

TECHNICAL NOTE

Hill Crest, Philips Park Road

Whitefield, Manchester

JI/220249/TN03 - 11 January 2023

Introduction

1. SCP have been appointed by Helpful Investments Ltd to provide specialist transport and engineering advice in respect of a proposed residential children's care home facility development at Hill Crest, Philips Park Road, Whitefield, Manchester.
2. This Technical Note (TN) has been produced to support a planning application for the change of use of a large 8no. bedroom dwelling and two ancillary 2no. bedroom bungalows within the plot - 12 bedrooms in total (C3 Use), to a children's care home facility (C2 Use) with associated parking and amenity space.
3. This TN seeks to demonstrate that the proposed development of this site can be accommodated without detriment to the safety of the local highway network, and that it can be readily accessed.

Background

4. The development site is currently a large 8no. bedroom detached dwelling with a further two ancillary 2no. bedroom detached bungalows within the plot. Hill Crest is accessed via its own private driveway.
5. There is no planning history associated with this property.
6. See **Appendix 1** for the proposed courtyard plan showing the parking layout.

Existing Site Context

Surrounding Highway Network

7. The development site is approximately 3km to the southwest of Whitefield and 5km to the northwest of Prestwich and is located at the western end of Philips Park Road.
8. Whilst the site is located in a rural setting with limited services, Whitefield accommodates multiple local services including education, retail, commercial, community and religious buildings.

9. The application site comprises three dwellings set around a courtyard with over one acre of gardens.
10. The site is bounded on all sides by open countryside / fields with the M60 motorway located approximately 110m to the south of the site.
11. The site location is shown in both the local context and as part of the wider highway network in **Figure 1** and **Figure 2**.

Figure 1 – Site Location: Local Context



Figure 2 – Site Location in relation to Wider Highway Network



12. It is proposed that the existing private driveway at the western end of Philips Park Road will be used for the children's care home.

Photo 1 – Existing Hill Crest Driveway



13. Philips Park Road is a single carriageway road which provides a link between Park Lane in the Stand area of Whitefield to the northeast, and Hill Crest to the west. Hill Crest is at the end of Philips Park Road which is a no through route for vehicles to the west.
14. However, there is a footpath which links the western end of Philips Park Road to the Outwood Trail which runs from Prestwich in the south to Radcliffe in the north. This trail is part of the Irwell Valley Way and Route 6 of the NCN.

Photo 2 – Southwestern end of Philips Park Road



15. In the vicinity of the site access, Philips Park Road has a carriageway width of approximately 5.4m wide. Approximately 25m north eastwards, this reduces to circa 4.3m for a short section, with the narrowest width being 2.8m. This then widens to 5.7m where it meets the adopted section of Philips Park Road to the west of the Philips Park Jewish Cemetery.

Photo 3 – Philips Park Road in the Vicinity of the Site Access: Looking Northeast



Photo 4 – Philips Park Road in the Vicinity of the Philips Park Jewish Cemetery



16. Where Philips Park Road is narrower, there are natural passing places for vehicles to pass each other. In addition to this, Philips Park Road is very straight, therefore inter-visibility between oncoming drivers is very good.

Photo 5 – Natural Passing Places with Good Inter-visibility: 1



Photo 6 – Natural Passing Places with Good Inter-visibility: 2



17. Philips Park Road is subject to a 20mph speed limit, however, due to its width and its rural nature to the west of the cemetery, vehicles are likely to travel at a much slower speed.
18. To the west of the Philips Park Jewish Cemetery, Philips Park Road is a typical rural road with no footways or street lighting.

Personal Injury Accident Review

19. The DfT document “Guidance on Transport Assessment” states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems”.
20. The latest 5 years of personal-injury accident data for the local area has been examined for the period between 1st January 2017 and 31st December 2021. The injuries caused by the accidents are classified as ‘slight’, ‘serious’ or ‘fatal’, with the number of accidents at the key junctions in the study area summarised below.

