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Range Pharmacy

Transport Statement

Range Pharmacy, Yarburgh Street, Whalley Range

260219

SEPTEMBER 2026



SCP GENERAL NOTES

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Client: Range Pharmacy

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This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

Overview

1.1 SCP have been commissioned on behalf of Range Pharmacy to prepare this Transport Statement (TS) in support of a mixed-use pharmacy and residential development (hereafter referred to as the Proposed Development) at 119 Withington Road, Whalley Range, Manchester.

1.2 The proposed development comprises the conversion and redevelopment of an existing derelict building to provide a new pharmacy and residential accommodation. The pharmacy element will accommodate the existing Range Pharmacy, currently located adjacent to the site to the south, enabling the business to expand into larger premises. The new pharmacy will occupy the basement and ground floor, whilst the upper floor will provide two, two-bedroom apartments.

1.3 This report assesses the accessibility of the Site by all modes of transport and considers the Proposed Development against relevant national, regional and local transport planning policy.

Context

1.4 The existing Range Pharmacy has outgrown its current premises and owns the adjacent building, which is currently vacant and derelict. The Proposed Development therefore seeks to redevelop and extend this building to provide a larger pharmacy with residential accommodation. The existing pharmacy is next to the Range Medical centre, meaning that many pharmacy customers are likely to originate from the medical centre. The previous use of the derelict building is unknown.

Site Location

1.5 The site is located within Whalley Range, approximately 5km south of Manchester City Centre. The location of the Proposed Development is shown in Figure 1-1 below.

1.6 A copy of the proposed Site Layout Plan is also provided in **Appendix 1**.

Figure 1-1 Site Boundary



Report Structure

1.7 This report assesses the Proposed Developments accessibility by all modes of transport, in consideration with relevant national, regional and local policy, structured as follows:

- Chapter 2 outlines the relevant policy context and how the development complies;
- Chapter 3 describes the existing road network;
- Chapter 4 outlines the Site's accessibility for walking, cycling and public transport;
- Chapter 5 details the Proposed Development, including the Site access and anticipated traffic impacts; and
- Chapter 6 provides the summary and conclusions.

2 POLICY CONTEXT

2.1 It is necessary to understand the national and local planning policies which relate to the development. Therefore, the following chapter sets out relevant policies and demonstrates how the Proposed Development would meet these.

National Policy

National Planning Policy Framework (2026)

2.2 NPPF is published by the Ministry for Housing, Communities and Local Government to set the framework under which local transport, parking and accessibility plans and policies are set. The NPPF has been revised most recently in August 2026.

2.3 At the heart of the NPPF is a presumption in favour of sustainable development, with the relevant policies for promoting sustainable transport outlined below:

TR3: Locating development in sustainable locations

2.4 1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;

d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and

TR4: Street design, access and parking

2.5 1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should

a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

i Minimise the scope for conflict between pedestrians, cyclists and vehicles

ii Meet the needs of disabled people, older people and children in relation to all modes of transport, and

iii Avoid unnecessary street clutter

d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and

e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

2. The principles set out in national design guidance should be used to inform how this policy is applied.

TR6: Assessing transport impacts

2.6 1. Development proposals that are likely to generate significant amounts of movement should be supported by:

a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."

2.7 The Proposed Developments accords with the objectives of the NPPF. It is located within an established urban area that benefits from good access to walking, cycling and public transport facilities, while reusing a previously vacant site.

National Planning Practice Guidance (PPG)

2.8 The Planning Practice Guidance (PPG) web-based resource was published on 6 March 2014 by the Department for Communities and Local Government (DCLG). This resource collates relevant planning policy guidance, providing links between the NPPF and additional relevant legislation.

2.9 The guidance on 'Travel Plans, Transport Assessments and Statements in Decision-Taking' states at Paragraph 005 that:

- *"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal."*

Regional

Manchester's Local Development Framework – Core Strategy Development Plan Document (July 2012)

2.10 The Core Strategy Manchester's Local Development Framework was adopted by MCC in 2012 and describes the Council's vision for Manchester in 2027 along with the planning objectives and policies which will be used to deliver that vision.

2.11 Objective 5 relates to transport;

"Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation."

2.12 There are some policies that have been set out, to help achieve this objective.

Policy T1 Sustainable Transport

2.13 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses by;

- *'Improving choice by developing alternatives to the car;*
- *Promoting regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;*
- *Improving access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;*
- *Improving pedestrian routes and the pedestrian environment and Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail);*
- *Contributing to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision'*

Policy T2 Accessible areas of opportunity and need

2.14 The Council will proactively guide development to ensure that any new proposals are:

- *'located to ensure good access to the City's main economic drivers;*
- *easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities'*

Policy DM1 Development Management

2.15 All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- '*appropriate siting, layout, scale, form, massing, materials and detail';*
- *'Impact on surrounding areas in terms of the design, scale and appearance of the proposed development';*
- *'Effects on amenity including….noise…air quality….road safety and traffic generation';*
- *'Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes''*
- *'Refuse storage and collection' and;*
- *'Vehicle access and car parking'.*

Places for Everyone Joint Development Plan 2022-2039

2.16 The Places for Everyone Joint Development Plan is the statutory strategic planning document for nine Greater Manchester authorities. Adopted in March 2024, it establishes the planning framework for growth and development across Greater Manchester to 2039.

2.17 Its overarching vision is to make Greater Manchester one of the best places in the world to *"grow up, get on and grow old",* supported by objectives relating to housing delivery, economic growth, sustainable travel, environmental enhancement, health and wellbeing, and reducing inequalities.

2.18 A key policy is Policy JP-P1: Sustainable Places, which seeks to create places that are well connected by public transport and easy to move around by walking and cycling. This is consistent with the location of the Proposed Development within an accessible area of Manchester.

2.19 In addition, Policy JP-Strat 5: Inner Areas identifies Whalley Range as an area for targeted regeneration. The policy supports new development in accessible locations and encourages the delivery of residential development in these inner area regions.

Greater Manchester Transport Strategy 2040

2.20 The Greater Manchester Transport Strategy 2040 provides a vision for the region to have *"World class connections that support long-term, sustainable economic growth and access to opportunity for all"*

2.21 The strategy is underpinned by four key objectives:

- Supporting sustainable economic growth;
- Protecting the environment;
- Improving quality of life for all residents; and
- Developing and innovative and connected city-region

2.22 The Proposed Development aligns with Policy 4, which seeks to ensure that new developments are accessible by sustainable transport modes and to minimise transport related emissions and impacts on the highway network.

2.23 Given the Site's proximity to frequent public transport services and the availability of walking and cycling connections, the Proposed development is well placed to support sustainable travel patterns and reduce reliance on the private car.

Local

Whalley Range Community Forum Development Plan 2025-2030 (Draft)

2.24 The Whalley Range Community Forum Development Plan has been prepared by local residents and stakeholders to establish a vision and objectives for the area through to 2030.

2.25 The Plan identifies a number of priorities at improving the local community and environment.

2.26 One of the principle priorities is “Happy and Healthy”, which seeks to improve physical and mental health outcomes by encouraging active travel. The Plan also supports ambitions to achieve a net-zero future, recognising the importance of active travel and reducing dependence on private car use. The Proposed Development supports these objectives through its location within an accessible urban area.

3 SITE AND SURROUNDINGS

Local Road Network

Yarburgh Street

3.1 Yarburgh Street bounds the site to the north and will provide vehicular access to the Proposed Development via an existing access point. The road runs in an east-west direction and is subject to a 20mph speed limit. Residential properties front both sides of the carriageway, with the Proposed Development located at the western end of the street adjoining Withington Road. The street benefits from good pedestrian infrastructure, including footways of an appropriate width and street lighting on both sides of the carriageway, as illustrated in Figure 3-1.

Figure 3-1 Yarburgh Street



3.2 To the immediate north of the site there is an existing layby with space to park 2 cars

Withington Road

3.3 Withington Road bounds the Site to the west and runs in a north to south direction. It currently provides the main frontage and customer access to the existing Range Pharmacy and forms a principal route through the Whalley Range area. A variety of local services and facilities are located along the corridor, including supermarkets, food and drink establishments, healthcare facilities and residential properties. The road is subject to a 20mph speed limit and benefits from continuous pedestrian infrastructure, including footways and street lighting on both sides of the carriageway, as illustrated in Figure 3-2.

Figure 3-2 Withington Road

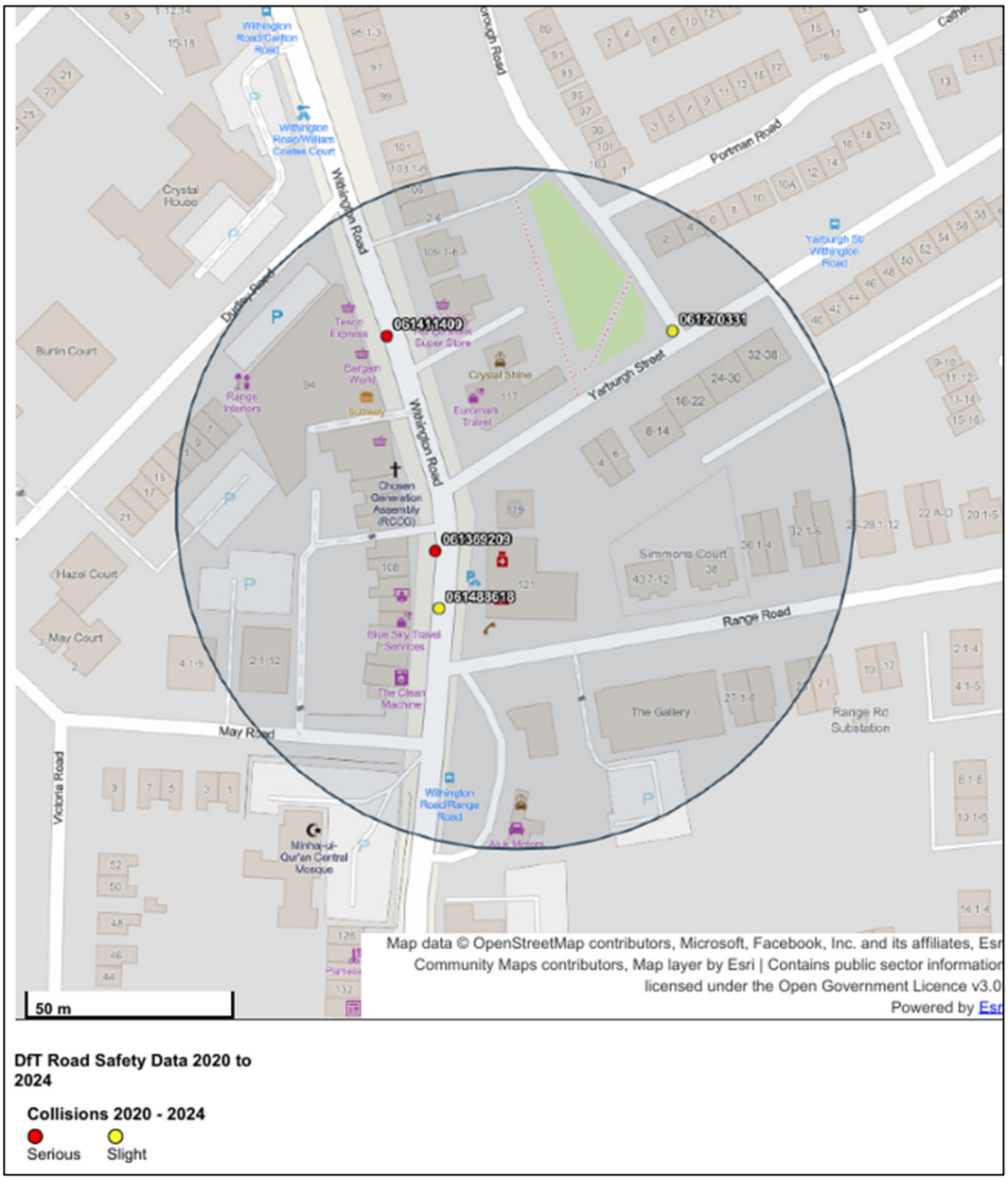


Personal Injury Collision (PIC) analysis

3.4 A review of PIC data has been undertaken using the most recent available data from the Department of Transport's (DfT) STATS19 database. This covers a five-year period between 2019 and 2024 and provides a GIS-based review of the reported collisions, including the date of the collision, number of vehicles involved, number of casualties and the severity of any resulting injuries.

