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AUTUMN 2015

Inner city 'island' challenge

Major proposals to redevelop the Stratford Island site in East London have been given the go-ahead by Newham Council. The scheme, near the 2012 Olympic site and upmarket Westfield Shopping Centre, will transform the area, creating a new gateway for the town centre. It will offer 587 new homes across three buildings, including one refurbished former office block. Stratford will also gain 24,800 square feet of leisure space and restaurants, and 12,500 square feet of office space. *Continued on page 4*

Contributions halved

Outline planning consent has been granted for 106 new homes in a Hampshire village. Developer Hooper Properties overcame opposition from local residents in Rowland's Castle and the scheme's transport and infrastructure obligations were reduced by almost £200,000.

Objections to the Oaklands development centred on the argument that it would lead to a significant increase in traffic on Whichers Gate Road, particularly at peak morning hours, coinciding with the start time of the local primary school. Motion successfully argued that the trip-attracting potential of the development would not lead to any negative impact on the local transport network.

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motion

Jerry Muscroft

Plain sailing

You're pretty new to Motion – what's your background?

JM I began my career with Travers Morgan before moving to a smaller firm, which I helped grow from just six staff to 45. During that time, I worked on some great projects, including Newbury Racecourse and Pinewood Film Studios, and motor circuits like Silverstone, Donington and Castle Combe. Most recently I worked for Capita Symonds, focusing on business development and project delivery, before joining Motion.

Why choose Motion?

JM I really like the ethos of small, agile firms like Motion. We are responsive and flexible; able to build great relationships with our clients and exceed expectations. It's a very rewarding environment to work in.

What are your ambitions in your current role?

JM Motion has a fantastic opportunity to deliver services and solutions that bigger companies just can't offer. I'm a problem solver who loves a challenge. I get a real buzz from mentoring and nurturing talent, so I'm looking forward to helping Motion develop even further.

So, in an ideal world, what would you be doing?

JM I'd buy a yacht, a Swan 45, and spend my time sailing around the British Virgin Islands and the rest of the Caribbean. Perfect!

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helps ensure car park consent

Travel planning

One of the UK's largest general insurers, Allianz, has gained planning consent for a multi-coloured, multi-storey car park adjacent to its UK headquarters in Guildford. The company's exemplary management of its staff travel plan helped to persuade the county council to support the scheme.

Allianz exceeded its 2016 staff travel plan target for reducing its single occupancy car travel two years early. The travel plan encourages employees to travel by foot and bicycle as well as car sharing. Motion has worked with the insurer since late 2012 on the development and implementation of the plan, which includes provision of mini-buses to the town centre and train and bus stations. Charging points for electric vehicles are already on site and will be available within the new car park.

The vibrant building will offer the company 200 parking spaces, consolidating two surface level car parks onto one site. Given the high employment density of the Allianz offices and the relatively high car ownership levels in Guildford, there is great demand for parking in the area, which often results in overspill parking. Provision of the multi-storey car park will ensure that parking remains available to serve the offices.

Minimising impact

Motion successfully argued that the application would not lead to an increase in car use or traffic movements. The net result will be virtually the same number of spaces but will safeguard car parking for the offices in the long term.

According to Andrew Collin, Allianz's Guildford House Manager, "Motion was very effective at explaining to the planning authority that traffic on the main road would not be adversely affected." Motion proposed removing the entrance and egress restrictions on the car park in order to improve the flow of movements in and out, by distributing traffic across a greater number of access points.

There is a two-way access between the car park and the nearby Ladymead retail park. Phil Bell explains, "The continued use of the vehicular link between the Allianz site and Ladymead retail park will enable staff and visitors arriving from the east and departing to the west to enter the site via the retail park access, without the need to perform a U-turn manoeuvre."

Drain brain



Richard Bettridge explains how an area worth several millions of pounds of annual economic activity has been protected from flooding by his work over a quarter of a century with the Lower Severn Internal Drainage Board.

Insight: What is the most exciting aspect of your work with the Lower Severn Internal Drainage Board?

RB: Using technical, design and legal experience to help facilitate proper surface water drainage solutions and avert major flooding problems. I get a real buzz from working with the local and statutory authorities, the Environment Agency, English Nature and the Campaign to Protect Rural England. It is very satisfying to see the Board playing a key part in the planning debate and influencing development proposals.

Insight: What is the strategic importance of your involvement?

RB: My aim is to ensure that any new development within the Avonmouth Severnside area is protected from flooding and has adequate drainage. The land is mainly used for industrial purposes - warehousing, waste to energy, distribution and power stations. I provide strategic advice to the Board on planning applications, develop drainage strategies and investigate whether planning proposals adhere to policy.

