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SUMMER 2018

Positive resolution for greenfield plans

Planning consent has been granted for 80 residential units near Grayshott. Proposals included 44 affordable homes and 36 market price homes. Motion supported CALA Homes (Thames) Ltd with transport and drainage advice for the reserved matters application.

The 11.25 hectare scheme is located on the western edge of the award-winning Hampshire village. The site lies in a greenfield area, comprising several agricultural fields which are currently being used as pasture.

Outline planning permission was granted in August 2016. The reserved matters application sought approval for the remaining detailed matters relating to appearance, landscaping, layout and scale. According to Craig Burden, Planning Manager at CALA Homes, "Motion was always quick to respond to queries from consultees, which freed up our time to focus on other issues that arose during the determination of the application." Continued on page 2

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Harbourside scheme
to breathe life into
Newhaven



Gold for Motion
mud runners



**South London
regeneration**
highway impact reduced



Draft NPPF
Chris Saunders looks at
the big issues

motion

SPOTLIGHT

Mike MacCoughlan

Empowering people

Insight catches up with Motion's newest Director, Mike MacCoughlan, to find out what makes him tick.

What brings you to Motion?

MM I've worked for companies of all sizes. I've had extensive experience in local authority highways departments as well as in the private sector. My last job was in an international firm, and I felt it was time to come back to a dedicated, independent company where I could get back to one of the things I love – working directly with clients on their projects.

What sort of projects do you work on?

MM I'm an infrastructure specialist. I work with a range of developers and authorities to manage the infrastructure around new projects or regeneration developments. I like multi-team projects where I am working closely with architects, geotechnical engineers and ecologists, to create a practical, useful and sustainable solution.

What do you like most about the work?

MM I really enjoy working with other people, whether they are part of the Motion team, or from other companies involved with the project. I believe in empowering people, and working collaboratively with others to get the best results. The more challenging the project, the happier I am!

What's life like outside the office?

MM I like to keep fit, so I run, swim and walk. Last year my wife, daughter and I did the Shine Walk, which is a 25-mile night walk, to raise money for Cancer Research.



5 get down and dirty

Team Motion came first in this year's Berkeley Mud Run, with a dazzling display of fitness, strength, endurance and determination.

Shaun Cregeen, Max Deeble, Neil Jaques, Georges Mikhael and Sophie Reid completed the gruelling 2.5 kilometre course in an impressive 45 minutes.

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Positive resolution for greenfield plans

Biodiversity and recreation

The new homes will be provided on four hectares of land within the northern section of the site, wrapping around two woodland areas. The housing will be a mix of apartment blocks, detached, semi-detached and short runs of terraced dwellings.

A Suitable Alternative Natural Green Space (SANG) will be created in the southern part of the site for recreation and to support biodiversity. The plans include a visitor car park and a Sustainable Drainage System (SuDS) with attenuation basins and swales.

Motion proposed revising the parking layout to address concerns from the local planning authority. The internal road configuration, parking arrangements and footpaths were also reviewed. Careful consideration was given to the design of the infiltration pond, which is proposed to be located close to an equipped children's play area. Craige Burden concludes, "It was reassuring to work with the team at Motion, who helped to carry the application to a positive resolution."

Moving UPWARDS

Our team of transport planners and infrastructure design engineers is going from strength to strength! Join us in congratulating Lizzie, Shaun, Georges and Matthew on their recent promotions.

Lizzie Stunt, Associate
Shaun Cregeen, Principal Engineer
Georges Mikhael, Senior Engineer
Matthew Hands, Engineer

Transport and the draft NPPF: 7 things developers need to know

The long anticipated draft revision of the National Planning Policy Framework (NPPF) was published in March. Motion's team of transport planning experts take a look at what implications this may have from a transport perspective.



Associate Director Chris Saunders comments, *"A much greater emphasis has been placed on the importance of sustainable and electric modes of transportation. The inclusion of infrastructure in the pre-planning process is a positive step forward."*

Consolidating a series of proposals from the past two and a half years, the draft framework and supporting documents reiterate the Government's focus on tackling the housing crisis. While travel plans and transport assessments remain important in supporting new developments, there are some subtle, but key, changes regarding transportation issues.

