



MOTION

# insight

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ISSUE 26

## Transforming the UK's energy system

With storage playing a critical role in the UK's transition to a cleaner energy network, Motion's support for battery energy storage systems (BESS) is gaining momentum.

The team helped renewable energy operator, Anesco Limited, steer a proposal to a successful outcome in North East Scotland. Once built, the facility near Rothienorman will pioneer newer, more efficient technology, helping National Grid to balance power supply and demand with decarbonised energy sources. In this case, the team needed to take account of a long, steep access route and a number of sharp bends on the approach to the proposed facility.

### Visibility and access key to clean energy delivery

In another recent example, Motion supported Exagen with plans to build a BESS at the Brockworth Road Energy Reserve in Gloucester, addressing questions relating to the site's two potential access points, with visibility being a principal concern. All available access points and routes were reviewed during the initial appraisal to determine the best option, taking into consideration the site's proximity to a motorway network and trunk road, and the pre- and post-construction phases.

© architecture FAB Proposed BESS, Brockworth Road Energy Reserve, Gloucester



# Cycle Superhighway access for inner-urban scheme

A highly sustainable inner-urban logistics facility has received approval from the London Borough of Tower Hamlets (LBTH). Totalling 95,000 square feet, SEGRO Park Wapping will deliver seven industrial warehouse units providing future-facing, flexible and efficient employment space within 1.5 miles of the City of London.

Motion helped SEGRO to secure approval for the development with transport planning expertise, a Framework Travel Plan, draft Delivery and Servicing Management Plan and draft Construction Logistics Plan. The team also prepared an Active Travel Zone Assessment and Vehicle Parking Management Plan.

Active transport connections to the site will be improved by upgrading part of the Cycle Superhighway. Phil de Jongh, Motion Technical Director, explains, "The Cycle Superhighway 3 (CS3) passes directly north of the site with poor

alignment for cyclists. This means the route is often ignored, affecting road safety on the main highway network." Phil adds, "SEGRO was keen that direct cycle access be created via a ramp and improvements made to the CS3 route. The advancements have been agreed with TfL and LBTH."

## Sustainability impact:

- ▶ Improving Cycle Superhighway connections
- ▶ Delivering low-carbon, low-energy buildings
- ▶ Increasing biodiversity and urban greening

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## SPOTLIGHT

### Shaun Cregeen

Problem-solving supremo

Civil engineer, triathlon veteran and now dad to six-month-old Charlie – Associate Shaun Cregeen was one of the first to join Motion's infrastructure design team more than 12 years ago. Insight reveals some of his professional and personal passions

#### What makes Motion special for you?

*SC: I thrive on problem solving. In fact, I'm known for accepting challenges that no-one else wants to take on! Over the years, these challenges have come in numerous forms, supporting clients with everything from rural residential projects to mixed-used regeneration schemes in the capital.*

#### Why do clients choose to work with the company?

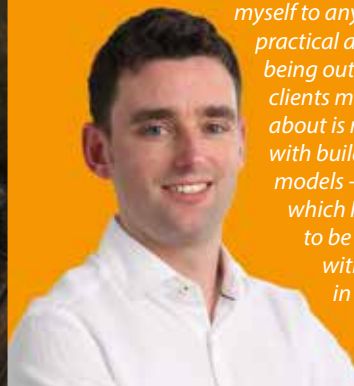
*SC: Nowadays we can deliver a total lifecycle service, the whole package from preplanning to completion and beyond. I also believe we are particularly good at fostering and maintaining strong relationships; we offer a very personal service to our customers.*

#### What type of projects do you relish?

*SC: Whether it's creating designs to overcome a big difference in site levels, negotiating highways agreements or coming up with innovative engineering answers, the more complex the problem, the happier I am!*

#### What would you be doing if you weren't at Motion?

*SC: Like most engineers I enjoy applying myself to anything practical and also love being outdoors. What clients may not know about is my obsession with building LEGO models - a hobby which I'm hoping to be able to share with Charlie in time.*



