

Uplands Medical Practice, Whitefield

Servicing Management Plan

Curtins Ref: 087132-CUR-XX-XX-T-TP-00003

Revision: P02

Issue Date: 16 December 2025

Client Name: NHS Property

Client Address: NHS Property
99 Gresham Street
London
EC2V 7NG

Control Sheet

Rev	Description	Checked	Issued	Date
P01	Draft Issue	AF	AF	11 November 2025
P02	Planning Issue	AF	AF	16 December 2025

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Drawing 087132-CUR-XX-00-D-TP-05002 – (Swept Path Analysis) Box Van

Drawing 087132-CUR-XX-00-D-TP-05004 – (Swept Path Analysis) 9m Refuse Vehicle

Appendices

Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 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 Uplands Medical Practice to a nearby site.
- 1.1.2 This TS considers the provision of the new facility on a vacant site to the south of Pinfold Lane, formerly occupied by Whitefield Library and Adult Learning Centre.
- 1.1.3 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Servicing Management Plan (SMP) has been prepared to inform Highway Officers at Bury Council as the Local Highway Authority (LHA) of the development proposals, focusing on the servicing management proposals associated with the relocated medical centre.
- 1.2.2 Additionally, this SMP is supported by a Transport Statement (Document Reference: **087132-CUR-XX-XX-T-TP-00001**) and Interim Travel Plan (Document Reference: **087132-CUR-XX-XX-T-TP-00002**).

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** of the report provides a description of the existing site and its location, along with any existing servicing arrangements.
- 1.3.2 **Section 3** provides details of servicing proposals for the relocated Uplands Medical Practice, including details on the frequency of deliveries, waste collection and all other servicing associated with the proposals.
- 1.3.3 **Section 4** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The proposed site is located in Whitefield, circa 8km north of Manchester City Centre. The site is bound by Pinfold Lane to the north, residential apartments to the south and higher Lane to the west.

2.1.2 It is c. 250m to the south-west of the existing Uplands Medical Practice.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