1: Sustainability With sustainability at the heart of the new draft NPPF, sustainable transport opportunities must be identified and pursued first. Here, the emphasis is on minimising the environmental impact and offering a real choice of modes of transport. Walking, cycling, car sharing, low emission vehicles and public transport are to be encouraged. With the aim of reducing the number and length of journeys by motor vehicles, cycling and walking networks and facilities will be prioritised.

2: Access Priority access is to be given to pedestrians, cyclists and those with reduced mobility to help create safe, secure and attractive places. Ensuring efficient access for service and emergency vehicles must also be taken into account.

3: Parking Maximum parking standards are only necessary where there is a compelling justification, such as managing the local road network. The draft framework acknowledges the need for the quality of town centre parking to be improved. It also considers safety and accessibility for pedestrians and cyclists, and provision for an adequate number of parking spaces with electric and ultra-low emission vehicle plug-in points.

4: Mitigation Any significant impact from a development on the transport network must be cost effectively mitigated to an acceptable degree. However, there is currently little guidance as to how to interpret 'an acceptable degree'. The impact of a development on highway safety should also be mitigated. This may become an important consideration for future applications.

5: Severe test The refusal of developments on transport grounds and the residual cumulative impact, has been updated to 'refusal on highway grounds' and focuses on road safety as well as road network capacity and congestion. This shift may well have a significant impact, and since 'severe' has not been defined, this could lead to some initial uncertainty.

6: Pre-planning Infrastructure requirements should be agreed at the pre-planning stage where possible, to reduce unnecessary costs and delays. This will require a pro-active approach and should support the planning process as a whole.

7: Promoting healthy and safe communities Transport has an important role to play in promoting healthy and safe communities, from street layouts which allow for multiple connections within and between neighbourhoods, clear and legible pedestrian routes, layouts to encourage walking and cycling, through to ensuring accessibility.

Developments which generate a significant amount of vehicular movements will still require a travel plan. Planning applications must also be supported by a transport assessment. If you would like to discuss any of the above or have a current scheme for which you need advice, please contact Chris at csaunders@motion.co.uk



Coastal development catalyst for East Sussex regeneration

A resolution to grant planning permission has been issued to KSD Group for a mixed-use development on land to the west of Beach Road, Newhaven. Subject to a Section 106 Agreement, the harbourside site will be redeveloped to deliver new homes, a hotel and commercial floor space, breathing new life into the East Sussex town. Motion skilfully negotiated with transport officers to address all transport and traffic matters and bring the application to a successful conclusion.

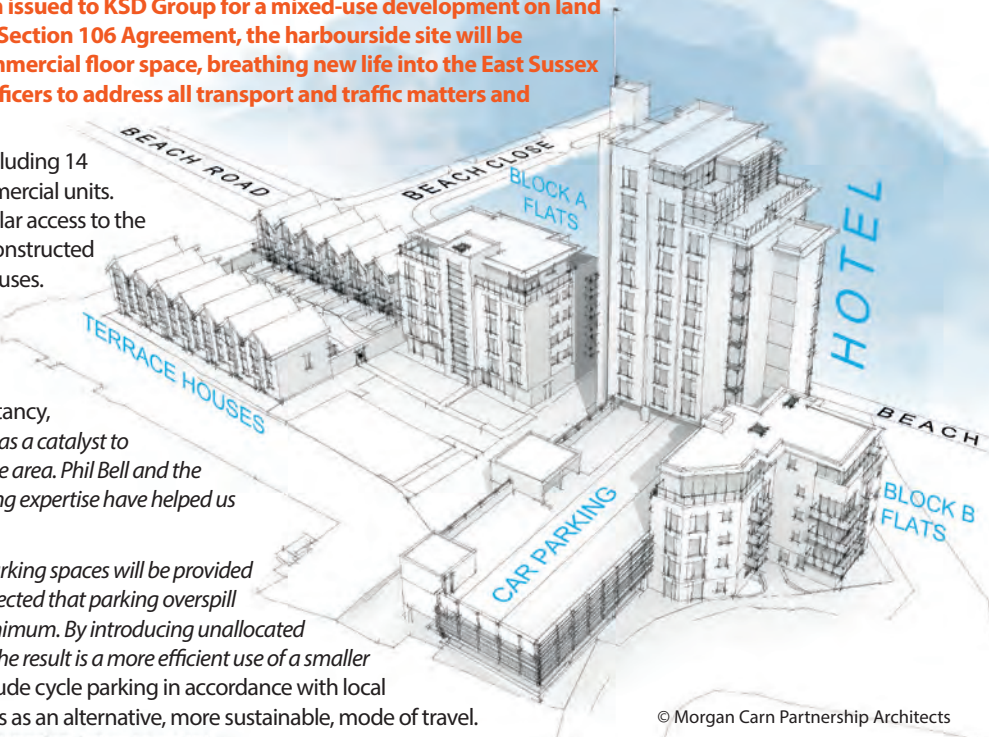
The proposed development comprises 41 dwellings, including 14 houses and 27 flats, an 81 bedroom hotel and two commercial units. The existing access from Beach Road will provide vehicular access to the hotel, commercial units and flats. A new access will be constructed to the north of the site from Transit Road to serve the houses. A footway will run along the northern border of the site and connect with existing footways on Beach Road.

