



Improved service by multidisciplinary team



Equestrian facilities gain consent despite limited public transport



Siemens' redevelopment supported by travel management strategy

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Cosi fan transport

Construction of the first UK opera house in decades is nearing completion at West Horsley Place. The Grade I listed stately home near Leatherhead, Surrey will become the new home for Grange Park Opera. The four-tier, horseshoe-shaped 650 seat Theatre in the Woods forms the core element of the Mary Roxburghe Trust's planned conversion of the estate to an arts and education venue.

Space for exhibitions and functions will be created in the renovated stately home. The opera house will host cultural and educational events by a range of organisations. Grange Park Opera stages one of Europe's leading opera festivals every summer. *Continued on page 4*

Transport evidence puts brakes on harmful development



Bicester Village Retail Outlet Centre is a major Oxfordshire tourist destination,

attracting approximately five million visitors a year. Managers of the site, Value Retail Ltd, became concerned that proposals for a nearby retail park would have a detrimental impact on the local highway network. Motion's evidence was key to the Planning Inspectorate's decision to refuse consent, on the grounds that the scheme would lead to a severe impact on the surrounding highway network.

The application was initially turned down by the planning authority, despite a positive recommendation from Oxfordshire County Council, the local highway authority. As a Rule 6 Party, Value Retail argued against the scheme, supported by Motion's Phil Bell as expert transport witness. The local council's decision to refuse the scheme was successfully upheld at a public inquiry. *Continued on page 5*

Julian Smith

Persistence pays

Tell us about your work at Motion

JS I am part of the infrastructure team, working on detailed designs for construction.

What do you love about your job?

JS I love getting into the technical detail of the projects we work on – identifying difficulties and coming up with solutions to make things work. I'm known for my attention to detail and persistence on long and tricky projects.

And what challenges do you face?

JS A lot of our work requires input from third party stakeholders such as utility companies and local highway authorities. When outside partners slow things down, the whole project can be in jeopardy, so the challenge lies in building strong relationships, maintaining good lines of communication and keeping the project on track.

What do you do to relax?

JS I play the electric guitar. One of my highlights was playing to an audience of several thousand people at a local outdoor festival.

Audiences always appreciate live music, and they feed that energy back to the band. People often tell me they wish they could play an instrument. I believe anyone can learn if they love music and practice regularly, it just needs dedication!

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Manufacturing sustainable travel

Siemens is undergoing a phased redevelopment of its landmark Manchester campus. The site is home to several business divisions of the global engineering and technology services company, accommodating nearly 1,000 staff. The mixed-use development will deliver a hospital, new homes and a business park alongside the refurbished headquarters of Sir William Siemens House.

Currently, there is adequate car parking for resident staff, the on-site training facility and for visitors. However, the redevelopment will result in fewer parking spaces. Siemens has appointed Motion to produce a travel management strategy that will support the phased development of the site and examine all travel options for staff.

Travel management strategy

Motion Travel Planner Anna Mahoney says, "The strategy being developed complements Siemens' broader wellbeing agenda, supporting staff to change their travel patterns. The goal is to embed a culture of active and sustainable travel, as well as reducing the need to travel where possible."

The strategy will accommodate visitors to the site, including those using Siemens' training facility. Anna continues, "The campus benefits from excellent public transport links, including the Metrolink tram network. The proposals build on existing good practice such as car pooling, cycling and use of electric vehicles. Hybrid bus staff shuttle services, incentives to use public transport and personalised travel planning are options being explored."

SCHOOL RUN moves up a grade

When Cranmore School wanted to review its parking facilities to improve pupil drop-off arrangements, the local authority asked the prep school near Guildford to provide a travel plan as part of the planning application. The comprehensive package of measures that received approval included twenty-one additional car parking spaces and an area for coach parking within the school grounds.

Motion Travel Planner Anna Mahoney explains, "We recommended that the car park approach and entrance gate be fundamentally rebuilt to enable coaches to swing into the car park. This will allow the coach drop-off and pick-up point for sports teams to be moved from the adjoining service road into the school car park to maximise pupils' safety and reduce tailbacks on the road."

The additional spaces will be provided on an overspill area on a multi-use games area (MUGA) which can be used for occasional parking at the beginning and end of the school day. According to Anna Mahoney, "Public transport links to the site are limited. However, Cranmore School already provides a minibus service to transport pupils to and from school. The travel plan proposes an extension of the afternoon service to further reduce car journeys."



Improved service for development sector



House builders, landowners and promoters can now benefit from a more comprehensive service delivered by a multidisciplinary team of planning, transport and infrastructure design consultants. Bedfordshire-based Armstrong Rigg Planning (ARP) is working in partnership with Motion to help bring residential and mixed-use developments to fruition.

By engaging specialist consultants on projects, ARP is helping clients gain consent for schemes. Director Geoff Armstrong has put together a team to help overcome planning challenges, from the initial appraisal up to the application stage.