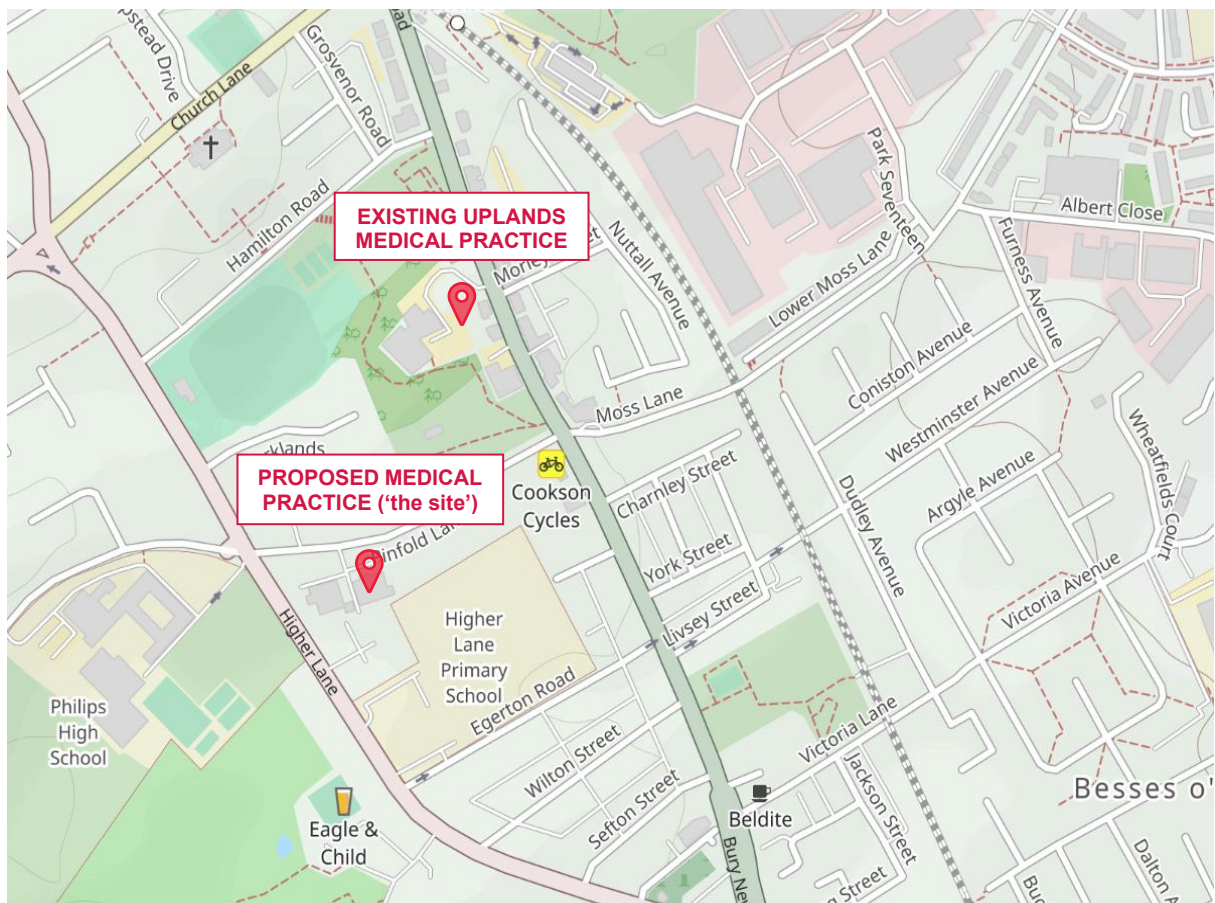


Figure 2.1 – Existing and Proposed Locations of Uplands Medical Practice

2.2 Existing Use and Access

2.2.1 The site is currently unoccupied. Historically, the site has operated as Whitefield Library and Adult Learning Centre in Whitefield, offering books, audiobooks, DVDs, plus adult education such as language, computer classes, and creative workshops. This closed to the public during 2017, and the site briefly operated as a vaccination centre in 2020 until late September 2022.

2.2.2 The site is accessed via a priority T-junction off Pinfold Lane. This access will be retained as a part of the new development proposals. This junction also provides access to the neighbouring day centre, another vacant building, which lies outside of the redline boundary.

2.2.3 **Figure 2.2** below displays the existing site layout:



Figure 2.2 – Existing Layout
(Source: Gilling Dod, 2025)

2.2.4 **Figure 2.3** below provides photographs of the existing situation on-site, while **Figure 2.4** shows the site access junction from Pinfold Lane:

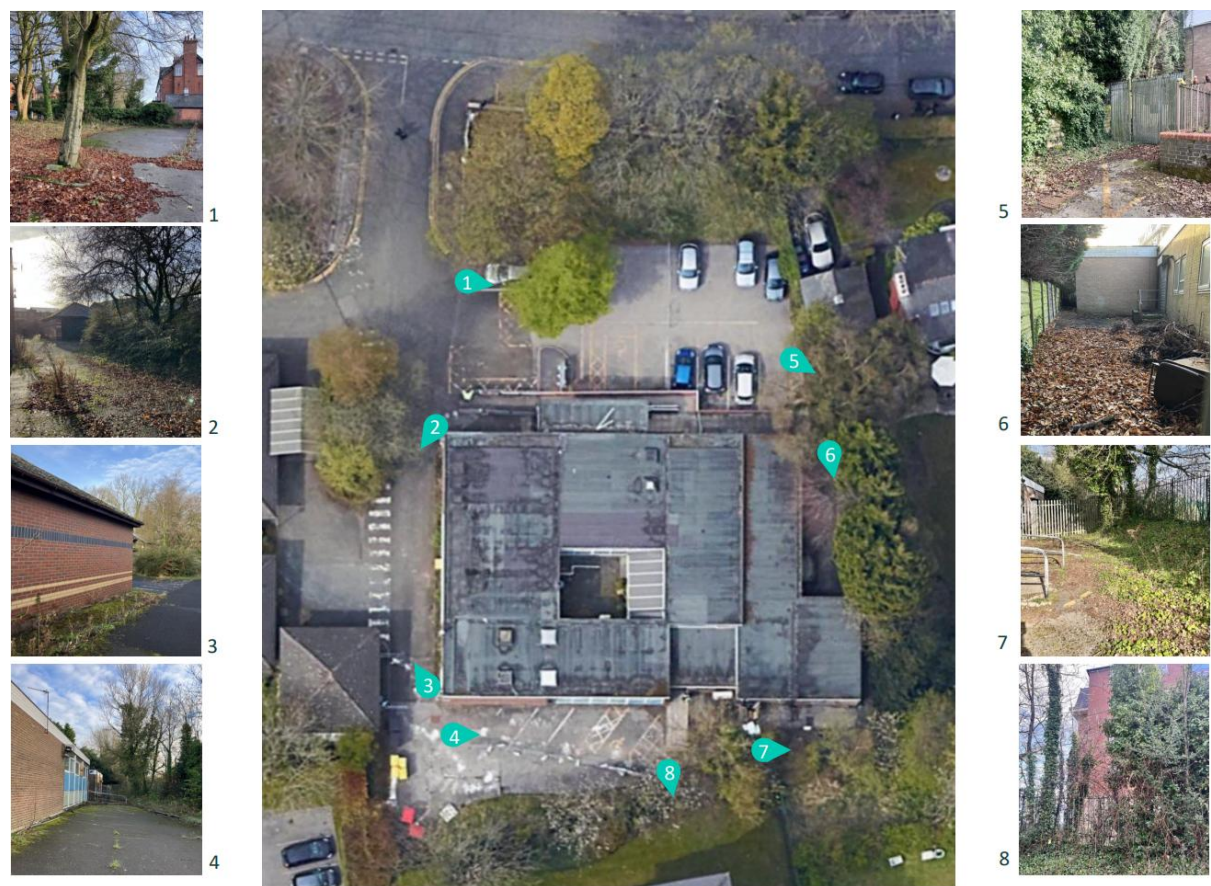


Figure 2.3 – Existing Site Photos
(Source: Gilling Dod, 2025)



