Local Transport Projects

Transport Planners.
Highway Designers.
Traffic Engineers.

Construction Traffic Management Plan



Approved Residential Development Land at 404 Wilbraham Road, Manchester Construction Traffic Management Plan

October 2026

Local Transport Projects
Armstrong House
Flemingate
Beverley
HU17 0NW

T. 01482 679 911
E. info@ltp.co.uk
W. ltp.co.uk

Registered No. 5295328

Project Details

Project Type:	Approved Residential Development
Location:	Land at 404 Wilbraham Road, Manchester
Reference:	LTP/26/7190
Client:	APL

LTP Report Details

Report Type: Construction Traffic Management Plan (CTMP)
File Name: 404 Wilbraham Road Chorlton CTMP Final Issue 1

Issue	Revision	Description	Author	Checked	Date
1	-	Final issue	TF	MR	12/10/2026

The contents of this document must not be copied or reproduced, in whole or in part, without the written consent of Local Transport Projects Ltd.

LTP Project Team

As part of our commitment to quality, the above team of transport professionals was assembled for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	Role	Qualifications
Mike Raynor	Associate	BA(Hons) MIHE
Tom Farniss	Transport Planner	BSc(Hons)

CONTENTS

1. INTRODUCTION 5
1.1 Background 5
1.2 Scope 5
2. SITE LOCATION & DEVELOPMENT DETAILS 6
2.1 Site Location, Existing Use & Planning History 6
2.2 Development Proposals & Access Arrangements 7
3. SITE ASSESSMENT 9
3.1 Local Highway Network 9
3.2 Proposed Construction Vehicle Routing 9
4. CONSTRUCTION PROGRAMME 11
4.1 Construction Programme 11
4.2 Construction Vehicle Details 11
4.3 Frequency of Construction Vehicle Movements 11
5. TRAFFIC MANAGEMENT MEASURES 12
5.1 Introduction 12
5.2 Measures to Control Traffic Movements 12
5.3 Measures to Reduce Conflict 12
5.4 Unloading/Loading Arrangements 12
5.5 Measures to Control Dust, Dirt & Emissions 12
5.6 Temporary Parking Arrangements & Manoeuvring Facilities 13
5.7 Security Hoardings 13
5.8 Measures to Protect Pedestrians & Cyclists 13
5.9 Storage of Materials 14
5.10 Waste Storage, Recycling & Disposal 14
5.11 Highway Cleaning Regime 14
5.12 Traffic Signing Strategy 14
6. REFERENCES 15

APPENDICES

Appendix 1 – Site Layout Plan
Appendix 2 – Swept Path Analysis
Appendix 3 – Site Setup Plan

FIGURES

Figure 1: Site Location 6
Figure 2: Construction Vehicle Routes 10

1. INTRODUCTION

1.1 Background

1.1.1 Local Transport Projects (LTP) has been commissioned to produce a Construction Traffic Management Plan (CTMP) to discharge condition #10 associated with the planning approval (ref: 145297/FO/2026) for a residential development on land at 404 Wilbraham Road, Chorlton, Manchester.

1.1.2 The local planning and highway authority for the site is Manchester City Council (MCC).

1.2 Scope

1.2.1 The scope of this report is outlined below:

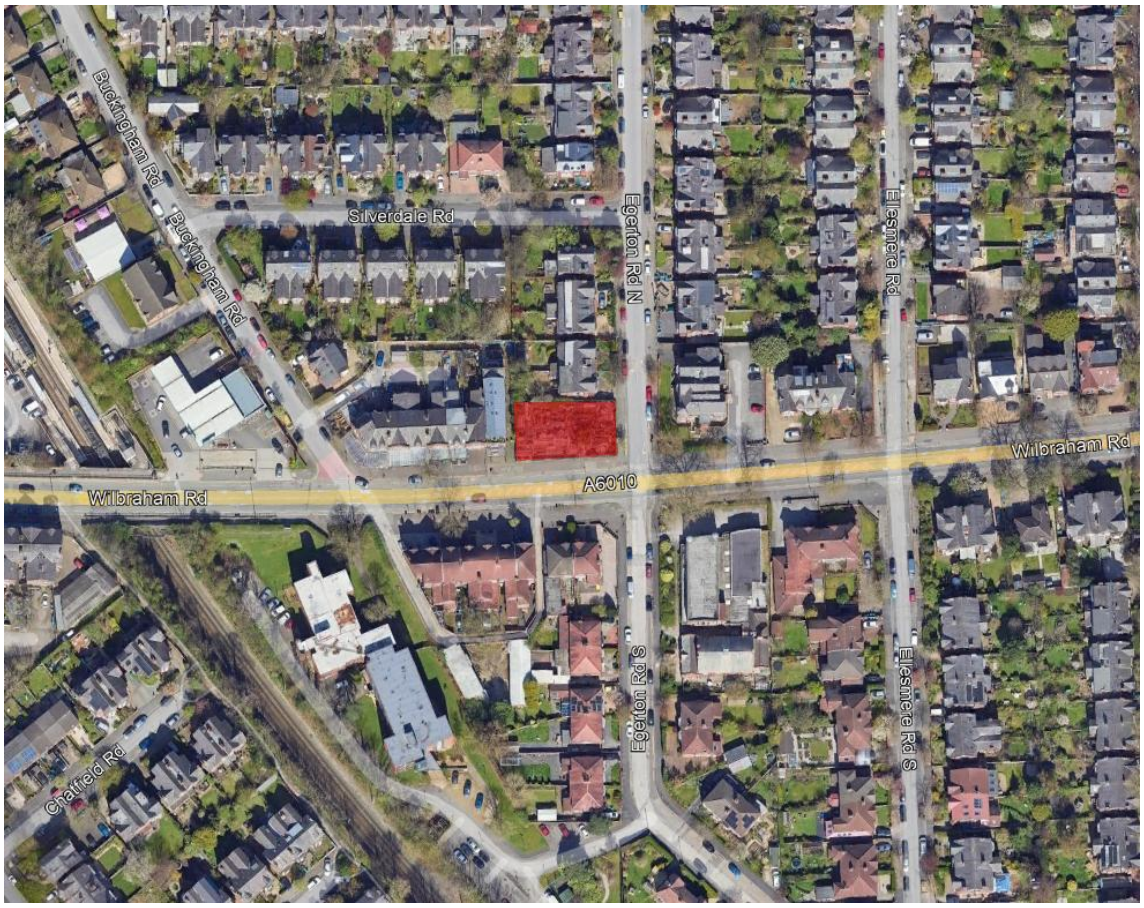
- ***Introduction*** – Brief summary of the site location, proposed development and planning history;
- ***Local highway network*** – Description of the local highway network adjacent to the site, including details of key geometric features, speed limits and waiting restrictions.
- ***Construction traffic access arrangements*** – Description of the proposed access arrangements for construction and staff vehicles arriving at and departing the site.
- ***Construction traffic management measures*** – Description of construction and traffic management measures that are to be implemented during the construction period, including:
  - Measures to control traffic movements;
  - Measures to minimise vehicle conflicts;
  - Unloading/loading arrangements;
  - Measures to control dust, dirt and emissions;
  - Temporary parking arrangements and manoeuvring facilities;
  - Security hoarding arrangements;
  - Measures to protect pedestrians and cyclists;
  - Storage of materials;
  - Waste storage, recycling and disposal;
  - Highway cleaning regime; and
  - Signing strategy.

