TRANSPORT NOTE

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Edgar Wood Centre, Manchester

Job Number: J323769 **Date**: 21st June 2018 **Client**: J.P.S. Property Co. Limited

Prepared By: MA **Approved By**: ME

1 Introduction

1.1 Mode Transport Planning ('Mode') has been commissioned by J.P.S Property Co. Limited to provide transport and highways advice to support a change of use planning application at the Edgar Wood Centre on Daisy Bank Road in Manchester. The development proposals comprise a change of use from a Church (D1 Use) to an Events Centre (Sui Generis Use).

1.2 The planning history for the site confirms that the building was used as a place of worship until the 1970's, before being used for education purposes and offices until 2006. Planning permission was granted in 2006 (Planning Ref: 080908/FU/2006/N2) for a change of use from B1 office to D1 place of worship.

1.3 The Edgar Woods Centre is currently vacant. The former tenant was a church group who vacated the premises in July 2017. **Figure 1.1** shows the location of the site on Daisy Bank Road.

Figure 1.1: Edgar Wood Centre on Daisy Bank Road



1.4 This Transport Note (TN) has been prepared to assess the development proposals and present the highways evidence to be submitted with the planning application documentation. The scope of this TN is

based on scoping discussion and pre-application comments from Manchester City Council (MCC) Highways, as attached in **Appendix A**.

1.5 Most notably, the scope of this TN includes an assessment of the expected trip generation, sustainable accessibility at the site and assessment of on/off-site car parking provision.

2 Existing Highway Network

2.1 The Edgar Wood Centre is located on Daisy Bank Road approximately 3km to the southeast of Manchester City Centre.

2.2 The site is bound to the north by Daisy Bank Road, which leads to the signalised junction with Upper Brook Street (A34) / Anson Road (A34) / Oxford Place approximately 130m to the west. To the east, Daisy Bank Road continues for approximately 660m, forming the minor arm of a priority junction with Plymouth Grove (A5184).

2.3 Daisy Bank Road is a two-way single carriageway, extending on a broadly east-west alignment between Upper Brook Street (A34) and Plymouth Grove (A5184). Adjacent to the site, the carriageway is c.7.0m wide with c.2.0m wide footway and is subject to a 20mph speed limit.

2.4 Upper Brook Street / Anson Road (A34) extends on northwest-southeast alignment and is an arterial route for vehicles towards Manchester City Centre. At the junction with Daisy Bank Road, the carriageway is c.9.5m wide with wide footways, and street lighting on both sides of the road. The road is subject to a 30mph speed limit and double yellow waiting restrictions.

2.5 A pedestrian refuge island is provided on Daisy Bank Road at the junction with Upper Brook Street (A34), as shown in **Photograph 2.1**.

2.6 Signalised pedestrian crossings are provided across Upper Brook Street (A34) and Oxford Place, comprising refuge islands, dropped kerbs and tactile paving, as shown in **Photograph 2.2**. ASLs are provided at all approaches at the junction.

Photograph 2.1: Daisy Bank Road

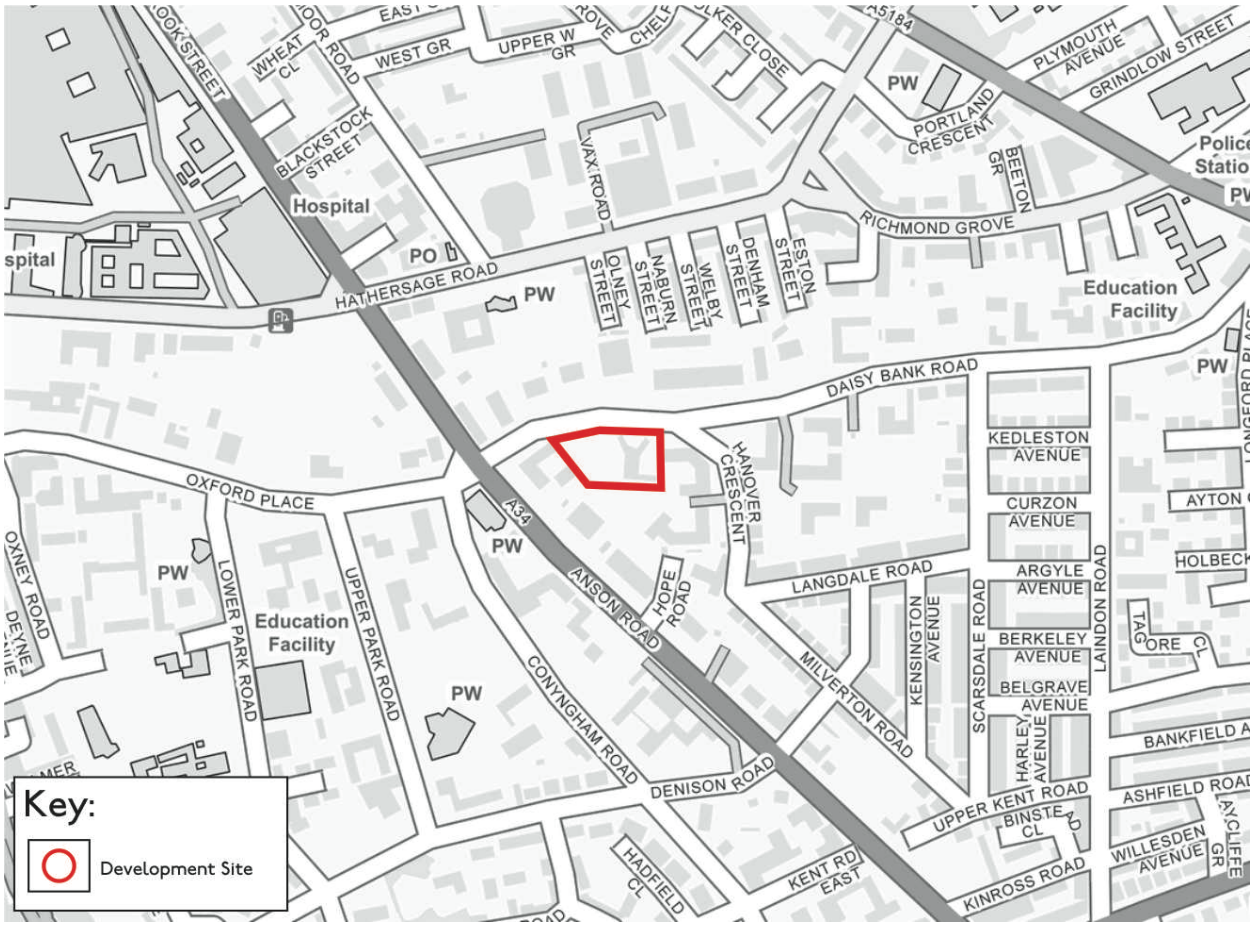


Photograph 2.2: Upper Brook St / Oxford Place



2.7 The location of the site in the context of the local highway network is shown in **Figure 2.1**.

Figure 2.1: Local Highway Network



2.8 Waiting restrictions are in operation along Daisy Bank Road in the vicinity of the site, including:

- Double yellow line waiting restrictions for c.25m at the approach to the junction with Upper Brook Street (A34);
- Single yellow line waiting restrictions for c.190m on the northern side of Daisy Bank Road between Upper Brook Street (A34) and Hanover Crescent, with waiting prohibited from Monday to Friday (8am – 6pm);
- Single yellow line waiting restrictions for c. 85m on the southern side of Daisy Bank Road between the vehicular entrance to the Edgar Wood Centre and Hanover Crescent, with waiting prohibited from Monday to Friday (8am – 6pm);

2.9 There are no waiting restrictions along the southern side of Daisy Bank Road for c.95m between Upper Brook Street (A34) and the vehicular access to Edgar Wood Centre.

3 Development Proposals

3.1 The development proposals comprise a change of use from a Church (D1 Use) to an Events Centre (Sui Generis Use). No internal or external alterations are proposed to the Grade I listed building and the on-site car parking provision for c.22 vehicles will remain.

3.2 It is proposed that the building provides an event facility for weddings and other events. The primary events to be held at the venue would be weddings, typically for up to 100 guests with 30 staff.

