Former Peacock Centre and Land at Pipewell Avenue, Gorton

Framework Travel Plan

On behalf of ***Clarion Housing Association Limited and Clarion Housing Property Development Services Limited***

Project Ref: DN0385-STAN-PC-RP-TP-Framework Travel Plan| Rev: P02 | Date: July 2026

Registered Office: 7th Floor, 100 Barbirolli Square, Manchester, Greater Manchester, United Kingdom, M2 3PW

Document Control Sheet

Project Name: **Peacock Centre, Burston Street and Pipewell Avenue**

Project Ref: **333102268**

Report Title: **Framework Travel Plan**

Doc Ref: **DN0385-STAN-PC-RP-TP-Framework Travel Plan**

Date: **03/07/26**

	Name	Position	Signature	Date
Prepared by:	Nathan Caines BA (Hons) Mplan	Graduate Transport Planner	NCS	03/07/26
Reviewed by:	Jack Fawdington	Principal Transport Planner	JF	03/07/26
Approved by:	Brian Laird	Technical Director	BL	03/07/26

Revision	Date	Description	Prepared	Reviewed	Approved
P01	12/06/26	Suitable for Client Review	NC	JF	BL
P02	03/07/26	Suitable for Client Review	NC	JF	BL

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	Name	Position	Signature	Date
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1 Introduction

1.1 Overview

1.1.1 Stantec UK Limited (Stantec) has been instructed by Clarion Housing Association Limited and Clarion Housing Property Development Services Limited to prepare a Framework Travel Plan [FTP] to support a planning application for the:

- Full planning application for the erection of 75 dwellings (Use Class C3), including a 25-unit apartment building and 27 dwellings on the Peacock Centre Site, and 23 dwellings on the Pipewell Avenue Site, with associated access, parking, landscaping, public open space, informal play provision, drainage infrastructure, and enhanced pedestrian and cycle connections.

1.1.2 The proposed development comprises 100% affordable housing.

1.1.3 The Burston Street site was previously occupied by the Peacock Centre (labelled as Peacock Centre Site throughout this report), a community centre, which was demolished in 2014. The site currently comprises brownfield land associated with the centre and its external spaces.

1.1.4 The Pipewell Avenue site is Greenfield land located at the end of Pipewell Avenue.

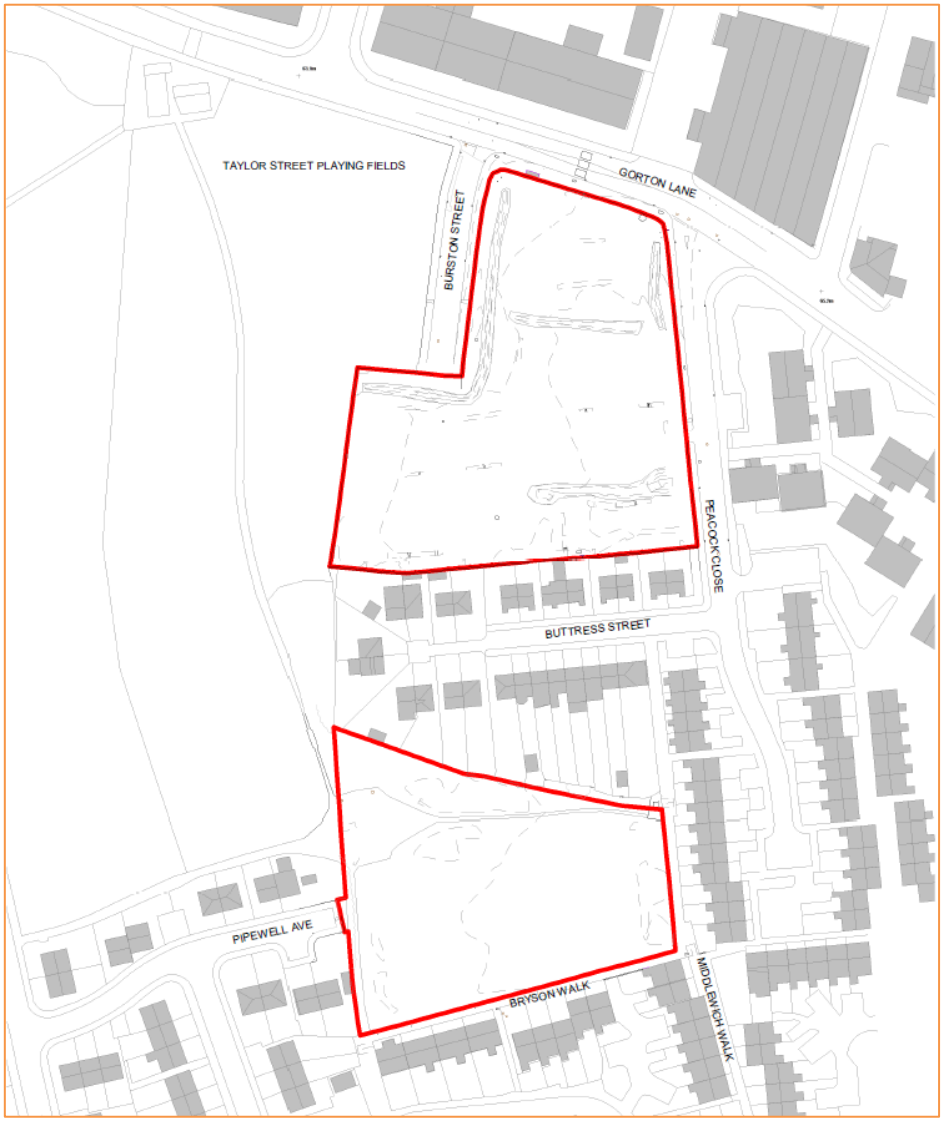
1.1.5 The proposed development comprises a total of 75 residential units delivered across two separate but related sites. The scheme includes associated infrastructure and supporting elements, including landscaped public and private amenity areas, dedicated refuse and recycling storage facilities, and secure cycle parking located to the north-east of the apartment block site.

1.1.6 In terms of vehicle parking provision, ten off-street car parking spaces are proposed to serve the apartment block. In addition, each of the proposed houses across both sites will benefit from one dedicated off-street parking space.

1.1.7 The sites are located within the jurisdiction Manchester City Council [MCC], who also serve as the Local Highway Authority [LHA].

1.1.8 **Figure 1.1** demonstrates the site location in its local context.

Figure 1.1: Site Location



Source: Applicant DWG - DN0385-PRP-ZZ-00-DR-A-20000

1.2 Travel Plan Status

1.2.1 This TP has been provided as a Framework Travel Plan [FTP] for the application, with a detailed TP prepared at a later stage.

1.2.2 Although the scale and purpose of the proposed development is known, the site is currently not operational, and as such, the travel behaviour of residents and visitors cannot be identified.

1.2.3 A detailed TP will be developed for the site following occupation once an initial travel survey has been undertaken and the travel behaviour of residents and visitors has been established.

1.2.4 This FTP will form the basis of the detailed TP for the site, with a copy provided to Manchester City Council [MCC] following completion of the document.

1.2.5 The TP is a long-term strategy for a site to reduce the dependence of residents and visitors on travel by private car, and reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Advocate means of travel that are beneficial to the health of those working on or visiting the site;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health, etc.); and
- Contain car parking demand.

1.3 Developer Commitment

1.3.1 The sites developer recognises the importance of reducing the potential negative transport related impacts of the proposed development and the need to provide for, and encourage, a range of sustainable travel options as alternatives to single occupancy car use.

1.3.2 To this end, the developer, in partnership with MCC, local public transport operators, and other relevant stakeholders, are committed to implementing the measures contained within this FTP to provide residents and visitors to the development with the facilities and information they require in order for them to make sustainable travel choices.

1.4 Scope

Following this introductory section:

- **Section 2** considers the transport policy and accessibility context;
- **Section 3** assesses the sustainability of the site;
- **Section 4** outlines the development proposals;
- **Section 5** describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
- **Section 6** outlines how the Travel Plan will be managed;
- **Section 7** outlines the aim, objectives and targets of the travel plan; and
- **Section 8** provides an action plan and marketing strategy for the travel plan.

2 Policy Review

2.1 National Policy and Guidance

National Planning Policy Framework (NPPF)

2.1.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

2.1.2 The most recent NPPF report was published in December 2024 and was most recently amended in February 2025. The document sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

2.1.3 Paragraph 115 notes:

- In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.1.4 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site suitably, and where possible to existing public transport services. This FTP considers the accessibility of the site by all modes.

