



MOTION

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WINTER 2018/19

Bridging the gap to sustainable homes

A residential development has gained resolution to grant planning permission on greenfield land north of the M27 in Funtley, Hampshire. The Reside Developments scheme will deliver 55 dwellings, including three self-build homes, and a community building incorporating space for a local shop. The successful outcome was achieved, in part, thanks to plans developed by Motion for conversion of a motorway bridge into a cycleway and footpath, to improve the site's connectivity with Fareham.

The bridge is currently used by a farmer to access agricultural land. By altering its use, a continuous public right of way will be created from Funtley Road to Thames Drive, south of the M27 in Fareham. Close liaison was required between the county and borough councils and Highways England. According to Reside Developments' Planning Director, Andrew Munton, "The Motion consultants connected well with the relevant authorities. Their tenacity and professionalism helped drive the scheme to a positive conclusion."

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Accessible urban development boosts Southall regeneration

A mixed-use development in the heart of Southall is under construction. Plans have been approved to build 133 residential units at 49 and 57-59 High Street, with 517 square metres of ground floor, flexible-use commercial space. Motion provided transport advice and is currently assisting with Section 278 detailed design of small-scale highway works for housing developer Mackenzie (South West) Homes.

Motion's team of transport planners reached an agreement with the London Borough of Ealing that delivery vehicles could unload on Southall High Street. According to Motion Technical Director David Lewis, "One of the key challenges was persuading the local highway authority that all servicing and deliveries could be undertaken on-street. We demonstrated that the servicing arrangements would not affect the operation of the High Street or adjacent bus stops. The developer was, therefore, not required to provide on-site loading facilities."

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Steve Giles

Attention to detail

Insight speaks to Director and co-owner Steve Giles about Motion's past and future.

What brings you to Motion?

SG I've got a long-standing relationship with Motion – I worked with the company before setting up TPI. In October 2017 we merged our businesses and so I'm back!

What benefits has the merger brought to the business?

SG The culture within both businesses was very similar – professional and hard-working with the client coming first, but also a business where we look after our people and foster a flexible and productive culture.

Where do you see Motion's future?

SG We'd like to see organic growth for the next few years, based on our reputation for attention to detail and client support. Balancing the desire to grow the business and to maintain a people-oriented environment is a challenge, but it's one we're ready for.

What happens outside the office?

SG I would like more summers like the one we've just had so that I can get out more on my Triumph Thunderbird 900 – I'm definitely a fair-weather biker. Our dog gets me up and out every morning so I can start the day with some fresh air and exercise. He also helps us to the top of mountains when we find time to visit our favourite place, the Lake District.



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Accessible urban development boosts Southall regeneration



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The land at 49 High Street was previously occupied by a public house and is at the heart of an area undergoing extensive regeneration. The mixed-use scheme comprises commercial high street frontage, two studio flats, 89 one-bedroom, 39 two-bedroom and 3 three-bedroom units. The new development will be car-free, with the exception of two parking spaces for Blue Badge holders.

David Lewis adds, "The site is situated in a highly accessible town centre location which benefits from good pedestrian and cycle access, and is well-served by public transport links. Southall railway station is within five minutes' walk and will be on the Crossrail route, which will enhance the public transport infrastructure and accessibility of the site."

Drainage plan paramount to housing development delivery

The developer of a small residential scheme in Ash, Surrey, realised there was no obvious means to drain surface water from the site. Motion was contracted to investigate the options and, subsequently, carry out the detailed design. Aspen Homes already had planning permission. However, the site was only for nine dwellings and was not classified as a major development, so including a drainage strategy had not been a requirement. Motion's remit was to create a design that would ensure surface water run off could be discharged effectively, even in extreme events, without increasing flood risk in and around the site.