Site Access

3.3 The site access arrangement will remain as existing, comprising a vehicular/pedestrian access, as shown in **Photograph 3.1**. The vehicular access junction comprises a c.3.0m wide gated access road leading to the on-site car park.

3.4 A separate pedestrian access is also provided to the east from Daisy Bank Road, as shown in **Photograph 3.2**.

Photograph 3.1: Existing Vehicular/Ped Access



Photograph 3.2: Pedestrian Access



Servicing and Deliveries

3.5 The servicing arrangements will remain as existing, with refuse vehicles stopping on Daisy Bank Road to access the bins for the site. Refuse collections and deliveries will generally take place at times when events are not scheduled.

3.6 On-site staff will be responsible for managing refuse collections and will move the bins to a collection point near the vehicular access. This will allow refuse vehicles to manoeuvre to within 10m of bins, in compliance with BS 5906:2006, which advises that the distance over which weekly waste containers are transport by collectors *"should not normally exceed 15m for two-wheeled containers, and 10m for four-wheeled containers"*.

Cycle Parking Provision

3.7 MCC parking standards do not specify cycle parking standards for an events centre (Sui Generis). Instead, the minimum cycle parking standards for conference/events facilities have been applied to the

site, which specifically states 1 cycle space per 20 seats (minimum of 2 spaces). As such, in accordance with these standards, the development proposals include 5 cycle parking spaces.

4 Off-Site Parking

On-Street Parking Provision

4.1 As described previously, on-street parking is permitted along Daisy Bank Road in the vicinity of the site, including a c.95m section of unrestricted parking on the southern side of the road, and single yellow waiting restrictions on the remained of the road between Upper Brook Street (A34) and Hanover Crescent.

4.2 As requested by MCC Highways during scoping discussions, in order to assess existing on-street parking near the site, parking occupancy was observed during mid-week and Saturday periods, along Daisy Bank Road between Upper Brook Street (A34) and Hanover Crescent.

4.3 The mid-week and Saturday on-street parking observation were undertaken on Thursday 14th June 2018 (approximately 3pm) and Saturday 16th June 2018 (approximately 2pm) respectively. The on-street parking observations are summarised in **Table 4.1**.

Table 4.1: Observed Parking on Daisy Bank Road (between Upper Brook St and Hanover Crescent)

Parking Area	Max Capacity	Observed Mid-Week	Observed Saturday
Southern side (unrestricted)	Approx.16 cars	12 cars	8 cars
Southern side (restricted Mon-Fri 8am-6pm)	Approx. 14 cars	Restricted (0 cars)	0 cars
Northern side (restricted Mon-Fri 8am-6pm)	Approx. 32 cars	Restricted (1 car parked illegally)	0 cars

4.4 As summarised in **Table 4.1**, mid-week observations showed that the unrestricted section on the southern side of Daisy Bank Road was approximately 75% utilised, with one vehicle observed parking illegally on the northern side of the road. The observed on-street parking during the mid-week period is shown in **Photograph 4.1** and **Photograph 4.2**.

Photograph 4.1: On-Street Parking (Mid-week)



Photograph 4.2: On-Street Parking (Mid-week)



4.5 On-street parking observations on Saturday showed that the unrestricted section on Daisy Bank Road was approximately 50% utilised. No vehicles were observed parking on the northern side of the road or section further to the east; despite the waiting restrictions allowing parking during this period. The observed on-street parking during this period is shown in **Photograph 4.3** and **Photograph 4.4**.

Photograph 4.3: On-Street Parking (Saturday)



Photograph 4.4: On-Street Parking (Saturday)



Local Car Parking Provision

4.6 In addition to the on-site car parking and on-street parking provision along Daisy Bank Road, there are also publicly accessible car parks located within an acceptable walking distance from the site. The nearest off-site car parks open 24 hours a day, 7 days a week are summarised in **Table 4.2**.

Table 4.2: Local Car Parks

Car Park	Max. Capacity	Walking Distance	Walking Time*
Hathersage Road Multi Storey Car Park	1600 spaces	400m	5 minutes
Q Park Wilmslow Park, Hathersage Road	380 spaces	750m	9 minutes
Walmer Street Car Park	140 spaces	900m	11 minutes
Grafton Street Multi Storey Car Park	700 spaces	1,200m	14 minutes

*times based on an average walking speed of 1.4 metres per second

4.7 As shown in **Table 4.2**, there are approximately 2,820 car parking spaces available in local car parks located within a 15-minute walk of the site.

5 Sustainable Access

5.1 For many attending events such as weddings at the Edgar Wood Centre, travelling by sustainable modes will be the preferred option, rather than driving to the venue. This accords with current Government policy and guidance which places significant emphasis on the promotion of sustainable transport modes for all new developments, and forms part of a long-term strategy to reduce the reliance on private cart trips.

5.2 In order to demonstrate the accessibility of the site by sustainable modes of travel, this chapter summarises the availability of non-car modes, including walking, cycling and public transport.

5.3 The recently published CIHT guidance document 'Buses in Urban Development (2018)' recommends a maximum walking distance in urban areas of up to 400m to bus stops located on 'high-frequency routes (every 12 minutes or better)'. A walking distance of 400m is equivalent to a 5-minute walk based on a 1.4m/s walking speed.

5.4 As indicated in **Figure 5.1**, the site benefits from three existing bus stops on Upper Brook Street / Anson Road (A34) located within a 300m walking distance from the site.

Figure 5.1: Local Amenities and Catchment Area



5.5 **Table 5.1** provides a summary of the routes and times of local bus services accessible from bus stops located within 300m on Upper Brook Street / Anson Road (A34). The full bus timetables are attached in **Appendix B**.

Table 5.1: Local Bus Services

Service No.	Route	Approx. Frequency (two-way buses/hour)				
		Mon-Fri (AM/PM peak)	Mon-Fri (inter-peak)	Mon-Fri (evening)	Sat	Sun
50	East Didsbury – Manchester – Salford Quays	12	12	8	12	8
130	Macclesfield – Wilmslow – Cheadle - Manchester	2	2	-	2	-

5.6 As summarised in **Table 5.1**, bus service No. 50 provides a high frequency service throughout the week, including evenings and weekends, between East Didsbury and Salford Quays via Manchester City Centre. The bus service continues into the evening on weekdays and weekends, with the last service being around midnight.

