

Brotherton House, Wythenshawe Town Centre

Interim Travel Plan

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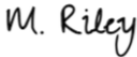
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Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Muse Places and Wythenshawe Community Housing Group to provide transport and highways advice in relation to a planning application for Brotherton House, Wythenshawe Town Centre.
- 1.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre Masterplan Project, Curtins have been appointed to support the planning application for a residential plot which forms part of the masterplan, known as Brotherton House.
- 1.1.3 The proposed description of development is as follows:

“Erection of extra care apartments (Use Class C2) older living apartments, and dwellinghouses (Use Class C3), car and cycle parking, landscaping and other associated works following demolition of existing buildings”
- 1.1.4 The Development Proposals would comprise 216 residential units in total. This will consist of a 109-unit extra care apartment block, 82-unit older living (50+) apartment block, and 25 townhouses.
- 1.1.5 The Development Proposals could generate 50 and 35 two-way vehicular trips in the AM and PM peak. However, based on the previous office-based use, it is likely that the former Lloyds Bank Office would have generated significantly more when operational.
- 1.1.6 The Proposed Development internal site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined¹ as:

“A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed.”

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

¹ Ministry of Housing, Communities and Local Government (2024). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

1.3 Purpose of the Report

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 087688-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the transport and highways impacts of the development proposals.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.
- 1.3.3 Transport for Greater Manchester (TfGM)² strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health, stating that a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

- 1.3.4 This document has been written in accordance with the above statements and with reference to the following key documents:
- National Planning Policy Framework, MHCLG, 2024.
 - National Planning Practice Guidance, DCLG (now MHCLG), 2014.
 - Manchester Core Strategy (2012 – 2027), and
 - Greater Manchester Transport Strategy 2040.

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

² Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42aqqYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

- 1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** gives an overview of the development proposals.
- 1.4.5 **Section 6** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.
- 1.4.6 **Section 7** outlines the strategy for Travel Plan targets.
- 1.4.7 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.
- 1.4.8 **Section 9** concludes the report by providing an Action Plan that summarises the key actions to be completed as part of the travel planning process.

2.0 Travel Plan Benefits

2.1 Summary

- 2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.
- 2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions³, causing adverse physical and mental health including premature deaths⁴, and costs to the health service⁵ and businesses.
- 2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK⁶.
- 2.1.4 Conversely, physical activity is a “miracle cure”⁷, with cycling in particular having “staggering”⁸ health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS⁹, boost local businesses, improve the mobility and independence of those who cannot drive¹⁰, and encourage greater social cohesion¹¹.
- 2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.

³ Department for Energy Security and Net Zero (2024). Provisional UK greenhouse gas emissions national statistics 2023 [Online]. Available at: <https://www.gov.uk/government/statistics/provisional-uk-greenhouse-gas-emissions-national-statistics-2023>

⁴ Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: <https://cleanairgm.com/air-pollution/>

⁵ Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.

⁶ Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

⁷ Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: <https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report>

⁸ The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: <https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>

⁹ Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205

¹⁰ Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

¹¹ Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located c.400m to the west of Wythenshawe Town Centre on Cornfield Drive. The site is bound by Cornfield Drive to the north, Poundswick Lane to the east, Simonsway to the south, and the Manchester Enterprise Academy to the west.

3.1.2 **Figure 3.1** below shows the site in a local context relating to the local highway network:

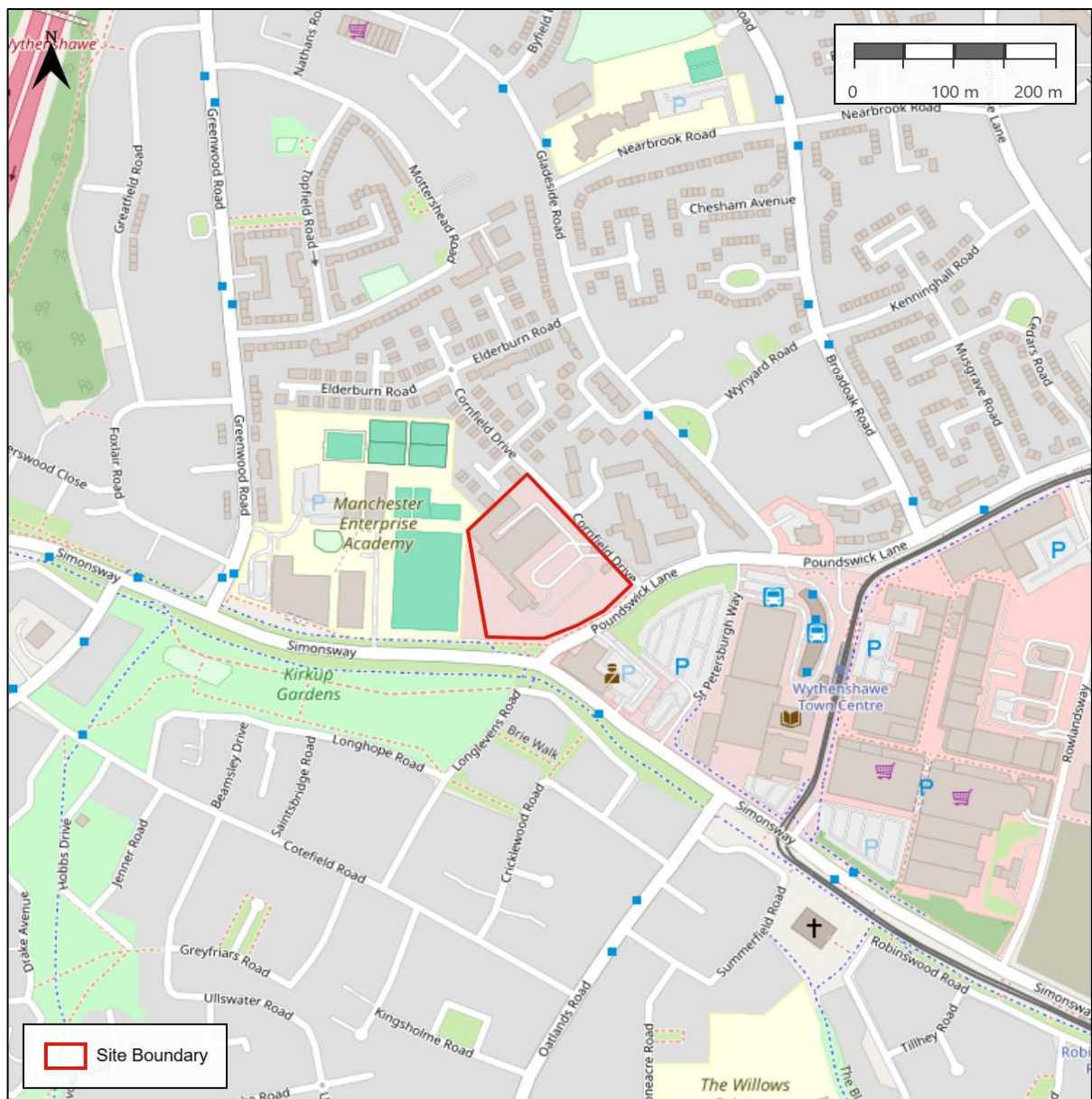


Figure 3.1 – Site Location
(Source: Open Street Map, 2025)

3.2 Existing Use and Access

- 3.2.1 The existing site comprises of the former Lloyds Bank Office. The site is currently accessed via a single gated junction on Cornfield Drive to the northeast of the site boundary.
- 3.2.2 As detailed within **Section 5** of this report, the Development Proposals could generate 50 and 35 two-way vehicular trips in the AM and PM peak. However, based on the previous office-based use, the former Lloyds Bank Office would have generated significantly more when operational.

3.3 Surrounding Highway Network

- 3.3.1 **Table 3.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure	Restrictions / Parking / Loading Provision
Cornfield Drive	20mph	Yes	c. 2.5m on the northern side of the road. Tactile paving Dropped kerbs	-	Double Yellow TROs on the western side of the road.
Poundswick Lane	30mph	Yes	c. 3m wide separated footway on western side of the road. c.2m wide to the east. Tactile paving Dropped kerbs	Advanced stop lines	Double Yellow TROs on both sides of the road.
Simonsway	30mph	Yes	Shared c.3m wide cycle/ footway on both sides of the road. Signalised crossing Tactile paving Dropped kerbs	Advanced stop lines Shared c.3m wide cycle/ footway on both sides of the road.	Double Yellow TROs on both sides of the road.