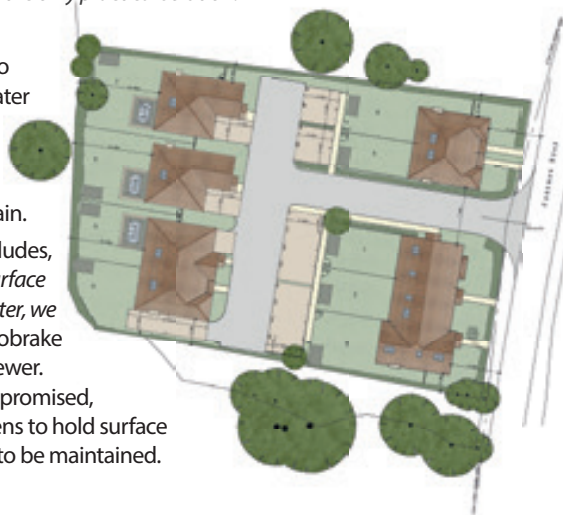
Motion Technical Director Neil Jaques explains the problem: "Usually there is a hierarchy for how a site can be drained. The best solution is infiltration to ground but the soil was clay based and, therefore, unsuitable. There were no adjacent water courses and a surface water sewer was also not available. As the roof of the existing large house on the site drained into the foul water sewer, this was the only practical solution."

Unusual situation resolved

The challenge for Motion's drainage experts was to produce a plan to replicate the existing surface water discharge rate for the nine new houses. Thames Water needed to be persuaded that there would be no detriment to the system from continuing to discharge the surface water into the foul water drain.

Joe Jelley, Managing Director, Aspen Homes concludes, "Motion's involvement was paramount; without a surface drainage system that was acceptable to Thames Water, we could not deliver the site." The plan included a hydrobrake to control the flow of surface water into the foul sewer.

To ensure the integrity of the system was not compromised, cellular storage was incorporated under the gardens to hold surface water in an extreme event, allowing the flow rate to be maintained.





Coastal regeneration

A Marks & Spencer food store, an Aldi supermarket and a care home are open for business on a former caravan park in Walton-on-the-Naze, Essex. The first residents have moved in to a 216-home Taylor Wimpey development on the site.

The new access road and associated highways infrastructure were designed by Motion for Martello Land and Property. As lead consultant, the team ensured that all plots had access to water, gas, drainage, electricity and telecoms services. The company also advised on drainage and flood risk matters for the scheme, which is protected by sea defences. Motion's involvement with the project spans three years. Associate Director Julian Smith says, *"As the development is being built, the key objective has been to carefully manage the significant levels of heavy construction traffic and general building activities. Close monitoring of the works through regular site meetings, inspection visits and liaison with third parties has helped to avoid major remedial works to the new infrastructure."*



An expert witness writes...

Motion Director Richard Bettridge is often engaged as an expert witness in the specialist field of drainage and flooding. He explains the role and its many responsibilities.

When expert evidence is required in a court of law, expert witnesses are often called upon. They can provide essential support to courts who are dealing with complex and technical matters. The information supplied can be a deciding factor in providing an informed, reliable and carefully considered judgement.

There are an increasingly high number of standards that an expert witness must comply with. In England and Wales, the role of an expert is laid out in the Civil Procedure Rules (CPR) Part 35 and Practice Direction (PD) 35.

In order to be a credible and reliable expert witness, the information provided to the court should be within the individual's area of expertise. We must not be tempted to stray outside the margins of our expert knowledge. It must be accurate and impartial advice, consistent and based on evidence and facts. An expert witness is not a 'hired gun'. Our primary duty is to the court and overrides any obligation to the client.

A similar set of CPR regulations applies to experts appearing at planning inquiries. In addition to flooding and drainage, Motion can provide expert advice on highways, traffic and transport matters. Going to court can be a costly business and I always recommend taking advice from a legal representative first. **If you have any queries relating to drainage or flooding, please contact me on 07860 254766 or email rbettridge@motion.co.uk**

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Bridging the gap to sustainable homes

Good connections

The new development, south of Funtley Road, will contribute to the sustainability of the wider area. Motion Associate Director David McMurtary adds, *"One of the big challenges to overcome for the site was the issue of sustainability. Persuading Highways England to approve conversion of the old agricultural bridge will help to improve connectivity between Funtley and Fareham, as well as encouraging low-carbon travel choices."*

Motion's consultants recommended highway improvements for pedestrians, including a footway extension and crossing facilities on the site. Segregated routes will be provided across the bridge, and will integrate with pedestrian and cycle paths within the development. The improved pedestrian routes will link with local bus stops, offering residents of the new housing development connections to amenities and nearby transport interchanges.

