

Development Control
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Fee Receipt Date

Rotherham
Metropolitan
Borough Council
Planning & Regeneration Services
Environment &
Development Services

Application for approval of reserved matters following outline approval.
Article 21, Town and Country Planning (General Development Procedure) Order 1995

Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website.
If you require any further clarification, please contact the Authority's planning department.

File No:

10 0054

1. Applicant Name, Address and Contact Details

Title:		First name:		Surname:	
Company name:	Westleigh Developments Limited				
Street address:	Tudorgate, Grange Business Park				Country Code
	Enderby Road				National Number
	Whetstone				Extension Number
Town/City:	Leicester				Telephone number:
County:					Mobile number:
Country:					Fax number:
Postcode:	LE8 6EP				Email address:

Are you an agent acting on behalf of the applicant? ☒ Yes ☐ No

2. Agent Name, Address and Contact Details

Title:	Mr	First Name:	Brian	Surname:	Dearlove
Company name:	Brian Dearlove Partnership				
Street address:	Unit C, Edward House				Country Code
	Grange Business Park				National Number
	Enderby Road				Extension Number
Town/City:	Leicester				Telephone number:
County:	Leicestershire				Mobile number:
Country:	United Kingdom				Fax number:
Postcode:	LE8 6EP				Email address:

brian@dearlove.co.uk

3. Site Address Details

Full postal address of the site (including full postcode where available)

House:		Suffix:	
House name:			
Street address:	Manvers Way		
	Rotherham		
Town/City:			
County:			
Postcode:	S63 6DH		

Description of location or a grid reference
(must be completed if postcode is not known):

Easting:	442703
Northing:	401857

Description:

4. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application? ☒ Yes ☐ No

If Yes, please complete the following information about the advice you were given (this will help the authority to deal with this application more efficiently):

Officer name:

Title:	Ms	First name:	Emma	Surname:	Jackson
Reference:	Planning Department				
Date (DD/MM/YYYY):		(Must be pre-application submission)			

Details of the pre-application advice received:

John Royston
Tracie Seals - Housing Manager
The scheme is generally been supported.

5. Development Description

Please indicate all those reserved matters for which approval is being sought:

☒ Access ☒ Appearance ☐ Landscaping ☒ Layout ☒ Scale

Please provide a description of the approved development as shown on the decision letter:

Outline application for mixed use development, including means of access, comprising residential apartments and houses, together with A1 (Shops), A3 (Restaurants and Cafes), D2 (Assembly and Leisure), medical centre and associated play spaces/ancillary infrastructure at land at Manvers Way, Manvers for Express Park Rotherham Limited.

Reference number:	RB2008/0524	Date of application decision:	18 Jul 2010
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Please provide a description of the reserved matters for which you are seeking consent for:

Phase 1 residential development

Has the development already started? ☐ Yes ☒ No

5. Neighbour and Community Consultation

Have you consulted your neighbours or the local community about the proposal? ☐ Yes ☒ No

7. Authority Employee/Member

With respect to the Authority, I am:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

Do any of these statements apply to you? ☐ Yes ☒ No

3. Supporting Information

Please provide the following information:

10 0054

Please list (with reference numbers) all relevant drawings that were approved as part of the original decision:

n/a

Please list all drawing numbers submitted with this application for approval:

4137/A3, /B, /C, /D, /E, /F, /G, /H, /J, /K and Location Plan

If applicable, please state the reasons for any changes to the original drawings:

detailed submission

9. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

☒ Yes ☐ No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact? (Please select only one)

☐ The agent ☒ The applicant ☐ Other person

10. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information.



Date 11/01/2010

2009

PLANNING & DESIGN & ACCESS STATEMENT

Prepared by Brian Dearlove Partnership Architects



PROPOSED RESIDENTIAL DEVELOPMENT
MANVERS WAY DEARNE VALLEY ROTHERHAM

1. **INTRODUCTION**

The Planning & Design & Access Statement has been prepared to support the Reserved Matters Planning Application following the granting of Outline Planning Permission ref: RB2008/0524.

The land in question forms part of the site granted Planning Consent for mixed use development in March 2006 (Application ref: 2004/2304FUL).

2. **BACKGROUND AND JUSTIFICATION**

Following the granting of Planning Permission 2004/2304FUL for a mixed development. The development of the site has undergone various revisions which formed the basis for the Planning Application RB2008/0524.

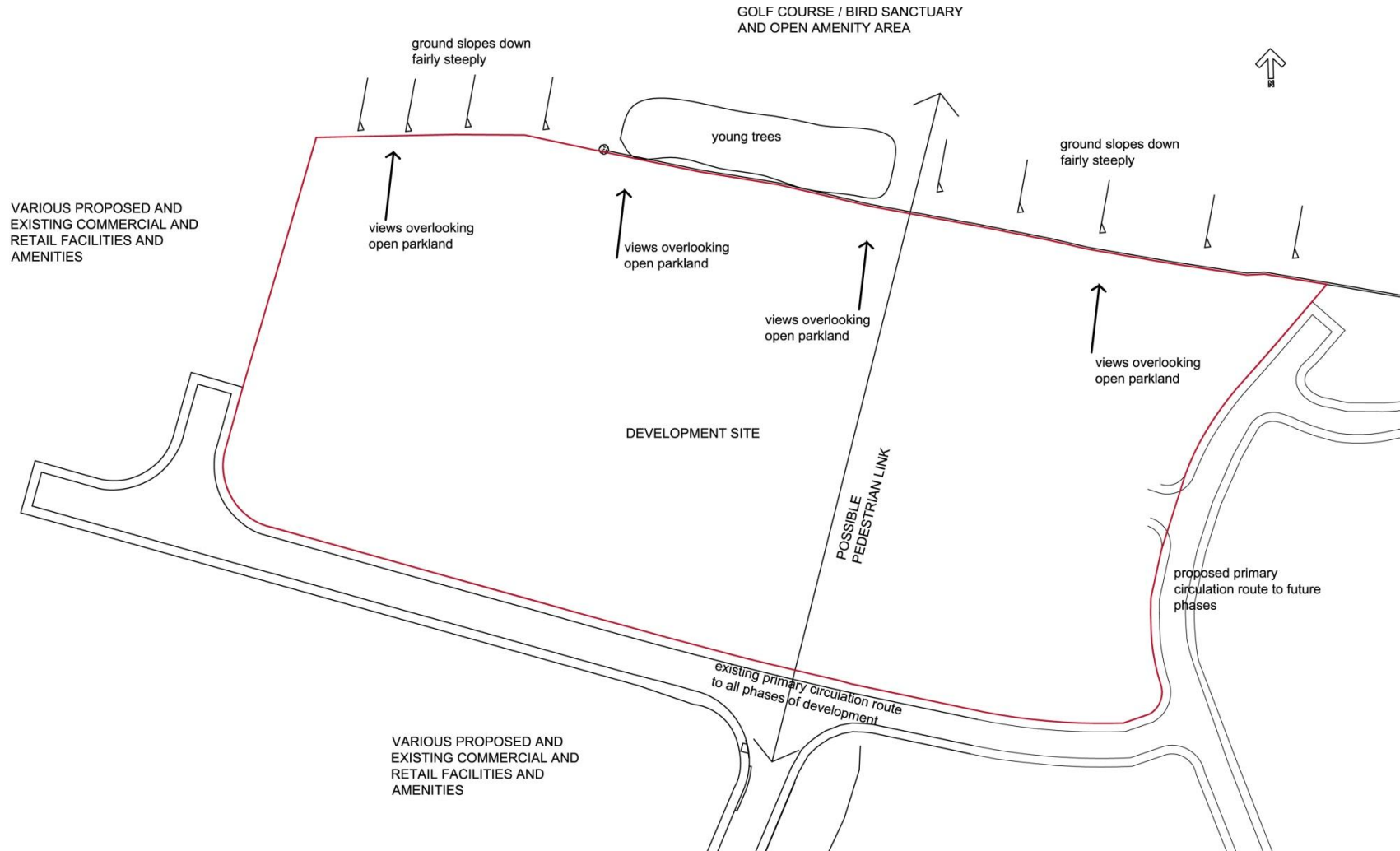
An element of the scheme is residential to which this Planning Application forms the first phase.

3. **CONTEXT APPRAISAL**

Physical Assessment

The Application site totals approximately 5 acres and is located north of Manvers Way and Wath-upon-Dearn town centre in the Dearne Valley, Rotherham. It was formerly part of the Manvers colliery complex and was reclaimed in the mid 1990's. It is now predominantly scrub land. To the north east, the site fronts the River Dearne, a recently developed nine hole golf course and a RSPB bird sanctuary, all of which benefit from remediation works or landscaping improvements. A definitive footpath also runs along the northern boundary of the site. The site is adjacent to a recently approved mixed use development of nursery, food and drink premises and an office village. (West of site) To the east, a hotel, pub and neighbourhood retail centre have been approved, together with a residential development of 202 houses and 127 apartments currently under construction.

Based on analysis of the site, including aerial photography to ascertain desire lines it was noted that general pedestrian movement was north to south across the site linking the amenities of the town centre to the south with the public footpath and outdoor recreational facilities to the north of the site.



Site Analysis

Social Assessment

The Proposal will provide a range of affordable homes, meeting the housing needs of the community. The street design, including the provision of Home-Zones, will provide a sense of community and aid social cohesion through active street frontages, providing regular interaction with neighbours. Within the wider Manvers Development, individual Home-Zones will be styled differently to create a sense of a series of smaller more intimate communities.

Economic Assessment

The Proposal will have minimum affect on the economic contribution of the community, However, development can provide employment for the community and help generate or maintain growth to local amenities.

National & Local Plan Policy

In granting Outline Planning Permission RB2008/0524 the Borough Council stated:-

1. Having regard to the policies and proposals in the Development Plan including interim planning statements and the advice set out in government guidance and all relevant material planning considerations set out below:-

Regional Spatial Strategy for Yorkshire and the Humber (adopted May 2008).

Policy SY1 'South Yorkshire sub area.

Policy H3 'Managing the release of land in support of interventions to address failing housing market.'

Policy H4 'Provision of Affordable Housing'

Policy T1 'Personal Travel Reduction and Modal Shift.

UDP Policies

ENV3.1 'Development and the Environment'

ENV3.2 'Minimising the Impact of Development'

HG5 'The Residential Environment'

T6 'Location and Layout Development'

MU3 'Manvers Lakeside

Supplementary Planning Guidance

Housing Guidance 7: 'Security'

Better places to live in south Yorkshire

NATIONAL POLICIES AND GUIDANCE

PPS1: makes it quite clear that sustainable development is the core principal underpinning planning (Paragraph 3). The design of the new developments should optimise the potential of the site, whilst providing a visually attractive development that creates a safer and accessible environment (Paragraph 36).

PPS3: Housing (December 2006) indicates that housing should be developed in suitable locations that have a range of facilities and with good access to jobs, key services and infrastructure. The priority for the development should be on previously developed land and buildings, (Paragraph 36).

PPG13: Transport (2001) seeks to promote more sustainable patterns of development and make better use of preciously developed land, with the focus for additional housing on existing towns and cities (Paragraph 13). Local Authorities should accommodate housing principally within existing urban areas.

Car parking takes up a large amount of space in development. Reducing the amount of parking in new development is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. The amount of good quality cycle parking in development should be increased to promote more cycle use, (Paragraph 49). It also states that local authorities should not require developers to provide more parking spaces than they themselves need, other than in exceptional circumstances, (Paragraph 51). Whilst maximum standards should broadly be set for development, no minimum standards for car parking should be created, (Paragraph 52)

The proposals are considered to conform to the objectives in the UDP i.e. 'Development in this area will

greatly assist the regeneration of Manvers by providing jobs, homes and leisure facilities in an attractive setting.'

Involvement

Discussions have taken place with Emma Jackson, John Royston of the Planning Department and Tracie Seals of the Housing Department.

4. **DESIGN CONSIDERATION AND EVALUATION**

The following considerations have been applied to the Proposal.

- a) The need to provide a comprehensive scheme that feels like a place with a distinctive character and quality.
- b) Streets are defined by a coherent and well structured building layout which is easy to find the way around.
- c) Manual for Streets encourages development which building layout takes over the road and car parking so that highways do not dominate. Further that streets are pedestrian and cycle friendly.
- d) That the scheme integrates well with the existing roads and paths and surrounding development.
- e) That public spaces and pedestrian routes are overlooked and feel safe.
- f) To ensure that this first phase of the development takes into account future phases.
- g) The Outline Planning Permission determined the primary transport routes and these have been retained.
- h) The scheme has endeavoured to face the development onto the primary routes to provide a strong built edge and further reduce the amount of car parking off these highways. Where junctions occur the opportunity has been taken to provide a more dominating building or element of a building as a focal point.
- i) The opportunity has been taken to overlook the northern open space as much as possible.
- j) To work with the Borough Council's spatial standards.
- k) Where possible provide strong corners to junctions.
- l) To create a scheme which is not dominated by roads, but takes inspiration from a Home Zone approach.



5. **DESIGN COMPONENTS**

Use and Amount

The use is compatible with the principles set out in the Outline Planning Permission and conforms to the objectives of the District Council by providing the homes that will assist the regeneration of Manvers.

The amount accords with the National Government density policy.

Layout

The layout is based upon the overall approach and concept set out in the Planning Permission granted.

The Application site has been defined by the existing and proposed primary vehicular routes around and through the phases of the overall development.

The aim has been to define this route with a built up edge of dwellings creating a focal point at a road junction with Plots 78 & 79 and similar with Plots 34 & 35. Also a strong corner is created with Plot 37.

In establishing this basic framework the aim has been to allow as many properties to overlook the amenity area to the north, thus creating Plots 15, 16, 26, 28 to 33. In developing the perimeter of the site the centre of the site is then determined creating secure back to back housing with a central spine access way, allowing cyclists, cars and pedestrians to be able to travel in, through and out of the community. It is seen important that travel can extend from the parkland in the north, through to the south, therefore the access away provides for this, located away from the existing junction for road safety reasons.

Movement within the site is seen as being shared, therefore speed reduction is important and a Home Zone

approach has been taken where cars, pedestrians and cyclists share the surface.

These access ways have a strong built up bulldog edge which includes corners where possible. Again at junction's focal point buildings are provided.

In order to achieve minimum back to back distances and frontages distances some dwellings need to be less deep such as Plots 29 to 33.

In respect to Plots 72 to 88 car parking courts have been provide which restricts accesses to a minimum and ensures vehicles leave in a frontal direction and where visitor parking can be shared, thus reducing numbers.

The layout has developed from the principles outlined in the Government publication *Manual for Streets* [2007] which places equal weight to the 'place' and 'movement' functions of the street, when defining street hierarchies.

Para 2.4.4 "Streets should no longer be designed by assuming Place to be automatically subservient to Movement. Both should be considered in combination, with their relative importance depending on the street's function within the network. It is only by considering both aspects that the right balance will be achieved."

Para 3.6.9 "[Pedestrians] should at least be considered first followed by consideration for the others in the order given [pedestrians, followed by cyclists, public transport users, and then specialist service vehicles - with other motor traffic after that]. This helps ensure that the street will serve all of its users in a balanced way."

The Manual also encourages a return to a more traditional, connected street layout, as it is easier for people to walk to the services which they need if their streets are inter-connected. The use of cul-de-sacs, and the

rabbit warren layouts generally preferred in the recent past meant people had to take long routes to access services, and this made walking less likely.

Para 4.4.1 "Manual for Streets encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents"

Key principles in the design of the Home-Zone layout have been taken from the IHIE [Institute of Highway Incorporated Engineers] Home Zone Design Guidelines (2002).

G1. Home Zones must be tailor-made, and designed to fit the character of individual streets and spaces.

In this case they have been designed in loops, starting and finishing at a junction with a conventional road. The top of the loop also forms a link with the footpath, open space and golf course located to the north of the site providing views out of the site, allied to overlooking of this immediately adjacent area. The boundary treatment along these sections is to be quality metal railings and or railings with low wall, with access limited to specific, particularly well over-looked and well lit points.

G7. It is the buildings, trees, planting and surface treatments that should define the Home Zone's spaces, rather than conventional kerb edges and carriageway widths.

Whilst detailed design of these spaces has not taken place yet the principle has been established and will be refined in close discussion with the local Highways Engineers as the scheme develops.

G9. Home Zones must be clearly marked at their entrances and exits to ensure that all street users recognise the different nature of the area.

A change in surface material, narrowing of the road width and brick piers are all intended to be used to satisfy this requirement.

G13. The design of the Home Zone should make motorists feel that they are a “guest” in the street, and must make it difficult for them to travel at speeds of more than 10 mph.

The use of on street, alternate echelon parking, bollards and areas of planting are intended to limit motorists speed within the Home-Zone.

Scale

The brief requires houses and bungalows which determines the height of the development. With the need for two larger houses the opportunity has been taken to increase height to 2½ storey (Plots 34 & 35) and locate them on a primary junction.

Appearance

Traditional materials of brick and render will be used with contemporary detailing to provide interesting street scenes and give the proposal a sense of place within the wider Manvers development. Within the site each Home-Zone will again be treated slightly differently to help foster a sense of belonging to a smaller more intimate community.

Landscape

Hard and soft landscape is seen as important elements of the scheme.

In respect to hard landscape the changing material choice and colour of the highway is important in breaking down visual dominance of the access ways.

The use of different materials and colours also adds interest and variety to a scheme.

A good quality soft landscape scheme is required to ensure the success of the planting.

Hedging to define a properties frontage is also important in setting the character and quality of the scheme.

Further definable boundaries can be created by railings and walls.

The planting of street trees will create a place people will find attractive and will help relate the development to the wider locality providing green links to the wetland areas to the north of the site. Trees within rear private amenity space will help with general attractiveness, privacy and biodiversity. Furthermore, the use of low level planting within the Home-Zones is a crucial part of the overall efficient workings of these areas helping to create pleasant street environments but also slowing traffic and preventing parking in non designated areas.

Sustainability & Energy Assessment

The scheme will need to achieve a minimum Level 3 in respect to the Code for Sustainable Homes and Building for Life score of 14. A detailed statement is attached.

6. **ACCESS COMPONENT**

The site is immediately north of the existing town centre benefiting from a nearby primary school, post office and shops.

Manvers Road is on a bus route with bus stops extremely close to the site. Services provide access directly to Rotherham, Barnsley, Doncaster and Sheffield.

The proposed road and footway pattern including the Home-Zones described earlier provide balanced access to meet the requirements of cars, cyclists and pedestrians regardless of age and disability.

The scheme will provide sheds for the storage of cycles to encourage their ownership.

The proposed dwellings will have level access and suitable door widths to aid those with disabilities as stipulated in the Building Regulations.

The proposed road layout provides appropriate access for both the fire brigade and refuse collections.



Street Scene - Plots 71-69 and 37-34

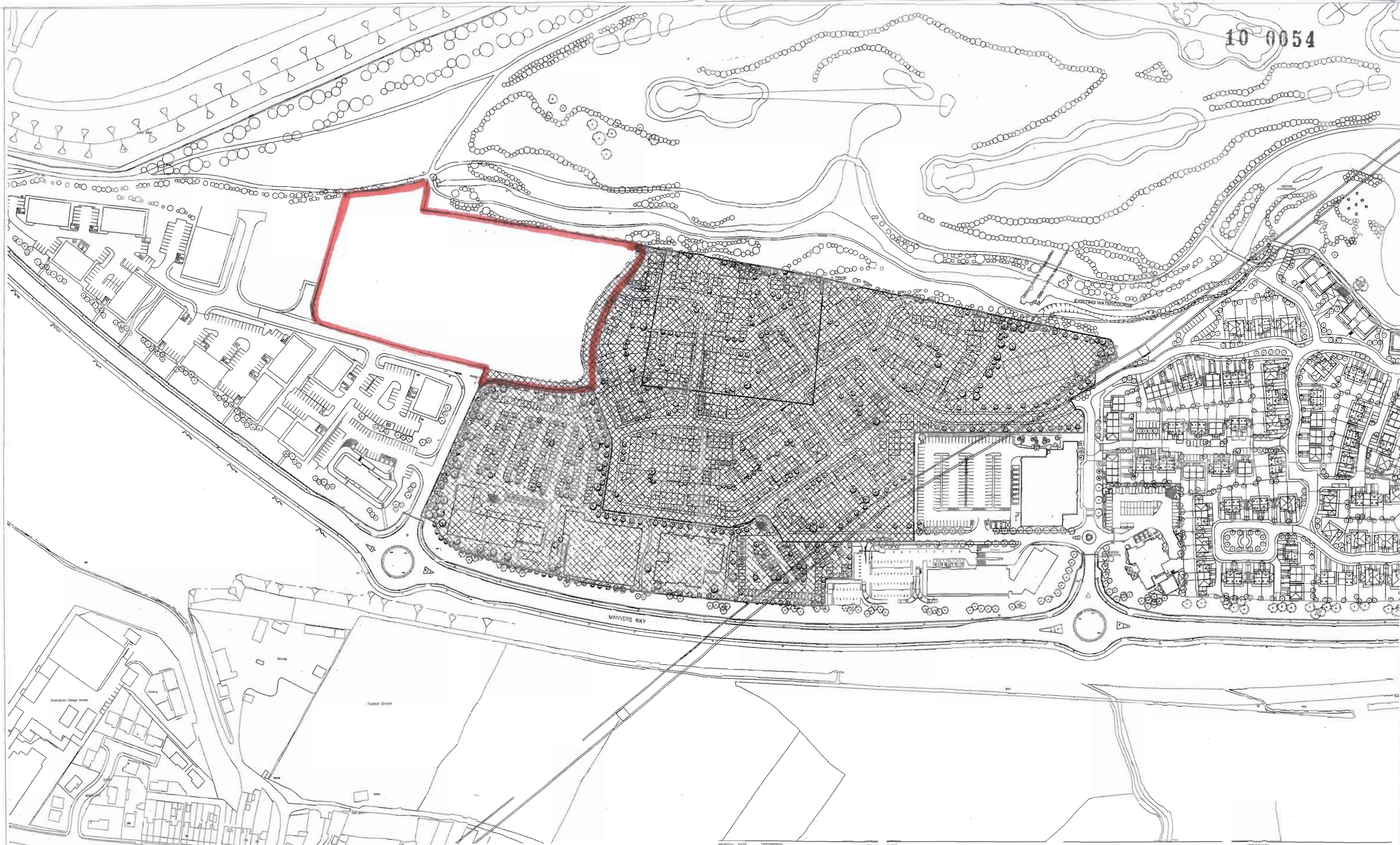


Street Scene - Plots 2-4 and 88-85



Street Scene - Plots 84-71

10 0054



REVISION	DATE	DESCRIPTION	BY	CLIENT
A	08.10.09	Phase 1 & 2 revised	AC	

LONDON

PRELIMINARY

MANVERS LAKESIDE
MANVERS WAY, ROTHERHAM
PHASE DEVELOPMENT PLAN



Front Elevation
Plots 22 & 23, 28 & 29, 47 & 48, 49 & 50
plots 71 & 72, 88 & 89 mirrored