3.5 The software was used to interrogate and map the accident locations and severity within a 50m radius of the Site. An extract of the mapped accidents is provided in Figure 3-3.

Figure 3-3 Personal Injury Accidents



Source: ESRI ArcGIS with Open Data from GOV.UK

3.6 A total of four collisions were recorded within the study area over a five-year period. Of these, two were classified as slight and two were classified as serious. One slight collision occurred on Yarburgh Street, whilst the remaining incidents occurred on Withington Road.

3.7 The two serious collisions involved a vehicle colliding with either a pedestrian or cyclist.

3.8 The slight collisions comprised a vehicle failing to stop at a pedestrian crossing, resulting in slight injuries to a pedestrian and a collision involving two vehicles at a T-junction on Yarburgh Street.

3.9 Given the low number of recorded collisions over the study period and the absence of any identifiable cluster, trend or recurring causation factor, the collision analysis does not identify any existing highway safety concerns that would be exacerbated by the Proposed Development.

3.10 The full PIC screening report is included in **Appendix 2** and provides further details on the individual collisions, including their locations, severities and casualty types.

4 SITE ACCESSIBILITY

Pedestrian and cycle network

4.1 The site is located within the established residential area of Whalley Range and benefits from convenient access to a range of local services and facilities by active travel modes, which is beneficial for residents of the proposed apartments. This includes healthcare facilities, supermarkets, restaurants, cafes, community facilities and educational establishments. The close proximity of these destinations also provides opportunities for linked trips, whereby individuals can combine journeys to the pharmacy with other day to day activities.

4.2 As discussed in Chapter 3, the site benefits from a high quality pedestrian environment. Footways are provided on both sides of Yarburgh Street and Withington Road, with continuous street lighting.

4.3 A controlled pedestrian crossing is located immediately outside the existing pharmacy and Proposed Development site on Withington Road, providing a safe crossing point for pedestrians travelling to and from the Site, as shown in Figure 4-1.

Figure 4-1 Pedestrian crossing on Withington Road



Public Transport

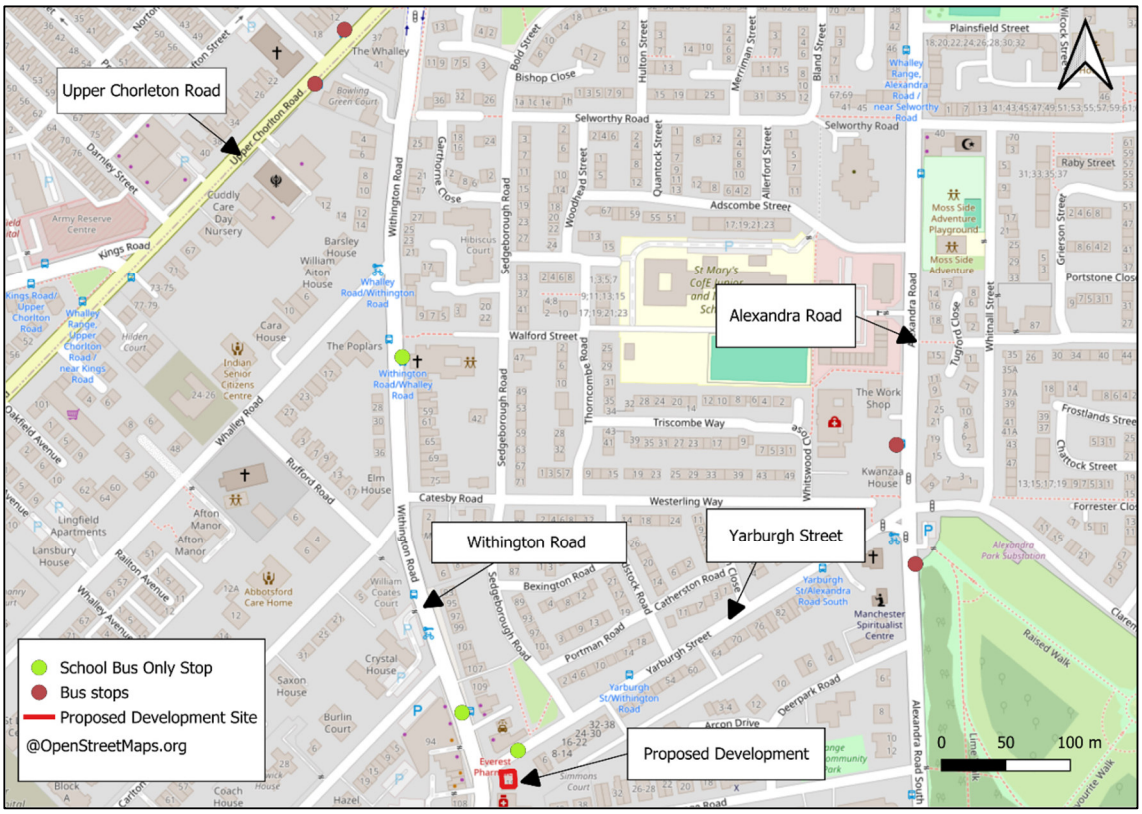
4.4 The Proposed Development is located in an area that benefits from good public transport accessibility.

Bus

4.5 A number of bus services operate within walking distance of the Site.

4.6 Figure 4-2 identifies the nearest bus stops, all of which are located within approximately 600m of the Proposed Development and can therefore by accessed comfortably on foot.

Figure 4-2 Bus Stops



4.7 The nearby bus stops serve a range of routes connecting the Site with Manchester City Centre and other keys destinations across Greater Manchester, these services are outlined in Table 4-1 below.

Table 4-1 Bus Services

Number	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-End	Average Freq.
Alexandra Road							
85	Chorlton-Manchester Picadilly via Whalley Range and Hulme	06:24-00:12^{+1}	Approx. every 20 mins	07:07-00:12^{+1}	Approx. every 20 mins	10:06-23:42	Approx. every 20 mins
85A	Chorlton-Manchester Picadilly via Whalley Range and Hulme	07:50-22:42	Hourly	08:51-22:42	Hourly	N/A	N/A
Upper Chorlton Road							
15	Flixton-Manchester Picadilly via Urmston, Stretford, Whalley Range and Moss Side	06:15-23:15	Approx. every 20 mins	07:30-23:15	Approx. every 20 mins	08:18-23:18	Approx. every 20 mins
86	Chorlton-Manchester Picadilly via Whalley Range and Hulme	05:35-00:04^{+1}	Approx. every 20 mins	06:25-02:55^{+1}	Approx. every 20 mins	N/A	N/A

4.8 Additional bus stops ate located on Yarburgh Street and Withington Road. These stops are served by school bus services, operating between Whalley Range and Loreto College.

Train & Tram

4.9 Manchester Piccadilly Station is accessible from the Site via the bus services outlined above, with typical journey times of approximately 30 minutes. Located approximately 4.5km northeast of the Site, Manchester Piccadilly is the principal railway station within Greater Manchester and forms part of the West Coast Main Line network.

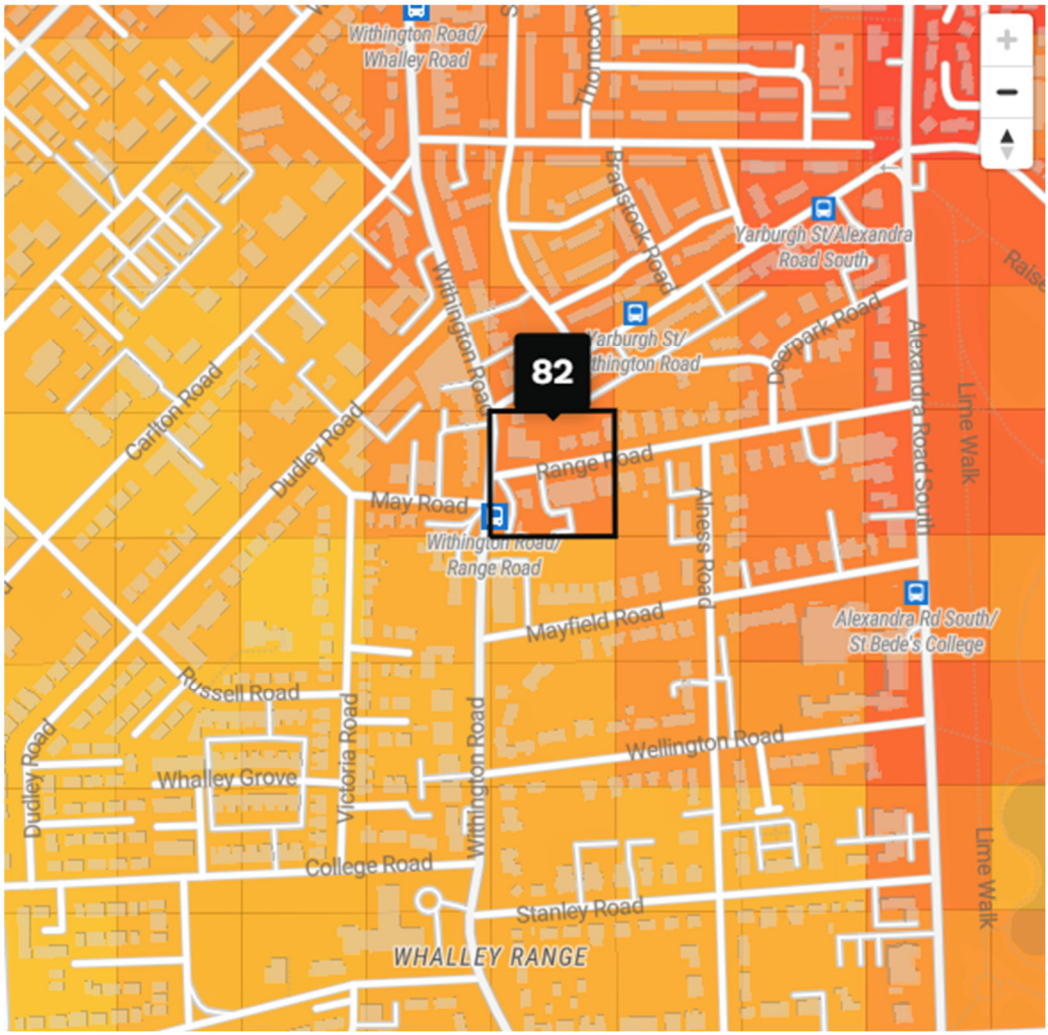
4.10 The nearest Metrolink station is located approximately 2km walk distance to the west at Firswood. This experiences frequencies of every 6 minutes at peak times and trams run between Manchester and Manchester Airport and Manchester and East Disbury. Connections to the wider Greater Manchester area can be made at Cornbrook.