Table 3.1 – Surrounding Highway Network Summary

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.
- 4.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined “*Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius).*”
- 4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport’s (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be “...an upper limit” and that walking “...offers the greatest potential to replace short car trips, particularly those under 2 km.” The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled ‘*Guidelines for Providing for Journeys on Foot*’ which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).
- 4.2.5 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Distances of 500m, 1000m and 2000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips have been considered; these are a good approximation for the majority of trips associated with the development.
- 4.2.6 **Figure 4.1** presents a walking catchment with distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

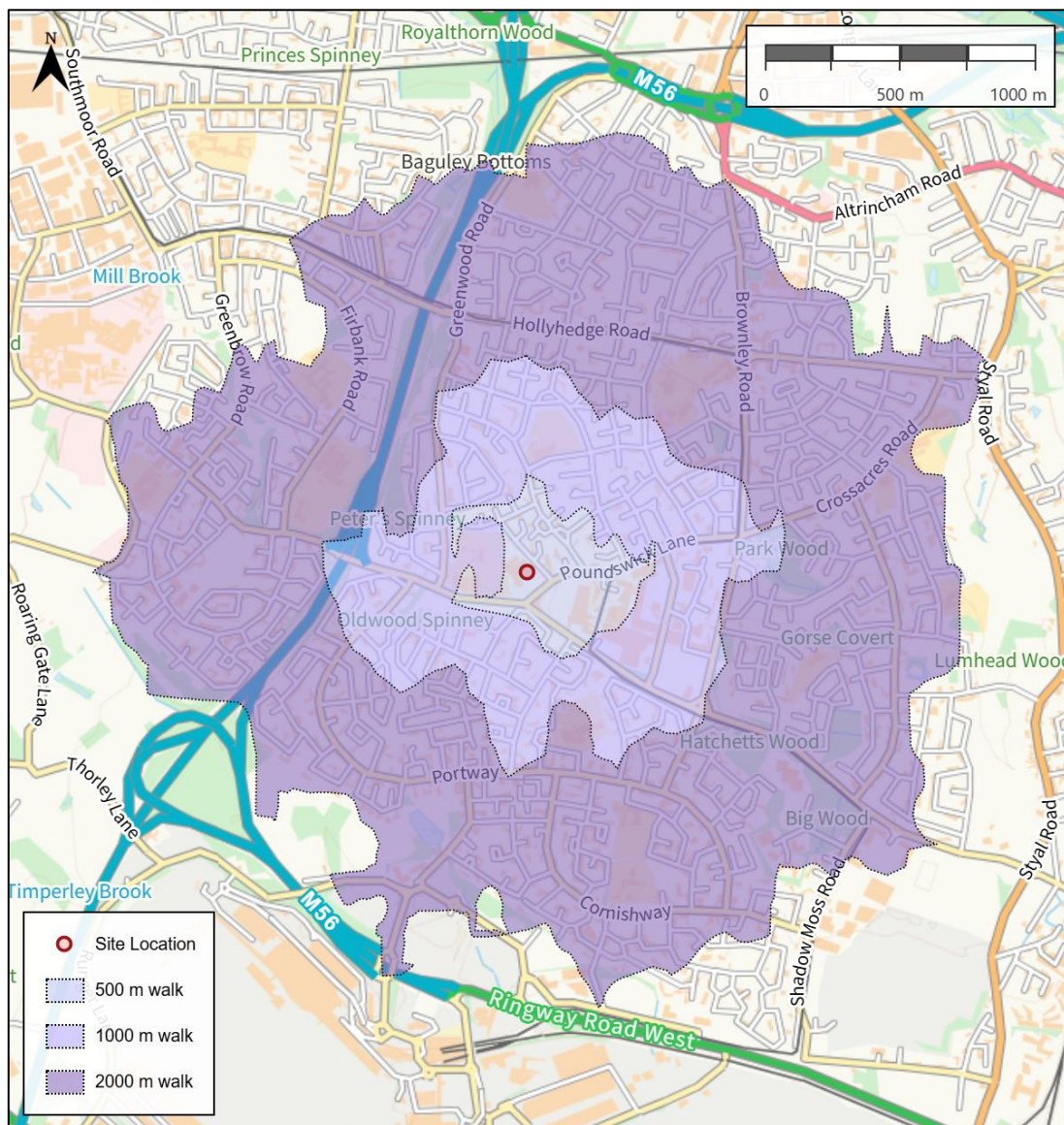


Figure 4.1 – Walking Catchment

(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.2.7 The number and type of existing accessible amenities within 500m of the site can be summarised in **Figure 4.2** and **Table 4.2** below:

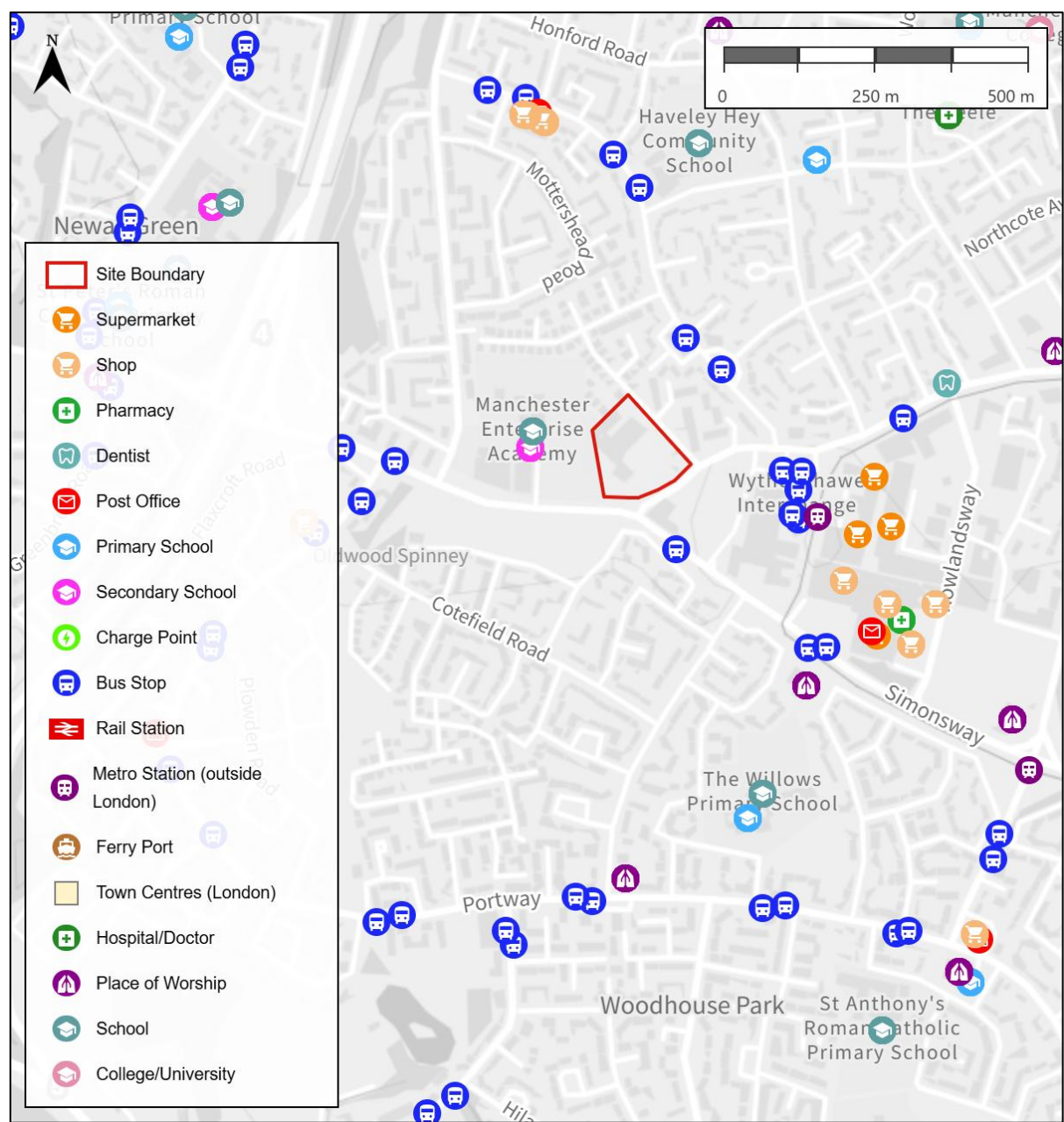


Figure 4.2 – Existing Accessible Amenities within 500m of Site

(Source: Ordnance Survey (Base mapping), Geolytix UK Retail Points (Supermarkets), Post Office Ltd (Post Offices), UK Government (Schools), Department for Transport (EV Charging Points), Department for Transport (Bus Stops, Metro/Tram Stops, Ferry Ports, Rail Stations)