Side Elevation



Rear Elevation



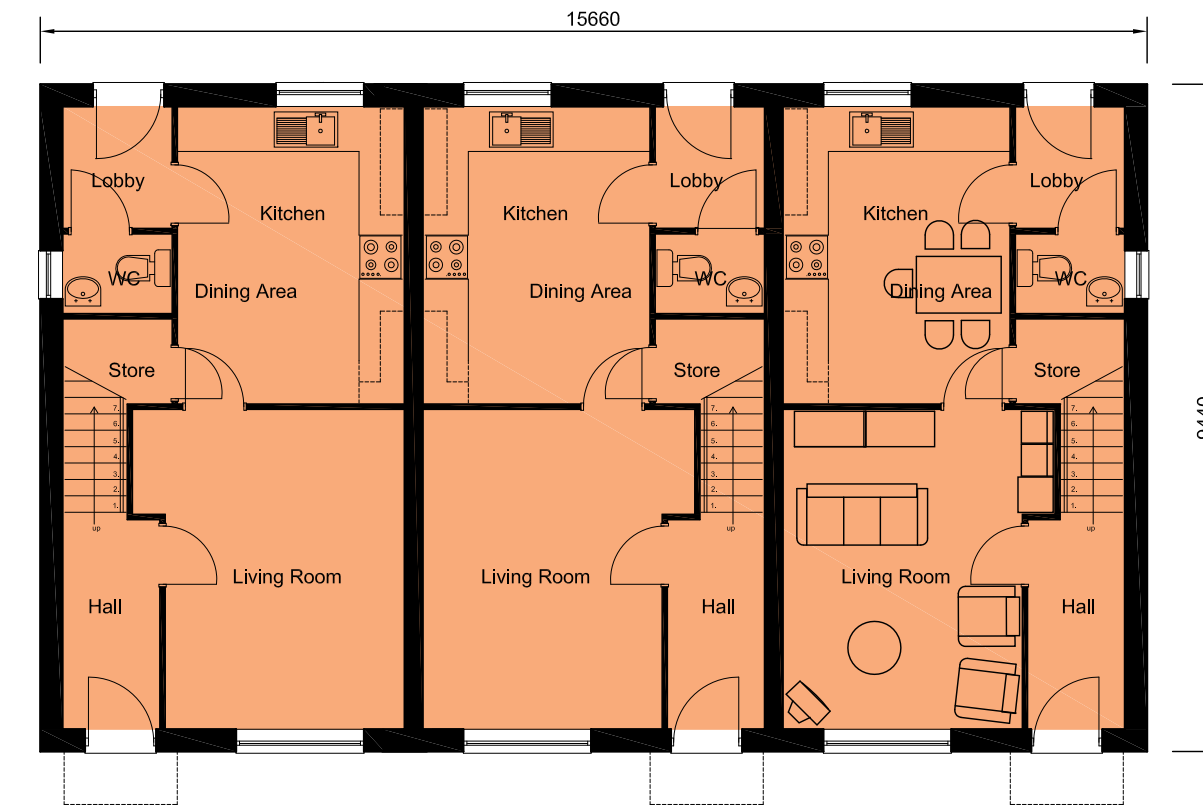
Side Elevation



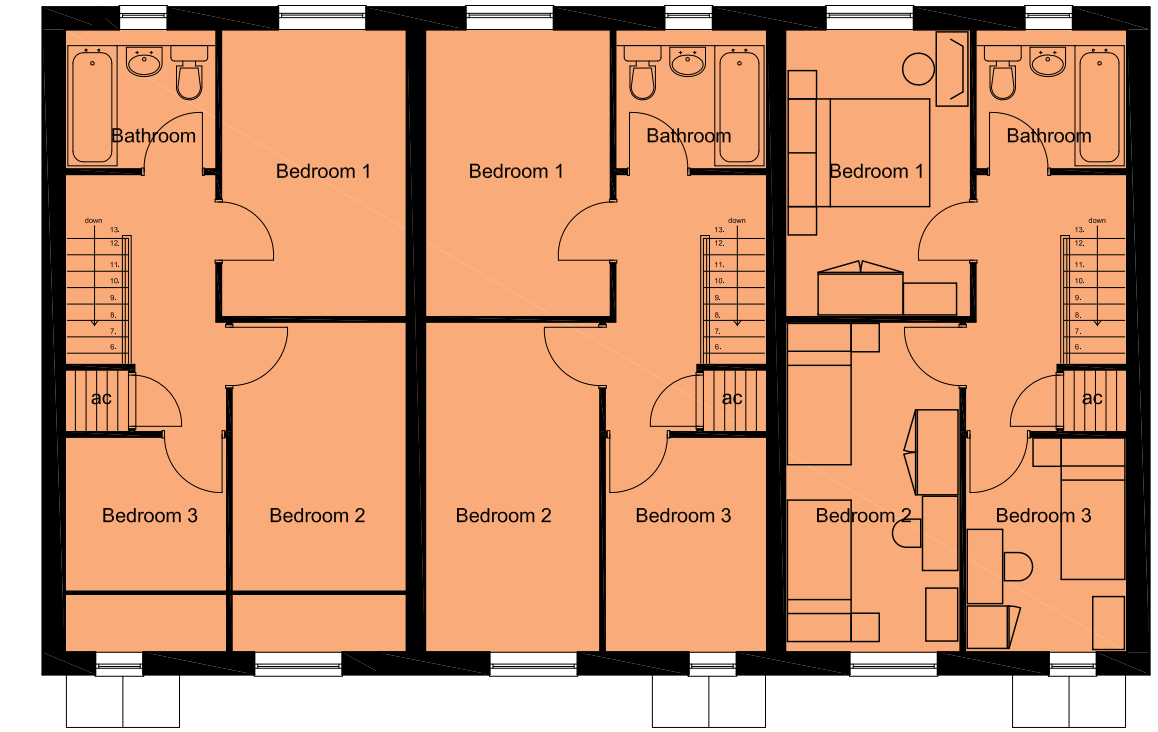
Ground Floor Plan
Plots 22 & 23, 28 & 29, 47 & 48, 49 & 50
plots 71 & 72, 88 & 89 mirrored



1st Floor Plan



Ground Floor Plan
Plots 24 - 26



1st Floor Plan



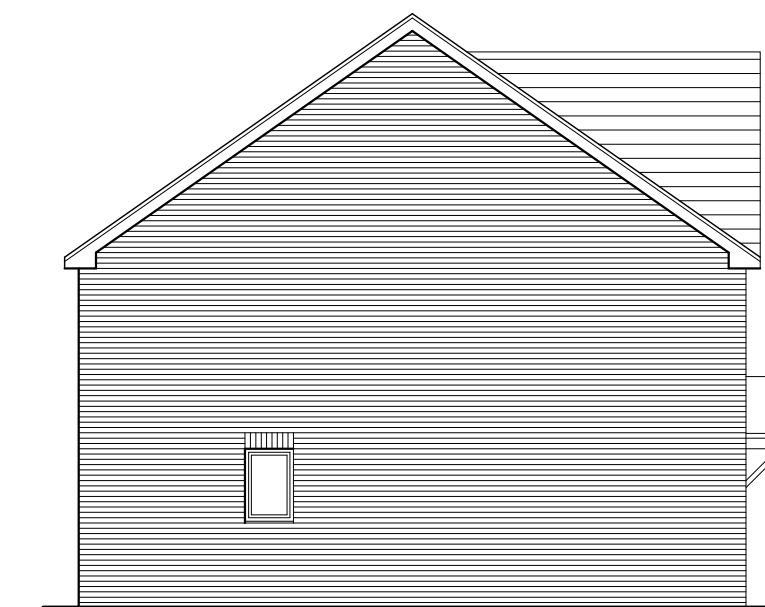
Front Elevation
Plots 24 & 26



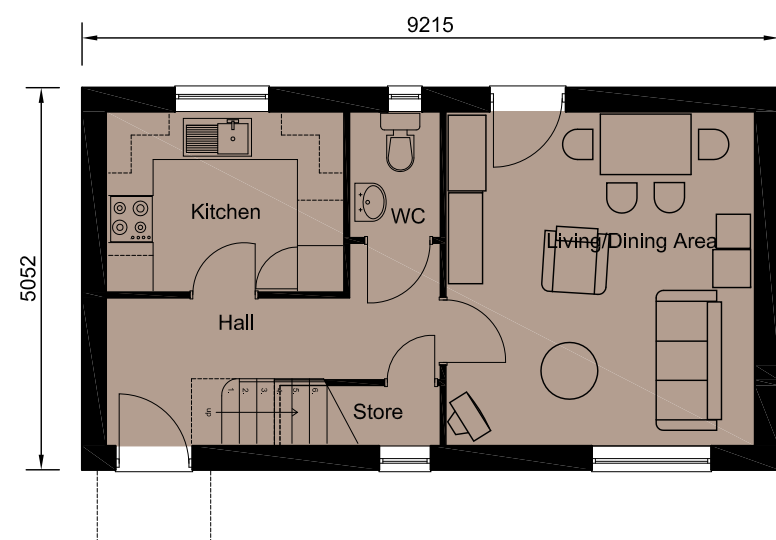
Side Elevation



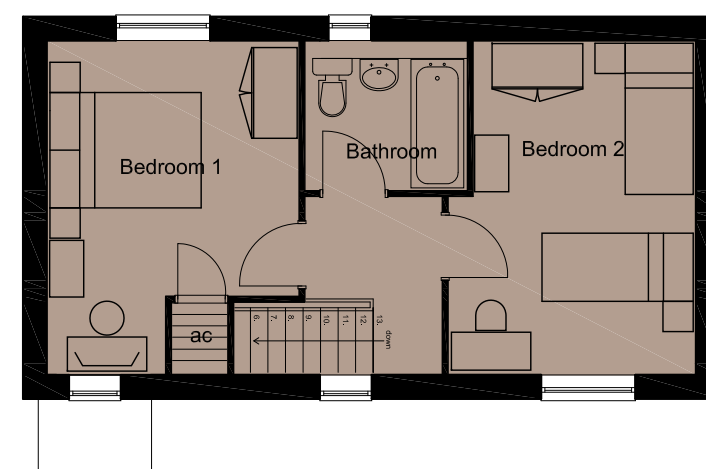
Rear Elevation



Side Elevation



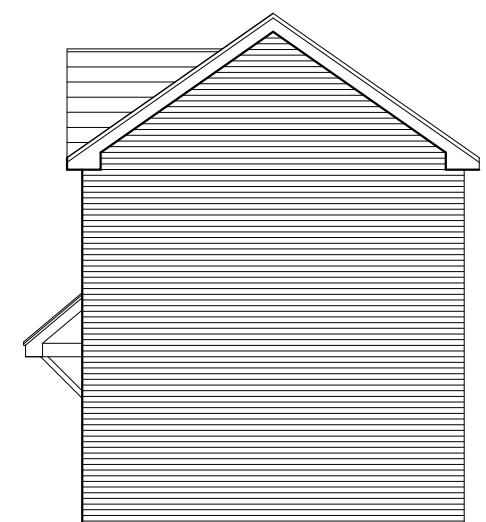
Ground Floor Plan
Plot 29



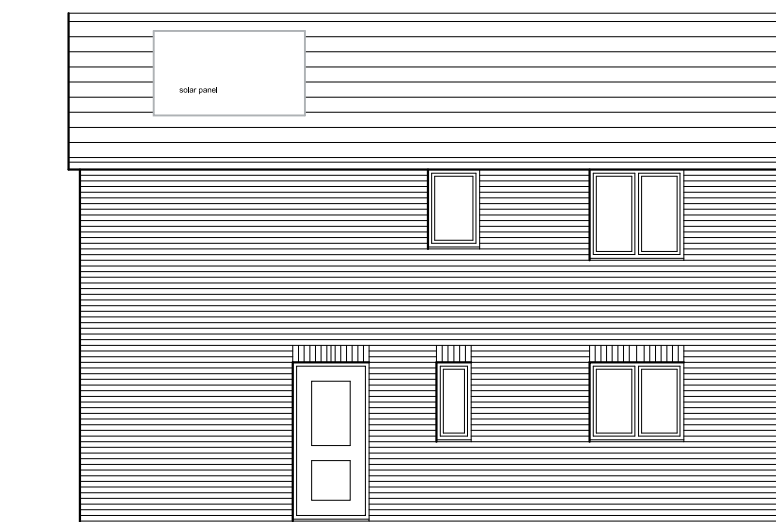
1st Floor Plan



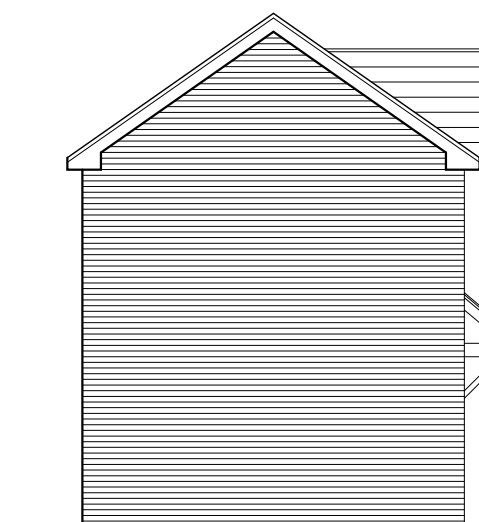
Front Elevation
Plot 29



Side Elevation



Rear Elevation



Side Elevation



T: 0116 277 3324
WESTLEIGH DEVELOPMENTS LTD
TUDORGATE, GRANGE BUSINESS PARK,
ENDERBY ROAD, WHETSTONE, LEICESTER, LE8 6EP

CONSULTING ARCHITECTS
BRIAN DEARLOVE PARTNERSHIP
Unit C Edward House, Grange Business Park, Enderby Road,
Whetstone, Leicester. LE8 6EP. T: 0116 278 3355

Plans & Elevations
Plots 22 - 29, 47- 50, 71 & 72,
88 & 89

PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

date	Dec 09	drg.no.	4137/E
scale	1:100 @ A1		





Westleigh
PARTNERSHIP HOMES

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Roof Plan

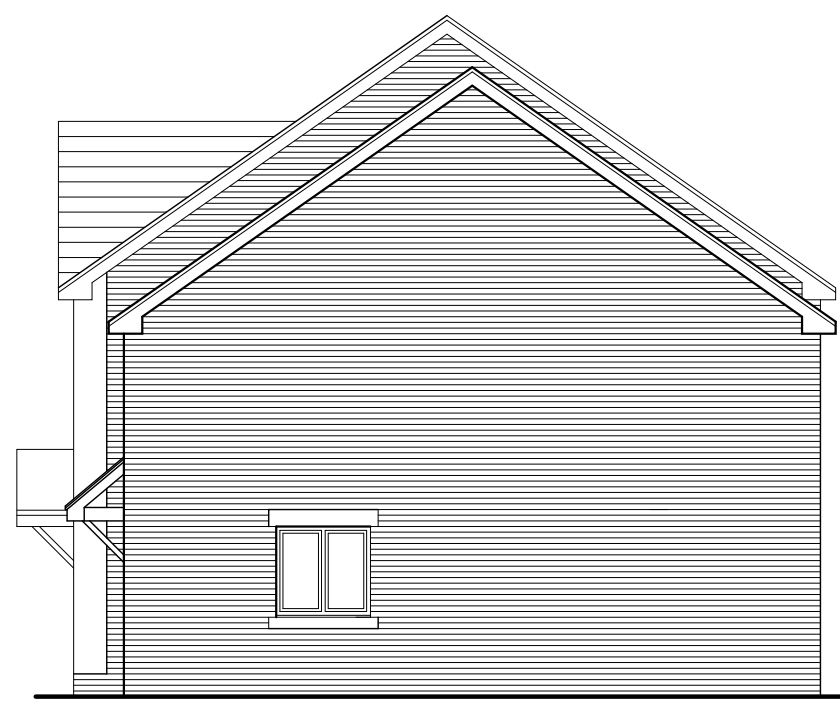
PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

date	1:500	drg.no.
scale	1:500 @ A2	4137/R



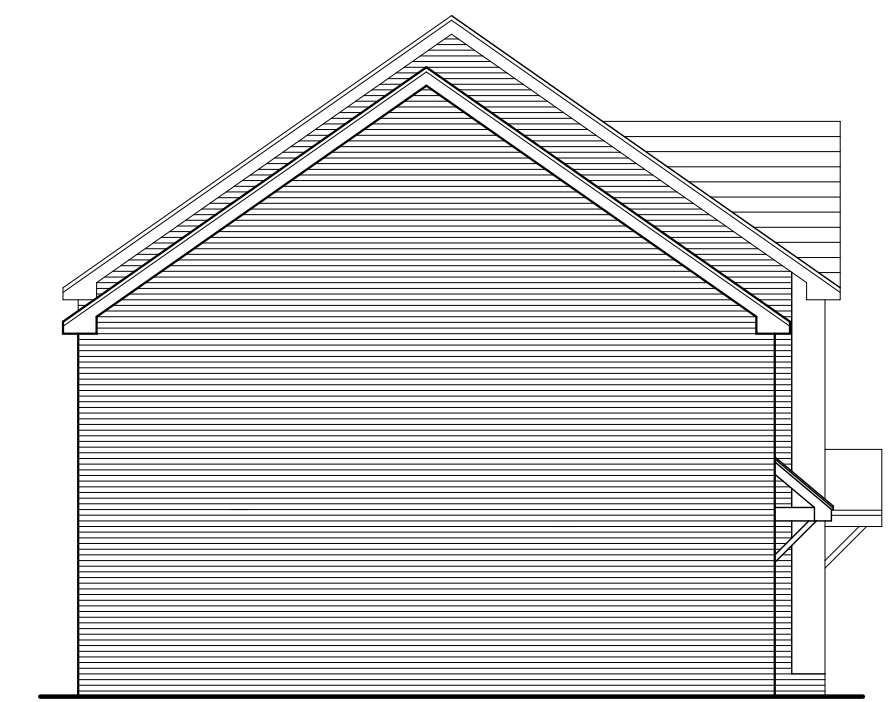
Front Elevation
Plots 77 - 80



Side Elevation



Rear Elevation



Side Elevation



Ground Floor Plan
Plots 77 - 80 & 81 - 84



1st Floor Plan



Front Elevation
Plots 81 - 84



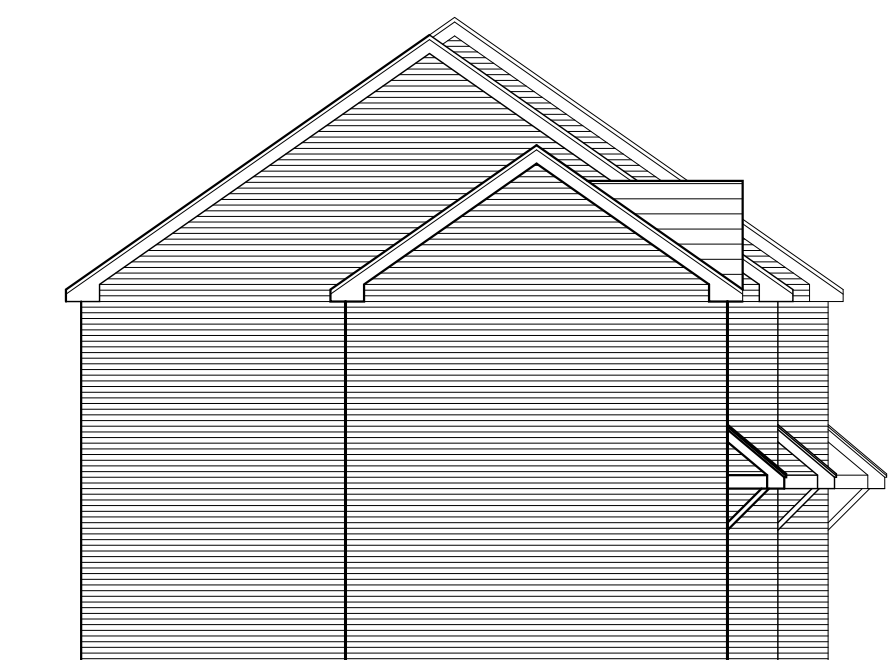
Front Elevation
Plots 85 - 87



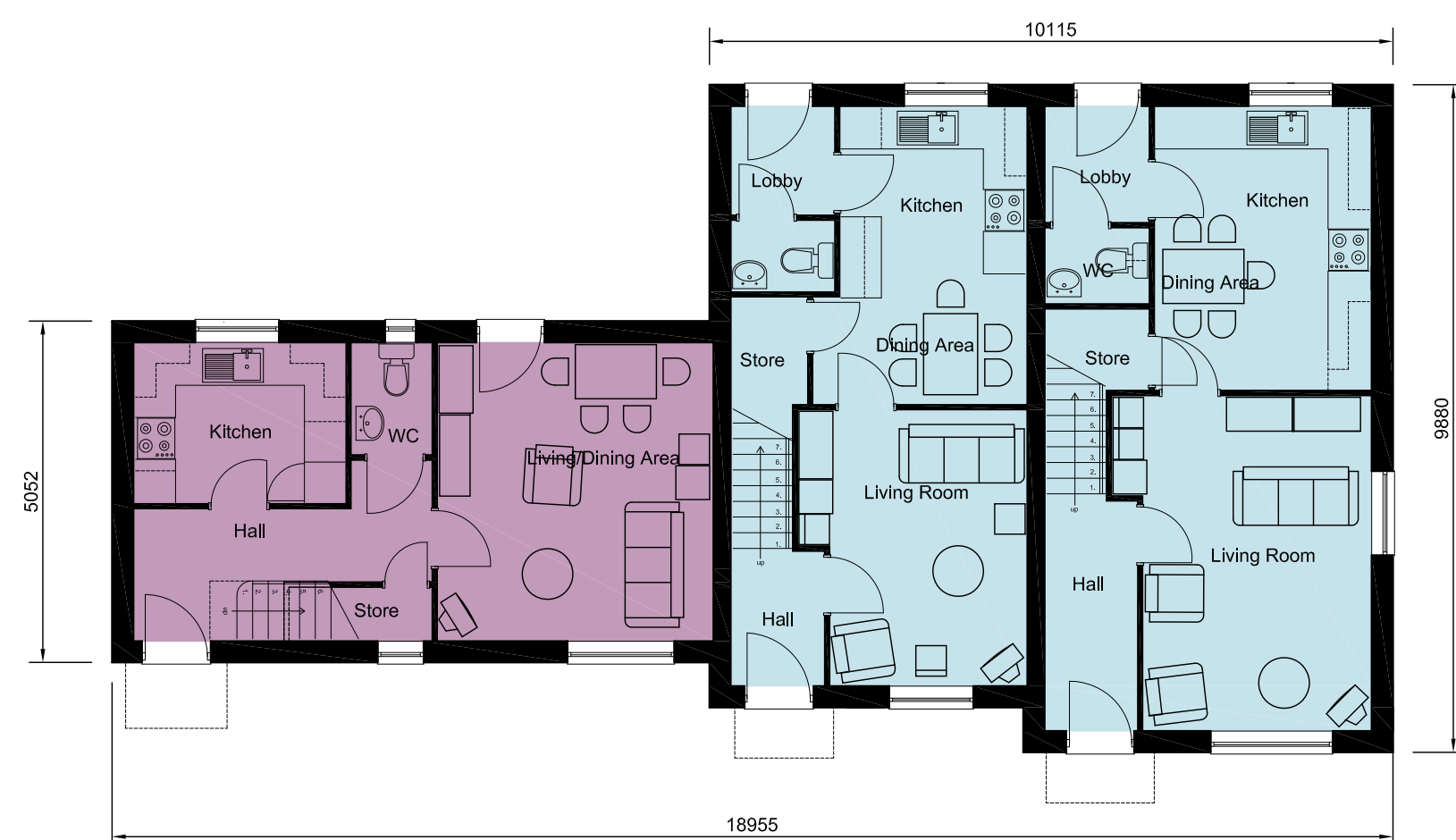
Side Elevation



Rear Elevation



Side Elevation



Ground Floor Plan
Plots 85 - 87



1st Floor Plan

Westleigh
PARTNERSHIP HOMES

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WESTLEIGH DEVELOPMENTS LTD
TUDORGATE, GRANGE BUSINESS PARK,
ENDERBY ROAD, WHETSTONE, LEICESTER, LE8 6EP

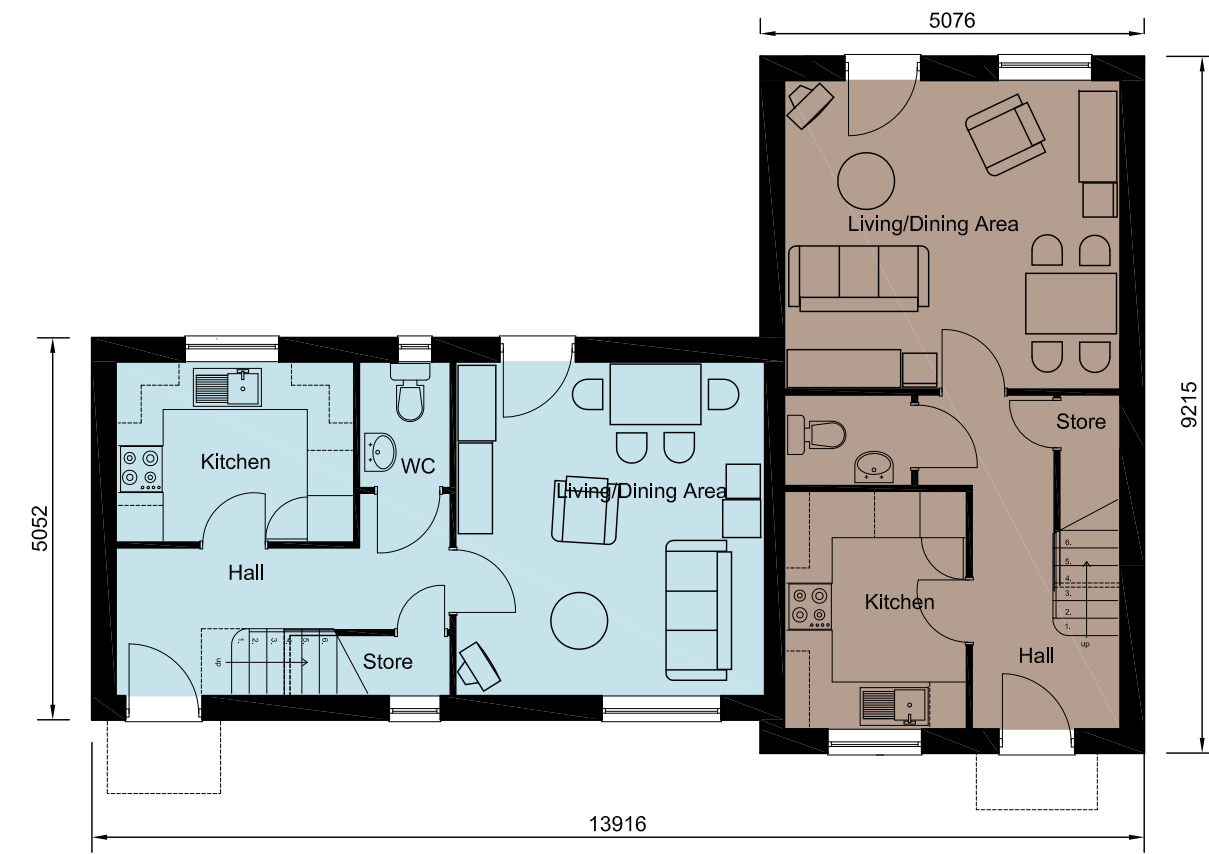
CONSULTING ARCHITECTS
BRIAN DEARLOVE PARTNERSHIP
Unit C Edward House, Grange Business Park, Enderby Road,
Whetstone, Leicester. LE8 6EP. T: 0116 278 3355