4.11 Whilst it is not expected that customers would travel to the site by train or tram, some staff may to choose to travel by these means.

Connectivity Tool

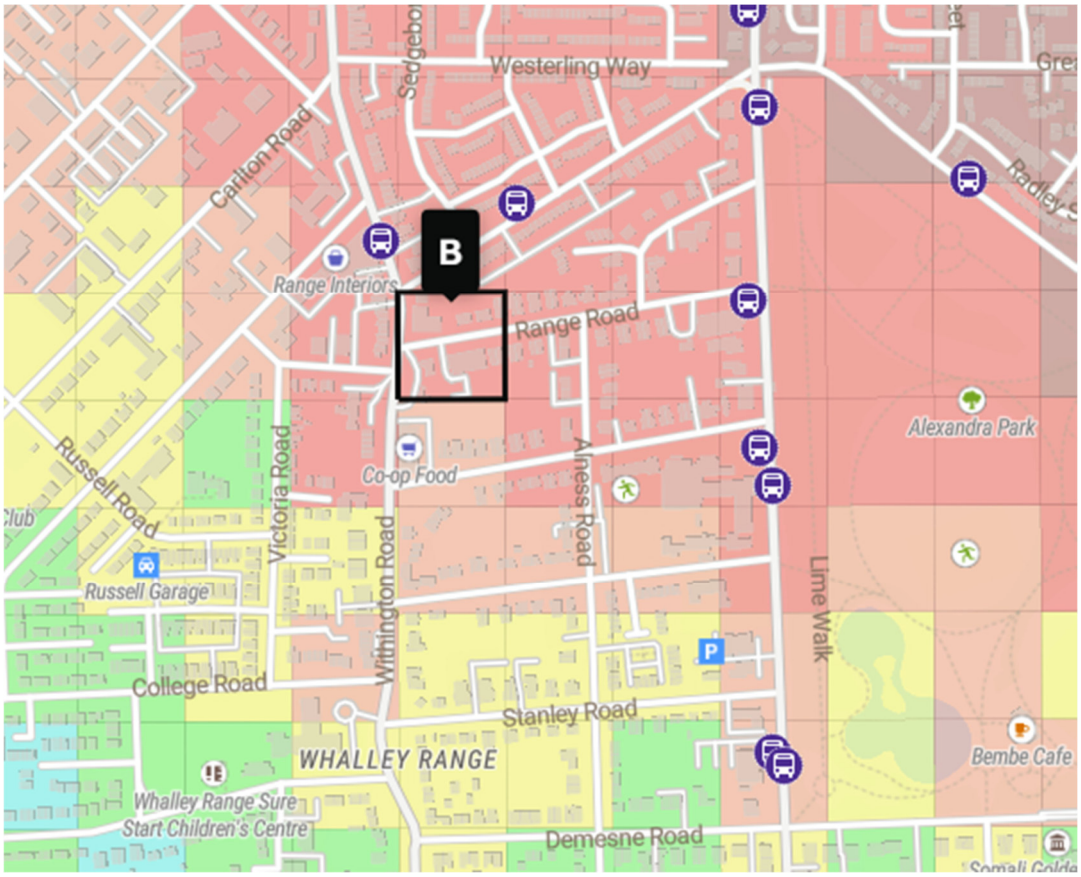
4.12 The NPPF connectivity tool has been used to establish the connectivity of the site to the wider area. This has revealed a national score of 82 (where 0 is lowest and 100 is the highest connectivity).

Figure 4-4 National Connectivity Score



Source: NPPF Connectivity Tool Lite

Figure 4-5 Local Authority Connectivity Score



Source: NPPF Connectivity Lite

4.13 The Local Authority score is graded A to J, where A is the highest. This site is graded 'B'. In summary the connectivity is very high by all modes of transport.

4.14 The investigations into accessibility have revealed that the site is well connected for pedestrians and public transport. There is a dense population surrounding the site which means that customers and staff are within an easy walk distance of the site. There are public transport options available for those living slightly further away.

5 PROPOSED DEVELOPMENT

Description of Development

5.1 The Proposed Development comprises the conversion and redevelopment of an existing derelict building at 119 Withington Road to provide a new pharmacy and residential accommodation.

5.2 The pharmacy element will accommodate the relocation of the existing Range Pharmacy, which is currently located immediately adjacent to the Site. The relocation will enable the business to operate from larger and improved premises. The pharmacy will occupy the basement and ground floors of the building whilst the first floor will provide three one-bedroom apartments.

5.3 The pharmacy will include staff facilities and storage areas in the basement, with an approximate floor area of 103sqm, and the ground floor will provide the main customer facing pharmacy area, including a customer waiting area, dispensing facilities and additional storage space, with an approximate floor area of 150sqm.

5.4 The residential accommodation will comprise two two-bedroom apartments located on the first floor. Each apartment will contain 2 bedrooms (one with en-suite), bathroom, and an open plan kitchen and living area.

Car Parking

5.5 The Proposed Development will provide three car parking spaces for pharmacy employees. Two of these will be equipped with electric vehicle (EV) charging facilities. The access gate to the rear of the site will be moved east slightly to maximise the available space at the rear for parking and bin storage.

5.6 The three parking spaces have been assessed using swept path analysis (SPA) which has confirmed that all three parking spaces can be reached by a medium size car. These SPAs indicate that all cars can enter and exit the parking in a forward movement. These SPAs are shown in **Appendix 3**.

5.7 As per the existing situation, there will be no car parking for customers.

Cycle Parking

5.8 Secure cycle parking will be provided for residents, with dedicated storage space available for two bicycles.

5.9 There are 6 existing cycle hoops located at the front of the existing pharmacy which can be used for up to 10 cycles for short-stay parking (some spaces restricted due to proximity of railings).

5.10 For staff, there will be a bike store capable of accommodating 4 bikes, with staff carrying bikes down to the basement via the stairs.

Servicing

5.11 Servicing to the site will take place 2-3 times per weeks by transit van. It is proposed that a compact loading bay is introduced on Yarburgh Street within the existing layby as indicated in **Appendix 4.**

5.12 Separate refuse and recycling storage areas will be provided for the residential and pharmacy uses. These facilities will be conveniently located within the parking area of the Site. Refuse collection will be from Yarburgh Street, just 10m from the storage areas. This distance is within the MCC and Mfs required waste carry/drag distances. On bin collection days the gates will be left open rather than leaving bins blocking the footway. The gates will be secured as soon as refuse collection has taken place and bins returned to storage.

Site Access

5.13 Vehicular access to the Site will be taken from Yarburgh Street via the existing access arrangement, with the gate moved east slightly. Access to the parking area will be controlled by a sliding gated entrance. A visibility envelope of 2.4m x 25m has been checked to ensure safe exit from the gate location and can be seen in **Appendix 5**.

5.14 An 'h-bar' marking will be required across the gated access to prevent cars from blocking the rear access. This is an existing situation as thee is already a gate and dropped kerb mid-way across the layby.

5.15 Pedestrian visibility splays of 2m x 2m are also shown in **Appendix 5**. Railings will be located either side of the sliding gate to maximise visibility.

5.16 Residential pedestrian access will be provided from Yarburgh Street via a dedicated entrance. An internal stairwell will provide access to the first floor apartments.

5.17 Pedestrian access to the pharmacy will be taken directly from Withington Road, utilising the existing frontage access arrangement. This approach will maintain a visible customer entrance, consistent with the operation of the existing Range Pharmacy.

Expected Trip Changes

5.18 The Proposed Development is not expected to generate an increase in vehicular trips compared with existing conditions. As demonstrated in Chapter 4, the Site is located within a highly accessible location, benefitting from active travel infrastructure and frequent bus services providing connections to Manchester City Centre and surrounding destinations.

5.19 A significant portion of pharmacy trips are also anticipated to comprise linked or "trip-chained" journeys. The Site is located immediately adjacent to the Range Medical Centre and close to a range of local amenities within Whalley Range. Consequently, many visitors to the pharmacy are likely to be already travelling to the area for medical appointments, or other daily activities, with visits to the pharmacy incorporated into existing journeys rather than generating new trips.

5.20 Furthermore, the residential element of the Proposed Development comprises only three one-bedroom apartments and is therefore expected to generate a negligible level of additional traffic, such as occasional taxi movements. Similarly, whilst the pharmacy will occupy a larger unit than the existing premises, the increase in floorspace is relatively modest and reflects the operational expansion of an established local business rather than the introduction of a new destination use.

5.21 On this basis, the Proposed Development is not expected to result in any material increase in traffic on the local highway network.

6 SUMMARY AND CONCLUSION

6.1 SCP has been commissioned by the Applicant to prepare this Transport Statement in support of a planning application for the redevelopment of 119 Withington Road, Whalley Range, Manchester, to provide a mixed-use pharmacy and residential development. The assessment has considered the Proposed Development in the context of relevant national, regional and local planning and transport policy.

6.2 A review of Personal Injury Collision (PIC) data for the surrounding highway network has not identified any significant highway concerns within the vicinity of the Site. Furthermore, no collision patterns or trends have been identified that could reasonably be expected to be exacerbated by the Proposed Development.

6.3 The Site is located in a highly accessible location. A range of local services and facilities are located within walking distance, whilst high quality pedestrian infrastructure, nearby cycling routes and frequent bus services provide sustainable modes of transport. This is demonstrated by the DfT Connectivity Tool which classifies the site as 82 nationally and graded B within the Local Authority.

