
1.1 Introduction

- 1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared by Prime Transport Planning (Prime) for Challenger Building Services Ltd who are acting on behalf of Southway Housing, in relation to the construction of up to 40 affordable apartments on land at 4B Albany Road, Chorlton-cum-Hardy (Chorlton), Manchester.
- 1.1.2 Manchester City Council (MCC) granted planning permission for the scheme (Application ref. 136878/FO/2023) in October 2023. A number of conditions were attached to MCC's permission, with part of Condition 3 requiring a Construction Management and Demolition Plan. Several details requested as part of this are highways and traffic specific and are therefore detailed in this CTMP.
- 1.1.3 This CTMP is a live document and will be maintained, reviewed and updated by the project team, as necessary and as required throughout the development process.

1.2 Construction Management Plan Objective

- 1.2.1 The objective of the CTMP is to ensure that the potential impacts that may arise during the construction phase of the development have been appropriately considered and that the traffic generated by the development through the construction phase is kept to a minimum, both in terms of physical impact and duration. Where possible, impacts will be avoided or mitigated through the management of the construction process.
- 1.2.2 The CTMP should help minimise any construction traffic effects within the local area. During the construction phase, the CTMP should also aid to minimise the detriment to the natural environment through the risks of pollution and dangers to highway safety.
- 1.2.3 The anticipated construction period will be approximately 18 months and this CTMP will remain in place until construction is completed.

1.3 Site Description & Delivery Routing

- 1.3.1 The proposal is located off Albany Road, Chorlton, and is currently occupied by a light industrial unit. The site is bound by The Quadrangle apartments to the north and the Metrolink tram tracks to the east. To the south is Albany Road Trading Estate and to the west is Albany Road which is the site's only highway frontage.
- 1.3.2 Access and deliveries to and from the site will be gained via the proposed access from Albany Road. At its southern end, Albany Road provides a connection to A6010 Wilbraham Road, which is one of

the main radial routes in the area. To the east, A6010 Wilbraham Road provides a connection to A5103 Princess Road arterial route, while to the west it becomes the A5145 Edge Lane before providing a connection to A56 Chester Road arterial route. To the north, both A5103 Princess Road and A56 Chester Road provide a connection to the A57(M) Mancunian Way Inner Ring Road, while to the south both provide a connection to the M60 at junctions 5 and 7 respectively. The A56 also provides access to the M602 at junction 3 via the A5063 Trafford Road.

1.3.3 Construction traffic will be instructed to utilise the following routes:

- Vehicles approaching from the north and west, from locations such as Preston, Blackburn, Bolton, Liverpool, Warrington and Wigan - M60 Junction 7, A56 Chester Road, A6010 Wilbraham Road, Albany Road;
- Vehicles approaching from the south and east, from locations such as Manchester Airport, Stockport, Leeds and Sheffield - M60 Junction 5, A5103 Princess Road, A6010 Wilbraham Road, Albany Road; and
- Vehicles approaching from Manchester city centre - A57(M), A56 Chester Road or A5103 Princess Road, A6010 Wilbraham Road, Albany Road.

1.3.4 All construction vehicles departing the site are expected to use the same route as on approach in reverse.

1.3.5 The routing is shown on the Construction Traffic Route Plan provided in Appendix I.

1.3.6 Supplying contractors and materials suppliers will be made aware as to all the local restrictions that carry weight restrictions and requested that they supply a planned route notification to Challenger Building Services ensuring that any weak bridges are avoided prior to commencing deliveries to site.

1.3.7 It is evident that the site is well located to the primary and strategic highway network and will enable construction vehicles to travel to and from the site without any issues.

1.4 Signage

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

1.5 Site Operational and Delivery Hours

1.5.1 The proposed maximum hours of operation for construction work will be undertaken as follows:

- Mondays to Fridays: 08:00 - 18:00;
- Saturdays: 09:00 - 14:00; and

- Sundays and Bank Holidays: None.

