing capacity, surfacing suitability, drainage cover strength or underground service protection.
8. This drawing is to be read in conjunction with the CTMP and contractor's detailed construction logistics plan.
9. Logistics arrangements are to be read with MRH Drawing 2025-34-MRH-203 Rev D.

SCALE 1:250

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STATUS: PLANNING

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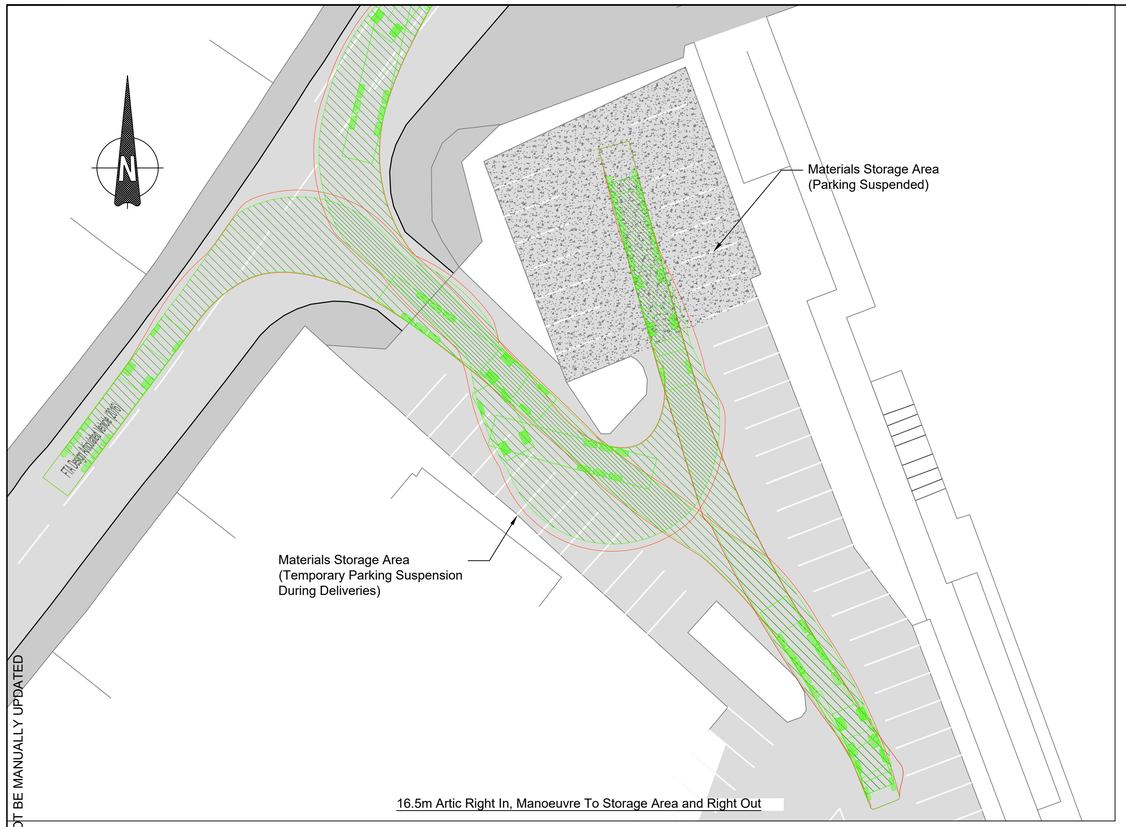
CLIENT: WT Partnership Limited