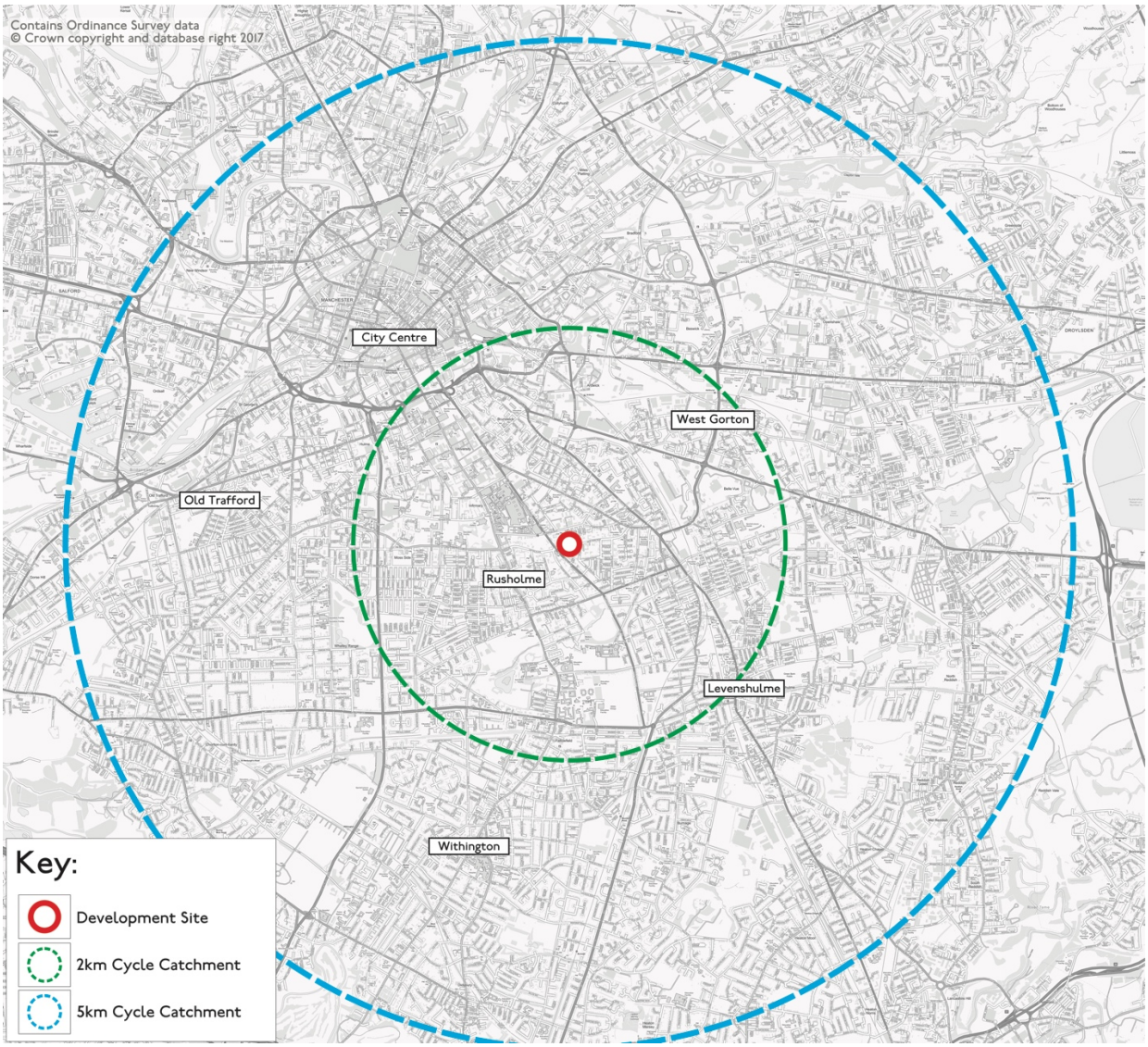
5.7 For wedding events at the site, it is reasonable to assume that many visitors will be travelling from other areas of the country and will be staying in hotels in the local area (as shown in **Figure 5.1**) or in Manchester City Centre, before travelling to the venue by taxi or bus.

5.8 For visitors travelling from the city centre, bus service No. 50 provides a high frequency bus service to the site, also offering connections to other modes of sustainable travel, including train services (from Oxford Road, Salford Central and Salford Crescent) and Metrolink tram services from St Peter's Square.

5.9 In terms of accessibility by bicycle, the Department for Transport (DfT) guidance 'Local Transport Note 2/08: Cycling Infrastructure Design', states that many utility cycle trips are less than 5km, but for commuter journeys a distance of over 8km is not uncommon.

5.10 **Figure 5.2** presents a 2km and 5km catchment area from the site, and shows that the areas of West Gorton, Levenshulme and Rushholme are all with a 2km catchment. Further afield, Manchester City Centre, Old Trafford and Withington are all located with a 5km catchment from the site.

Figure 5.2: Cycling Catchment Area



5.11 Considering the type of work available at the site, it is expected that the majority of staff will live in the surrounding area, meaning many are likely to travel on foot or by bicycle, as this a realistic and convenient travel option from these areas.

5.12 Overall, based on the evidence presented above, it can be concluded that travel by sustainable modes is both a realistic and accessible alternative to private car travel, and is therefore compliant with local and national policy and guidance.

6 Trip Generation

6.1 Typically, trip generation is estimated using the TRICS database; however, in this case TRICS does not include a land use type that is representative of this type of development. As such, the trips generated

by the proposed events centre have been estimated using a first principles approach, based on expected visitor numbers and robust travel behaviour assumptions.

6.2 As described previously, the primary event to be held at the venue will be weddings, including up to 100 guests and 30 staff. Given the nature of the development, it is expected that guests will predominately arrive/depart in family/friendship groups, resulting in multi-occupancy car trips.

6.3 Therefore, as agreed with MCC Highways during scoping discussions, for those that choose to drive to the venue, it is anticipated that an average occupancy of 3 people per private car will provide a robust estimate of car trip generation.

6.4 This approach is consistent with a recently consented wedding venue in the Whalley Range (Planning Ref: 112122/FO/2016/S1).

6.5 Unlike the consented Whalley Range venue, this approach makes no allowance for trips by sustainable modes and trips by taxi. Therefore, this is considered particularly robust in terms of estimating car parking requirements. Given the site's location, it is likely that many guests would stay in local / city centre hotels and would travel to the venue by taxi or bus.

6.6 For staff trips, as described previously, given the nature of development it is expected that staff will live in the locality of the site, meaning that the majority will use buses, walk or cycle. The use of sustainable modes of travel will be encouraged by staff, but in the unlikely event that staff choose to drive they will be instructed to utilise local off-site car parks and car-share where possible.

6.7 Based on the robust assumption that all guests will arrive by car, and an average occupancy of 3 people per car, the car trip generation for the site is provided in Table 5.2.

Table 5.2: Trip Generation

	Event Size				
No. of Guests	60	70	80	90	100
Average Occupancy	3 persons per vehicle				
Car Trips Generated	20	24	27	30	34

6.8 Table 5.2 shows that for the maximum size wedding event with 100 guests, a total of 34 car trips are expected. For smaller events with around 60 guests, a total of 20 car trips are expected.

6.9 The on-site car park has capacity for c.22 cars; therefore, the cars generated by events with around 60 guests would be expected to be accommodated on-site. For larger events, it is expected that a small amount of off-site parking would be required, with the maximum size event requiring around 12 cars to park off-site.

6.10 The on-street car parking observations showed that there was some availability to park along Daisy Bank Road, particularly during weekends. In addition, it has been shown that there are a number of large off-site car parks within walking distance of the site.

6.11 On this basis, considering the number of expected car trips, it is reasonable to conclude that there is adequate existing off-site car parking provision to support the development, resulting in no detrimental operational or safety impact on the local highway network.

6.12 It should also be reiterated that the robust trip generation exercise has made no allowance for trips by sustainable modes, thereby providing further reassurance regarding the expected car parking and local highway impact. The promotion of travel by sustainable modes and the use of off-site car parks will be carried out by the event centre operator.

7 Summary and Conclusion

7.1 Mode Transport Planning has been appointed by J.P.S Property Co. Limited to provide transport and highways advice to support a change of use planning application at the Edgar Wood Centre on Daisy Bank Road, Manchester. The development proposals comprise a change of use from a Church (D1 Use) to an Events Centre (Sui Generis Use).

7.2 It is proposed that the building provides an events facility for weddings and other events. The primary events to be held at the venue would be weddings, typically for up to 100 guests and 30 staff.

7.3 No internal or external alterations are proposed to the Grade I listed building, and the site access and on-site car parking provision will remain. The servicing arrangements will remain as existing, with refuse vehicles stopping on Daisy Bank Road to access the bins within the site.

7.4 The analysis in this Technical Note has been carried out in accordance with current policy, guidance and best practice, and demonstrates that:

- The site is accessible by a range of sustainable modes of transport, including walking, cycling and high frequency bus service to Manchester City Centre. These travel options provide realistic and usable alternatives to private car travel, in compliance with local and national policy and guidance;
- The trip generation exercise shows that for the maximum size wedding event with 100 guests, a total of 34 car trips are expected. For smaller events with around 60 guests, a total of 20 car trips are expected;
- Considering the type of work available at the site, it is expected that the majority of staff will live in the surrounding area, meaning many will travel by bus, on foot or by bicycle;
- The on-site car park has capacity for c.22 cars, therefore the cars generated by events with around 60 guests would be expected to be accommodated on-site. For larger events, it is expected that a small amount of off-site parking would be required, with the maximum size event requiring around 12 cars to park off-site. In addition, it has been shown that there are a number of large off-site car parks within walking distance of the site, including Hathersage Road Multi-Storey Car Park (1,600 spaces) located with a 5-minute walk from the site
- The on-street car parking observations showed that there was limited availability to park along Daisy Bank Road during the weekday, however on Saturday a significant number of on-street parking was available; and

- Considering the number of expected car trips, it is reasonable to conclude that there is adequate existing off-site car parking provision to support the development, resulting in no detrimental operational or safety impact on the local highway network.