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

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

1.6 Site Access and Manoeuvring

1.6.1 The site will be accessed from the proposed access on Albany Road, which will be 5.5m in width, thus, wide enough to accommodate the construction and servicing vehicles. During the construction period, the access will be gated.

1.6.2 The Transport Statement associated with the application demonstrates that 2.4m x 25m visibility splays are achievable at the site access point, thus, meeting Manual for Streets guidance for the prevailing 20mph speed limit on Albany Road.

1.6.3 The proposed development site will be surrounded by security fencing with the aforementioned gated access on the western boundary, the site being predominantly self-contained and monitored remotely with security cameras when site personnel are not present.

1.6.4 During the early stages of construction there will be sufficient room within the site to enable the majority of construction and delivery vehicles to turn without restriction and exit the site in forward gear. However, once the erection of the timber frame commences, vehicular access to the site will not be possible, therefore materials will be moved onto the site via a crane with delivery vehicles to be unloaded from the site frontage on Albany Road.

1.6.5 Banksman, warning signage and temporary barrier fencing will be in place to protect members of the public during vehicle loading and unloading. The need for a footpath closure will be discussed with MCC at the appropriate time.

1.6.6 A gate or turnstile will be provided adjacent to the sites vehicular access for use by workers accessing the site on foot. A path will be provided along the northern boundary of the site linking the pedestrian access with the welfare facilities.

1.6.7 Drawing P22058-200 in Appendix II shows the indicative position of the crane, internal footpath and welfare facilities.

1.7 Staff

- 1.7.1 It is estimated that a maximum of 25 construction workers will be on-site at any one time during the construction period. As a worst case this would result in up to 25 vehicle movements per day, however, construction workers will be encouraged to car/van share and use sustainable modes of travel (walk, cycle and public transport) where possible.

1.8 Material Types and Waste Management

- 1.8.1 Most construction materials will be delivered on standard construction delivery vehicles, which are designed to operate on public roads.
- 1.8.2 Any construction materials will be brought to and handled on site. Any construction waste materials will be removed and transported to a licenced transfer station for sorting, recycling and disposal to a licensed landfill site. All information regarding the destination of the waste generated will be recorded in the Site Waste Management Plan.

1.9 Vehicle Types and Frequency

- 1.9.1 The anticipated vehicle movements for the duration of the construction phase based on the Construction Manager's experience of similar sites, is as follows:

Main contractor:

- 10 initially (foundations and timber frame) reducing to 5 large deliveries/removals on average per week (construction materials such as concrete mixers, structural elements, skip wagons etc);
- 15 cars/transit sized vans daily for staff/subcontractors; and
- 5 van sized deliveries per day.

1.10 Abnormal Loads

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

1.11 Storage of Plant and Materials

- 1.11.1 Delivery vehicles will drive directly into the site for unloading/loading in designated secure storage areas, which will be identified prior to works commencing. Construction materials will be kept in designated storage areas and kept in a tidy condition.

- 1.11.2 Tools and equipment will be kept in locked containers, with materials stacked in such a manner that they cannot be dislodged, collapsed, or easily moved. Any hazardous substances will be stored in secure locked containers.

1.12 Vehicle Parking

- 1.12.1 No on-site parking will be available. Therefore, all workforce travelling by car or van will park within a nearby public car park. The nearby Morrisons car park, accessed off Albany Road, ran by Euro Car Parks has been identified as being the most suitable and permission of the operator will be sought. Alternative car parks will be identified should any issues arise with the Morrisons car park.
- 1.12.2 There must be no obstruction or parking in such a manner as to restrict residents or businesses.
- 1.12.3 Construction workers will be encouraged to car/van share where possible.