PROJECT: Northern Lawn

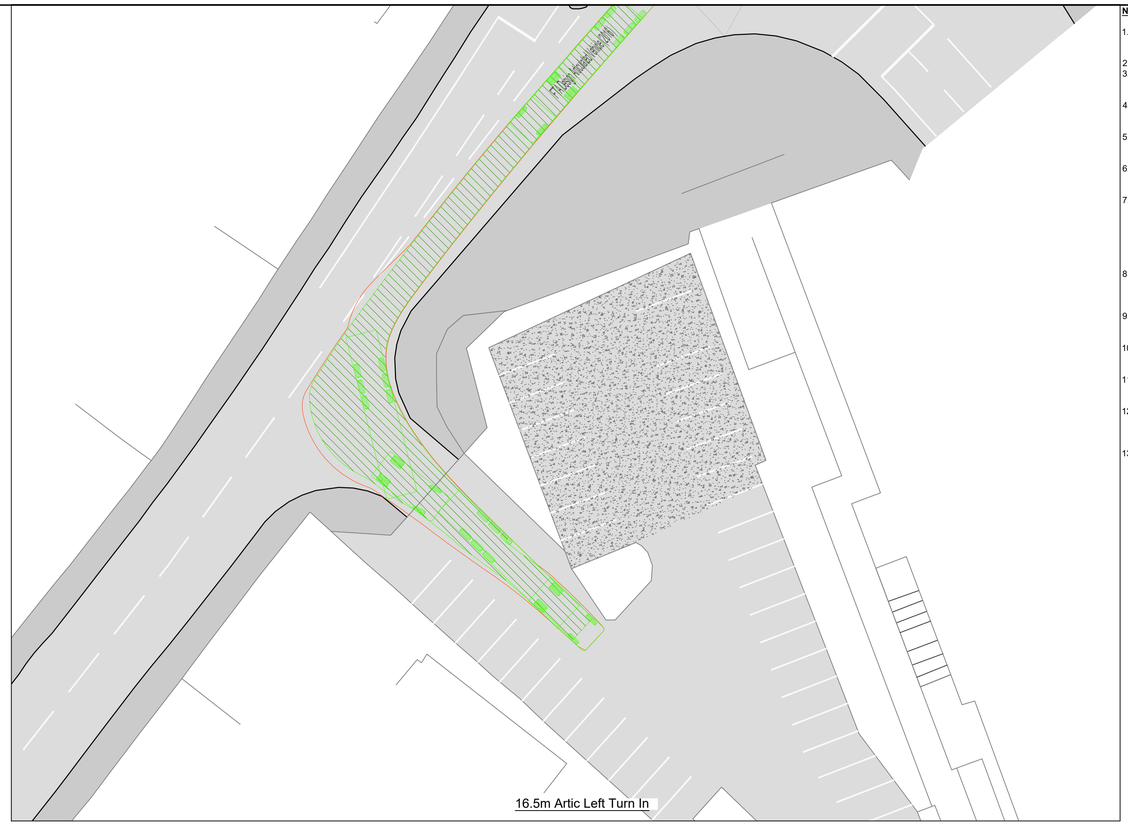
DRAWING: Construction Access Swept Path Analysis Construction Compound