**Plans & Elevations
Plots 77 - 87**

PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

date	Dec 09	drg.no.	4137/K
scale	1:100 @ A1		



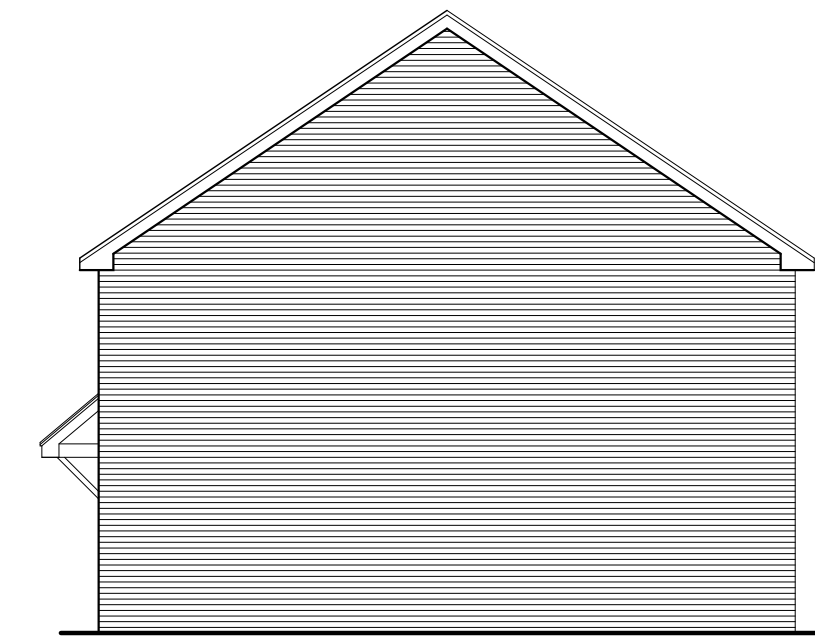
Ground Floor Plan
Plots 67 & 68



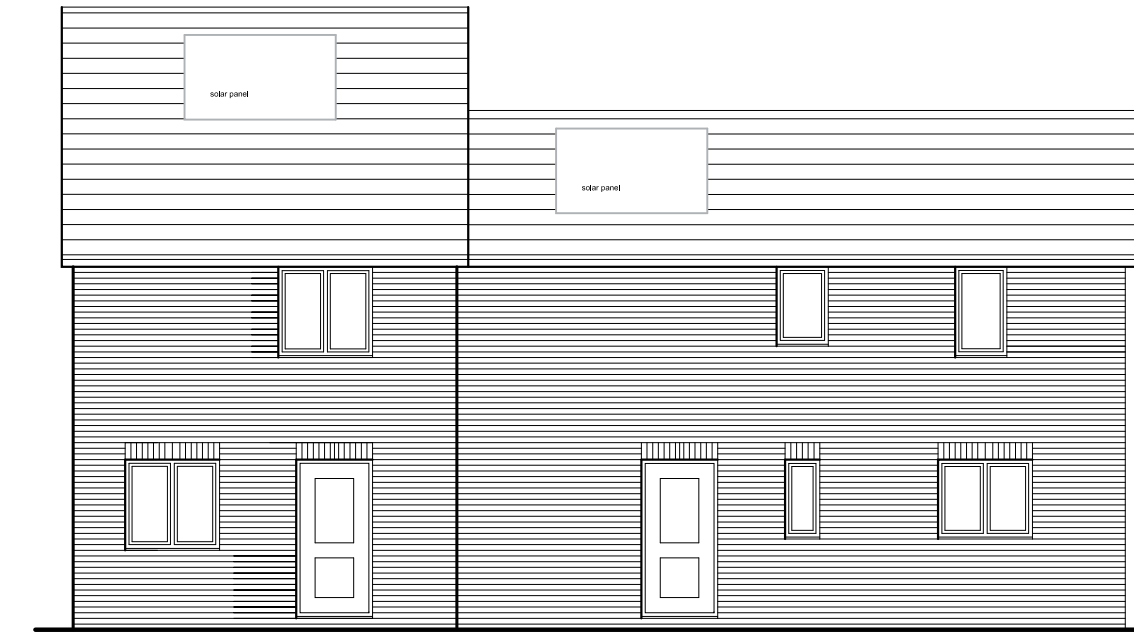
1st Floor Plan



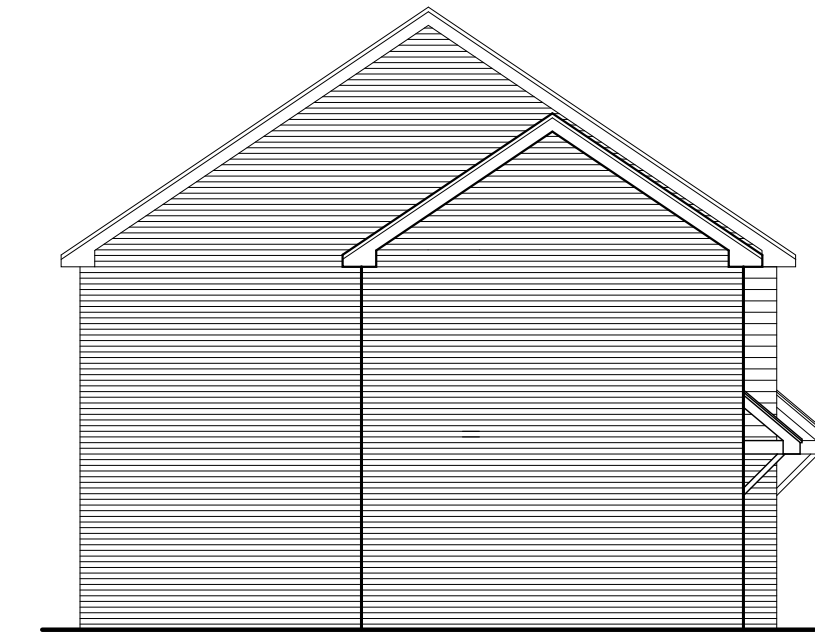
Front Elevation
Plots 67 & 68



Side Elevation



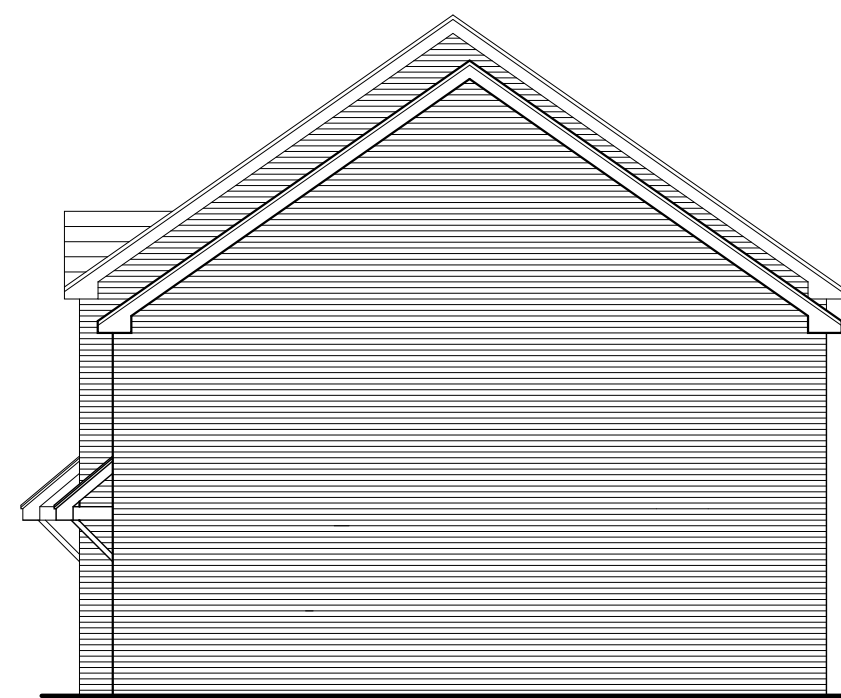
Rear Elevation



Side Elevation



Front Elevation
Plots 73 - 76



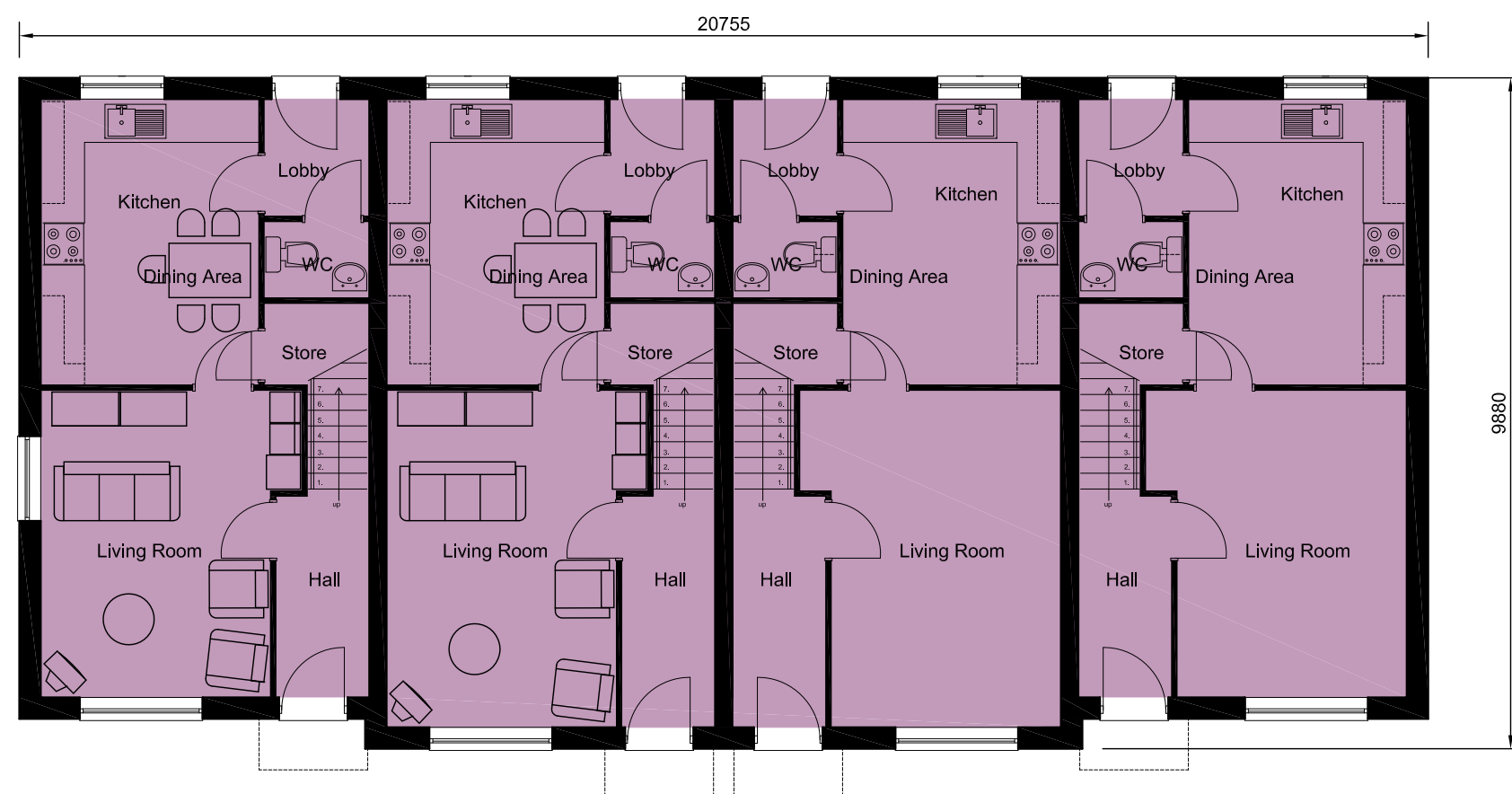
Side Elevation



Rear Elevation



Side Elevation



Ground Floor Plan
Plots 73 - 76



1st Floor Plan



CONSULTING ARCHITECTS
BRIAN DEARLOVE PARTNERSHIP
Unit C Edward House, Grange Business Park, Enderby Road,
Whetstone, Leicester. LE8 6EP. T: 0116 278 3355

Plans & Elevations
Plots 67 & 68, 73 - 76

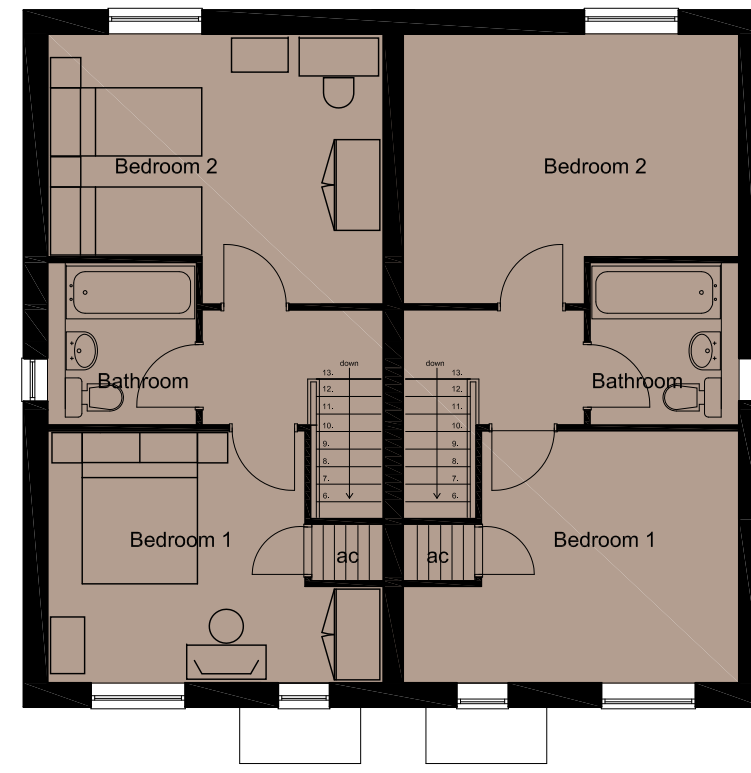
PROPOSED DEVELOPMENT

Express Parks
Manvers Way
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date	Dec 09	drg.no.	4137/J
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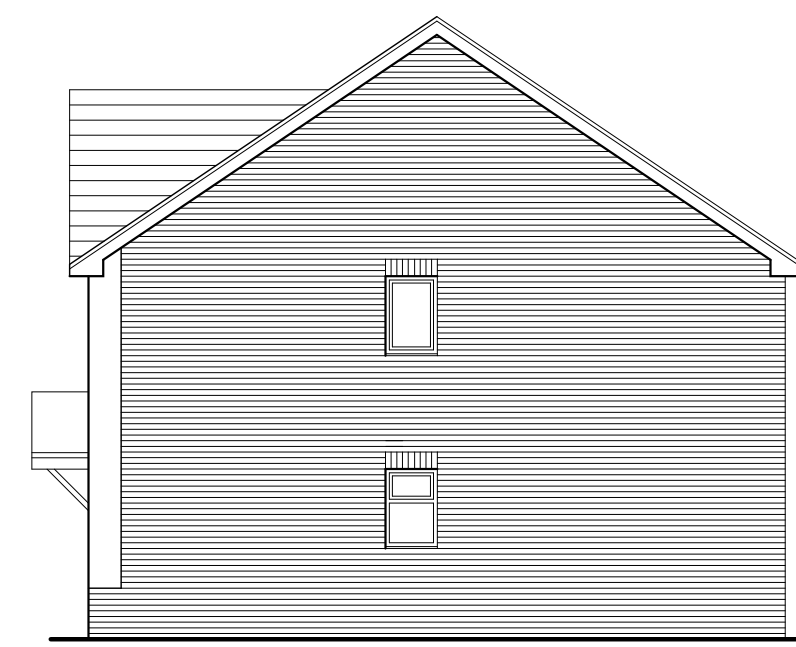
Ground Floor Plan
Plots 51 & 52, 57 & 58, 59 & 60, 61 & 62



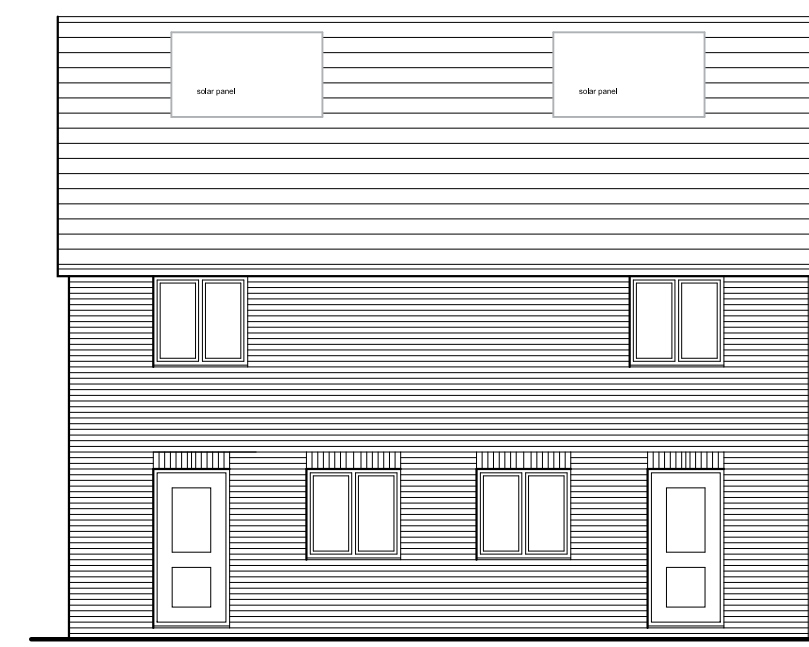
1st Floor Plan



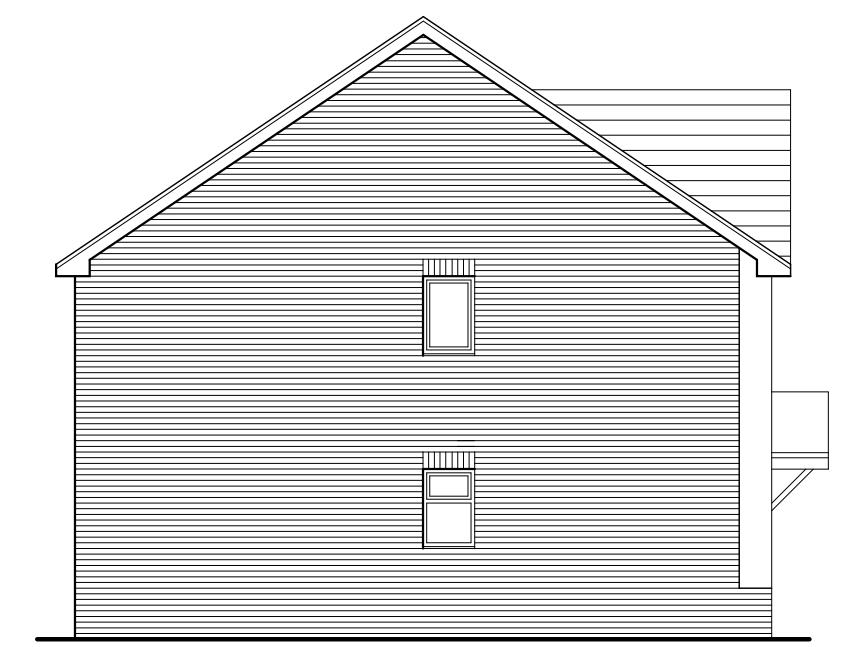
Front Elevation
Plots 51 & 52



Side Elevation



Rear Elevation



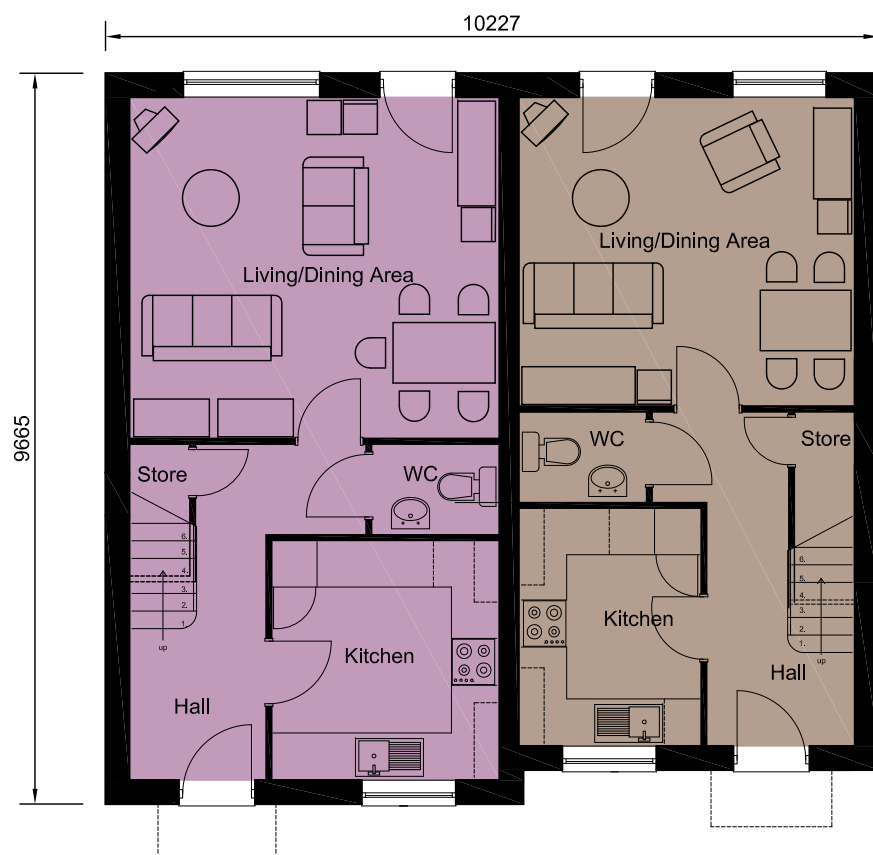
Side Elevation



Front Elevation
Plots 57 & 58, 61 & 62



Front Elevation
Plots 59 & 60



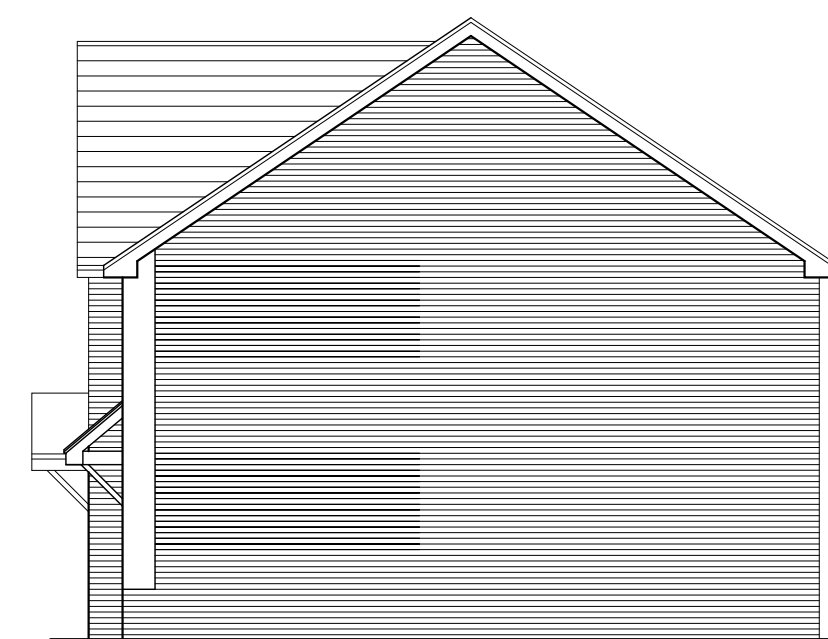
Ground Floor Plan
Plots 53 & 54, 63 & 64
plots 55 & 56 mirrored



1st Floor Plan



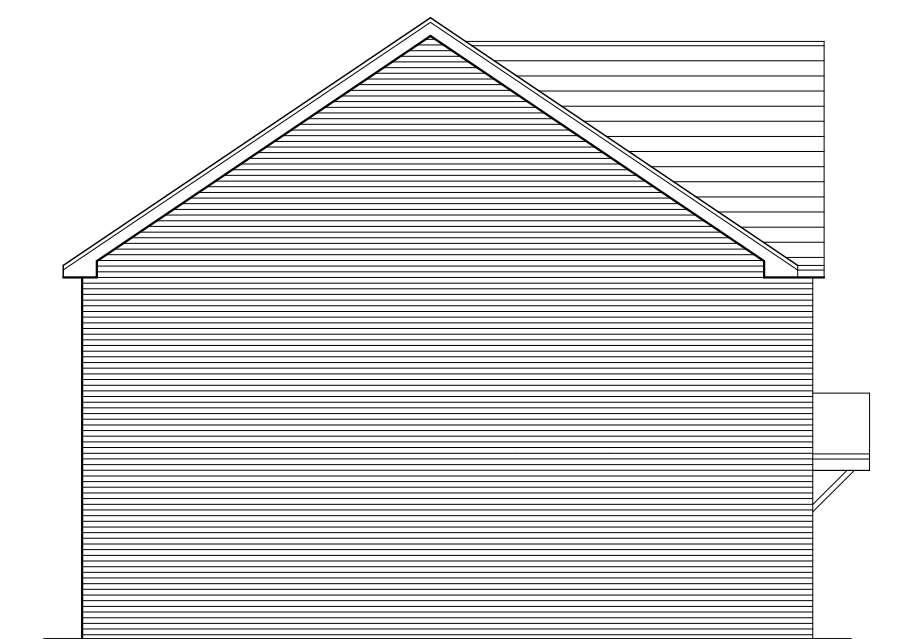
Front Elevation
Plots 53 & 54, 63 & 64
plots 55 & 56 mirrored



