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£500 million pound indoor ski resort to create jobs in Suffolk



Effective construction management planning within the Ultra Low Emission Zone



Leeds student home development adopts no-car policy

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SUMMER 2019

Final phase secured for luxury waterside living

Phase 3 of the Brentford Lock West regeneration project has been approved, including proposals for 452 new homes, commercial and retail spaces, and new community facilities. The scheme is part of a long-term plan to rejuvenate the west London location. Transport and travel planning advice was provided by Motion for the award-winning development.

Senior Transport Planner Fiona Thorp reports, *"We successfully demonstrated that the proposals would not be detrimental to the operation of the local highway network.*

A new bridge across the Grand Union Canal will link the development to the Robin Grove Recreation Ground, improving connections to Brentford railway station for pedestrians and cyclists."

Shuttle bus plans deliver business park



Proposals for out-of-town business facilities in West Sussex have gained outline planning

consent. The Nowhurst Business Park will create up to 300 jobs for the local community. Motion assisted Glenbeigh Developments with transport and travel planning advice for the 27-acre scheme, supporting the application with plans for a dedicated shuttle bus service to connect the site with Horsham town centre and railway station.

Questions about the transport sustainability of the proposed development were addressed to the satisfaction of the highway authority. An assessment successfully demonstrated that the impact of the development on the road network would not be severe. Car parking demand forecasts covered scenarios for both high and low employment-intensive uses. House building on land south of the development was taken into account for the highway impact assessment.

Colin Whelan, Director at Glenbeigh Developments, explains, *"Motion was particularly adept at developing innovative proposals to help gain the county council's support. By analysing the various potential employment uses of the scheme and the likely traffic implications, the team was able to help deliver a positive outcome."*

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motion 15 YEARS

Sustainable seaside homes

The redevelopment of a brownfield site in Southend-on-Sea, will deliver 228 contemporary apartments and two supporting retail units. Motion provided transport and travel planning advice and helped to demonstrate that the new site use would lead to a reduction in vehicle movements on the local road network.

The one- and two-bedroom homes will be built on land currently operating as a temporary car park, a short walk from Southend Victoria railway station, the town centre and seafront. The site's former office units have since been demolished.

A total of 183 car parking spaces were proposed, in accordance with standards set out by Southend-on-Sea Borough Council. David Poole of Weston Homes Plc says, "Achieving the right balance of car parking for the scheme was important, given the site's central location. Motion's detailed forecasts helped to justify the parking allocation."

In-depth analysis

Trip assessments of the proposed development, the previous office and existing car park facility were undertaken. Motion Regional Director, John Russell explains, "Our analysis compared the volume of potential trips resulting from the development and revealed that the new residential scheme would likely lead to a decrease in vehicle movements, compared to the existing commercial uses."

Proposals made provision for safe and suitable access for private cars, service vehicles, pedestrians and cyclists. Refuse would be collected kerbside, utilising two new loading bays. John adds, "Successful collaboration with the architects resulted in an efficient design for the loading bays, to cater for all typical service and delivery vehicles."

David Poole concludes, "Motion's understanding of the site-specific issues enabled us to develop a robust submission. We have always found the team provides clear and concise guidance, delivered in a timely manner and professional format."

New home-owners will benefit from a range of amenities and services located in walking distance of the development. The site is well connected to sustainable transport networks, reducing residents' reliance on motor vehicles.



© PRP Architects

Snow Motion

Some of the Motion team enjoyed a refreshing weekend in March, skiing at Sauze d'Oulx in Italy.

A celebration of birthdays, silly outfits and sunshine – it was another fabulous trip to remember.

If you weren't here, what would you be doing?

PdJ I love travelling, so if I wasn't cycling to work every morning, I'd like to be off exploring the world! I'm taking a road trip to Milan and back in the summer.



Phil de Jongh

Building relationships

Insight speaks to Technical Director Phil de Jongh about his role at Motion.

What do you love about transport planning?

PdJ Whilst 'transport planning' might sound like a very paper- or data-based job, it's actually all about interacting and communicating with people. Often a very challenging environment, you need to be confident in your knowledge, and have the ability to explain things clearly and build good relationships with other partners.

What kind of project experience do you have?

PdJ Most of the work I do covers commercial projects in central London. It's a unique place for development. It's about the movement of people, and any vehicle access requirements focus on deliveries as well as construction activity. I work closely with many of the London boroughs, and with Transport for London, to ensure that there is minimal disruption to pedestrians and general traffic throughout construction.

What do you like about Motion?

PdJ Motion is a very focused, productive place to work. Everyone pitches in together, sharing their knowledge and expertise. From my point of view, it's great to have the highway design and infrastructure team in the same office, which gives a greater breadth and depth to the work I do.