2. SITE LOCATION & DEVELOPMENT DETAILS

2.1 Site Location, Existing Use & Planning History

2.1.1 The application site is located at 404 Wilbraham Road in Chorlton, Manchester and comprises a former garden centre site. The site is bound by a residential property accessed from Egerton Road North to the north, Egerton Road North to the east, Wilbraham Road to the south and a commercial property served from Wilbraham Road to the west. The approximate location and boundary of the site is highlighted in red within Figure 1.

Figure 1: Site Location



Map Data: Google, Airbus, Maxar Technologies © 2026

2.1.2 A full planning application (ref: 145297/FO/2026) was submitted in March 2026 and subsequently approved in June 2026 subject to conditions for the *'Erection of a 3/4 storey building to provide 8no. two bedroom apartments, with access, informal amenity space, landscaping and associated works.'* A Transport Note (CBO, 2026) and Construction Method Statement (CMS) (MOA, 2026) were submitted in support of the planning application.

2.1.3 This CTMP report has been produced to discharge condition #10, with the exact wording of the condition reproduced below, alongside reference to where each point has been addressed either as part of this CTMP or within the CMS (MOA, 2026):

"Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

i. Measures to control noise and vibration; Details provided in CMS (MOA, 2026).

ii. Dust suppression measures; Details provided in Section 5.5 and CMS (MOA, 2026).

iii. A community consultation plan; Details provided in CMS (MOA, 2026).

iv. Sheeting of construction vehicles. Details provided in Section 5.5 and CMS (MOA, 2026).

v. The duration/phasing of construction works and associated vehicle trips; Details provided in Section 4 and CMS (MOA, 2026).

vi. Routing of construction traffic and associated swept-path assessment Details provided in Section 3.2 and in CMS (MOA, 2026), with swept path analysis provided as Appendix 2.

vii. Confirmation of display of an emergency contact number; Details provided in CMS (MOA, 2026).

viii. Contact details of the site manager/responsible person to discuss issues/amendments that arise; Details provided in CMS (MOA, 2026).

ix. Details of the location and arrangements for contractor parking; Details provided in Section 5.6 and CMS (MOA, 2026).

x. The identification of the vehicular access points into the site; Details provided in Section 2 and shown on Site Setup Plan attached as Appendix 3.

xi. Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas, and parking areas. Details provided in CMS (MOA, 2026).

xii. Traffic Management measures for vehicles, pedestrians and cyclists Details provided in Sections 5.2, 5.3 and 5.8.

xiii. Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway; Details provided in CMS (MOA, 2026).

xiv. The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and Details provided in Section 5.2 and Section 5.3 in relation to controlling site traffic movements and reducing conflict. Prior to commencement, the Principal Contractor shall seek to identify any significant nearby construction projects and coordinate deliveries where necessary to avoid cumulative impacts on the local highway network.

xv. Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site. Details provided in CMS (MOA, 2026).

Reason - To safeguard the amenity of nearby residents during the construction phase and to ensure the safe and efficient operation of the highway network, in accordance with policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, and the National Planning Policy Framework."

2.2 Development Proposals & Access Arrangements

2.2.1 The development proposals comprise the erection of an apartment building consisting of 8 two-bedroom residential apartments, as shown on the site layout plan attached as Appendix 1.

2.2.2 No dedicated car parking will be provided on-site, with all apartments accessed via the main entrance to the building. Each apartment has its own front door accessed from the hall and landings on each floor. The two lower garden flats can be accessed directly from their gardens via an accessible ramp. Refuse collection and servicing will occur on street as per the arrangements for existing residential properties on Wilbraham Road and Egerton Road North, with the communal bin store located on the western boundary of the site.

2.2.3 Swept path analysis has been completed by others, which presents the proposed servicing arrangements for a skip lorry associated with refuse collection and tipper wagon associated with deliveries, with a copy of the drawing attached as Appendix 2.

3. SITE ASSESSMENT

3.1 Local Highway Network

3.1.1 Wilbraham Road forms part of the A6010 and is a two-way single carriageway measuring approximately 10m in width. The road is subject to a 30mph speed limit and becomes Moseley Road at the signalised crossroads junction with Wilmslow Road approximately 3.5km to the east of the site. Moseley Road continues to the east and connects to a four-arm signalised junction with Kingsway circa 4.5km to the east of the site. Wilbraham Road becomes Edge Lane circa 1.1km to the west of the site. Edge Lane continues to the west and connects with the A56 Chester Road in Stretford approximately 2.4km to the west of the site. Intermittent sections of No Waiting At Any Time (NWAAT) restrictions are in place along Wilbraham Road on both sides of the carriageway within the vicinity of the site. On-road advisory cycle lanes are also provided in both directions on Wilbraham Road within the vicinity of the site.