DRAWING. No. 323030_ART_DR_TRA_006

REV 1



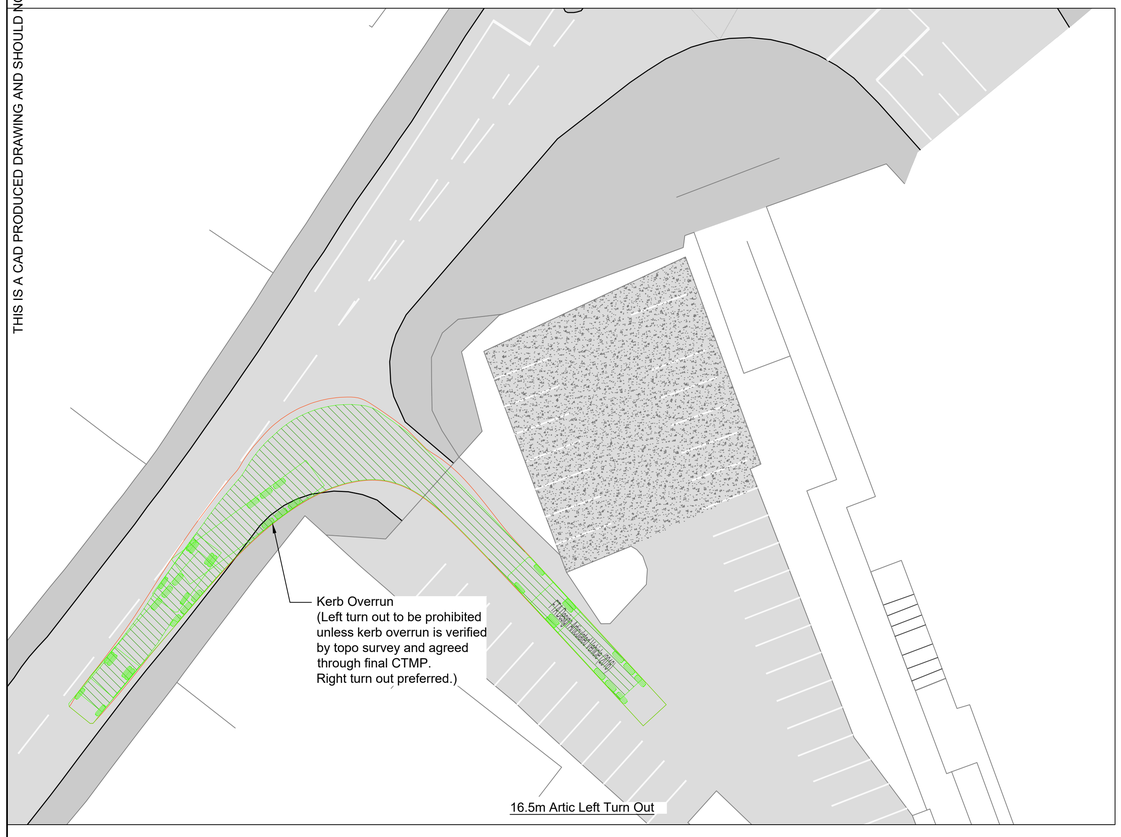
16.5m Artic Right In, Manoeuvre To Storage Area and Right Out



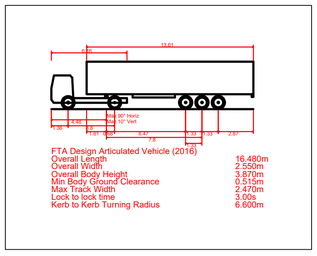
16.5m Artic Left Turn In

Notes

1. Swept path analysis has been undertaken using a 16.5m articulated vehicle profile for access to the main car park materials storage area only.
2. The 16.5m articulated vehicle shall not use the rear access lane.
3. The main car park materials storage area is intended to accommodate larger / longer material deliveries, subject to final contractor methodology and agreement with the Club.
4. Temporary parking suspension within the main car park shall be implemented during larger delivery periods where required to maintain the swept path and unloading area.
5. Any affected parking bays shall be suspended only for the minimum necessary period and shall be agreed in advance with the Club and affected users.
6. Articulated vehicle deliveries shall be pre-booked, timed and managed to avoid vehicle waiting on Palatine Road or obstructing the car park access.
7. Materials delivered to the main car park Site Material Set-Down Point shall be transferred to the works area along the defined 1.8m-wide internal construction route shown on MRH Design Drawing 2025-34-MRH-203 Rev D, using a suitably sized small dumper truck or comparable compact construction plant. No alternative transfer route outside the defined Site shall be used unless separately agreed with the Applicant and, where required, Manchester City Council.
8. The kerb overrun shown for the left turn out is indicative only and shall be verified against the topographical survey, including kerb alignment, kerb height, footway width, street furniture, drainage features and pedestrian desire lines.
9. Unless otherwise verified by topographical survey and agreed through the final CTMP / contractor traffic management proposals, articulated vehicles shall be prohibited from turning left out of the main car park.
10. The preferred articulated vehicle exit movement shall be right turn out onto Palatine Road, avoiding the identified kerb overrun and reducing the risk of kerb damage and pedestrian conflict.
11. Where any kerb overrun is proposed, the Principal Contractor shall confirm whether temporary protection, ramping, marshalled pedestrian management or other mitigation is required.
12. The swept path analysis demonstrates geometric manoeuvrability only and does not confirm structural suitability of kerbs, footways, car park surfacing, chambers, drainage covers or private land for articulated vehicle loading.
13. This drawing is to be read in conjunction with the CTMP and contractor's detailed construction logistics plan.