No.	Amenity	Type	Proximity to Site (m)
1	Wythenshawe Interchange	Public Transport	400m

No.	Amenity	Type	Proximity to Site (m)
2	Manchester Enterprise Academy	Education	200m
3	Wythenshawe Town Centre	Commercial	450m
4	Multi Storey Car Park	Parking	470m
5	Asda Wythenshawe Superstore (inc. Pharmacy & Post Office)	Supermarket	480m

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.8 Connecting the Proposed Development and the amenities listed above is the Core Walking Route. The pedestrian route runs through the centre of the Town Centre on an east-west. The Core Walking Route travels east along Simonsway, crossing Poundswick Lane at the signalised crossing. The route continues along a segregated footpath, before crossing the Forum Leisure Centre car park at zebra crossing islands.
- 4.2.9 Existing and proposed active travel infrastructure throughout Wythenshawe Town Centre is presented in **Figure 4.3** below. This displays the route of the Core Walking Route in relation to the Proposed development and the proximity to signalised and non-signalised pedestrian crossing points along Poundswick Lane.

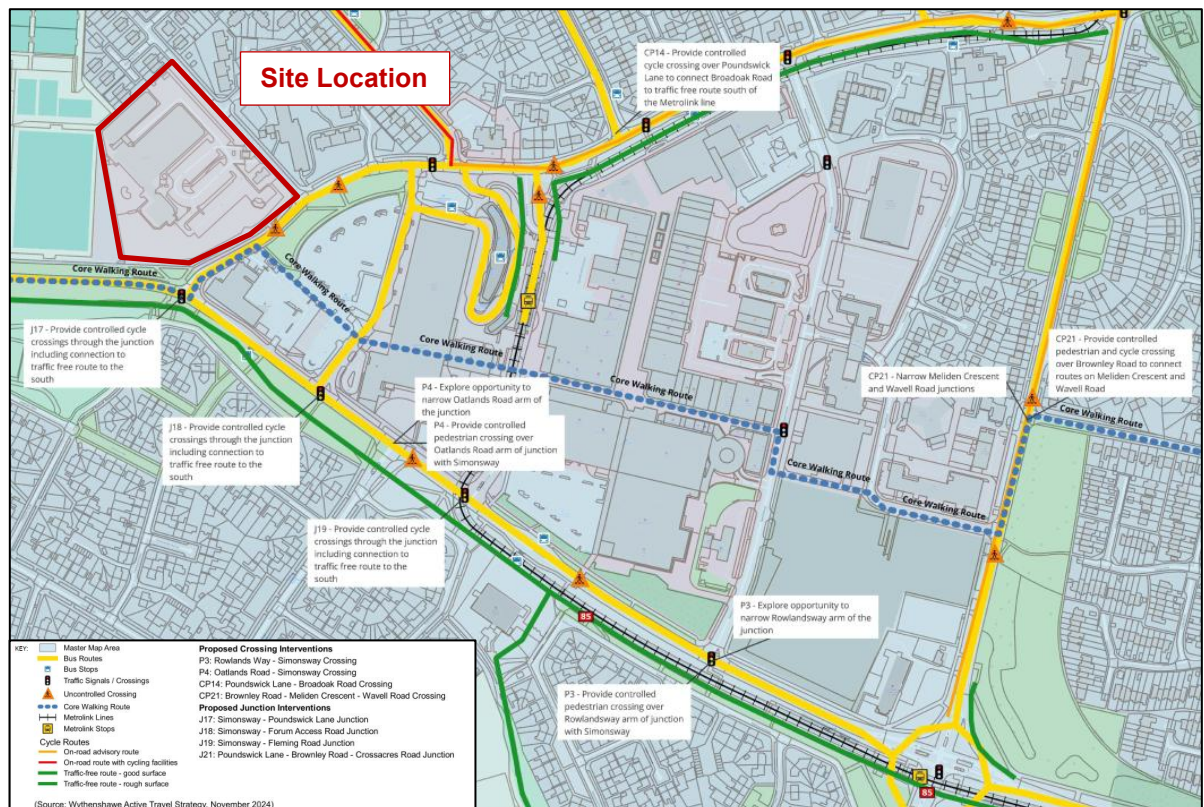


Figure 4.3 – Existing and Proposed Active Travel Infrastructure

- 4.2.10 The signalised crossing point that connects to the Proposed Development to the Core Walking Route through Wythenshawe Town Centre is shown in **Figure 4.4** below.



Figure 4.4 – Existing Signalised Crossing at Poundswick Lane / Simonsway

- 4.2.11 The pedestrian infrastructure which connects the site to the above amenities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.
- 4.2.12 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance. Overall, the site is considered accessible by foot.
- 4.2.13 Furthermore, the proposed Masterplan will promote multi-modal sustainable travel by integrating into the public transport network, leveraging the benefits associated with the Interchange and supporting Manchester City Council's wider Active Travel Strategy for Wythenshawe.
- 4.2.14 The Proposed Development will benefit from strong connections to the Interchange and nearby tram stop and bus services will be prioritised to encourage active travel and public transport usage. This is considered to be a key element of the wider Masterplan multimodal access strategy and promotes low carbon movement ultimately reducing reliance on private vehicle use.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.5** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.