3.1.2 Egerton Road North is a two-way single carriageway measuring 7.3m in width and is subject to a 20mph speed limit. The road provides access to Upper Chorlton Road approximately 950m to the north of the site, and Wilbraham Road/Egerton Road to the south. NWAAT restrictions are in place along both sides of Egerton Road North within the vicinity of the junction with Wilbraham Road. Traffic calming measures in the form of raised tables and speed humps are provided at regular intervals along the entire length of Egerton Road North.

3.1.3 The A56 forms a dual carriageway locally and provides access to Junction 7 of the M56 circa 17.7km to the south-west of the site and provides access to Manchester city centre to the north. The M56 forms part of the Strategic Road Network (SRN) which is managed by National Highways (NH). The A56 also provides access to the M60 via Junction 7 circa 3.5km to the south-west of the site and forms the Manchester Outer Ring Road managed by NH.

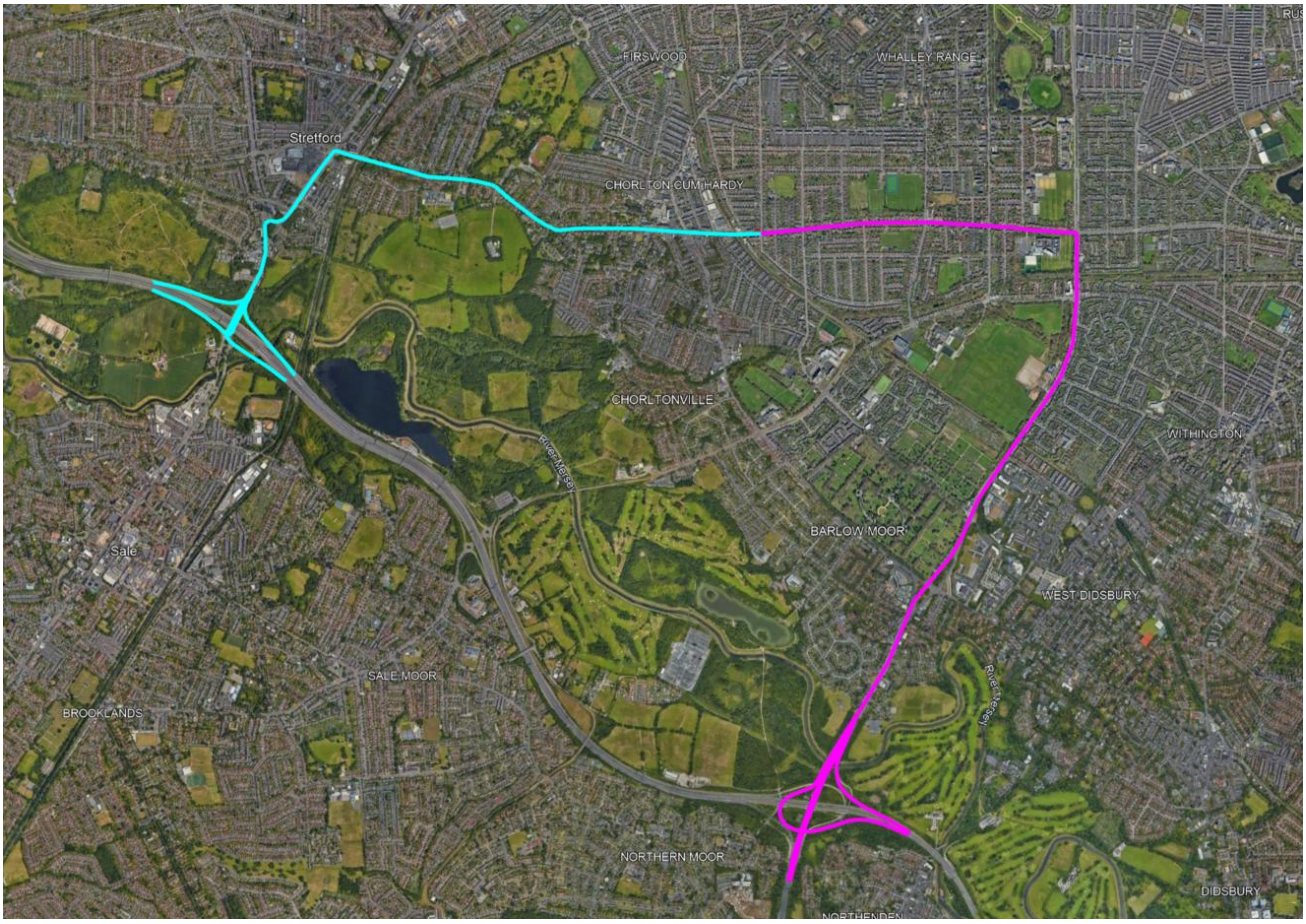
3.2 Proposed Construction Vehicle Routing

3.2.1 The likely constraints relating to the routing of large construction vehicles associated with the construction of the site have been considered, with the proposed routing for all large vehicles accessing/egressing the site during the construction phase outlined below.

- M60 Junction 7 – A56 Chester Road – Edge Lane – Wilbraham Road
- M60 Junction 5 – Princess Road – Wilbraham Road

3.2.2 The route back to the SRN (described as travelling away from the site) is the above routing reversed. The proposed construction traffic routes are highlighted within Figure 2.

Figure 2: Construction Vehicle Routes



Map Data: Google, Airbus, Maxar Technologies © 2026

3.2.3 Construction staff trips made by car, van, and/or Light Goods Vehicles (LGVs) would also generally be expected to utilise the routes outlined above to access/egress the site. However, there are no constraints relating to staff trips utilising other routes locally.