2.1.5 Paragraph 116 notes:

- Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios (Paragraph 116).

2.2 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

2.2.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessment and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

2.2.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses

on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

2.3 Manual for Streets [MfS] (1 & 2)

2.3.1 Manual for Streets [MfS] (MfS - March 2007 and MfS 2 - Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

2.3.2 Both manuals deal with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

2.3.3 A sense of place encompasses several characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

2.3.4 In new developments, MfS highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

2.3.5 In section 3, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1:**

Table 2.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	**Pedestrians**
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

2.4 Guidelines for Providing for Journeys on Foot

2.4.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's [CIHT's] "Planning for Walking". **Table 2.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts.

Table 2.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

CIHT (2015)

2.5 Regional Plan - Greater Manchester Transport Strategy - Places for Everyone Joint Development Plan Document

2.5.1 The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth.

2.5.2 The PfE was adopted in March 2024 and has become part of the statutory development plan for each of the nine Greater Manchester authorities.

2.5.3 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;

- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
- Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
- Align with wider Greater Manchester strategies for transport and other infrastructure investment.

2.5.4 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

2.5.5 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

2.5.6 The PfE document includes several policies relevant to the site, as outlined below.

Policy JP-C1: An Integrated Network

2.5.7 To help deliver an accessible, low carbon Greater Manchester with world-class connectivity, a range of measures will be supported, including:

- Delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes to jobs, housing and other key services,

including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;

- Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
- Enabling the provision of high-quality digital infrastructure;
- Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
    - Promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
    - Meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
    - Provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
- Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
    - Pedestrians (and people using mobility aids);
    - Cyclists, powered two-wheelers, and public transport users;
    - People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
    - People in personal motorised vehicle.

Policy JP-C3: Public Transport

2.5.8 To help deliver major improvements to public transport, a range of measures will be supported, including:

- Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;
- Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;
- Improved public transport routes and services to the City Centre and wider Core Growth Area;
- Improved public transport routes and services to Manchester Airport;
- Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;
- More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;

- Improved access to rapid transit routes including first/last mile solutions.

Policy JP-C4: The Strategic Road Network

2.5.9 PfE will work with the Department for Transport [DfT], National Highways [NH], Transport for the North [TfN] and Transport for Greater Manchester [TfGM] to ensure a co-ordinated approach to the planning and delivery of potential interventions on the Strategic Road Network and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with DfT, NH, and other UK Government policy and guidance as applicable.

Policy JP-C5: Streets for All

2.5.10 Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported by PfE through studies and scheme development, where developments complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.

Policy JP-C6: Walking and Cycling

2.5.11 To help deliver a higher proportion of journeys made by walking and cycling, a range of measures will be supported including:

- Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
- Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
- Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;
- Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.

2.6 Greater Manchester Transport Strategy (2040)

2.6.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.

- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.

- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

2.6.2 The proposed development corresponds with the GMLTP by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

2.7 Manchester Core Strategy

2.7.1 Manchester's Core Strategy was adopted on the 11th July 2012 and is the key development plan document in the Local Development Framework [LDF]. The document sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

2.7.2 Manchester's Core Strategy was updated following the adoption of the Places for Everyone Joint Development Plan in March 2024. Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'improve the physical connectivity of the city, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation'.

2.7.3 Within the Core Strategy there are three policies that set out how this objective will be achieved. These are now discussed in greater detail below.

Policy T2 – Accessible Areas of Opportunity and Need

2.7.4 The Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and the Hospitals and the Airport and to ensure good national and international connections.

- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic sites including:

    - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.

    - Links within East Manchester to employment locations, Central Park and Eastlands in particular.

    - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.

    - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.

- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.

- Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects the policy in the Regional Strategy [RS]. In all parts of the City, proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

  - District Centres

  - Areas not within the City Centre or District Centres

- The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy T3 – Strategic Integration

2.7.5 The council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:

- Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.

- The Council also supports future aspirations to extend the network to Trafford Park and Stockport.

- A second Metrolink crossing in the City Centre.

- A Metrolink extension to Marple on the current heavy rail network. Improvements to the heavy rail infrastructure.

- The Cross City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.

2.7.6 Any proposals which would prejudice the implementation of the strategic integration of projects will be refused.

2.8 Manchester City Council Parking Standards

2.8.1 Appropriate parking standards are recommended for all new developments to reflect demand and simultaneously encourage alternative travel choices.

2.8.2 MCC recognises the need to promote sustainable travel and as such the parking standards aims to reflect current demand whilst striving to limit overprovision and discourage out of town developments.

2.8.3 MCCs Residential Quality Guidance SPD discusses the recommended residential parking standards, mentioning that outside of the city centre, new developments will be expected to provide 100% parking provision as a starting point.

2.8.4 In this scenario, reduced on site provision may be justified based on:

- Secure cycle parking more than 50% provision relative to apartment numbers, (4 cycle spaces per car park space).
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development.
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of the document.
- Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

2.8.5 The document also discusses requirements for providing cycle parking and storage:

- Cycle storage should actively encourage use; designed, located and managed in such a way that residents feel that their bike is in a safe and secure location, and that they themselves feel safe using it.
- The design of internal layouts should be evaluated in anticipation that biocycles may be stored within the home.
- On street cycle parking should be in obvious, well-overlooked locations and well lit.
- In higher density blocks, shared cycle parking should be accessed through the main lobby or a dedicated entrance at street level to ensure it is safe and secure. Outdoor visitor cycle parking should be securely located under cover to provide appropriate weather protection.

2.8.6 Regarding accommodating temporary stopping and emergency access:

- Residential areas need to function well and be able to cater for the day to day and infrequent activities that naturally take place: delivery drivers dropping off parcels; taxi drivers picking up and dropping off and access for emergency service vehicles through the day.
- In traditional residential streets this should normally be resolved through the natural ebb and flow of vehicles through the day.
- In higher density developments with communal entrances, where there are a greater number of people that can use these services, there is a need to ensure that temporary stopping vehicles can stop appropriately in a safe, obvious and well-lit location near the entrance.
- An adequately sized bay should be provided to enable these activities to take place without blocking or dominating the street scene.

2.8.7 Additionally residential developments must be designed for waste:

- Incorporating an integrated waste solution within developments is of paramount importance and the Council's Waste Guidance must be adhered to by all residential developments.
- Bins and bin stores should be well designed and not dominate the threshold of a property. If possible, bin stores should be located to the rear of properties, or within a communal waste storage area so they are not visible from the street.
- Safe and secure waste storage areas must be accessible to the local authority refuse collection service or be collected by a private contractor. Waste management strategies will be secured via Planning Conditions or Planning Obligations to ensure they are maintained for the life of the consent.
- In higher density developments other options should be considered, such as chutes, communal collection points and mini recycling hubs.

2.9 Summary

2.9.1 The above policy review summarises both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

2.9.2 Access on foot, cycle and public transport is discussed in the following section of this report.

3 Accessibility

3.1 Choice of Transport Modes

3.1.1 The accessibility of the proposed development by a range of transport modes has been considered.

3.1.2 The purpose of this section is to outline the accessibility of the development by sustainable modes of transport, including on foot, by bicycle and using public transport.

3.1.3 By identifying the accessibility of the development by sustainable modes of transport, appropriate TP measures can be identified to promote these modes.

3.1.4 To assist the assessment of accessibility, the 2011 Census: Method of Travel to Work data for the Manchester 020 area (E02001064) has been used to ascertain the current percentage of travel by each mode, as shown in **Table 3.1.**

Table 3.1: Manchester 020 (E02001064) 2011 Census, Method of Travel to Work

Mode	Percentage
Driving a Car or Van	42%
Bus, minibus or coach	31%
On Foot	12%
Passenger in a car or van	5%
Bicycle	3%
Work mainly at or from home	2%
Underground, metro, light rail or tram	1%
Taxi	1%
Train	1%
Other method of travel to work	1%

3.2 Access on Foot

3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).

3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

3.2.3 In relation to shorter trips, the CIHT publication Planning for Walking (Section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."