Figure 2.4 – Site Access

2.3 Surrounding Highway Network

Pinfold Lane

- 2.3.1 Pinfold Lane is situated to the north of the development site and is a two-directional single carriageway road with a typical carriageway width of c.5m. Pinfold Lane extends for c.70m west from the site access before forming a signalised T-junction with Higher Lane, and c.230m to the east to form a priority T-junction with Bury New Road.
- 2.3.2 There are Traffic Regulation Orders (TROs), in the form of double yellow lines along Pinfold Lane, as well as footways, streetlighting and dropped kerbs at various sections. Pinfold Lane is subject to a 30mph speed limit.
- 2.3.3 **Figures 2.5 and 2.6** show Pinfold Lane:



Figure 2.5 – Pinfold Lane, East of Site Access (Looking West)



Figure 2.6 – Pinfold Lane, West of Junction with Bury New Road and Moss Lane (Looking West)

- 2.3.4 At the time of Curtins' site visit on 9th September 2025, highways works were taking place at the Pinfold Lane / Higher Lane / Park Lane junction, as shown below, which will provide wider footways, new crossings and upgraded traffic signals and is expected to complete in October 2025¹.

¹ https://www.facebook.com/BuryCouncil/photos/-travel-alert-higherpinfold-lane-whitefield-28-july-october-2025%E8%8F-new-pedestrian/1163979815766791/?_rd=1



Figure 2.7 – Pinfold Lane / Higher Lane / Park Lane Junction (Looking Northwest)

- 2.3.5 **Figure 2.8** shows the Pinfold Lane / Bury New Road / Moss Lane junction. The junction is signalised for vehicles, but not pedestrians. There are dropped kerbs, tactile paving, and refuge island on the Bury New Road (north) (which is c. 17m wide) and Moss Lane arms, dropped kerbs and refuge island on the Bury New Road (south) arm, and tactile paving only on the Pinfold Lane arm (which is c. 6.5m wide).



Figure 2.8 – Pinfold Lane / Bury New Road / Moss Lane Junction (Looking East)

- 2.3.6 Bury Council and TfGM also plan to improve the Bury New Road / Pinfold Lane / Moss Lane junction in 2026², as part of the Whitefield Town Centre Plan.

Higher Lane

- 2.3.7 Higher Lane is situated c.80m to the west of the development site and is a two-directional carriageway with a width of c.10m and footways present both sides, measuring c.2-3m. There are TROs present on Higher Lane in the form of double yellow lines and is subject to a 30mph speed limit.

² <https://beeactive.tfgm.com/schemes/bury/bury-new-road-pinfold-moss-lane/>

3.0 Existing Servicing

3.1 Summary

- 3.1.1 It is understood that the current Uplands Medical Practice is serviced via the car park adjacent to the main entrance. **Figures 3.1** and **3.2** below show the area marked for deliveries and the bin store, both near the main entrance.



Figure 3.1 – Deliveries Area (Looking South)
(Source: Curtins site visit, 9th September 2025)



Figure 3.2 – Bin Store (Looking South)
(Source: Curtins site visit, 9th September 2025)

- 3.1.2 The client has informed Curtins that the gated bin store houses three 1,100 litre bins: assumed to be one for general waste, one for clinical waste, and one for recyclable.
- 3.1.3 Error! Reference source not found. below provides an indicative summary of the existing servicing requirements associated with the current Uplands Medical Practice:

Servicing type	Typical vehicle type	Frequency
Blood collections	LGVs and other small vans.	Daily
General deliveries	LGVs	1 / 2 per week
General waste	Rear-loaded refuse collection vehicle (usually around 26 tonnes when loaded)	1 per week, during AM
Clinical waste	Rear-loaded refuse collection vehicle (usually around 26 tonnes when loaded)	Once every four weeks, during AM
Confidential waste	7.5t truck / van	Monthly, between 08:30 – 16:30

Table 3.1 – Existing Servicing Activity
(Source: NHS Property Services Ltd., 2025)

3.1.4 Veolia current collect domestic and recycling and SRCL collect clinical waste.

4.0 Proposed Servicing Strategy

4.1 Overview

- 4.1.1 It is anticipated that the frequency of servicing for the new centre will remain consistent with the current centre, as per Table 3.1.

