

# M20 Junction 11 Masterplan

## Tender

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Prepared for  
Shepway District Council



<b>TABLE OF CONTENTS</b>	<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
	1.1	Understanding of the Brief .....	1
	1.2	Structure of the Proposal.....	1
	<b>2</b>	<b>URS.....</b>	<b>2</b>
	2.1	Background to URS.....	2
	2.2	Relevant Experience.....	2
	<b>3</b>	<b>PROJECT TEAM.....</b>	<b>6</b>
	<b>4</b>	<b>METHODOLOGY .....</b>	<b>8</b>
	4.1	Context.....	8
	4.2	Project Inception.....	9
	4.3	Technical Assessments .....	9
	4.4	Master Planning and Urban Design .....	12
	4.5	Workshop .....	13
	4.6	Summary.....	14
	<b>5</b>	<b>NEXT STEPS.....</b>	<b>15</b>
	<b>6</b>	<b>FEE PROPOSAL AND TIMESCALES.....</b>	<b>17</b>
	6.1	Fee Proposal .....	17
	6.2	Assumptions .....	17
	6.3	Timescales.....	18
	6.4	Conflicts of Interest .....	18
	6.5	Contract Terms and Conditions .....	18
	6.6	Contact.....	19

**URS Infrastructure & Environment UK Limited**

Scott House  
Alencon Link  
Basingstoke  
Hampshire  
RG21 7PP

## 1 INTRODUCTION

### 1.1 Understanding of the Brief

1.1.1 URS is delighted to submit this proposal in response to Shepway District Council's invitation to quote for services, received 24<sup>th</sup> November 2014, relating to the potential for land in the vicinity of the M20 Motorway Junction 11 to be developed for high quality employment purposes.

1.1.2 The potential suitability of the land in the vicinity of the junction was noted within the Council's emerging economic development strategy. The concept was further supported by the accompanying land and property market analysis, which noted the viability of introducing high quality employment sites near to the M20 motorway junction and adjacent rail route, in part due to the opportunities presented by the strategic nature of these transport corridors.

1.1.3 Demand for development in the vicinity of the motorway junction is evident following a number of recent proposals for commercial and residential developments in the area. Development proposals included those submitted through the Council's Places and Policies Local Plan 'Call for Sites', such as the completed Stop 24 service station. However, a co-ordinated plan for the site and its surrounds has not been undertaken to date.

1.1.4 A need has therefore arisen for a co-ordinated plan for the area, addressing a range of opportunities and constraints through high level technical assessments and a subsequent round of draft master planning. As the land is not owned by the Council, this work represents a feasibility study rather than a definitive plan for the area, and will provide forward guidance to inform any detailed development plans at a later stage.

### 1.2 Structure of the Proposal

1.2.1 This document sets out URS' proposal to fulfil the requirements of the project brief, within the timescales provided. The remainder of this submission is structured as follows:

- Section 2 provides an overview of URS and of our relevant experience
- Section 3 presents the management arrangements and core project team
- Section 4 sets out our proposed methodology for this commission, as well as the key steps which would need to be taken to prepare the masterplan and take it through the planning process
- Section 5 outlines the next steps which may need to be taken if Shepway District Council choose to progress the master plan to a planning application
- Section 6 presents our fee proposal and timescales in response to the brief

## 2 URS

### 2.1 Background to URS

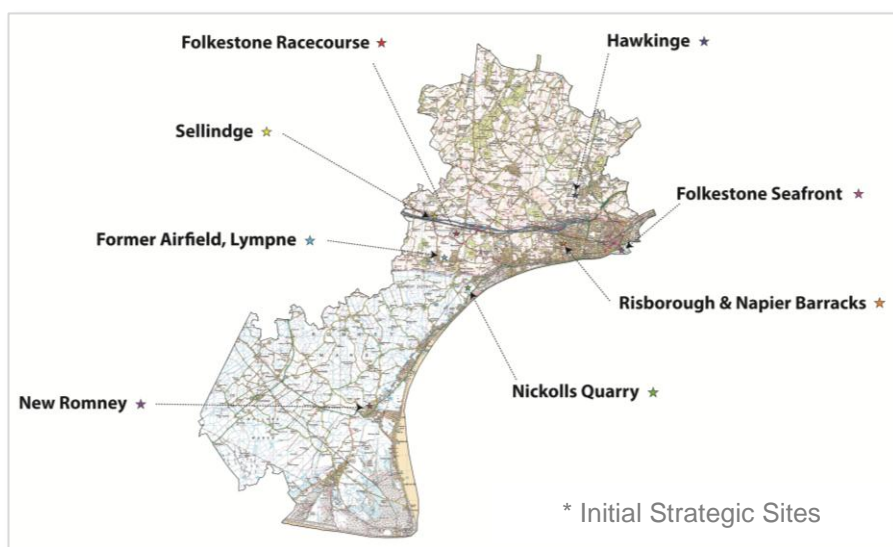
- 2.1.1 URS is a leading provider of engineering, construction and technical services for private sector companies and public agencies around the world. The company operates in more than 40 countries through a network of offices in the UK and Ireland, the Americas, Continental Europe, Asia Pacific, South Asia and the Middle East.
- 2.1.2 In the UK and Ireland, URS can trace its roots back to 1922 since when it has grown both organically and through strategic acquisitions, including the former Scott Wilson in 2010. In October 2014, URS was acquired by AECOM Technology Corporation and is in the process of being integrated into the wider group.
- 2.1.3 Today we are one of the foremost multi-disciplinary consultancies in the UK and Ireland with the skills and experience to support clients throughout the full project lifecycle including planning, design, construction, operation and maintenance. Our reputation is based on world class professional skills and an ability to successfully manage complex projects, demanding deadlines and challenging budgets.
- 2.1.4 One of our largest offices in the UK is located in Basingstoke, which is the base for one of our 'Transport Planning for Development' teams. We also have offices in London and Ashford (Kent), as well as throughout the South East of England.