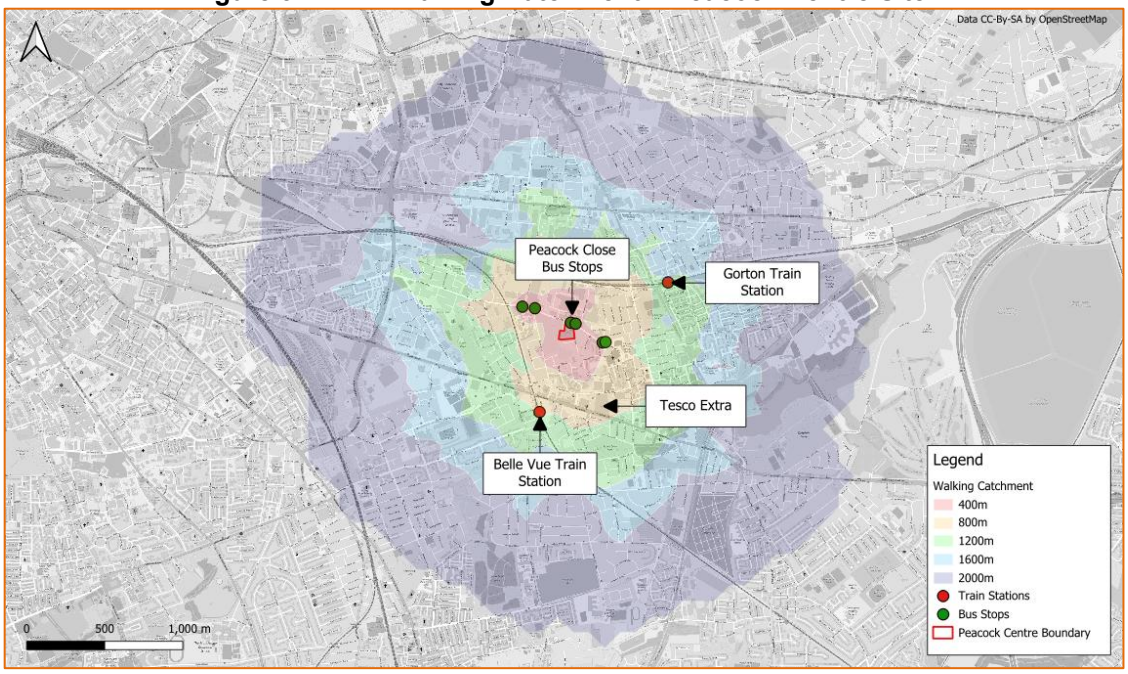
3.2.4 MfS emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

3.2.5 The location of development is within reach of the public transport network which, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.

3.2.6 There is strong pedestrian infrastructure in the form of wide footways, which are supported by dropped kerbs and street lighting, linking the site to a range of public transport facilities including Gorton Lane bus stops immediately adjacent to the apartment block along Gorton Lane and Belle Vue Train Station located approximately 550m away from the Pipewell Avenue site. As a result, the sites benefit from excellent access to public transport.

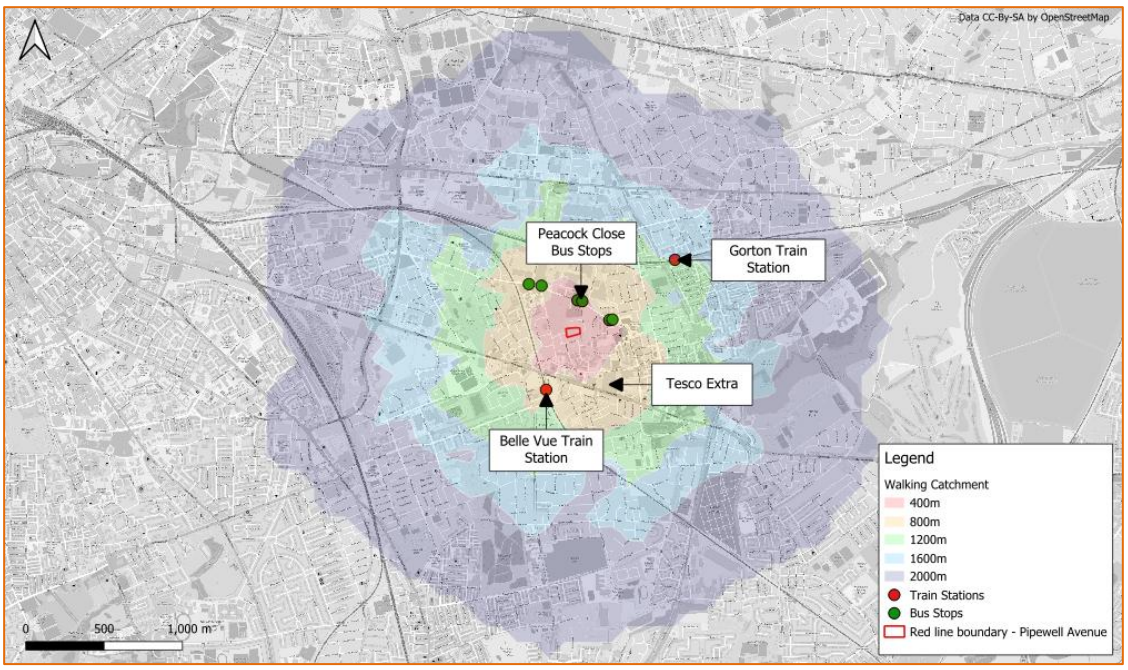
3.2.7 **Figure 3.1** and **Figure 3.2** below provides an extract of the indicative 2km walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full 2km walking catchment is provided within **Figure 1** of **Appendix A.**

Figure 3.1: 2km Walking Catchment – Peacock Centre Site



Source: CC-BY-SA by OpenStreetMap

Figure 3.2: 2km Walking Catchment - Pipewell Avenue Site



Source: CC-BY-SA by OpenStreetMap

3.2.8 As demonstrated in **Figure 3.1** and **Figure 3.2**, there are numerous bus stops located within 400m of the sites, noting:

- The nearest stops, adjacent to the northern edge of the Peacock Centre site, are the Peacock Close bus stops. Located along Gorton Lane, these bus stops are single, sheltered stops, which include seating and timetable information. They access the 53, 205 and 727 bus services.

3.2.9 This stop provide access to a wide range of services that provide convenient opportunities for residents to access areas including Manchester City Centre and surrounding Greater Manchester metropolitan boroughs.

3.2.10 In combination to the bus stops, there are also a range of local amenities within 2km of the site, which can be seen listed below. The proximity of the local public transport network provides significant opportunities for pedestrians to access a variety of local destinations.

3.2.11 The sites are well located with many amenities located within 2km of the site; some are listed below:

- Gorton Lane Bus Stops – Adjacent to the Peacock Centre site, approximately 0.2km from the Pipewell Avenue site;
- Aldi – Approximately 300m from the Pipewell Avenue site, approximately 550m from the Peacock Centre site;
- Tesco Extra – Approximately 450m from the Pipewell Avenue site, approximately 600m from the Peacock Centre site;
- Gorton Post Office – Approximately 500m from the Pipewell Avenue site, approximately 550m from the Peacock Centre site;
- Tesco ATM – Approximately 500m from the Pipewell Avenue site, approximately 600m from the Peacock centre site;

- Belle Vue Train Station – Approximately 550m from the Pipewell Avenue site; approximately 800m from the Peacock Centre site;
- Gorton Market – Approximately 550m from the Pipewell Avenue site; approximately 600m from the Peacock Centre site;
- Sacred Heart Primary School – Approximately 850m from the Pipewell Avenue site; approximately 1km from the Peacock Centre site.
- Co-op Academy (Secondary School) – Approximately 850m from the Pipewell Avenue site; approximately 1km from the Peacock Centre site.
- Belle Vue Leisure Centre – Approximately 850m from the Pipewell Avenue site; approximately 1km from the Peacock Centre site.

3.2.12 In summary, the sites are accessible on foot and within proximity to a range of local amenities, reducing the need for short single car occupancy journeys.

3.3 Access by Cycle

3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

- "Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

3.3.2 Experienced cyclist will often be prepared to cycle longer distances for whatever journey purpose.

3.3.3 The general topography surrounding the proposed development sites is reasonably flat, which encourages residents of the proposed development to travel by cycle. There are a few national cycle routes in near proximity to the site. The main national cycle route is briefly described below:

- **National Route 60** of the National Cycle Network [NCN] connects Chorlton-cum-Hardy to Ashton-under-Lyne. It is route primarily following a former railway track known as the Fallowfield Loop, passing through Fallowfield, Levenshulme and Gorton. The route links to a couple of further NCN Routes 6 and 85. The route is approximately 13.7km long, 70.4% of which is traffic-free.