3.2.4 All relevant parties involved in making deliveries of construction materials, once the construction of the site commences, will be instructed on the above routing arrangements before arriving/departing the site. This arrangement would be strictly enforced, and all sub-contractors and suppliers are to be monitored to ensure that they use the defined routes.

4. CONSTRUCTION PROGRAMME

4.1 Construction Programme

4.1.1 The construction period is expected to last 12 months. Typically, the construction of a residential development would cover the following broad stages:

- **Stage 1**: Enabling works, excavation/foundation works, ground floor construction;
- **Stage 2**: Construction works at height, including roofing;
- **Stage 3**: First and second fixes of joinery/plumbing/electrical, boarding, skimming and tiling works; and
- **Stage 4**: Painting, decorating and landscaping works.

4.2 Construction Vehicle Details

4.2.1 Parts of the construction process will require the movement of material and components to and from the site using HGVs. As per the CMS (MOA, 2026), the following construction vehicles are expected to visit the site during the construction period:

- 32t Tipper Wagon;
- 15t Flatbed HGV;
- 10t Flatbed HGV;
- Skip Lorry;
- Transit van; and
- Concrete mixer wagons and pumps.

4.2.2 In addition to the above, a number of smaller vehicles are expected to be used during the construction period. These are typically expected to be commercial vans and belong to members of the building trade (e.g. civils contractors).

4.3 Frequency of Construction Vehicle Movements

4.3.1 The CMS (MOA, 2026) states that approximately three large construction vehicles are expected to access the site per day for most of the construction period. Overall, it is considered that construction activities at the site are not expected to adversely impact the local highway network. The majority of deliveries will be pre-booked and scheduled which will assist with the management of construction vehicle movements.

4.3.2 It is expected that the maximum number of construction staff on-site will vary subject to the stage of works on-site. Staff trips will be made by cars or vans/small LGVs. Staff vehicle movements would typically occur at the start and end of the working day and generally not coincide with the movement of large construction vehicles.

4.3.3 Car sharing amongst staff is to be promoted and will be a realistic travel mode for those staff who are employed by the same service company/sub-contractor (for example, civils contractor, electrical engineer).

4.3.4 It is also noted that vehicle trips generated during the construction phase are temporary and would cease upon completion of the works at the site.

5. TRAFFIC MANAGEMENT MEASURES

5.1 Introduction

5.1.1 There are a number of traffic management measures that are proposed to reduce the impact during the construction period, and these are outlined below.

5.2 Measures to Control Traffic Movements

5.2.1 A suitably qualified banksman/Traffic Management Operative (TMO) would be on-site at all times to manage large vehicle movements during the construction period, with waste collection occurring from Wilbraham Road and deliveries via Egerton Road North.

5.2.2 Deliveries will generally take place between 09:30-15:30 on weekdays where practicable, which will ensure that construction activities at the site do not adversely impact on the operation of the local highway network during peak periods. Limiting site deliveries will also protect amenity for nearby residents living in properties within the vicinity of the site. Deliveries to/from the site will be pre-planned and scheduled to minimise conflicts and mitigate any impacts associated with construction traffic movements. Construction activities shall be undertaken within the hours approved by MCC or otherwise agreed in writing with the Local Planning Authority.

5.3 Measures to Reduce Conflict

5.3.1 As mentioned previously, a banksman/TMO will be available on-site at all times during the construction period to coordinate the movement of delivery/construction vehicles therefore ensuring that safety on the access road and the public highway is not compromised.

5.3.2 A daily delivery sheet will also be used to coordinate deliveries in order to avoid vehicles arriving simultaneously and is to be maintained by the Principal Contractor and communicated to relevant contractors and suppliers. All deliveries will be preplanned and staggered throughout the day to minimise the potential of conflict.

5.3.3 A site notice displaying the name and contact details of the Site Manager shall be displayed at the site access for the duration of construction works.

5.4 Unloading/Loading Arrangements

5.4.1 The unloading of materials will take place on-site by either mechanical equipment or by construction staff. Materials will, under no circumstances, be delivered onto or stored on the public highway. Due to the nature of the development, a banksman/TMO will be available on-site at all times of construction to co-ordinate the movement of both vehicles and materials. This will help to ensure that the safety of the public highway is not compromised.

5.5 Measures to Control Dust, Dirt & Emissions

5.5.1 The following measures are to be implemented by the Principal Contractor in order to avoid/reduce dust pollution and other airborne debris:

- Ensure that all materials transported to and from the site are in enclosed containers or fully sheeted;
- Ensure materials have a minimum of packaging;
- Ensure all polystyrene and similar lightweight materials are weighted down;

- Making sure all dust generating materials are adequately packaged;
- Ensure loads are covered where spoil or demolition material is being removed;
- Ensure that Wilbraham Road carriageway is suitably swept if/when required;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- All vehicles associated with the construction of the site will be ensured to be in good and effective working order, further reducing emissions produced;
- Remove materials that have the potential to produce dust from the site as soon as possible, unless being re-used on-site; and
- Ensure all vehicles switch off engines when stationary – no idling vehicles.

5.6 Temporary Parking Arrangements & Manoeuvring Facilities

5.6.1 It is expected that the maximum number of construction staff on-site will vary subject to the construction schedule. Staff are likely to travel to the site in cars or small vans, and these trips would typically occur at the start and end of the working day and therefore not be expected to coincide with the movement of large vehicles. Given that some construction staff may be non-car drivers, car sharing amongst staff is to be promoted at the site and is likely to form a realistic travel mode for those staff employed by the same company (e.g. sub-contractors).

5.6.2 Construction staff would be expected to park on street on Egerton Road North where on-street parking opportunities are generally available during the daytime. The Principal Contractor will monitor parking demand and encourage car sharing to minimise staff parking requirements. Prior to arrival at the site, construction vehicles will be informed of the arrangements for unloading of materials/deliveries via Egerton Road North.