# Post-planning Travel Plans

## - cost-effective implementation



**Travel Plans are in the suite of documents needed for planning applications where a Transport Assessment is produced. Senior Travel Planner, Anna Mahoney, has worked with property developers creating, costing and implementing Travel Plans for a decade. Here, she explains how Motion helps fulfil post-planning Travel Plan obligations in the most cost-efficient way.**

The National Planning Policy Framework describes a Travel Plan as “a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives.” Accordingly, Travel Plans include a range of long-term measures to encourage and promote the use of more sustainable modes of transport such as walking, wheeling, cycling, bus and train travel. Securing approval of your scheme with an associated Travel Plan, or acquiring a site with an approved Travel Plan, leads to the need to implement that plan, as required by a planning condition or a Section 106 Agreement.

Once a scheme has been approved, the challenge for the developer will be practical implementation of the Travel Plan. Motion provides pragmatic advice to clients about their post-planning commitments and obligations and will deliver the essential, critical elements of the Travel Plan in a timely, cost-effective manner, balancing the commercial needs of the developer with the requirements of the local planning authority.

### Post-planning delivery

Through the provision of information and financial incentives, post-planning delivery ensures that changing modes of transport is

made easier for site occupants and encourages adoption of new travel behaviours.

### Complete package of support

Motion can supply bespoke, branded travel information packs which include details of local amenities, walking and cycling routes, community transport, rail and bus service information and, in some instances, even isochrone maps. A complete package of administrative support will be provided for travel voucher schemes. Vouchers provide reimbursement for expenditure towards sustainable travel items, such as purchasing a bike or investing in a bus or train season ticket.

Depending on the requirements of the local planning authority, we will advise clients on the data collection and reporting processes they are obliged to follow. This can include vehicular and multi-modal traffic counts, car parking and cycle parking surveys or travel questionnaires. Through close working relationships with professional survey companies and by utilising in-house survey design expertise, Motion provides scheme-specific monitoring programmes. Securing planning authority sign-off of the Travel Plan will ultimately be achieved by expert presentation of the monitoring data.



### Travel planning expertise

Motion provides travel planning support at all stages of the planning application and post-planning process for residential, commercial and industrial developments.

**Our full range of services includes:**

#### During the application process

- ▶ Local authority liaison
- ▶ Co-ordination with Transport Assessment production
- ▶ Data analysis
- ▶ Report preparation
- ▶ Promotion of active travel infrastructure

#### Post-planning delivery

- ▶ Travel information provision
- ▶ Travel voucher administration
- ▶ Commissioning and designing Travel Plan monitoring surveys
- ▶ Impact monitoring
- ▶ Implementation reporting

### Talk to Motion

If you require travel planning assistance for your next scheme, whether for a planning application, discharging conditions or meeting Section 106 obligations, contact Anna on 01483 531300 or email [amahoney@motion.co.uk](mailto:amahoney@motion.co.uk)

*User-friendly isochrone maps identify areas that can be reached within specified time bands using different travel modes*

# Offsetting delivers ecological and commercial benefits



**FOCUS ON WATER NEUTRALITY**

**As part of Reside Developments' team of expert advisors, Motion proposed an offsetting scheme at a dairy farm to satisfy the latest water neutrality requirements for new homes at Duckmoor, Billingshurst. An appeal was subsequently upheld for the development of 83 houses.**

Reside Planning Director, Andrew Munton, led the application to a successful conclusion. *"Duckmoor was an unallocated site, so our challenge was to demonstrate the suitability and sustainability of the scheme. To add to the project complexity, the new water neutrality guidance was introduced in the middle of this process."*

The strategy was to reduce water consumption at the Duckmoor development and retrofit a rainwater harvesting system at nearby Dedisham Farm. In addition to utilising existing buildings to capture rainwater, a new barn was proposed to provide additional roof space.

Tim Harrison, partner at Dedisham Farm, explains, *"As well as increasing the amount of water captured, the structure would also provide cover for silage pits, significantly reducing the volume and movement of dirty water that would usually need to be treated and stored to prevent it from entering the watercourse."*

Under a Grampian condition stipulated by the inspector, development at Duckmoor could not commence until the offsite works were permitted by the local authority to facilitate the system at Dedisham Farm.