3.3.4 **Figure 3.3** and **Figure 3.4** below provide an extract of the indicative 5km cycling catchment plans, again using TRACC, and are equivalent to a typical cycle time of 15-20 minutes. A copy of the full cycling catchments are provided within **Appendix B.**

Figure 3.3: 5km Cycling Catchment – Peacock Centre



Source: OpenStreetMap ©

Figure 3.4: 5km Cycling Catchment – Pipewell Avenue



Source: OpenStreetMap ©

3.3.5 Cycling is considered a viable mode of transport for residents travelling to and from the site.

3.4 Access by Bus

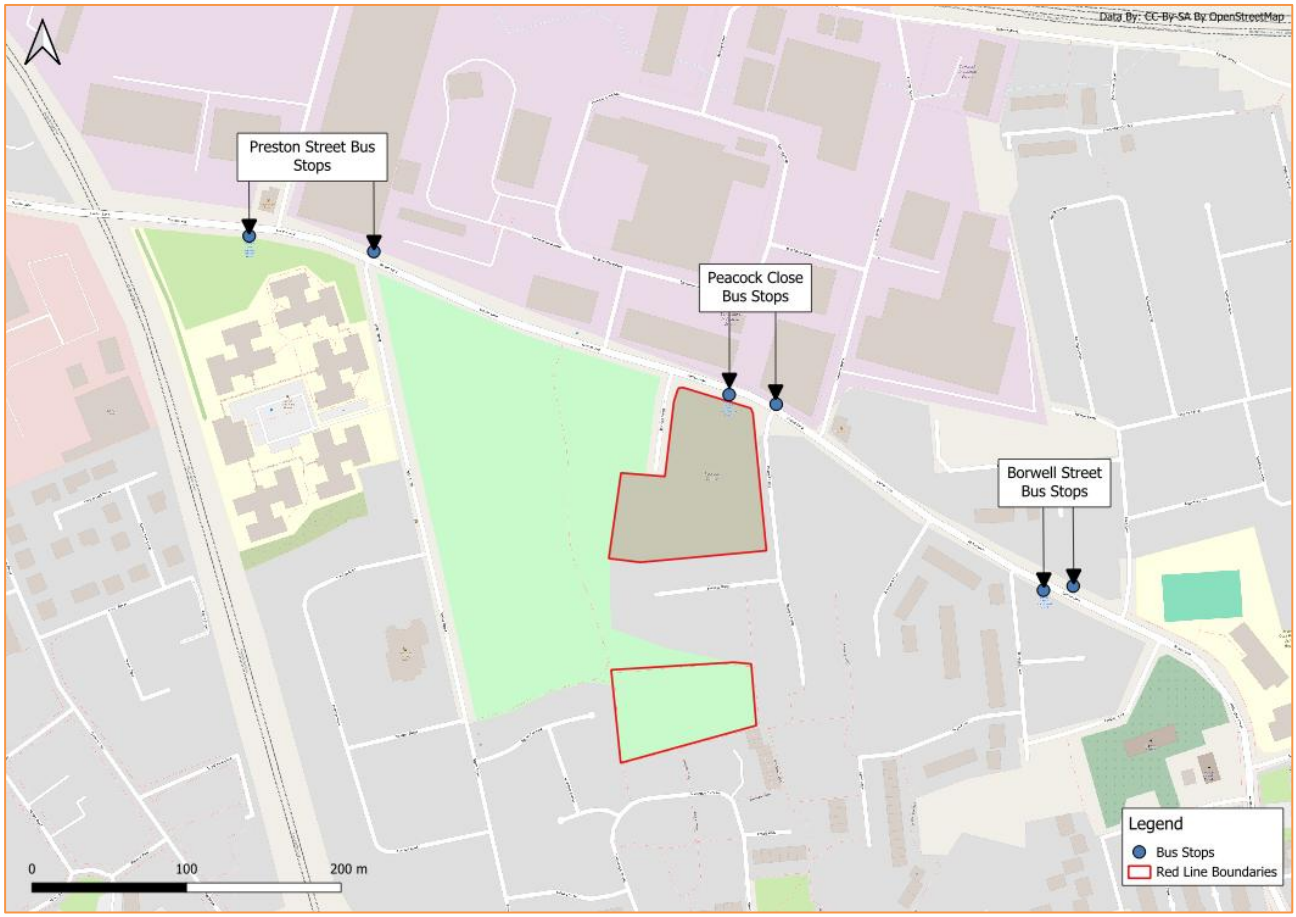
3.4.1 Bus stops are located within 400m of the development, noting:

- The nearest stops, adjacent to the northern edge of the Peacock Centre site, are the Peacock Close bus stops. Located along Gorton Lane, these bus stops are single, sheltered stops, which include seating and timetable information. They access the 53, 205 and 727 bus services.

3.4.2 A map illustrating the location of the bus stops is provided in **Figure 3.5**, whilst the frequency of the service is summarised in **Table 3.2**.

3.4.3 For simplicity and to avoid double counting, the frequencies are taken at the nearest available stop for each service. The AM and PM peak for the Weekday are 08:00-09:00 and 17:00-18:00. On Saturday, the peak is 12:00-13:00.

Figure 3.5: Bus Stop Map



Source: Data: CC-By-SA By OpenStreetMap

Table 3.2: Bus Timetable Summary (Peacock Close Bus Stops)

Service Number	Route	Monday - Friday					Saturday			
		First	AM Peak	PM Peak	Last	Per Day	First	Peak	Last	Per Day
53	Cheetham Hill – Salford Shopping Centre	05:37	1	2	23:39	32	05:45	2	23:41	31
	Salford Shopping Centre – Cheetham Hill	05:29	1	2	23:27	32	06:06	2	23:33	31
205	Manchester – Dane Bank	05:44	2	2	23:48	33	07:04	2	23:48	26
	Dane Bank - Manchester	05:21	2	2	23:16	33	06:51	2	23:16	26
727	Barlow RC High School – West Gorton	15:52	-	-	-	1	-	-	-	-
	West Gorton – Barlow RC High School	07:16	-	-	-	1	-	-	-	-
Total		**-**	**6**	**8**	**-**	**130**	**-**	**8**	**-**	**114**

3.4.4 **Table 3.2** demonstrates that the sites are accessible by bus for commuters, with 130 buses passing near the sites on weekdays and 114 buses passing on weekends, which offer regular and convenient opportunities for residents to travel to schools neighbouring areas Manchester City Centre and Salford.

3.4.5 During weekday peak AM and PM hours there are six and eight buses, respectively, passing near the sites, and during the weekend peak hour there are eight buses passing nearby the site. This provides residents with convenient and reliable access during key commuting times. A further services office a connection to a High School.

3.4.6 The site benefits from excellent access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys. Given the frequency of the services available, this has the potential to provide a significant alternative to single occupancy car journey.

3.5 Access by Rail

3.5.1 Within a 5km catchment of the site, Belle Vue Train Station is accessible, located approximately 550m from the Pipewell Avenue site and 800m from the Peacock Centre site. Alternatively, Gorton Train Station is approximately 1.2km from the Peacock Centre site and 1.5km from the Pipewell Avenue site.

3.5.2 Belle Vue Station is operated by Northern. There are approximately four trains departing from the station during peak hours, linking Manchester Piccadilly to New Mills. Linking trips through Manchester Piccadilly allow residents to access national locations including direct trips to Liverpool, London, Cardfiff and Edinburgh.

3.5.3 A well-connected pedestrian network links the proposed sites with the train station, providing safe and convenient access on foot. Including 1.5-2m wide footways along both sides of Taylor Street and Cambert Lane, as well as pedestrian crossing infrastructure across Hyde Road (A57).

3.6 Greater Manchester Accessibility Levels [GMAL]

3.6.1 In addition to the TRACC assessments outlined above, consideration has also been given to the Greater Manchester Accessibility [GMAL] for the site.

3.6.2 The GMAL is a detailed and accurate 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). It considers walk access time and service availability.

3.6.3 This method is a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

3.6.4 An extract of the GMAL map for the local area is presented in **Figure 3.6**, with both sites scoring a ranking (6) which means good accessibility.

Figure 3.6: GMAL Accessibility Levels



Source: TFGM

3.7 Conclusion

3.7.1 In summary, the proposed development sites are located within a sustainable location of Manchester and is well located to make use of the existing and proposed transport links in addition to pedestrian and cycle routes.

