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insight

SUMMER 2017

New turn carved for world's largest real snow indoor ski slope

A giant winter sports and leisure complex in Suffolk is one step closer to being built, thanks to support from Motion. Proposals for SnOasis, in Great Blakenham, include a 37,000 square metre ski centre, entertainment dome, sports academy and stadium, conference facilities and holiday village.

Outline planning consent was granted in 2008 after a public inquiry. In 2011 the developer was given a five-year extension to submit papers under a Reserved Matters Application. Motion was appointed on behalf of developer, Onslow Suffolk Limited, to review the traffic analysis for the scheme and support the Reserved Matters Application.

SnOasis will be the world's largest real snow indoor ski slope, with a 415 metre long slope, 70 metre wide run and 100 metre drop. Once built, the amenity is likely to create around 1,800 jobs.

Transformed eyesore to create jobs and services

A former caravan park in Walton-on-the-Naze, Essex is being redeveloped to provide residential and retail units. The scheme forms part of Tendring District Council's regeneration strategy and will provide much-needed jobs and amenities for Walton residents. The infrastructure provision for the site was carefully coordinated by Motion's team of multidisciplinary consultants.

Martello Land and Properties' Stephen Sibley says, "Thanks to Motion's support, the redevelopment of a local eyesore will contribute to Walton's regeneration and give a boost to the town, potentially creating around 140 full- and part-time jobs for the local area."

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SPOTLIGHT

David Lewis

Getting things right

What do you love about your job?

DL I love working with developers, architects, planners and designers, with each offering their own expertise to bring a well-thought-through scheme to life.

Why do you think people choose to work with Motion?

DL We have an ability to understand and work with all the other aspects of development. We're small enough for our clients to have direct contact with the same person throughout the project, but big enough to keep things moving, influence decisions and build great relationships.

What sort of projects do you work on?

DL I support clients on residential and commercial development projects both across London and outside the capital. London projects bring very different challenges.

In what way does London differ?

DL London is a busy, congested city with a lot of high density buildings. Developments have to be sustainable, and this includes the way transport is planned. We have to consider the building period itself – how the construction vehicles gain access to the site with as little disruption as possible. We also need to consider the long-term transport implications of delivery vehicles, service and maintenance, access and parking.

Can you sum yourself up in three words?

DL Relaxed, open and technical! I find that a relaxed approach gives clients confidence in our ability to deliver what they need, and as a company, we're incredibly open and honest. And I'm probably the technical geek in the office, which is fine, because I like the details and I like to get things right!



Accessing development potential

Outline planning permission has been granted for 51 new homes three miles to the east of Haywards Heath in Sussex. Resolving the scheme's access challenges was key to Greenplan Designer Homes (Hassocks) Limited gaining consent for the development. Motion helped the developer to address access, transport and traffic-related issues, and provided additional technical input to support the case.

The land is currently occupied by a single dwelling to the west of the A272 and 400 metres south of Scaynes Hill village centre. Motion's team of transport planners convinced West Sussex County Council that the proximity of local amenities to the proposed development would reduce the reliance on car journeys. The 'Barn Cottage' site is close to the primary school, social club, a service station, village hall and pub. The area also benefits from good public transport links to Haywards Heath town centre.

Valued technical advice

According to Rob Burnham of Greenplan Designer Homes, "Motion delivers a powerful blend of high quality technical advice with a deep understanding of the local planning authorities and policy environment. The team is really 'up there' with the very best of consultants."

Site access is via a priority junction off the A272, which is subject to a 30mph speed restriction to the north, and 60mph to the south. Local residents expressed concerns about increased traffic on what was perceived to be a dangerous stretch of the A272. But, as Motion's Managing Director Phil Bell explains, "close examination of the Personal Injury Accident data over the past five years revealed that road accidents were a result of driver or human error, rather than defects associated with the highway."

Appropriate visibility for new access

Pedestrians and drivers will approach the new development from the A272 by a simple priority junction with a right-turning lane. The new access, located within the 30mph speed limit, will be approximately 30 metres to the north of the existing approach. The current access, within the 60mph speed limit, will be closed following completion of the development.