16.5m Artic Left Turn Out



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

SCALE 1:250

STATUS					
PLANNING					
1	17.07.26	PC	PC	CG	Client Revisions
REV	DATE	BY	CHKD	APP'D	DESCRIPTION

Arthian

CLIENT: *WT Partnership Limited*

PROJECT: *Northern Lawn*

DRAWING: *Materials Storage Area*
Swept Path Analysis
16.5m Articulated Lorry

DRAWING. No. *323030_ART_DR_TRA_007*

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Appendix B – Driver Route Card

Head Office Address:
Suite 1.1
389 Argyle Street,
Glasgow, G2 8LR
www.arthian.com
info@arthian.com

Route Card/ Driver Brief – The Northern Lawn Tennis Club

Delivery Destinations

Rear Access Lane / Construction Compound (smaller construction vehicles only):- Parkfield Road South, Manchester, M20 3YA

(what3words: - ///spaces.fries.sling)

Main Car Park Materials Storage Area (larger / longer material deliveries only):- Palatine Road, Manchester, M20 3YA

(what3words: - ///passes.movie.radio)

Version / Date: v____ – ____ ____ 20_ ***Booking ID:*** _____

Delivery Window: ____:____ – ____:____

(Do not arrive early or late. You may be turned away if you miss your slot.)

1.1 Approved Route (Public Highway)

Main Route:- Strategic Network (A5103) → A5145 Barlow Moor Road → B5167 Palatine Road → Parkfield Road South → Site Gate (Northern Lawn Rear Access)

Large Deliveries Route:- Strategic Network (A5103 or A34) → A6010 Wilbraham Road → B5093 Wilmslow Road → B5167 Palatine Road → Site Gate (Northern Lawn Main Access)

