

## Inside

- ▶ Sainsbury's spearhead Leicester regeneration
- ▶ Making cycling accessible to all
- ▶ An eye on transport plans in London

## £20m facelift on track

**Land around Haywards Heath railway station will soon be revitalised as part of a mixed-use scheme, centred on a new Waitrose store. Solum Regeneration's development will deliver an improved integrated transport hub, with better station parking, pick-up and drop-off facilities and public realm enhancements.**

The 44,000 square foot food store will create around 200 local jobs. The development also includes a restaurant and smaller retail units. Pedestrian links and enhanced cycle parking will be introduced as part of the package of station facility improvements.

Motion liaised closely with West Sussex County Highways Department and succeeded in allaying any fears about the resultant traffic flows. John Robinson, Senior Development Manager at Solum explains, *"With half of the town arguing for more parking spaces and half against, it was quite an achievement to balance the two opposing viewpoints."*

The centre of Haywards Heath suffers from traffic congestion. The railway station is very busy, with around four million journeys per year. It boasts the country's second highest number of first class commuters travelling to and from London.

*Continued on page 2*

## Consent 'sorted' for TK Maxx



Traffic concerns have been overcome to allow a new TK Maxx store to open on the

site of a former Royal Mail sorting office in Haringey. The scheme, delivered by LaSalle Investment Management, will see the creation of 50 new jobs and a re-design of the building. Motion was also able to save the client time by avoiding a Section 106 Agreement, thereby enabling the retailer to take occupation earlier.

The application to change the use of the sorting office, situated in the Arena Retail Park, was initially refused by Haringey Council. Concerns were raised that it would increase vehicle traffic to the site and exacerbate existing congestion problems.

*Continued on page 3*



# Balancing opposing viewpoints

Continued from page 1

**Motion was part of the team of professional advisors who helped secure planning permission for the development. During an extensive public consultation process, 94 percent of local residents supported the proposals, arguing that the benefits to the town were long overdue.**



*"It is generally accepted that there are few, if any, new trips associated with foodstores. New*

*stores do not create new customers; rather they simply encourage existing customers to alter their shopping destination."*

**Phil Bell**

Two areas of public highway within the site needed to be stopped up and their highway rights were removed. To avoid potential delays to the delivery of the project, these were dealt with under Section 116 of the Highways Act, rather than the more conventional Town and Country Planning Act route.

John Robinson adds, *"Motion provided fresh input to the challenges posed by the scheme. There was some opposition from taxi drivers who were concerned over the potential loss of business. But Motion managed to persuade them that if anything, they would benefit from more custom than before."*

820 car parking spaces will be provided for station

customers in a new multi-storey car park, which frees up space for the retail units. A further 208 spaces for use by supermarket customers will be arranged over the partly submerged Waitrose. The combined surface parking area covers 4.5 acres.

Solum Regeneration is a joint venture between Network Rail and Kier Property, established to bring private investment into the rail network. By exploiting development of underutilised railway land, Solum aims to deliver improvements to railway stations at no cost to the taxpayer or travelling public.



## Steve Parsons

### Challenging Highway Objections

#### Tell us about you and Motion

**SP** *I've been at Motion for over six years. It's a fantastic company, and that's because we know how to work hard and have fun at the same time. It's all about doing the best possible job for clients, but with a positive attitude.*

#### What do you love about your job?

**SP** *I love the challenge of resolving highway objections. I really enjoy the debate that takes place at appeal hearings and public inquiries. Researching and formulating an argument and defending your view point is so satisfying, especially when the decision goes your client's way.*

#### Down with the detail or head in the clouds?

**SP** *The detail. It's one of the reasons I love the type of project management work that I do. Having said that, I'm always searching for creative solutions to the problems we come across. I'm happy to look outside the normal sphere if it's going to help.*

#### Best things to do on your day off?

**SP** *I usually ignore the DIY and typically head out with the family on the mountain bikes or for an adventure in the countryside. I play golf and badminton and have a passion for motoring and motor racing.*



# TfL challenges overcome

*Continued from page 1*

**Motion Director, Phil Bell, says, "Permission was finally granted after Motion proved that the proposed development would not result in severe impacts on the transport network and that, in line with the National Planning Policy Framework, the development should not be prevented on transport grounds."**

Shaun Reed, Associate Director at LaSalle Investment Management, comments, "There were a lot of stakeholders involved in this project which added to the challenges. Motion handled it all really well and worked with Transport for London, the Local Authority and their external highways consultants on our behalf, resulting in a successful outcome."

