



insight

MOTION CONSULTANTS SPRING 2014

Cycle provision parks bus contributions

Southwark Free School is getting a new home following the success of a planning application, on the grounds of wider benefit to the local community. The project is only one of a few schemes to have thus far been granted consent by the Mayor of London's new powers.

The proposal for 158 residential units and 4,395 square metres of education floor space has won accolades for its architectural design. The scheme includes the construction of the new free school and an adjacent sixth form college for the City of London Academy.

Ceri Edmonds, Associate at planning consultancy Rolfe Judd says, "The council had initially resolved to refuse the scheme. However due to its strategic nature the application was called in by the Mayor. During discussions with GLA officers and TfL, Motion was able to address all of the objections relating to transport. The team was also invaluable during negotiations over Section 106 contributions."

Continued on page 2

In this issue

Retail

- ▶ **Sainsbury's** transforms shopping in Leicester
- ▶ **Tesco** has designs on new store in Walton on the Naze

Residential

- ▶ **Land Securities** increases profitability in Dunstable
- ▶ **Ashill Developments** unlocks vacant land in Tonbridge

Financial services

- ▶ **Allianz** parking comprehensively covered

Education

- ▶ New home for **Southwark Free School**

Leisure

- ▶ Tunbridge Wells shoppers dine out on **Nando's**
- ▶ Curtains up for **Picturehouse Cinemas**
- ▶ **LEGOLAND** gets to grips with Windsor traffic

Sport

- ▶ **London Irish** on the move





Damian Tungatt

Capital delivery

Why transport planning?

DT *I have always enjoyed the built environment and knew I wanted to work within that field. Transport is often one of the most critical and contentious issues in any development.*

Why did you join Motion?

DT *I have worked on some major developments throughout the UK and I was aware of Motion's good reputation in the industry. I wanted to be part of a practice that specialised in development and had ambitious plans in London.*

What are the challenges you face?

DT *A project of any size can involve lots of consultation and heated debate often with people on your own side as well as the planning authorities and the public. The biggest challenge is to ensure the projects are delivered to a high quality and on time.*

What do you do when you're not working?

DT *I enjoy all sports (with the exception of cricket). I also enjoy travelling and have been fortunate enough to experience a number of places less travelled. Seeing the sunrise hit Machu Picchu after trekking the Inca trail felt a special moment.*

Curtains up for new London cinemas

Picturehouse Cinemas has been granted consent for community cinemas in two London boroughs. Both cinemas have five screens and capacity for around 500 filmgoers, but neither site has any parking provision.



One of the new venues is in Crouch End, and the other is on the former home of the Ballet Rambert in Chiswick. Motion helped to address concerns about the impact of the schemes on the local parking supply.

According to Associate Director Pete Sturgeon, "Both sites are located on the edge of town centre boundaries close to bars, restaurants and shops. There are limited opportunities to park off-street nearby, so cinemagoers that drive will need to park in neighbouring streets. Both cinemas will be offering late night screenings when public transport services are limited."

Parking stress

Local tensions were high in the run up to each planning decision. Residents were keen to have the facility, but concerned about the effect of a possible influx of visitors. Parking stress occurs when demand for parking approaches capacity (typically 80 to 90 percent occupancy) during peak periods.

For both sites demand for parking by cinemagoers will overlap with periods of high residential parking demand. Comprehensive surveys were needed to determine the effect of the developments on the local streets.

Pete explains, "We presented the case that each facility was principally for the use of the community. Screenings are a mixture of mainstream and arthouse films tailored to local demand. Comparable studies of Picturehouse cinemas in similar locations showed that most users would walk, cycle or use public transport."

Sustainable access

Continued from page 1

As a result of Motion's involvement, the developer avoided making a financial contribution to local bus services. Associate Director James Bancroft explains, "Our analysis of future travel patterns proved that there would be no significant increase in demand for buses that were already approaching capacity."

The crux of the argument was access to sustainable transport options. The need for on-street parking will be minimised by generous cycle spaces and thirty-one car spaces in the basement. According to Director Phil Bell, "Motion was able to demonstrate that the development proposals were in accordance with the relevant planning policies. Although there will be a modest increase in vehicular and non-vehicular activity, this will have no material impact on the operation of the network."

Modelling busy A5 junction

fashions Dunstable consent



© Glenn Howells Architects Ltd

Outline planning has been granted for up to 23,500 square metres of residential floor space on an 11.5 acre site near a busy junction on the A5 north west of Dunstable town centre. Motion provided vital reassurance to Central Bedfordshire Council and the Highways Agency about the traffic impact associated with the proposals.