Motion's technical notes and drawings demonstrated to the county council that horizontal visibility was not restricted on the approach to the right-turning lane. Vertical visibility was also assessed and long sections of each splay were provided, clearly showing that vertical visibility would be comfortably achieved. Phil Bell adds, "Appropriate visibility for the speed of vehicles travelling on the A272 will be accomplished in accordance with relevant guidance. The proposed access arrangements have also been subject to a Road Safety Audit."

Visibility splays

What every property developer should know



Visibility splays play an important role in the design of an access or junction. According to Motion's Phil Bell, "they are undoubtedly the most important safety component of any priority junction".

Visibility splays enable drivers on a side road to see vehicles approaching on the major road. They also allow drivers on the major road to see vehicles

emerging from the side road. The Highway Authority generally seeks to ensure that visibility splays at junctions are maintained in perpetuity. Often the splays are secured by the Highway Authority through adoption of the land as public highway. They may also be secured by planning condition, although this is less common.

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Transformed eyesore to create jobs and services

The 13.5 hectare site will be transformed with 216 new homes built by Taylor Wimpey. The scheme also includes a 1,254 square metre Aldi supermarket, an independent living complex comprising 60 apartments for older people and a 16 bed higher social needs unit for adults with profound disabilities.

Motion provided transport and drainage advice prior to planning submission. The company was subsequently asked by Martello Land and Properties to design and manage the S278 and S38 highway works, and the S104 adoptable sewerage works. "We provided project management, contract administration and cost management for these works, as well as producing the detailed design for the access road and two branching roads," explains Motion Associate Director, Julian Smith.

Timely completion

According to Project Manager Tom Sibley, Total Land Solutions, "Motion's experienced consultants ensured that all works were completed in a timely manner and to the right specification." As lead consultant, Motion ensured that all plots had access to water, gas, drainage, electricity and telecoms services. Martello Land and Properties aims to offer fully serviced plots suitable for retail and commercial use.

Property developers should consider the following points in relation to their scheme:



1. Visibility splays can unlock a site for development by influencing access location
2. Several factors affect the design of visibility splays, including vehicle speed, reaction time, deceleration rate and gradient

3. Visibility splays, and particularly the deceleration rate, should assume a wet road surface
4. Design criteria may differ for junctions adjoining residential streets, compared to trunk roads
5. Two measurements are taken when designing a visibility splay: the X and Y distances
6. The X distance is the distance from the nearside edge of the carriageway to the driver's eye-line. In most built-up areas an X distance of 2.4 metres is sufficient
7. The Y distance is the distance over which clear visibility is needed to enable the emerging driver to see approaching main road traffic, and for drivers of those vehicles to see the emerging vehicle
8. Land within visibility splays should generally be kept clear of obstructions above a certain height. Street furniture and some clear stemmed trees are likely to be acceptable, depending on where they are positioned within the splay
9. The guidance on visibility splays can be subjective and recommendations can vary by Highway Authority
10. Visibility splays cannot easily be 'retro-fitted' - early consultation with a transport planning consultant is critical to achieving the optimum outcome

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?





Negotiation secures favourable outcome

More than 900 new houses are being built by Bellway Homes on three sites in Oxfordshire and Northamptonshire. The developments, at Brackley and Raunds in Northamptonshire, and Banbury in Oxfordshire, all required travel plans as a condition of planning.

Motion was appointed to produce and coordinate implementation of the plans. Wider use of sustainable modes of transport will be encouraged, with the aim of reducing single occupancy vehicle (SOV) journeys by a substantial percentage. Motion Travel Planner, Anna Mahoney, explains, *"When residents move into a new home, an ideal opportunity is created for us to work with them to help change their travel habits."*

Smaller financial contribution

Bellway Homes was requested to implement a bus service for the Banbury scheme by the county council, as part of the S106 agreement. Motion successfully renegotiated the obligation and secured a smaller financial contribution per household.

Elaine Connolly, Planning Manager, Bellway Homes says, *"We really value Motion's advice. The company is a great asset to the Bellway team, helping us to secure the delivery of several projects. They have advised us on wider highways and transport-related matters concerning these three sites."*

Elaine continues, *"Motion's commercial insight and strategic outlook enable the team to add value to our schemes. By being our advocate on highways matters and by negotiating with planning authorities, Motion helps us to achieve a more favourable outcome."*

discharged

Drainage challenges

Housing developer Dove Jeffrey Homes has gained planning consent for 35 dwellings on a three acre site in the village of Canewdon, near Rochford, Essex. SuDS and flood risk advice delivered by Motion helped overcome the site's drainage challenges.