Work on the planned store can now begin, including a first floor mezzanine, new roof and altered entrance to the building. The site, situated within the Green Lanes District Centre, is highly accessible, and was considered an appropriate location for retail development.

Phil adds, "Public Transport Accessibility Levels provide a guide to the relative accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score. The Transport for London PTAL calculator indicated a PTAL of 6a for this site, so the accessibility was considered excellent."

A highway improvement scheme was also proposed, which will increase the space available for vehicles turning right into the retail park. This ensures that vehicles entering the retail park do not block other traffic.

## Debate closed over stopping up order

**Rupert House School in Henley-on-Thames has successfully resisted an application to remove public highway rights from land at Bell Street. The school opposed developers' plans to 'stop up' an area to be used for private parking.**

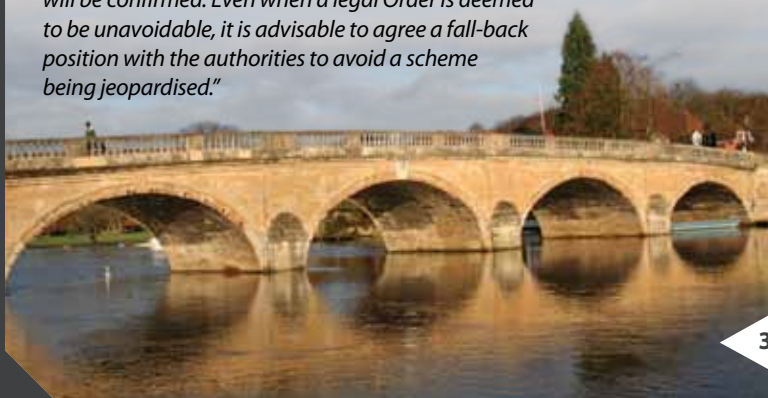
The scheme included a rather awkward arrangement to access the parking bays. Motorists would have to drive over a footway used by the school, which would become part of a shared surface. The Planning Authority approved the application, subject to a Stopping Up Order being confirmed, which would allow the consent to be implemented.

The Order was proposed under Section 247 of the Town and Country Planning Act 1990, and a Public Inquiry was held to determine the Order. Motion prepared and presented evidence against the Order on behalf of the school.

The Inspector acknowledged that the Order was required to facilitate development, on the basis that the change of use to private parking was 'development'. However, the Inquiry considered road safety should be reviewed in the light of new evidence. The Inspector concluded that the Stopping Up Order should not be confirmed, taking into account pedestrian safety and the wider public interest.



**Steve Parsons cautions developers to avoid reliance on Stopping Up Orders if this can be avoided.** "This was a particularly contentious and unusual case. However, we must recognise that even if a landowner has the support of the Planning and Highway Authorities and the application is granted, there is no guarantee that the Stopping Up Order will be confirmed. Even when a legal Order is deemed to be unavoidable, it is advisable to agree a fall-back position with the authorities to avoid a scheme being jeopardised."







## Stuart Davies looks at how developers can make cycling accessible to all

A real barrier to getting Britain cycling is the lack of suitable bike storage in both old and new housing. As developers, planners, designers and engineers we have an opportunity to make cycling accessible to everyone and an easy first choice of travel mode, particularly in our towns and cities. There are some simple measures within a scheme layout which can make a genuine difference to the perception of cycling. These begin with making it easier to own a bicycle.

The image of a bike on a balcony or chained to railings needs to be a thing of the past. Multiple bike ownership within a single household is not uncommon, yet provision of cycle storage is often left to the end in the design of new developments - retro-fitted to dark corners of basements, bolted to walls at the end of car parking spaces or presented as a couple of stands out in the open.