A section of the A5 close to the site will be de-trunked, following completion of the A5/M1 link road in 2016/17. On behalf of Ravenside Investments Limited, a subsidiary of Land Securities plc, Motion was required to consider traffic scenarios both with and without the link road and de-trunking.

According to Rob Hardie, Land Securities Portfolio Manager, *"Local residents were concerned about the effect on the busy junction leading out of the development. Phil Bell acted as our advisor, liaised with the highways authorities, modelled the traffic flows and negotiated with the local council on our behalf."*

Technical knowledge

Studies showed all of the junctions that were assessed will operate with residual capacity, with or without the A5/M1 link road. It was successfully argued that the proposals formed a natural extension to the existing residential areas in that part of the town. Phil Bell asserts, *"The site benefits from good access to sustainable transport alternatives and any increase in vehicular activity will not have a detrimental impact on the local road network."*

Rob Hardie observes, *"We ended up with a more reasonable parking allocation which enabled us to reduce costs and increase the profitability of the scheme. Motion's technical knowledge and proactive approach were a big asset to us. We achieved a very sensible outcome."* The new development is anticipated to deliver around 250 new homes and has potential to provide a shop unit of up to 1,000 square metres for either A1 or A3 use.

Cohesion is building block to end congestion

The LEGOLAND Windsor Resort has brought together local authorities and the Highways Agency in an attempt to resolve the town's long-term traffic problems.

Consensus is being achieved through regular traffic meetings. Transport consultant Motion's Steve Parsons is impressed by LEGOLAND's commitment to relieving congestion in and around Windsor.

Steve reports, *"There are strong feelings that something should be done to relieve congestion within Windsor and on the Royal Windsor Way – the Relief Road from M4 Junction 6. Traffic can result from many different demands including LEGOLAND, the town centre, Windsor Castle as well as retail and residential land uses, but LEGOLAND has taken a very proactive approach to come up with practical solutions to reduce congestion."*

Motion has developed a strategy to reassign traffic travelling to LEGOLAND via routes that avoid congestion hotspots. The first signing trials took place over the busy Easter bank holiday weekend and appear to have been very successful.





Nando's plans to minimise impact

Shoppers at the Great Lodge Retail Park off Longfield Road in Tunbridge Wells will soon be able to dine at a new restaurant on the site. Permission was recently granted for the Nando's food outlet following a revision to the original application.

Consent was gained on behalf of UK Commercial Property Estates Limited after a long battle with planners and the highway authority. The developer is required to provide a travel plan to set out the long-term strategy for the promotion of sustainable travel to offer further opportunities to reduce the impact of the restaurant.

The application was lodged when capacity improvements to Longfield Road were being considered. Phil Bell observes, *Significant congestion during peak hours on the highway network in the area would otherwise have been an impediment to consent. However, the highway authority eventually acknowledged that any impact would be small.*

The case made by Motion was that the scheme would result in very few new trips to the retail park. The local council agreed that the proposed development would provide a complementary land use and there was spare parking capacity.

Motion on the move...

The London team recently moved to new offices near Trafalgar Square – see back cover for details.



Development BY DESIGN

Residents of Walton on the Naze in Essex are looking forward to construction of a new supermarket which will create around 250 jobs for the local community. The mixed use scheme includes a Tesco store, care home, public house and new homes.

Motion is providing design consultancy to Martello Land and Properties for the highway works under Section 278 and Section 38 agreements. The designs include a new roundabout, pelican crossing, right hand turn lane, two new pedestrian crossings, footpaths and link roads within the site.



Car park insured

The growth of one of the UK's largest general insurers, Allianz UK, has led to a car parking challenge for its Guildford headquarters. A temporary sixty space off-site car park has been provided to alleviate the problem, with the help of transport planning support from Motion.

Andrew Collin, Allianz's Guildford House Manager, explains, *"The out of town location of Allianz's Ladymead office makes access to public transport difficult. Some employees are unable to car share or take alternative transport to work."*

The provision of minibuses from Guildford railway station, cycling facilities, showers, changing rooms and lockers had contributed to a reduction in car dependency. Some employees still had to drive to work and not everyone could be accommodated in the company's existing car park.

Motion Director Phil Bell demonstrated to the local authority that the extra car park was necessary. Allianz had exceeded all of its travel plan targets, and the additional parking spaces were needed to satisfy existing demand. The application was granted and Andrew Collin was very pleased with the outcome. He says, *"The Motion team was very supportive, knowledgeable and delivered on everything we asked of them."*



© Pinnacle Photography

Speedy conversion curbs costs for London Irish

One of the UK's foremost rugby teams relocates to a new training ground after eighty years.