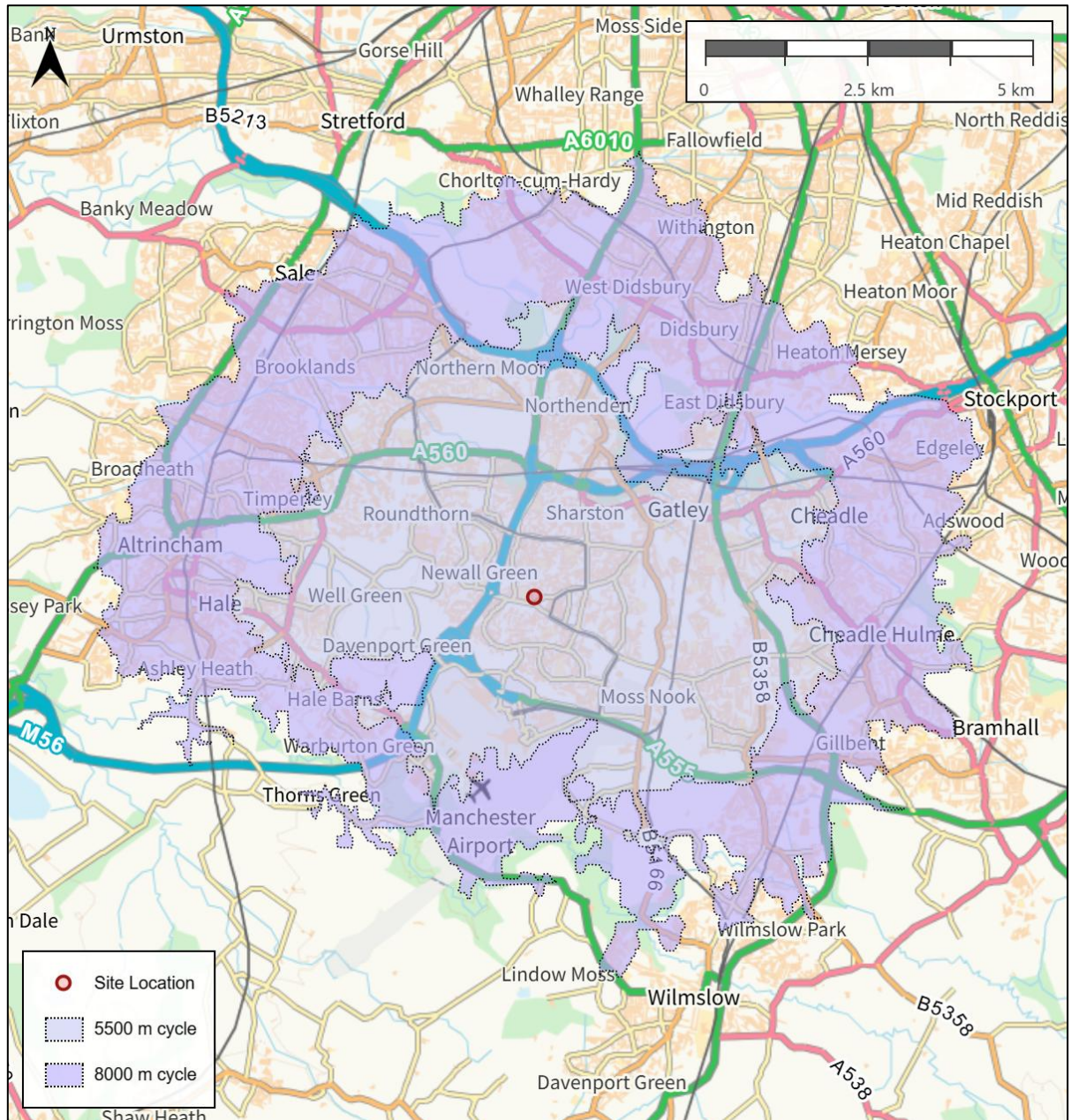


Figure 4.5 – Cycle Catchment

(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

- 4.3.3 The average cycling trip length was 5,730m in 2022 and 4,545m in 2023 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.

- 4.3.4 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20.
- 4.3.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.
- 4.3.6 The 5.5km catchment encompasses Wythenshawe, Gatley and Heald Green including key transport links. The catchment also extends as far as Northern Moor to the north, Cheadle to the east, Woodhouse Park to the south, and Hale to the west.
- 4.3.7 The 8km catchment extends further to Didsbury, Gillbent, Manchester Airport, Altrincham, and Brooklands.
- 4.3.8 Cycle routes around the Town Centre are largely routed to the perimeter, however, connect to crossing facilities in which cyclists would be expected to dismount and continue on foot. There are traffic-free cycle routes along the entirety of Simonsway and large sections of Poundswick Lane.
- 4.3.9 The local cycle network in the vicinity of the site is shown in **Figure 4.6** below:

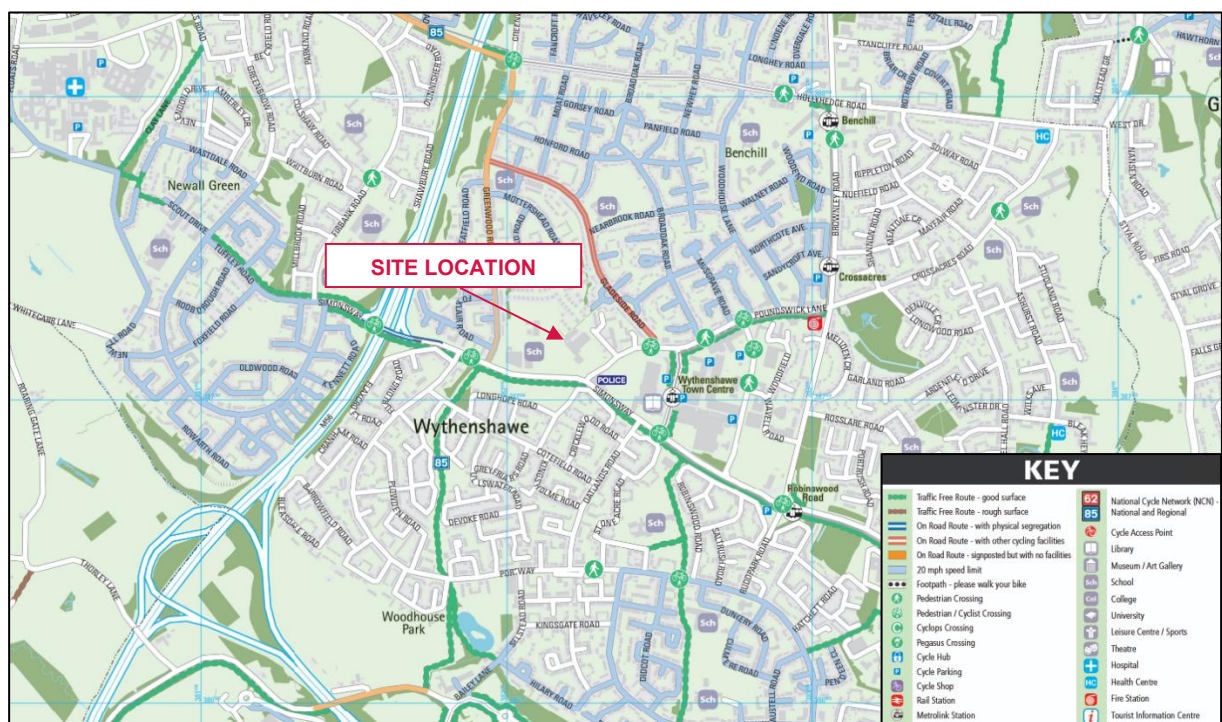


Figure 4.6 – Local Cycle Network in Vicinity of Site
(Source: TfGM, 2025)

- 4.3.10 Cycle routes around the Town Centre are largely routed to the perimeter, however, connect to crossing facilities in which cyclists would be expected to dismount and continue on foot. There are traffic-free cycle routes along the entirety of Simonsway and large sections of Poundswick Lane.
- 4.3.11 Furthermore, the development will provide secure cycle parking spaces to encourage cycling. Further details of this are provided in **Section 5.4** below.

4.4 Public Transport Accessibility

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as 'very low' and 'very high' levels of accessibility, respectively. The Town Centre is located in an area with a GMAL rating of 6 and is considered appropriately situated to take advantage of existing public transport infrastructure.
- 4.4.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015).
- 4.4.4 Accessibility by bus and Metrolink are considered further below, with a local public transport network map included in **Figure 4.7** below:

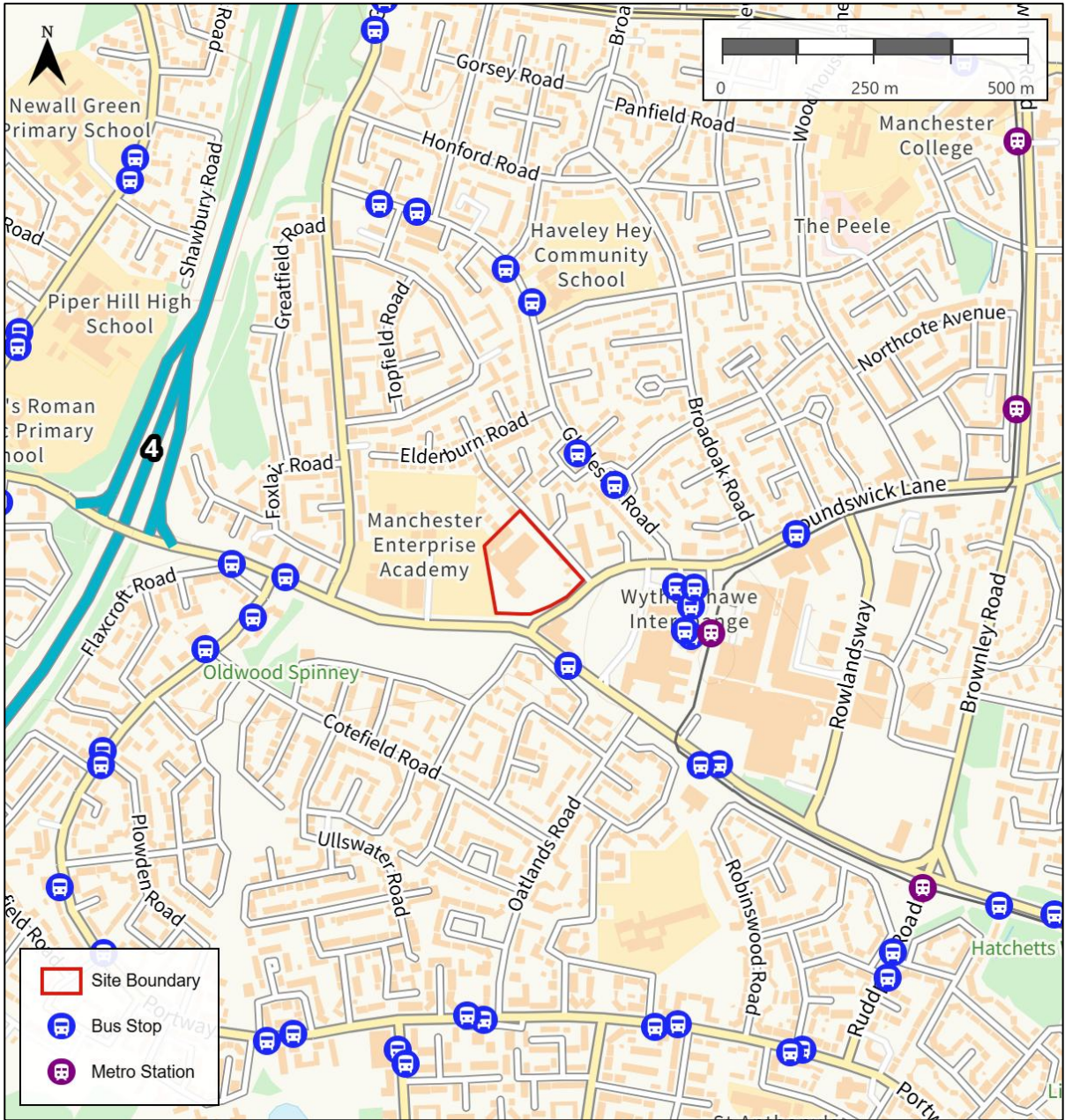


Figure 4.7 – Public Transport Network in Vicinity of Site
(Source: TfGM, 2025)

Bus Accessibility

4.4.5 Further CIHT guidance – from ‘Buses in Urban Developments’ (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m

Situation	Maximum Walking Distance
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.6 The nearest bus stop to the site is located at Wythenshawe Interchange. The Interchange is served by several bus routes, including the 11, 43, 101, 103, 130, 248, 249, and 368. These routes provide connections to Manchester Piccadilly Gardens, Manchester Airport, Altrincham, Stockport, Eccles, and Macclesfield, ensuring frequent and reliable service.

4.4.7 **Table 4.4** details the services that call at the nearest stops, and their associated frequencies:

Service	Peak Hourly Frequency		
	Weekday	Saturday	Sunday
11 - Stockport - Edgeley - Cheadle - Gatley - Altrincham	3	3	2
43 - Piccadilly Gardens - Wythenshawe - Manchester Airport	4	2	2
101 - Piccadilly Gardens - Moss Side - Baguley - Wythenshawe	4	4	2
103 - Manchester Airport - Wythenshawe - Piccadilly Gardens	2	2	1
130 - Macclesfield - Wilmslow - Heald Green - Manchester Airport	1	1	1
248 - Eccles - Trafford Centre - Sale - Wythenshawe - Manchester Airport	1	1	0.5
249 - Altrincham - Sale - Sale Moor - Northern Moor - Wythenshawe	2	2	1
368 - Manchester Airport - Cheadle Hulme - Edgeley - Stockport	4	2	2

Table 4.4 – Summary of Bus Service Frequencies from Wythenshawe Interchange

4.4.8 These stops provide frequent access to Greater Manchester facilities, as well as larger public transport interchanges across the town (such as Manchester Piccadilly Gardens and Stockport) all 7 days of the week. It is considered that the site is accessible by bus.

4.4.9 It is considered that the site is accessible by bus.

Metrolink (Light Rail) Accessibility

4.4.10 The Manchester Metrolink light rail Navy Line serves the Town Centre. This provides frequent services to Manchester Victoria via Exchange Square and Manchester Airport.

4.4.11 The Navy Line runs at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays.

4.4.12 Users can change at St Werburgh's Road, Piccadilly, St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, and the Trafford Centre, as shown in the Metrolink map in **Figure 4.8**.

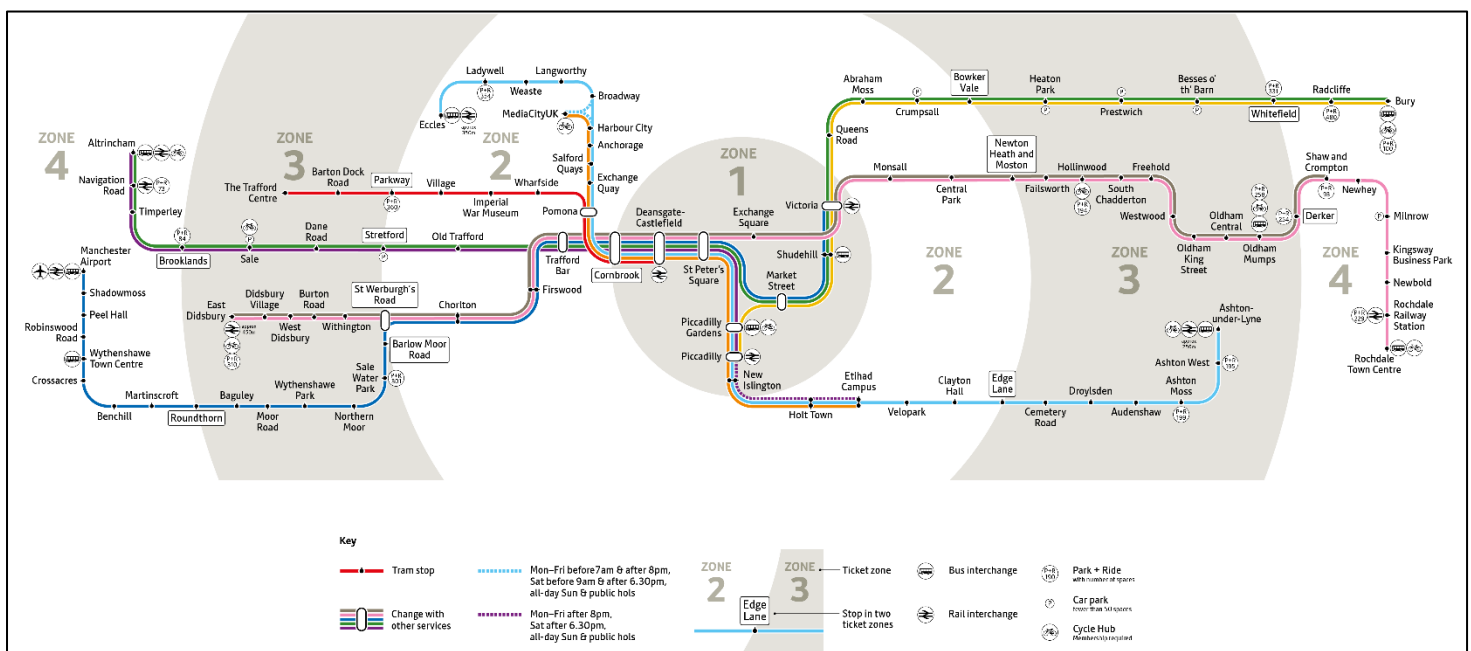


Figure 4.8 – TfGM Metrolink Network Map
(Source: TfGM, 2025)

4.4.13 In summary, it is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits very good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

4.5.2 Overall and considering this, the site can be seen to be accessible by multiple modes of sustainable transport such as walking, cycling and public transport, especially through multi-modal trips. The

surrounding area especially exhibits good levels of pedestrian infrastructure and public transport networks.

5.0 Development Proposals

5.1 Overview of Proposals

- 5.1.1 Curtins has been appointed by Muse Places and Wythenshawe Community Housing Group to provide transport and highways advice in relation to a planning application for Brotherton House, Wythenshawe Town Centre.
- 5.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre Masterplan Project, Curtins have been appointed to support the planning application for a residential plot which forms part of the masterplan, known as Brotherton House.
- 5.1.3 The proposed description of development is as follows:

“Erection of extra care apartments (Use Class C2) older living apartments, and dwellinghouses (Use Class C3), car and cycle parking, landscaping and other associated works following demolition of existing buildings”
- 5.1.4 The Development Proposals would comprise 216 residential units in total. This will consist of a 109-unit extra care apartment block, 82-unit older living (50+) apartment block, and 25 townhouses.
- 5.1.5 The Development Proposals could generate 50 and 35 two-way vehicular trips in the AM and PM peak. However, based on the previous office-based use, it is likely that the former Lloyds Bank Office would have generated significantly more when operational.
- 5.1.6 The Proposed Development internal site layout is provided in **Appendix A** and **Figure 5.1**



Figure 5.1 – Brotherton House Internal Site Layout

5.2 Wythenshawe Town Centre Masterplan Vision

- 5.2.1 The Masterplan Vision has been developed to enhance Wythenshawe Town Centre's role as a mixed-use hub for the Town and Greater Manchester that: creates stronger communities, improve the quality of life of the residents, and produce a shift away from our reliance on private vehicles.
- 5.2.2 Further, the car parking provision proposed is likely to encourage many site users to travel by sustainable modes. Investment in the Town Centre should seek to promote a 'Walkable' Neighbourhood further with investment in active travel, public realm, and facilities to promote easy and convenient access. Facilitating active travel can improve physical and mental health benefits and reduce the reliance on short-journey car dependency.