Insight: What are the particular challenges in this part of England?

RB: My remit covers over 15 square miles within the flood plain. The area is protected by sea defences and can only drain at low tide. In places, the land is five metres lower than the extreme high tide levels. In the early days hydraulic remodelling was carried out to understand how the sea levels affect the drainage of coastal areas.

Insight: What has been the impact of your work?

RB: At Cabot Park we have improved the drainage network and ensured it is fit for purpose. In the early 1990s I carried out flood modelling for the area, which was, at the time, under development pressure. Nowadays, I also check that the rules and standards are being adhered to by new and existing occupiers throughout the area, including the Western Approach site.

Insight: What were the particular challenges in the early days of your involvement?

RB: Drainage network improvements including new strategic rhines, storage ponds and hydraulic structures were necessary to facilitate development of the land. Working with the Environment Agency, we looked at the flows and sea outfalls required for these measures.

Insight: Is there anything new or innovative in current drainage practice?

RB: Land drainage legislation in the UK is complicated, but the new Flood and Water Management Act is helping to simplify the issues. On a practical level, it is a constant battle to keep the land clean and the drainage ditches clear. To alleviate the problem, new developments have to take ownership of drainage modelling. I introduced a new system whereby network improvements could be developer-funded.



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Contributions halved

Traffic studies indicated that the proposals would not lead to a material increase in vehicular activity during peak travel periods and through the course of a typical day. Motion Managing Director Phil Bell explains, "The development was ideally located to provide a real choice of travel modes for future residents. The Oaklands site benefits from access to a good pedestrian network. It is well connected to the local public transport infrastructure."

Real choice

The results of junction modelling demonstrated that the local highway network will continue to operate within capacity. Phil adds, "The vehicular access strategy, including a priority junction at Whichers Gate Road, was designed with visibility splays. The internal layout of the site will ensure that it can accommodate the larger vehicles that are likely to visit the development on a regular basis."

By operating a residential travel plan, the use of more sustainable modes of transport will be actively encouraged. A new section of footway will be built on the east side of Whichers Gate Road. New pedestrian crossing facilities will also feature in the scheme.

Going Dutch

Kingston University will benefit from new student accommodation adjacent to its main site on Penrhyn Road. Planning consent was granted for the development,

which comprises 89 ensuite rooms, communal lounges and kitchen areas. Approximately 400 square metres of retail space fronting the main road will be occupied by a convenience supermarket. The proposals will help meet the identified shortfall of 2,500 student rooms required in Kingston.

Kingston is one of three London boroughs to be awarded multi-million pound funding from Transport for London to implement a 'mini Holland' scheme. The initiative aims to make the locality as cycle-friendly as Dutch towns, encouraging people to cycle more often. The programme specifically targets people who make short car journeys. As a result, six new cycle routes will be introduced and a major cycle hub is to be created.

Alex Creevy, Development Director at CKC Properties Limited, development managers for the site, says, "Motion is our retained transport and highway consultant and has provided advice for a number of our student accommodation developments around the country. He continues, "The transport requirements were complicated by the fact that one of the routes for the proposed 'mini Holland' scheme will run adjacent to the site."

Motion Associate Director, Damian Tungatt, comments, "We had to ensure that access, servicing and deliveries could be accommodated in future, when the scheme becomes operational. The constant flow of cyclists along the new route means that the on-street layout needs to be reconfigured by changing residential and pay-and-display parking."



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SCHOOL PROJECTS

Car park extended

Powell's C of E Primary School site in Cirencester was one of several properties affected by flooding in 2012 and 2014. To protect the school against future floods, it was proposed to construct a flood wall. As part of these works the school car park will be reconfigured and extended.

The current overflow car park is laid to grass, which becomes very muddy in the winter. Powell's School wanted a surface that was resilient, but permeable, to satisfy the Environment Agency. Motion Associate Director, Neil Jaques, explains, "We recommended the parking bays use a plastic grass paver which allows the grass to grow through and remains permeable, while also providing a stable parking surface. In essence we created a green car park."

New access

Section 278 works have been completed for Crosby Primary School in Scunthorpe. Motion was appointed to create a new main entrance for the school, to facilitate the construction of its new building. The 'bellmouth' access will exit

onto a dual carriageway and the existing entrance will provide pedestrian access.

