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MOTION



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insight

WINTER 2017/18



Knightsbridge world-class shopping enhanced

Plans have been approved to transform one of the world's most prestigious shopping locations. The redevelopment project will reinvigorate the block known as K1, in Knightsbridge. Motion provided extensive pre-planning transport and infrastructure support during a two year period prior to submission of the planning application. The company has subsequently been retained by the developer to design and manage the S278 highway works.

Real estate company, Chelsfield, is the driving force behind the project. The site is one of only two International Shopping Centres which have been designated in the London Plan. The area is situated between the high-end department stores Harrods and Harvey Nichols. The 340,000 square feet scheme will deliver improved retail space at street level. New offices and 35 residential apartments will surround a secluded rooftop garden on the second floor. A restaurant in the roof-scape will offer panoramic views over the city. *Continued on page 2*

MOVING Motion Forward

Property developers can now benefit from a wider range of specialist skills and multidisciplinary resources. Motion has joined forces with two highly respected transport planning and road safety engineering consultancies.



Phil Bell explains,
"We are delighted to announce the merger of Motion with Gateway TSP and Transport

Planning and Infrastructure. In addition to Motion's long-established track record in transport and infrastructure planning and design, the company's services now include road safety consultancy. Meanwhile, customers of TPI can enjoy strengthened design services as well as flood risk and drainage advice."

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motion

Andrew Whittingham

Focused on delivering

Why did you join Motion?

AW Motion has an exceptional reputation for being absolutely focused on delivering transport planning and infrastructure support.

What is your role?

AW I joined in June as Director of the London office. We have a strong client base in London and we are in a good position to take on an increasing number of projects. London is an interesting place to work, especially as you are involved in the challenges of bringing forward development in a highly complex and expanding city.

Tell us about your most interesting projects

AW I worked on the initial transport and infrastructure planning for the redevelopment of the Royal Albert Docks, which is set to be transformed into London's third business and financial district, comprising 4.7m square feet of development.

I also worked on the regeneration of Bracknell town centre, which involved partially closing the 1960s inner ring road 'The Ring' to transform the shopping centre of the town. I was involved with the transport modelling, public inquiries and the various planning applications throughout the project.

Do you have any special professional interests?

AW I am very interested in the impact of autonomous vehicles and their potential to be as transformative to our towns and cities as was the advent of the motor car and railways. I have been advising developers about the need to consider how driverless technology will change the way our transport system works and the opportunities it will bring for the real estate industry.



Travel plan efficiency delivers cost savings

A framework travel plan helped secure planning permission for a new industrial warehouse multi-let scheme at Egham Business Park. Located at the entrance to Thorpe Industrial Estate, the 4.3 acre site contains 12 units built using the latest eco initiatives. Motion proposed that, given the number of units and potential occupants, an overarching travel plan should be prepared covering the business park. The company is working with each tenant to complete individual travel plans to satisfy the requirements of Surrey County Council.

The Motion team was subsequently appointed to produce and coordinate implementation of the full plan.

Jago Brown, Co-Founder and Project Manager, Goya Developments says, "Motion did the legwork in respect of the travel planning. Their consultants perform useful work in contacting and dealing with the tenants."

The company recommended that additional pro-forma travel plans be compiled as each unit is let, taking into account specific site and occupier details.

The scheme has already attracted well-known companies, Screwfix, Howdens Joinery, Sytner and Topps Tiles to pre-let five units. Motion consultant, Lizzie Stunt explains, "We persuaded Surrey County Council that this streamlined approach was the most efficient and cost-effective method."



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Knightsbridge world-class shopping enhanced Continued from page 1

The entrance to Knightsbridge underground station will be relocated and improved with the construction of a widened footway. A new step-free access will also be provided and a rooftop cooling system will reduce London Underground platform temperatures.

Access challenges

According to Motion's Managing Director Phil Bell, "Transport for London had a keen interest in the proposals, which included changes to the red route on Brompton Road. The Royal Borough of Kensington and Chelsea was also affected by the plans. Construction of the scheme will involve access challenges, due to the constrained location. Servicing arrangements have also been an important consideration. Careful negotiation was required to satisfy all parties."

The local authority was keen to minimise on-street servicing. Motion proposed a basement service yard accessible from Basil Street via two vehicle lifts. The vehicle lifts will enable servicing to take place from inside the renovated building to help reduce on-street congestion.

Motion is working with Keltbray, the demolition contractor, and Skanska, the main contractor, to assist them with the preparation of the Demolition Traffic Management Plan and Construction Traffic Management Plan. Residential and workplace travel planning advice will also be provided once the scheme is complete.

Jerry Muscroft, Motion Director adds, "Our role continues to grow and evolve as the K1 project moves to its next phase. The scale of the redevelopment requires close liaison with all parties to minimise the impact on visitors to this busy, high profile location."