5.7 Security Hoardings

5.7.1 Security hoardings will be erected and maintained along the site boundaries to ensure that a secure site boundary is provided. The hoardings will be positioned so as to not obstruct the public highway within the immediate vicinity of the site. Site lighting will be provided for security purposes and be positioned so as not to intrude unnecessarily on adjacent properties/land users.

5.8 Measures to Protect Pedestrians & Cyclists

5.8.1 Where necessary, temporary signing/barriers will be provided to safeguard pedestrians. The footways within the immediate vicinity of the site on Wilbraham Road and Egerton Road North will also receive regular sweeping to ensure that any debris is cleared from local footways.

5.8.2 A banksman/TMO will be available on-site at all times during the construction period who will be responsible for directing large construction vehicle movements within the vicinity of the site, therefore ensuring that any pedestrian/cycle movements in the vicinity of the site are appropriately managed.

5.9 Storage of Materials

5.9.1 All plant and construction materials are to be securely stored within the site compound when not in use and therefore will not adversely affect the operation of the public highway. As much waste as possible is to be recycled.

5.9.2 Contractors are to work with reference to best practice guidance including the '*Considerate Constructors Scheme – Code of Considerate Practice*' (CCS, 2017), which makes specific reference to minimising the impact of deliveries, parking and working within the highway.

5.10 Waste Storage, Recycling & Disposal

5.10.1 In line with best practice, the Principal Contractor will minimise and reduce waste generation and recycle as much waste as possible. To help reduce trips, vehicles delivering construction materials to the site will leave with waste where possible, to reduce empty running.

5.10.2 The Principal Contractor will undertake a segregation system to separate waste on site in order to maximise the reuse of construction and demolition waste within the development.

5.10.3 The collection and removal of waste and refuse from the site will also be coordinated by the Principal Contractor to avoid conflicts with other deliveries to site. All waste removed from the site will be transported by fully licensed waste carriers to licensed waste management facilities.

5.11 Highway Cleaning Regime

5.11.1 Throughout construction, a suitable cleaning methodology, such as wheel wash facilities and/or a road sweeping contractor, is to be employed at the site to reduce the risk of mud/dust/dirt being transported to public roads. Monitoring should be undertaken by the site manager in order to assess the cleanliness of the adjacent carriageway on an ongoing basis.

5.12 Traffic Signing Strategy

5.12.1 It is recommended that a suitable temporary signing strategy be implemented to facilitate safe access to/from the site for large construction vehicles associated with the development. The temporary signing strategy would be subject to MCC Highways approval and be installed prior to the commencement of works at the site and maintained as necessary for the duration of the works.

5.12.2 It is recommended that suitable temporary signing is provided on Wilbraham Road and Egerton Road North in order to highlight the identified construction arrangements and also warn other road users of the likely presence of construction vehicles making turning movements. All signing will be in accordance with '*The Traffic Signs Regulations and General Directions*' (TSRGD) 2019. No temporary Traffic Regulation Orders (TROs) are required in support of this strategy.