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Shuttle bus plans deliver business park

Enhanced services

Due to the business park's location, travel-to-work trips by private vehicle would be the obvious choice for future employees. In order to minimise the impact on the local highway network, Motion proposed that the developer supply a shuttle bus service in conjunction with implementation of a travel plan.



The service will be subsidised for the first four years of occupancy. Once the site is fully occupied, the bus route can be adapted in order to serve the highest number of employees travelling to the business park. "When people change jobs, it is an ideal time to encourage them to switch to

alternative travel modes and reduce their dependence on single-occupancy trips by motor vehicle," explains Phil Bell, Managing Director of Motion.

Improvements to the existing bus infrastructure were also recommended to further minimise private vehicle use. Two bus stops will be located to the north and south of the site access roundabout. The enhanced bus service will also benefit local residents. The northern arm of the adjacent Guildford Road will be widened to reduce the potential impact of the bus stop on traffic flows.

Formerly a works yard and depot, the site for the new business park is three miles east of Horsham. Outline approval has been granted for 26,942 square metres of B1c and B2 industrial, and B8 storage and distribution use.

LondonEye

Planning for a cleaner city

Developers now need to consider the impact of the introduction of the Ultra Low Emission Zone (ULEZ) when planning projects in London. Designed to help reduce harmful emissions, the central London ULEZ came into effect on 8 April in the current congestion charge zone.



Construction and delivery vehicles over 3.5 tonnes need to conform to Euro VI emission standards, or pay a daily charge of £100 to enter the ULEZ, in addition to any congestion and Low Emission Zone (LEZ) charges. The latest emission standards will apply within the existing LEZ from October 2020 and the ULEZ will be extended to the North and South Circular boundary in October 2021.

Motion Regional Director David Lewis explains that upgrading haulage vehicles should be seen as part of a wider strategy to help reduce emissions and meet the new standards. "In order to obtain planning permission, developers need to demonstrate that their outline construction logistics plans include a range of measures to reduce the impact on air quality."

Minimising vehicle movements

Transport for London recommends using consolidation centres, bringing freight into central London by rail or water and re-using materials on site to reduce the number of road journeys required. Smart procurement of suppliers, with an approach to logistics and sourcing of materials that minimises the number of vehicle movements, should be proposed. Developers of high impact schemes must also be committed to collaborate with other sites to increase efficiency and reduce the negative impact of construction.

David Lewis adds, "The introduction of the ULEZ has made the process for obtaining planning consent in London even more complex. Developers should get in touch with our team of transport planning experts on 020 8065 5208 for help overcoming the unique challenges of central London schemes."



insight
in depth

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[motion.co.uk/blog](https://www.motion.co.uk/blog)



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Traffic forecasts

help win public and officer backing

Plans have been approved to build an 81-apartment development on former industrial land in Watford. The Whippendell Marine site will be sensitively transformed to blend with the local environment, by brownfield land developers, Oakford Homes. Motion demonstrated that the residential development would not cause severe impact on the local transport network. The company has been the driving force behind efforts to promote active and sustainable transportation options to future occupants.

The Oakford Homes project will deliver three blocks of flats comprising market and affordable housing. The scheme lies between Whippendell Road and Sydney Road, to the southwest of the town centre. Chris Coates, Managing Director of Oakford Homes, says, "Motion's transport planners supported the public consultation process and confidently presented the arguments in an easy-to-understand demonstration. The company's ability to comfortably convey technical information to the general public is impressive."

Concerns parked

The development includes parking for 83 vehicles, including a car club space. Any concerns about an increase in traffic, or reduction in on-street parking, were quickly and effectively allayed. Motion's Managing Director Phil Bell recalls, "The predicted traffic generation from the previous industrial use of the site was compared with forecasts for the proposed new homes. Hertfordshire County Council considered the predicted increases in traffic to be insignificant and acceptable."

Vehicles will enter and leave the site via an improved access onto Sydney Road, which will be widened to accommodate the additional traffic. Chris Coates adds, "Early consultation between Motion and Hertfordshire County Council helped us to establish the principle of the revised access and identify other key stipulations." The remaining access points onto Sydney Road and Whippendell Road will be removed.

VIEWPOINT

It's time to take SuDS seriously

The recent report by the Landscape Institute (LI) and Construction Industry Council (CIC) has highlighted that delivery of sustainable drainage in England is currently a long way behind where it should be. Motion's Richard Bettridge explores the underlying issues.