Figure 3 – Accident Locations



Source: CrashMap

21. The analysis at **Figure 3** above shows that no accidents occurred in the vicinity of the development site over the 5-year study period.
22. Having regard to the above analysis and the fact that there have been zero accidents which have occurred over the 5-year study period, the existing accident record does not represent a material concern in the context of the proposed development.

Development Proposals

23. The proposals are for the change of use of a large 8no. bedroom dwelling and two ancillary 2no. bedroom bungalows within the plot - 12 bedrooms in total (C3 Use), to a residential children's care home facility (C2 Use) with associated parking and amenity space.
24. It is proposed that there will be four children living at the care home along with approximately five staff on site at any one time. The staff members will visit the site on a rota basis with some staff members having overnight shifts.

25. The children's care home will provide 24/7 care on a staffing ratio of 1:1 for each child. Inclusive of administration staff, managers and auxiliary staff, maximum staffing levels at the care home will be nine employees on site at any one time, however, this will only be for a maximum of 30 minutes as four of these staff will be handing over to the new shift (10:00) before departing at 10:30. See the proposed staff rota at [Appendix 2](#).

[Access Strategy](#)

26. Access to the children's' care home will be taken from Philips Park Road and the existing private driveway retained. The application does not propose any improvements to the site access.
27. Philips Park Road is a no through road. For the majority of its length, Philips Park Road is wide enough for two cars to pass each other, and where the carriageway is at its narrowest (approximately 2.8m wide), there are natural passing places along with very good inter-visibility between oncoming drivers.
28. Given the low 20mph speed limit along Philips Park Road along with the traffic composition and the very good forward visibility of oncoming traffic, no improvements are proposed to Philips Park Road.
29. There will be five dedicated parking spaces on site which is sufficient for the number of staff who will be on site at any one time plus additional informal visitor parking spaces for the occasional visit from OFSTED and social care workers.
30. The parking layout is illustrated at [Appendix 1](#).

[Servicing](#)

31. The site will be serviced in the same way as it currently is. A refuse vehicle will drive south westwards to the end of Philips Park Road, turn at the end of the road, service the site and leave in a forward gear.

Photo 7 – Servicing Hill Crest: 1



Photo 8 – Servicing Hill Crest: 2



Trip Rates - Proposed Trips

32. In order to provide an estimation of the likely trip generating potential of the proposed site, data from other similar children's care homes by the same provider have been reviewed using existing staff rotas. A summary of the data is provided at **Table 1** below with the full outputs at **Appendix 3** of this report.

Table 1 - Weekday AM / PM and Weekend Peak Hour, Trip Rate and Trip Generation

Vehicles	Weekday AM (0800 – 0900)		Weekday PM (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Generation	1	0	0	1
Two-Way	1		1	

33. The data used has been taken from a typical week. As can be seen from **Table 1** above, there is one trip proposed during both the typical highway peak hours. This is due to the different staff shift patterns which are:

- 0900-1700
- 1000-1030 (with an overnight stay)

34. **Table 2** below illustrates the number of arrivals and departures in a typical week for an existing children's care home.

Table 2 – Typical Weekly Staff Rota: Arrivals and Departures

	Arrivals			Departures		
	0900	1000	Total	1030	1700	Total
Monday	1		1		1	1
Tuesday	1		1		1	1
Wednesday	1	4	5	4	1	5
Thursday	1	2	3		1	1
Friday	1	2	3	4	1	5
Saturday			0	2		2
Sunday		4	4	2		2
Total	5	12	17	12	5	17

35. As can be seen in the table above, the highest number of trips occurs on a Wednesday with five arrivals and five departures in a 24-hour period.
36. These shift patterns begin and end outside of the typical peak hours; therefore, the number of new trips will be imperceptible on the highway network.