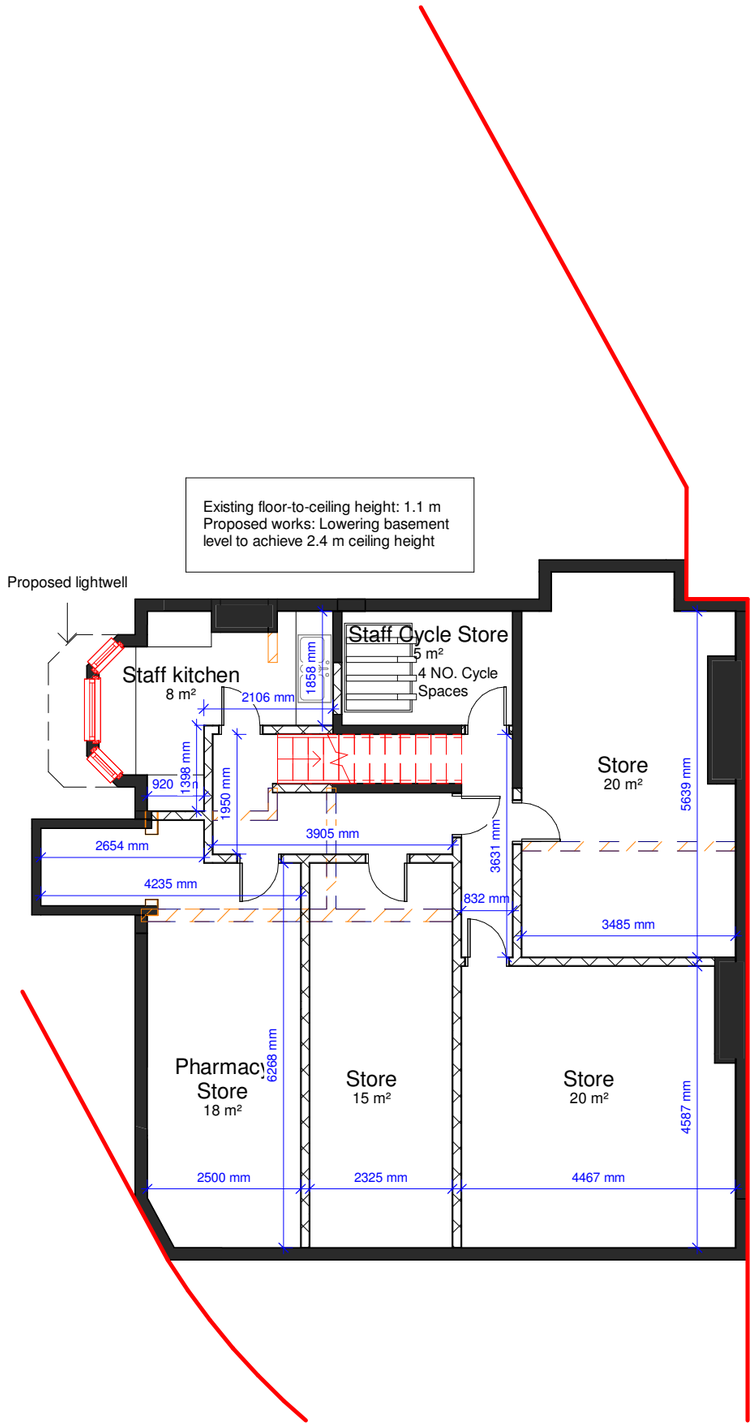
6.4 The Proposed Development is not expected to generate any material increase in vehicular traffic. The residential element comprises only three one-bedroom apartments, whilst the pharmacy represents the relocation and modest expansion of an existing business. In addition, a significant proportion of trips are anticipated to comprise linked or trip-chained journeys, particularly given the proximity of the Range Medical Centre and other local amenities within Whalley Range. Consequently, many visitors are likely to already be travelling to the area for other purposes and will incorporate visits to the pharmacy into existing journeys rather than generating new vehicle trips.

6.5 A s278 agreement will be entered into to deliver the necessary amendments to the highway network. Alterations to the TRO will be funded by the developer. A Construction Traffic Management Plan will be submitted prior to work commencing on site.

6.6 Having regard to the Site's accessible location, the absence of any identified highway safety concerns, and the limited transport impact of the Proposed Development, it is concluded that there are no transport related reasons why planning permission should be withheld.

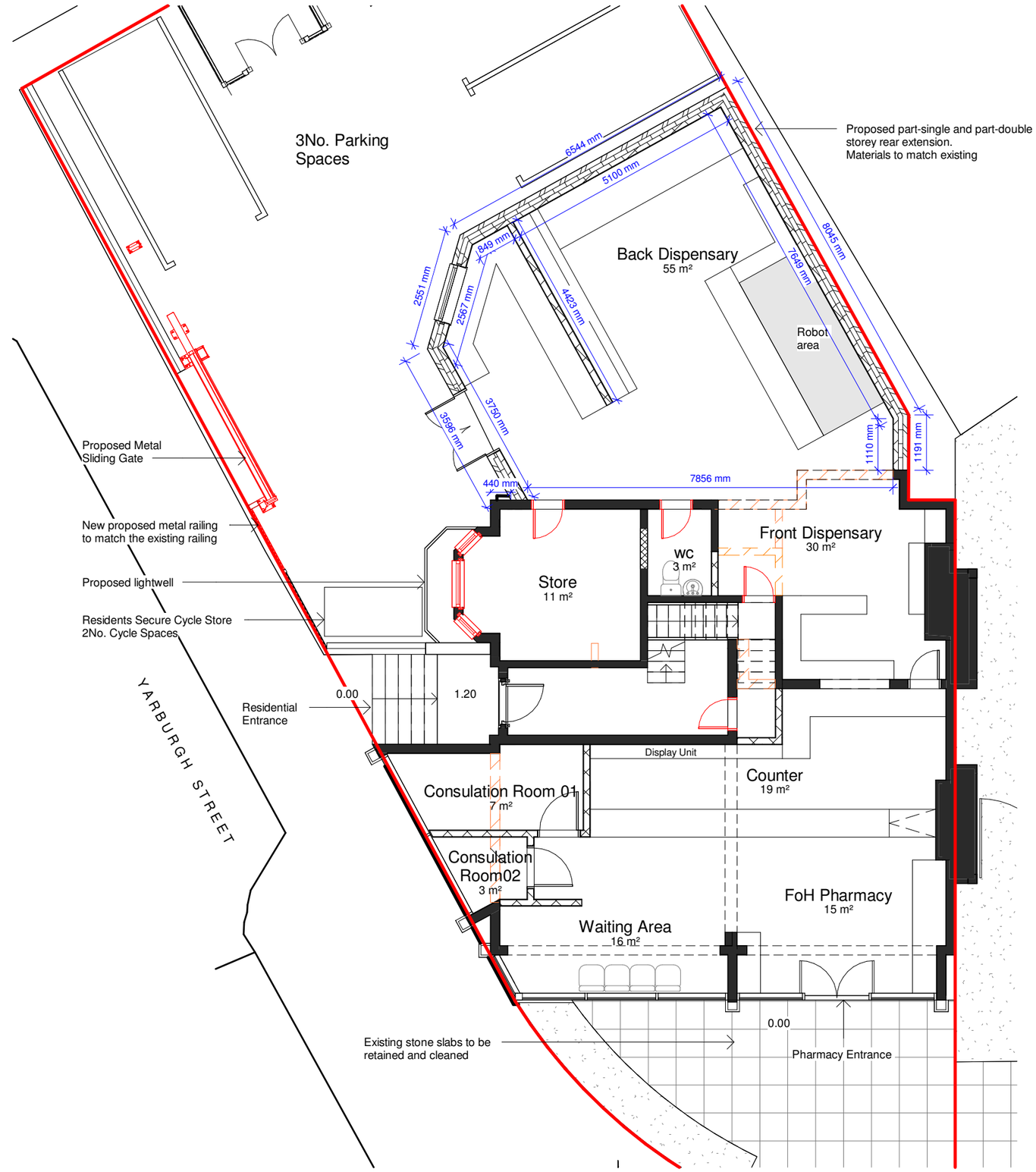
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APPENDIX 1



1 Proposed Basement Floor Plan

1 : 100



2 Proposed Ground Floor Plan

1 : 100

0 1 2 3 4m

1:100

General Notes

The Architect shall have no responsibility for any use made of this document other than for that which it was prepared and issued.

All dimensions should be checked on site. Do not scale from this drawing

To be read in conjunction with all other Consultant's drawings.

The Architect to be immediately notified of any discrepancies.

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LEGEND

Site Boundary

Total Ground Floor Area 148sqm

Total Basement Floor Area 103sqm



Residents Cycle Store
Secure External Bicycle Storage Shed



Staff Cycle Store
Internal Semi-vertical Cycle Rack

No.	Date	Dwn	App	Revision or reason for issue
P10	23/07/2026	AK	SH	Amended Drawings
P9	18/06/2026	AK	SH	Amended Metal Gate
P8	15/06/2026	AK	SH	Amended Drawings
P7	22/05/2026	AK	SH	Amended Drawings
P6	15/05/2026	AK	SH	Amended Drawings
P5	03/10/2025	SA	SH	Amended FF Layout & Basement
P4	18/09/2025	SA	SH	Amended GF & Basement
P3	01/09/2025	SA	SH	Amended BoH and FoH
P2	07/08/2025	AK	SH	Amended Drawings
P1	14/07/2025	SA	SH	Initial Issue