7.5 In conclusion, based on the evidence and analysis within this Technical Note, there should be no highways or transport planning reasons that prevent this change of use planning application from being approved.

Appendix A – MCC Highway Pre-app Comments and Scoping Discussions

Subject: Re: Edgar Wood Centre - Transport/Highways scoping
Date: Monday, 11 June 2018 at 12:22:46 British Summer Time
From: Chris Peachey
To: Michael Anthony

Thank you Mike.

Yes, the above is acceptable for the scope of the Transport Note.

Please let me know if you need any more information.

Thanks,

Chris.

On 11 June 2018 at 12:17, Michael Anthony <michaelanthony@modetransport.co.uk> wrote:

> Hi Chris,
>
> Thank you for your call earlier regarding the proposed TN scope for the Edgar Wood Centre on Daisy Bank Road.
>
> To briefly summarise your scoping response, it has been agreed with MCC Highways that the proposed scope is acceptable to provide the supporting transport/highways evidence with in the TN, with key points of consideration including:
>
> - On-street parking - in order to assess existing on-street parking near the site, it is recommended that parking occupancy during the mid-week and Saturday periods is observed. Specifically, on-street parking along Daisy Bank Road between the A34 and Hanover Crescent;
> - Trip generation – an average occupancy of 3 people per vehicle is considered reasonable, but should be supported with reference to other planning applications where this level of vehicle occupancy was applied.
>
> I trust the above is an accurate reflection of our scoping discussions, but please let me know if you would like to add any further comments.
>
> Kind regards,
>
> Michael.

Michael Anthony MCIHT

Associate

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From: Michael Anthony <michaelanthony@modetransport.co.uk>
Date: Thursday, 7 June 2018 at 16:57
To: Muniza Usmani <m.usmani@manchester.gov.uk>, "a.connell@manchester.gov.uk" <a.connell@manchester.gov.uk>
Subject: Edgar Wood Centre - Transport/Highways scoping

Hi Muniza / Andy,

I hope you are both well?

Mode has been appointed to provide transport planning and highways advice to support a change of use planning application at the Edgar Wood Centre on Daisy Bank Road, Manchester.

The development proposals comprise a change of use from a Church (D1 Use) to an Events Centre (Sui Generis Use). No internal or external alterations are proposed to the Grade I listed building and the on-site car parking provision for c.22 vehicles will remain.

The primary events to be held at the venue are weddings. Typically, a wedding would include up to 100 guests and 30 staff.

Given the scale of development and location, a Transport Note will be produced to provide supporting transport/highways evidence. The key elements proposed in the Transport Note are summarised in the points below:

- Existing conditions – description of the site location, local highway network and current

access / servicing arrangements;

- Development proposals – description of the development proposals;
- Sustainable transport – summary of accessibility by non-car modes, including public transport, cycle and on foot;
- Trip generation – estimated trips based on a first principles approach (described below); and
- Car parking review – assessment of on-site and off-site car parking provision.

TRICS does not include a representative land use type, therefore a first principles approach is proposed to estimate guest trip generation at the site. Given the nature of development, it is expected that the site will be primarily accessible by private car, and guests will predominately arrive/depart in family groups, resulting in multi-occupancy car trips.

In an approach consistent with approved wedding/events venues in Manchester, it is anticipated that there will be an average occupancy of 3 people per private car. This approach makes no allowance for trips by sustainable modes (public transport and on foot) and trips by taxi, and is therefore considered particularly robust in terms of car parking requirements.

In reality, it is likely that many guests would be staying in local/city centre hotels and would travel to the venue by taxi or bus.

For staff trips, given the nature of development, it is expected that the majority of staff will live in the locality of the site, meaning that many will use buses or walk. The use of sustainable modes of travel will be encouraged by staff, but for those that choose to drive they will be instructed to utilise local off-site car parks, when on-site car parking is not available.

It is not intended to undertake any junction capacity modelling as part of the assessment.

I would be grateful if you could provide confirmation that the proposed approach is acceptable.

Should you have any queries please do not hesitate to contact me.

Kind regards,

Michael.

Michael Anthony MCIHT

Associate

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From: **Jeni Regan** j.regan@manchester.gov.uk
Subject: Re: 119354/FO/2018 - Edgar Wood Centre
Date: 31 May 2018 at 12:01
To: Emma Whitney EmmaW@whitepeakplanning.co.uk

JR

Hi Emma,

Apologies for the delay, I was still waiting for the response from Environmental Health before I came back to you.

I have now received comments from Highway Services, Environmental Health and our City Policy colleagues that will require some further attention. Therefore, you will need to respond to the concenrs raised before the application can be progressed towards a final dec summarised as follows:

Highway Services
This planning application seeks consent for the proposed change of use from a church (Use Class D1) to an events centre (Sui Generis Use). Edgar Wood Centre, 71 Daisy Bank Road, Manchester, M14 5GH. The adopted highway extends to the back of the footway o 20mph speed limit is in operation in the vicinity of the site in addition to limited no waiting 08:00- 18:00 Monday to Friday traffic regulation orders (TROs). Daisy Bank Road and the surrounding residential streets are observed to experience high levels of on street parkin understood that this development will employ approximately 30 staff on event days and has a seating capacity for 100 guests.

There are no rail or Metrolink services within an acceptable walking distance of the site.
Bus routes are available on the A34 providing services into Manchester City Centre, with additional bus routes more than 500m away on the A5184 and A6. Given its nature, by this site primarily accessible private car and taxis.

This development provides parking for 21 vehicles with the surrounding residential streets relied upon to fulfil any shortfall in parking provision. The surrounding highway currently experiences high levels of demand for on street parking and the Highways Team are conc development will exacerbate these observed issues further. As this planning application is for an events venue, it is likely that the majority of trips to the site will be made by private car. The proposed development is considered likely to generate further vehicular conges surrounding streets which is not supported given the existing pressures in this location.

The applicant has proposed an Event Management Plan to be conditioned on this planning application if approved. The Highways Team would support the submission of this information to accompany the application.

Given the nature of the development and the potential number of people attending the venue, it is recommended that the applicant provide a Framework Travel Plan in order to manage visitors travelling to and from the site.

The provision for cycle parking is unclear in the supporting documents, and therefore further clarification is sought here.

Environmental Health

The submitted RS Acoustic Engineering Noise Assessment, Ref. 237/2018 Dated March 2018, states the following "It is anticipated that the venue will operate until approximately midnight, with live bands or amplified music playing until approximately 23:00 hours.", and noise assessment on this basis. The submitted application form and Planning Statement state that the proposed Opening Hours are until 0200 on any day. Therefore, confirmation is required about what hours are actually being applied for. It is currently only possible to hours that have been included in the noise assessment, otherwise the assessment should be revised.

The Event Management Plan should include controls for live bands or amplified music playing until 23:00 hours only as per the above comments.

The proposal within the submitted acoustic report and planning statement, to set the limiter to a broad-band level of between 80 and 90 dB LAeq,60sec, is insufficiently specific, and confirmation is required that the proposed sound limiter will allow the adjustment of tona

City Policy
The City Council as local planning authority is correct to request a sequential assessment. The NPPF does not define main town centre uses with the Use Classes Order, although many of the uses described can be assigned to a use class, the description is in words a entertainment facilities, restaurants, culture and tourism development and conference facilities, all of which might be provided in an events facility. It also includes Sui Generis uses such as night clubs which indicates it is the type of activity rather than the use class whi centre us, ie. those which generate a lot of visitors and trips.

The White Peak sequential assessment also implies a key consideration is the reuse of a historic building but the NPPF para 140 states it is for the local planning authority to assess whether the benefit of the proposal outweigh the disbenefits, when there is a conflict b policies.