The offsetting scheme now supplies 10 cubic metres of drinking water daily for a herd of 430 permanent dairy cows and 200

young stock on a seasonable basis. Meanwhile, the site at Duckmoor has since been sold to Bellway Homes.

Motion Director, Neil Jaques, concludes, *"These water-saving measures have unlocked the residential development at Duckmoor, delivering benefits to the farmer, the developers and the residential scheme's eventual occupiers."*



Read the full article.



**VIEWPOINT**



## Futureproofing drainage design

**Associate Director, Phil Allen, highlights the impact of reduced water consumption on drainage infrastructure**

Water neutrality strategies show how new developments can reduce domestic mains water consumption with water-efficient fixtures, fittings and rainwater harvesting. Yet while reduced water usage is environmentally beneficial, it presents challenges for drainage systems, especially when retrofitting an existing dwelling as part of an offsetting scheme.

Low-volume flush cisterns partnered with standard toilet pans may take several flushes to clear waste, which defeats the water-saving intent. Receiving sanitary pipework must also take reduced water inputs into account and be developed to accommodate lower flows.

This principle extends to below-ground drainage design, which is based on long-established flow rates, higher than those discharged by low-flow fixtures and fittings. Reduced discharge volumes can lead to excessive siltation, blockage and potential costly repairs.

A review of longstanding regulations and design practices could ensure that drainage systems continue to perform well despite evolving water consumption. Alternatively, mains water use supplemented by rainwater harvesting would maintain standard flow rates, so traditional drainage systems may not need upgrading. This sustainable approach to water consumption has multiple benefits for homes and the environment.

## Sussex Appeal

Reside Developments recently celebrated a positive outcome for an application to build 21 homes on a greenfield site in Newick, East Sussex. An appeal was upheld following a protracted process involving three planning committee reviews.

Resolution to grant outline consent was received in 2023 but the application was called back because of a procedural dispute. After the second committee meeting, a decision was postponed due to questions about proposed drainage arrangements. The development was later refused on landscaping grounds. The Motion infrastructure team was then invited to review and update the drainage strategy to alleviate concerns at appeal stage.

Fay Goodson, Reside's Planning Manager, says, "After long delays with this application, it was with much relief that we learned of the inspector's decision."

### Drainage no concern for inspector

Motion Director, Neil Jaques, reports, "The inspector concluded that any earlier concerns about drainage had been addressed, and was satisfied that the layout and drainage strategy were achievable with a design controlled by planning conditions."

Fay adds, "Having worked with Motion before, we trusted the team to help us get results in what was a relatively short timescale."

The site has since been sold for development. Once built, the scheme will deliver a children's play area and much-needed affordable homes. Safety and accessibility will be enhanced with new footways, upgraded bus stops and road crossing points. Transport planning advice was also provided by the Motion team.



## Timely transport resolution

Two successful West Sussex appeals highlight the importance of resolving transport matters as early as possible in the planning application process.

Following a public inquiry, Gleeson Land was granted outline consent for 133 homes on land at the southern end of Lower Broadbridge Farm, Broadbridge Heath. Motion provided transport planning advice, from promoting the site through the Local Plan review process, liaising with the local highway authority before and after submission of the planning application, and addressing questions from two Rule 6 parties at the inquiry.

### 'No basis for refusal'

The application process was aided by a thorough preplanning service from the team, which helped to avoid any objections from highway authority officers. Motion Managing Director, Phil Bell, explains, "The recent downgrading of the A281 to a no-through route with bus gate, and a new neighbourhood centre, provided active travel access to shops and services. The development also needed to be integrated into recently constructed works to ensure access to these amenities."

According to Nick Keeley, Planning Manager for Gleeson Land, "The team benefits from having good relationships with its counterparts in highway authorities, allowing for open, straightforward dialogue about any potential issues."

### Establishing precedent

Gleeson Land has also been granted outline consent for 89 units at Westergate. Officers had initially been supportive of the plans but local objections were raised about arrangements for the site access, which would involve demolition of a semi-detached bungalow.