- 5.2.3 The Masterplan Vision also includes the creation of a new Mobility Hub to address the needs of car users, but also to assist in the promotion of other forms of sustainable travel, including facilities for electric vehicle charging and cycle hire. In the longer term, there is an opportunity to address routes into the centre and to rebalance car-centric roads with cycleways and footpaths.

5.3 Proposed Access

Vehicular Access

- 5.3.1 The site would be accessed from Cornfield Drive to the northeast of the site boundary. The Proposed Development would include an internal road network providing vehicular access to all the 216 units and associated parking.
- 5.3.2 In October 2025, Curtins held pre-application with Manchester City Council. Following these discussions, it was agreed that the internal highway network will be built to adoptable standards.

Pedestrian and Cycle Access

- 5.3.3 There would be a designated pedestrian access to the south of the site. This would connect into the pedestrian infrastructure on Poundswick Lane, improving access to the Town Centre.
- 5.3.4 Cyclists would enter the site in a similar manner to other vehicles to access the shared cycle store located within the centre of the site.

5.4 Proposed Parking

Proposed Car Parking

- 5.4.1 The proposals include a parking area with 90 bays (inc. 14 disabled bays). Based on the allocation for the Proposed Development units this would be broken down as:
- Extra Care: 25 spaces (inc. 14 disabled bays).
 - Apartment: 30 spaces.
 - Houses: 25 spaces (1 space per home).
- 5.4.2 The standard parking bays have been provided with dimensions of 2.5m x 5m which is in line with MfS guidance for perpendicular parking bays. The accessible bays would measure 2.5m x 5m with a minimum 1.2m 'safety zone' around the bay, in line with MCC's Design for Access 2 guidance.
- 5.4.3 In October 2025, Curtins held pre-application with Manchester City Council. Following these discussions, it was agreed that the internal highway network will be built to adoptable standards and feature car parking bays of 2.5m x 5m. Additionally, the extent of Cornfield Drive adjacent to the proposed access junction would be fitted with a double-yellow TRO to restrict on-street parking.

- 5.4.4 The number of car parking spaces provided is cognisant of the parking requirements outlined in Wythenshawe Masterplan on the basis of the long-term objective is to consolidate the parking strategy and establish a new Mobility Hub at the Town Centre. This Mobility Hub would be integrated within the existing MSCP, offering a variety of active travel options and alternative transport solutions.
- 5.4.5 It is proposed that the Mobility Hub would include a cycle hire and repair facility, electric vehicle hire and rapid charging stations, scooter hire, as well as taxi drop-off and general parking facilities.
- 5.4.6 Considering the site's accessibility by active travel and public transport (as described in **Section 4**), key amenities, the Wythenshawe Interchange, and cycle and scooter parking car parking within the Council's Wythenshawe Masterplan Vision is proposed.
- 5.4.7 Notwithstanding this, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.
- 5.4.8 Furthermore, as discussed in **Section 4**, it is considered the site is highly accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Wythenshawe and neighbouring towns, and a variety of amenities are available are within walking distance. A car may not be necessary for many site users.

Wythenshawe Community Housing Group

- 5.4.9 To influence the Development Proposals, scoping of other local sites within the Wythenshawe Community Housing Group have been undertaken. This engagement has focused on the Village 135 development, Ken Collis Court, and Frank Price Court.
- 5.4.10 Curtins has assessed the provision of car parking provided at these sites as they are extra care and older living schemes similar to that of the Proposed Development.

Village 135

- 5.4.11 Village 135 is an extra care scheme housing 135 apartments. Curtins understands that there are two blocks, and each block has car parking:
- There are 38 + 9 disabled spaces at Block A & B, shared between 81 apartments at V135 and 58 flats at Hollyhedge Court.
 - There are 29 + 4 disabled spaces in the gated area behind Block C & D shared between 54 apartments at V135 and 58 flats at Benchill Court.
 - There are an additional 11 + 2 disabled spaces at the side of Block C & D

5.4.12 A review of the car parking provision is provided in **Table 5.1** below.

Village 135 & Neighbouring Courts	Block A + B	Block C + D	Total
Standard Spaces	38	29	67
Disabled Spaces	9	4	13
Total Spaces	47	33	80
V135 Flats	81	54	135
Neighbouring Court	58	58	116
Total Flats	139	112	251
Additional Spaces	0	11	11
Additional Disabled	0	2	2
Grand Total Spaces	47	46	93
<i>Parking Provision</i>	<i>34%</i>	<i>41%</i>	<i>37%</i>

Table 5.1 – Village 135 Parking Provision

5.4.13 **Table 5.1** above displays that car parking for the Village 135 and Neighbouring Courts; 251 total flats, is a grand total to 93 total spaces (including 15 disabled spaces). This is a parking provision of 37% across the V135 and two neighbouring courts.

5.4.14 A provision of 37% is lower than that of the Proposed Development, which would provide a parking provision of 50%.

Ken Collis Court

5.4.15 Ken Collis Court is a sheltered scheme with 38 total flats. The development has 2 car parking spaces outside the main gate and 10 car parking spaces inside the main gate. Additionally, there is also a small overflow car park that hold capacity for an additional 5 car parking spaces.

5.4.16 In total the Ken Collis Court provides 17 total car parking spaces. This is a parking provision of 45%. A provision of 45% is slightly lower than that of the Proposed Development.

Frank Price Court

5.4.17 Frank Price Court is a sheltered scheme with 30 total flats. The development has 8 car parking spaces in total. This is a parking provision of 27%. This provision is considerably lower than that of the Proposed Development.

Local Car Ownership

- 5.4.18 The level of car parking provision has further been informed by 2021 Census data, centred around the Manchester 050 Middle Super Output Area (MSOA) where the site is located. The findings for households are summarised in **Table 5.2**:

	Number	Percent
No cars or vans in household	1,829	46%
1 car or van in household	1,604	41%
2 cars or vans in household	410	10%
3 cars or vans in household	100	3%
Total Households	3,943	100%
Total Cars/ Vans (Estimated)	2,724	–
Cars/ Vans Per Household	<u>0.69</u>	–

Table 5.2 – Car Ownership

- 5.4.19 **Table 5.2** shows that Manchester 050 MSOA had a car ownership level of 0.69 in 2021.
- 5.4.20 The existing level of car ownership levels shows that 46% of households would not own a vehicle. This would equate to 100 units for 216 not owning a vehicle. Additionally, 41% of households would own just one vehicle. When applied to the Proposed Development this would equate to 88 units owning one vehicle. Based on this assessment, the proposed car parking provision is deemed to be sufficient.
- 5.4.21 Based on the nature of the Proposed Development is considered unlikely that future residents would own 2 or 3 vehicles per household. Furthermore, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.
- 5.4.22 Since 2021, there have been significant improvements to the site's accessibility by active travel and public transport which may have further reduced the level of car ownership as compared to 2011 levels. This is evidenced by statistics from the Department for Transport which show that passenger journeys per head and number of passenger journeys increased by 114% and 128% between 2010-11 and 2018-19 on Manchester Metrolink.

Proposed Cycle & Scooter Parking

- 5.4.23 Secure cycle parking for 68 cycles in the form of a shared cycle store would be located at within the centre of the site. Furthermore, each House would have 1 cycle space per home.
- 5.4.24 Additionally, due to the nature of the Proposed Development, secure mobility scooter parking for 48 scooters would be provided across two stores.

6.0 Travel Plan Initiatives

6.1 Introduction, Aim and Objectives

- 6.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 6.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site
- 6.1.3 Considering the benefits in **Section 2** and the end users, this ITP aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles.
- 6.1.4 The ITP will be guided by with the following objectives, all within the above overarching aim:
- **Objective 1** – To increase the level of walking to and from the site;
 - **Objective 2** – To increase the level of cycling to and from the site;
 - **Objective 3** – To increase the level of public transport use to and from the site;
 - **Objective 4** – To encourage car sharing and shared transport to and from the site; and
 - **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles.