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Capital move for Motion

Our London team has relocated to new premises by the South Bank riverside. Drop in for coffee at Cargo Works, 1-2 Hatfields, London SE1 9PG, or call 020 8065 5208 to discuss your development project.



Technical prowess

We are delighted to announce that Rob Monie has been promoted to Technical Director.

Project showcase

Our refreshed website is now live! Check out our comprehensive range of case studies covering transport planning, travel planning, infrastructure design, flood risk and more at www.motion.co.uk

Is this the second transport revolution?



Connected and Autonomous Vehicles (CAVs) are set to shake things up in property and infrastructure development. Just as cars became affordable and replaced horse-drawn vehicles, autonomous vehicles may well be the second transport revolution. Motion's Andrew Whittingham explores the challenges and opportunities.

Chancellor Philip Hammond pledged to fund CAV development in the 2017 Autumn Budget with the aim of 'fully self-driving cars on UK roads by 2021'. In the US, Google's sister company Waymo is running tests with taxis which will be supplied by Jaguar Land Rover from 2020.

The levels of automation are defined by the Society of Autonomous Engineers and range from Level 0 'no automation' to Level 5 'full automation'. Level 3, in which the human driver is required to intervene if the system fails, is relatively easy to achieve. Level 4, whereby the system can operate in most conditions, looks to be just around the corner. Level 5, representing the true autonomous vehicle with the system able to operate at all times, is probably 10 years away. However, the implications of Level 4 or 5 AVs are huge. Developers and policymakers need to consider their effect now.

Efficient movement of people

Without any intervention, autonomous vehicles could increase congestion due to their convenience and additional demand from those who don't own

a car. Buses could become driverless, operating at much lower costs than at present, enhancing services and connectivity in areas currently reliant on the private car. Locations currently considered unsustainable due to the lack of viable public transport will need to be reviewed.

Car parking at the beginning and end of journeys can be virtually eliminated, releasing huge amounts of valuable developable land. On-street parking could be largely eliminated and pick-up/drop-off points become important. High streets often suffer from the competition from out-of-town retail parks with free parking. With the majority of the parking requirement removed, town centre sites can compete on a more level playing field.

I often get asked how autonomous vehicles should be incorporated into development layouts. A good example is in the proposed Didcot Garden Town where the 'garden line' will initially be for walking and cycling but could be used for autonomous vehicles from 2026. Future developments need to gear up for the opportunities and challenges that connected and autonomous vehicles will bring. **Email me at awhittingham@motion.co.uk with your views on the second transport revolution.**



Route for roots

A second entrance to a school and nursery in Guildford has been successfully completed, enabling a one-way system to regulate traffic at peak times. Motion designed the new access, linking the existing car park to the adjacent street. The area was covered by a large number of trees, so a permeable 'no dig' construction was needed to protect the tree roots.

Faruk Pekbeken, Technical Director at Floodline Consulting, explains, "We invited Motion to provide the design for the 'green road', which needed to comply with the very strict conditions of the planning application for the protected area." The route was initially planned by ecologists, the detailed design was put together by Motion and checked on site by the manufacturer of the tree root protection system. The three stages were required to persuade the school and the local council of the design's ecological value.

Motion Technical Director Neil Jaques describes the process: "A geo-cellular system was used to spread the load over the soil and roots below, as well as allowing water and air through to the tree roots. The road surface is above the existing ground level and retained by timber sleepers."





Pragmatic approach helps secure new homes

After more than a decade of planning, a 45-apartment residential development in Haslemere has finally received a resolution to grant planning permission. Motion provided transport and travel planning advice, and conducted a services appraisal and sustainable drainage (SuDS) assessment for the Brettenwood Investment Holdings scheme.

BRIGHT OUTCOME for old laundry site

Planning permission has been granted for temporary 'meanwhile' use of The Old Laundry Yard extension to Shepherd's Bush Market. The exciting new venture was opened in April 2018 and consists of a range of street-food stalls, workspace for local businesses, along with community areas for workshops and events.