Turning vision into reality

ARP's 'one-stop shop' provides specialist support to help turn the vision for a scheme into reality. Geoff explains, *"The main problem clients experience is how to make sense of the planning system. Nowadays, there are so many different aspects to an application and everyone has their particular view. The policy stance changes from authority to authority, and the legal process can be a minefield."*

By working in partnership with Motion, ARP can offer additional professional services such as transport and travel planning, drainage and flood risk, landscape, ecology, geotechnical, highways and infrastructure design. Motion has supported ARP with strategies for several sites which otherwise may not have been suitable for development.

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Sophie Hitchins, Associate Director at Nathaniel Lichfield & Partners comments, *“Potential highway impacts were a sensitive issue with local residents and the planning authority. Motion came up with a solution that allayed their concerns.”*

Sustainable access strategy

Motion Associate Director Damian Tungatt adds, *“The planning authority and local groups were concerned about the transport sustainability of the location, due to the perceived influx of traffic around performances and the number of vehicles queuing on the highway during events.”*

Motion developed a sustainable access strategy and demonstrated that vehicle trips associated with a performance or event would not have an adverse effect on the local highway network. The proposals included the provision of a shuttle bus service between Horsley train station and the venue, to relieve potential congestion before and after events.

TV celebrity Bamber Gascoigne created the Mary Roxburghe Trust when he unexpectedly inherited West Horsley Place, from his aunt, the Duchess of Roxburghe. Grange Park Opera was established in 1998 and will move to West Horsley Place in summer 2017.



Riding a winner

The construction of new equestrian training facilities at Milland, near Liphook, has been given the go-ahead by the South Downs National Park Authority. The site will be able to host national and international eventing, dressage and showjumping. The development, adjacent to Liphook Equine Hospital, will include an indoor arena, storage barns, stables, paddocks, a dressage area and an all-weather multipurpose arena.

Motion's team of professional consultants provided flood risk and transport advice to support the planning application. Associate Director Neil Jaques says, *“Natural England was concerned that discharge from the site might contaminate water bodies. To address this issue, we incorporated a wetland management zone with a reed bed to filter runoff, as part of the sustainable drainage strategy.”*

Lack of public transport

The transport strategy for the facility had to take into account the limited public transport links. Parking provision for up to 100 vehicles with horse boxes was required. An additional overflow car park with 150 spaces will cater for vehicles during equestrian events and competitions. The site is located within a national park and is therefore subject to special planning conditions. Motion proposed using reinforced grass paving to minimise the visual impact of the parking areas.

Chris Saunders, Associate at Motion comments, *“In order to improve pedestrian and vehicular safety within the site, we recommended a one-way arrangement between the entrance and exit. The site is accessed by a private road that is shared with a golf course, hotel and spa. We produced a detailed traffic management plan demonstrating that with the help of marshals, there would be no implications for other users of the road during events.”*





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Transport evidence puts brakes on harmful development

Convincing argument

Phil Bell explains, *"Paragraph 32 of the National Planning Policy Framework states that an application should only be refused on transport grounds where the residual cumulative impacts of development are severe."*

The original transport assessment did not persuade the local authority that there would not be a detrimental impact on the local highway network. It also underestimated the volume of traffic that would be generated. By modelling future traffic flows, Motion was able to demonstrate that neighbouring roads and junctions would be severely affected, following construction of the new retail park.

On two of the affected junctions, the degree of saturation would have been over 100 per cent, causing unacceptable levels of congestion. The proposed car parking provision was also proved to be insufficient to meet the needs of the new development.

The art of Access

Gander & White, a fine art installation and shipping company provides long- and short-term storage of high value artworks and antiques to its clients. Construction has begun of the company's new art storage facility in Wandsworth, London. The bespoke building will require high levels of security due to the nature of items stored on site.

Motion has designed a temporary access for construction traffic, which will become the main entry and exit for the building, once completed. The facility is managed by Access Self Storage, part of Precis Holdings.

Sites around the UK have benefitted from Motion's infrastructure design expertise. Off-site access designs have helped facilitate construction of Precis Holdings' industrial, commercial and mixed-use schemes in London and Bristol.



A vision for Guildford

motion

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Motorists in Surrey's county town frequently come to a standstill in the notorious congestion hotspot. Motion's Managing Director Phil Bell is giving professional advice to the Guildford Vision Group to help solve the town's traffic and transport problems.

The Guildford Vision Group aims to create a long-term inspiring vision for planning arrangements in Guildford. Its aspiration is for a fully pedestrianised and traffic-free town centre, coupled with a newly invigorated riverside setting and an integrated transport hub.

Guildford Borough Council's strategy for the town includes linking the centre to the river – an aim shared

by the Guildford Vision Group. The masterplan outlines several ways to reduce the impact of traffic in the town centre. Guildford Vision Group supports the construction of a vehicle and pedestrian bridge across the River Wey, linking east and west Guildford. The proposed bridge would redirect traffic away from the town centre to create a pedestrian-friendly centre.

Commenting on the transport study originally commissioned by the borough council, Phil Bell says, "The current transport layout favours the motorist, whilst penalising cyclists and pedestrians. By using additional assessment criteria, we were able to demonstrate that the bridge was a feasible option with significant benefits. The bridge removes the conflict between vehicular and non-vehicular traffic."



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