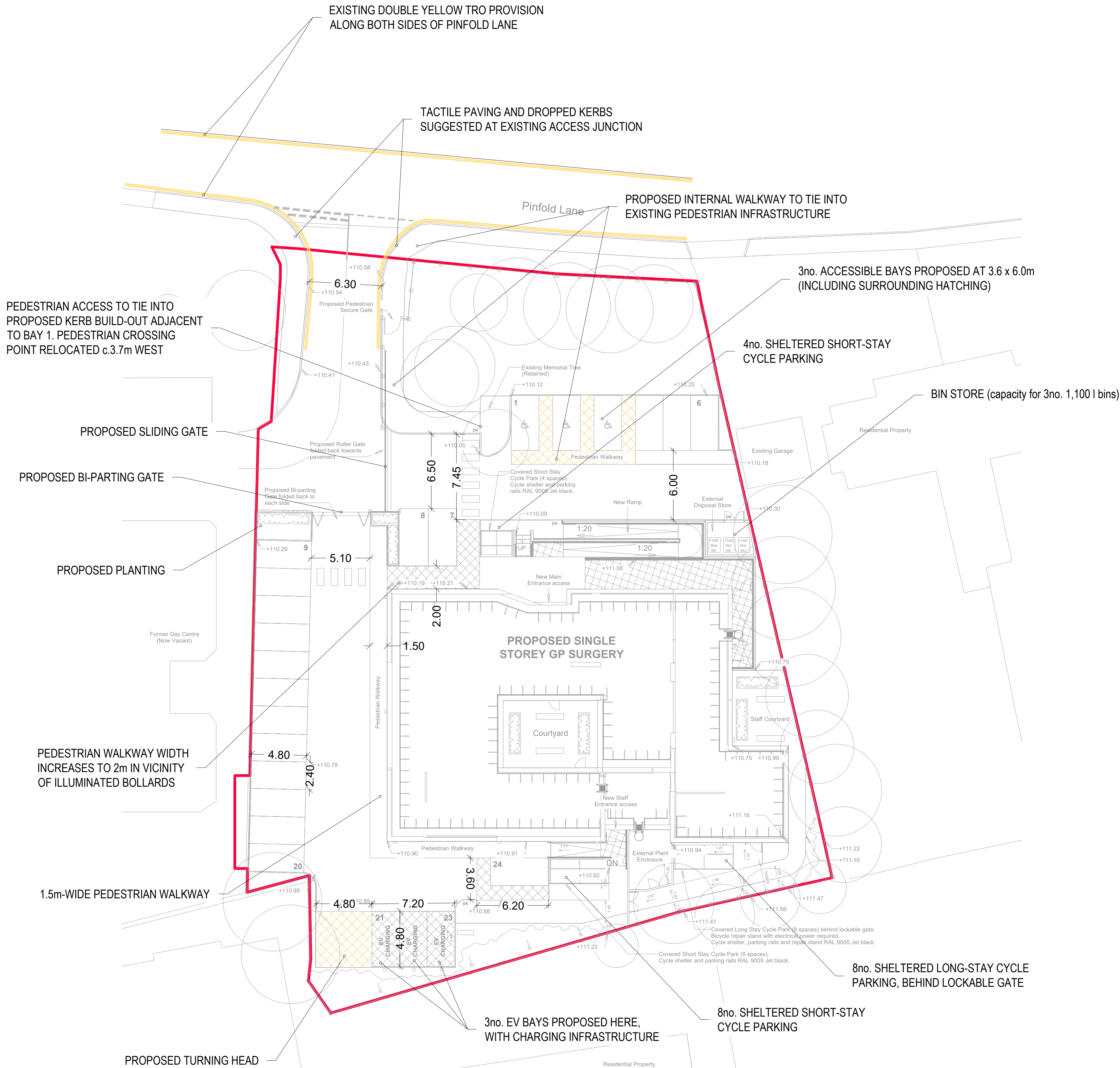
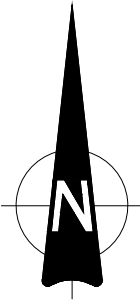
4.2 Deliveries

- 4.2.1 It is envisaged that general deliveries would be undertaken by 7.5t box vans, or similar vehicles. As demonstrated by **Drawing 087546-CUR-XX-00-D-TP-05002** at the rear of this report the vehicles would enter the site in forward gear, reverse towards the main entrance where goods could be loaded / unloaded, and then exit the site in forward gear.
- 4.2.2 Deliveries will be timed, wherever possible, to ensure they occur at times when the Medical Centre is less busy.