4 Development Proposal

4.1 Introduction

4.1.1 This planning application is for a proposed residential development across two sites in Gorton, Manchester, which includes the following as part of the proposal:

- A full planning application for the erection of 75 dwellings (Use Class C3), including a 25-unit apartment building and 27 dwellings on the Peacock Centre Site, and 23 dwellings on the Pipewell Avenue Site, with associated access, parking, landscaping, public open space, informal play provision, drainage infrastructure, and enhanced pedestrian and cycle connections.
- A parking space will be provided for every house throughout both sites, equating to a total of 50 spaces provided for the houses.
- There are also proposed seven general parking spaces, plus three disabled spaces (ten total) for the apartment block.
- An internal bike storage area will be provided near the main entrance into the apartment block within the Peacock Centre site.
- Pipewell Avenue will be extended to create the single access into the Pipewell Avenue site. The internal layout incorporates a turning head arrangement to allow vehicles, including service and refuse vehicles, to enter and exit the site in a forward gear.
- Vehicle access into the Peacock Centre site will be provided from Burston Street and Pipewell Avenue, both connecting to an internal estate route serving the site. Access into the car park for the apartment block will be provided directly off Burston Street.

4.1.2 **Figure 4.1** below provides an illustrative copy of the development proposal for the Peacock Centre site, and the following **Figure 4.2** provides an illustrative copy for the Pipewell Avenue site. A detailed copy can be seen in **Appendix B**.

Figure 4.1: Illustrative Proposed Site Layout Plan – Peacock Centre Site



Source: Planit

Figure 4.2: Illustrative Proposed Site Layout Plan – Pipewell Avenue Site



Source: Planit

4.2 Proposed Site Access Arrangement

Vehicular Access

4.2.1 As noted, Pipewell Avenue will be extended to create the single access into the Pipewell Avenue site. The internal layout incorporates a turning head arrangement to allow vehicles, including service and refuse vehicles, to enter and exit the site in a forward gear.

4.2.2 Vehicle access into the Peacock Centre site will be provided from Burston Street and Pipewell Avenue, both connecting to an internal estate route serving the site. Access into the car park for the apartment block will be provided directly off Burston Street.

4.2.3 A visibility splay of 2.4 m x 25m can be achieved from the new proposed access off Peacock Close into the Peacock Centre site, which corresponds to the design requirement for a 20mph road in accordance with Manual for Streets 2 [MfS2] guidance.

4.2.4 It is also noted that there are no known safety issues known or road collision data recorded in proximity to the three access points across the two sites.

4.2.5 In regard to the Peacock Centre site, refuse vehicles serving the residential dwellings are expected to access the northern part of the site via Burston Street, utilise the internal road layout to collect from the houses, and egress onto Peacock Close. For the apartment block, it is proposed that refuse collection would take place from Burston Street, with a circa 10m bin drag distance between the bin store and the collection point.

4.2.6 A 7.5t panel van will access the Peacock Centre site via Burston Street, proceed to the T-junction, and then reverse into the service / refuse area located to the south-west of the site before exiting in a forward gear.

4.2.7 Refuse vehicles serving the Pipewell Avenue site would access via the internal road from Pipewell Avenue, serving all houses before utilising the vehicle turning head provided to exit the site.

4.2.8 Stantec have undertaken a swept path analysis of the proposed access and internal area, including the proposed car parking bays and turning area within the car park. These are presented in **Appendix B.**

4.3 Car Parking

4.3.1 The development provides one parking space for every house throughout the sites. This equates to a total of 50 parking spaces provided for the houses throughout the site. The current proposal for the apartment block includes 7 general parking spaces, plus 3 disabled spaces (10 total). The proposed apartment block consists of 25 apartments resulting in a shortfall of 15 spaces based on the guidance set out in MCCs Residential Quality Guidance SPD

4.3.2 The site benefits from excellent access to sustainable transport options, including bus stops immediately adjacent to the apartment block along Gorton Lane and Belle Vue Train Station located approximately 800m from the Peacock Centre site.

4.3.3 In this case, the proposed level of parking is considered appropriate given the access to sustainable transport options.

4.4 Pedestrian and Cycle Access

4.4.1 The sites are accessible to pedestrians via the existing footway network along Pipewell Avenue, Burston Street, Gorton Lane, and surrounding residential streets, providing connections to nearby local facilities and public transport services.

4.4.2 Pedestrian access into the Pipewell Avenue Site will be provided via the proposed internal estate road connecting to Pipewell Avenue, with opportunities for pedestrian movement throughout the development.

4.4.3 Bryson Walk to the south of the site and Middlewich Walk to the east of the Pipewell Avenue site will be retained. New pedestrian connections are proposed from the centre of the site linking to both Bryson Walk and Middlewich Walk. In addition, a further pedestrian link will be provided connecting the footways on Pipewell Avenue to the open space located to the north of the site.

4.4.4 The Peacock Centre Site benefits from existing pedestrian connections from Burston Street, with internal footways and shared surfaces enabling convenient pedestrian movement within the site.

4.4.5 Secure cycle parking will be provided within the apartment block in accordance with local policy requirements, supporting and encouraging cycling as a sustainable mode of travel.

4.4.6 The surrounding highway network is suitable for cycle movements, with low traffic residential streets providing connections to the wider local area.

4.5 Cycle

4.5.1 The development will be supported by an internal bike store near the entrance of the residential block.

4.5.2 The proposal includes 100% provision, exceeding the requirements of 50% set within the standards.

4.5.3 The facilities will support active travel by promoting safe and easy access for cyclists, including appropriate signage.

5 Travel Plan Measures

5.1 Introduction

5.1.1 An important aspect of a successful TP is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.

5.1.2 The aim of TP measures is to maximise the accessibility of the proposed development site by alternative modes to the private car, although there is reasonable evidence to suggest that the location of the site and the current infrastructure in place is conducive to encouraging travel by non-car modes through the adequate provision of walking and cycling routes and the availability of regular bus services.

5.1.3 The initiatives may benefit residents at the development by facilitating sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
- Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site;
- Improved site accessibility;
- Reduction in required car parking provision; and
- A pedestrian / cycle friendly environment.

5.1.4 A combination of ‘carrots’ (those initiatives which encourage travel by non-car modes of transport) and ‘sticks’ (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. ‘Carrots’ will be implemented before ‘sticks’ to ensure that support is gained from residents for the TP; any ‘sticks’ will be implemented later.

5.1.5 This section provides a summary of the key initiatives contained in this FTP which the developer is committed to providing. The initiatives reflect previous experience of TPs along with national and local government guidelines.

5.2 Marketing and Promotion

5.2.1 From the outset, sustainable travel will be promoted to residents and visitors to the site. The TP will be submitted following 6 months of occupation and will be continually marketed through the provision and updating of travel information, leaflets and communication sessions for a period of five years from full occupation.

5.2.2 The TP and the reasons for implementing it will be communicated to ensure that residents in particular are provided with information on the alternatives to car travel before they establish car-based travel habits.

5.2.3 The following describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices.

5.2.4 It is important that there is a central source of information for all queries relating to sustainable travel for residents of the development. The Travel Plan Coordinator [TPC] is considered the most appropriate person to communicate the aims and objectives of the TP to everyone travelling to and from the site.

5.2.5 The developer will be responsible for appointing the TPC.

5.2.6 Welcome packs will be prepared for the sites, which will include:

- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details for local taxi services;
- List of internet websites on sustainable transport and journey planning; and
- Contact details for the TPC.

5.2.7 In order to integrate the TP with the wider sustainable travel agenda, the welcome pack may be used to promote national and international initiatives such as ‘Bike Week’, 'Catch the Bus Week', 'European Mobility Week' and ‘Walk to Work Week’.

5.2.8 Details of these events will be provided on the notice boards in communal areas and separately distributed to individual households. A travel calendar will be developed for inclusion within the welcome packs. The TPC will also be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.

5.2.9 The TPC will also provide residents with information regarding the TP and specific initiatives contained within it and will be the main points of contact for travel-related queries.

5.2.10 This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including schools, off-site retail outlets, health care and leisure facilities.

5.3 Initiatives to Promote Walking

5.3.1 The welcome pack will include a map, identifying pedestrian friendly routes surrounding the site, in order to ensure that residents are aware of the facilities available to them.

5.3.2 Residents will be encouraged to participate in national events, such as 'Walk to Work Week'. These events will be promoted on the notice board and within the welcome packs.

5.3.3 Details of local walking shops will also be provided to residents. The TPC will enter into discussions with these retailers to investigate the potential to provide discounts for residents at these stores. If secured, these details will be provided to all residents by the TPC.

5.3.4 It is important to recognise the potential reduction in car traffic by encouraging commuting journeys on foot.

5.4 Initiatives to Promote Cycling

5.4.1 The welcome pack will include information on cycle routes available between the development site and common destinations, including surrounding residential areas and local amenities. Copies of local cycling maps will be provided within the welcome packs and notice board. Cycle route maps are also available online at www.sustrans.org.uk/ncn/map.