The sequential assessment looked at Longsight, Rusholme and the City Centre. I have checked the surveys of district centres for Longsight and Rusholme which were completed late 2017 and there are no suitable sites in Longsight as confirmed in the sequential asse of Rusholme indicates that Hardy's Well Wilmslow Road is vacant and it might to worth including this in the sequential assessment. I would also like to understand how the building in the City Centre have been identified to confirm the buildings chosen are the only one requirements set out in the assessment, ie. buillding, freehold and buildings which are of a comparable aesthetic character.

Therefore, the comments above will require assessment and a response from the applicant. If you wish to discuss any of the above matters, then please give me a call.

I hope this is of assistance to you.

Kind Regards

Jeni

Jeni Regan
Senior Planner
Part time only (Monday to Friday, 8am - 2pm)
Development Management North
Planning, Building Control and Licensing
Growth and Neighbourhoods

I ♥ MCR

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Location address: Town Hall Extension, Level 6

On 29 May 2018 at 10:33, Emma Whitney <EmmaW@whitepeakplanning.co.uk> wrote:

> Hi Jeni,
>
> Have you received any responses back yet on the above from pubic / statutory consultees?
>
> Regards
>
> Emma
>
> **Emma Whitney**
> **MRTPI, AIEMA Mplan, BA (Hons)**
> **Senior Planner**
> *(Monday – Thursday)*
>
> E: EmmaW@whitepeakplanning.co.uk
> T: 0845 034 0947
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> W: www.whitepeakplanning.co.uk
>
> WHITE PEAK Planning
>
> ***Didsbury Business Centre, 137 Barlow Moor Road, Manchester M20 2PW***
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>
> **From:** Jeni Regan [mailto:j.regan@manchester.gov.uk]
> **Sent:** 09 May 2018 13:18
> **To:** Emma Whitney <EmmaW@whitepeakplanning.co.uk>
> **Subject:** Re: 119354/FO/2018 - Edgar Wood Centre
>
> Hi Emma,

Appendix B – Local Bus Timetables

Transport for Greater Manchester

From 8 April

50

On Mondays to Fridays the 0435 journey from East Didsbury is retimed to run 10 minutes earlier and the 0515 journey from Manchester to East Didsbury is retimed to run 20 minutes earlier.

Additional journeys are introduced on Sundays and public holidays at 0637 from East Didsbury to Manchester and 0712 from Manchester to East Didsbury.

The times of some afternoon journeys from East Didsbury are also changed on Sundays and public holidays

Bus

50

Easy access on all buses

East Didsbury
Burnage
Kingsway
Victoria Park
Manchester
University of Salford
Pendleton
Salford Shopping Centre
Salford Quays
MediaCityUK

From 8 April 2018

For public transport information phone **0161 244 1000**

7am – 8pm Mon to Fri
8am – 8pm Sat, Sun & public holidays

This timetable is available online at www.tfgm.com

PO Box 429, Manchester, M60 1HX
©Transport for Greater Manchester 18-0211–G50–9500–0218

Operated by
Stagecoach

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

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Using this timetable

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Main stops on the route are listed on the left.
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Where to find information about service changes

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



Operator details

Stagecoach
Head Office, Hyde Road, Ardwick
Manchester, M12 6JS
Telephone 0161 273 3377

Travelshops

Manchester Piccadilly Gardens
Mon to Sat 7am to 6pm
Sunday 10am to 6pm
Public hols 10am to 5.30pm

Manchester Shudehill Interchange
Mon to Sat 7am to 6pm
Sunday Closed
Public holidays 10am to 1.45pm
and 2.30pm to 5.30pm

Printed on coated recycled paper made using 50% recycled fibre from post consumer sources and 50% virgin fibre from sustainable forests.

Mondays to Fridays

	Ⓜ																	
East Didsbury, Parrs Wood	0425	0505	0525	0545	0600	0613	0623	0633	0642	0651	and at	0836	0841	0847	0856	0902	0909	0918
Kingsway/Moseley Road	0434	0514	0534	0554	0609	0622	0632	0642	0654	0703	frequent	0851	0856	0902	0911	0917	0923	0932
Upper Brook Street/Brunswick Street	0442	0522	0542	0604	0619	0632	0643	0654	0706	0715	intervals	0908	0913	0918	0927	0933	0938	0948
Manchester, Princess Street	0448	0528	0548	0611	0626	0639	0651	0702	0714	0724	of not	0919	0924	0929	0938	0944	0948	0957
Salford Crescent Train Station		0536	0556	0622	0637	0650	0702	0715	0727	0737	more than	0930		0940	0949		0959	1008
Salford Shopping Centre		0541	0601	0627	0642	0655	0707	0720	0732	0742	10 minutes	0935		0945	0954		1004	1013
MediaCityUK/The Lowry		0550	0610	0636	0652	0705	0717	0730	0743	0754	until	0944		0954	1003		1013	1022

East Didsbury, Parrs Wood	0927	and at	1417	1427	1435	1443	1451	1458	1508	and at	1824	1839	1854	1909	1924	1939	1954
Kingsway/Moseley Road	0940	frequent	1429	1439	1447	1456	1505	1512	1522	frequent	1836	1851	1906	1921	1936	1951	2006
Upper Brook Street/Brunswick Street	0955	intervals	1443	1453	1502	1511	1521	1528	1538	intervals	1849	1904	1918	1933	1948	2002	2017
Manchester, Princess Street	1005	of not	1453	1503	1512	1521	1532	1539	1549	of not	1859	1914	1927	1942	1957	2011	2026
Salford Crescent Train Station	1016	more than	1504	1514	1524	1535	1546	1556	1607	more than	1912	1927	1939	1954	2009	2020	2035
Salford Shopping Centre	1021	10 minutes	1509	1519	1529	1540	1554	1604	1615	10 minutes	1917	1932	1944	1959	2014	2025	2040
MediaCityUK/The Lowry	1030	until	1518	1529	1540	1552	1606	1616	1627	until	1927	1942	1953	2008	2023	2033	2048

East Didsbury, Parrs Wood	2009	2024	2039	2054	2109	2124	2139	2154	2209	2224	2239	2254	2309	2339	0009	
Kingsway/Moseley Road	2021	2036	2050	2105	2120	2135	2150	2205	2220	2235	2250	2305	2320	2349	0019	
Upper Brook Street/Brunswick Street	2032	2047	2101	2116	2131	2146	2201	2216	2231	2246	2300	2315	2330	2358	0028	
Manchester, Princess Street	2041	2056	2109	2124	2139	2154	2209	2224	2239	2254	2308	2323	2338	0006	0036	
Salford Crescent Train Station	2050	2105	2118	2133	2148	2203	2218	2233	2248	2303	2316		2346			
Salford Shopping Centre	2055	2110	2122	2137	2152	2207	2222	2237	2252	2307	2320		2350			
MediaCityUK/The Lowry	2103	2118	2130	2145	2200	2215	2230	2245	2300	2315	2328		2358			

Ⓜ – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 50 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: Between mid July and early September, some timetables will be different, check www.tfgm.com for details

Saturdays

East Didsbury, Parrs Wood	0600	0630	0700	0725	0740	0755	0810	0825	0840	0855	0910	0925	0937	and at	1727	1741	1755	1810
Kingsway/Moseley Road	0609	0639	0712	0737	0752	0807	0822	0837	0852	0907	0922	0937	0949	frequent	1739	1753	1807	1822
Upper Brook Street/Brunswick Street	0617	0649	0722	0748	0803	0818	0833	0848	0903	0920	0935	0951	1003	intervals	1753	1806	1820	1833
Manchester, Princess Street	0623	0656	0730	0757	0812	0827	0842	0857	0912	0929	0944	1000	1012	of not	1802	1815	1829	1842
Salford Crescent Train Station	0631	0705	0739	0806	0821	0836	0851	0906	0921	0938	0953	1010	1022	more than	1812	1824	1838	1851
Salford Shopping Centre	0636	0710	0744	0811	0826	0841	0856	0911	0926	0943	0958	1015	1027	10 minutes	1817	1829	1843	1856
MediaCityUK/The Lowry	0645	0719	0753	0820	0835	0850	0905	0920	0935	0952	1007	1024	1036	until	1826	1838	1852	1905