### 2.2 Relevant Experience

- 2.2.1 URS has detailed knowledge of new industrial and logistical parks and has undertaken more than forty employment land reviews and industrial masterplans throughout the UK for both local planning authorities and private sector developers. URS is therefore well placed to deliver the required package of works set out within the project brief.

#### Shepway Transport Strategy

- 2.2.2 In May 2010, URS was appointed by Shepway District Council to prepare the Shepway Transport Strategy to support the development of the Core Strategy, the lead document in the Local Development Framework for the district. URS subsequently supported Shepway District Council through the Examination in Public (EiP) process.



- 2.2.3 URS' role was twofold; considering existing transport related matters across Shepway and developing an evidence base to support strategic development allocations. URS established a steering group comprising of representatives from Shepway District Council, Kent County Council and the Highways Agency, to inform the development of the Transport Strategy.
- 2.2.4 In addition, URS also led local consultation and arranged a workshop series which representatives from all aspects of Shepway's transport community were invited to. This process focussed on the identification of existing transport issues, thus allowing the Strategy to be 'issue driven'. URS also met with representatives of all the major 'allocated' development sites proposed through the Core Strategy.
- 2.2.5 A transport model was also developed by URS, in consultation with the steering group, which allowed the individual sites, as well as committed development and forecast growth to be considered on a site by site basis, and cumulatively across the district. The model has gone on to inform both the forthcoming detailed assessments of the schemes and the potential requirements for implementing and mitigating the developments. The transport planning team at URS continue to hold the model on behalf of Shepway District Council, and have regularly updated and 'run' the model for a range of interested parties, since the Core Strategy was adopted.
- 2.2.6 A fundamental aim of the Transport Strategy was to focus on existing transport matters within the district which could be shaped by, and enhanced through, the delivery of planned growth. Following the completion of the Transport Strategy in 2011, URS has been retained by Shepway District Council to oversee the transport model for the district and provide further advice as required.

**Land at New Romney**

- 2.2.7 Following the previously discussed Shepway Transport Strategy commission, URS was appointed by Shepway District Council to assist with the preparation of Strategic Planning Advice associated with the proposed development allocation at New Romney. The development area was identified in the Shepway LDF Core Strategy Preferred Options document, published in June 2009.



- 2.2.8 URS hosted a workshop at their Basingstoke office with a range of technical specialists and representatives of Shepway District Council. Items such as the site context, the LDF, timescales and delivery mechanisms were discussed.

- 2.2.9 A masterplan was prepared for the site which responded to parcels of land being under multiple landownership within the site boundary. The planning advice offered by URS also took into consideration the potential development of land adjacent to the site, for a proposal by an adjacent landowner.
- 2.2.10 In addition to providing transport advice, as for the Shepway Transport Strategy, planning, archaeological and flooding considerations were also included within the Strategic Planning Advice for New Romney. Particular emphasis was placed on delivering a sustainable development, taking account of the connectivity of the land with local shops, school and other facilities.
- 2.2.11 In preparing the policy advice note, URS liaised closely with Shepway District Council, and a range of other stakeholders including some of the landowners and their representatives, and officers of Kent County Council.

**Thames View Masterplan**

- 2.2.12 URS produced a masterplan for the regeneration of the Thames View Estate, located within the London Borough of Barking and Dagenham, on behalf of the local authority and architects.
- 2.2.13 The master planning team helped project manage a range of URS technical disciplines to carry out a gap analysis of existing work relating to utilities services, contamination, flood risk, noise and acoustics, and sustainability.
- 2.2.14 URS also participated in public consultations as part of the master planning exercise, to ensure that issues important to the community were considered in the design process. The technical assessments and public consultations ultimately fed into the development of the regeneration masterplan for the Thames View Estate.