4.3 Waste Collection

- 4.3.1 Due to the site constraints, general (recyclable and non-recyclable) and clinical waste will be collected by a 9m refuse vehicle. **Drawings 087132-CUR-XX-00-D-TP-05004** at the rear of this report shows how a 9m refuse vehicle would safely enter the site in forward gear, reverse towards the main entrance and bin store, and exit in forward gear.
- 4.3.2 **Drawings 087132-CUR-XX-00-D-TP-75001** illustrates the proposed general arrangement.
- 4.3.3 Confidential waste and blood will either be collected by the 9m refuse vehicle, similar or smaller vehicles.
- 4.3.4 A secure bin compound will be provided within the site, located to the east of the main entrance. Three 1,100 litre bins will be provided within the compound: one for general waste, one for clinical waste, and one for recyclable.
- 4.3.5 NHS Property Services Ltd. expect that they will provide the waste collection service.
- 4.3.6 Medical Practice staff will be responsible for transferring waste to the bin compound and ensuring waste is sorted into the correct stream.
- 4.3.7 Refuse collection staff will drag the relevant bin(s) from the internal compound to the refuse vehicle.
- 4.3.8 Refuse collections will be timed to ensure they occur at times when the Medical Centre is less busy.

Drawings



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.
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- PROPOSALS BASED ON GILLING DOD'S LAYOUT:
"WFLREF-GDA-V1-S1-DR-A-9902_P01_Proposed Site Plan"

KEY: — INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
— EXISTING ROAD MARKINGS

P04	Layout & red line updated	18/11/25	JM	AF
P03	Layout updated	13/06/25	JM	AH
P02	Layout updated	21/05/25	JM	AH
Rev:	Description:	Date:	By:	Chkd:

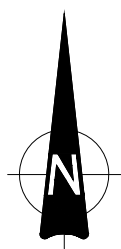
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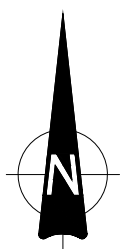
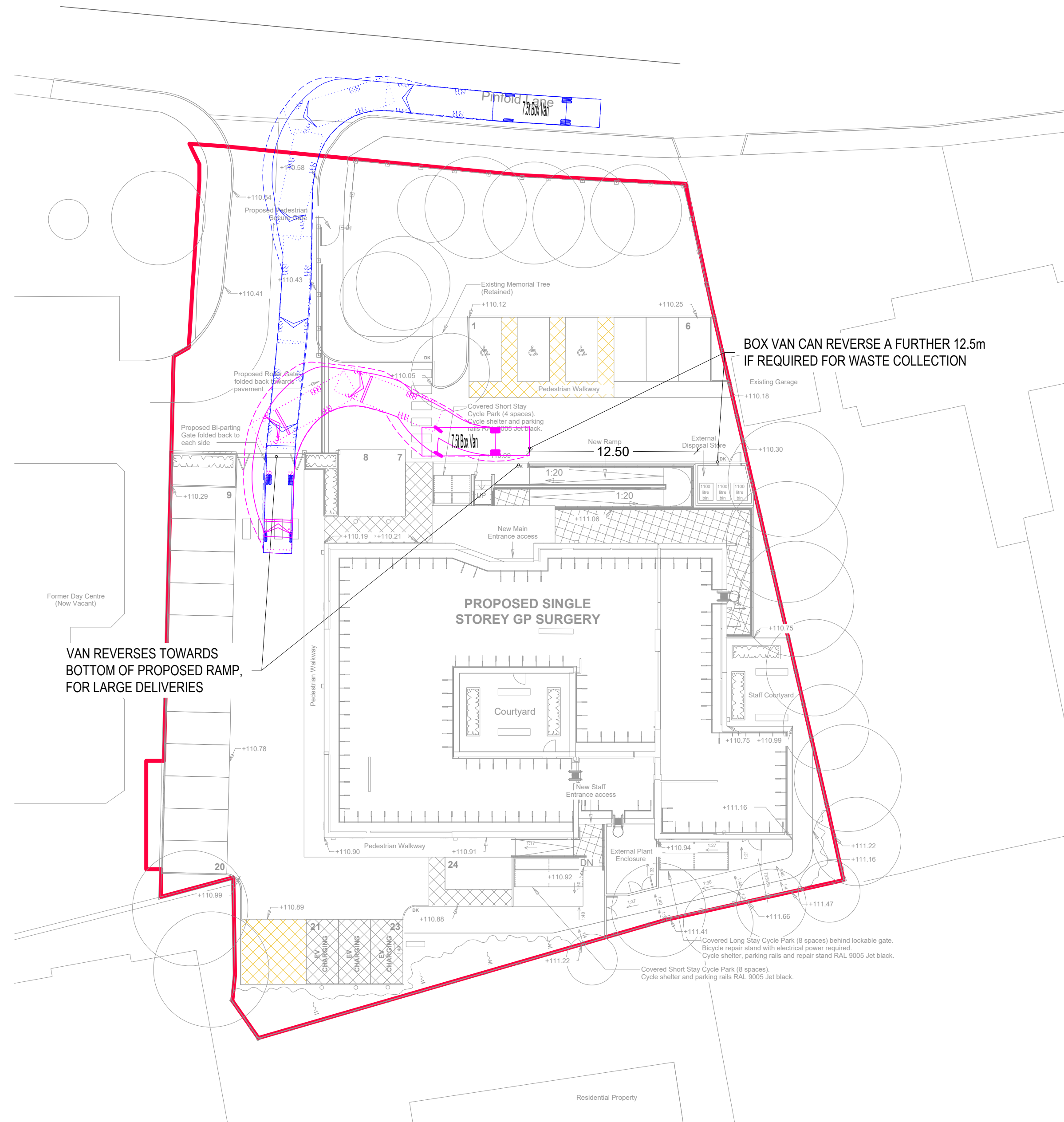
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Status:	PRELIMINARY			
Project:	WHITEFIELD MEDICAL CENTRE - MANCHESTER			
Draw Title:	GENERAL ARRANGEMENT			
Drawn By	JM	Designed By	JM	Checked By
				AH
		Date	14/05/25	Scales @ A1
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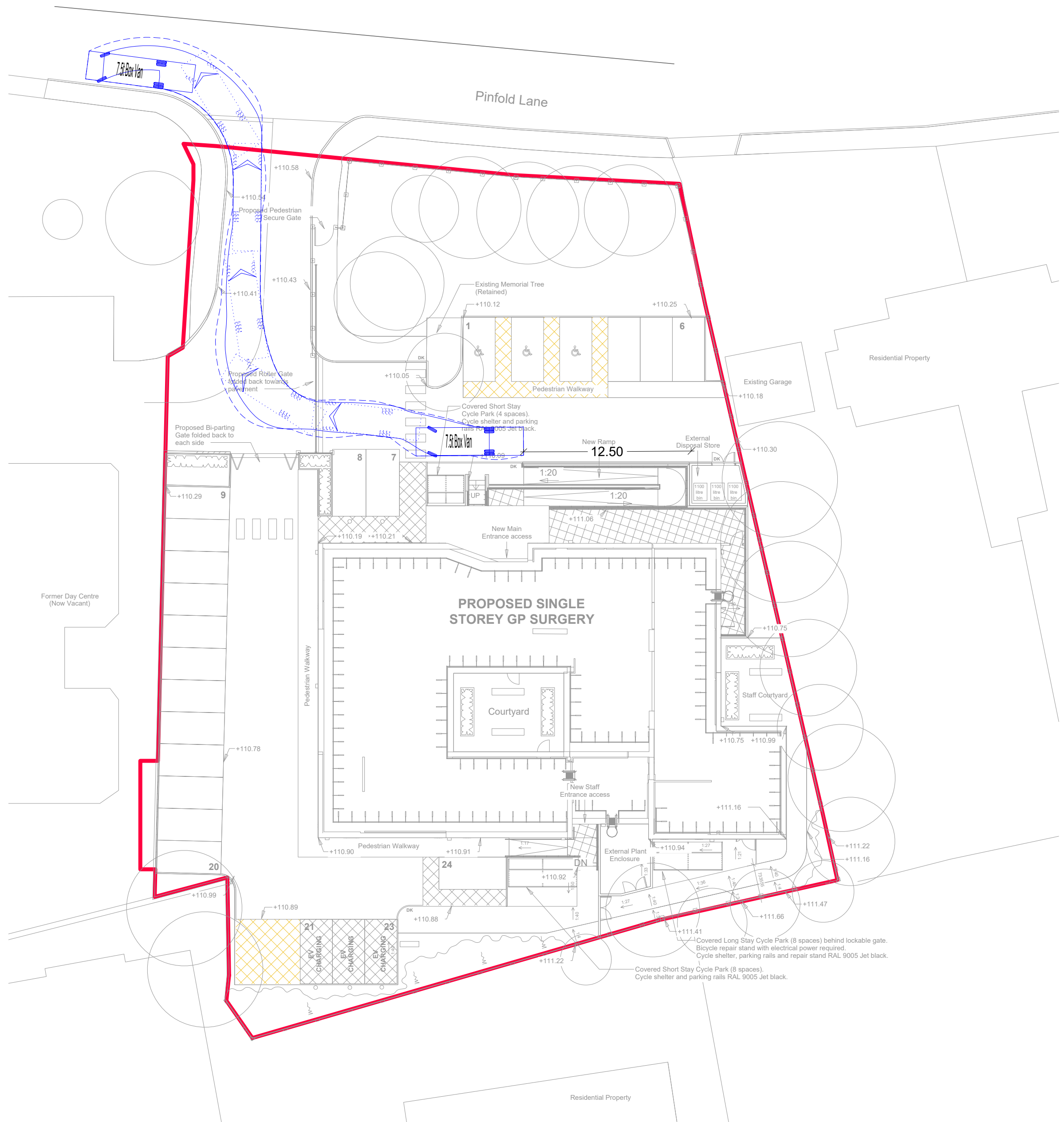
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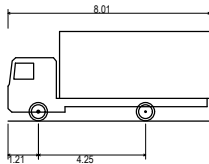


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"WFLREF-GDA-V1-S1-DR-A-9902_P01_Proposed Site Plan"

