

Our Reference: 087546-CUR-XX-XX-T-TP-00005-P01

Manchester City Council (MCC) Planning Reference: 144426/FO/2025

Rev	Description	Author	Checked	Authorised	Issued	Date
P01	Draft	■	■	■	■	19 December 2025

Hawthorn Medical Centre – Highways Post-App Response

1.0 Introduction

Curtins has been appointed by NHS Property Ltd to provide transport and highways advice in relation to a planning application for the relocation of the existing Hawthorn Medical Centre to a nearby site (planning application reference: 144426/FO/2025).

The site is located c. 100m to the west of the existing Hawthorn Medical Centre, located at the Fallowfield Retail Park, which is due to be demolished (planning reference: 138593/DEM/2023), ahead of the redevelopment of the southern section of the Retail Park to provide a Lidl supermarket (planning reference: 139751/FO/2024).

This Technical Note (TN) has been prepared to respond to several post-application comments received by Manchester City Council Highway Department, pertaining to potential off-site highway works along Moseley Road (B5093) which form part of the application. The following comments were received on 2nd December 2025:

- *Submitted Plans note the potential for closing a section of central reserve within close proximity of the site.*
- *As per Highways pre-application discussions it is requested that information is provided on how well used this central reserve is used, how it is used and who uses it.*
- *The above will provide an understanding on how to safely approach the potential closure / relocation of the central reserve.*

In addition, the Council have requested a Stage 1 Road Safety Audit (RSA) for the off-site highways works and refuse arrangements. An independent audit has been commissioned and will be provided to the Highway Authority in due course.

Proposed Vehicular Access

The site will be accessed from Moseley Road, via a new priority T-junction left in/left out arrangement. The proposed access arrangement will provide a 6m-wide carriageway, which connects to a 36-space car park associated with the new centre. Curtins **Drawing '87546-CUR-XX-00-D-TP-75001-P04'** provides detail of the site access proposals as submitted with the planning application.

As part of the proposals, Curtins have advised it may be necessary to close the existing gap in the central reserve in the immediate vicinity of the new site junction as the new medical centre may encourage an intensification of its use. The existing gap is 8.5 metres long and forms one of a series of gaps within the central reserve that provides opportunities for U-turns from either direction.

Figure 1.2 aims to provide a general overview of the proposed vehicular access strategy.



Figure 1.2 – Proposed access location – Moseley Road (B5093) context (Google Satellite Imagery)

2.0 Curtins site observations

To assist with understanding existing vehicular movements along Moseley Road, and to assess the potential impact of a possible closure to the gap within the central reserve, Curtins undertook a site visit with observations recorded between the hours of 07:15 and 09:15 on Tuesday 16th December 2025. The observed use of this central reserve is detailed below in **Table 2.2**:

Time Period	No. of Vehicles Observed Using Gap	
	Turning From West to West	Turning from East to East
07:15 – 07:30	0	1
07:30 – 07:45	0	2
07:45 – 08:00	0	2
08:00 – 08:15	0	1
08:15 – 08:30	0	0
08:30 – 08:45	0	1
08:45 – 09:00	0	1
09:00 – 09:15	0	2
09:15 – 09:30	0	0
Total	0	10

Table 1 – Observed turning count at Moseley Road central reserve gap (AM peak period)

From the above study, a maximum of six vehicles per hour were observed using the existing central reserve to perform a U-turn manoeuvre – all of which turned from/to the east. During the study period, no vehicles turned from/to the west.

The U-turning vehicles recorded within Table 2.1 were found to be originating from:

- Vehicles exiting Belvedere Road;
- Vehicles taking a wrong-turn at the Birchfields Road roundabout (A34 / Moseley Road mini-roundabout, which is located to the east); and
- Moseley Road residents parking outside properties 202 – 242.

Further context is provided below, highlighted orange, in **Figure 2.1**.

If the existing gap in the central reserve were to be closed, there would still be opportunity for existing U-turn manoeuvres from/to the east to occur at the Lindley Road junction further west, which provides greater space to facilitate U-turning traffic and is located within 100m of the existing 8.5m gap, therefore any anticipated detour would be minimal.

Whilst no vehicles were observed U-turning from/to the west during the survey hours, this would only be necessary for those wishing to park outside properties 164 – 200 (highlighted in purple on **Figure 2.1**). If the existing gap in the central reserve were to be closed, there would still be opportunity to U-turn at the existing 10m gap to the east, located just before the Birchfields Road roundabout, or at the roundabout itself. This detour would also be minimal at under 400m.