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Inner city 'island' CHALLENGE

Stratford Centre, which lies within Stratford Island, is managed by Catalyst Capital. Head of Retail, Andrew Turton says, "The Stratford Centre is a thriving community shopping destination with an annual footfall of 24.5 million people. These plans will create a great place to live, shop, eat and spend time, both during the day and into the evening."

Motion provided transport advice for the development. Associate Director, Pete Sturgeon, comments, "This was a complicated inner city scheme. Stratford is as accessible as central London due to excellent transport links. There is therefore no allocated parking for residents apart from accessible parking. The site lies within a one-way gyratory system. Proposals are currently being developed to change the flow of traffic around the 'island' to a two-way system. Our transport assessment and access design had to take this into account to accommodate both the existing and future highway arrangements."

The new development is intended to complement existing Stratford Centre businesses, which include a traditional market. New public spaces and a square will be created to improve the public realm. Two new pedestrian routes will be built. A more active frontage to the street will be achieved, partly by demolishing ramps to a multi-storey car park and building more space-efficient enclosed ramps. Construction of the scheme is expected to begin in 2016.



Mitigation

aids exemplary development



Construction will soon be underway on 108 new homes in Bexhill-on-Sea, East Sussex. The new Barratt Homes development is the first phase of a wider urban extension to the north-east of the town, which will eventually provide approximately 1,100 dwellings. The scheme is the largest housing project in Bexhill since the 1950s.

A suite of mitigation measures satisfied the authorities that there were no concerns in respect of highway matters. This included improvements to the local road network, traffic management measures and a travel plan to encourage non-car modes of transport. A bus link will also connect the site to the town and service land to the north.

Nick Keeley, the Planning Manager at Barratt David Wilson Southern Counties Planning, states *"Motion did a superb job to get the support of East Sussex County Council right from the outset, focusing on what was required to offset the impact of the proposals on the local highway network. The company also assisted in providing input to the layouts, which included negotiating with the developer who has an interest in the adjacent land."*

Setting the standard

The site had been identified for housing within a succession of local plans and the 'NE Bexhill' Supplementary Planning Document, adopted since June 2009. Given the scale and importance of the urban extension to Rother District Council, the local planning authority was keen to have an exemplary development in respect of design, highways mitigation and parking standards. Motion helped to guide the process.

Nick Keeley adds, *"We work well with Motion. Their transport planners have good relations with the county council, which is critical for us."*

'Rolls-Royce' service for car dealer Rybrook

Construction has begun on a new showroom to support the domestic expansion of Rolls-Royce Motor Cars. The super-luxury car marque's seventh UK facility will provide sales and servicing to customers across 12,000 square miles of the South West and Wales.

The development is located at Cribbs Causeway, north Bristol, close to the M4/M5 motorway interchange. Managed by Rybrook Holdings, the state-of-the-art showroom will create 46 new jobs.

Motion carried out the transport assessment for the scheme. A framework travel plan will actively encourage the use of more sustainable modes of transport to and from the site.



Optimise land use

WITH EARLY DRAINAGE STRATEGIES

From April 2015 all major new developments need Sustainable Drainage Systems (SuDS) for the management of run-off. Motion Director, Jerry Muscroft, says, *"The long-term impact and requirements of maintaining SuDS need to be established at an early stage of the project. Early consultation with the Lead Local Flood Authority (LLFA) is becoming vital to determine their requirements and to devise a suitable scheme that is as economical to design and build as it is to maintain."*

The development or redevelopment of a site changes the amount of impermeable surfaces through the introduction of buildings, roads and hard standings. This impacts on the drainage of rainwater from the developed surfaces. SuDS mimic pre-developed green field run-off rates. They can manage the flow rate and volume of run-off, improve water quality and reduce the risk of flooding.

Implications for developers

- ▶ All major developments, defined as having ten houses or more, or the equivalent non-residential development, need SuDS.
- ▶ The LLFA has replaced the Environment Agency and is now the statutory consultee on applications for surface water management of developments over one hectare in flood zone 1. The EA still assesses flood risk and SuDS in critical drainage areas.
- ▶ Local planning authorities are required to ensure appropriate SuDS are provided on development sites and that suitable arrangements have been established for their continued ongoing maintenance over the lifetime of the development.
- ▶ Developers need to secure the adoption of SuDS by the water and sewerage company, local authority or through establishing a company to manage these systems.

Jerry reflects, *"SuDS are now a regular feature in development masterplanning. Permeable surfaces, swales, infiltration devices, retention ponds and attenuation facilities can be incorporated into proposals at an early stage to make the best use of land."*

To understand how SuDS could affect your development, email Jerry Muscroft at jmuscroft@motion-uk.co.uk.

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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?

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