By the time of the appeal hearing, Motion had successfully argued that there were no issues relating to transport or highways. Fiona Thorp, Motion's Principal Transport Planner, reports, "We looked into several examples of local developments with comparable challenges to help demonstrate the suitability of the site access point."





# The vision-led approach and Transport Assessments

Director Andrew Whittingham reflects on the implications of the draft National Planning Policy Framework (NPPF)

The consultation draft of the NPPF reinforces the need to adopt a vision-led approach to Transport Assessments. It confirms what we have known for a long time, that the outdated 'predict and provide' model of ever-increasing capacity is a folly. There remains a need, however, for highway infrastructure to remove highway capacity pinch points, improve road safety, reallocate road space to active and public transport and to serve development where required.

Many reference documents now include guidance to set out the requirement to identify the transport needs of a development, consider

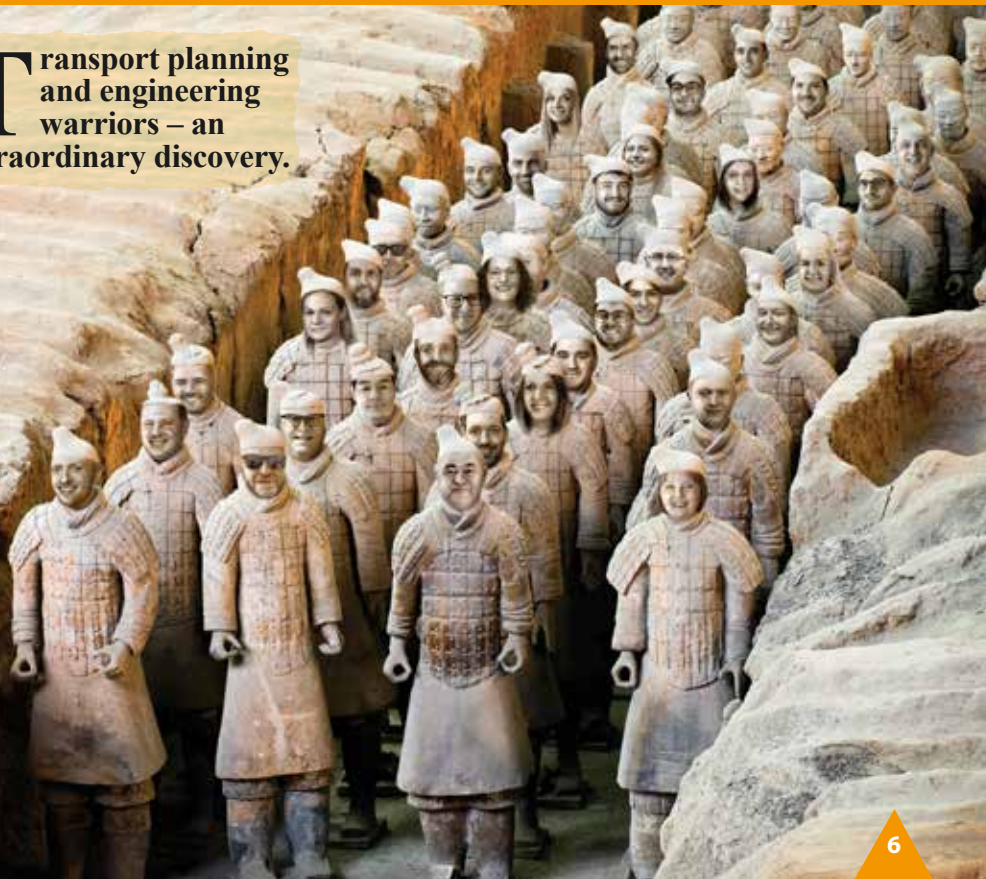
scenarios, test options and produce a vision strategy.

The consultation draft also emphasises the need to demonstrate that the residual cumulative impacts on the road network would not be severe, 'in all tested scenarios'.

The skill of taking a vision-led approach is to identify and quantify the likely modal shift which results from aspirational and proposed transport measures. It is therefore important to establish and agree the test scenarios at the pre-application stage to ensure that council and developer objectives are met.

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**T**ransport planning and engineering warriors – an extraordinary discovery.



**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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