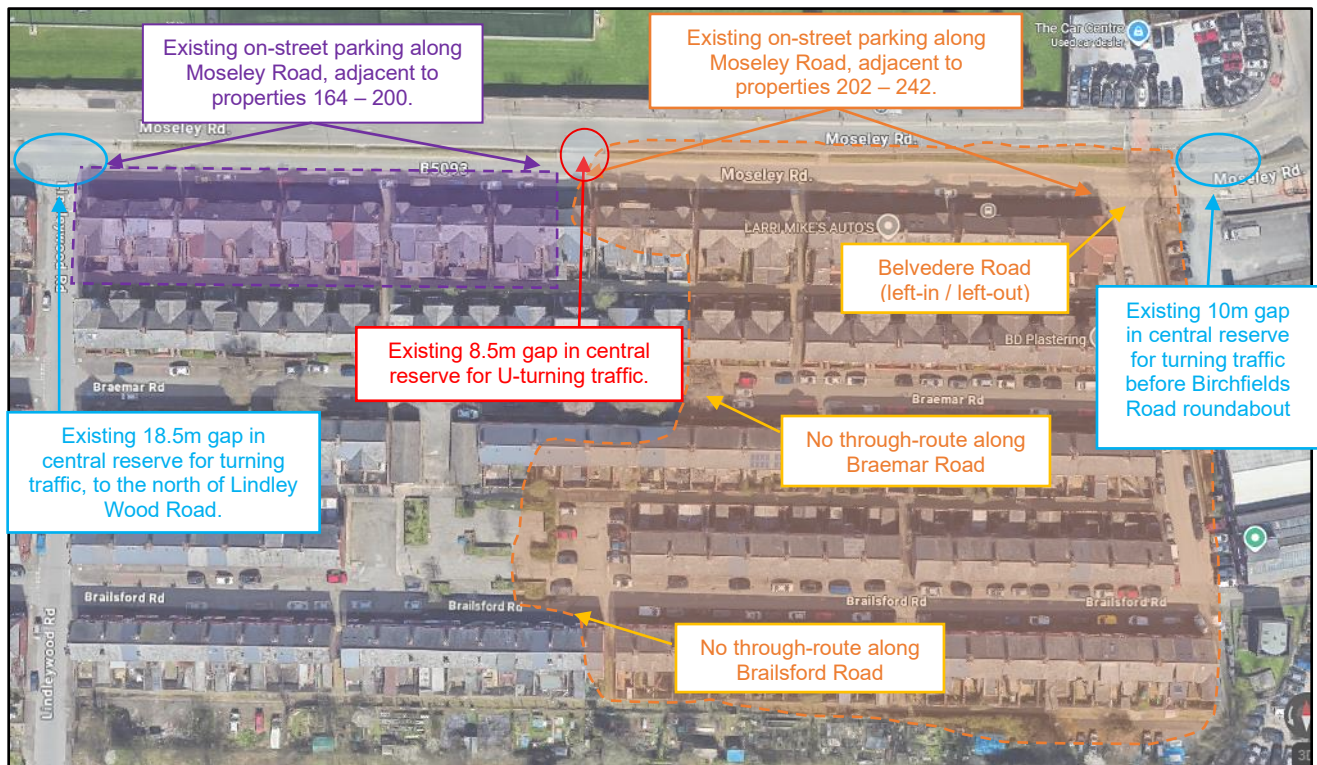


Figure 2.1 – Wider Moseley Road context (Google Satellite Imagery)

3.0 Summary and Conclusion

A maximum of six vehicles per hour were observed using the existing 8.5m gap in the central reserve to perform a U-turn manoeuvre – all of which turned from/to the east. If the existing gap in the central reserve were to be closed, there would still be opportunity for existing U-turn manoeuvres to occur at the Lindley Road junction and the anticipated detour would be minimal.