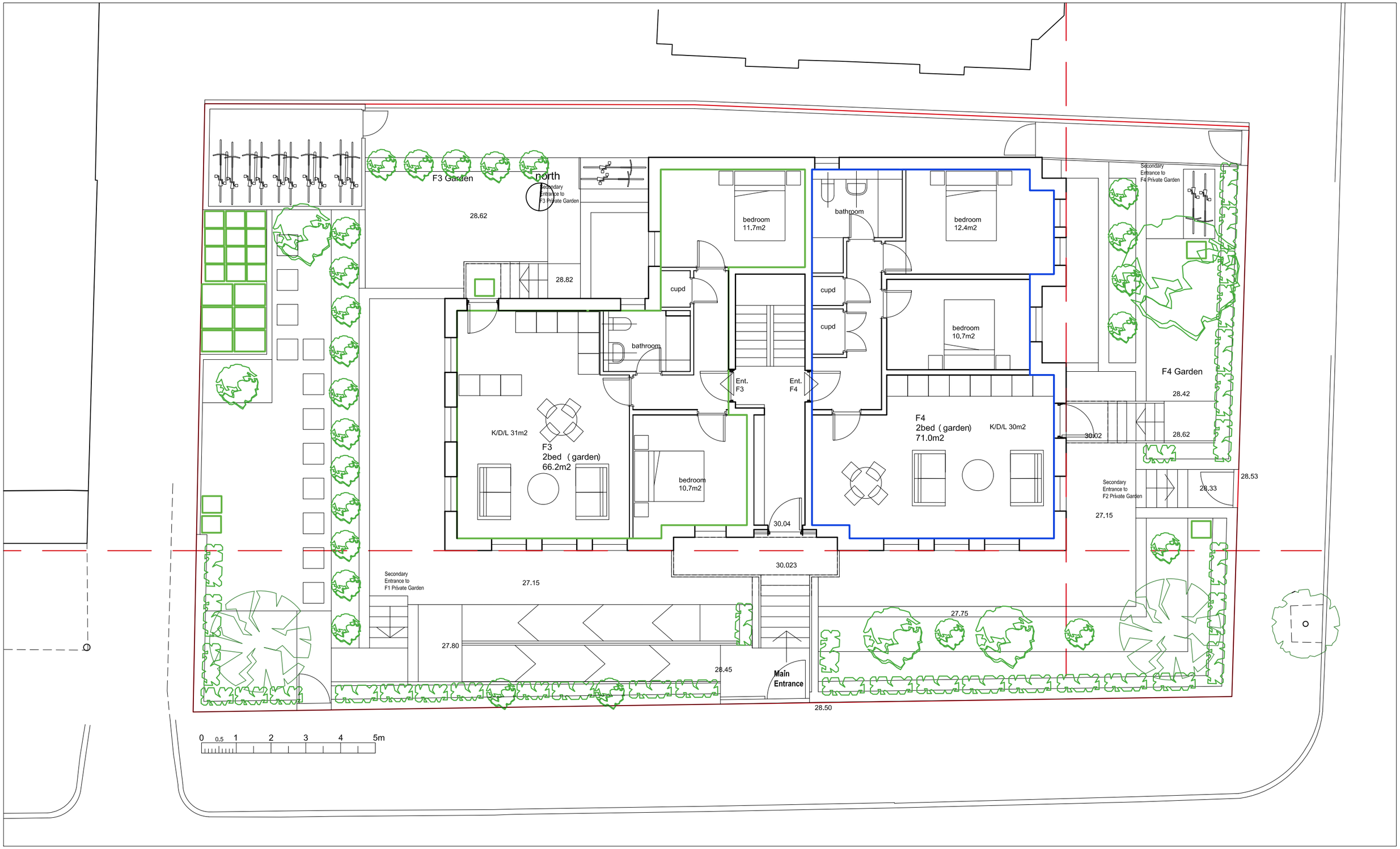
6. REFERENCES

CBO (CBO Transport), 2026. Proposed Residential Development, 404 Wilbraham Road, Chorlton, Manchester. Transport Note.

CCS (Considerate Constructors Scheme), 2017. Considerate Constructors Scheme – Code of Considerate Practice.

MOA (Michael Oughton Associates), 2026. Residential Development, 404 Wilbraham Road, Chorlton, Manchester. Construction Method Statement.