5.4.2 Details of local cycling shops and mobile cycle repairs will be provided to residents at the site using the travel board and within the welcome packs. The TPC will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided to residents via the welcome pack.

5.5 Initiatives to Promote Travel by Public Transport

5.5.1 Information on the cost, timetables and services available which could be used by residents will be provided within the welcome pack. This will include details and links to online journey planning websites.

5.6 Initiatives to Reduce the Need to Travel

5.6.1 Details of journey planning websites, such as Traveline, will be promoted at the site to make residents aware of alternative travel options and encourage them to use sustainable modes of transport to reduce single occupancy car use.

5.6.2 All residents will be encouraged to sign up and register their journey with national online car sharing services such as LiftShare and Enterprise Car Club. This will enable them to search for individuals making a similar trip to themselves and share their vehicle.

6 Travel Plan Management

6.1 Introduction

6.1.1 Key to the success of the TP is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's TPC, MCC Highway Development Management Team and other sustainable travel groups.

6.2 Travel Plan Coordinator

6.2.1 The responsibility for managing and implementing the TP lies with the TPC. Following appointment, the contact details for the TPC will be provided to MCC.

6.2.2 The role and responsibilities of the TPC include:

- To implement and promote various TP initiatives at the site to promote sustainable travel;
- To promote the TP to residents;
- Monitoring the success of the TP initiatives, including undertaking and analysing travel surveys; and
- Reviewing the TP's success and preparing action plans.

6.2.3 The TPC will be in place prior to the occupation and will remain in place for a period of five years beyond full occupation. Stantec expect that the role of the TPC would be secured via appropriate planning condition. After this time, the responsibility for the TP will be passed over to the residents' sustainable travel steering group.

6.2.4 At this stage, the resource requirements for the TPC are unknown. As such, in the first instance, the TPC role will be incorporated into the responsibilities of one of the on-site members of residents based at the site.

6.2.5 However, this will be reviewed on an annual basis and, if considered necessary, the role will be developed into a full-time role. Any changes to the TPC's role will be communicated to MCC.

6.3 Stakeholder Engagement

6.3.1 Stakeholders including MCC Highway Development Management Team and local transport operators also play an important role in the successful implementation of the TP at the site.

6.3.2 MCC Highway Development Management Team will be kept up-to-date with the progress of the TP through the annual monitoring reports. The Highway Development Management Team will also be approached to gain advice and support on the implementation of specific TP initiatives at the site.

6.3.3 The TPC will also engage with local transport operators to secure timetable information and details of any special offers and discounts available.

7 Aim, Objectives and Targets

7.1 Overview

7.1.1 A TP is a long-term strategy for a site to reduce the dependence of residents travelling to private car. The aim, objectives and targets are required to provide a focus for the TP and to enable its success to be measured and monitored.

7.1.2 The purpose of this section is therefore to outline its aims, objectives and targets.

7.2 Travel Plan Aim

7.2.1 Aims provide the overarching focus and end goal for the TP and enables the overall success of the TP to be assessed.

7.2.2 All TP initiatives should contribute towards achieving the TP's aim, which is:

- To achieve a reduction in the number of single occupancy vehicle journeys to the site.

7.2.3 This will be achieved by maximising the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of TP initiatives.

7.3 Travel Plan Objectives

7.3.1 Objectives provide an overview of what the TP is trying to achieve. Each of the objectives outlined should contribute towards the TP's aim, whilst targets should help achieve its objectives.

7.3.2 At this stage, it is not possible to derive specific objectives for residents of the site which relate to its day-to-day operation, given the number of unknowns.

7.3.3 Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in industrial and employment developments:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of transport to the car;
- Advocate means of travel that are beneficial to the health of those working on or visiting the site;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
- Contain car parking demand.

7.3.4 TP guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site.

7.3.5 As such, the relative importance of each of these objectives will be reviewed as part of the development of the full TP.

7.4 Travel Plan Targets

7.4.1 Specific targets will be set for the site using the results of the initial travel survey, which will provide the baseline travel behaviour of residents. These will allow mode share targets to be established for the site.

7.4.2 A summary of the findings of the initial travel survey will be available within three months of completion of the survey.

7.4.3 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided earlier within this report.

7.4.4 TP guidance recommends that 'SMART' targets are set that are:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

7.4.5 Once the results of the travel survey are known, accurate targets can be set for the TP. These targets will be agreed with MCC as part of the full TP development and will be inputted into the Council's database to ensure effective ongoing monitoring.

7.4.6 At this stage, indicative targets have been set to ensure that there is a commitment from the developer to achieve a reduction in the number of single occupancy car trips to and from the site.

7.4.7 Targets will be revised once the results of the travel surveys are known. For the lifetime of the development, the aim is to achieve a reduction in the number of single occupancy vehicle journeys by implementing a range of initiatives.

7.4.8 **Table 7.1** presents the indicative travel mode targets for the site. These targets are consistent with the TP objectives and the 2011 travel to work census data.

Table 7.1: Indicative TP Targets

Mode	Existing Percentage %	Target %
Driving a Car or Van	43%	39%
Bus, minibus or coach	31%	32%
On Foot	12%	13%
Passenger in a car or van	5%	6%
Bicycle	3%	4%
Work mainly at or from home	2%	2%
Underground, metro, light rail or tram	1%	1%
Taxi	1%	1%
Train	1%	1%
Other method of travel to work	1%	1%
Total	**100%**	**100%**

Source: Nomis Web Note: Subject to Rounding

7.4.9 These targets aim to be achieved within the first five years of occupation of the site. Should the targets be achieved earlier than five years, the level of single occupancy car journeys to work may be maintained at this level or reduced further by an agreed percentage each year thereafter.

7.4.10 A TP is not a one-off event but it is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the TP.

7.4.11 This monitoring process will include repeat surveys after one year of the initial survey being completed, and then every year during the same week each year for a maximum of five years.

7.4.12 Following completion of the initial survey, unrealistic targets will be replaced with ones that are more realistic and encourage (rather than discourage) those responsible for trying to achieve targets.

7.4.13 Residents will be invited to participate in the annual snapshot travel survey to be undertaken each year to identify progress made and to determine what actions, if any, are necessary to ensure targets are met.

7.5 Monitoring

7.5.1 As previously identified, annual travel surveys of all users of the development will be carried out on an annual basis for a maximum of five years. These surveys may include observation surveys to establish the usage of the parking and cycle facilities.

7.5.2 Surveys may be carried out by an independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the site.

7.5.3 All survey data will be submitted to MCC within three months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to MCC identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional TP initiatives are to be taken to rectify this situation.

7.5.4 The reports may also review the progress that has been achieved in implementing measures against modal shift targets over the preceding 12-month period. Any progress made will be reported to the MCC Highway Development Management Team and public transport operators where applicable.

7.5.5 The TP will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

7.6 Travel Survey

7.6.1 An initial travel survey questionnaire will be undertaken with residents, following full occupation to allow for a sufficiently large sample size. This survey will be used to ascertain the current travel behaviour at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport.

7.6.2 To maximise the response rate, the travel survey will be made available both in electronic and paper format. Paper copies of the survey will be sent to all residents, with a link provided to the electronic copy of the survey.

7.6.3 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason (s) for these changes.

7.6.4 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all residents to encourage participation in the survey.

7.6.5 Prior to undertaking the initial survey, a copy of the survey will be sent to MCC Highway Development Management Team to gain agreement on the format and structure of the survey.

7.6.6 Once agreed, this travel survey will provide a standardised approach to travel surveys at the site. The use of a standard travel survey will enable a like-for-like comparison to be made between consecutive years travel surveys.

8 Travel Action Plan and Marketing Strategy

8.1 Action Plan

8.1.1 The purpose of this document is to develop and deliver a suitable TP for submission to MCC. Thereafter, at every annual anniversary following completion of the initial survey, the TP will be reviewed in co-operation with MCC Highway Development Management Team and an annual action plan prepared and agreed.

8.1.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the site. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the site.

8.1.3 The action plan will contain an annual programme of measures designed to help achieve the TP targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

8.2 Evaluation and Review

8.2.1 This TP has been prepared in accordance with current guidance and transport policy. The objective of the TP is to identify up-front measures to promote sustainable travel choices and reduce reliance on the car.