Motion has been tackling the infrastructure challenges for the London Irish scheme in Sunbury. Technical approval has been granted for Section 278 highway works including a new toucan crossing and traffic calming.

Principal Engineer Neil Jaques comments, *"We looked at ways of limiting the work carried out on the site and opted to use the existing concrete road as the foundation for a footpath. This enabled us to keep costs down for the client and minimise the amount of noise, dust and disruption for local residents."*

Proposals were accepted by Surrey County Council for adaptation of the road to avoid breaking up the concrete. The plans involve reducing the width of the road by three metres to provide a new shared footway and cycleway and adding a stick-on kerb. The innovative approach will be faster, less expensive and better for the environment.

The new 'Rugby Centre of Excellence' will comprise seventeen pitches and modern clubhouse facilities. The site is a former golf course, whilst the current training ground will be redeveloped into housing.

Engagement unblocks treatment works development

Redevelopment of a disused water treatment facility, the size of ten football pitches, will help to balance the housing stock in Tonbridge, Kent.

Ashill Developments has been granted planning permission for a mixed use scheme to the east of Tonbridge, where recent developments have mostly been town centre flats. The eighteen acre Priory Works site will soon be regenerated, after lying vacant for years.

Lengthy investigations established that Tudely Lane to the south west of the site was a bridleway. It couldn't be used as a vehicular access, having previously been stopped up. Ashill Developments' Planning Manager, Tracy Puttock maintains, *"Motion was quick to respond. The company is innovative in the way it finds solutions. They know how to deal with council officers, residents and other interested parties."*

Motion's Technical Director Steve Parsons worked with the council's Transport Planning, Highway Definition and Rights of Way teams. He explains, *"Contradictory messages over rights of way were overcome by bringing officers from the relevant departments together on-site."*

The highway authority was provided with robust evidence which demonstrated it was acceptable for all the vehicular traffic to enter and exit the development via Five Oak Green Road. Enhancements were agreed to achieve deliverable pedestrian and cycle access, including a new footway and improvements to the public right of way.

Community involvement

Ashill acquired the land from previous owners United Utilities and Siemens. The company specialises in buying brownfield plots and increasing their value. According to Tracy Puttock, *"We pride ourselves on our reputation for positively engaging with the local community. This involves public exhibitions, community newsletters and one-to-one consultations with residents living adjacent to our sites."*

The hybrid application gained detailed consent for 183 new homes, and outline consent for three acres of B1/B8 commercial use. Motion's transport assessment allayed local authority concerns, by showing that the traffic impact of the proposals would be no greater than the previous established uses.



© Ashill Developments

Concrete obstacle cleared for new shopping development

© A R Demolition Ltd



An ugly forty-year-old concrete flyover in Leicester has been demolished as part of a new development by Sainsbury's. The scheme will revitalise the southern end of the Golden Mile, replacing an existing supermarket store with smaller shops, food and drink outlets and business units.

The multimillion pound redevelopment scheme includes Belgrave Road and the former GE Lighting site at Rushey Mead, where the new supermarket store will be located. Motion's infrastructure team is designing and managing major highway works. The project was subject to a Section 247 Stopping Up Order under the Town and Country Planning Act 1990.

Director of Infrastructure Services Richard Bettridge outlines the complexity of the task: *"Demolition of the flyover couldn't proceed until the Stopping Up Order had been granted. One of the biggest challenges has been to maintain existing traffic flows and keep disruption to a minimum for local residents and businesses."*

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The flyover carried more than 1,700 vehicles an hour during peak traffic times. Following public consultation, residents and businesses opted in favour of a nine week demolition programme.

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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?

Steve Gosling

M 07795 424979

E sgosling@motion-uk.co.uk

Phil Bell

M 07795 424949

E pbell@motion-uk.co.uk

Richard Bettridge

M 07860 254766

E rbettridge@motion-uk.co.uk

Steve Parsons

M 07766 522911

E sparsons@motion-uk.co.uk

Pete Sturgeon

M 07853 221976

E psturgeon@motion-uk.co.uk

Damian Tungatt

M 07930 323147

E dtungatt@motion-uk.co.uk

232 High Street Guildford

Surrey GU1 3JF

T 01483 531300

8 Duncannon Street

London WC2N 4JF

T 020 7031 8141

motion

www.motion-uk.co.uk

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