The principles of SuDS are well known and understood. They have been part of the English planning system since 2010 and they are now mandatory in Wales for all new developments over 100 m². Despite SuDS being encouraged in all major developments by the national planning policy, the

report findings show a staggering 96 per cent of local authorities found the quality of planning submissions for SuDS were either 'inadequate' or 'mixed'. I suggest there are three main factors for this failing:

1: SuDS measures are generally surface features, such as ponds and swales, which are land hungry. Traditional surface water drainage is normally installed underground, allowing for more developable space. Sites have to be viable, and drainage costs need to be factored into the development of the site. In turn, this puts pressure on the number of units and density of development.

2: Second, because SuDS relate to a return to 'natural' drainage processes such as grass and reed beds, they are often maintenance heavy. The capital costs may be less than traditional drainage, but the maintenance costs are high. This is another barrier to adoption.

3: Third, there has been a great deal of reluctance by sewerage undertakers to adopt SuDS because of the high maintenance requirements, responsibility and a risk of claims in the event of failure. There is an ongoing debate about the sort of agreements that need to be entered into when SuDS have been constructed. Who wants to look after them and be responsible for their future efficacy? Anyone adopting SuDS is likely to want a hefty 'dowry' to take it on.

By addressing these three areas we could see an increase in the uptake and successful implementation of SuDS in new developments. Please let me know what you think. To find out how one of Motion's SuDS experts can support your next development, get in touch with me at: rbettridge@motion.co.uk



£500 million winter sports complex *on piste*



© Wagstaffs Design

CONSENT for new student accommodation

A mixed-use student accommodation development spearheaded by Future Generation has been approved. The scheme will provide more than 1,200 bedrooms to the immediate north of Leeds city centre. It will also deliver over 8,000 square feet of retail, commercial and leisure space.



© Fluid Design

The site had previously been granted outline consent for 425 apartments. According to David McMurtary, Associate Director at Motion, *“The previous residential scheme relied upon a car park with 238 spaces. In comparison to the earlier proposals, the new accommodation will result in a significant reduction in traffic during weekday peak hours, as students will adhere to a no-car policy.”*

Zero car parking commitment

Students will have no need for regular access to a car, as the development is within walking and cycling distance of several campuses and amenities within Leeds city centre.

Henry Strawson, Head of Acquisitions at Future Generation, says, *“The Motion team successfully advanced an argument which*

delivered reduced levels of car parking as a means to encourage sustainable patterns of movement. Aided by Future Generation’s commitment to zero car parking in its schemes, this approach balanced the competing demands of key political decision makers with the relevant planning policy context.”

A robust travel plan will provide incentives for students to travel sustainably for all their day-to-day needs. Approximately 600 cycle spaces will be provided on site, which are considered more than sufficient to meet the demands of the development. Future Generation will fund a signalised pedestrian crossing to the north of the site, which will provide improved footways towards the University Hospital.

Vehicles used to drop off or collect students will be able to park on site through a carefully managed system in place at the start and end of term. Students will be provided with a 30-minute time slot during which they can unload their belongings and pick up their room keys.

Planning approval for an indoor ski resort and leisure facilities in Suffolk, will pave the way for construction of a 100-metre-high real-snow ski run. The SnOasis complex will help to promote growth in the region, creating 3,000 jobs during the construction phase, and 2,000 full-time equivalent posts when the site is operational.

The Olympic-standard amenities at Great Blakenham will provide skiers with access to the world’s longest indoor continuous piste. SnOasis’ Life President, Godfrey Spanner, takes up the story. *“This achievement is the culmination of several years of hard work and dedication. One of the biggest challenges was to demonstrate to the local authority that the anticipated increases in traffic around the site could be managed efficiently.”*

Motion provided vital assistance for the multimillion-pound scheme, with advice for the Reserved Matters Application and support with traffic analysis, off-site highway works negotiations and Section 106 contributions.

Godfrey Spanner continues, *“Motion’s advice was essential throughout the process. The company’s predictions of traffic flows helped inform proposals for visitor and staff shuttle bus services. Improvements to accommodate increased use of nearby Stowmarket railway station were also met with support.”*

Movers & shakers

Land owners and planning consultants in the Thames Valley can now benefit from an enhanced service as Motion's **John Russell** takes up a new role as Regional Director within the Reading-based team. **David Lewis** has been promoted to Regional Director serving the London area. Meanwhile, Director **Andrew Whittingham** is now driving business development for the company.

A new Associate Director has joined our growing number of ambitious engineering experts. **Jason Morgans** is the latest recruit to Motion's infrastructure design services, taking the collective experience of the team to more than 250 years. Associate Director **Julian Smith's** role within highway planning and design has expanded with his move to our Gateway TSP road safety engineering team. Congratulations are due to Assistant Engineer **Nick Morris**, who recently achieved a 2:1 BSc in Civil Engineering.

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Motion – greater than the sum of its parts



Celebrating 15 years helping to deliver winning development schemes



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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