6.2 Provision of Sustainable Travel Information

- 6.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all residents at the development in the early stages of operation and be made available in a communal area, for example on a noticeboard.
- 6.2.2 The Welcome Packs will introduce the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the TPC, and include the following information:

Objectives	Contents
1 – To increase the level of walking to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; • Maps showing local walking routes and places of interest; • The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk; • The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute;

Objectives	Contents
	- The https://www.plotaroute.com/ website for journey planning on foot; and - Calendar of events such as “National Walking Month”.
2 – To increase the level of cycling to and from the site	- A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; - Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) - The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; - Promote TfGM’s cycle hire scheme (https://beeactive.tfgm.com/cycle-hire/) which users can access using the Beryl app - Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; - Details of local cycle shops; - Calendar of events such as ‘National Bike Week’; and - The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	- A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2 - A map showing local bus and rail stations in the vicinity of the site - Links to up-to-date public transport services, timetables, and routes (for example https://tfgm.com/public-transport); and - Details of TfGM’s online journey planning resources: https://tfgm.com/plan-a-journey. - Promote the 16-17 Saver card and 16-25 Railcard which save holders 50% and 33%, respectively, on all train fares at a cost of £30 per year - Details of Traveline’s online journey planning resources: https://www.traveline.info/ - Linking information systems regarding bus and rail travel timetables to the TFGM website to form a “One-Stop-Shop” for all public transport queries; - Details of Manchester City Council’s community transport options for residents who may have difficulty accessing regular public transport: Ring and Ride. Ring & Ride services are managed by a charity called Greater Manchester Accessible Transport Limited (GMATL).; and - Advertise any promotions / discounts offered by public transport operators.
4 – To encourage car sharing and shared transport to and from the site	- Details of internal car sharing scheme; - Links to Liftshare registration: https://liftshare.com/uk; and - Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Objectives	Contents
5 – To encourage uptake of Ultra Low and Zero Emission vehicles	- Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/. - Transport & Environment's interactive online calculator (https://www.transportenvironment.org/discover/how-clean-are-electric-cars/) provides information on the carbon impact of various types of cars when considering a new vehicle purchase.

Table 6.1 – Sustainable Travel Information

6.2.3 This information will be periodically updated by the Travel Plan Coordinator (TPC).

6.3 Measures to Encourage Walking

6.3.1 The development will include shared footways onside to ensure that the site offers a high degree of permeability for pedestrians. Reduced traffic speeds on internal roads will also be enforced through physical design such as light turning junction radii and the careful implementation of paving materials to ensure that the streets have the look and feel of a shared space use.

6.3.2 The following measures will be provided and maintained in order to encourage residents to walk:

- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and
- Participating in Living Streets' Walking Works (which includes weekly challenges tailored to the business, Walk Champion training, Walking Works Award)

6.4 Measures to Encourage Cycling

6.4.1 Cycle parking will be provided as part of the development proposals. The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

6.4.2 To encourage residents to cycle, the following measures will be provided:

- Periodically monitoring demand and uptake of cycle parking spaces and facilities provided onsite. Should the demand for spaces or facilities increase, additional supply could be provided where appropriate;
- Register extra care staff to the cycle to work scheme, which can save employees up to 42% on a new cycle and safety accessories;
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - Provision of signage in and around the site;
 - Engage with the LHA to ensure appropriate standards of cycleways adjacent to the site;

- Pedestrian and cyclist friendly infrastructure on site with signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
- Sufficient security at proposed cycle/ scooter parking facilities;
- Provide an on-site cycle repair stand;
- Collaboration with TFGM's Beryl scheme to develop options for bike hire (both short term hires or purchase).

6.4.3 Additional measures such as encouraging a "cycle buddy" scheme via a development-wide Bicycle User Group (BUG), making a 'bike doctor' available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified, but it would be the responsibility of the individual to fund the repairs).

6.5 Measures to Encourage Public Transport

- 6.5.1 The following measures will be provided in order to encourage residents to travel by public transport:
- Implement a staff business policy of considering active travel and public transport in the first instance;
 - Having the TPC liaise with bus companies on any future improvements and/or extensions to local services;
 - Negotiation with local bus companies for an increase in the local service provision to the Site;
 - Negotiation with local bus companies for discounted / free travel passes for extra care staff;
 - Provision of inter-connecting footway links across the site to surrounding public transport services;

6.6 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

- 6.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 6.6.2 To aid the coordination of car sharing, it is suggested that extra care staff who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Extra care staff will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables, or destinations.
- 6.6.3 It is envisaged that this would need to be regularly maintained / revised.
- 6.6.4 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc.

7.0 Targets

7.1 Introduction

- 7.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

7.2 Data Collection and Analysis

- 7.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 7.2.2 In order to understand travel habits, a survey will be undertaken within 3 months of first occupation or when 50% occupancy has been reached, whichever is sooner. Recipients will be encouraged to participate, and the surveys would seek the following key information:
- Place of work (if applicable)
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various active and sustainable modes;
 - Any barriers to walking, cycling and public transport; and
 - Initiatives that would encourage residents to travel more sustainably.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 7.2.4 Questions will be transferred to an online survey service, such as SurveyMonkey or Microsoft Forms. Residents would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.
- 7.2.5 Paper surveys will also be made available across communal areas of the site. These results will be manually input for analysis alongside the electronic surveys.
- 7.2.6 The information obtained will be used to undertake modal split analysis. Residents will then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the Travel Plan measures.

7.3 SMART Targets

- 7.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.

7.3.2 At this point, official targets will be set through consultation with the LHA. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.3.3 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

7.3.4 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

7.3.1 To provide an indication of potential targets, an example is provided in **Table 7.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	Existing	Short Term	Medium Term	Long Term	Total Target
Car Driver	TBC following surveys	-2%	-4%	-4%	-10%
Car Share		+1%	+1%	+1%	+3%
Public Transport		+1%	+1%	+1%	+3%
Cycle		-	+1%	+1%	+2%
Foot		-	+1%	+1%	+2%
Other		-	-	-	-

Table 7.1 – Example of Potential Targets

7.3.2 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking, cycling, and car sharing.

7.3.3 The 10% reduction in car drivers has been informed by a major synthesis report¹² which found that travel planning can induce a 6-12% drop in car use share among residents.

7.3.4 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 6** and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

¹² Kuss, P. and Nicholas, K. (2022). A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management. *Case Studies on Transport Policy*, 10(3), 1494-1513.

- 7.3.5 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys.

8.0 Monitoring and Review

8.1 Introduction

- 8.1.1 This section of the report sets out the proposed management arrangements associated with the ITP.
- 8.1.2 Department for Transport (DfT) Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

- 8.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

8.2 Responsibility and Management

- 8.2.1 Overall responsibility for the TP will lie with the occupier. Following initial occupation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.
- 8.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.
- 8.2.3 At this point, the day-to-day responsibility will shift to the appropriately appointed Travel Plan Co-ordinator (TPC).
- 8.2.4 Notwithstanding, adequate consultation and support from the scheme developer will be required to ensure the smooth implementation of the TP. For example, support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended.

8.3 Travel Plan Coordinator (TPC)

- 8.3.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.
- 8.3.2 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. This role is likely to be assigned to an existing member of staff.
- 8.3.3 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for staff / residents incorporating a survey, events and then advice to staff / residents on sustainable travel choices.
- 8.3.4 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:
- Leading on the delivery of the TP;
 - Representing the human face of the TP and explaining its purpose and opportunities on offer;
 - Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
 - Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
 - Liaising with public transport operators;
 - Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. the LHA); and
 - Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.
- 8.3.5 As well as this document, the TPC should consult TfGM's interactive dedicated travel planning website for employers – <https://tfgmbusinessstravel.exhibition.app/> – which aims to act as a 'one stop shop' providing guidance for businesses looking to make affordable and sustainable travel choices and support the wider regional economy. Visitors to the TfGM business portal will find resources for both employers and employees, ranging from travel planning tools such as travel survey templates through to information on new flexible tickets and active travel provision such as Greater Manchester's cycle hire scheme.
- 8.3.1 The TPC will remain in-post for the duration of the monitoring period and the Council will be notified if the holder of the TPC role changes during this time.