### On your bike

There are a number of ways to go above and beyond the simple provision of a bike rack. Bicycle storage rooms shared by no more than five or six neighbours and visitor parking, which is weather protected and overlooked, can feature. Storage for tag-alongs or child bike seats and wall-mounted lockers for helmets, gloves and spare parts will also make your project stand out, without demanding an unreasonable amount of space.

The National Planning Policy Framework urges developers to give priority to pedestrian and cycle movements. Having made it easier to own a bike we can work harder to promote bike use through travel plan initiatives, many of which are free.

Developments in US cities are going further, offering bicycle workshop space in their basements. These measures make it easy to own and use a bicycle. A credible cycling strategy is essential if your project is taking advantage of nil or low car parking provision.

I predict a future where more town and city centre streets are closed to traffic for the benefit of pedestrians and cyclists, where urban speed limits will be reduced to 20mph and the automatic first choice of travel for shorter journeys will be the bike. As an industry we should embrace this. Our sustainable developments rely on it, and we can help by making it easy to own a bike in the first place.



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## Red route access for new Millbank towers

**Work is underway to demolish Riverwalk House, the former home of the Government Office for London. The building is next to Vauxhall Bridge at the intersection of two Transport for London 'red routes'.**

Two new seventeen and seven storey towers, located opposite the M16 headquarters, will provide over one hundred well-specified apartments, a riverside gallery, café and improved public realm. Motion assisted architects Stanton Williams on behalf of the developer.

In order to optimise the footprint of the development, a new vehicular access position was agreed with Transport for London. The access required the relocation of a bus stop and passenger shelter. Two basement levels will offer the equivalent of one car parking space per residential unit.

# Urban retail development

## boosts Leicester regeneration

**A major redevelopment proposal spearheaded by Sainsbury's is expected to create up to 700 jobs and deliver an improved environment for the local community. Insight talked to the team who are helping to turn into reality the high profile planning applications for two sites in Leicester.**

Michael Adenmosun, Sainsbury's Portfolio Development Manager, explains "Planning permission has been gained for mixed-use development schemes on two sites in Leicester. The redevelopment of the seventeen acre former GE Lighting site at Melton Road, Rushey Mead, will transform land into a new replacement 80,000 square feet net sales Sainsbury's store and employment units." Planning permission has also been secured for Sainsbury's existing store on Belgrave Road to be demolished and replaced with smaller shops and employment units.

Motion's multi-disciplinary team of infrastructure designers, transport planners and travel plan advisors helped the retailer bring the two schemes to fruition. Michael comments, "This is an exciting time for us and for people in Leicester. Sainsbury's is making significant investments in the regeneration of two key sites. The result will be a bigger and better retail offering and a revitalised space for the local community."

### New gateway to Golden Mile

Sainsbury's will replace its former store on Belgrave Road with smaller shops and business units. The new development will invigorate the southern end of the area known as the 'Golden Mile' in the heart of the city's Asian community.

The proposals currently include the demolition of a forty year old concrete flyover. The structure carries more than 1,700 vehicles an hour during peak traffic times. It is 18 metres wide and constructed of eight 24 metre spans with the bridge deck supported by precast, pre-stressed concrete beams.

### Strengthening city centre link

Motion's Associate Pete Sturgeon explains, "We had to balance the council's aspirations of creating a more welcoming environment on the Golden Mile and strengthening its link with the centre, with meeting the challenges of managing traffic flows in a congested part of the city."