Side Elevation



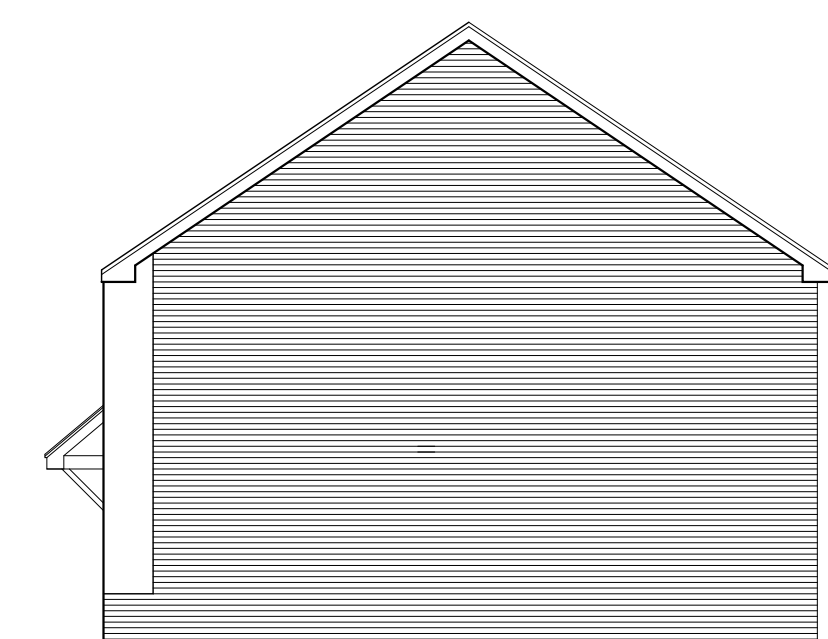
Rear Elevation



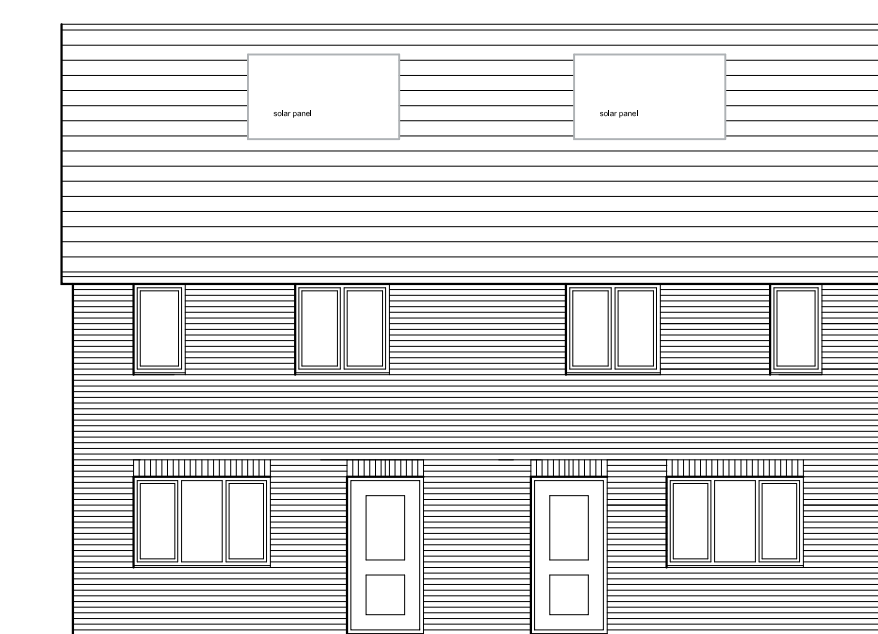
Side Elevation



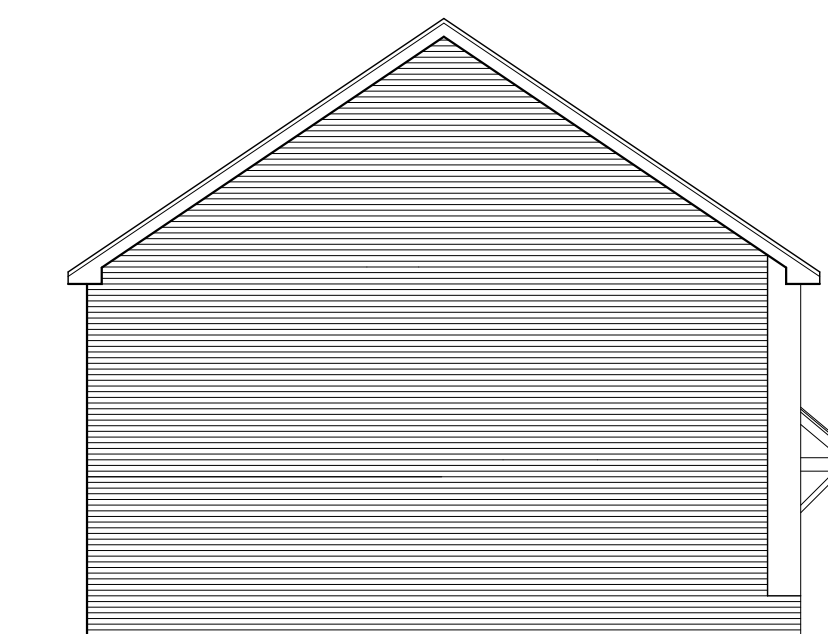
Front Elevation
Plots 65 & 66



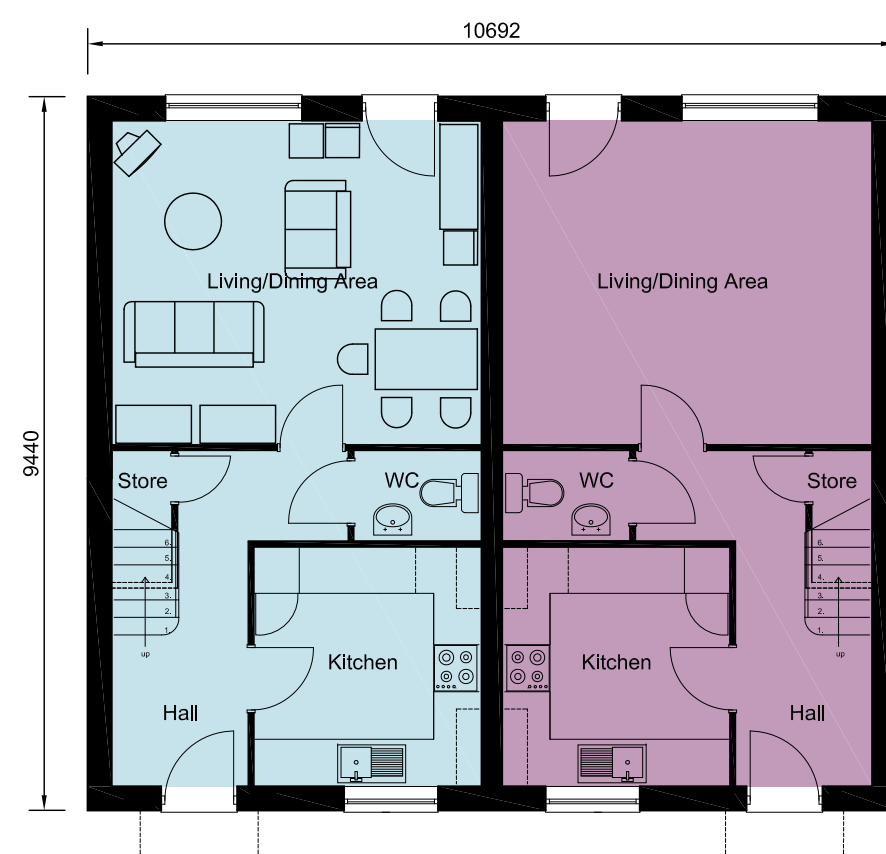
Side Elevation



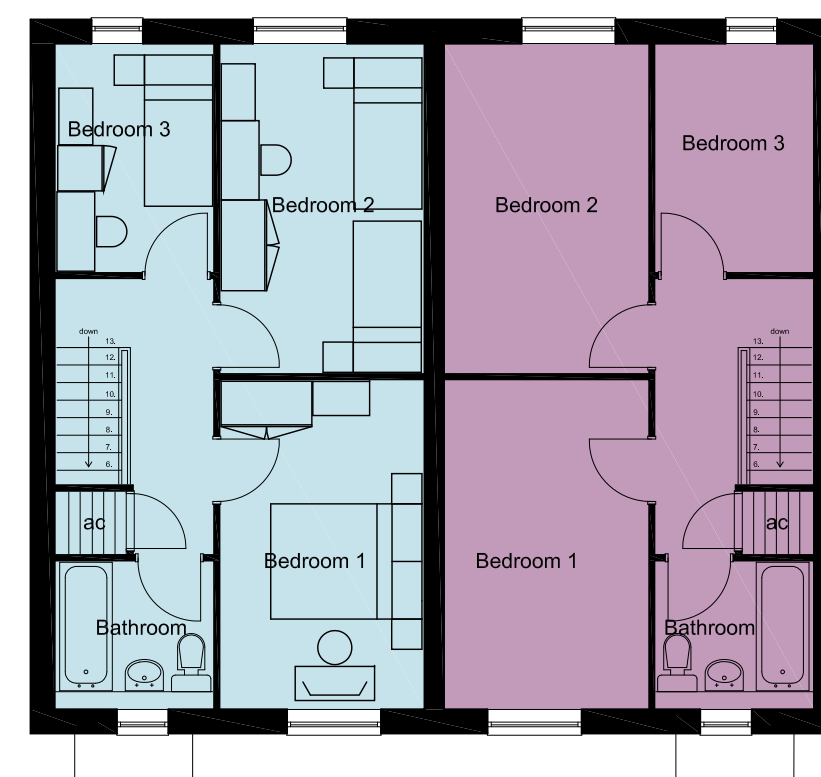
Rear Elevation



Side Elevation



Ground Floor Plan
Plots 65 & 66



1st Floor Plan

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**Plans & Elevations
Plots 51 - 66**

PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

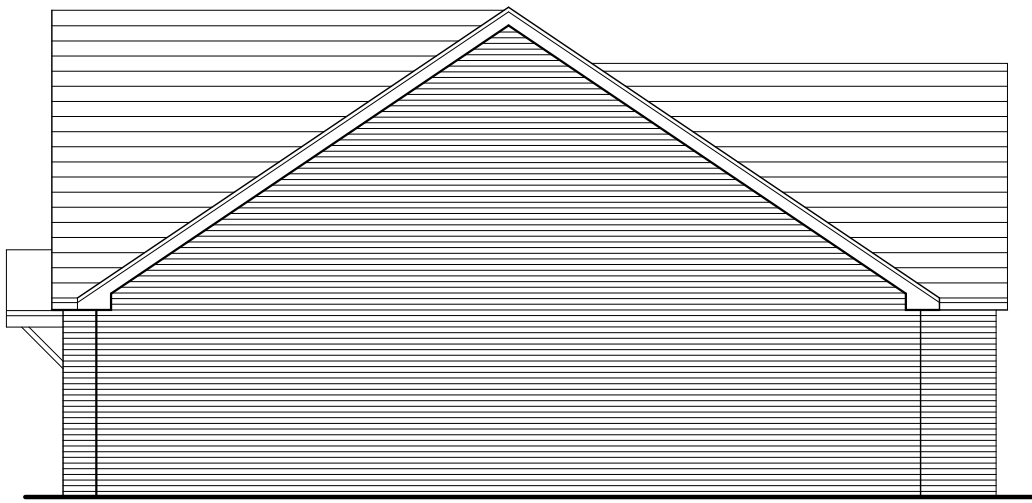
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scale	1:100 @ A1		



Ground Floor Plan
Plots 12 & 13, 16 & 17,
plots 14 & 15 mirrored



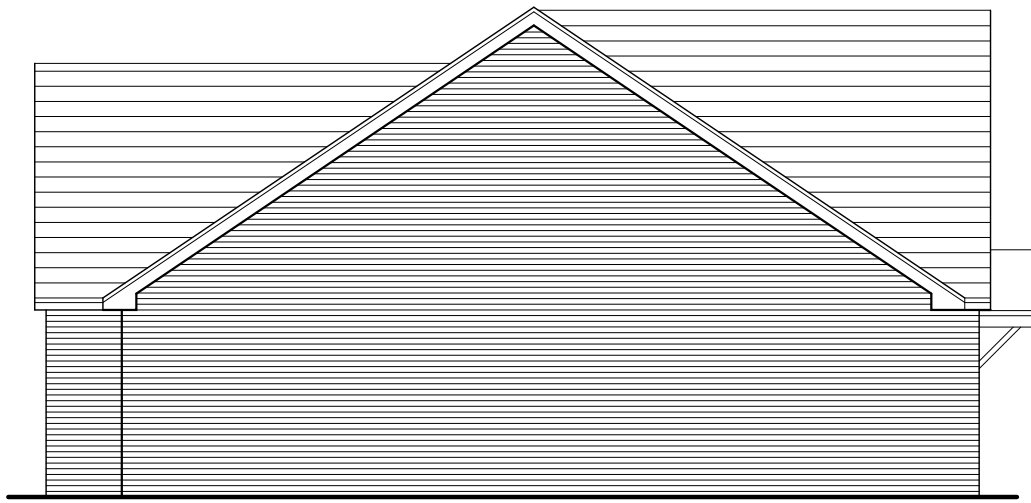
Front Elevation
Plots 12 & 13, 16 & 17,
plots 14 & 15 mirrored



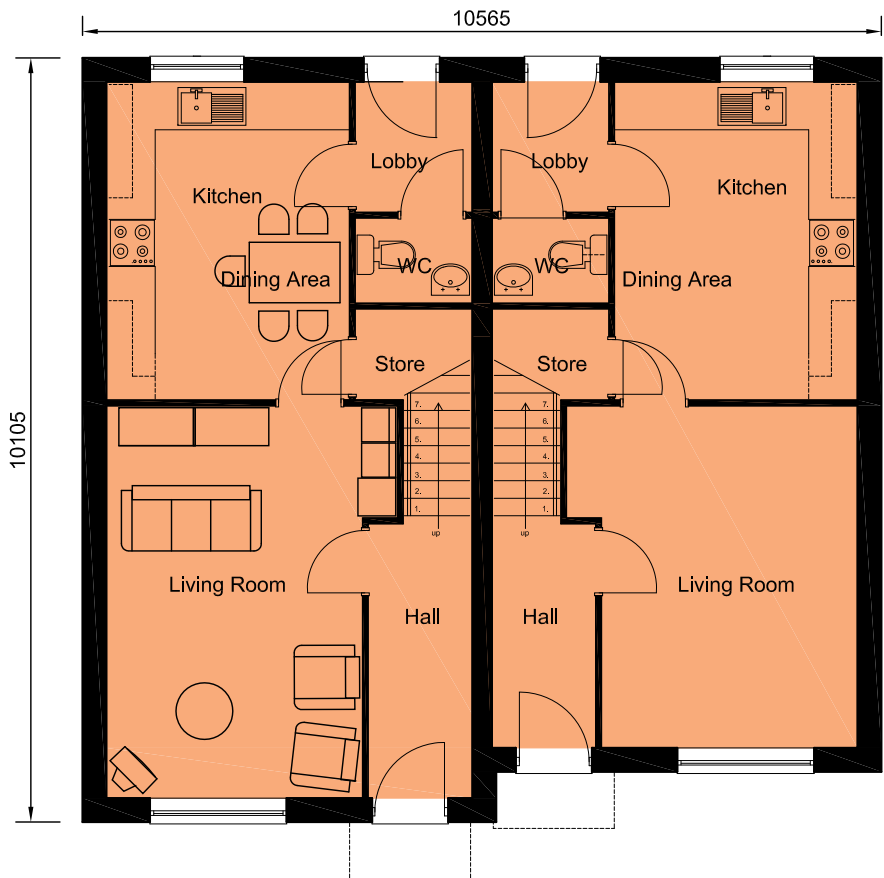
Side Elevation



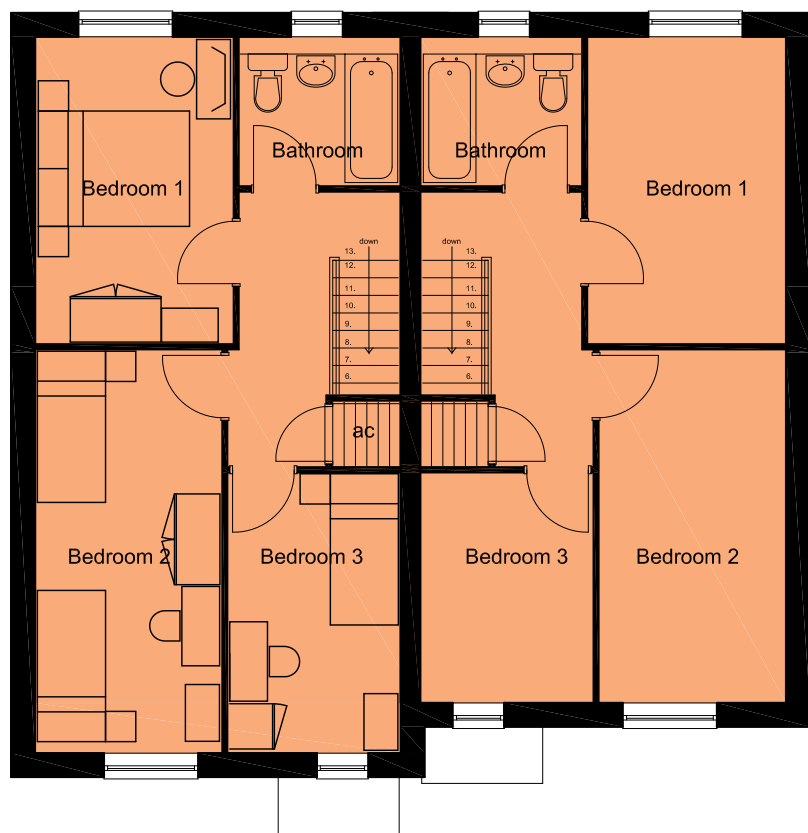
Rear Elevation



Side Elevation



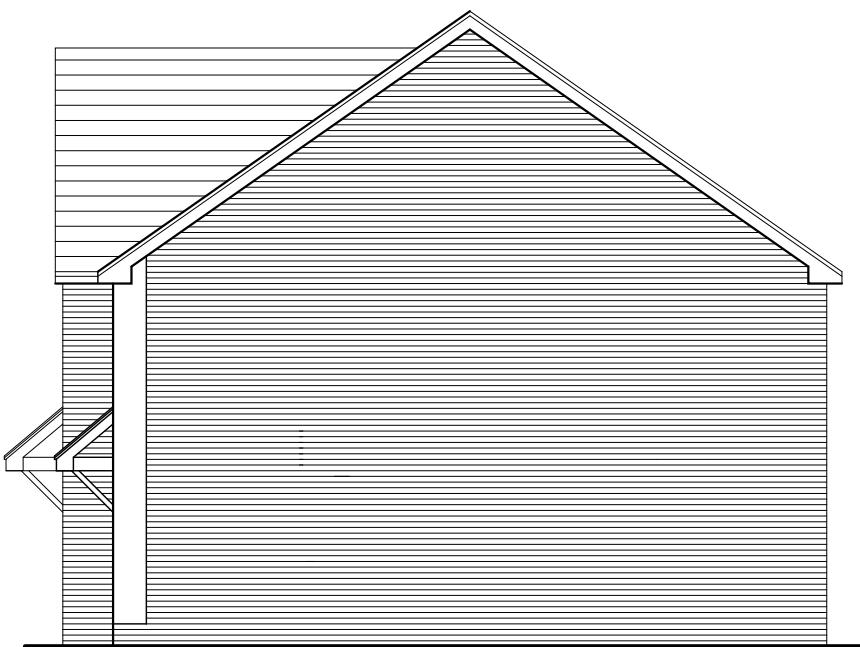
Ground Floor Plan
Plots 18 & 19



1st Floor Plan



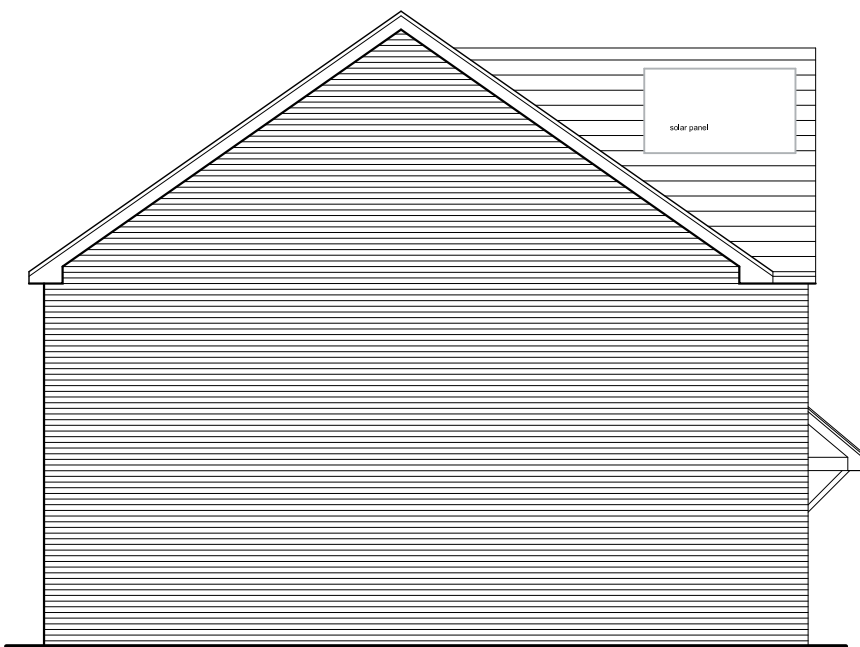
Front Elevation
Plots 18 & 19



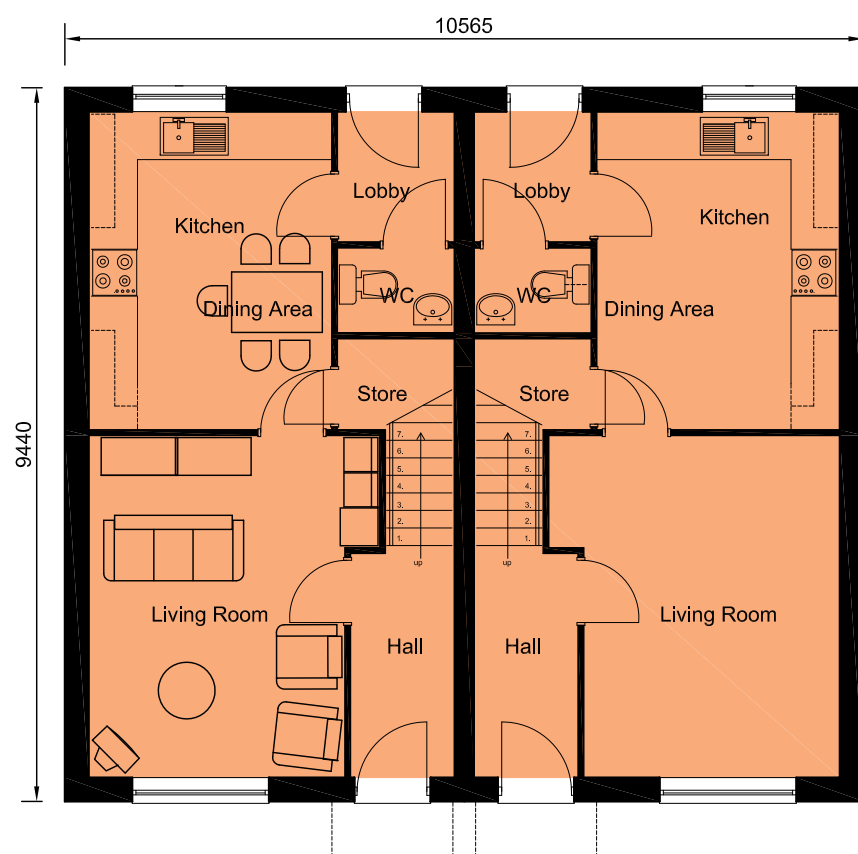
Side Elevation



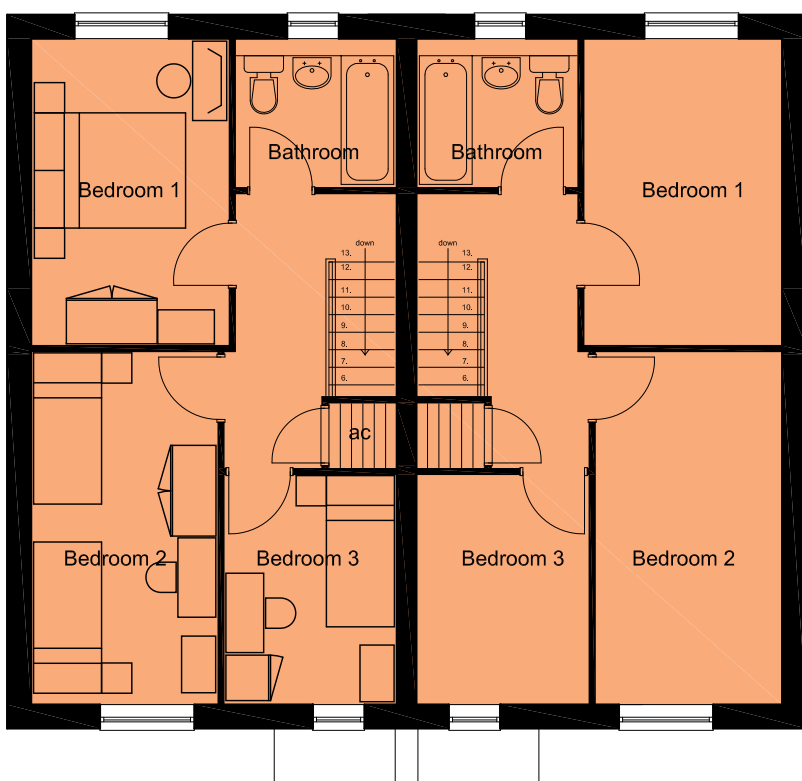
Rear Elevation



Side Elevation



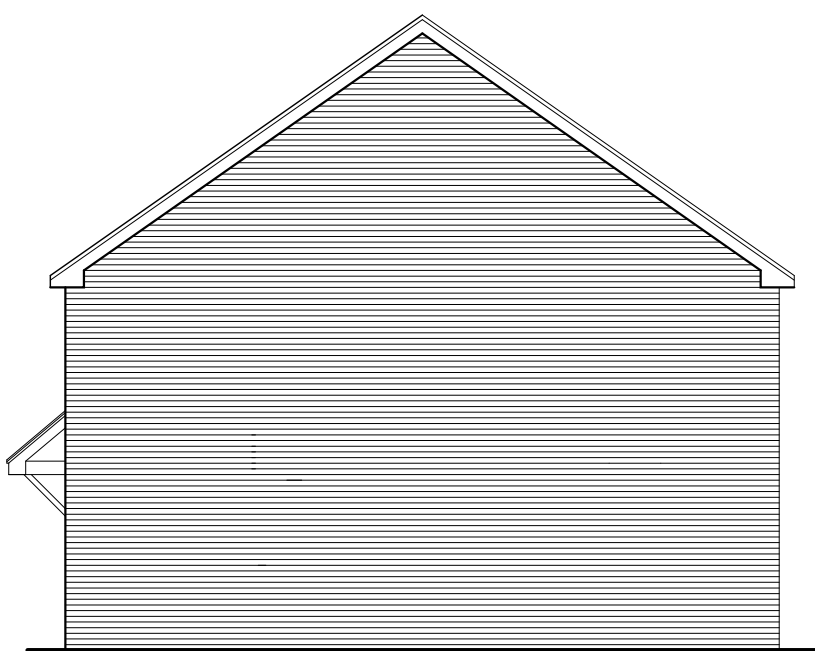
Ground Floor Plan
Plots 20 & 21



1st Floor Plan



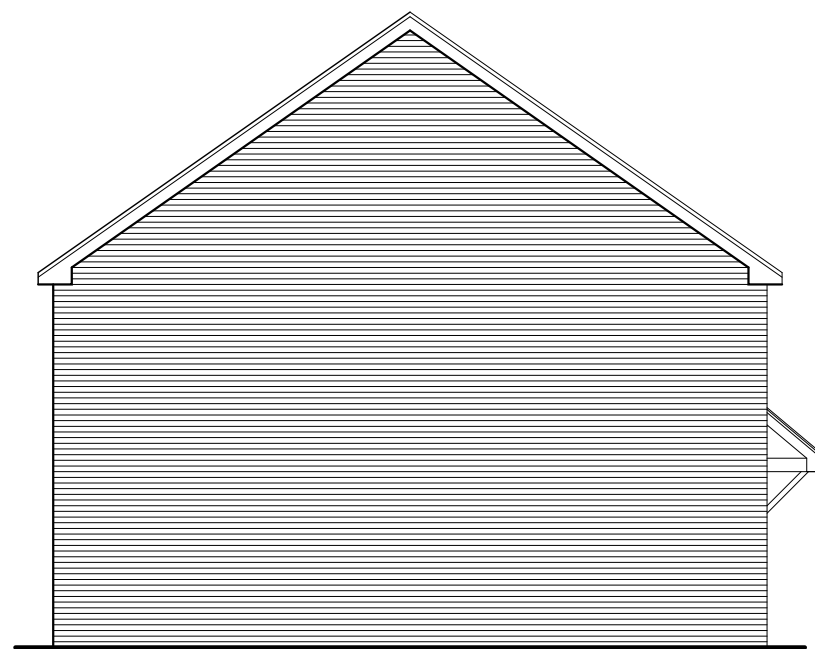
Front Elevation
Plots 20 & 21



Side Elevation



Rear Elevation



Side Elevation

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Plans & Elevations
Plots 12 - 21