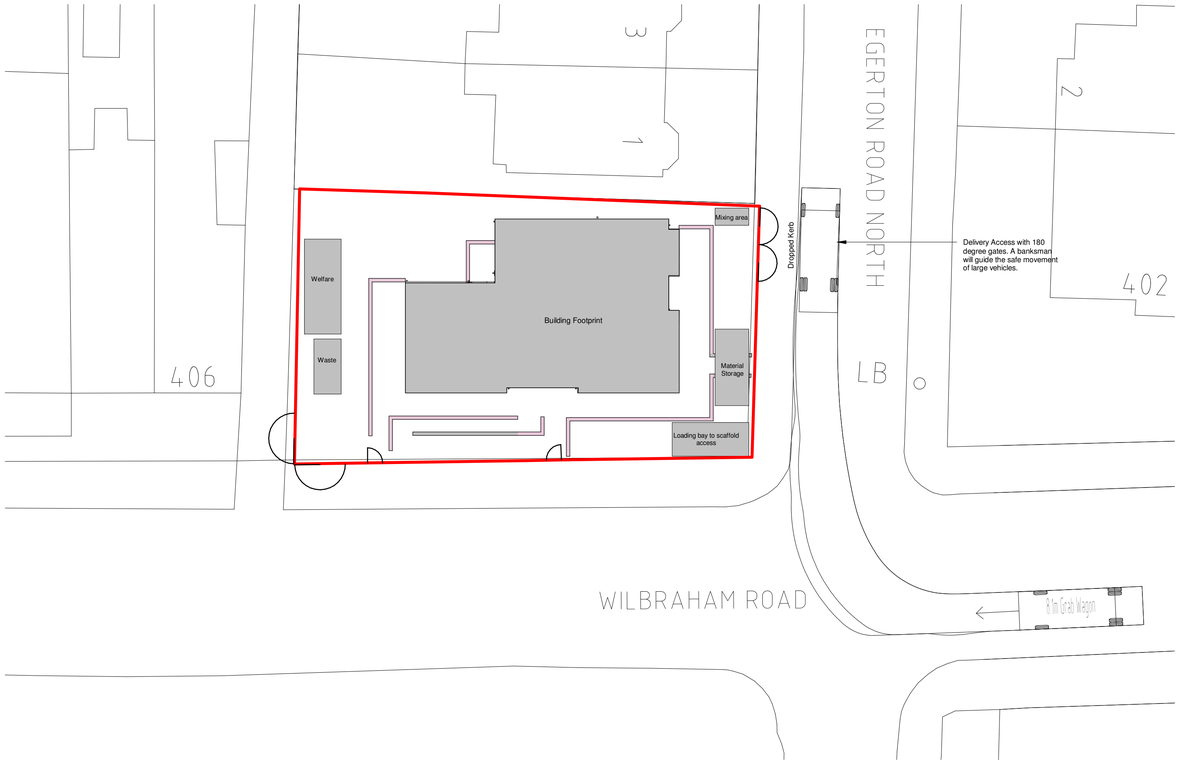
Appendix 1 – Site Layout Plan



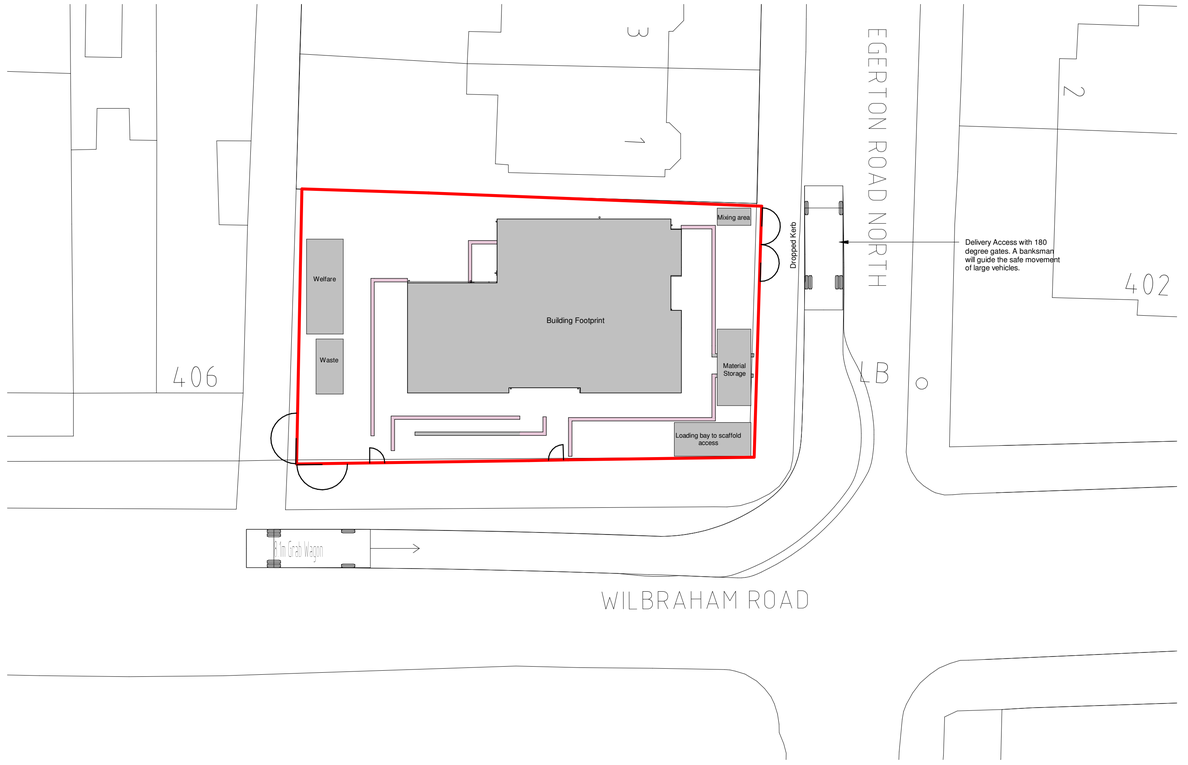
PROJECT	404W Manchester			CLIENT	APL	PHASE	Planning - PL	DATE	REV	DATE	REV
								26/02/26			
PROJECT NO	SITE	PHASE	DWG NO	REV		SCALE	SHEET	01/04/26	a		
177 -	404W -	PL -	GA2	A		1 : 100	A3				
DRAWING TITLE	Proposed Ground Floor										

sj simon james /architect

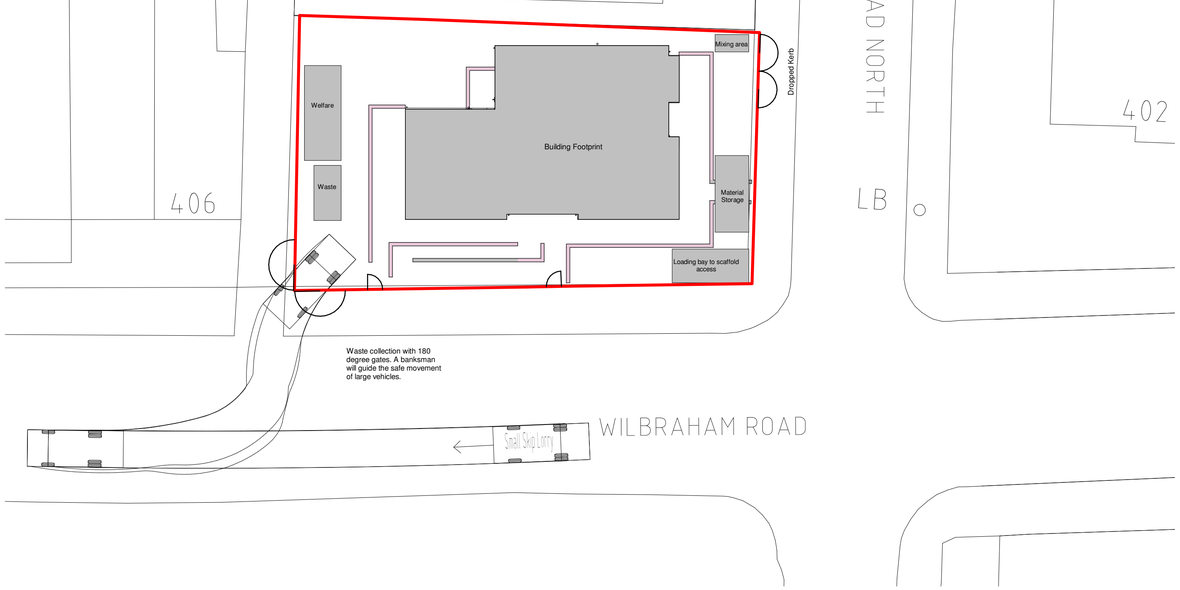
Appendix 2 – Swept Path Analysis



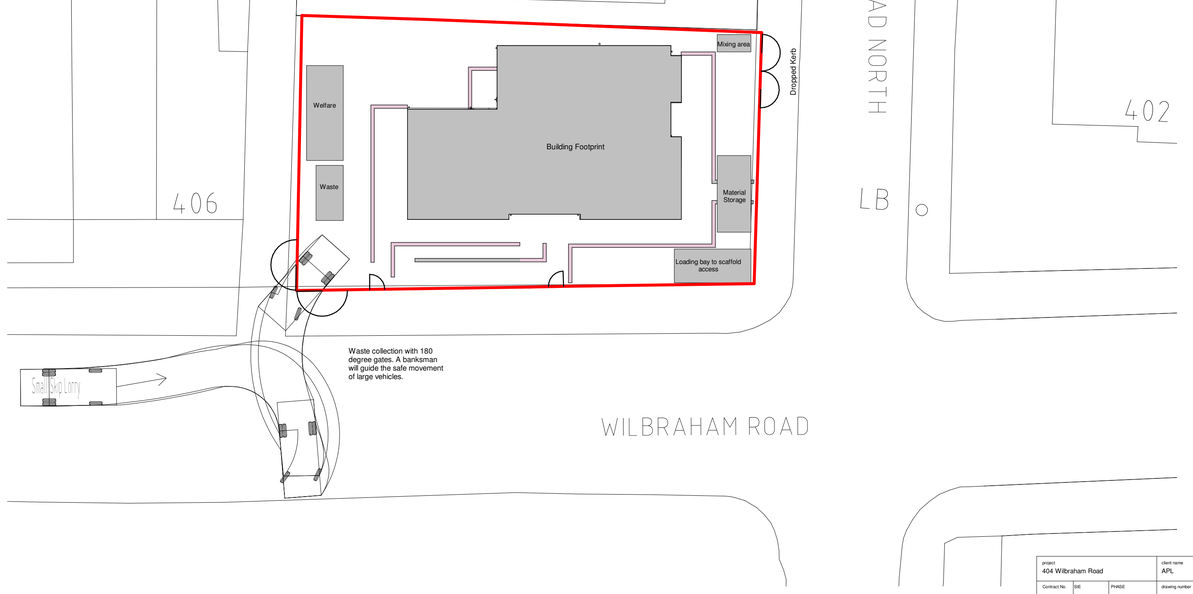
1 Delivery - 8.1m Grab Wagon from East Direction
1 : 200