Planning and Infrastructure

The Disconnect

One of the hardest parts about securing consent for new development is adhering to planning policy in relation to flooding and drainage, especially the need to create sustainable drainage systems (SuDS). To do so may involve the waiving of rights which naturally accrue to a landowner by purchasing the land. Motion's Richard Bettridge examines the issues.

A landowner has a basic right to benefit from streams, ditches and drainage outfalls. These rights cannot be taken away, unless acquired illegally, without the owner's consent, and can only be given up by the landowner. This applies, *inter alia*, to piped outfalls and connections into sewerage systems. Once a connection is made, the accepting party must agree to accept flows which are able to pass through the piped outfall. This may be at odds with flood reduction strategies. Policies which aim to reduce the impact downstream are often in conflict with the rights of landowners.

As a rule, landowners must not make matters worse for downstream properties, but neither do they have an obligation to make things better. It is not always the case that surface runoff should be restricted downstream; for example, in the case of downstream properties that actually relied on water historically.

Catch 22

The easiest way to understand drainage law is to remember that the status quo should be maintained. Much of planning policy is designed to prevent flooding by restricting flows pre-development, to secure betterment post-development. This is laudable, given the increasing severity of storms due to climate change. But the policy is not useful in situations relating to *legal rights*.

Secondary legislation designed to provide essential services for developments which have planning consent should act positively to enable that development. The costs of servicing a development are often required prior to an application, but these should not be a matter for planning in its strictest sense. But, if viability assessments are required to prioritise sites and deal with planning contributions, the costs of servicing will come into play. However, the ability for a development to be serviced or otherwise could be dealt with following consent.

This 'Catch 22' situation traps the applicant into securing consent for development by obtaining commitments from those who enable it to be served by providing necessary infrastructure. Yet the obligation on statutory undertakers normally only bites when consent is awarded. Perhaps a more cooperative approach to providing infrastructure is needed to deal with the difficult job of securing homes and industry in a cost-effective and timely fashion.

Email rbettridge@motion.co.uk with your views on how to address this issue.

Motion on the move – again! Support for Thames Valley property developers has been strengthened by the Motion Reading office relocating to new, larger premises. From December the expanding team of consultants, led by Director Jerry Muscroft, is based at 9 Greyfriars Road, Reading, RG1 1NU. Call us on 0118 206 2930 to discuss your project.

Safer access for improved cancer care facility

A new access road is being developed for staff, service vehicles and public transport at The Royal Marsden in Sutton, after work by Transport Planning & Infrastructure (TPI), to enable the development of a Maggie's Centre. Street parking and highway safety concerns were addressed through active engagement with local residents. TPI helped create a design that maximised the benefits for The Royal Marsden and the community.

TPI managed the project, from the initial design phase to the granting of planning permission, acting as agent for the application. The company prepared a number of design options at the feasibility phase before proceeding with a revised internal site layout, making use of the existing priority junction onto Cotswold Road.

The improvements will make travelling to the site easier for employees and visitors. Access to The Institute of Cancer Research, located east of The Royal Marsden, will also be substantially enhanced. The new access road will run close to the site's northern boundary, eliminating two sharp and narrow bends to provide a much improved environment.





© Potter Church & Holmes Architects

Halving the flow

Full planning permission has been granted for a residential development in Bletchley town centre. The scheme transforms two underused sites into a new local landmark and contributes towards the town's regeneration. Motion proposed that sustainable drainage systems (SuDS) would be essential in managing the surface water runoff for the site. Green roofs, permeable paving and standard permeable paving were recommended by the team to meet the requirements of Milton Keynes Council.

The Motion drainage strategy proposes a 50 per cent decrease in runoff from the site and provides attenuation volumes up to the one in 100 year event plus climate change. Georges Mikhael, Motion Design Engineer says, "Green podiums and green roofs were drawn into the redevelopment design but weren't originally intended to be SuDS features and were quite shallow. Motion proposed that they should be made deeper so as to be integrated within the drainage system. Deeper soil and larger planting help create an extra layer of storage and maximise the attenuation potential within the existing scheme design."

Aesthetics and function

Six new buildings will be arranged around the two podium landscaped gardens. The design reflects the aspiration of Milton Keynes Council to create a modern town centre with a central retail and living quarter. The development will deliver a community space of 112 sqm suitable for a doctor's surgery or children's nursery and a variety of local retail and start-up office spaces.

Georges Mikhael adds, "The area is mainly hard-standing with no green space. A key requirement was to produce a feature to stand out and deliver aesthetically. The green podiums on both the buildings have been designed to not only improve the look of the development, but to also encourage biodiversity as well as filtration and storage of surface water in order to form a multi-functioning SuDS chain."

Maximising development potential

Strategic transportation and infrastructure advice has added weight to the debate about how to maximise the developable area within a 104 hectare scheme south of Witney. Plans for the Oxfordshire site include the construction of 1,100 homes and a two-form entry primary school and local centre.