1.13 Public Engagement and Delivery Management

- 1.13.1 Local residents/businesses will receive correspondence prior to commencement and during key stages of the construction period advising on the works involved, duration of development and necessary contact information. The site management team will liaise with residents and local businesses and make them aware of any changes to the working methods that may cause concern or have an impact on the local area. An emergency contact number will be available, and records kept for availability of local authority and health and safety representatives.
- 1.13.2 It is envisaged that an on-site delivery manager will be appointed who will minimise disruption to local residents and businesses. The role of this individual will be to populate and keep this CTMP up to date and advise delivery drivers/companies of appropriate routing and procedures when accessing the site.

1.14 Vehicle Cleaning

- 1.14.1 Wheel and underbody vehicle washing facilities will be provided at the site access to minimise the spill-over of any debris generated by the construction works onto the local highway network. Depending on the time of year, and conditions of the site, wheel washing facility requirements will vary:
- During summer or dry conditions, wheel washing facilities should include a pressure washer with suitable drainage; and
 - During winter or wet conditions, wheel washing facilities should include ride on/off wheel washers if required.

- 1.14.2 It is envisaged that inspections of the access will be undertaken daily to monitor compliance with the use of washing facilities. If necessary, a road sweeper will be deployed on the approach to the site access to remove any debris.

1.15 Noise and Dust Control Measures

- 1.15.1 The site will be managed to minimise disruption to residents, buildings and the environment associated with any noise and dust generated by construction on the site. Construction and operational hours should be limited to 07:30-18:00 Monday to Friday and 08:00-13:00 Saturday, with no construction work or servicing undertaken on Sundays and Bank Holidays.

1.16 Protection of Vulnerable Areas

- 1.16.1 There are no protected trees on the site, therefore special protection measures are not required, however, any existing trees, hedgerow and other vegetation which currently abuts the site's boundaries will be retained and protected where possible.

1.17 Welfare

- 1.17.1 As per Section 1.7, it is estimated that a maximum of 25 construction workers will be on site at any one time during the construction period. As such, a welfare compound will be provided on site. Portable toilets will also be provided on-site during construction. The proposed locations of the welfare facilities are shown on Drawing P22058-200 in Appendix II.

1.18 Power/Services Provision

- 1.18.1 Initial site power is likely to be provided by generators housed in anti-vandal steel containers with integral bunded fuel tanks. Permanent grid/network connections will be established at the earliest opportunity.

1.19 Fire Safety

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

1.20 Security

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

1.21 Emergency Contact

- 1.21.1 Details of the emergency contact during the construction phase are as follows:

- Name: John Scoble

- Email: John@challengerbuilding.co.uk
- Telephone: 07976 585154

1.21.2 These details will be displayed at the site.

1.21.3 Any changes to the contact details will displayed at the site and provided to MCC.

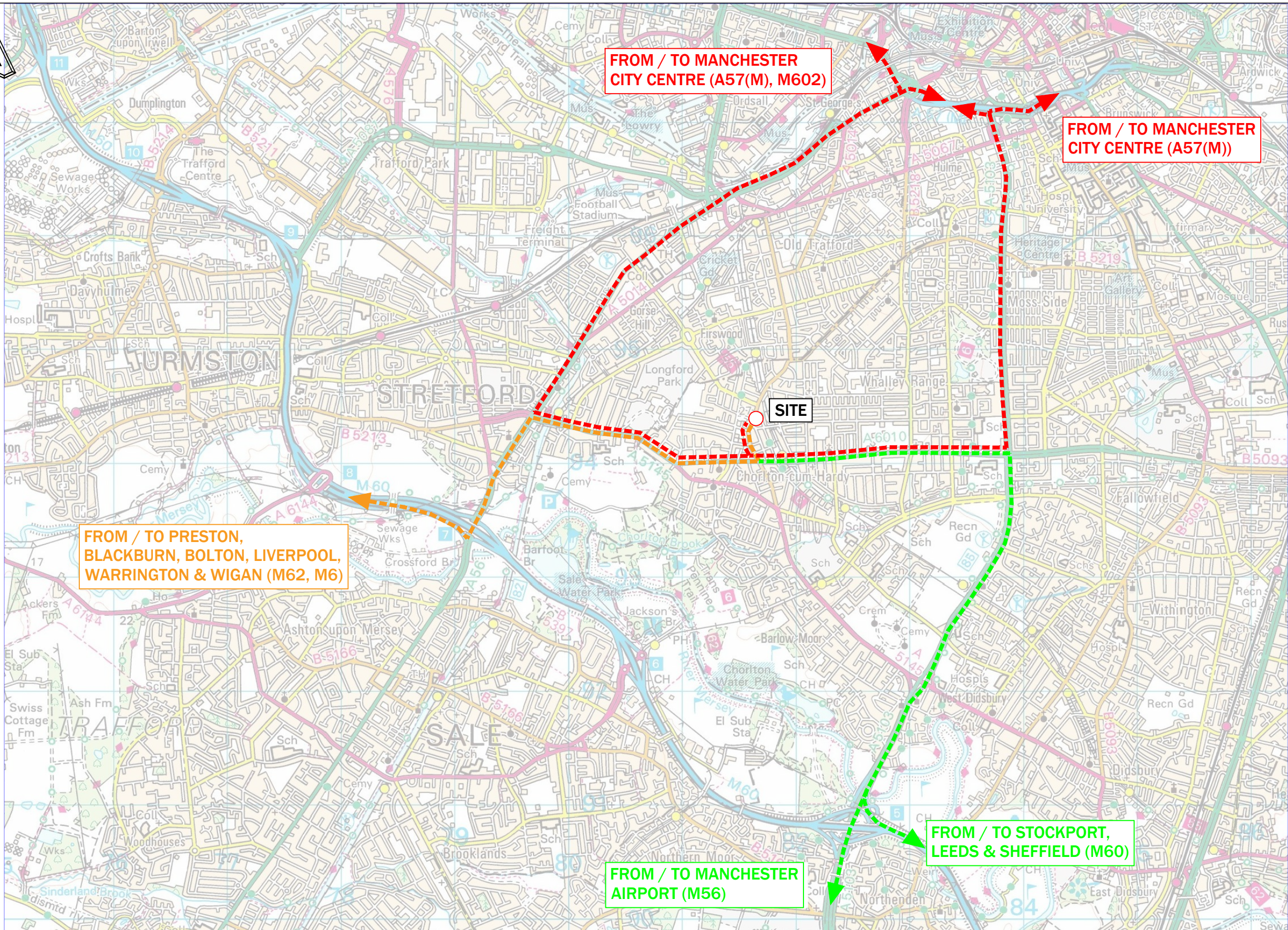
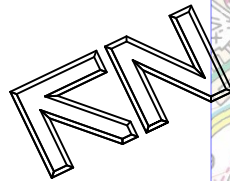
1.22 Conclusion

1.22.1 Challenger Building Services and its contractors will adhere to this CTMP to ensure minimal impact to local residents, businesses and the local highway network. The key ways to achieve this are as follows:

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

APPENDIX I

CONSTRUCTION TRAFFIC ROUTE PLAN



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

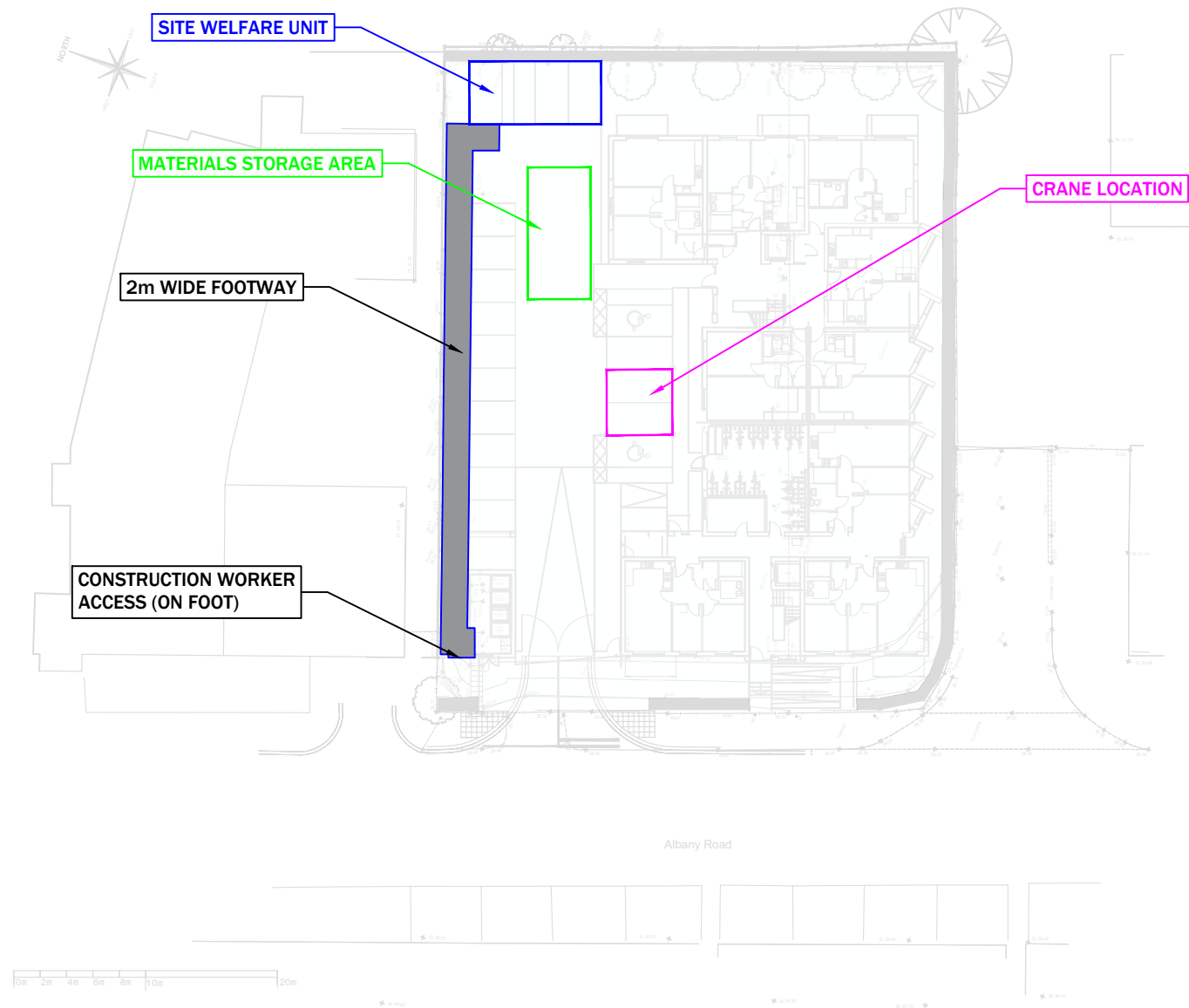
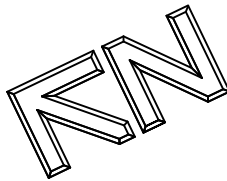
*	*	*	*
Rev	Date	By	Revision notes
Status			
INFORMATION			

Project	
ALBANY ROAD, CHORLTON	
Title	
CONSTRUCTION TRAFFIC ROUTE PLAN	

Drawn by RO	Issue date 09 MAY 2024
Scale(s)	
NOT TO SCALE	
Drawing No	
FIGURE 1	

APPENDIX II

SITE PLANS



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

*	*	*	*
Rev	Date	By	Revision notes
Status			
INFORMATION			

Project	ALBANY ROAD, CHORLTON
Title	CONSTRUCTION COMPOUND, WORKER ACCESS AND CRANE LOCATION PLAN

Drawn by RO	Issue date 09 MAY 2024
Scale(s) 1:500 @ A3	
Drawing No P22058-200	