Client

Sunil Khullar

createitstudios ...leave an impression

Create It Studios (NW) Ltd
3 Stevenson Square,
Manchester
M1 1DN

info@createitstudios.co.uk

Project Title

119 Withington Road, Whalley Range, Manchester, M16 8EB

Scale / North Point

1 : 100

Drawing Title

Proposed Floor Plans

Drawing Number: A1616(02)AP002

Revision: P10

Drawing Status

Preliminary

S|C|P

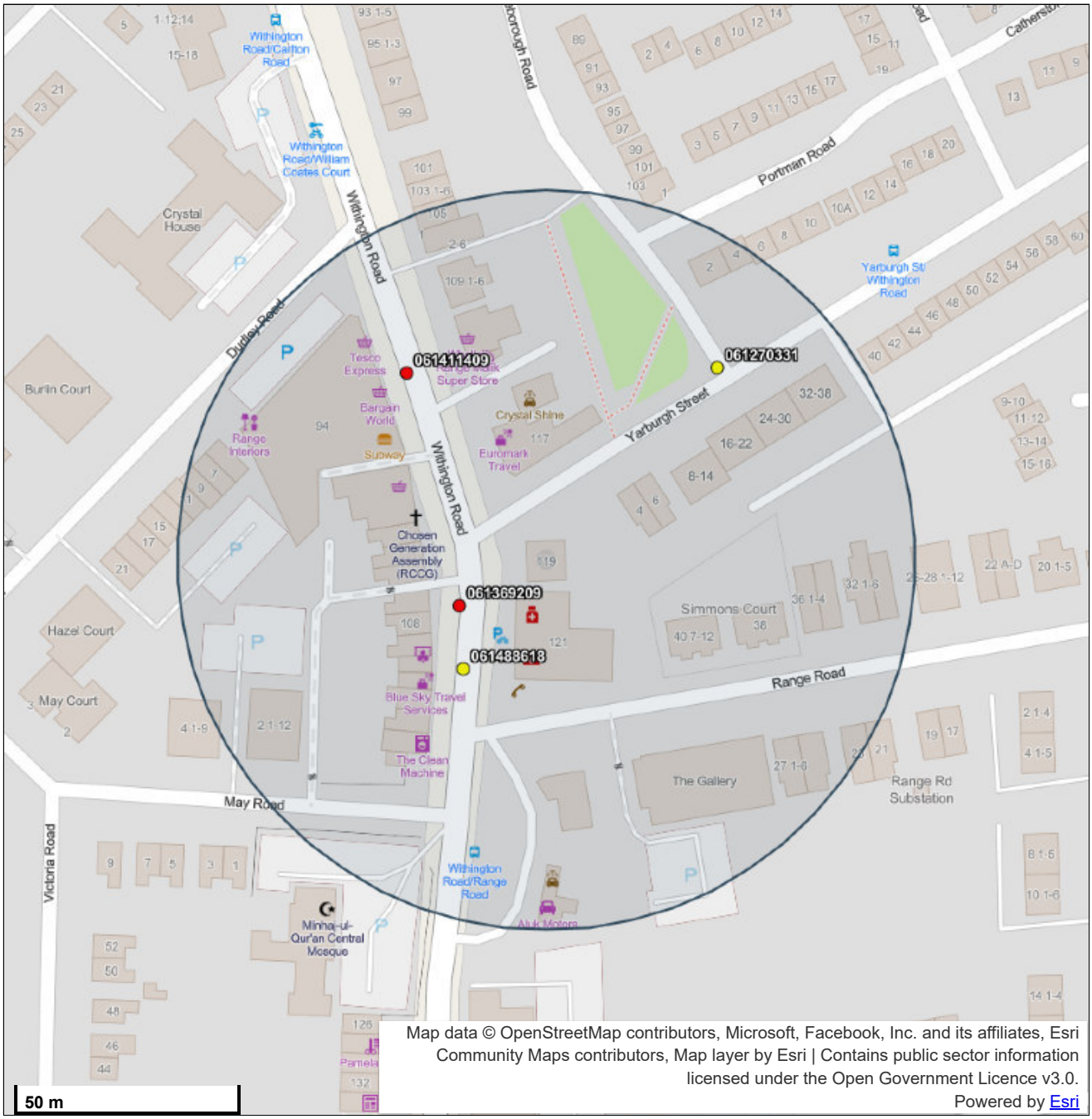
APPENDIX 2

Near Me Report

Area of Interest (AOI) Information

Area: 31,345.09 m²

Date: Fri Jul 10 2026 11:01:20 GMT+0100 (British Summer Time)



DfT Road Safety Data 2020 to 2024

Collisions 2020 - 2024

Serious Slight

Collisions 2020 - 2024 | Total count: 4

#	Collision index	Collision year	Collision reference
1	2023061369209	2023	061369209
2	2024061488618	2024	061488618
3	2023061411409	2023	061411409
4	2023061270331	2023	061270331

#	Collision severity	Number of vehicles	Number of casualties
1	Serious	2	1
2	Slight	1	1
3	Serious	1	1
4	Slight	2	1

#	Day of the week	First road class	Road type
1	Thursday	Unclassified	Single carriageway
2	Saturday	Unclassified	Single carriageway
3	Friday	Unclassified	Single carriageway
4	Tuesday	Unclassified	Single carriageway

#	Speed limit	Junction detail (historic)	Junction detail
1	30	T or staggered junction	T or staggered junction
2	30	Data missing or out of range	T or staggered junction
3	30	Not at junction or within 20 metres	Not at junction or within 20 metres
4	20	T or staggered junction	T or staggered junction

#	Junction control	Pedestrian crossing human control (historic)	Pedestrian crossing physical facilities (historic)
1	Data missing or out of range	Data missing or out of range	Data missing or out of range
2	Auto traffic signal	Data missing or out of range	Data missing or out of range
3	Data missing or out of range	unknown (self reported)	unknown (self reported)
4	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres

#	Pedestrian crossing	Light conditions	Weather conditions
1	Data missing or out of range	Darkness - lights lit	Fine no high winds
2	Pedestrian light crossing (pelican or puffin or toucan or similar)	Daylight	Fine no high winds
3	unknown (self reported)	Daylight	Fine no high winds
4	No physical crossing facility within 50m	Daylight	Fine no high winds

#	Road surface conditions	Enhanced severity collision	Collision injury based
1	Data missing or out of range	Very Serious	Based on Injury code reporting
2	Dry	Slight	Based on Injury code reporting
3	Dry	Less Serious	Based on Injury code reporting
4	Dry	Slight	Based on Injury code reporting

#	Collision adjusted severity serious	Collision adjusted severity slight	Date and time
1	1.000000	0.000000	19/10/2023, 19:45
2	0.000000	1.000000	07/09/2024, 09:45
3	1.000000	0.000000	01/12/2023, 10:00
4	0.000000	1.000000	24/01/2023, 12:05

Vehicles 2020 - 2024 | Total count: 6

#	Collision index	Collision year	Collision reference
1	2023061369209	2023	061369209
2	2023061369209	2023	061369209
3	2024061488618	2024	061488618
4	2023061411409	2023	061411409
5	2023061270331	2023	061270331
6	2023061270331	2023	061270331

#	Vehicle reference	Vehicle type	Vehicle manoeuvre (historic)
1	1	Car	Data missing or out of range
2	2	Pedal cycle	Data missing or out of range
3	1	Car	Data missing or out of range
4	1	Car	Reversing
5	2	Car	Going ahead other
6	1	Car	Moving off

#	Vehicle manoeuvre	Vehicle direction from	Vehicle direction to
1	Data missing or out of range	Data missing or out of range	Data missing or out of range
2	Data missing or out of range	Data missing or out of range	Data missing or out of range
3	Slowing or stopping	South	North
4	Reversing	South	North West
5	Going ahead	West	East
6	Moving off	North	South

#	Vehicle location restricted lane (historic)	Vehicle location restricted lane	Junction location
1	Data missing or out of range	Data missing or out of range	Data missing or out of range
2	Data missing or out of range	Data missing or out of range	Data missing or out of range
3	Data missing or out of range	On main carriageway (not in restricted lane)	Mid Junction - on roundabout or on main road
4	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Not at or within 20 metres of junction
5	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Approaching junction or waiting/parked at junction approach
6	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Approaching junction or waiting/parked at junction approach

#	Skidding and overturning	Hit object in carriageway	Vehicle leaving carriageway
1	Data missing or out of range	Data missing or out of range	Data missing or out of range
2	Data missing or out of range	Data missing or out of range	Data missing or out of range
3	None	None	Did not leave carriageway
4	None	None	Did not leave carriageway
5	None	None	Did not leave carriageway
6	None	None	Did not leave carriageway

#	Hit object off carriageway	First point of impact	Vehicle left hand drive
1	None	Data missing or out of range	No
2	None	Data missing or out of range	No
3	None	Front	No
4	None	Back	No
5	None	Nearside	No
6	None	Front	No

#	Journey purpose of driver (historic)	Journey purpose of driver	Generic make model	Driver distance banding	Collision Severity
1	Not known	Not known or not requested	MG ZS	Data missing or out of range	Serious
2	Commuting to/from work	Commuting to or from work	Data missing or out of range	Data missing or out of range	Serious
3	Data missing or out of range	Not known or not requested	HONDA JAZZ	Collision occurred within 5km of drivers home postcode	Slight
4	Not known	Not known or not requested	Data missing or out of range	Data missing or out of range	Serious
5	Other	Not known or not requested	TOYOTA PRIUS	Data missing or out of range	Slight
6	Other	Not known or not requested	FORD FOCUS	Data missing or out of range	Slight

Casualties 2020 - 2024 | Total count: 4

#	Collision index	Collision year	Collision reference
1	2023061369209	2023	061369209
2	2024061488618	2024	061488618
3	2023061411409	2023	061411409
4	2023061270331	2023	061270331

#	Vehicle reference	Casualty reference	Casualty class
1	2	1	Driver or rider
2	1	1	Pedestrian
3	1	1	Pedestrian
4	2	1	Driver or rider

#	Casualty severity	Pedestrian location	Pedestrian movement
1	Serious	Not a Pedestrian	Not a Pedestrian
2	Slight	Crossing on pedestrian crossing facility	Crossing from driver's nearside
3	Serious	On footway or verge	Unknown or other
4	Slight	Not a Pedestrian	Not a Pedestrian

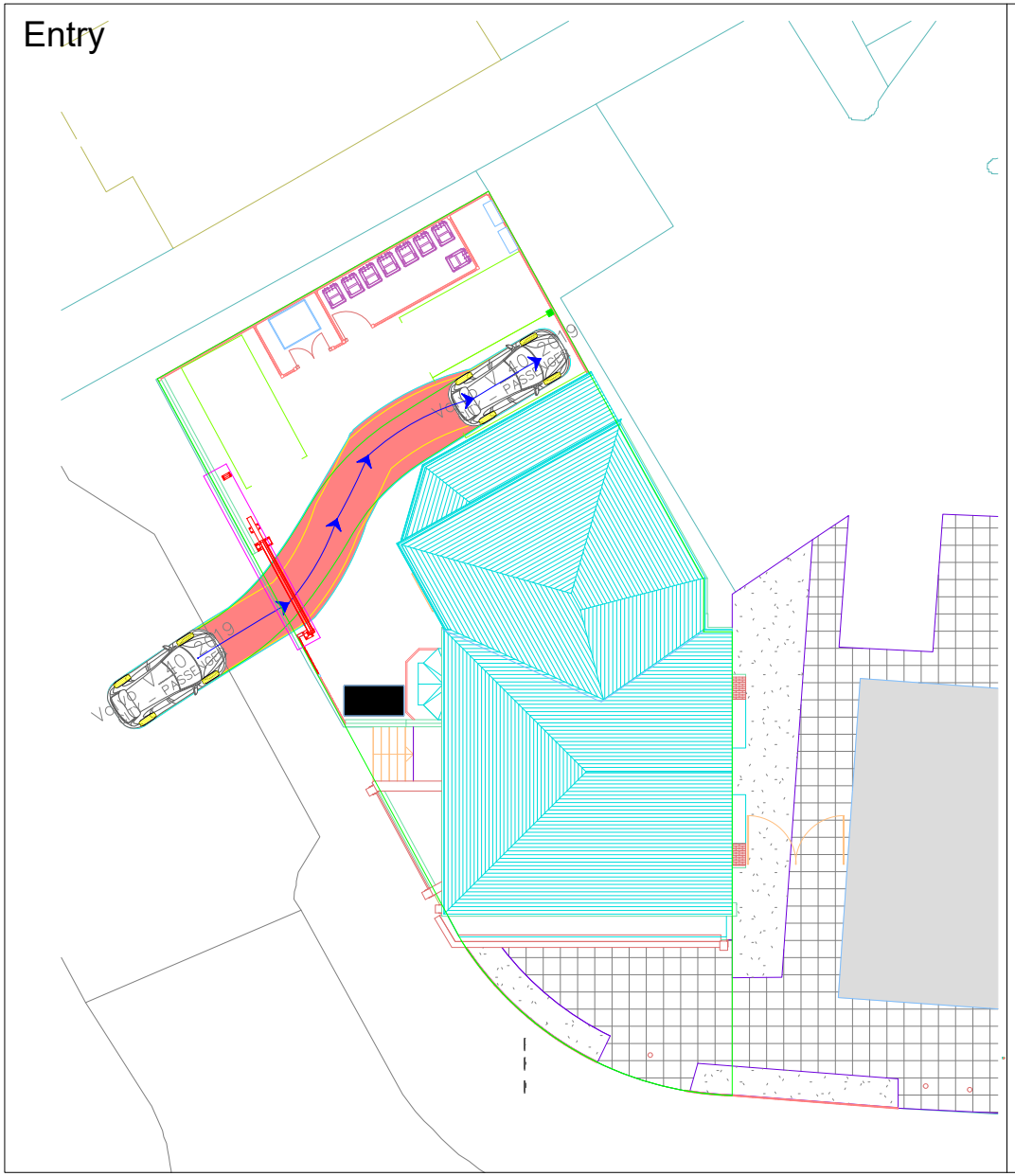
#	Car passenger	Bus or coach passenger	Casualty type
1	Not car passenger	Not a bus or coach passenger	Cyclist
2	Not car passenger	Not a bus or coach passenger	Pedestrian
3	Not car passenger	Not a bus or coach passenger	Pedestrian
4	Not car passenger	Not a bus or coach passenger	Car occupant