8.2.2 The monitoring of the TP will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.

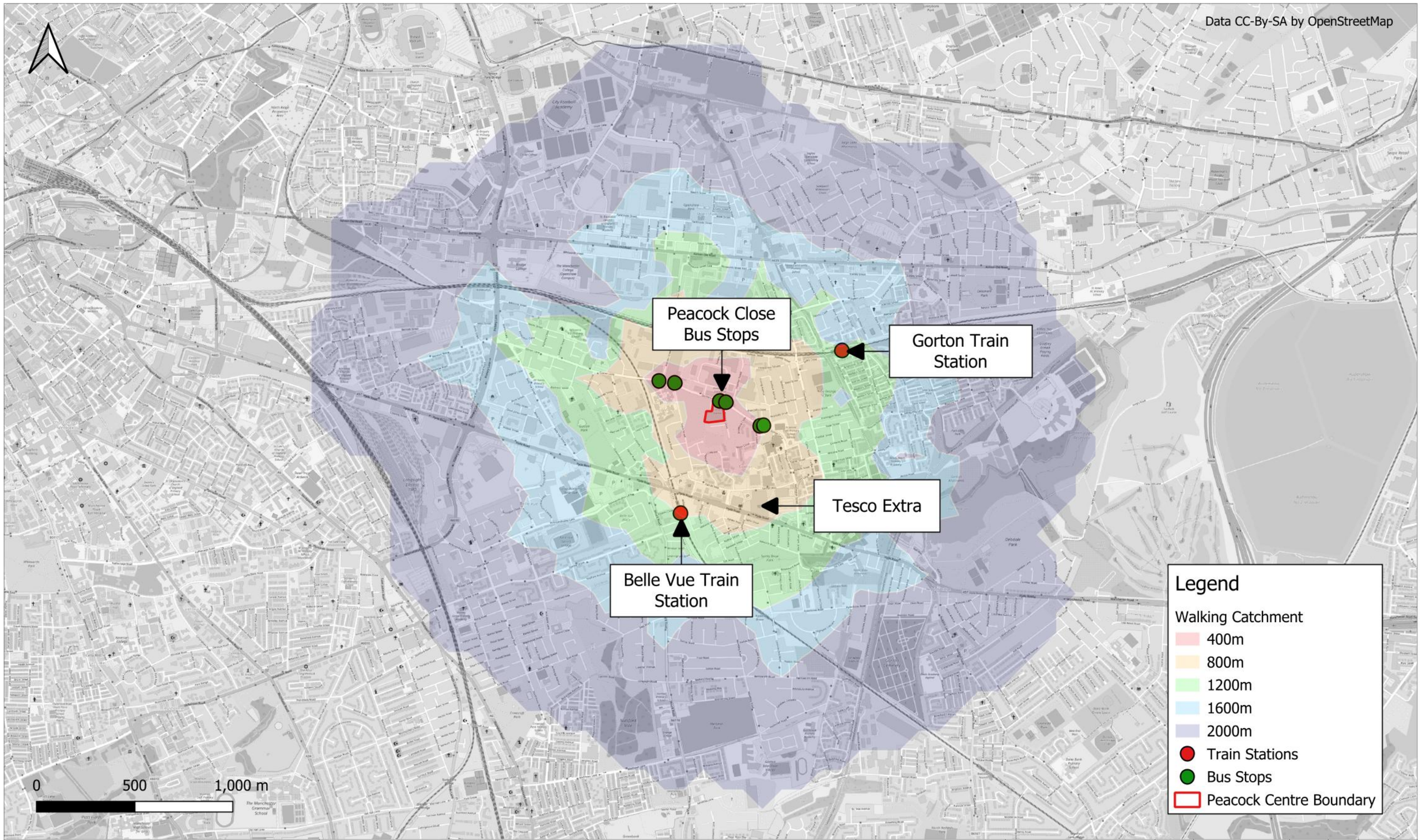
8.2.3 The TP is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the TP will take place annually following completion of the travel survey, in conjunction with MCC Highway Development Management Team. A copy of the agreed, revised TP will be submitted to MCC.

8.2.4 An outline action plan for the production and ongoing monitoring and review of the TP has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1.**

Table 8.1: TP Action Plan

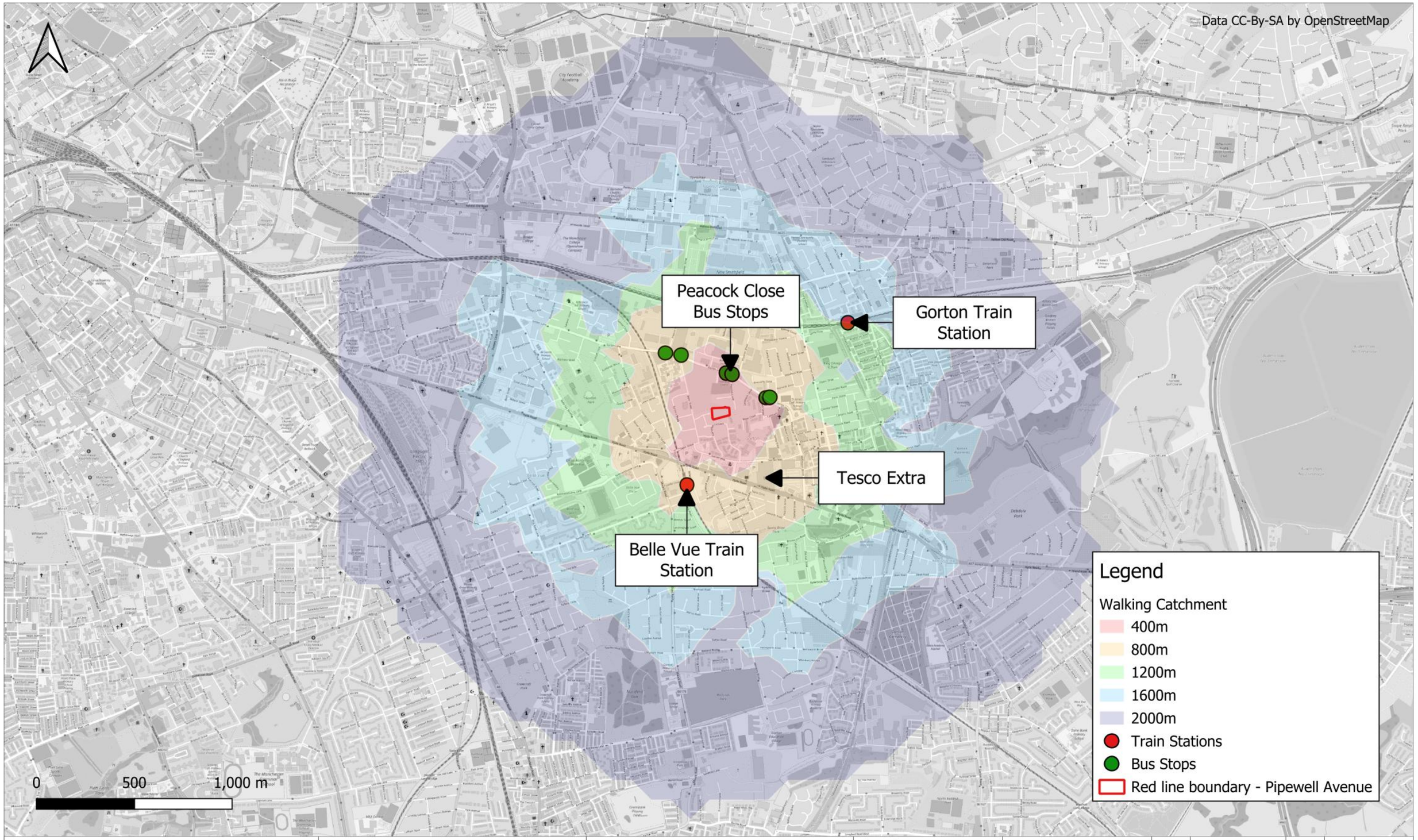
Action	Timescale
Develop a travel welcome pack	Within 3 months of occupation. Updated on a regular basis.
Undertake travel survey	Upon full occupation and operation of whole facility.
Produce baseline travel information	3 months after initial travel survey.
Develop full Travel Plan in consultation with the Council	4 months after initial travel survey.
Finalise and adopt Travel Plan	6 months after initial travel survey.
Implement Travel Plan initiatives	On-going, following adoption of the TP.
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the TP.
Undertake travel survey to measure the success of Travel Plan and discuss findings with the Council. Review Travel Plan and amend, if necessary	On-going, every 12 months following adoption of the TP after full occupation (up to a period of five years).