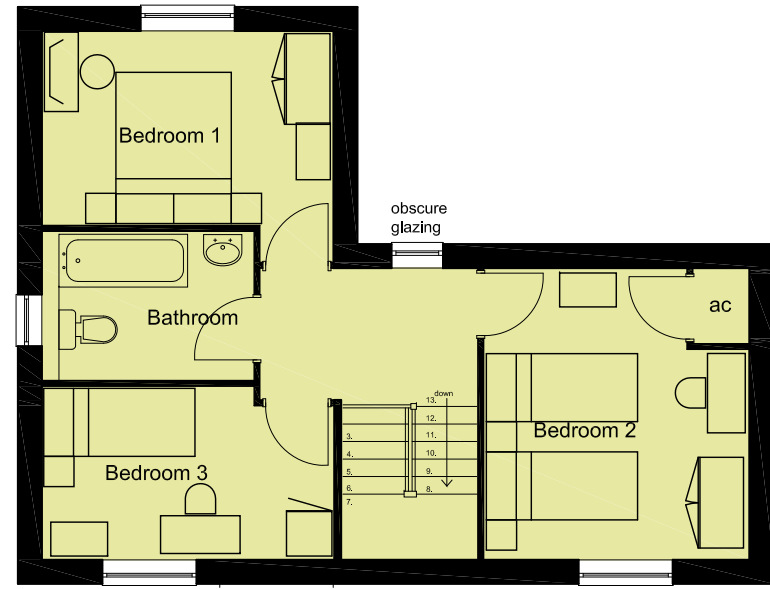
PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

date	Dec 09	drg.no.	4137/D
scale	1:100 @ A1		



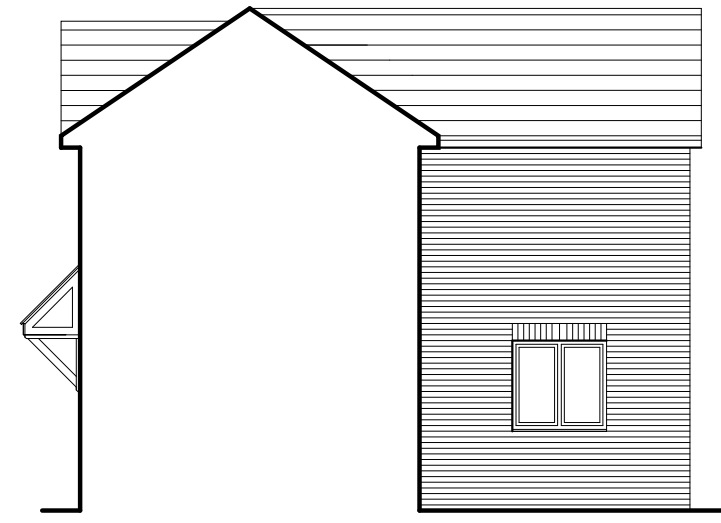
Ground Floor Plan
Plot 1



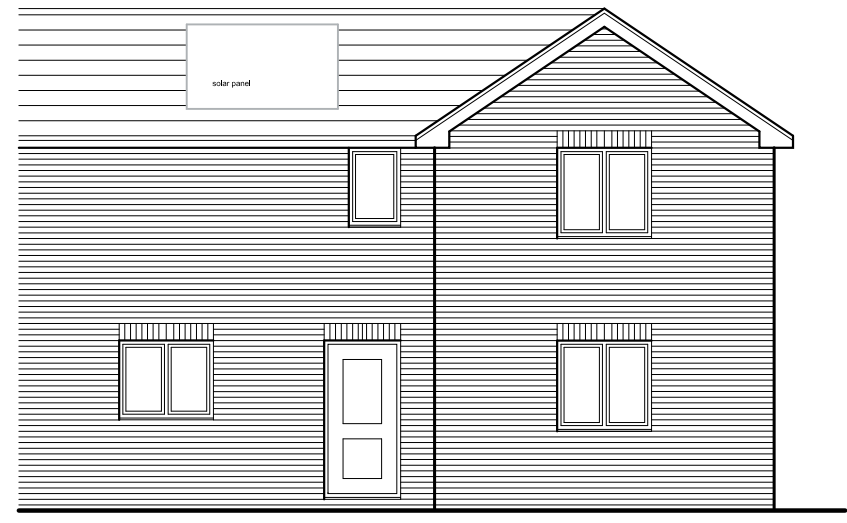
1st Floor Plan



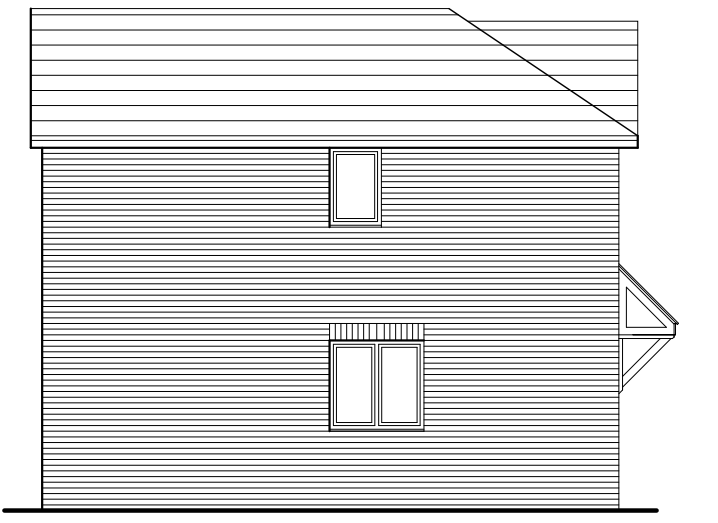
Front Elevation
Plot 1



Side Elevation



Rear Elevation



Side Elevation



Front Elevation
Plots 2 - 4



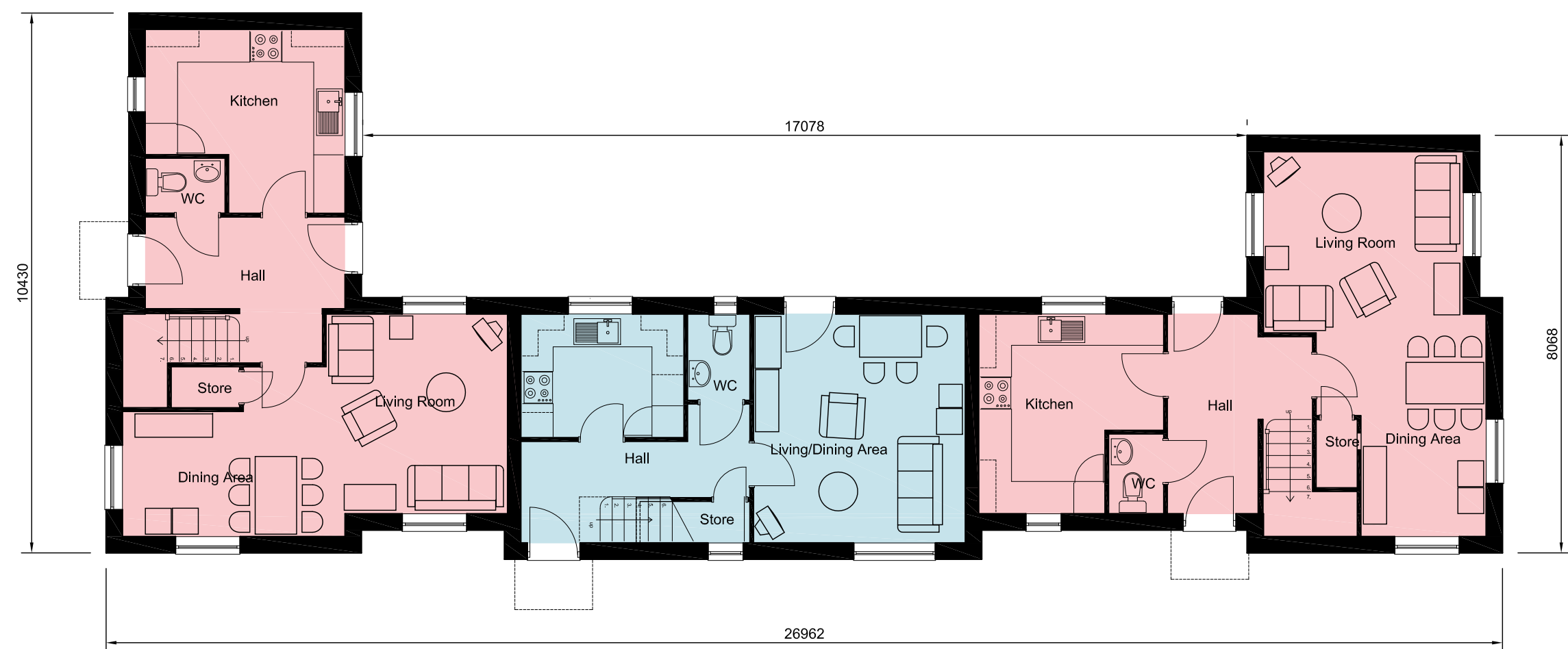
Side Elevation



Rear Elevation



Side Elevation



Ground Floor Plan
Plots 2 - 4



1st Floor Plan

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**Plans & Elevations
Plots 1 - 4**

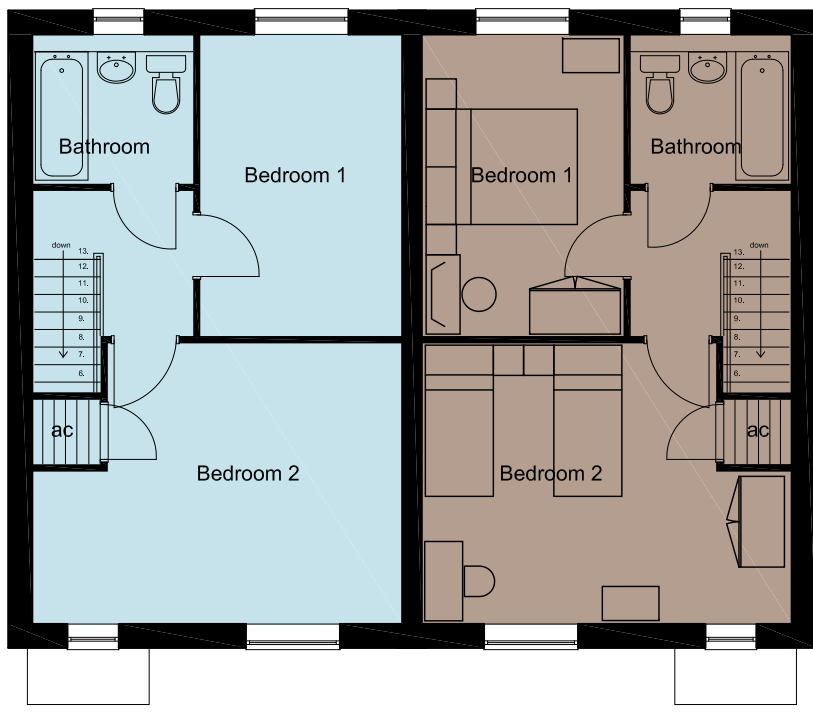
PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

date	Dec 09	drg.no.	4137/B
scale	1:100 @ A1		



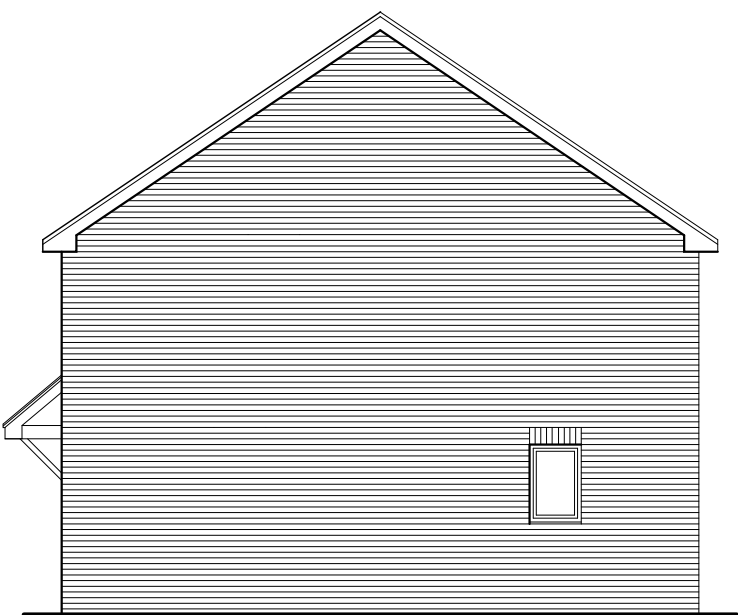
Ground Floor Plan
Plots 39 & 40
plots 45 & 46 mirrored



1st Floor Plan



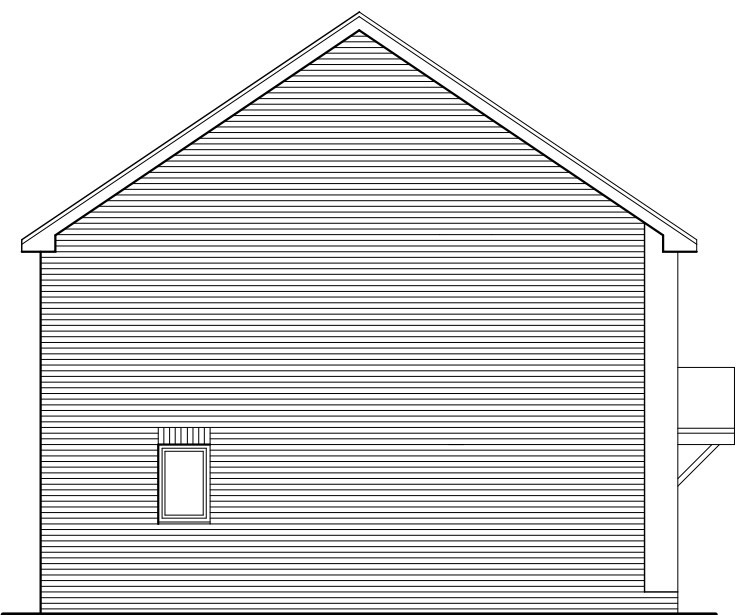
Front Elevation
Plots 39 & 40
plots 45 & 46 mirrored



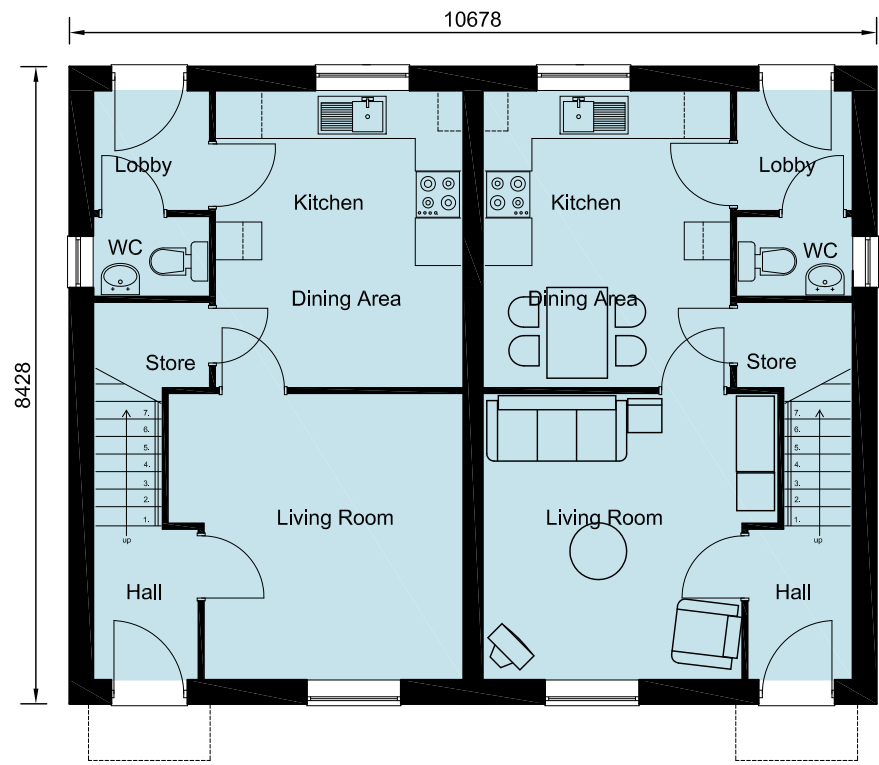
Side Elevation



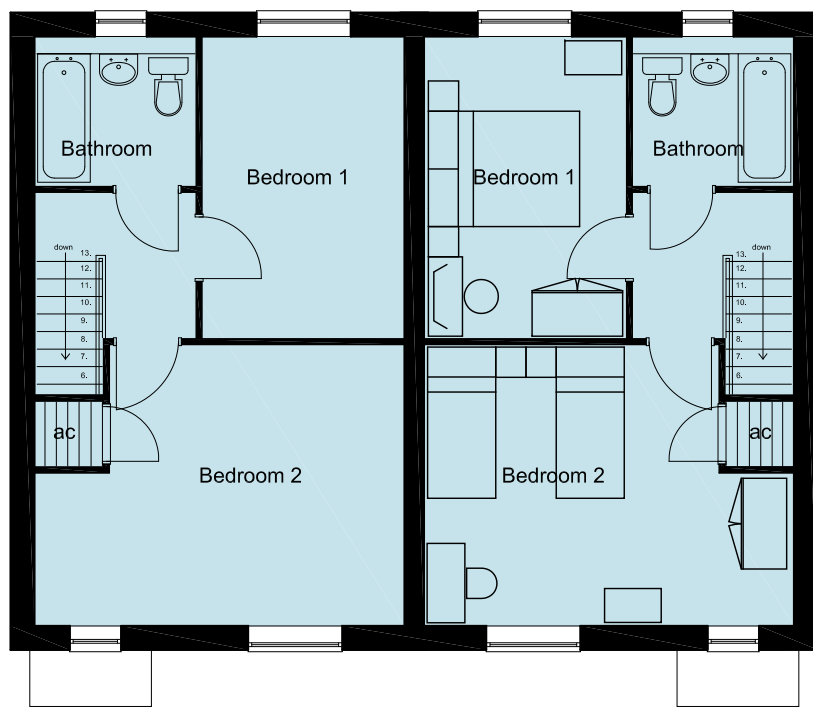
Rear Elevation



Side Elevation



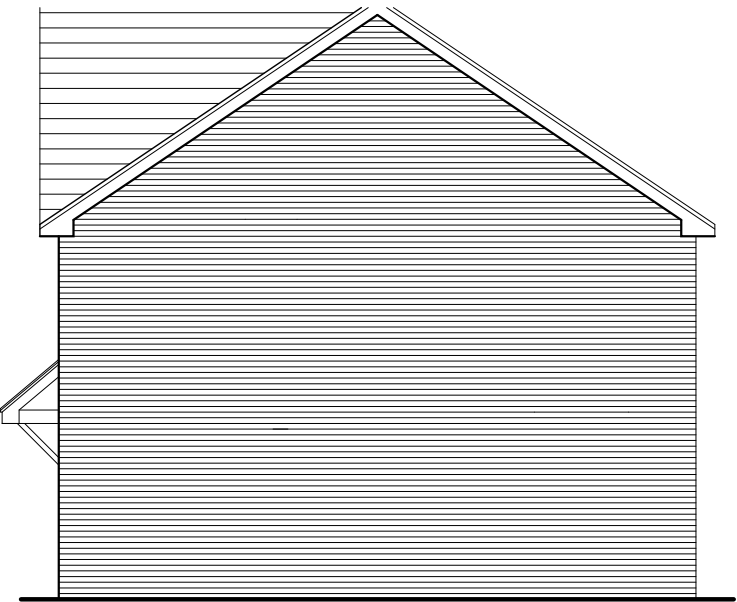
Ground Floor Plan
Plots 41 & 42, 43 & 44