8.4 Monitoring and Evaluation

- 8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with the LHA on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.
- 8.4.2 A monitoring period of 5 years is proposed from the date of the baseline travel surveys to ensure the effective implementation of the TP. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.
- 8.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.
- 8.4.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.
- 8.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce annual monitoring reports. This report will include, but may not be limited to the following, if applicable:
- Reporting of progress against the targets set once the travel survey is completed;
 - Provision of information relating to new initiatives introduced;
 - Provision of information on proposed initiatives due for implementation; and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).
- 8.4.6 Upon request, the monitoring reports will be provided to officers at the LHA annually following the receipt of the surveys and a summary of the survey results made available to residents by the TPC.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	The occupier
Produce Welcome Pack	Upon first occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within 3 months of reaching 50% occupancy.	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with the LHA
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with the LHA	TPC
Distribute Travel Survey Results to the LHA	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with the LHA)	TPC

Table 9.1 – Action Plan

9.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

9.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Appendix A – Proposed Site Layout

- 1 Later Living Garden
2 Cycle store
3 Substation/Generator
4 Parking Court
5 Dementia Garden
6 Dementia Lounge Garden
7 Extra Care Garden
8 Grow space with raised planters and a shed for storage
9 Mown path through woodland with integrated seating along the way

A raised table indicates entering a private road/parking court

Existing boundary fence to be inspected and made good where required

Existing boundary fence to be inspected and made good where required.

Reinforced grass to the front of the substation to allow for access when needed but will contribute to greening of the street

Existing boundary fence to be inspected and made good where required

KEY

- Surface Type 1**
High quality concrete block paving to pedestrian areas
Colour TBC
- Surface Type 2**
Tarmac to road surfacings. Flush kerbs across roads to delineate adoption boundary. Adopted road to feature 100mm upstand kerb edges, dropped kerbs where required to access parking bays and crossing points. Private road extends to feature 15mm upstand conservation kerb edge
Conservation kerb to all edges
- Surface Type 3**
Concrete block paving to adaptable standards to loading bays and traffic ramps. Combination of conservation kerbs and flush pin kerbs to edges to facilitate level access for vehicles.
- Surface Type 4**
Permeable tarmac to parking bays with painted line work to demark accessible bays. Combination of conservation kerbs and pin kerbs to all edges to suit
- Surface Type 5**
Tarmac to pedestrian paths associated with roads. Concrete conservation kerb to road edges and concrete conservation pin kerb edging to planting beds.
- Surface Type 6**
Reinforced grass paving to substation entrance
- Surface Type 7**
Maintenance strip to building perimeter
Clean round decorative gravel with timber edging - spec TBC
- Surface Type 8**
Compacted gravel to woodland path and seating areas within the extra care garden. Crushed gravel, compacted with a timber edge.
- Surface Type 9**
Handstanding to dementia garden
Brain bound gravel - vehicle loose loading spec in front of substation and generator, pedestrian elsewhere
Colour TBC to complement brickwork
Metal edging to all edges - Kinley Bison edging or similar approved
- Surface Type 10**
Tackle paving to crossing points
- Ornamental Planting**
Mixed shrub, herbaceous perennial & climber
Notes: 300mm topsoil over 400mm subsoil
Refer to planting plan. Reuse soil on site where feasible
- Amenity Lawn**
Managed at close cut lawn
To include 10% turf planting
Lawn Turf laid over 100mm Topsoil over 150mm Subsoil / 300mm if surplus available. Reuse soil on site where feasible
- Native Scrub**
Native scrub planting to the perimeter of car parking bays. Bark mulch as ground cover below shrubs
Notes: 300mm topsoil over 600mm subsoil
Reuse soil on site where feasible
- Wildflower Meadow**
Wildflower mix to be overseeded
Notes: 300mm topsoil over 100mm Subsoil / 300mm if surplus available
Reuse soil on site where feasible
- Instant Hedgerow**
1.6m high native species hedgerow to the perimeter of the dementia garden to provide privacy
Notes: 15m per site, 30m in and double staggered. Planted in 300mm topsoil over 600mm subsoil
- Hedgerow**
Mixed Native Species to the edge of the apartment block and perimeter of the plot
Notes: Double staggered whip planting. Planted in 300mm topsoil over 600mm subsoil
- Climbers**
Twining climber species - refer to planting plans
- Existing Tree Retained**
- Proposed Feature Tree**
Semi-mature tree
30-50cm girth - Refer to planting plans
Notes: 300mm topsoil over 600mm subsoil
- Proposed Street Tree**
Semi-mature tree
20-25cm girth - Refer to planting plans
Notes: 300mm topsoil over 600mm subsoil
- Proposed Multistem Tree**
Shrubbed within the extra care garden to add layers to the planting and help offer privacy - Refer to planting schedules
Notes: 300mm topsoil over 600mm subsoil
- Whip Planting**
Planted at 2.2m centres - Refer to planting schedules
Notes: 300mm topsoil over 600mm subsoil
- Seating**
Mix of materials and cubic blocks. PPC finished metal framework with timber seated top. Bench specification to include options for back and arm rests. Tables and positioning of seating to consider users requiring wheelchair access
Colour TBC
- Landscape Structures**
Timber and steel pergola structures fabricated to enhanced seating areas requiring cover. To include for terrace wire system spanning between to facilitate greening of structures with climbing plants.
- Raised Grow Beds**
Natural hardwood dressed timber raised grow beds constructed from hardwood timber sleepers. Beds internal face to be lined with waterproof membrane with loose gravel drainage and geotextile separation layer below
- Tool Shed**
Small timber shed with window to store communal residents gardening supplies. Standard wooden garden shed (8ft x 4ft) with secure, lockable door from Shed Store or similar approved. To be installed over suitable paved base to match existing hardstanding
- Timber Fence**
To boundary of residential terrace gardens. Double slatted (horizontal) timber pressure treated screening panels. To include lockable gate in match line style. Height: 1.2m with climber planting
Product TBC
- Timber Screen**
To boundary of residential terrace gardens. Double slatted (horizontal) timber pressure treated screening panels. To include lockable gate in match line style. Height: 1.8m
Product TBC
- Metal Railing**
Railing to the perimeter of the dementia garden
1.8m high mild steel PPC railing consisting of flat bar profiles. To incorporate electronic top access to all gates. Colour to match architectural metalwork.
- Metal Railing**
Secure railing to the perimeter of shared gardens
2.2m high mild steel PPC railing consisting of flat bar profiles. To incorporate electronic top access to all gates. Colour to match architectural metalwork.
- Low brick wall**
To entrance road forming part of the boundary to the private terrace gardens. Low wall to delineate the entrance gateway to the site
Wall height 1.5m high for 3m adjacent to properties before lowering to 1.2m high elsewhere. Brick to match architectural brickwork.
- Bird and Bat boxes**
Housed environmental measures installed within existing trees. Final locations and quantities to be advised by ecologist. Schweigler bird and bat box or equal and approved
- Handrail**
1.1m high metal handrail along sloped footpath. Mild steel with PPC finish, to include an integrated handrail at 0.8m high
Colour to match architectural metalwork
- Bin Store**
To individual house footpaths. Constructed out of brick (to match building) with a green roof to the bin store and timber screening doors
Large enough to house 4x2x1.5m bins
- Cycle Store**
To private rear gardens of houses. Proprietary product, spec TBC
- Lighting Column**
External lighting to internal road and parking areas. Lighting layout indicative subject to specialist design input
Proprietary product, spec TBC and subject to adoptable standards.
- Lighting Bollard**
Low level lighting bollard to resident amenity and ecologically sensitive areas. Lighting layout indicative subject to specialist design input.
Proprietary product, spec TBC
- Fixed Bollard**
Stainless steel fixed bollard. Spec TBC

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- NOTES:**
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

- Red Line Boundary**
- Existing Surface Level**
+185.1m
- Proposed Surface Level**
+184.9m

P08	11/11/2025	Planning	CB	SC
P07	31/10/25	Planning	CB	SC
P06	20/10/25	Draft Planning - For Coordination	CB	SC
P05	15/10/25	For Information	CB	SC
P04	03/10/25	For Information	CB	SC

Revision	Date	Description	Drawn	Apprv.
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Project Wythenshawe Civic Plot 3.3

Drg Title General Arrangement

Created on 13-08-25
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Approved by SPL

Scale 1:500
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