Motion is providing a comprehensive range of services to David Wilson Homes and Abbey Homes to help promote the site for inclusion within the emerging West Oxfordshire District Council Local Plan. Sian Keeling from David Wilson Homes explains, "*The Motion team was able to quickly grasp the complex issues associated with the project. Through early involvement, the company has been able to provide innovative and practicable solutions to meet the transportation and drainage challenges.*"

The support includes strategic transportation planning advice, which has identified an access strategy for the site. The team also developed a sustainable drainage strategy that will maximise the developable area and accommodate the impact of climate change on rainfall intensities.

Early engagement

Motion Director Jerry Muscroft notes, "*There is a growing requirement to incorporate sustainable drainage systems (SuDS) into all new development proposals. The integration of SuDS needs to be carefully considered in order to manage surface runoff in a sustainable, economic and environmental manner.*" Jerry continues, "*Early engagement with the master planners is essential to develop a SuDS strategy that is sympathetic to the environment and meets the needs of the new local community.*"

According to Technical Director James Bancroft, "*The main transport issues were connectivity and highway impact. We have explored the potential to provide a Park and Ride facility at this site with Stagecoach. Motion has designed a bridge that will ensure the site is well integrated with the existing community.*"

James adds, "*The park and ride facility may make a positive contribution towards sustainable transport for Witney. It will help alleviate highway capacity issues locally and on the A40 on the approaches to Oxford.*"



© Barton Willmore

An ambitious redevelopment of a 6.4 hectare site will create several hundred new high specification homes along the banks of the Grand Union Canal, breathing new life into a West London location. Multidisciplinary expertise was delivered by Motion for part of the award-winning regeneration project in Brentford Lock West.

As well as providing travel planning support in relation to Phase I of the project, the team designed and managed the S278 highway works on Commerce Road to improve access and frontage as part of Phase II. "Motion's proven track record, combined with a good working relationship with the local authority, helped us to demonstrate there would be no detrimental impact on the road capacity. The team is providing ongoing consultancy advice and support with the application for Phase III," explains John Robinson, Development Director at Muse.

According to Phil Bell, Managing Director at Motion, "The requirements of the project have demanded examination of every option and have truly pushed the boundaries of what is possible. The work has made the most of our experience in our three core disciplines – transport planning, travel planning and highway design."

The residential units have been carefully designed to maximise the waterside aspect. The homes offer stylish living in a highly desirable location. The development is close to shops, leisure facilities, parks and waterside walkways. Works have also included basement car parking, footpath and towpath enhancements and landscaping.



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Top marks for retail innovation

The mixed-use redevelopment of a brownfield site in Twickenham, incorporating a Lidl foodstore with a primary school above, will provide a permanent home for Deer Park School. Multidisciplinary support for the scheme helped to make the best use of space and overcome site access constraints.

The new free primary school is due to open in 2019. The school entrance will be located at ground level, and classrooms and teaching terraces will occupy the first and second floors above the Lidl store. The innovative design will include a first floor outdoor play space.

Director Steve Giles, formerly of Transport Planning & Infrastructure, provided consultancy support for the project. Advice covered transport and travel planning, servicing and construction logistics.

According to Chris Young-Wootton, Lidl's Head of Property for London South, "This was a very complex scheme due to the urban location, adjoining properties and adjacent grade II listed building. The transport and travel requirements for the store and the school needed to be examined individually. School drop off and pick up activities required careful analysis from an operational and safety perspective."

Steve Giles explains, "The scheme needed a truly innovative approach. A number of access options, including a signal controlled junction, were designed, tested and discussed with the highway authority. The proximity of a historic building presented additional challenges to overcome."

Chris adds, "Steve Giles and the TPI team provided the perfect balance between professionalism and experience. They worked in partnership with us to successfully demonstrate that the impact of the development on the surrounding highway network would be negligible."

The Lidl supermarket will offer 11 retail parking spaces and a deliveries bay at ground level, and 44 additional parking spaces in the basement, which will be linked to the store by travelators and a lift.



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MOVING Motion Forward

According to Steve Giles, formerly Managing Director of TPI and Gateway TSP, "All three companies share similar values and objectives. We are extremely excited about the opportunities brought about by the merger, and being able to offer our clients even more comprehensive support for their development projects."

Motion will continue to provide transport planning and infrastructure advice, whilst Gateway TSP will be the trading name for Motion's road safety engineering services. The expanded team will be even better equipped to overcome transport, traffic and infrastructure challenges, to help maximise the value of land, bring development schemes to fruition faster and win consent in areas which may be constrained by access issues or traffic volumes.

Call us on **01483 531300** to discuss how we can help turn your project into reality. You can also keep an eye on the company's news, views and opinions about transport planning and more on our LinkedIn page.



FIVE GET DOWN TO BUSINESS



motion

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