Putting Newhaven back on the map

Derek Beck of independent corporate real estate consultancy, CRE Solutions, comments, "The proposed scheme will act as a catalyst to attract private investment and further development into the area. Phil Bell and the Motion team's knowledge, creative thinking and engineering expertise have helped us put this part of Newhaven well and truly back on the map."



According to Motion's Phil Bell, "144 car parking spaces will be provided to serve the proposed development. It is expected that parking overspill onto surrounding roads will be kept to a minimum. By introducing unallocated parking for the flats and commercial units, the result is a more efficient use of a smaller number of spaces." The proposals also include cycle parking in accordance with local standards to encourage the use of bicycles as an alternative, more sustainable, mode of travel.



© Morgan Carn Partnership Architects

Time saved for parking extension

Construction can now commence for extension of a car park at HMP Send, a closed-category women's prison near Ripley in Surrey. The planning application process was avoided after Guildford Borough Council concluded that the scheme was lawful within the meaning of Section 192 of the Town and Country Planning Act 1990.

Motion Managing Director Phil Bell says, "The provision of a car park extension falls within the definition of permitted development. However, this was subject to the development taking place within the curtilage of an operational Crown building. It is generally sufficient to consider land forming part of the curtilage of a building if it serves the purpose of the building. The land in question will be used as an overflow car park."

Originally an isolation hospital, Send became a prison in 1962 when it opened as a junior detention centre. Send houses a 20-bed addictive treatment unit, an 80-bed resettlement unit and the only female prison therapeutic community with a capacity of 40.

High-speed Motion supports homeless

Eleven employees from Motion's London and Guildford offices stepped up a gear to train for this year's JLL Property Triathlon alongside fellow development industry professionals. Some of the squad were spotted training on the streets of Guildford. The challenge took place in June at Dorney Lake in Eton, Windsor to raise money for national charity Crisis.



CAR-FREE PLANS get green light

Planning permission has been granted for London Borough of Southwark Housing to refurbish 144 dwellings and build a five-storey extension to create 24 new homes at Maydew House adjacent to Southwark Park. Transport planning advice provided by TPI, now part of Motion, included proposals for the future internal road network, provision for disabled parking, building servicing, refuse collection and emergency vehicle access.

calfordseaden's Richard Bellord, the scheme's Project Manager, explains, "There was a desire to reduce the number of parking spaces available on the estate. TPI helped to establish the level of parking use on the site and justify the reduction. The team's expertise in transport matters was invaluable during the planning application process. They were very approachable and quick to turn things around."



Maydew House forms part of the Abbeyfield Estate regeneration initiative. The new development is proposed to be car-free, with the exception of eight parking spaces for Blue Badge Holders. According to Motion Technical Director Phil de Jongh, "The site benefits from good pedestrian and cycle access, and is well-served by public transport. The provision of a new footway connection to Southwark Park will improve access to rail and underground services at Surrey Quays and Canada Water stations. Combined with the reduced car parking provision, it is likely to result in fewer trips by motor vehicle on the local highway network."