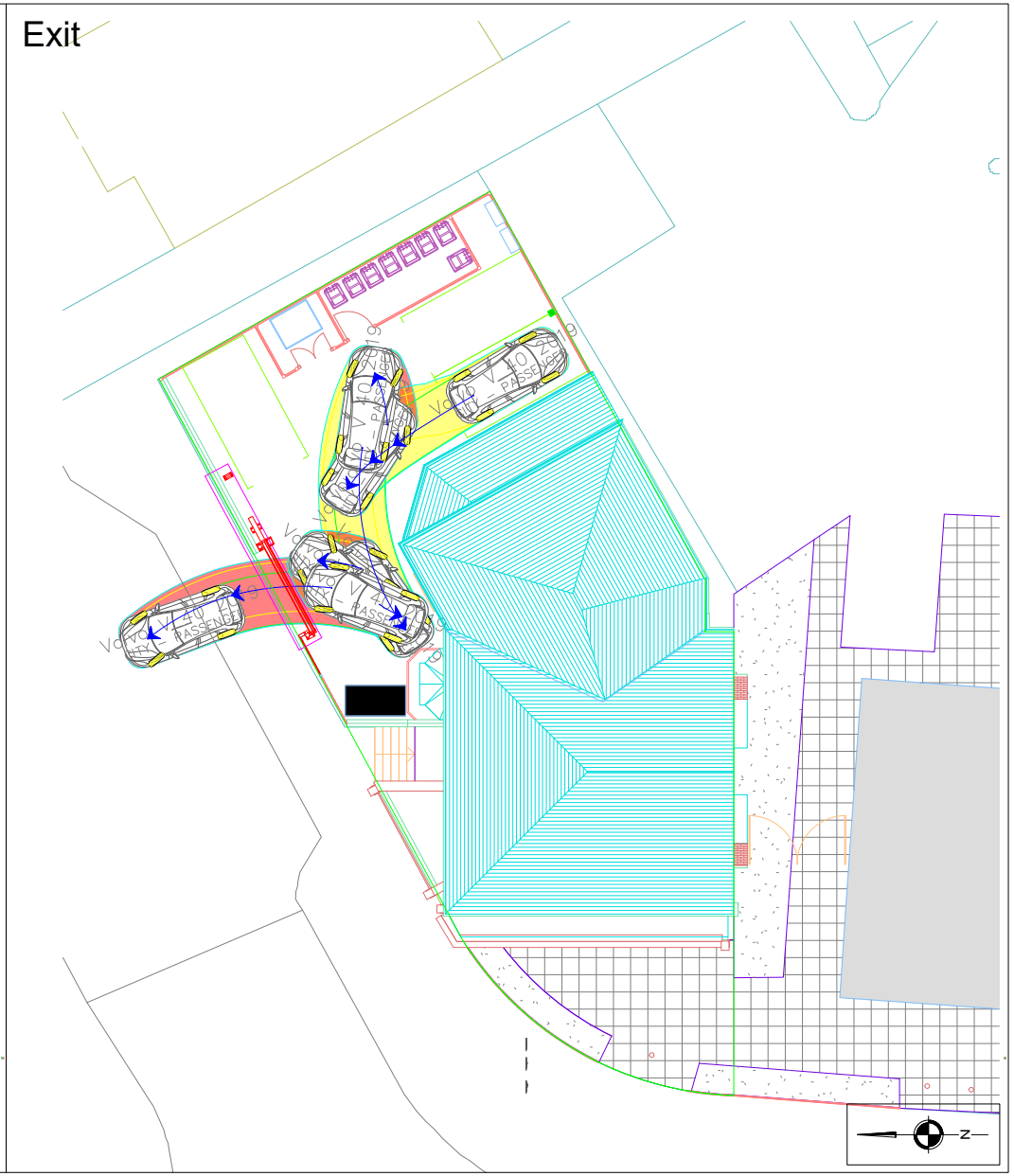
#	Enhanced casualty severity	Casualty injury based	Casualty adjusted severity serious
1	Very Serious	Based on Injury code reporting	1.000000
2	Slight	Based on Injury code reporting	0.000000
3	Less Serious	Based on Injury code reporting	1.000000
4	Slight	Based on Injury code reporting	0.000000

#	Casualty adjusted severity slight	Casualty distance banding	Closest Approximate Distance
1	0.000000	Data missing or out of range	26.68 m
2	1.000000	Collision occurred within 5km of casualties home postcode	37.09 m
3	0.000000	Data missing or out of range	63.1 m
4	1.000000	Data missing or out of range	69.43 m

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APPENDIX 3





Rev	Description	Date	By
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REVISIONS