East Didsbury, Parrs Wood	1824	1839		2224	2239	2254	2309	2324	2354
Kingsway/Moseley Road	1835	1850	and	2235	2250	2305	2320	2335	0005
Upper Brook Street/Brunswick Street	1846	1901	every	2246	2300	2315	2330	2345	0015
Manchester, Princess Street	1855	1909	15	2254	2308	2323	2338	2351	0021
Salford Crescent Train Station	1904	1918	mins	2303	2316		2346		
Salford Shopping Centre	1909	1922	until	2307	2320		2350		
MediaCityUK/The Lowry	1918	1930		2315	2328		2358		

Sundays and public holidays (except Christmas and New Year period)

	Ⓜ																		
East Didsbury, Parrs Wood	0637	0737	0807	0827	0847	0907	0922	0937	0952	1007	1022	1037	1052	1107	1122		1552	1608	1624
Kingsway/Moseley Road	0647	0747	0817	0837	0858	0918	0933	0948	1003	1018	1033	1048	1103	1118	1133	and	1603	1619	1635
Upper Brook Street/Brunswick Street	0655	0755	0825	0845	0908	0928	0944	0959	1014	1029	1044	1059	1114	1130	1146	every	1616	1632	1648
Manchester, Princess Street	0703	0803	0833	0853	0916	0936	0952	1007	1022	1037	1052	1107	1122	1138	1154	15	1624	1640	1656
Salford Crescent Train Station		0811	0841	0901	0924	0944	1000	1015	1031	1048	1103	1118	1133	1149	1205	mins	1635	1651	1707
Salford Shopping Centre		0815	0845	0905	0928	0948	1004	1019	1035	1052	1107	1122	1137	1153	1209	until	1639	1655	1711
MediaCityUK/The Lowry		0823	0853	0913	0936	0956	1012	1027	1043	1100	1115	1130	1145	1201	1218		1648	1704	1720

East Didsbury, Parrs Wood	1640	1655	1710	1725	1740	1755	1810		2030	2050	2110	2130	2150	2220	2250	2320
Kingsway/Moseley Road	1651	1706	1721	1736	1750	1805	1820	and	2040	2100	2120	2140	2200	2230	2300	2330
Upper Brook Street/Brunswick Street	1704	1719	1733	1747	1801	1815	1830	every	2050	2108	2128	2148	2208	2238	2308	2338
Manchester, Princess Street	1712	1727	1741	1755	1809	1823	1838	20	2058	2116	2136	2156	2216	2246	2316	2345
Salford Crescent Train Station	1723	1738	1752	1806	1820	1834	1849	mins	2109	2124	2144	2204	2224	2254	2324	
Salford Shopping Centre	1727	1742	1756	1810	1824	1838	1853	until	2113	2128	2148	2208	2228	2258	2328	
MediaCityUK/The Lowry	1736	1751	1805	1819	1833	1847	1902		2122	2136	2156	2216	2236	2306	2336	

Ⓜ – Journey provided with the financial support of Transport for Greater Manchester
For details of buses during Christmas and New Year, please phone 0161 244 1000
♿ – All bus 50 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

	Ⓜ																	
MediaCityUK/The Lowry				0603	0620	0636	0652	0704	0715	0725	0735	0745	0754	0804	and at	1314	1324	1334
Salford Shopping Centre arr				0614	0630	0646	0702	0714	0725	0735	0745	0755	0805	0815	frequent	1324	1334	1344
Salford Shopping Centre dep				0614	0632	0648	0704	0716	0727	0737	0747	0757	0807	0817	intervals	1326	1336	1346
Salford Crescent Train Station				0618	0636	0652	0708	0720	0731	0741	0752	0802	0812	0822	of not	1330	1340	1350
Manchester, Albert Square	0455	0538	0608	0628	0647	0703	0719	0731	0742	0753	0805	0816	0827	0838	more than	1342	1352	1402
Upper Brook Street/Brunswick Street	0500	0546	0616	0637	0656	0712	0728	0740	0751	0802	0814	0825	0836	0847	10 minutes	1351	1402	1412
Kingsway/Moseley Road	0510	0556	0626	0647	0708	0724	0740	0752	0803	0814	0826	0837	0848	0859	until	1402	1414	1424
East Didsbury, Parrs Wood	0520	0606	0636	0656	0720	0737	0754	0806	0817	0828	0840	0851	0902	0913		1414	1425	1435

MediaCityUK/The Lowry	1344	1354	1404	1414	and at	1524	1534	1544	1554	1600	1609	and at	1816	1828	1839	1851	1904	
Salford Shopping Centre arr	1354	1404	1414	1424	frequent	1534	1544	1554	1605	1611	1621	frequent	1829	1839	1849	1901	1914	
Salford Shopping Centre dep	1356	1406	1416	1426	intervals	1536	1546	1556	1607	1613	1623	intervals	1831	1841	1851	1903	1916	
Salford Crescent Train Station	1400	1410	1420	1430	of not	1540	1551	1601	1612	1618	1628	of not	1836	1845	1855	1907	1920	
Manchester, Albert Square	1412	1422	1432	1442	more than	1552	1603	1613	1624	1630	1640	more than	1848	1857	1907	1918	1931	
Upper Brook Street/Brunswick Street	1422	1432	1442	1453	10 minutes	1603	1615	1625	1636	1642	1652	10 minutes	1900	1908	1917	1928	1940	
Kingsway/Moseley Road	1434	1445	1456	1508	until	1618	1630	1641	1655	1701	1713	until	1917	1923	1932	1941	1953	
East Didsbury, Parrs Wood	1445	1456	1508	1520		1630	1642	1653	1707	1713	1725		1929	1935	1944	1953	2003	

MediaCityUK/The Lowry	1916	1929	1942	1956	2010		2210	2224	2240	2255	2310	2325	2340	0010
Salford Shopping Centre arr	1926	1939	1952	2006	2019	and	2219	2233	2249	2304	2319	2334	2349	0019
Salford Shopping Centre dep	1928	1941	1954	2008	2020	every	2220	2234	2250	2305	2320	2335	2350	0020
Salford Crescent Train Station	1932	1945	1958	2012	2024	15	2224	2238	2254	2309	2324	2339	2354	0024
Manchester, Albert Square	1943	1956	2009	2023	2035	mins	2235	2249	2305	2320	2335	2350	0005	0035
Upper Brook Street/Brunswick Street	1952	2005	2018	2032	2044	until	2244	2258	2314	2329	2344	2358	0013	0043
Kingsway/Moseley Road	2005	2018	2029	2043	2054		2254	2308	2324	2339	2354	0007	0022	0052
East Didsbury, Parrs Wood	2015	2028	2039	2053	2104		2304	2318	2334	2349	0004	0017	0032	0102