A planning application was submitted to use 72 shipping containers as a creative, affordable centre for local businesses, along with food and beverage facilities, for a period of two years. Motion helped to secure consent with transport and travel planning advice, SuDS assessment and a delivery and servicing plan. The team also assisted with the discharge of planning conditions.

According to John Gard, Development Manager of specialist regeneration and property developer, U+I, "This was a delicate scheme due to its proximity to the existing market and a residential area. We needed a well-balanced proposal, in the best interests of traders, local residents and the wider Shepherd's Bush community."

Reliable and efficient partnership

Motion Technical Director David Lewis explains, "Given the car-free nature of the development proposals, the highly accessible location of the site, the local on-street parking restrictions and the high level of on-site cycle parking, the majority of trips associated with The Old Laundry Yard would be undertaken by sustainable modes of travel. Motion successfully proposed that this would not result in a material increase in vehicle trips on the local highway network or an increase in parking demand on neighbouring streets."

Brian Sheridan of Britannic Developments says, "Motion displayed a very deep understanding of the issues related to local highways and vehicle movements. Overcoming parking constraints was key to getting the scheme off the ground."

Subject to a Section 106 agreement, the apartments will be built on a brownfield site at Wey Hill, a short walk from the town's railway station. The land was previously used for retail, light industrial and office purposes. The scheme, originally planned to be a mixed-use development, had been refused and then granted on appeal. More recently, the proposals were revised to entirely residential use.

Comprehensive, one-stop shop

The site benefits from direct access to a good network of pedestrian, cycle and public transport links serving the local area. Motion's Managing Director Phil Bell explains, "The planning authority had concerns about redeveloping the site for residential purposes, preferring instead to support local employment. However, it was demonstrated that the new homes would cause the least impact on local transport networks. One parking space per residential unit was proposed, in accordance with the standards set out by Waverley Borough Council."

Brian Sheridan concludes, "The Motion team's local knowledge and network of useful contacts was invaluable during the project. The company has solid experience of local policy and adopted a very pragmatic approach with Surrey County Council. They acted as a very effective, comprehensive one-stop shop for all our transport and drainage requirements."

John adds, "Motion's consultants were reliable, efficient and professional. They worked in partnership with us to successfully demonstrate that the site was well connected and provided convenient access to local amenities and public transport."





Parking pundits

Developers should consider early engagement with transport planning experts if parking matters pose an obstacle to planning permission. Motion

Technical Director John Russell cites two recent cases, where it was successfully demonstrated that parking policy had been incorrectly applied.

An appeal statement was prepared by Motion in relation to a proposal to increase a house in multiple occupation (HMO) from six to seven units. The application was for 'sui generis' use. The council considered the development to be 'flats', rather than HMO, and applied its maximum car parking standards. The authority argued that there was a shortfall of two parking spaces and the development was contrary to Local Plan policy.

Motion pointed out that the local parking strategy referred to maximum provision and it was, therefore, incorrect to argue 'under provision' on policy grounds. The team highlighted that even if a shortfall existed, the application was only for one dwelling and, at most, only half an additional car parking space



was required. John Russell explains, *"The highway authority stipulated half a car parking space per bedroom. Two additional spaces would, therefore, equate to four additional bedrooms, instead of the single additional bedroom that was the subject of the planning application."*

Motion keeps dentist smiling

The new owners of a dental surgery became aware that the practice had more consulting rooms than was permitted. The highway authority claimed there was insufficient car parking space to cater for the size of the business. A breach of planning enforcement notice was

issued to reduce the number of consulting rooms. Motion prepared a transport statement in support of a retrospective planning application, which would enable the surgery to continue operating as normal. It was successfully demonstrated that parking was sufficient and lower than the maximum level expected by the highway authority. Planning permission was awarded retrospectively to a very happy client.

If you have a parking challenge, call John Russell on 01483 531300 for a preliminary discussion or email jrussell@motion.co.uk

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Ask Motion – If you would value a preliminary discussion about the traffic, travel, infrastructure, drainage or flood risk issues associated with your development project, why not give us a call on 01483 531300?

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