Conclusion

37. The findings of this Technical Note illustrate that a children's care home on Philips Park Road, Whitefield, Manchester, will not have a material impact on the surrounding highway network. No trips are expected to be generated within the typical highway peak periods, with a very low number of trips expected outside of the peak periods.
38. No accidents have been recorded in the vicinity of the site access over the last 5-year period. This indicates that there is not an existing safety problem with this access onto Philips Park Road, and the number of trips generated by the proposed development which will use this road and the surrounding local highway network will be negligible and will not exacerbate the safety in this area.
39. We therefore conclude with respect to the proposed development, that there can be no transport, traffic or highways reasons as to why planning permission for the proposed change of use should not be granted.

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APPENDIX 1



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NOTES / KEY:



Radiator.



Rainwater pipe.Gu=Gully



soil & vent pipe.

FtC=2760

Floor to ceiling.



Boiler.



Manhole/inspection chamber.

E

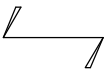
Elec meter+ dist board.

G

Gas meter

F

Fire



Timber floor joists span.
If known.
sf=solid floor



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project
Measured survey at
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status Planning

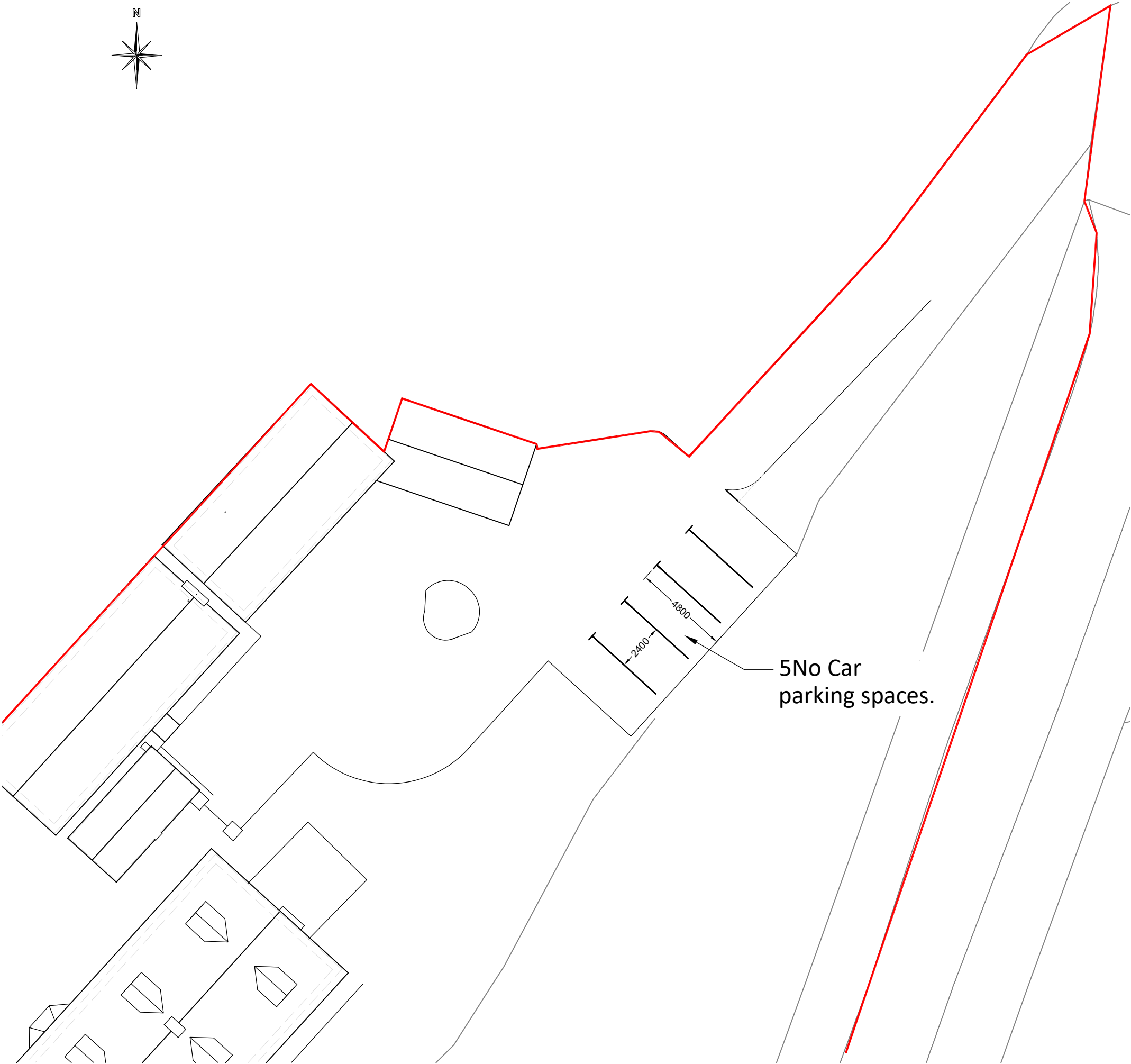
drawing
PROPOSED COURTYARD PLAN

L.A. Bury MBC date Oct 22

drawn by DD. scale 1:200@A3

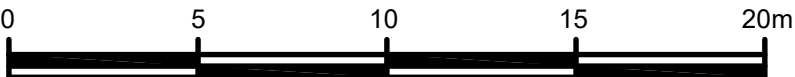
dwg no 22-09 10. rev .

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PROPOSED COURTYARD PLAN 1:200

HILLCREST.WHITEFIELD.M457TW.



1:200

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APPENDIX 2

Weekly Staff Rota, Hill Crest, St Phillips Road, Bury

Staff Member	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Manager	09:00 – 17:00	09:00 – 17:00	09:00 – 17:00	09:00 – 17:00	09:00 – 17:00	OFF	OFF