Drawn By: JR

Date: 23/07/2026

Checked: GW

Scale@A4: 1:250

Approved: GW

Status: Planninh

Client Name: Range Pharmacy Ltd

Project Title: Transport Statement

Drawing Title: Swept Path Analysis
Parking Access
Parking 1

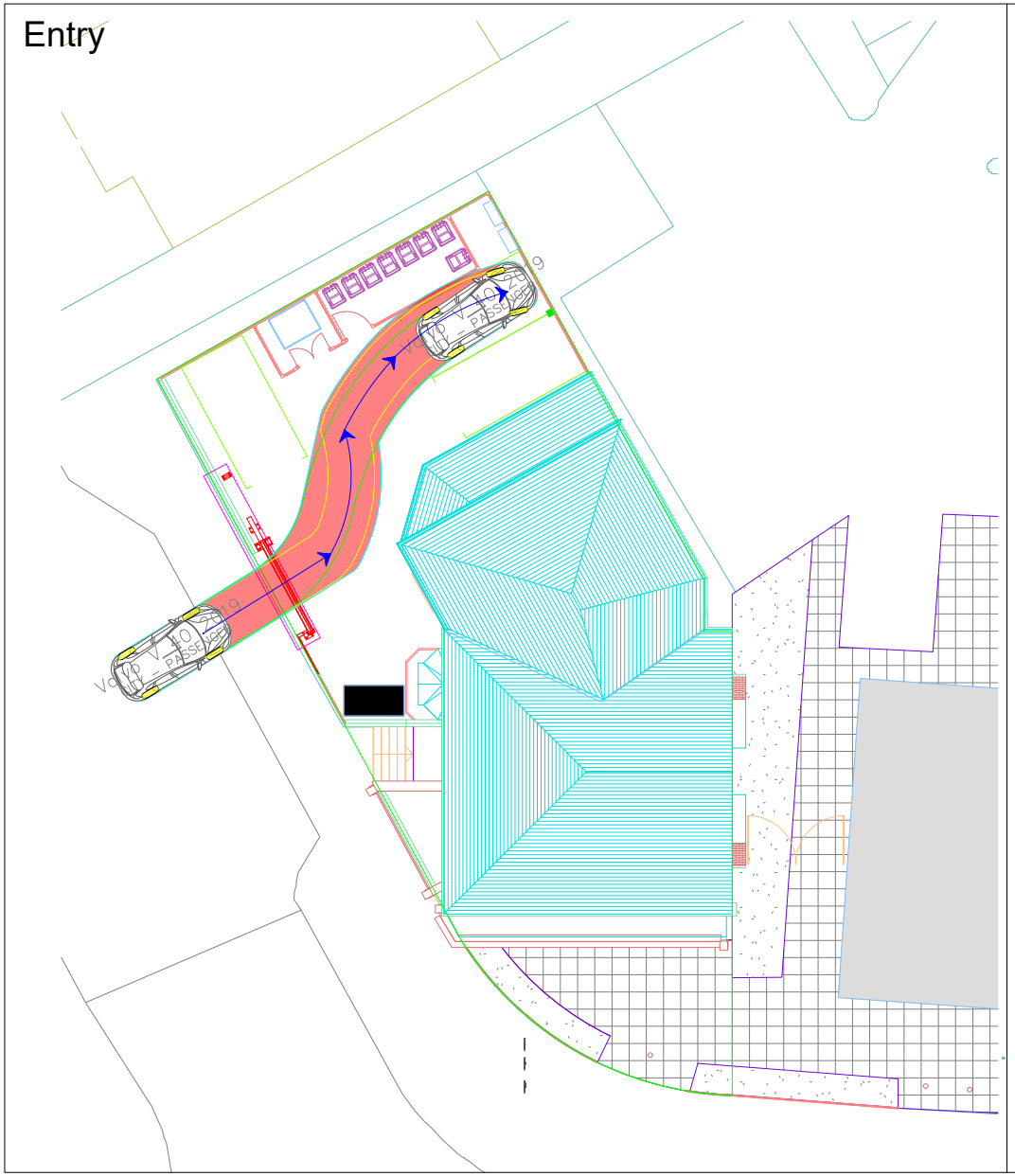
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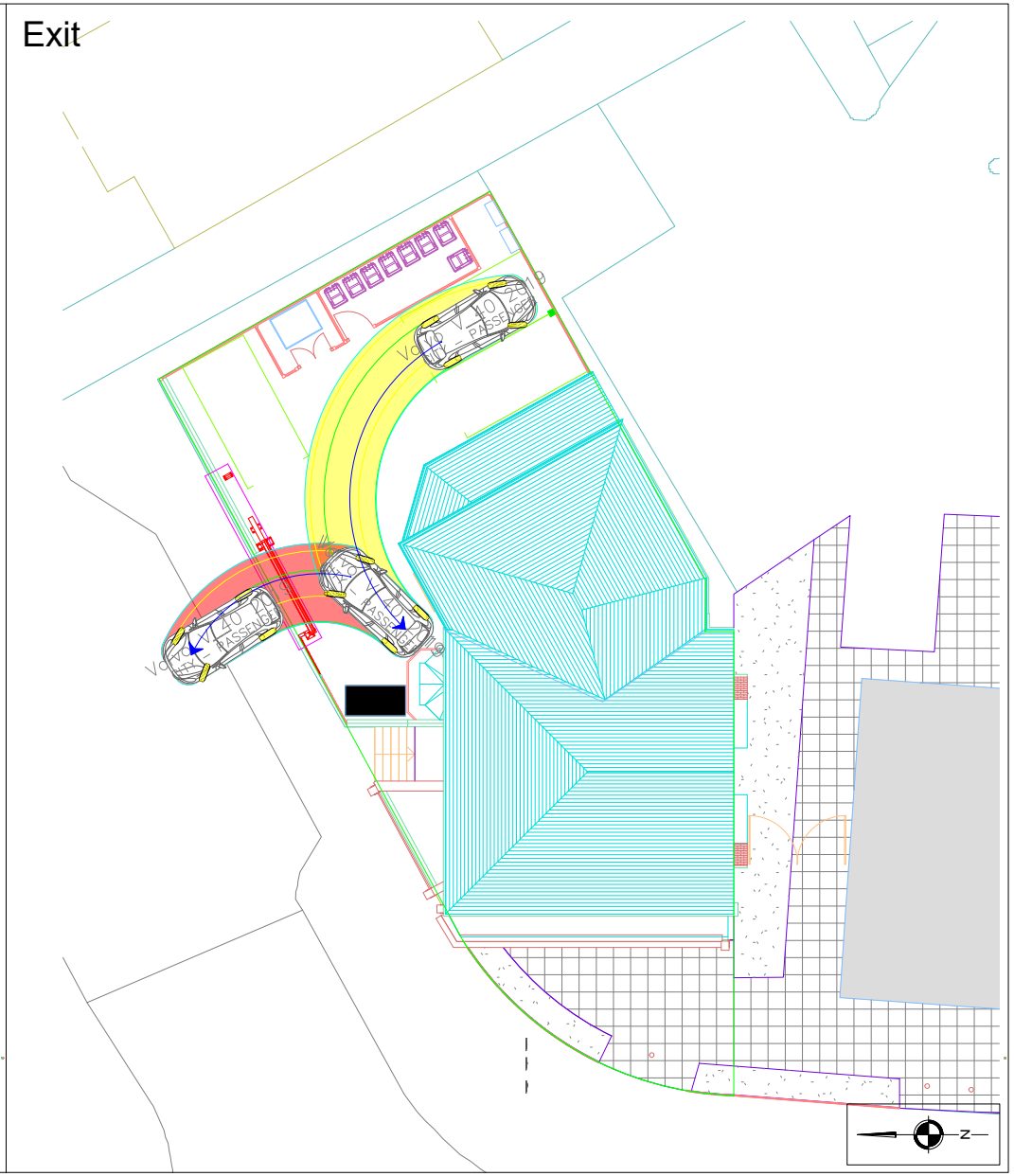
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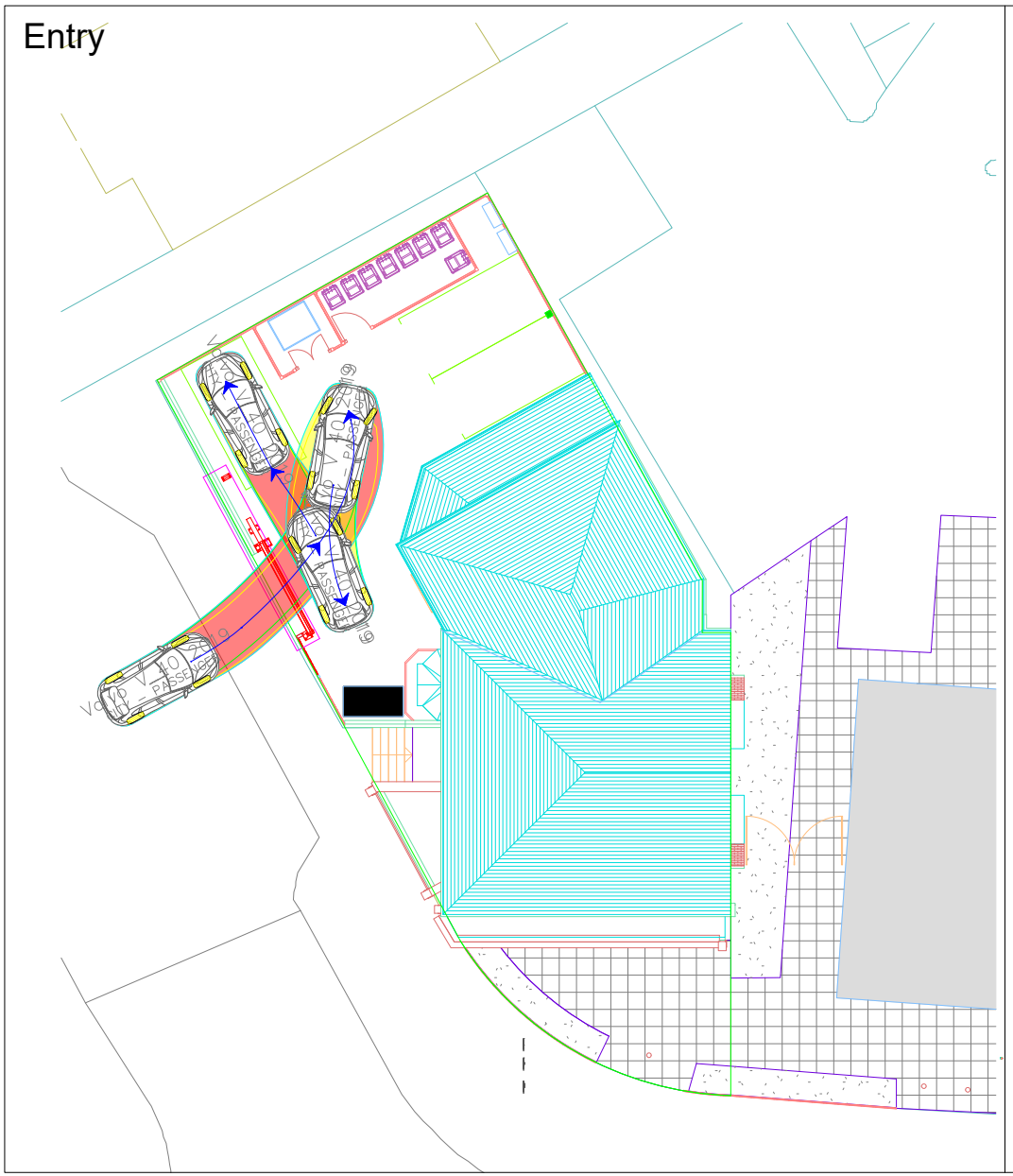
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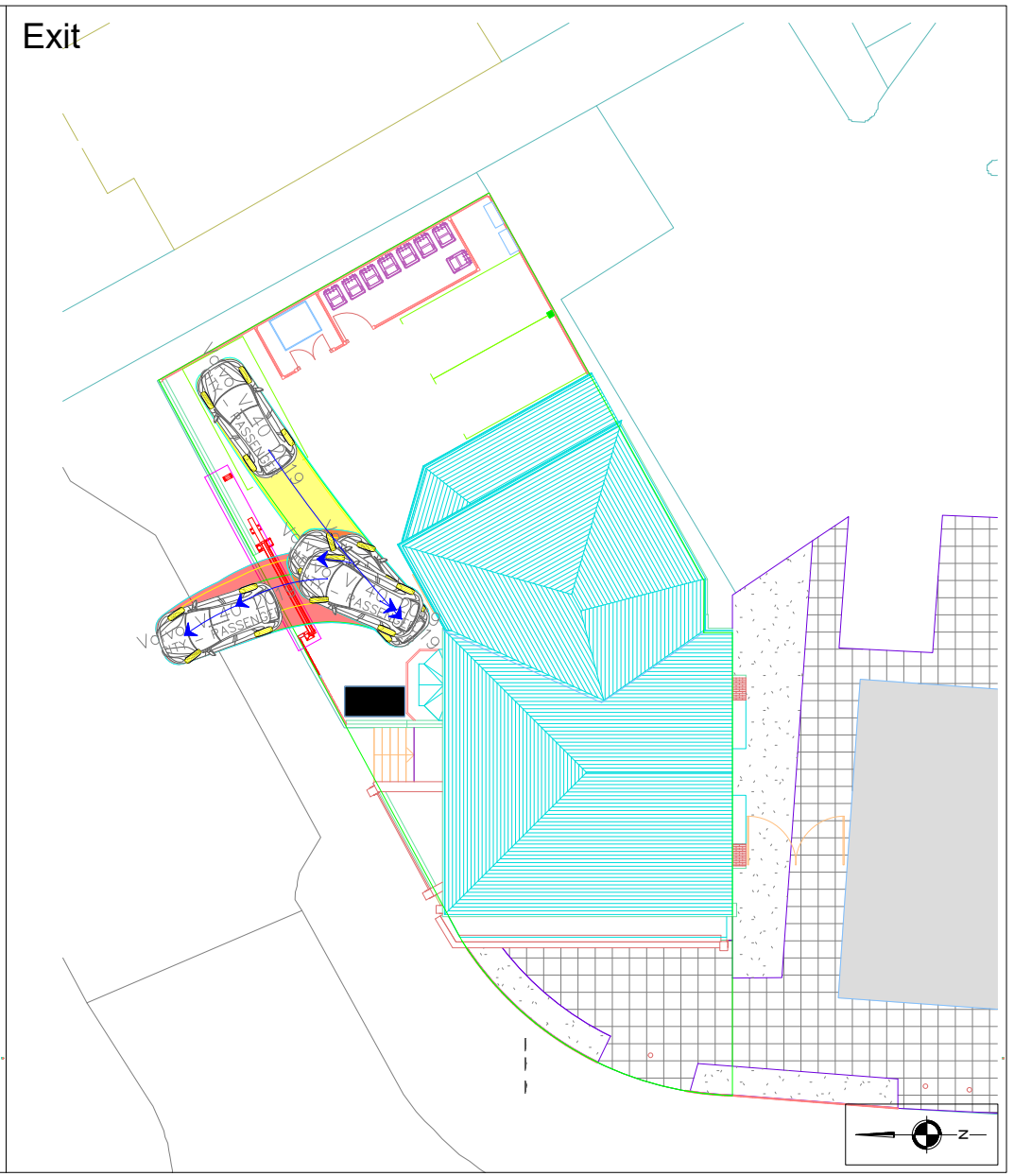
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Date:	23/07/2026
Checked:	GW
Scale@A4:	1:250
Approved:	GW
Status:	Planninh
Client Name:	Range Pharmacy Ltd
Project Title:	Transport Statement
Drawing Title:	Swept Path Analysis Parking Access Parking 2
Drawing No.	SCP/260219/SK02
Rev.	-

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REVISIONS

Drawn By:	JR
Date:	23/07/2026
Checked:	GW
Scale@A4:	1:250
Approved:	GW
Status:	Planninh