Appendix A Accessibility Catchments



Stantec

Project Title	Drawing Title	Job Number	By	Rev	Description	Date	By	Drawing No.
Peacock Centre	2km Walking Catchment	333102268	NC	P01	READY FOR REVIEW	-	-	P01
		Date	Checked	-	-	-	-	Figure
		31/03/26	RF	-	-	-	-	4.1
		Scale	Status	-	-	-	-	
		1:18000	S3					



Stantec

Project Title	Drawing Title	Job Number	By	Rev	Description	Date	By	Drawing No.
Pipewell Avenue	2km Walking Catchment	333102268	NC	P01	READY FOR REVIEW	-	-	P01
		Date	Checked	-	-	-	-	Figure
		31/03/26	RF	-	-	-	-	4.2
		Scale	Status	-	-	-	-	
		1:18000	S3					



Stantec

Project Title: Peacock Centre	Drawing Title: 5km Cycling Catchment	Job Number: 333102268	By: NC	Rev	Description	Date	By	Drawing No.: P01
		Date: 31/03/26	Checked: RF	P01	READY FOR REVIEW	-	-	
		Scale: 1:18000	Status: S3	-	-	-	-	Figure: 4.3
				-	-	-	-	
				-	-	-	-	



Stantec

Project Title: Peacock Centre	Drawing Title: 5km Cycling Catchment	Job Number: 333102268	By: NC	Rev	Description	Date	By	Drawing No.	P01
		Date: 31/03/26	Checked: RF	P01	READY FOR REVIEW	-	-		
		Scale: 1:18000	Status: S3	-	-	-	-	Figure	4.3
				-	-	-	-		
				-	-	-	-		

Appendix B Full Site Layout

Planning Boundary

Hardworks

H1 HRA Surfacing
To adopted roads.

H2 HRA Surfacing with Coloured Chip
To adopted footpaths. With buff pre-coated chipping.

H3 HRA Surfacing with Coloured Chip
To carparking area. With buff pre-coated chipping.

H4 Concrete Block Pavers Type 1
To footpaths around apartment block.

H5 Porcelain Pavers
Private rear garden patios.

H6 Concrete Block Pavers Type 2
To ground floor apartment patios.

H7.1 Permeable Concrete Paver - Type 1
To private driveway.

H7.2 Concrete Paver - Type 2
To shared pedestrian walkway.

H8 Self-binding Gravel
To footpath within shared courtyard.

H9 Reinforced Grass
To substation access

H10 Rubber Mulch
To shared courtyard play elements at Peacock site

Softworks

S1 Amenity lawn to back gardens

S2 Wildflower meadow

S3 SuDS wildflower

S4 Species rich lawn

S5 Ornamental planting

S6 Defensible planting
To protect edges to apartment building.

S7 Scrub planting
To north of communal grow space. Maintained at low level for visibility and natural surveilance.

S8 Permaculture planting
Mixed of edible species and pollinator friendly species. To communal grow space at Pipewell Avenue site.

S9 Ornamental hedgerow
To be maintained at 1.2m height

S10 Native hedgerow
To be maintained at 1.2m height

Water filtration strip
(Neutral grassland with gravel strip)

Climber planting
To be installed on wire trellis system

Proposed Fruiting Tree
To Communal Garden & Growing Space
Girth size: 16-18cm

Proposed Semi-mature Tree
Girth size: 20-25cm

Proposed Multi-stem Tree
Height 350-400mm

Proposed Feature Tree
Girth Size: 30-35cm

Proposed Specimen Shrub
To Pipewell Avenue site communal grow space.

Play Elements

PE1 Timber stepping logs
Potentially made with on-site felled trees or locally recycled/ rescued timber

PE2 Fallen climbing tree trunk
Potentially made with on-site felled trees or locally recycled/ rescued timber

PE3 Timber balancing beams
Potentially made with on-site felled trees or locally recycled/ rescued timber

PE4 Timber stepping beams
Potentially made with on-site felled trees or locally recycled/ rescued timber

PE5 Mini swing/ hammock

Furniture

F1 Timber arch with climbing plants
To shared courtyard.

F2 Bench with arm and back rests
Potentially made with reclaimed felled trees from site

F3 Raised grow beds
To Pipewell Avenue communal growing area. Potentially made with on-site felled trees or locally recycled/ rescued timber.
With wheelchair accessible design.

F4 Timber cube seating
Potentially made with reclaimed felled trees from site

F5 Natural boulder
Locally sourced glacial boulders.
Size varied.

F6 Cycle stand
To apartment main entrance.

F7 Accessible picnic table and chair set
To apartment main entrance.

F8 Timber garden storage with timber pergola
To Pipewell Avenue site communal grow space.

F9 Reclaimed natural stone top gabion seat
To shared courtyard.

F10 Finger post

F11 ASHP (Air source heat pump)

F12 Bike store

F13 Bin

Lighting

Proposed Bollard lighting

Proposed Lighting columns

Existing lamp post to be retained

Boundaries

1.2m high metal railing
To patio of apartment block and housing front gardens

1.8m high timber fencing
Close boarded timber fence with perforated top panels

Ecological Elements

EE1 Bird boxes
To be fixed on existing mature trees.
Exact location to be coordinated with ecologists.

EE2 Bat boxes
To be fixed on apartment building.
Exact location to be coordinated with architects and ecologist.

EE3 Swift bricks
To be incroperated into housing unit facade facing rear gardens at approximately 5m height.
Exact location to be coordinated with architects and ecologist.

***Hedgehog highway**
Refer to drawing DN0385-PLA-XX-XX-DR-LA-00003 for details.

Improvement works to upgrade road condition to exisitng Burston Street.

BURSTON STREET

LOCAL(Key Pedestrian Routes and Area)

Substation

PEACOCK CLOSE

BUTTRESS STREET

Existing brick wall forms the southern site boundary. The wall is to be made good where necessary, including removal of existing vegetation growing on the wall that may be causing damage or deterioration, and the repair and repointing of brickwork as required. Works are subject to further discussion and agreement with the neighbouring landowner.

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NOTES:
1. Do not scale from this drawing; always work to noted dimensions.
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 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.

Revision	Date	Description	Drawn	Apprvd.
P04	02/06.2025	Planning Issue	LT	YH

PLANIT
Manchester | London | Liverpool | Leeds | Standish
Manchester
2 Back Grafton Street
Altrincham
Cheshire
WA14 1DY
W: planit-ie.com
E: info@planit-ie.com
T: 0151 363 1230

Client Clarion Housing Group

Project Peacock Centre - Gorton

Drg Title Peacock Centre - GA

Created on	Created by	Approved by
29/01/26	YH	SPL

Scale	Size	Workstage
1:250	A1	Planning

Drg No.	Suitability	Revision
DN0385-PLA-XX-XX-DR-LA-00001	S3	P04

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0m 5m 10m 15m 20m

KEY:

- BX — BLOCK REFERENCE
- XX — PLOT NUMBER
- BIKE STORE
- EV — WALL MOUNTED ELECTRIC VEHICLE CHARGER

HOUSE TYPES

- HT23.8 - 2B3P
- WHITELEAF - 2B3P
- CHILTERN - 2B4P
- HT23.7 - 3B4P
- RENDLESHAM - 3B5P
- WYCHWOOD - 3B5P
- HT23.1 - 3B5P
- HT24.3 - 4B6P

APARTMENT TYPES

- 1B2P APT Type A M4(2) - 5 no
- 1B2P APT Type A.2 M4(2) - 2 no
- 2B3P APT Type B M4(2) - 3 no
- 2B3P APT Type C M4(2) - 1 no
- 2B3P APT Type D M4(3) - 3 no
- 2B3P APT Type D.1 M4(3) -1 no
- 2B4P APT Type D.2 M4(2) -8 no
- 2B4P APT Type E M4(2) - 2no
- FACILITIES MANAGEMENT
- PLANT
- CIRCULATION

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Designed with reference to the surveys, information and reports listed: Xxxxxxxxxxxxx Xxxxxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx.

Rev	Date	Description	Dwn	Ckd
P07	28/05/26	ISSUED FOR CO-ORDINATION	JK	LE
P08	03/06/26	WIP ISSUED FOR CO-ORDINATION. LANDSCAPE PLANS UPDATED TO REFLECT PLANIT PLANNING LAYOUT.	LE	JK
P09	22/06/26	PLANNING ISSUE	LE	JK
P10	02/07/26	BLOCK 03 HOUSE TYPE UPDATED FOR PLANNING	LE	JK

Drawn	LE
Checked	JK
Date	21/01/26
Scale @ A1	1:250

PEACOCK CENTRE, GORTON

PROPOSED SITE PLAN - PIPEWELL AVENUE

Project	Origin	Function	Space	Form	Discipline	Number
DN0385	PRP -	PA -	00 -	DR -	A -	20101
Revision			Status			
P10 -			S4 -			

PRP