TL (1)	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF	OFF	OFF	10:00 – SLEEP
TL (2)	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF	OFF	OFF	10:00 – SLEEP
TL (3)	OFF	OFF	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF	OFF
TL (4)	OFF	OFF	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF	OFF
TL (5)	OFF	OFF	OFF	OFF	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)
TL (6)	OFF	OFF	OFF	OFF	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)
RSW (1)	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF	OFF	OFF	10:00 – SLEEP
RSW (2)	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF	OFF	OFF	10:00 – SLEEP
RSW (3)	OFF	OFF	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF	OFF
RSW (4)	OFF	OFF	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF	OFF
RSW (5)	OFF	OFF	OFF	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF
RSW (6)	OFF	OFF	OFF	10:00 – SLEEP	07:00 – SLEEP	10:30 (FINISH)	OFF

Definitions:

TL = Team Leader
 RSW = Registered Support Worker
 'SLEEP' = Sleep over night shift
 'FINISH' = Finish shift at that time



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APPENDIX 3

Vehicle Movements associated with Weekly Rota

Day	Journey 1	Journey 2	Journey 3	Journey 4	Journey 5	Journey 6	Journey 7	Journey 8	Journey 9	Journey 10
MON	Manager arrives 09:00	Manager departs 17:00								
TUES	Manager arrives 09:00	Manager departs 17:00								
WED	Manager arrives 09:00	TL (3) arrives 10:00	TL (4) arrives 10:00	RSW (3) arrives 10:00	RSW (4) arrives 10:00	TL (1) departs 10:30	TL (2) departs 10:30	RSW (1) departs 10:30	RSW (2) departs 10:30	Manager departs 17:00
THURS	Manager arrives 09:00	RSW (5) arrives 10:00	RSW (6) arrives 10:00	Manager departs 17:00						
FRI	Manager arrives 09:00	TL (5) arrives 10:00	TL (6) arrives 10:00	TL (3) departs 10:30	TL (4) departs 10:30	RSW (3) departs 10:30	RSW (4) departs 10:30	Manager departs 17:00		
SAT	RSW (5) departs 10:30	RSW (6) departs 10:30								
SUN	TL (1) arrives 10:00	TL (2) arrives 10:00	RSW (1) arrives 10:00	RSW (2) arrives 10:00	TL (5) departs 10:30	TL (6) departs 10:30				

Total Vehicle Journeys (34):

Monday	2
Tuesday	2
Wednesday	10
Thursday	4
Friday	8
Saturday	2
Sunday	6