Client Name: Range Pharmacy Ltd

Project Title: Transport Statement

Drawing Title: Swept Path Analysis
Parking Access
Parking 3

Drawing No. SCP/260219/SK03

Rev. -

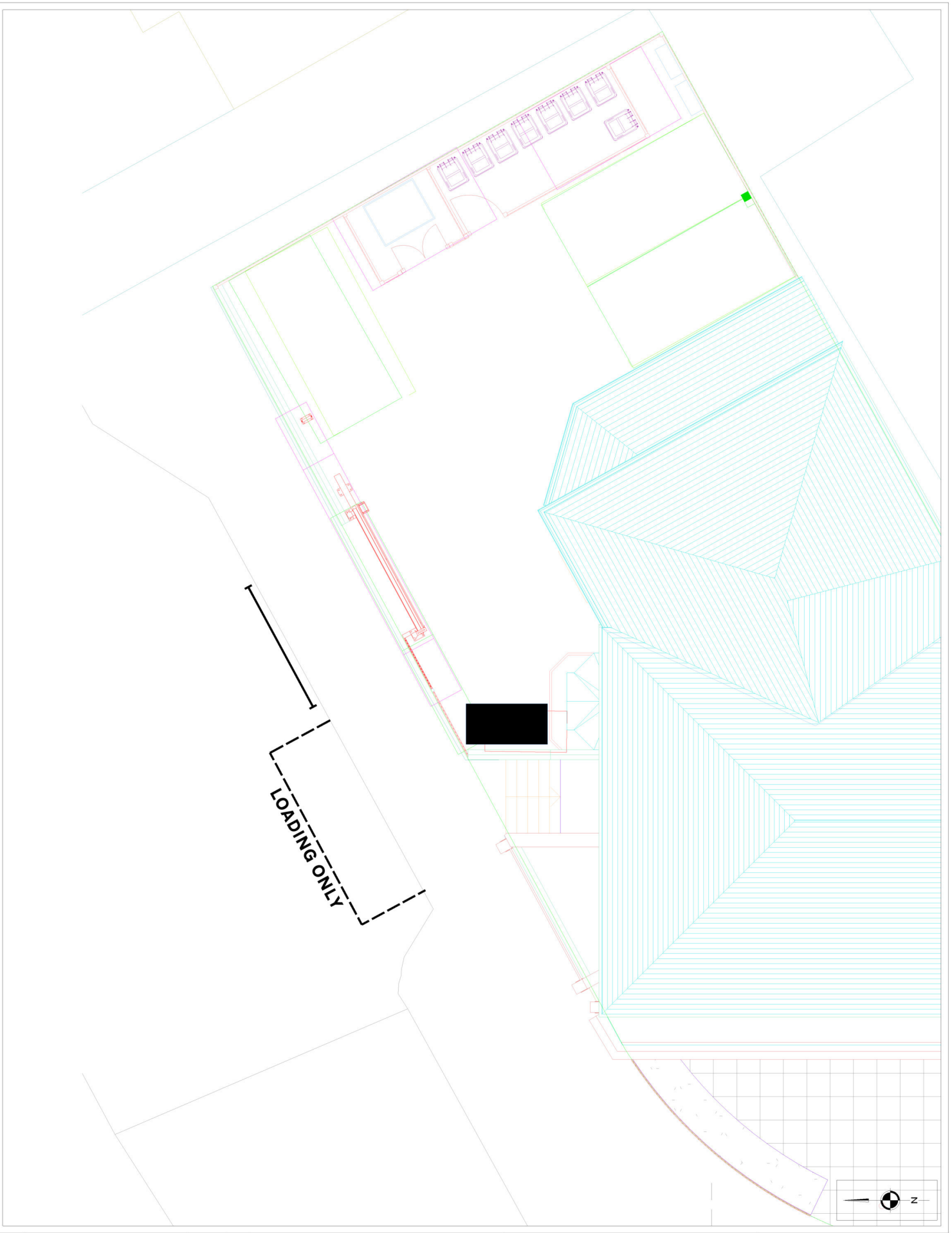
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APPENDIX 4



Rev	Description	Date	By
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REVISIONS

Client Name: Range Pharmacy Ltd

Project Title: Transport Statement

Drawn By: JR

Date: 23/07/2026

Drawing Title: Proposed Road Marking

Checked: GW

Scale@A4: 1:125

Approved: GW

Status: Planning

Drawing No. SCP/260219/SK05

Rev. -

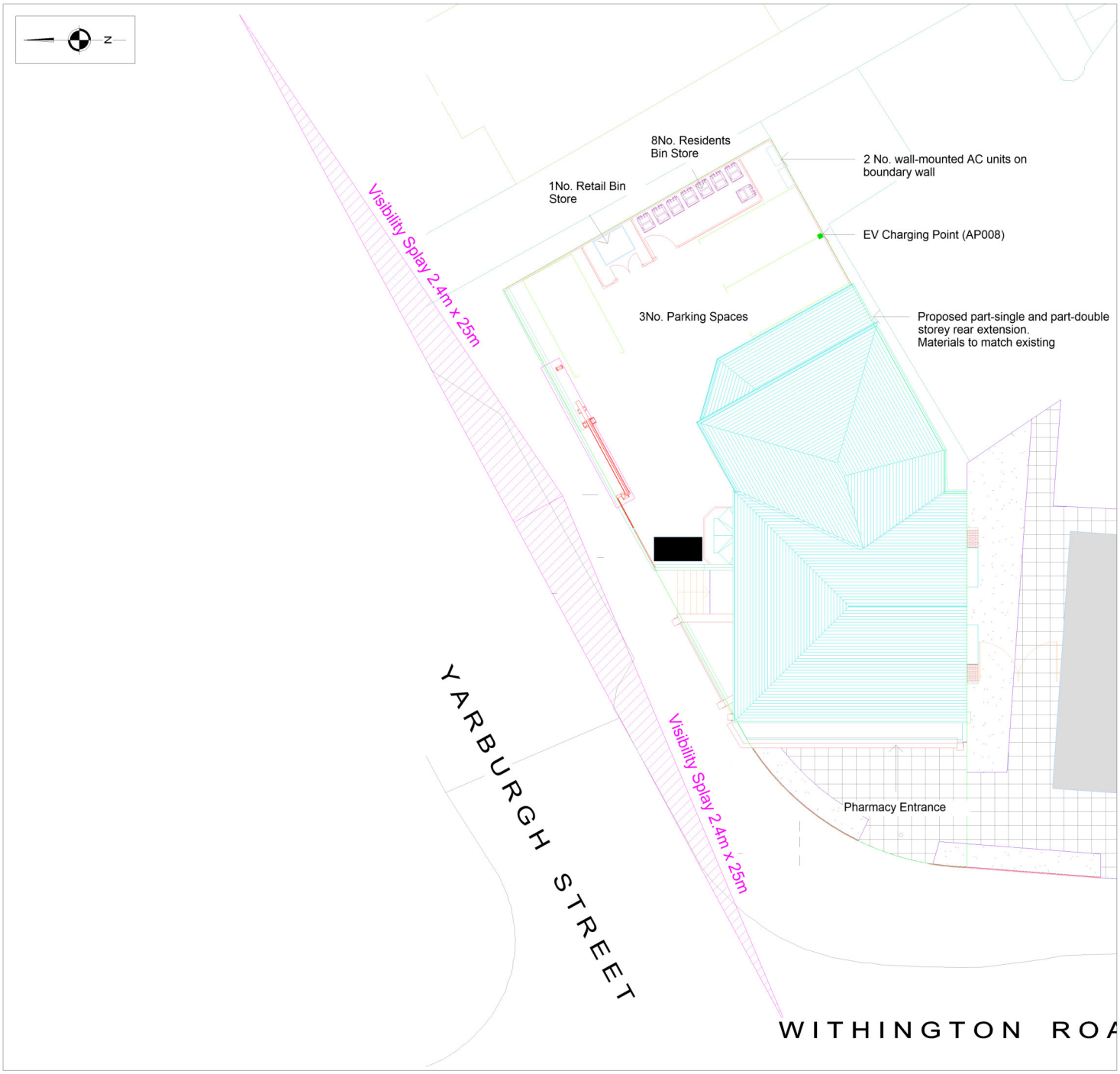
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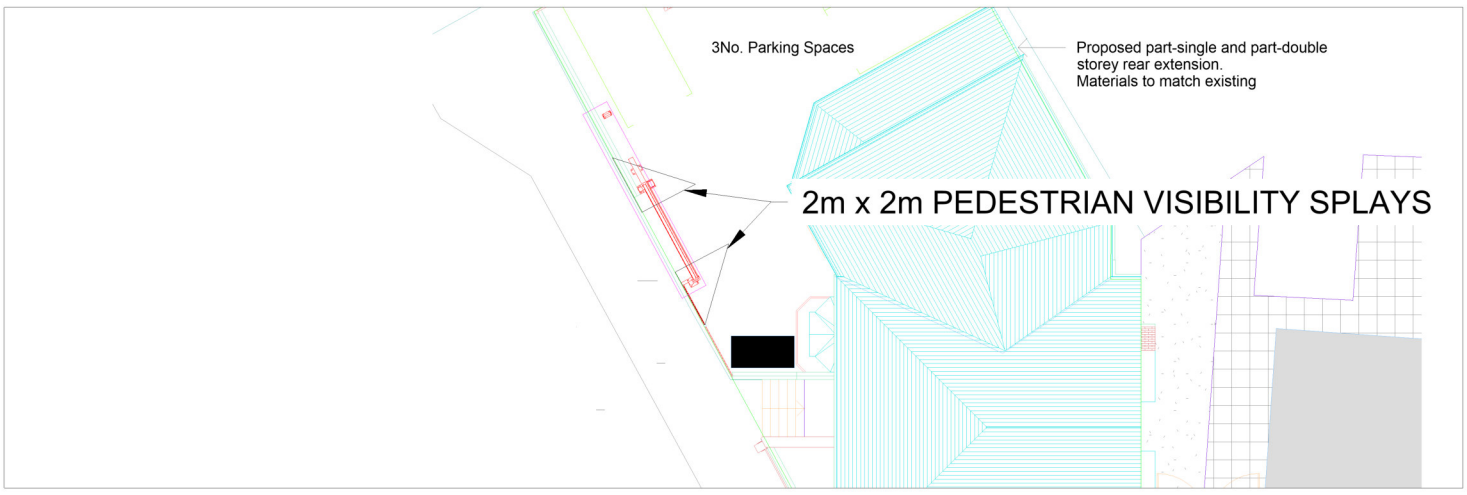
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APPENDIX 5





Rev	Description	Date	By
–	–	–	–
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–	–	–	–
A	ADDED PEDESTRIAN VISIBILITY SPLAYS	17.09.26	EK

REVISIONS

Client Name: Range Pharmacy Ltd

Project Title: Transport Statement

Drawn By: JR

Date: 23/07/2026

Drawing Title: Visibility Splay

Checked: GW

Scale@A4: 1:250

Approved: GW

Status: Planning

Drawing No. SCP/260219/SK04

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