KEY: — INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
— EXISTING ROAD MARKINGS

VEHICLE PROFILE:



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 2.650m
Min Body Ground Clearance 0.351m
Track Width 1.864m
Lock to Lock time 2.400s
Left to Right Turning Radius 2.400m

P04	Layout & red line updated	18/11/25	JM	AF
P03	Layout updated	13/06/25	JM	AH
P02	Layout updated	21/05/25	JM	AH

Rev:	Description:	Date:	By:	Chkd:
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Status: PRELIMINARY

Project: WHITEFIELD MEDICAL CENTRE - MANCHESTER

Orig Title: SWEPT PATH ANALYSIS
8m BOX VAN

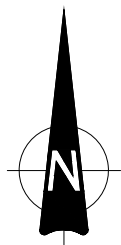
Drawn By JM	Designed By JM	Checked By AH
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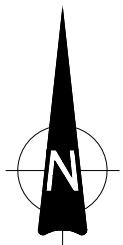
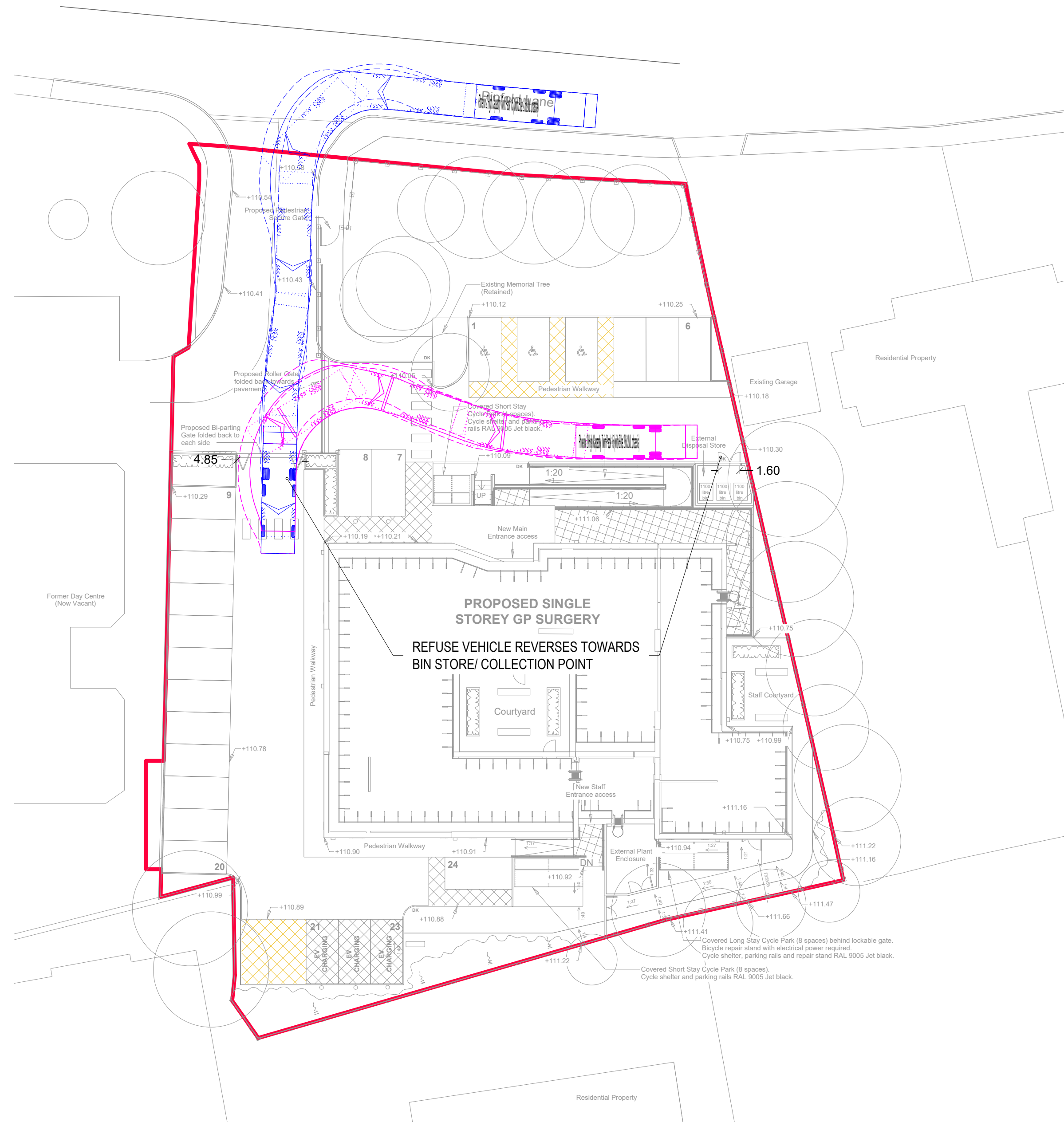
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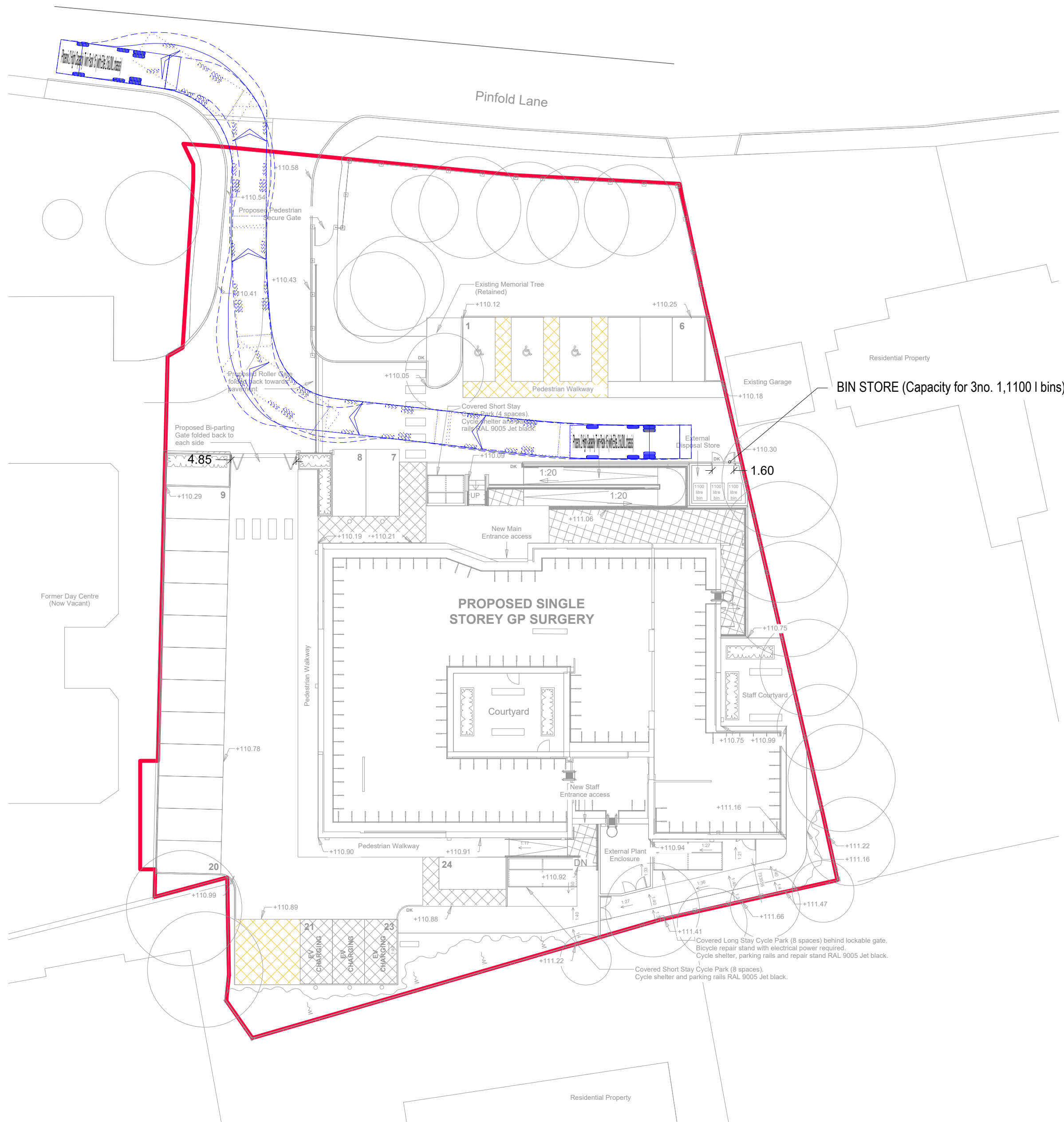
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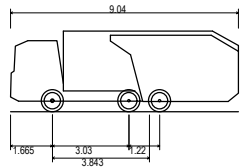


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"WFLREF-GDA-V1-S1-DR-A-9902_P01_Proposed Site Plan"

KEY: — INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
— EXISTING ROAD MARKINGS

VEHICLE PROFILE:



Phoenix 2 High Capacity Twin Pack 15 (with Elite 2 6x2ML chassis)
Overall Length 8.00m
Overall Width 2.50m
Overall Body Height 3.00m
Min Body Ground Clearance 0.410m
Track Width 2.50m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m

Rev:	Description:	Date:	By:	Chkd:
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Status: **PRELIMINARY**

Project: **WHITEFIELD MEDICAL CENTRE - MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS
9m REFUSE VEHICLE**

Drawn By JM	Designed By JM	Checked By AH
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Date 14/05/25	Scales @ A1 1:250
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Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
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Appendix A – Proposed Site Layout

Our Locations

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