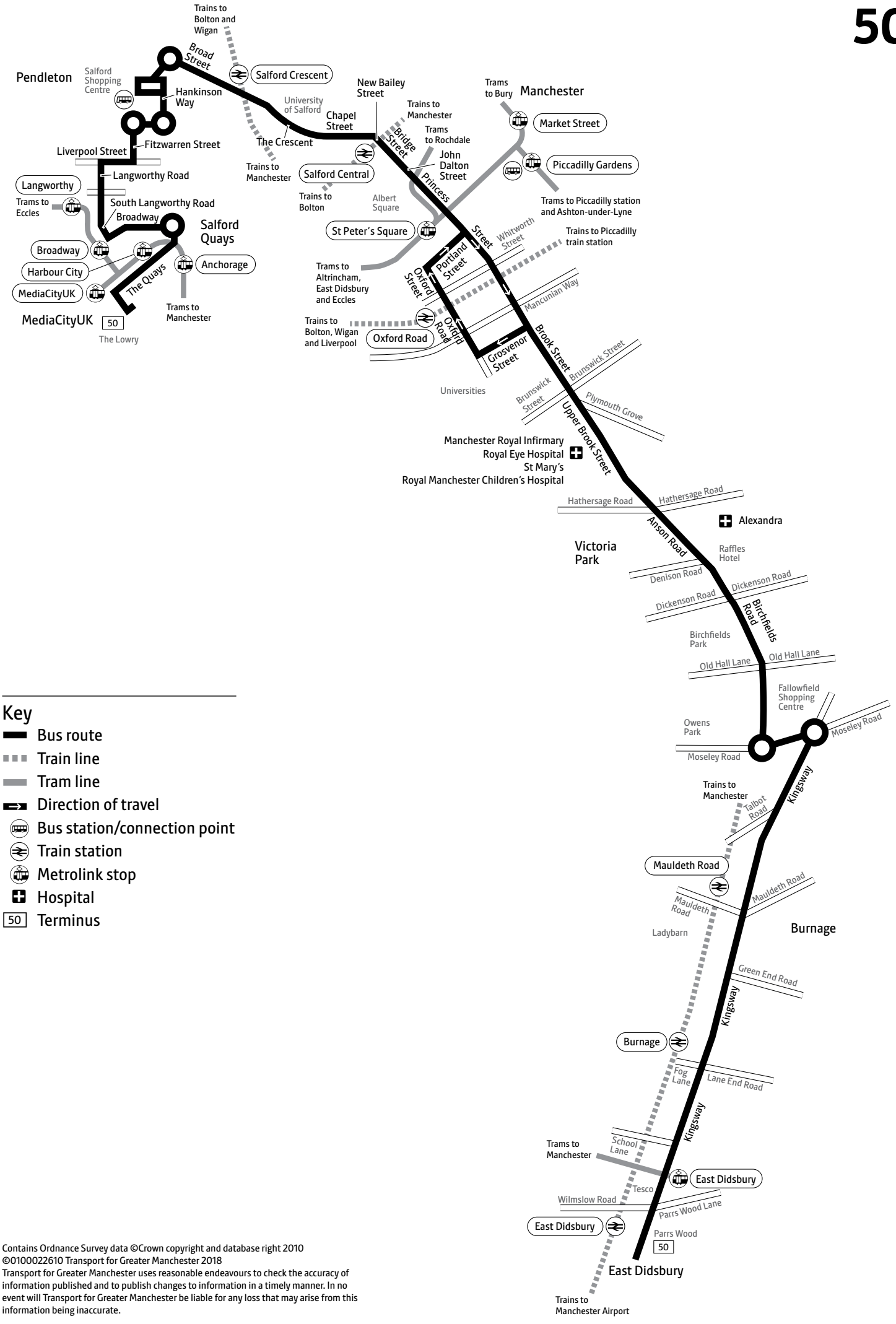
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Continues after route plan

50



Key

- Bus route
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Hospital
- 50 Terminus

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Saturdays

MediaCityUK/The Lowry	0633	0703	0733	0753	0813	0828	0843	0858	0912	0927	0942	0957	1012	1024	and at	1814	1825	1840
Salford Shopping Centre arr	0642	0712	0742	0802	0822	0837	0852	0907	0921	0936	0951	1006	1021	1033	frequent	1823	1834	1849
Salford Shopping Centre dep	0644	0714	0744	0804	0824	0839	0854	0909	0924	0938	0953	1008	1023	1035	intervals	1824	1835	1850
Salford Crescent Train Station	0648	0718	0748	0808	0828	0843	0858	0913	0928	0942	0957	1012	1027	1039	of not	1828	1839	1854
Manchester, Albert Square	0659	0729	0759	0819	0839	0854	0909	0924	0939	0953	1008	1023	1038	1050	more than	1839	1850	1905
Upper Brook Street/Brunswick Street	0707	0737	0807	0827	0847	0902	0917	0932	0947	1001	1017	1032	1047	1059	10 minutes	1848	1859	1914
Kingsway/Moseley Road	0717	0747	0817	0837	0857	0912	0927	0942	0958	1012	1029	1044	1059	1111	until	1859	1910	1925
East Didsbury, Parrs Wood	0727	0757	0827	0847	0907	0922	0937	0952	1008	1022	1039	1054	1109	1121		1909	1920	1935

MediaCityUK/The Lowry	1855	1910	1925	1940	1955		2155	2208	2225	2240	2255	2310	2325	2340	0010
Salford Shopping Centre arr	1904	1919	1934	1949	2004	and	2204	2217	2234	2249	2304	2319	2334	2349	0019
Salford Shopping Centre dep	1905	1920	1935	1950	2005	every	2205	2218	2235	2250	2305	2320	2335	2350	0020
Salford Crescent Train Station	1909	1924	1939	1954	2009	15	2209	2222	2239	2254	2309	2324	2339	2354	0024
Manchester, Albert Square	1920	1935	1950	2005	2020	mins	2220	2233	2250	2305	2320	2335	2350	0005	0035
Upper Brook Street/Brunswick Street	1929	1944	1959	2014	2029	until	2229	2242	2259	2314	2329	2344	2358	0013	0043
Kingsway/Moseley Road	1940	1955	2010	2025	2039		2239	2252	2309	2324	2339	2354	0007	0022	0052
East Didsbury, Parrs Wood	1950	2005	2020	2035	2049		2249	2302	2319	2334	2349	0004	0017	0032	0102

Sundays and public holidays (except Christmas and New Year period)

	Ⓜ																			
MediaCityUK/The Lowry		0804	0834	0854	0914	0934	0954		1524	1539		1724	1739	1759	1819	1839	1859	1919	1939
Salford Shopping Centre arr		0813	0843	0903	0923	0943	1003	and	1533	1548	and	1733	1748	1808	1828	1848	1908	1928	1948
Salford Shopping Centre dep		0814	0844	0904	0924	0944	1004	every	1534	1549	every	1734	1749	1809	1829	1849	1909	1929	1949
Salford Crescent Train Station		0817	0847	0907	0927	0947	1007	15	1537	1552	15	1737	1752	1812	1832	1852	1912	1932	1952
Manchester, Albert Square	0712	0827	0857	0917	0937	0957	1017	mins	1547	1602	mins	1747	1802	1822	1842	1902	1922	1942	2002
Upper Brook Street/Brunswick Street	0720	0835	0905	0925	0945	1005	1026	until	1556	1611	until	1756	1811	1830	1850	1908	1928	1948	2008
Kingsway/Moseley Road	0729	0844	0914	0934	0954	1014	1036		1606	1623		1808	1823	1841	1901	1918	1938	1958	2018
East Didsbury, Parrs Wood	0738	0853	0923	0943	1003	1023	1046		1616	1633		1818	1832	1850	1910	1927	1947	2007	2026

MediaCityUK/The Lowry	1959	2019		2119	2144	2214	2244	2314
Salford Shopping Centre arr	2007	2027	and	2127	2152	2222	2252	2322
Salford Shopping Centre dep	2008	2028	every	2128	2153	2223	2253	2323
Salford Crescent Train Station	2011	2031	20	2131	2156	2226	2256	2326
Manchester, Albert Square	2021	2041	mins	2141	2206	2236	2306	2336
Upper Brook Street/Brunswick Street	2027	2047	until	2147	2212	2242	2312	2342
Kingsway/Moseley Road	2037	2057		2157	2222	2250	2320	2350
East Didsbury, Parrs Wood	2045	2105		2205	2230	2258	2328	2358

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Transport for Greater Manchester

From 18 June
130
Journeys run by D&G Bus between Macclesfield and Manchester Airport are withdrawn

Bus

130

Easy access on all buses

Macclesfield
Broken Cross
Henbury
Monk's Heath
Alderley Edge
Wilmslow
Colshaw Farm
Handforth
Cheadle Hulme
Cheadle
East Didsbury
Burnage
Manchester

From 18 June 2018

For public transport information phone **0161 244 1000**

7am – 8pm Mon to Fri
8am – 8pm Sat, Sun & public holidays

This timetable is available online at www.tfgm.com

PO Box 429, Manchester, M1 3BG
©Transport for Greater Manchester 18-0683–G130–8000–0518

Operated by
Arriva North West

Additional information

Alternative format

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Where to find information about service changes

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Using the 24 hour clock

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0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



Operator details

Arriva North West
73 Ormskirk Road,
Aintree, Liverpool, L9 5AE
Telephone 0344 800 4411

Travelshops

Manchester Piccadilly Gardens
Mon to Sat 7am to 6pm
Sunday 10am to 6pm
Public hols 10am to 5.30pm

Manchester Shudehill Interchange
Mon to Sat 7am to 6pm
Sunday Closed
Public hols 10am to 1.45pm and 2.30pm to 5.30pm

Printed on coated recycled paper made using 50% recycled fibre from post consumer sources and 50% virgin fibre from sustainable forests.