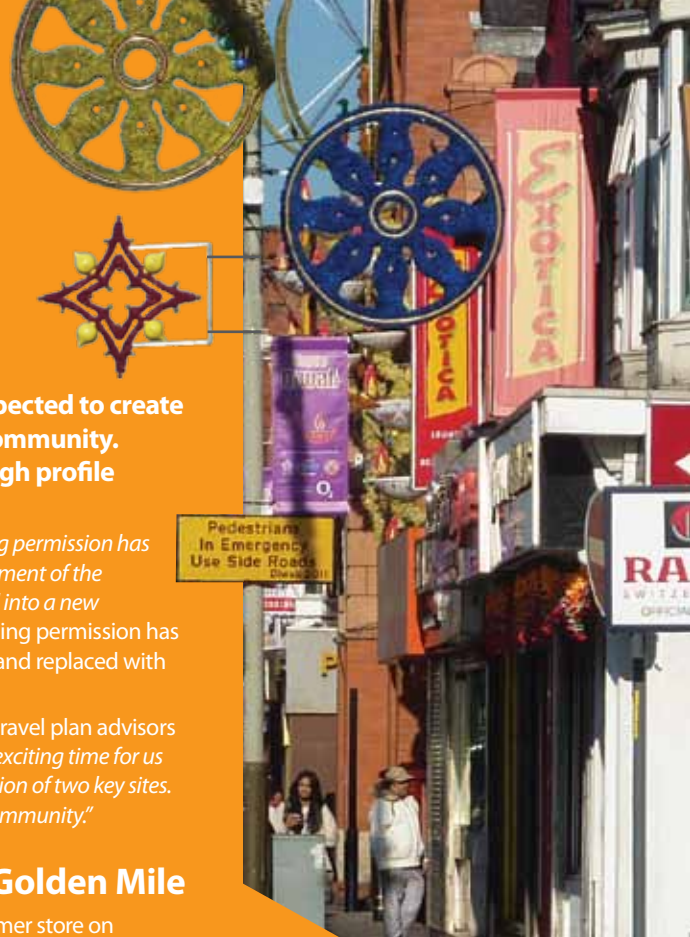
Pete continues, "Travel plans were proposed for both sites to promote sustainable travel choices. The improved public realm, pedestrian and cycle facilities around the Belgrave Road site will contribute towards creation of a new gateway to the Golden Mile."

Increasing capacity to accommodate existing levels of traffic on a busy route into the centre will be achieved by the introduction of additional lanes on the approaches to the Belgrave roundabout. Car parking shortages will be addressed by the creation of additional public spaces near the new retail units.

### Increased highway capacity

Motion's Infrastructure Design team is assisting Sainsbury's with implementation of highway works at the Melton Road site under a Section 278 agreement. According to Director Richard Bettridge, "The off-site highway works will provide capacity for traffic flows associated with the new supermarket and future employment development."

The highway works include the provision of new crossing facilities and improved pedestrian and cycle paths, to link the store to the surrounding area, and help to address existing road safety issues.



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## Ask Motion



If you would value a preliminary discussion about the transport, traffic or

infrastructure issues associated with a potential development project, why not give us a call on 01483 531300?

# London Eye

## Stuart Davies focuses on some of the lesser known debates taking place in the capital

### Traffic free west end

With growing concern that trade is being lost to the new Westfield shopping centres in Stratford and Shepherds Bush, the debate about the pedestrianisation of Oxford Street has resurfaced. Oxford Street has occasional 'traffic free west end shopping' weekends, but permanent closure to vehicles is problematic as it is one of the busiest bus corridors in London.

With up to 280 buses per hour at peak times, Oxford Street's 'wall of buses' can be perceived as a barrier. There is no obvious alternative route. Three quarters of bus passengers get off at some point along the street. Ambitious plans on behalf of lobbyists have considered new bus stations at either end of Oxford Street with a tram running through the middle. A more likely outcome is the pedestrianisation of a short section of the street and an increased frequency of traffic free weekends.

### Tunnel vision

The consultation period has recently closed on plans for new river crossings in east and south east London. The proposals include a new road tunnel at Silvertown, connecting the Royal Docks and the Greenwich Peninsula, and a vehicle ferry at Galleons Reach, linking Beckton with Thamesmead.

The tunnel would have the capacity to carry vehicles of all sizes, including buses, and would reduce closures caused by over-height vehicles attempting to use the Blackwall Tunnel. The vehicle ferry would take about ten minutes to cross the Thames and would provide twice the capacity of the Woolwich ferry, which it may replace altogether.

Transport for London considers that tolling would be necessary for both crossings to fund the projects and manage traffic demand. As the proposed Silvertown Tunnel is in close proximity to the Blackwall Tunnel, it is considered that tolling would also be required there.