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Agility helps address sustainability and visibility arguments

Permission has been granted for Castle Property Developments to demolish dwellings in Shripney, West Sussex and build 21 new homes. The scheme includes six flats allocated as affordable homes, as well as landscaping and car parking. The dexterity of Motion's transport planning experts helped ensure a satisfactory outcome.

The team at Motion undertook speed surveys and a transport statement to help the developer obtain planning consent to create new homes at The Cottage on Shripney Road. Motion helped to steer the application to address two overriding concerns regarding visibility and sustainability from the highway and planning authorities.

Balancing commercial aims with technical imperatives

According to Castle Property Developments, "Motion provided invaluable counsel and advice throughout the process. The team exercised robust technical acumen from the outset. Their comprehension of the various regulations and underlying legislation is phenomenal. Equally impressive is Motion's ability to simultaneously balance commercial realities and wider stakeholder perspectives, with the technical imperatives."

Motion Associate Director Chris Saunders explains, "As part of the application process a detailed sustainability assessment was undertaken, to clearly show that the site meets the NPPF sustainability requirements."

During the planning application process, a serious road traffic accident occurred at the location, which led to strong local interest in the project. As a result, a more stringent application of the standards within the Design Manual for Road and Bridges was applied. Motion ensured that the proposed access visibility plays were DMRB-compliant.



Ain't no mountain **HIGH** enough

The team at Motion has reached new heights! Managing Director Phil Bell led 25 employees to the beautiful Alpine resort of Champoluc in early March for the company's inaugural skiing trip. Transport planners, travel planners, design engineers and managers enjoyed a weekend of high-altitude team building, winter sports and fine Italian cuisine.

According to Phil, "Taking people out of their usual work environment enabled us to really appreciate each others' capabilities. The team truly excelled, both on and off the piste!"



Waldorf



Statler

Sir,
I wonder if any of Insight's more perceptive readers have noticed the uncanny resemblance between Motion's dynamic directors and owners Phil Bell and Steve Giles, and those two mischievous but lovable theatre critics Waldorf and Statler from the 'arts' section of the Muppet Show? Are they perhaps related? I think readers of Insight should be told.

T. R. ANSPORT C Eng (Retired)



Motion's directors and owners Phil Bell and Steve Giles

motion

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?

Directors

Phil Bell M: 07795 424949
E: pbell@motion.co.uk

Richard Bettridge M: 07860 254766
E: rbettridge@motion.co.uk

Steve Giles M: 07827 888008
E: sgiles@motion.co.uk

Mike MacCoughlan M: 07741 573576
E: mmaccoughlan@motion.co.uk

Jerry Muscroft M: 07769 334279
E: jmuscroft@motion.co.uk

Andrew Whittingham M: 07766 522911
E: awhittingham@motion.co.uk

Technical Directors

James Bancroft M: 07980 303083
E: jbankroft@motion.co.uk

Neil Jaques M: 07557 304223
E: njaques@motion.co.uk

Phil de Jongh M: 07539 108844
E: pdejongh@motion.co.uk

David Lewis M: 07748 845028
E: dlewis@motion.co.uk

John Russell M: 07585 535214
E: jrussell@motion.co.uk

Associate Directors

David McMurtary M: 07494 433626
E: dmcsmurtary@motion.co.uk

Robert Monie M: 07876 688387
E: rmonie@motion.co.uk

Chris Saunders M: 07789 873994
E: csaunders@motion.co.uk

Julian Smith M: 07585 771354
E: jsmith@motion.co.uk

Associate

Lizzie Stunt M: 07766 251707
E: lstunt@motion.co.uk

84 North Street Guildford Surrey GU1 4AU
T: 01483 531300

8 Duncannon Street London WC2N 4JF
T: 020 7031 8141

9 Greyfriars Road Reading Berkshire RG1 1NU
T: 0118 206 2930

www.motion.co.uk

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