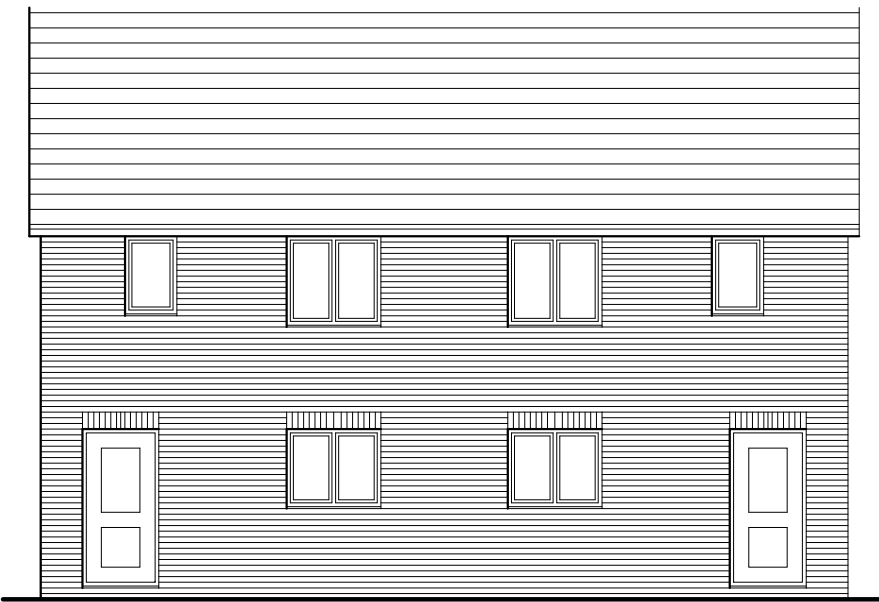
1st Floor Plan



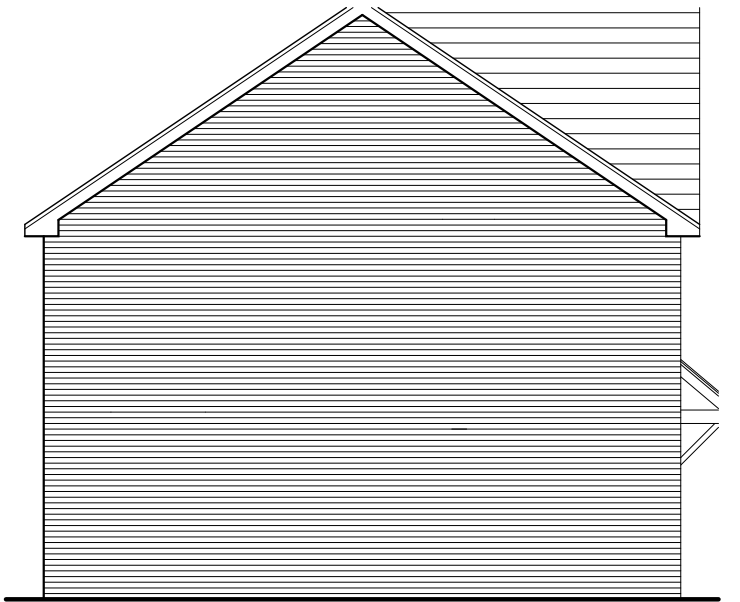
Front Elevation
Plots 41 & 42, 43 & 44



Side Elevation



Rear Elevation



Side Elevation



Front Elevation
Plots 37 & 38, 69 & 70



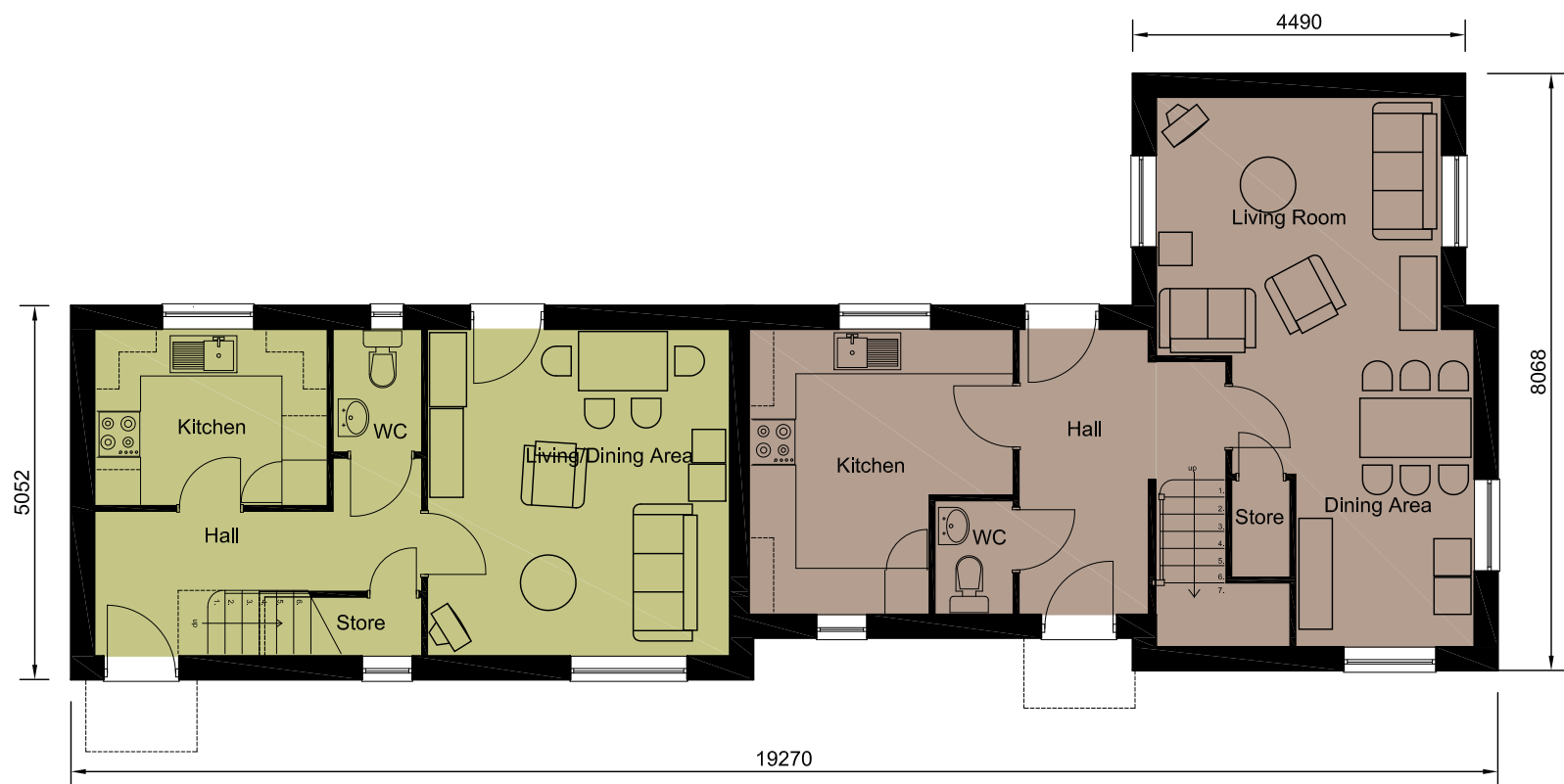
Side Elevation



Rear Elevation



Side Elevation



Ground Floor Plan
Plots 37 & 38, 69 & 70



1st Floor Plan

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Plans & Elevations
Plots 37 - 46, 69 & 70

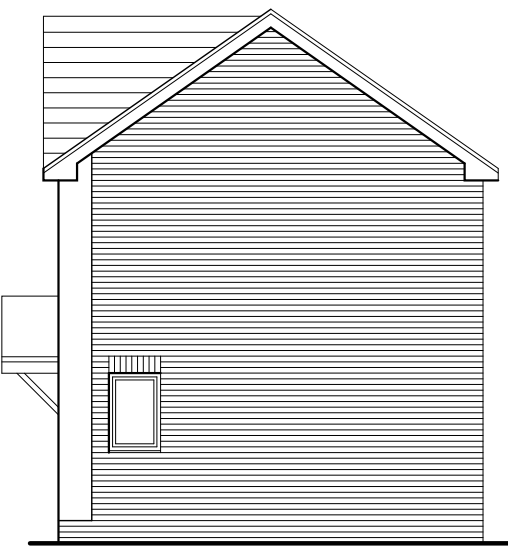
PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

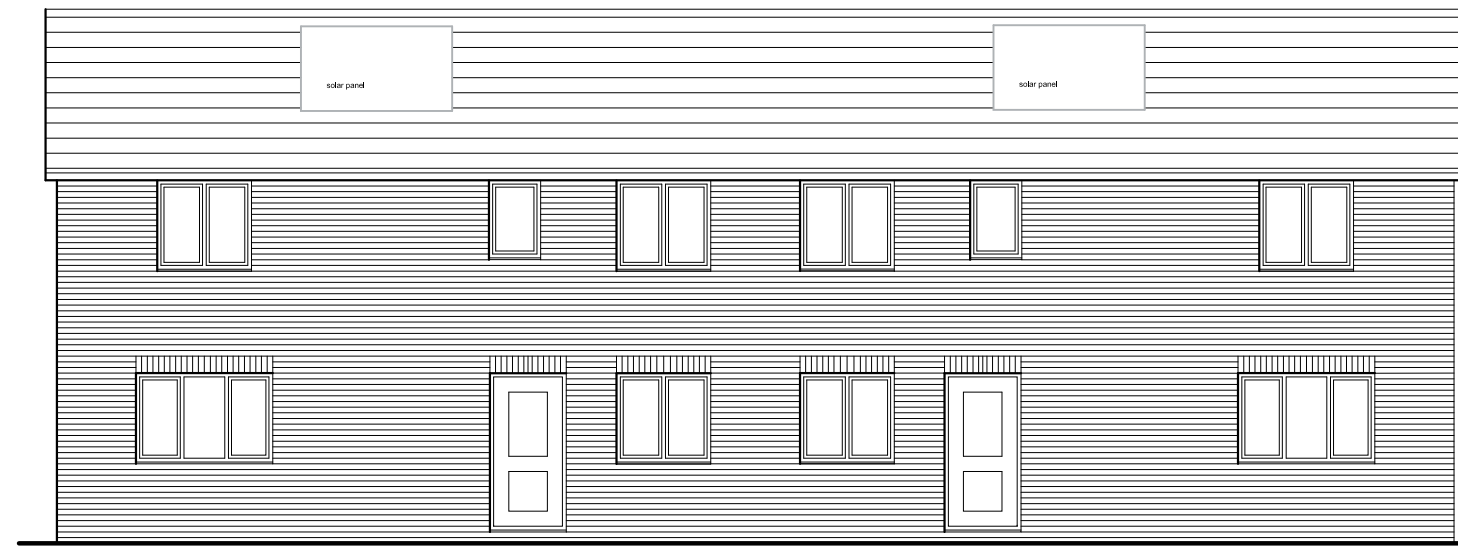
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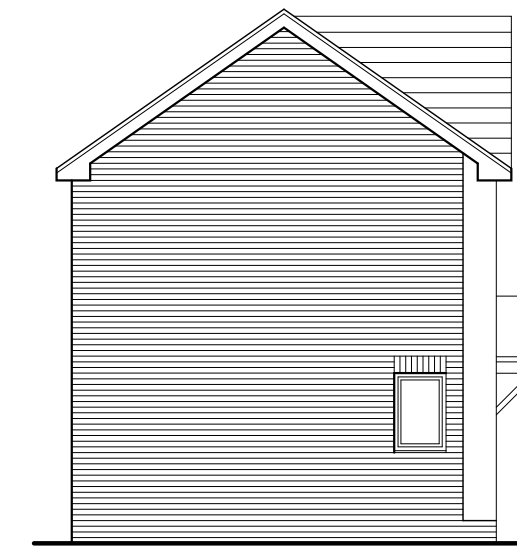
Front Elevation
Plots 30 & 31, 32 & 33



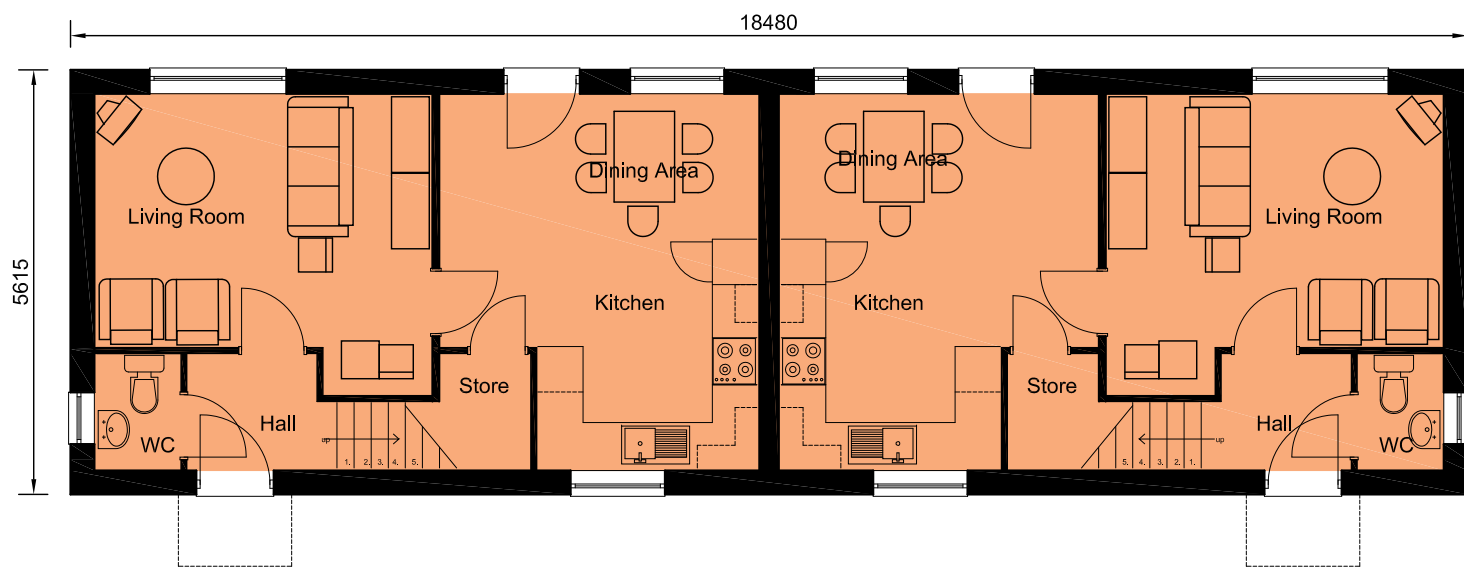
Side Elevation



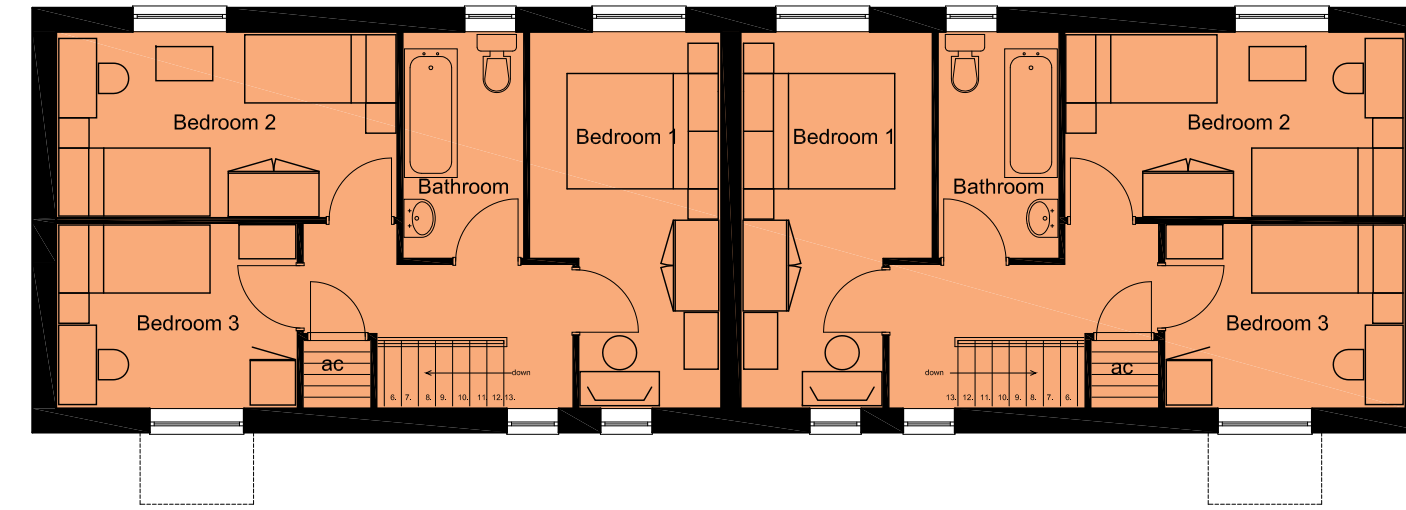
Rear Elevation



Side Elevation



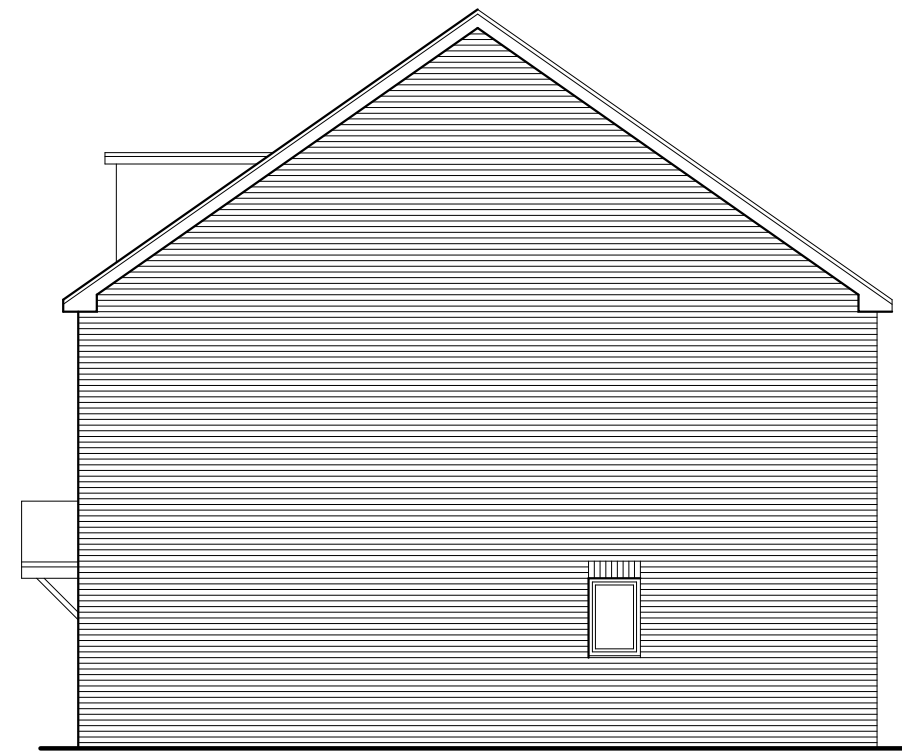
Ground Floor Plan
Plots 30 & 31, 32 & 33



1st Floor Plan



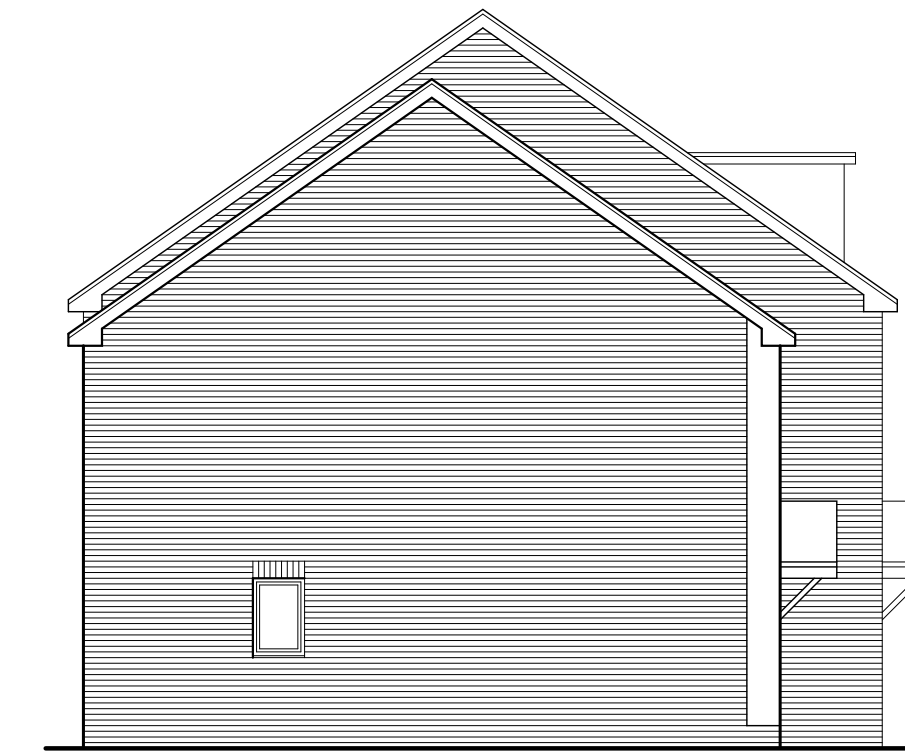
Front Elevation
Plots 34 - 36



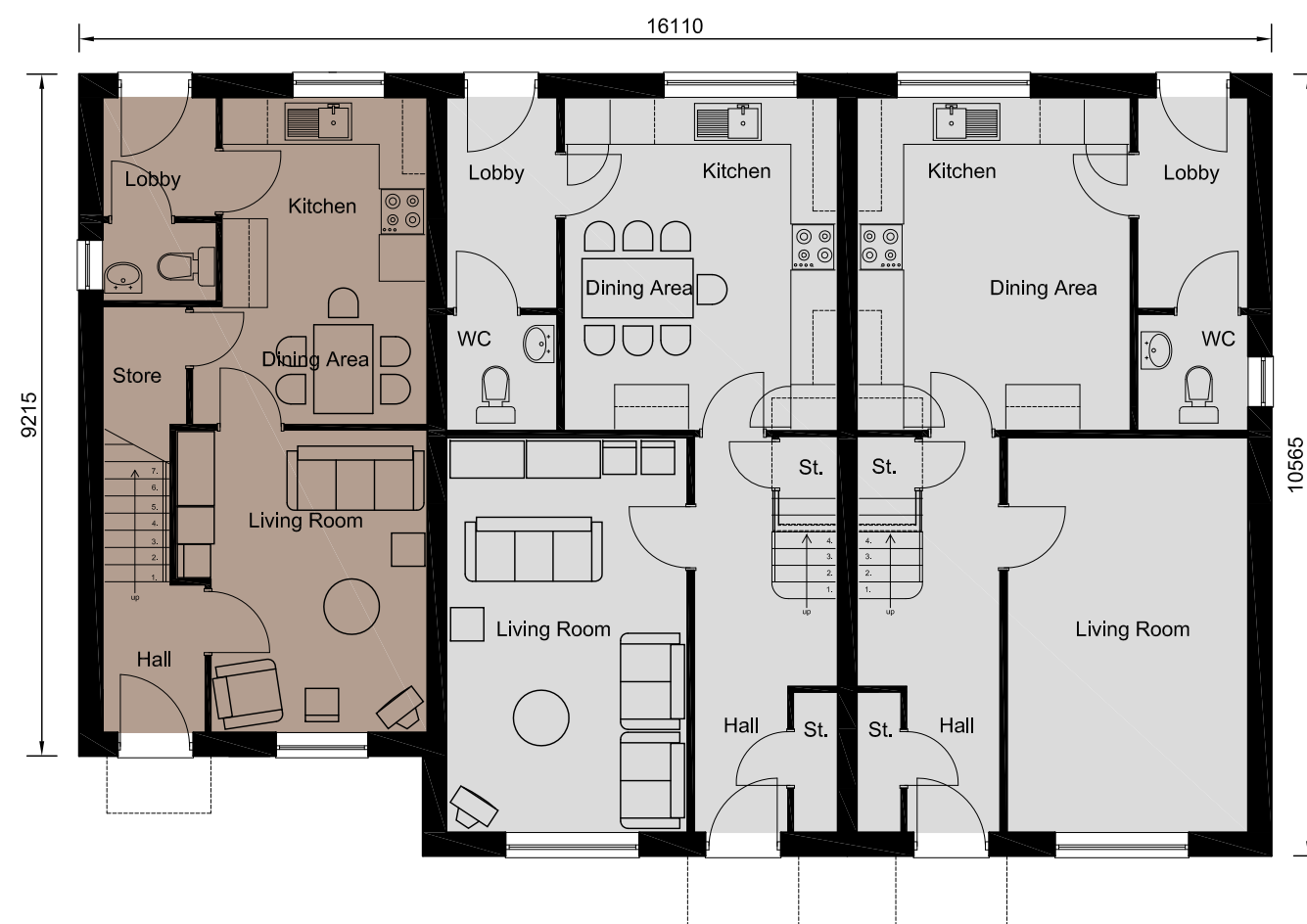
Side Elevation



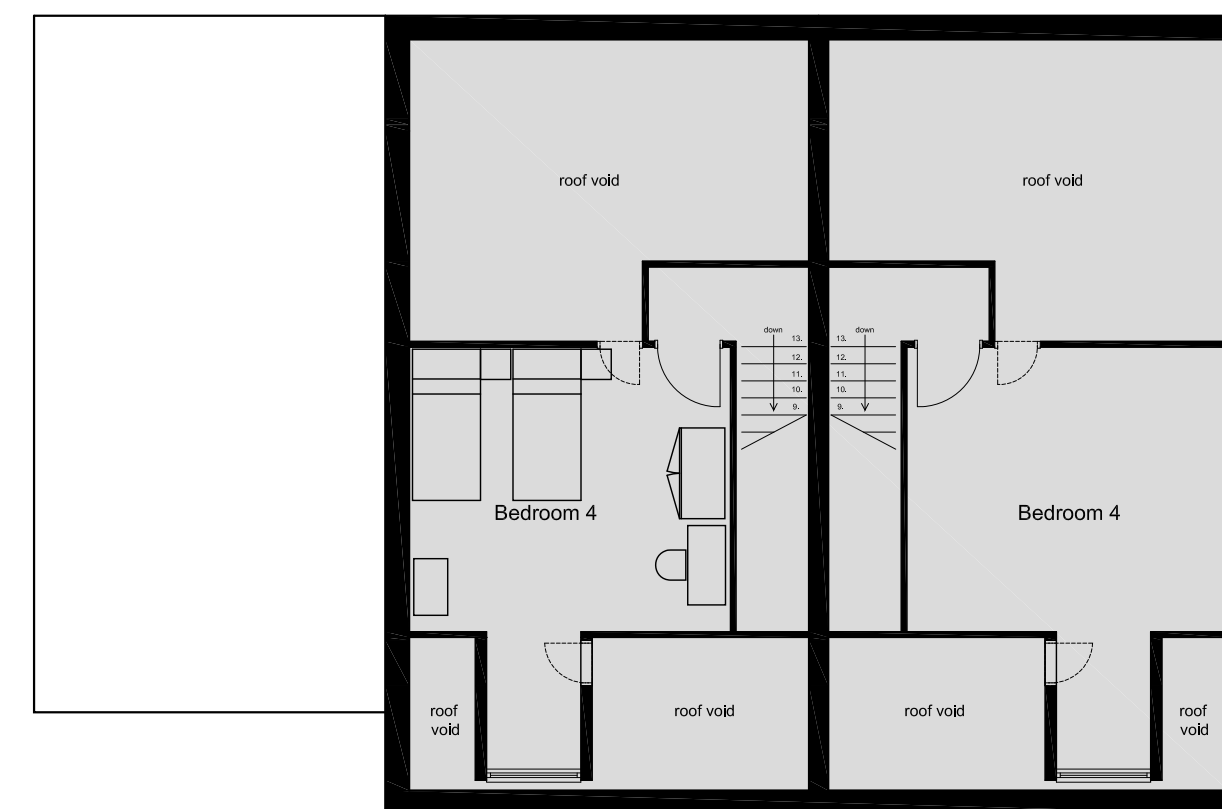
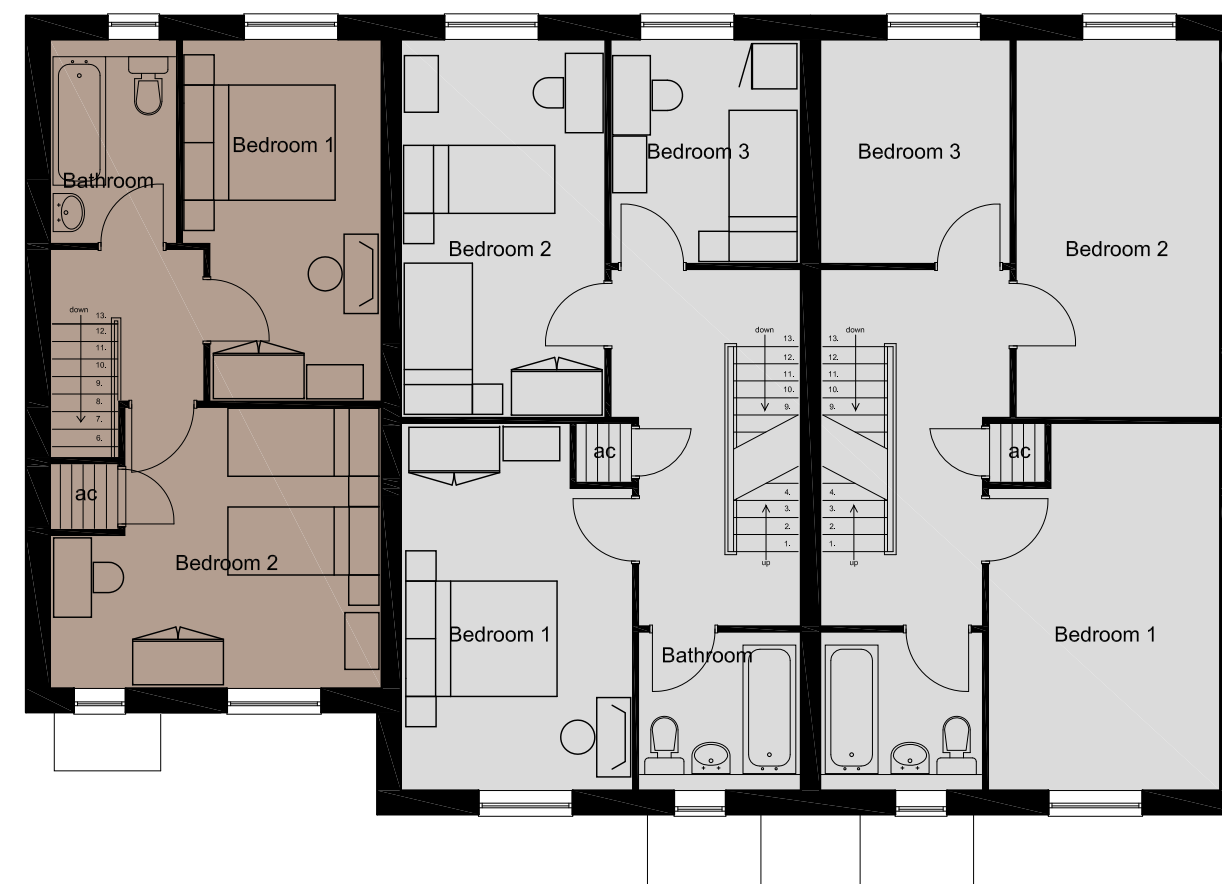
Rear Elevation