Mondays to Fridays

Macclesfield, Bus Station	0555	0622	0745	0910	1020	1120	1220	1320	1415	1515	1620	1740	1848
Alderley Park, Mereside		0646	0814	0934						1540	1645	1811	1908
Alderley Edge, NatWest Bank	0617	0654	0824	0943	1047	1147	1247	1347	1442	1550	1654	1821	1917
Wilmslow, Bank Square	0626	0703	0838	0952	1056	1156	1256	1356	1451	1605	1706	1835	1925
Colshaw Farm, Benson Walk	0633	0711	0847	1002	1105	1205	1305	1405	1500	1617	1718	1845	1932
Handforth, The Paddock	0645	0722	0900	1014	1115	1215	1315	1415	1517	1628	1731		1940
Cheadle and Marple College	0659	0742	0919	1030	1129	1229	1329	1429	1534	1648	1750		1951
East Didsbury, Parrs Wood	0712	0803	0929	1041	1141	1241	1341	1441	1548	1707	1807		2000
Kingsway/Moseley Road	0722	0814	0937	1049	1148	1248	1348	1448	1558	1715	1818		
Manchester, Piccadilly Gardens	0740	0845	1007	1114	1210	1310	1410	1510	1621	1747	1847		

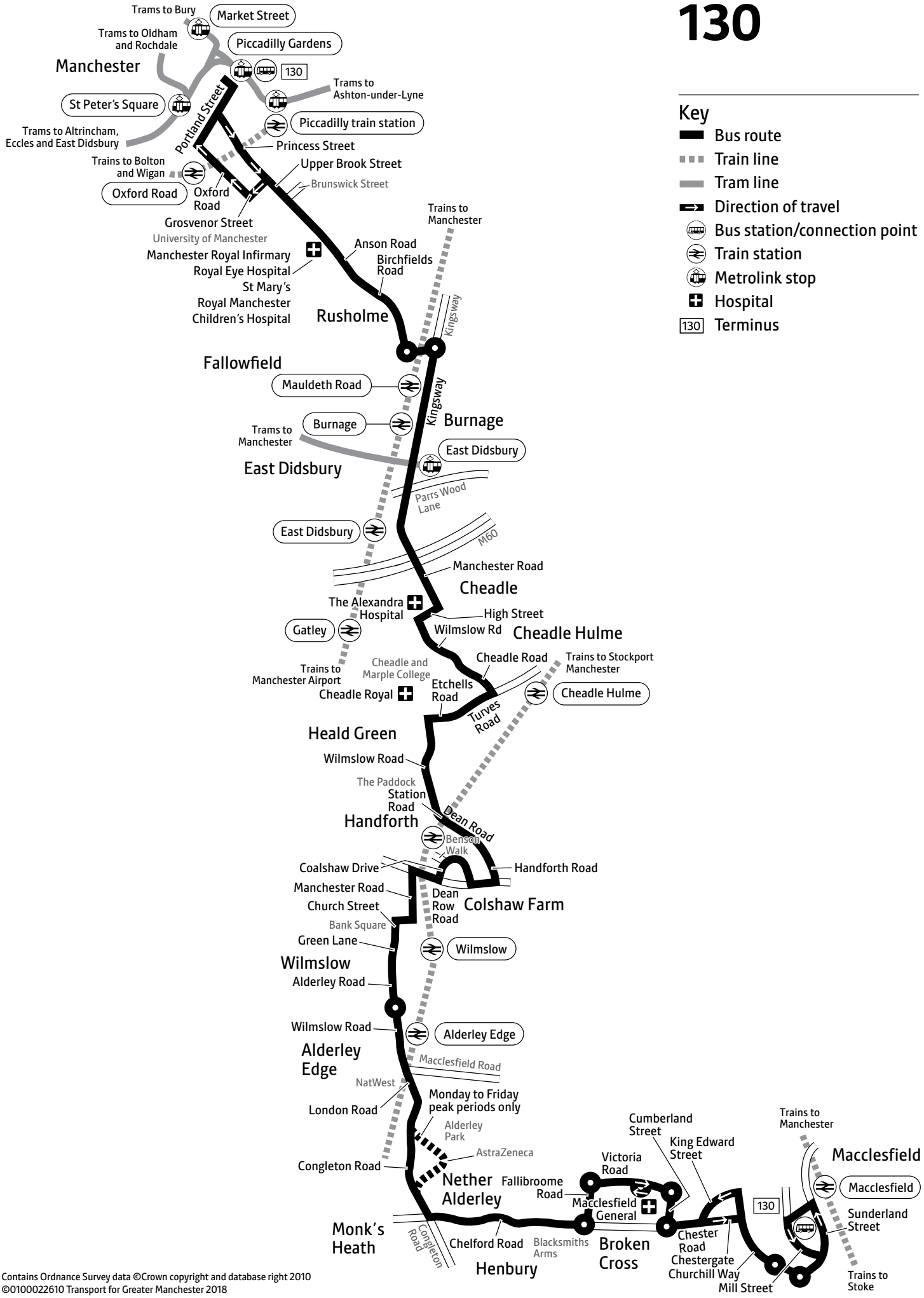
Saturdays

Macclesfield, Bus Station	0620		1720
Alderley Edge, NatWest Bank	0647		1747
Wilmslow, Bank Square	0656	and	1756
Colshaw Farm, Benson Walk	0705	every	1805
Handforth, The Paddock	0715	hour	1815
Cheadle and Marple College	0729	until	1829
East Didsbury, Parrs Wood	0741		1841
Kingsway/Moseley Road	0748		1848
Manchester, Piccadilly Gardens	0810		1910

Bus 130 does not run on Sundays or public holidays

♿ – All bus 130 journeys are run using easy access buses. See inside front cover of this leaflet for details

130



Key

- Bus route
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Hospital
- 130 Terminus

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Mondays to Fridays

Manchester, Piccadilly Gardens			0751	0858	1022	1122	1222	1322	1422	1522	1627	1757	1855
Kingsway/Moseley Road			0809	0913	1039	1139	1239	1339	1439	1550	1655	1823	1916
East Didsbury, Parrs Wood	0624	0724	0827	0925	1049	1149	1249	1349	1449	1602	1707	1834	1925
Cheadle and Marple College	0632	0732	0840	0934	1059	1159	1259	1359	1459	1613	1718	1843	1936
Handforth, The Paddock	0644	0744	0902	0950	1114	1214	1314	1414	1514	1633	1738	1856	1946
Colshaw Farm, Benson Walk	0654	0754	0912	1000	1123	1223	1323	1423	1523	1642	1747	1904	1953
Wilmslow, Bank Square	0702	0802	0920	1008	1132	1232	1332	1432	1532	1651	1756	1910	1958
Alderley Edge, NatWest Bank	0712	0812	0931	1017	1142	1242	1342	1442	1542	1701	1806	1917	2004
Alderley Park, Mereside	0720	0820	0939						1550	1709	1814		
Macclesfield, Bus Station	0740	0845	0959	1043	1207	1307	1407	1507	1612	1732	1837	1939	2023

Saturdays

Manchester, Piccadilly Gardens			0822		1822
Kingsway/Moseley Road			0839		1839
East Didsbury, Parrs Wood	0649	0749	0849	and	1849
Cheadle and Marple College	0659	0759	0859	every	1859
Handforth, The Paddock	0714	0814	0914	hour	1914
Colshaw Farm, Benson Walk	0723	0823	0923	until	1923
Wilmslow, Bank Square	0732	0832	0932		1932
Alderley Edge, NatWest Bank	0742	0842	0942		1942
Macclesfield, Bus Station	0807	0907	1007		2007

Bus 130 does not run on Sundays or public holidays

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