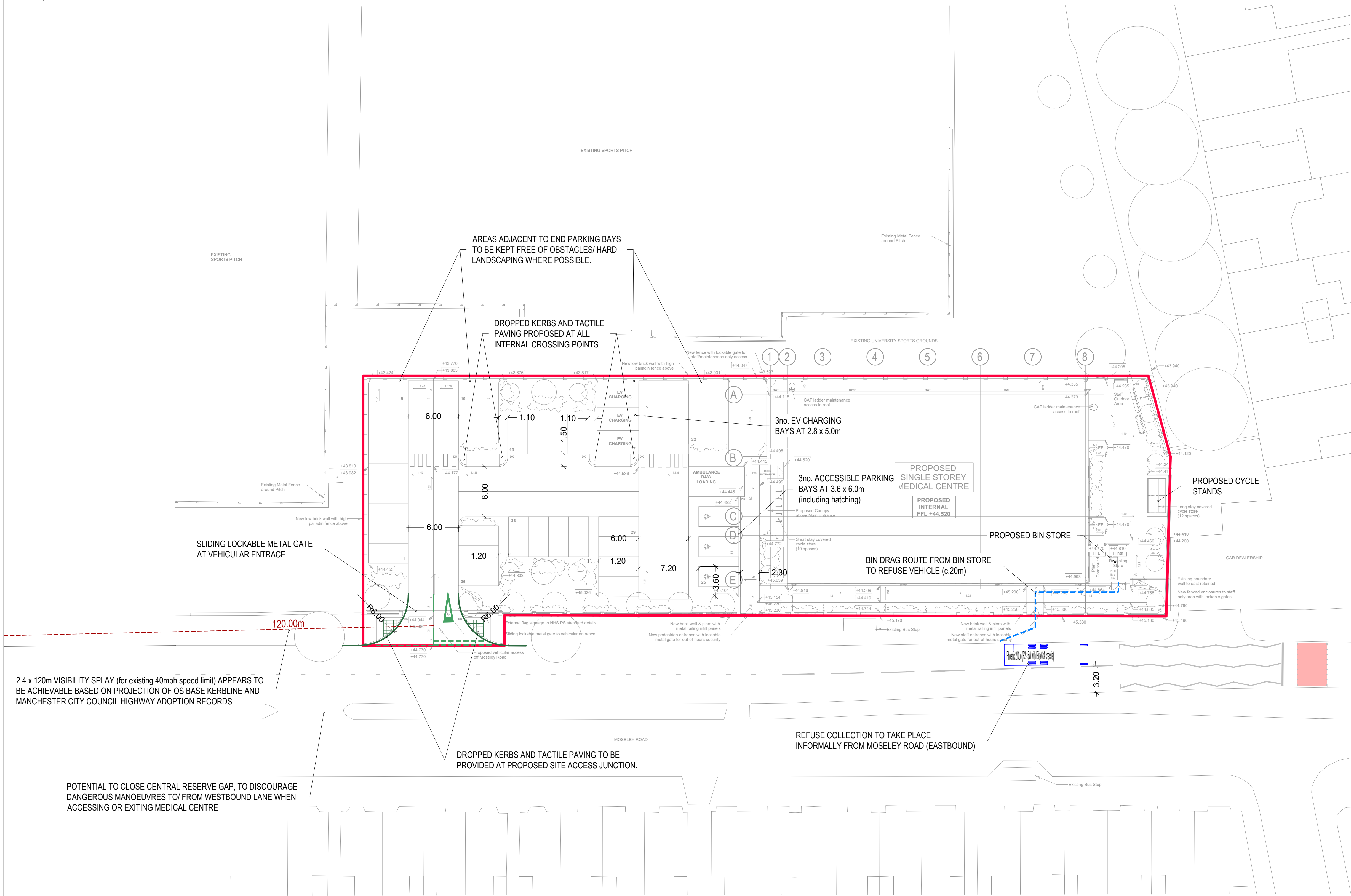
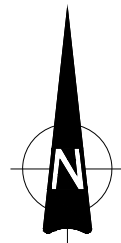
Whilst during the study period, no vehicles turned from/to the west. Even if vehicles did wish to undertake that manoeuvre if the existing gap in the central reserve were to be closed, the anticipated detour would also be minimal.

A Stage 1 RSA has been commissioned and the results are awaited, but the closure of the existing 8.5m gap may be considered necessary in order to prevent an intensification of use as a result of the new Medical Centre. The results of the RSA will be provided to MCC in due course.

087546 Hawthorn Medical Centre
Highways Post-App Response

Curtins

Drawing '87546-CUR-XX-00-D-TP-75001-P04'



2.4 x 120m VISIBILITY SPLAY (for existing 40mph speed limit) APPEARS TO BE ACHIEVABLE BASED ON PROJECTION OF OS BASE KERBLINE AND MANCHESTER CITY COUNCIL HIGHWAY ADOPTION RECORDS.

POTENTIAL TO CLOSE CENTRAL RESERVE GAP, TO DISCOURAGE DANGEROUS MANOEUVRES TO/ FROM WESTBOUND LANE WHEN ACCESSING OR EXITING MEDICAL CENTRE

DROPPED KERBS AND TACTILE PAVING TO BE PROVIDED AT PROPOSED SITE ACCESS JUNCTION.

REFUSE COLLECTION TO TAKE PLACE INFORMALLY FROM MOSELEY ROAD (EASTBOUND)

GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
- PROPOSALS BASED ON GILLING DOD'S LAYOUT: 'HMCNMC-GDA-V1-S1-DR-A-9901_P02_Proposed Site Plan'

KEY: --- INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
--- PROPOSED RAISED KERB
--- PROPOSED ROAD MARKINGS
--- EXISTING ROAD MARKINGS
--- 2.40 x 120.00m PROPOSED VISIBILITY SPLAYS (for 40mph speed limit)

P04	Layout updated	03/10/25	JM	AH
P03	Layout updated	11/06/25	JM	AH
P02	Layout updated	21/05/25	JM	AH
Rev:	Description:	Date:	By:	Chkd:

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Status: **PLANNING**

Project: **HAWTHORN MEDICAL CENTRE - MANCHESTER**

Orig Title: **ACCESS ARRANGEMENT & GENERAL ARRANGEMENT**

Drawn By	Designed By	Checked By
JM	JM	AH

Date	08/04/25	Scales @ A1	1:250
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Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
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