Christopher Dove, New Business Director, Dove Jeffrey Homes says, *"We were very happy with Motion's support. The team helped Dove Jeffrey gain planning approval for the scheme, which will provide Canewdon with the affordable housing it needs."*

Due to its geology and location it was not possible to utilise infiltration techniques as part of the sustainable drainage strategy. There was also no watercourse immediately adjacent to the site to drain excess runoff.

Motion's drainage team recommended using the sewer network to discharge additional surface water runoff. However, the level of the sewer was too shallow to drain by gravity. Associate Director Neil Jaques explains, *"We proposed that the surface water runoff flow via pipes to underground on-site cellular storage.*

From there, it will be piped to a pumping station to pump the water to the nearest off-site surface water manhole."

Sensitive redevelopment reaches new peak

Planning permission has been granted for a £19 million scheme on a Hove hilltop site. The new development, in the area known locally as Snakey Hill, will deliver 69 apartments on the edge of the South Downs National Park. Traffic safety concerns were dealt with to the satisfaction of the planning authority, paving the way for the scheme to gain approval.



Developer Mike Holland of Threadneedle Estates has worked with Motion on the project. *"We were very pleased with the outcome. Motion just got on with the job. It was apparent from the beginning that the company's knowledge and experience would help us to win the argument. It was advice worth listening to."*

Motion successfully addressed concerns about future traffic volumes and the proposed new junction layout, close to a roundabout by the A27 trunk road. Managing Director Phil Bell explains, *"Paragraph 32 of the National Planning Policy Framework states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

The land at Court Farm House is adjacent to King George VI Avenue, approximately five kilometres to the north of Brighton city centre. The road forms an eastern boundary for the site and connects it to the centre of Hove, and Brighton via the A27 and A210.

Vehicular and pedestrian access enhanced

Vehicular access to the new development will be provided by an upgraded priority-controlled junction on King George VI Avenue, and a right-hand turn lane for southbound drivers from the Dyke Road roundabout. The site is accessible by sustainable modes of transport. Pedestrian links will be enhanced with a footway to the north of the avenue and a pedestrian refuge island. The island will provide a safer pedestrian crossing for Court Farm residents and improve links

from the development to existing pathways and pedestrian routes towards the local road network and bus services.

Mike Holland continues, *"The Motion team was able to satisfy the traffic and transport questions in every respect. The sensitive redevelopment of the area, and the much-needed new housing it will offer, will help to transform this significant site on the edge of the South Downs National Park."*

More sustainable travel choices

The Brighton and Hove Local Plan 'saved policies' recommended that development proposals should provide for the demand they create, and that the demand shall be met by a range of non-car modes. A travel plan will help bring about a reduction in single occupancy, private car usage in favour of more sustainable travel choices by residents and visitors.

The land is identified for a mixed-used development in the draft City Plan, to include housing, office space and a new school. The transport strategy in the draft policy aims to enhance road safety on King George VI Avenue and improve sustainable transport links to the area.

Phil Bell adds, *"Planning permission was granted at appeal in January 2014 for a 58-bedroom care home and five detached houses. In this respect, the principle of development at the site had therefore already been established."*



to transport planning service

BOOST

Motion's transport planning capabilities have been strengthened by the appointment of two new members to the senior management team.

Andrew Whittingham has joined Motion's team of transport planners as Director, heading up the company's London office. His technical expertise will help Motion offer a strong presence in London and deliver enhanced transport planning services to clients.

Andrew is a chartered civil engineer with more than thirty years' experience in transport planning. His work has involved acting as an expert witness on many occasions. He has assessed the transport implications of all forms of development, including estate regeneration and large strategic residential and commercial schemes such as the redevelopment of the Royal Albert Dock, covering 4.7 million square feet of commercial floor space.

Technical Director **John Russell** brings with him more than twenty years' engineering consultancy expertise. He has provided transport and highways advice for projects through all stages of the planning process. His experience spans the renewable energy, waste, commercial and education sectors, as well as residential and mixed-use development.

Managing Director Phil Bell says, "This is a very exciting time for Motion. We now have the opportunity to develop and expand our presence in London." He continues, "John and Andrew's appointments will enable Motion to enhance the services we can offer to the development sector."

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