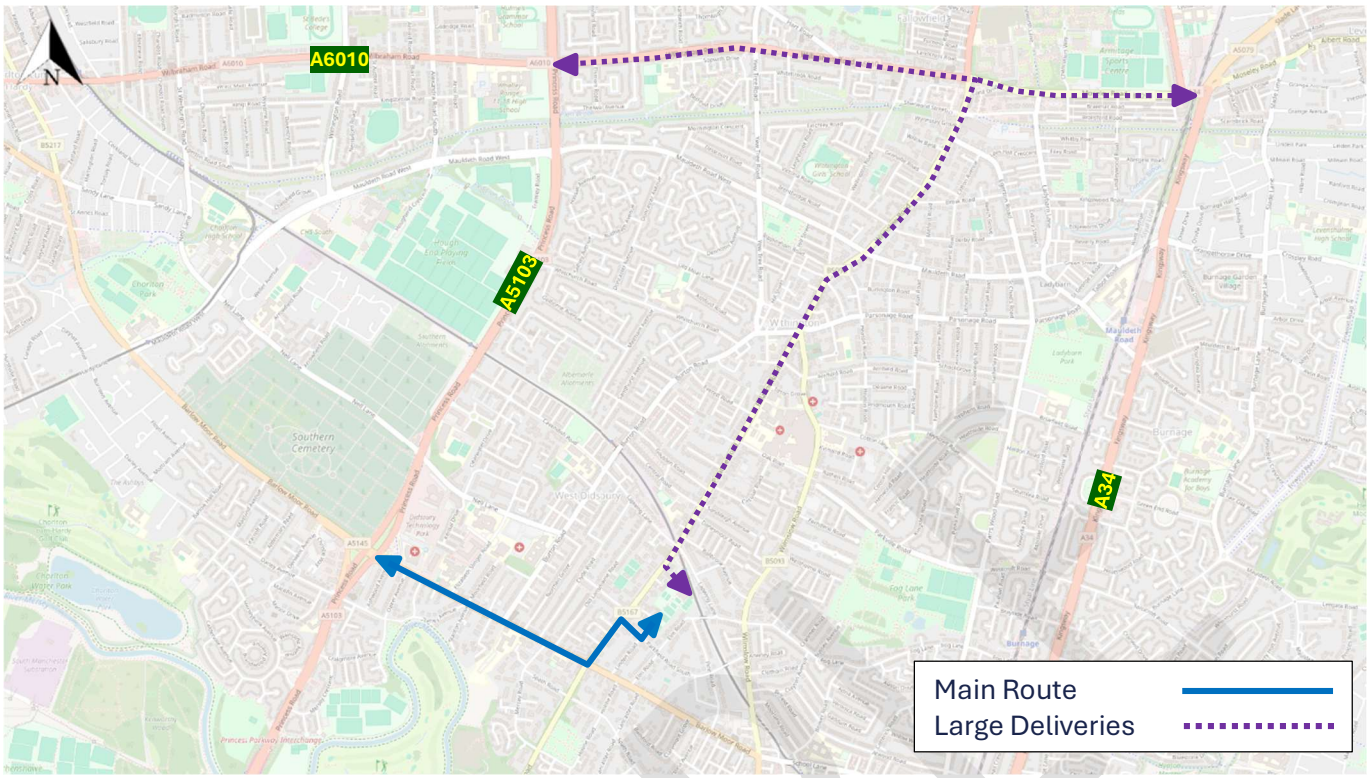
Large Vehicle Restriction

- Large vehicles shall not routinely access the rear access lane. Articulated vehicles are prohibited from using the rear access lane. Larger / longer material deliveries shall be directed to the main car park materials storage area unless otherwise agreed in advance by the Site Manager.

Main Car Park Exit Restriction

- Articulated vehicles shall exit the main car park by turning right onto Palatine Road unless otherwise instructed by the Site Manager / Traffic Marshal. Left turn out is prohibited unless specifically authorised, due to potential kerb overrun, pedestrian interaction and risk of kerb damage.

SAMPLE



Strictly prohibited:

- Residential streets other than those listed.

Sat-nav:- Use an HGV-compliant device. Program the site gate only – do not follow short-cuts.

Wrong-Route Protocol

If you leave the approved route:-

1. Stop safely at the next suitable location.
2. Call the CTMP Coordinator immediately.
3. Follow instructions. You may be turned away and rescheduled.

1.2 Vehicle Limits

- Maximum vehicle: 16.5 m articulated HGV (unless otherwise stated on your booking).
- Maximum arrival rate: As directed by booking system.
- No on-street waiting or queuing on Palatine Road or Parkfield Road South.
- If early, wait at the designated holding location as directed by the CTMP Coordinator.
- Engine off when stationary on site.

1.3 Key Route Hazards – Driver Awareness

- Constrained rear access lane.
- Residential properties adjoining the lane – expect residential parking movements.
- Main car park activity – expect vehicles, club members and pedestrians.
- National Cycle Network Route 56 (NCN 56) intersects with Barlow Moor Road at the A5103 junction – expect cyclists.
- Site location within residential areas – expect pedestrians, dog walkers and vulnerable users.
- Bus corridors on the Barlow Moor Road and Palatine Road – give priority to in-service buses.

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1.4 Arrival & Gate Protocol

- Report to the Site Gate / Security Marshal.
- Present Booking ID and photo ID.
- Follow banksman/marshal instructions at all times.
- 5 mph speed limit on site.
- No reversing without a banksman.

1.5 Restricted / Sensitive Periods

- Deliveries shall be booked to avoid club peak periods, local network peaks and known club events where practicable. No weekend deliveries unless agreed in advance.

1.6 Site Rules (Summary)

- PPE:- Hard hat, hi-vis, safety boots (additional PPE as directed)
- No idling, no horns, no loud radios
- Use designated walkways only
- Do not enter exclusion zones
- Secure loads before leaving site

1.7 Emergency & Incident Procedure

- Emergency:- Call 999 first.
- Then notify the CTMP Coordinator immediately.
- Follow marshal and emergency service instructions.

1.8 Contacts

- CTMP Coordinator (24/7): _____
- Site Gate/ Marshal: _____
- Emergency: 999 → then notify Coordinator

1.9 Acknowledgement (driver)

I have read and will comply with this Route Card / Driver Brief.

Name: _____ Company: _____ Reg: _____

Signature: _____ Time: _____

SAMPLE

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