Side Elevation



Ground Floor Plan
Plots 34 - 36



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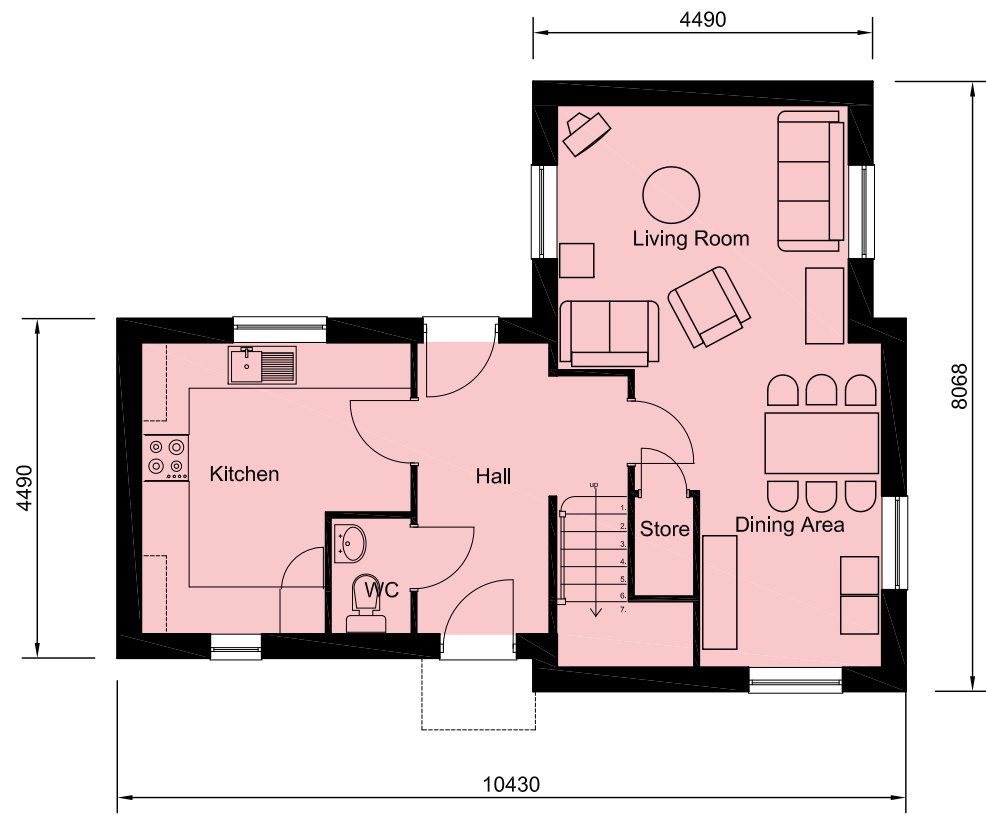
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**Plans & Elevations
Plots 30 - 36**

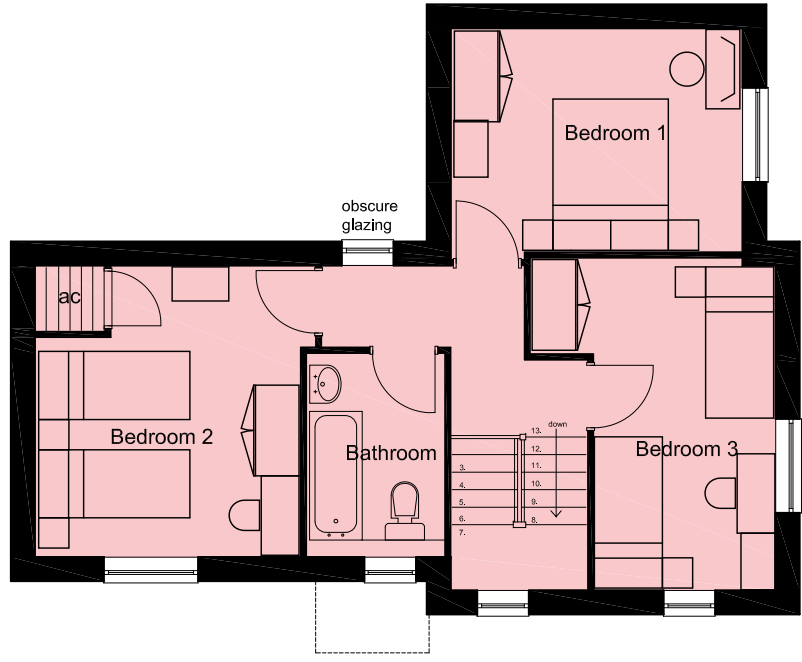
PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

date	Dec 09	drg.no.	4137/F
scale	1:100 @ A1		



Ground Floor Plan
Plot 5



1st Floor Plan



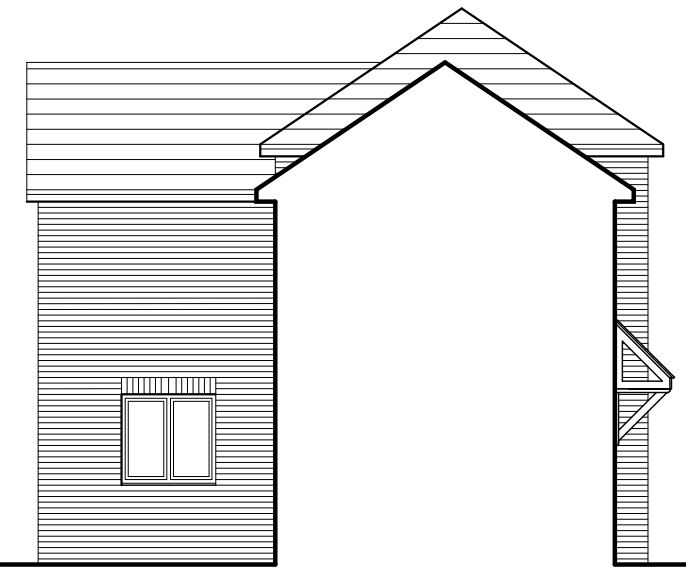
Front Elevation
Plot 5



Side Elevation



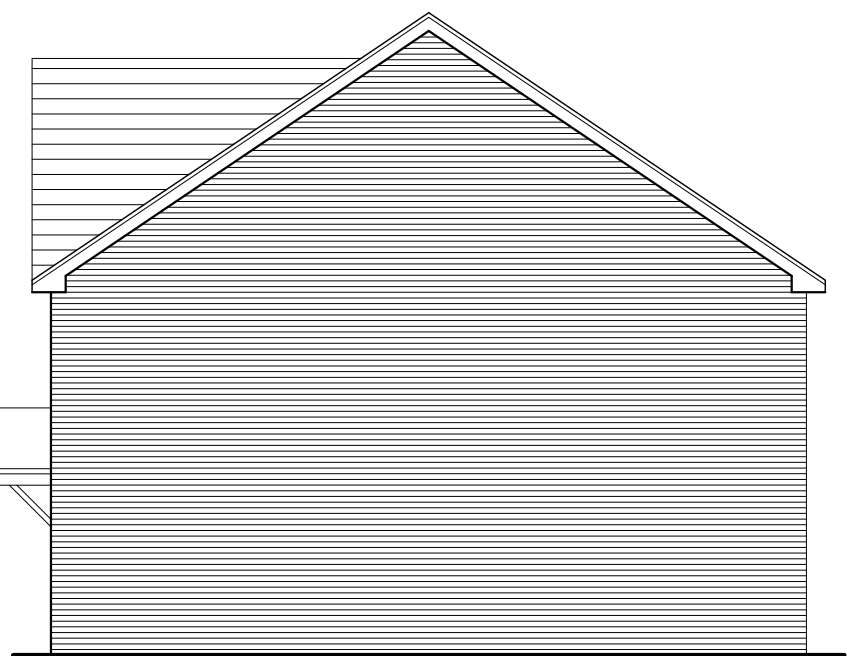
Rear Elevation



Side Elevation



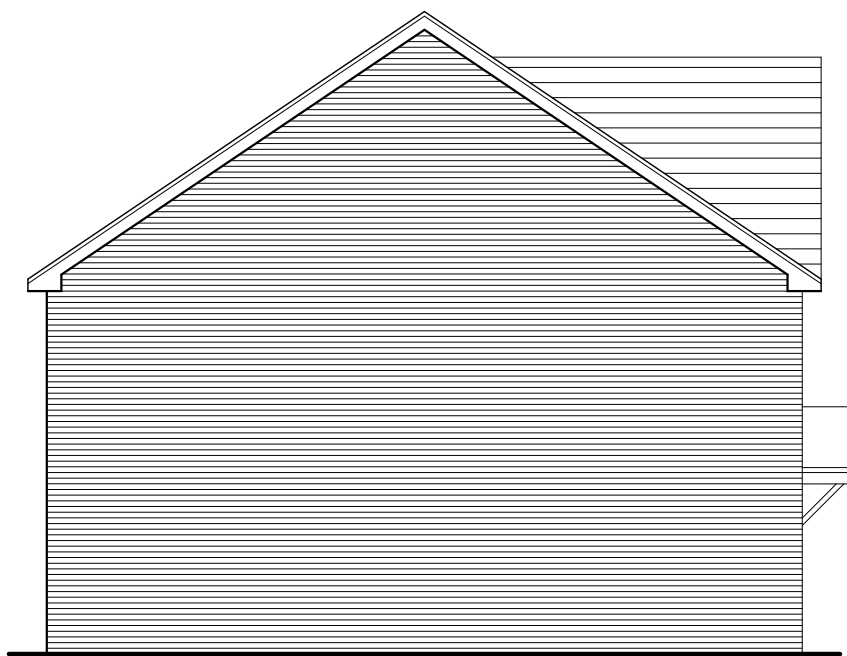
Front Elevation
Plots 6 - 11



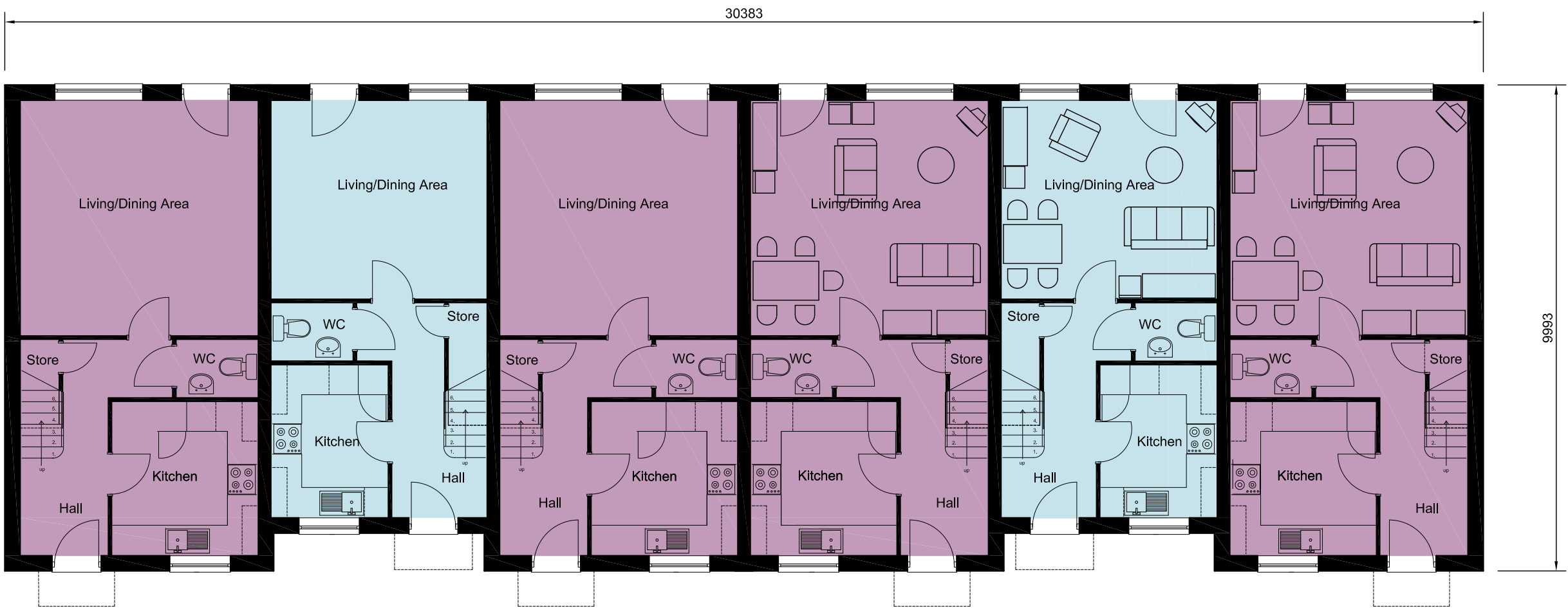
Side Elevation



Rear Elevation



Side Elevation



Ground Floor Plan
Plots 6 -11



1st Floor Plan



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Plans & Elevations
Plots 5 - 11

PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

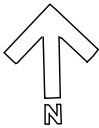
date	Dec 09	drg.no.	4137/C
scale	1:100 @ A1		

KEY

Boundary Treatments
F - 1800 timber closed boarded fence (1200 high between gardens with 1 panel 1800 high as privacy panel)
R - 900 high metal railings

Note: all existing boundary treatments to be repaired/upgraded as required

S Timber shed 2.0m x 2.5 m



AFFORDABLE HOMES

HOUSES

type A 20 No 3 Bed 5 Person 83sqm
type B 1 No 3 Bed 5 Person 93sqm
type C 4 No 3 Bed 5 Person 100sqm
type D 33 No 2 Bed 4 Person 73 sqm
type E 2 No 4 Bed 7 Person 126 sqm

BUNGALOWS

type F 6 No 2 Bed 4 Person 71sqm

FOR OPEN MARKET HOMES

HOUSES

type G 9 No 3 Bed 5 Person 83sqm
type H 7 No 2 Bed 4 Person 65sqm
type J 7 No 3 Bed 5 Person 100sqm

all areas approx

Rev 3. 07.12.09. Minor alterations & updated for planning

Westleigh
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Site Layout

PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

date
1:500

scale
1:500 @ A2

drg.no.
4137/A3



Mr. Chris Brown
Westleigh Developments Ltd
Tudorgate, Grange Business Park
Enderby Road
Whetstone
Leicester
LE8 6EP

1044 Rotherham
14th January 2010

EXPRESS PARKS - NOISE ASSESSMENT

Dear Sir,

Thank you for your recent instruction to carry out a noise assessment at Express Parks, Manvers Way, Wath Upon Deane, Rotherham to accompany a planning application for some 89 dwellings close to plots with planning permission for industrial use for classes A1 (shops), A3 (restaurants), B2 (general industrial) and B8 (storage and distribution). In the experience of the author, these industrial uses typically cause lower noise impacts than heavy industry. Typical noise sources include traffic noise from delivery vehicles as well as staff/customer transport and externally mounted compressors for chillers and air conditioning units. I understand that currently, there are no time restrictions in place on the industrial sites and so night time noise could be an issue, particularly if a storage and distribution centre occupies one of the units.

I understand that the local authority planning department have requested a statement to detail how the dwellings are to mitigate against a possible noise impact from said industrial units once occupied.

From Westleigh's site layout drawing No 4137/A3, it would appear that plots 1&2 and 6-15 situated at the western end of the site are closest to the industrial sites and hence would be subject to the highest noise impact.

The proposed construction for the dwellings is understood to be Timber frame consisting of 2 sheets of plasterboard, 140mm stud with glass fibre insulation between studs, sheathing board, 50mm clear cavity and brick outer leaf, standard thermal glazing (normally 4/12/4 or 4/16/4) with 'hit and miss' trickle vents and tiled roof with mineral wool thermal insulation. There is to be a 1.8m timber close boarded fence at the boundary.

Recommendations

For plots 1&2 and 6-15, bedrooms facing or having a significant view of the industrial sites, upgraded 10/12/6 thermal glazing, well sealed when closed, should be fitted coupled with acoustic trickle vents.

(10/12/6 glazing (Rw-38dB) offers 7dB higher attenuation than standard 4/12/4 thermal glazing (Rw-31dB) – 'Pilkington Glass and Noise Control')

It is considered that standard thermal glazing, well sealed when closed, coupled with 'hit or miss' trickle vents should offer sufficient acoustic performance for ground floor habitable rooms as the wooden boundary

fence should offer 10dB approx of attenuation in addition to that offered by the glazing.

The fence should also offer sufficient protection for the outdoor spaces (rear gardens) of these plots.

It is suggested that landscaping be added consisting of trees and other vegetation to visually screen the dwellings from the industrial units.

Noise sources that are screened are usually perceived to be quieter than those that are visible to the receptor.

All other plots should be subject to a lower noise impact as they are further away from the industrial sites and partially acoustically shielded by the plots close to the western boundary.

Please contact me if you require any further information.

Yours faithfully
ACUTE ACOUSTICS LTD

P M DYSON BSc, Dip Acoustics, MIOA
Acoustic Consultant



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206 Avenue Road Ext.
Clarendon Park,
Leicester LE2 3EL
T. 0116 270 1387
F. 0116 244 8840
E. info@ianstempl.co.uk
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Consultants:
Christopher Nichols MLI
Ian Stemp MLI

EXPRESS PARKS, MANVERS WAY, WATH UPON DEARNE, ROTHERHAM LANDSCAPE STATEMENT

Existing Trees and Hedgerows

Any existing trees that border the development site, such as those to the north within the golf course will be surveyed and where necessary protected during the construction works in accordance with BS5837:2005. Preserving these features will retain the ecological value of the site.

Ecology

The site shall be managed to reduce its ecological impact, with measures to increase biodiversity.

Ornamental planting included around the buildings shall be selected to provide food material sources for birds and insects, and bird and bat boxes will be introduced across the site where possible, this will be of special significance given the proximity of the RSPB Old Moor Wetland Centre. Where practical, native shrubs and trees will be introduced to increase the ecological importance of the site and provide shelter and food for insects and small fauna. Other measures to improve overall sustainability will be a commitment not to use peat based products or residual herbicides during maintenance which are harmful to the local environment.

Tree planting.

Tree planting will be included within front gardens and shared spaces where space allows, the species will be selected for both their appearance and wildlife value, providing both food and shelter for birds and insects to support local ecology strategies.

Site Planting

The proposed planting scheme for the new housing is designed to be robust and low maintenance, providing all year round colour and interest, utilising a mixture of ornamental and native trees and shrubs. Planting areas will be dependent of final layout of footpaths and hard-standings. Planting will also have regard to ecological strategies and include ornamental species that provide food and berries for birds and insects.

Hard Landscape

The main access road, rear parking areas and footpaths will be laid to tarmacadam, whilst private parking bays shall be charcoal coloured concrete pavers delineated by contrasting colours.

Front paths will be laid to pc concrete slabs.

Rear Gardens

All rear gardens shall be provided with 300mm depth of cultivated and levelled topsoil prior to occupation.

2009

BUILDING FOR LIFE STATEMENT

Prepared by Brian Dearlove Partnership Architects



PROPOSED RESIDENTIAL DEVELOPMENT – MANVERS WAY ROTHERHAM

ENVIRONMENT AND COMMUNITY	Evaluation	Evidence	Score
1. Does the development provide (or is it close to) community facilities, such as school, parks, play areas, shops, pubs or cafes?	The scheme is within the redevelopment of Manvers Colliery Complex and forms a part of the regeneration which includes many proposed facilities as well as those that exist at present.	See Sheet A	1
2. Is there an accommodation mix that reflects the needs and aspirations of the local community?	The Local Authority has been consulted on the housing mix required for the community and the scheme reflects their brief.	See Sheet H	1
3. Is there a tenure mix that reflects the needs of the local community?	The tenure mix has been determined by discussion and agreement of the District Council and reflects the needs of the local community.	See Sheet H	1
4. Does the development have easy access to public transport?	The site is within a few minutes from a bus stop.	See Sheet A	1

5. Does the development have any features that reduce its environment impact?	The Development will achieve at least Level 3 Code for Sustainable Homes and includes:- a) Solar panels for water heating b) Adequate refuse space for recycling c) Sustainable drainage system d) Reducing construction waste e) cycle storage f) composters g) 100% low energy lighting h) timber frame construction i) materials used will be from those listed in the Green Book where possible. j) All timbers to be certifiable CSA, FSC, MTCC, PEFC or FF1 k) All insulations materials having ODP of 0 and a GNP of less than 5	Sheet G	1
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CHARACTER	Evaluation	Evidence	Score
6. Is the design specific to the scheme	The scheme has been subjected to many design options before the selected scheme emerged. Although houses are from a loose standard range they have been adapted to meet the requirement of this particular scheme.	See Sheet B, C, D,E	1
7. Does the scheme exploit existing buildings, landscape or topography?	There are no existing features, buildings or topography on the site to exploit or retain. The design does generate a feeling of identity by reflecting the existing character of the area and surrounding buildings signalling that the scheme is part of the wider neighbourhood's identity. Its close proximity to the road and the juxtaposition of dwellings around it, along with the restrained use of different colour claddings also creates its own identity and sense of place.	See Sheet B	0
8. Does the scheme feel like a place with a distinctive character?	The scheme by its density, massing and spatial juxtaposition, close relationship between dwellings themselves and in respect to the circulation routes, along with the creation of defensible spaces using landscaping and boundary treatments all creates a community having a feel of place and character.	See Sheet C, D, E & F	½
9. Do the buildings and layout make it easy to find your way around?	The scheme has a clear network of circulatory routes which in turn link to the existing circulation network which makes it easy to find your way around. All entrances to dwellings are easily identifiable from the street.	See Sheet B	1

10. Are streets defined by a coherent and well structured building layout?	A part of the street scenes character is the enclosing and framing of the street which is clearly identifiable. All dwellings face onto the public access routes with their front doors clearly seen. By using two facaded corner buildings blank walls are avoided and strong corners are created. The scheme proves good surveillance in its entirety.	See Sheet B	1
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STREETS	Evaluation	Evidence	Score
11. Does the building layout take priority over the roads and car parking so that the highways do not dominate?	With buildings dominating the circulation areas including at the changes of direction, they have a strong presence over the circulatory routes. The use of the Home Zone approach to the highway along with changes in material and or colour also reduces the highway impact..	See Sheet B	1
12. Is the car parking well integrated and situated so as to support the street scene?	The solution for car parking provides spaces close to resident's homes and encourages residents to access their vehicles from the front door. Parking is overlooked and where possible integrated within landscaping or shielded by hedges etc.	Sheet B	1
13. Are the streets pedestrian, cycle and vehicle friendly?	The approach taken has been based upon the Home Zone approach and the principles 'Manual for Street' ensuring the circulation areas are pedestrian cycle and vehicle friendly. Secure parking is provided for each dwelling.	Sheet B	1
14. Does the scheme integrate with existing roads, paths and surrounding development?	The scheme connects well with the existing road system and that proposed for future phases. It has links to the other amenities around the community.	Sheet B, C, D	1