2 Delivery - 8.1m Grab Wagon from West Direction
1 : 200



3 Waste - Skip Lorry Reverse Into Collection Point
1 : 200



4 Waste - Skip Lorry 3 point Turn
1 : 200

project
404 Wilbraham Road

client name
APL

Contract No. | SIE | PHASE | drawing number | rev
177 | 404W | PL | SK102 |

drawing
Swept Path - Delivery and Waste Collection

Stage Code
Blg Regs

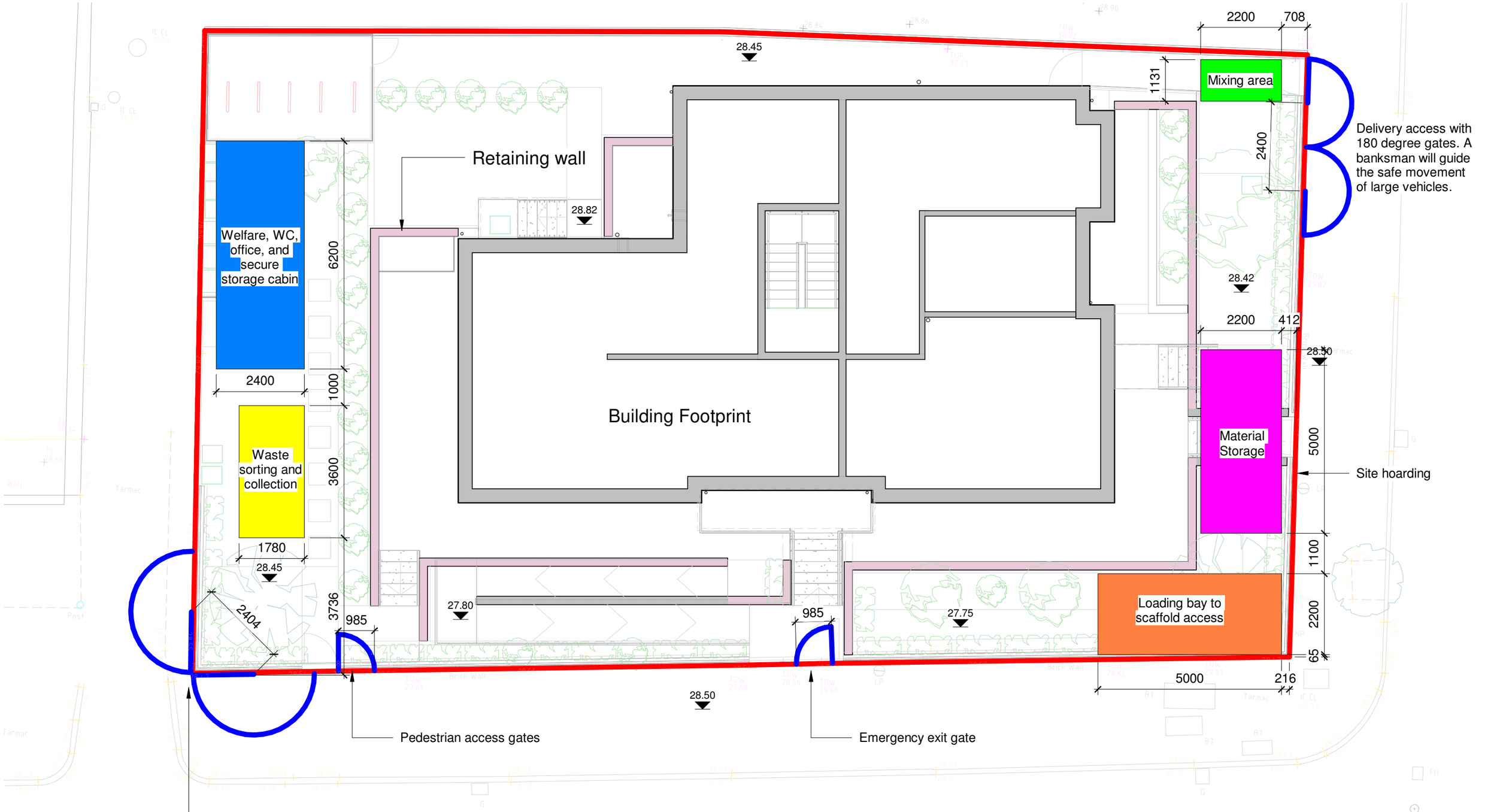
	Date	Rev

scale
1 : 200

Sheet
A3

Martin Degnen & James
96 Marbury Road, SK4 5NG
07795323381

Appendix 3 – Site Setup Plan



1 Level 00A Site Setup
1 : 100

project: 404 Wilbraham Road			client name: APL	
Contract No.: 177	SIE: 404W	PHASE: PL	drawing number: SK101	rev:
drawing: Site Setup Diagram				
Stage Code: Blg Regs			Date	Rev
scale: 1 : 100	Sheet: A3			

Martin Degnen & James
96 Marbury Road, SK4 5NG
07795323381