15. Are public spaces and pedestrian routes overlooked and do they feel safe?	The street is the public space and private spaces are generally well defined by railings, hedging and landscape. This public space and private spaces including car spaces are well overlooked.	Sheet B,	1
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DESIGN & CONSTRUCTION	Evaluation	Evidence	Score
16. Is public space well designed and does it have suitable management arrangements in place?	The street is the public space and clearly defined whether it is adopted public space or community private space. The public space will be managed by the County Council, whereas the community private space will be the responsibility of the R.S.L. This private space includes certain landscape areas.	Statement of Intent Sheet C	0
17. Do buildings exhibit architectural quality?	The scheme through composition, materials, detail and proportions is considered to have visual appeal and hopefully enhances the neighbourhood's attractiveness, thus exhibiting architectural quality. Facades have been carefully considered to give interest, even on corners. Fenestration details and materials have been well considered to reflect the existing neighbourhood, but also reflect some individualism. Construction details will be well executed and materials of low maintenance and durability specified.	Sheet B, E,	1
18. Do internal spaces and layout allow for adaption, conversion or extension?	All dwellings have downstairs toilets and are designed to allow complete flexibility of the internal space. Doors are wide and level access is provided. However, the external fabric, although can be altered for extensions will require specialist advice in respect to altering the timber frame.		0

19. Has the scheme made use of advances in constructions or technology that enhance its performance, quality and attractiveness?	By use of the following design concepts and use of materials and technologies, the scheme has been enhanced to incorporate the following:- • Standard house types – thus reducing defects, improving cost efficiencies and supply chain partnering. • Use of MMC – providing a sustainable, off site manufactured panel system extracting the external materials from the critical path and reducing defects. • Use of pre-assembled parts – such as GRP chimneys, GRP porches, pre-formed manhole chambers, pre-constructed kitchen carcasses etc. all provide improved workmanship and quicker build period. • Developments in construction / design specific to the scheme such as solar panels. As part of the partnered approach to the scheme's design, from inception design meetings have been held at regular intervals and at key stages to ensure client and end user involvement and key stage sign off. This benefits the scheme in numerous ways including increased tenant satisfaction, improved cost value benefit and reduced defects. These meetings are attended by various parties and at key stages specialist sub-contractors and design consultants are invited to attend.	Statement of Intent	1/2
20. Do buildings or spaces outperform statutory minima, such as Building Regulations?	The Development will meet Level 3 of the Code of Sustainable Homes which includes higher levels of insulation and, therefore better 'U' values than required by the Building Regulations. 100% energy efficient lighting.	Sheet G	1

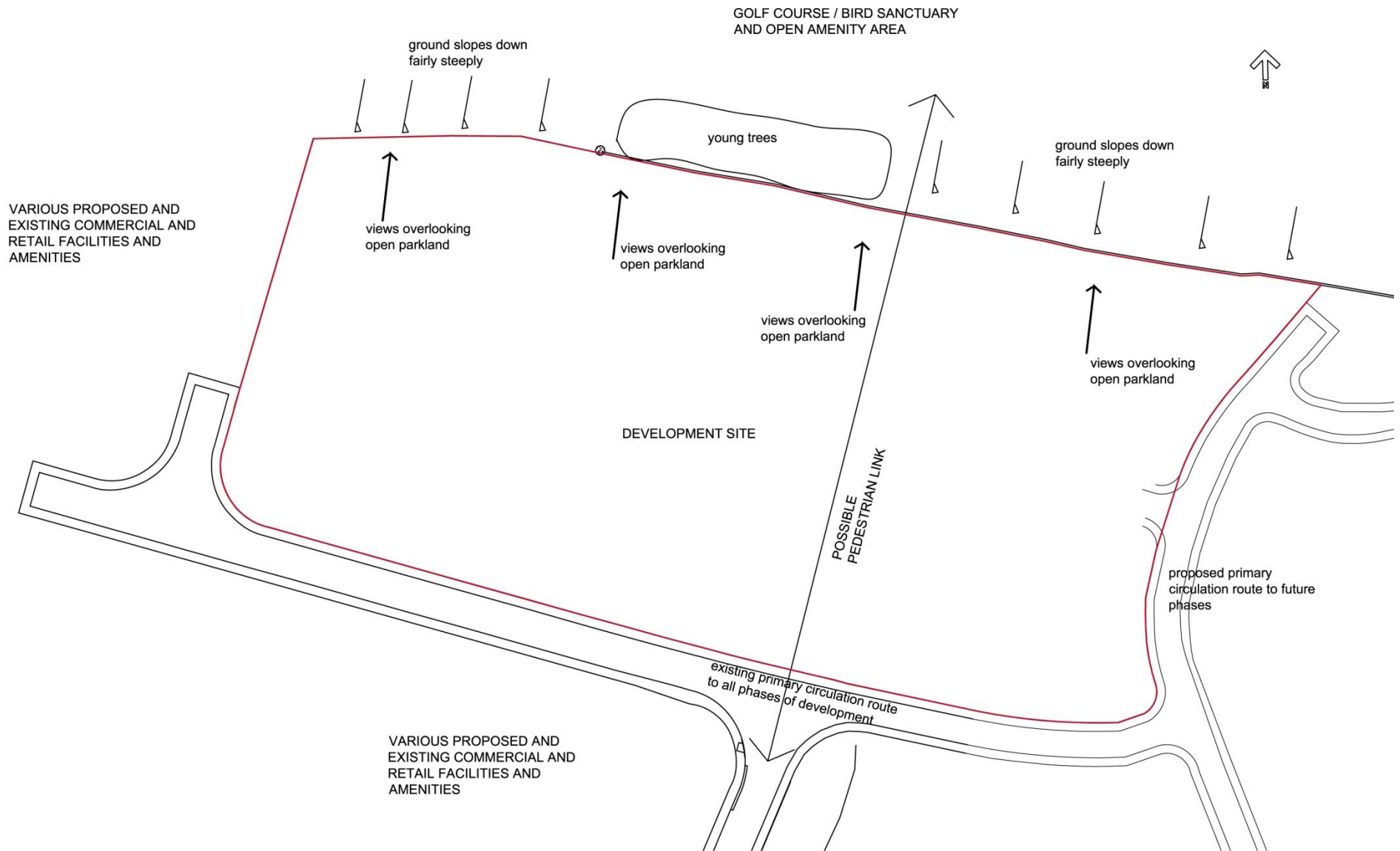


Site in Context with Area

SHEET A



Site Layout
SHEET B



Site Analysis SHEET C



Design Concepts

SHEET D

PROPOSED DEVELOPMENT
Manvers Way, Rotherham



Street Scene - Plots 71-69 and 37-34



Street Scene - Plots 2-4 and 88-85



Street Scene - Plots 84-71

ARTISITIC VISUALS



SHEET E

BUILDING FOR LIFE STATEMENT

Prepared by Brian Dearlove Partnership Architects



Timber frame construction will be fully utilised on the project with factory manufacturing and on site assembly.

SHEET F

SHEET G**RESIDENTIAL DEVELOPMENT****DEVELOPER :****WESTLEIGH DEVELOPMENTS LIMITED****SUSTAINABILITY APPRAISAL & ENERGY STATEMENT****INTRODUCTION**

The Development will achieve a minimum Code Level 3 in respect to the Code for Sustainable Homes and a Building for Life score of least 14 from 20.

The site is located on the edge of an existing residential community and close to several employment estates (see Sheet 1).

CODE FOR SUSTAINABLE HOMES**Category 1 - Energy /CO2**

The scheme will achieve at least a 25% improvement over the Building Regulations Approved Document L (2006) – Conservation of Fuel and Power: calculated using SAP: 2005 and in respect to the building fabric a heat loss parameter no greater than 1.3 is the aim.

With regard to both internal and external lighting there will be 100% energy efficient lighting. External clothes lines will be provided for each dwelling.

In respect to white goods they will have an A+ rating where provided and information will be provided to occupiers on the benefits of efficient white goods.

All houses will be installed with solar heating and with regard to the flats air sourced heat pumps provided to achieve at least 15% of the total energy demand is supplied from low carbon energy sources.

Cycle storage will be provided for every home. For the 2 and 3 bedroom dwellings, 2 cycle spaces and for the 4 bedroom dwellings, 4 cycle spaces.

A home office provision is also provided in the homes.

Category 2 - Water

A water consumption of 105L/p/d will be achieved.

One water butt per house will be provided.

Category 3 - Materials

The scheme will be constructed in timber frame construction and the aim is to achieve a good points score under the CSH materials calculator.

Materials on the project will be those listed in the Green Book where possible.

All timbers will be certifiable CSA, FSC, MTCC, PEFC or FFI.

All materials having OPD of O and A GNP of less than 5.

Category 4 - Surface Water Run-off

Surface water run-off from the site will depend :-

- a) subject to ground investigation report and its findings.

Performance will be given to soakaways or SUDS depending on the report's findings. This will be engineer designed to ensure peak run-off rates and annual volume of run-off will be no greater than the previous conditions for the development site.

Category 5 - Waste

Internal bins will be provided in the kitchen for normal and recycle waste and externally in accordance with the Local Authority waste arrangements...

Also a composter will be provided to all houses.

Westleigh Developments Limited will have a Site Waste Management Plan which includes procedures and commitments that minimise waste generated on site in accordance with WRAP/Environwise guidance. Where possible the plan includes procedures to sort, re-use and recycle construction waste.

Category 6 - Pollution

All insulation materials having ODP of O and a GNP of less than 5.

Category 7 - Health and Wellbeing

In respect to daylight the aim is to achieve the minimum standards set out where possible.

With regard to sound insulation the aim is to achieve higher standards than Part E of Building Regulations.

In respect to Party walls and floors (flats) robust Details Certification is obtained.

Private space is private in the majority of dwellings and accessible to disabled people.

Category 8 - Management

All homes will have provided a User Guide that covers information on the operations and environmental performance of the dwelling. This also covers information relating to the site and its surroundings.

Westleigh Developments Limited has a commitment to comply with best practice site management principles and this is regularly audited.

There is a commitment to reduce CO2 from site activities or transport activities, along with an aim to reduce water consumption, ensure good air pollution controls and best practice water pollution controls.

At least 80% of site timber is responsibly sourced.

With regard to security the scheme will comply with 'Secure by Design.'

Category 9 - Ecology

The ecological values of the site have been assessed to define their value and incorporate if where practical, being appropriately protected.

The scheme provides a public open space which will have features to enhance the ecology of the site.

Affordable Housing Provision: Manvers Way, Wath-Upon-Dearne 6th January 2010

As you are aware the Council is acting in partnership with the HCA and Westleigh to enable open market and affordable housing at Express Parks, Manvers Way.

Given the extraordinarily tight time constraints, please find below evidence based justification for the affordable housing need in this location:

The site lies within Wentworth North Area Assembly and according to the Strategic Housing Market Assessment (SHMA) 2007 Wentworth North has a Gross Annual Need for 251 dwellings and need expressed as a percent of households is 1.7%. In the two years 2007/09 it was estimated that 414 households were intending to form. Housing completions for 2009 are significantly less than projected and as this key gateway scheme has to be completed in line with funding obligations, it follows therefore, that a significant number of new completions will be guaranteed in the immediate term.

The Annual Gross Household Income (including non housing benefits) is £22,381 (Borough average £21,948) however open market values in the area means that for most, new-build homes are beyond reach financially...this has been exacerbated by the recent restrictions on mortgage borrowing and reduction in suitable mortgage products. The tenure mix will help to address this tension by the provision of homes for shared ownership

The mix we are working to is as follows:

Type Unit	Total units	Rent	Shared Ownership	Sale
2b4p house	8	0	0	8
2b4p house	33	23	10	0
3b5p house	40	25	0	15
4b7p house	2	2	0	0
2b4p bungalow	6	6	0	0
Total	89	56	10	23

More specifically the Wath & Swinton Masterplan references...

“Economic upturn and new industries are the driving issues for the Dearne Valley. To compliment this there is a need for aspirational housing for in migrants and locals for this new technology based industries.”

– the homes for open market sale will be built to a minimum Level 3 of the Code for Sustainable Homes – above and beyond that of typical mass housebuilding – resulting in more energy efficient homes at a competitive cost

“Waiting list of over 8000 (estimated over the next 5 years from 2005) for social housing in the area.” And “Areas of low value with housing not meeting current and future need...There needs to be a diversification in housing provision.”
- as demonstrated in the Table above, 56 of the homes will be for social affordable rent...the AH provision to be achieved is very much welcomed by the LHA, given the low historic Section 106 agreements in the vicinity which range below zero and 7%.

In summary the Council in its function of Local Housing Authority supports this application and in particular the level of affordable housing and proposed tenure split.

I trust this information is complete Emma however please do not hesitate to get in touch if you need anything further.

Kind regards,
Tracie

Tracie Seals

Sustainable Communities Manager (Interim)

Neighbourhood Investment Services

Neighbourhood and Adult Services

Rotherham Metropolitan Borough Council

Tel: 01709 334969 / 07786 335 839

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Visit our website: <http://www.rotherham.gov.uk>

Before printing, think about the environment.

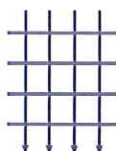
BANNERS GATE

HIGHWAYS & TRANSPORTATION

RESIDENTIAL DEVELOPMENT, DEARNE VALLEY
OFF MANVERS WAY, NEAR ROTHERHAM

TRANSPORT STATEMENT
JANUARY 2010





BANNERS GATE TRANSPORTATION

Residential development, Dearne Valley
off Manvers Way, near Rotherham

Transport Statement
(January 2010)

Banners Gate Transportation Ltd has prepared this report in the course of an assignment for **Westleigh Developments Ltd** the conditions of which were set out in its appointment for consulting engineering services by the Client. Banners Gate Transportation Ltd shall not be responsible for the use of the report or its contents for any purposes other than those for which it was prepared and provided.

Job P699	Revision	Prepared and checked by	Date
	First issue	Nigel Vening BSc CEng MICE MIHT	18 January 2009

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TRANSPORT STATEMENT

CONTENTS	PAGE
1 Introduction and background	1
2 Planning applications	1
3 Development Proposals	2
4 The Development Site and Transport Planning	3
4.1 Traffic generation	3
4.2 Junction and visibility	3
4.3 Layout and manoeuvring	4
4.4 Parking standards	4
5 Conclusion	5

APPENDICES

- Appendix A Master Plan - Layout Plan 2516 (08) 3101
- Appendix B Site layout, drawing by Westleigh, 4137/A3
- Appendix C Proposed Site layout and infrastructure (drawing P699/101)
- Appendix D Extract from TRICS, Mixed Private / Non Private Housing

TRANSPORT STATEMENT

1 INTRODUCTION AND BACKGROUND

- 1.1 Banners Gate Transportation Limited has been instructed by Westleigh Developments Ltd to consider the transport implications of a residential development on land off Manvers Way near Rotherham. The site as illustrated in the aerial photograph opposite has been the subject of a number of planning applications in recent years and this statement provides a brief summary of this history and the impact of the current proposals.



2 PLANNING APPLICATIONS, Mixed use development (RB2008/0524)

- 2.1 Express Park Rotherham Ltd has a planning consent for a major mixed-use development at the Waterfront at Dearne Valley. This planning consent included a mix of retail, residential, leisure and employment uses. Since the previous planning consent a number of land uses have changed such that a revised planning application has been necessary. The current proposals include the provision of 350 residential units, health club, an Aldi foodstore, KFC and a number of retail units. These proposals have been considered in an outline planning application RB2008/0524 which was granted conditional consent on 11 January 2010.
- 2.2 A *Transport Assessment* to accompany that application was prepared by WSP Development and Transportation based in Leeds. The company had prepared several reports related to planning applications on the site. The revised Transport Assessment dated March 2008 was submitted to accompany application RB2008/0524. This report focussed on the traffic implications of the development in the knowledge that other transport matters related to the project, such as sustainability and highway safety, had been considered in earlier submissions.
- 2.3 This *Transport Statement* has been prepared to study the detail of the residential scheme now proposed on the site by Westleigh Developments. A master plan layout for the section of the development area that is relevant for the proposals in this report is drawing 2516 (08) 3101 included at [Appendix A](#).

3 DEVELOPMENT PROPOSALS

3.1 The site consists of previously developed land on the north side of the A633 Manvers Way and to the south of the Old Moor RSPB reserve and adjacent golf course. The site provides the opportunity for a residential development of 89 new properties. The layout of the proposed development is shown on drawing 4137 / A3 at [Appendix B](#).

3.2 Proposals are summarised as follows:

- Access would be obtained from the existing three arm roundabout of the A633 Manvers Way (Development Access West)
- The existing access road from the roundabout with a width of 7.3 metres is adequate to serve the development.
- New road infrastructure would be constructed on the eastern side of the development site.
- The proposed mix of housing is summarised below.

Affordable homes		No
Type A	3 bed (5 person)	20
Type B	3 bed (5 person)	1
Type C	3 bed (5 person)	4
Type D	2 bed (4 person)	33
Type E	4 bed (7 person)	2
Bungalows		No
Type F	2 bed (4 person)	6
For open market homes		No
Type G	3 bed (5 person)	9
Type H	2 bed (4 person)	7
Type J	3 bed (5 person)	7
Total		89

3.3 The infrastructure on the site would be constructed within the principles of *Manual for Streets* and guidance published by Rotherham Metropolitan Borough Council. A detailed view of the layout is illustrated on drawing P699/101 at [Appendix C](#). Comment on transport planning matters is included within Section 4.

4 THE DEVELOPMENT SITE AND TRANSPORT PLANNING

4.1 Traffic generation

- 4.1.1 The *Transport Assessment* prepared by WSP included consideration of 201 residential houses and 137 apartments. The development of 89 new homes by Westleigh would form part of that residential quota. The trip rates used by WSP for the weekday peak hours are repeated below.

Housing trip rates	AM (0800 to 0900)		PM (1700 to 1800)	
	Arr	Dep	Arr	Dep
<u>Proposed Residential (houses)</u>	0.25	0.62	0.54	0.37
<u>Proposed Apartments</u>	0.06	0.37	0.27	0.10

- 4.1.2 The WSP trip rate predictions were based on the TRICS database. The TRICS database offers a choice of trip rates for residential development depending on a possible mix of apartments or perhaps non-private housing with a higher density. In this instance the development would consist of 89 residential properties of which 65% would be within non-private ownership. It is possible that some houses may be privately owned and therefore it is best to consider traffic generation from a mix of private and non-private housing.

- 4.1.3 *Mixed Private / Non Private Housing* (within TRICS) includes 'Housing developments where less than 75% of units are privately owned, and less than 75% of units are non-privately owned. "Non-privately owned" may be council rented or housing association rented / part-owned'. Of course, trip rates vary depending on the provision of local shops, schools and public transport. Therefore, it remains important to provide a reasonably accurate estimate of traffic generation. The sample below from the database includes all sites within the database excluding those in the Greater London area.

<u>Mixed Private / Non Private Housing</u>	AM peak		PM peak	
	Arrivals	Departures	Arrivals	Departures
89 units				
Trip Rate (per property)	0.121	0.255	0.258	0.152
Trips	11	23	23	14

Table 1

- 4.1.4 Based on these figures it is reasonable to assume the two-way traffic generation in a peak hour would be roughly 35-40 vehicles. Extracts from the database for *Mixed Private / Non Private Housing* are included at [Appendix D](#). Importantly, these figures are lower than the robust figures used by WSP is their assessment of the entire site. Clearly, the exact number of properties that may be constructed can vary depending on the chosen layout and density. However, it is reasonable to conclude that the current proposals lie within expected tolerances of the *Transport Assessment* prepared for the master plan and therefore the impact of the project has been viewed to be acceptable.

4.2 Infrastructure and layout

- 4.2.1 The main access road from Manvers Way is 7.3 metres wide. This road divides at a priority junction to a western arm which is also 7.3 metres wide to the main entrance of the residential development. The eastern spur of the access road is 5.5 metres and would serve part of the Westleigh site. There are three access points to the Dearne Valley site off Manvers Way and therefore this site infrastructure is adequate in width and alignment.
- 4.2.2 The site infrastructure varies in width to create a sense of place rather than a residential estate that is dominated by roads. The central part of the layout would be a shared surface generally 6 metres wide. Coloured surfacing and block paving would be used to create a sense of place that is not dominated by a conventional tarmac carriageway. Two conventional bellmouth junctions would be constructed to serve the site whilst two car parks, each serving 16 spaces, would be served by dropped crossings. These junctions are appropriately located when considering neighbouring junctions and adequate visibility is provided. For example, visibility of 45 metres commensurate with 85th percentile speeds of 31 mph is provided from a setback of 2.4 metres to each access serving the site. New infrastructure would be constructed to adoptable standards.

4.3 Road layout and manoeuvring

- 4.3.1 The two main access points to the site would be constructed with a width of 4.8 metres and 5.5 metres respectively with footways of 2 metres to each side of the carriageway. A through route would be available for the convenience of service vehicles such that the use of cul-de-sacs is limited. By this method reversing by refuse and recycling wagons can be minimised.

4.4 Parking standards

- 4.4.1 The development promotes a mix of private and social housing. As a general rule garages are not often used to store a car and therefore are not provided within the proposed development. Each property is provided with at least one off-street parking space. The larger properties have two designated off-street parking spaces. The overall parking provision is approximately 159 spaces for 89 properties. The parking provision reflects the sustainability credentials of the site and likely levels of car ownership in this area of Rotherham.

5 CONCLUSION

5.1 This statement has been prepared to discuss the transport implications of a residential development on land off Manvers Way, Rotherham. The site has outline planning permission for a mixed-use development which includes 338 residential properties.

- A Transport Assessment has been prepared which considered the potential traffic of the entire mixed-use development. The report, including the residential development, concluded that the existing infrastructure has sufficient capacity to accommodate the increase in traffic flows.
- The current development promoted by Westleigh utilises part of the residential quota considered in the outline planning application. The original Transport Assessment included robust estimates of trip generation and therefore the development of predominantly social housing is likely to generate lower hourly and daily trip rates than previously assumed. Therefore, the application for 89 properties would not change the previous conclusions of the outline planning permission.
- Some roundabouts on Manvers Way and site access roads have been constructed to form the basis for the infrastructure for the development project. These roads are suitable to provide access to the Westleigh development. Additional infrastructure to the residential development would be constructed to adhere to the guidelines and specifications published by Rotherham Council. The new road network to the development would provide a through route for the convenience of service vehicles such that the use of cul-de-sacs is limited.
- Parking provision for the development is broadly based on a ratio of 150% and is considered appropriate at this location.

5.2 It is reasonable to conclude that the residential development at Manvers Way would not have an adverse impact on the surrounding road network.

Banners Gate Transportation Ltd (January 2010)

APPENDIX A

MASTER PLAN
LAYOUT PLAN 2516 (08) 3101

PLANNING PERMIT NO. 2516
 1.1.4.10.2010
 1.1.4.10.2010

2516 (09) 3103
 2516 (09) 3102



MANVERS LAKESIDE
 MANVERS WAY, ROTHERHAM
 LAYOUT PLAN
 APPLICATION SITE

2516 (09) 3101

NOTES

APPENDIX B

SITE LAYOUT

DRAWING BY WESTLEIGH, 4137/A3

KEY

Boundary Treatments

F - 1800 timber closed boarded fence (1200 high between gardens with 1 panel 1800 high as privacy panel)
R - 900 high metal railings

Note: all existing boundary treatments to be repaired/upgraded as required

Timber shed 2.0m x 2.5 m



AFFORDABLE HOMES

HOUSES

type A 20 No 3 Bed 5 Person 83sqm
type B 1 No 3 Bed 5 Person 83sqm
type C 4 No 3 Bed 5 Person 108sqm
type D 33 No 2 Bed 4 Person 73 sqm
type E 2 No 4 Bed 7 Person 120 sqm

BUNGALOWS

type F 6 No 2 Bed 4 Person 71sqm

FOR OPEN MARKET HOMES

HOUSES

type G 9 No 3 Bed 5 Person 83sqm
type H 7 No 3 Bed 5 Person 83sqm
type I 7 No 3 Bed 5 Person 108sqm
all areas approx



Rev 3, 07.12.09, Minor alterations & updated for planning

Westleigh
PARTNERSHIP HOMES

T: 0146 277 3324

WESTLEIGH DEVELOPMENTS LTD

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CONSULTING ARCHITECTS

IAN BIRCHALL PARTNERSHIP

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Site Layout

PROPOSED DEVELOPMENT

Express Parks
Manvers Way
Wath Upon Dearne
Rotherham

date 1:500

scale 1:500 @ A2

drg.no.

4137/A3

APPENDIX C

PROPOSED SITE LAYOUT AND INFRASTRUCTURE DRAWING P699/101

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Rev	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	122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APPENDIX D

EXTRACT FROM TRICS
MIXED PRIVATE / NON PRIVATE HOUSING

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/NON-PRIVATE HOUSING

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	RE READING	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	DH DURHAM	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	WR WREXHAM	1 days
11	SCOTLAND	
	FA FALKIRK	2 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
14	LEINSTER	
	KD KILDARE	1 days
	KK KILKENNY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 14 to 1412 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 10/09/09

Selected survey days:

Monday	6 days
Tuesday	3 days
Wednesday	7 days
Thursday	5 days
Friday	3 days

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	14
Built-Up Zone	4
Village	2
No Sub Category	3

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	24	183	0.062	24	183	0.164	24	183	0.226
08:00 - 09:00	24	183	0.121	24	183	0.255	24	183	0.376
09:00 - 10:00	24	183	0.121	24	183	0.147	24	183	0.268
10:00 - 11:00	24	183	0.096	24	183	0.115	24	183	0.211
11:00 - 12:00	24	183	0.115	24	183	0.114	24	183	0.229
12:00 - 13:00	24	183	0.129	24	183	0.120	24	183	0.249
13:00 - 14:00	24	183	0.127	24	183	0.129	24	183	0.256
14:00 - 15:00	24	183	0.133	24	183	0.132	24	183	0.265
15:00 - 16:00	24	183	0.185	24	183	0.156	24	183	0.341
16:00 - 17:00	24	183	0.209	24	183	0.152	24	183	0.361
17:00 - 18:00	24	183	0.258	24	183	0.152	24	183	0.410
18:00 - 19:00	24	183	0.205	24	183	0.167	24	183	0.372
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.761			1.803			3.564

Parameter summary

Trip rate parameter range selected:	14 - 1412 (units:)
Survey date date range:	01/01/01 - 10/09/09
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0