**Salisbury Plain Masterplan**

- 2.2.15 As part of the Army Rebasing Programme at Salisbury Plain, URS undertook in excess of 70 Landscape and Visual Impact Assessments for potential development sites. The sites ranged from residential to military facilities and were located throughout Salisbury Plain.
- 2.2.16 As part of this process, URS consulted with the Client and external design team to mitigate any significant effects on a variety of highly sensitive landscapes, including the Stonehenge World Heritage Site.
- 2.2.17 Furthermore, URS prepared a targeted assessment of potential impacts on the landscape character and visual amenity as a result of the development proposals, in relation to the local Salisbury Plain and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB).

**Maylands Masterplan**

- 2.2.18 URS devised a high level vision for a large-scale employment hub with major infrastructure, and industrial estate comprising 630 companies across 300 hectares. The brief was to renew the area into a modern, sustainable business park. The delivery of the scheme was overseen by a series of follow-on commissions. These included development briefs for Maylands Gateway (business park) and Maylands (mixed-use) sites, planning applications for infrastructure and housing and a detailed public realm strategy.

**Colindale Area Action Plan**

2.2.19 The Colindale area of the London Borough of Barnet is within the remit of the Colindale Area Action Plan, for which 10,000 new homes alongside employment and retail have been identified. URS fed into the Area Action Plan, working with the London Borough of Barnet on a range of technical issues.



2.2.20 Since adoption of the Area Action Plan in 2010, URS has worked on delivery with the Council’s development partner, which has to date obtained planning consent at four sites within the Area Action Plan zone comprising around 1,200 new homes and local retail. A planning application has also recently been submitted for a fifth development, comprising 400 new homes.

2.2.21 The project necessitated a multi-disciplinary approach, and URS has therefore provided services in connection with each of the development schemes, such as transport assessments, travel plans, highway layout, drainage and flooding advice.

### 3 PROJECT TEAM

- 3.1.1 The team will be overseen by **Jonathan Crabb**, Technical Director at URS and the Head of Transport Planning for Development in the south of England and Wales. In the role of project director, Jonathan will be responsible for the successful delivery of this commission on behalf of URS, and will hold regular progress meetings with the Project Manager to ensure that this is achieved. Jonathan led previous projects for Shepway District Council, such as formulation of the Shepway Transport Strategy and strategic planning advice for Land at New Romney.
- 3.1.2 Jonathan will be available to liaise with the client as required, and will ensure that the resources are made available within URS to deliver this project within the agreed timeframe and on the basis of the methodology set out herein.
- 3.1.3 The project manager will be **Tony Batten** who will be the principal client contact and will liaise directly with the designated representative(s) at Shepway District Council. Tony will also report progress by e-mail and will attend meetings with the client representative as per the brief, to provide updates regarding the technical assessments, to discuss project progress and to advise on any key issues.
- 3.1.4 Tony will delegate the technical elements of the work to the respective technical specialists and will also be responsible for the day-to-day management of the project and will oversee all elements of the technical work being undertaken.
- 3.1.5 The project team has extensive knowledge of Shepway district, including the area in the vicinity of Junction 11 of the M20 motorway. For instance, members of the project team including Jonathan Crabb, Colin Romain and Iain Williamson led and contributed to the Land at New Romney project.
- 3.1.6 A summary of our team structure, including the technical leads who are overseeing each workstream, is provided below at **TABLE 3.1**.



**TABLE 3.1: Team Structure**

Name	Background
<b>Jonathan Crabb</b> Technical Director – Head of Transport Planning for Development (South)	Jonathan is a Member of the Royal Town Planning Institute and a Chartered Member of the Institute of Logistics and Transportation, with over eighteen years of transport planning experience focussing on directing and managing multi-disciplinary projects for public and private sector clients.
<b>Tony Batten</b> Principal Planner	Tony is a Member of the Royal Town Planning Institute with twelve years relevant experience in strategic planning, master planning, economic development and regeneration.
<b>Kathryn Whitmore</b> Associate, Landscape Architecture and Urban Design	Kathryn is a Chartered Landscape Architect with over twenty years of experience in landscape architecture and environmental planning.
<b>Iain Williamson</b> Principal Archaeological Consultant	Iain is an Associate of the Institute for Archaeologists and has over sixteen years of experience of commercial archaeology, both in private and public sectors.
<b>Helen Judd</b> Senior Water & Flood Risk Consultant	Helen is a Member of the Chartered Institute of Water and Environmental Managers, with eight years of experience in a range of water and flood risk disciplines.
<b>Colin Romain</b> Principal Transport Planner	Colin is a Member of the Chartered Institution of Highways and Transportation, with over 10 years of experience of transport planning for both public and private sector clients.
<b>Andrew Alty</b> Principal Highway Engineer	Andrew is a Chartered Engineer with over seventeen years of experience. He has worked in a variety of design and management roles across a range of projects, for both the public and private sectors.
<b>John Cronin</b> Associate Director, Building Services	John is a Chartered Engineer, with over twenty years of experience as a design engineer and project manager, working on a wide variety of infrastructure and utilities projects in the UK and overseas.
<b>Technical Specialists</b>	The respective technical leads will be supported by their teams at URS.

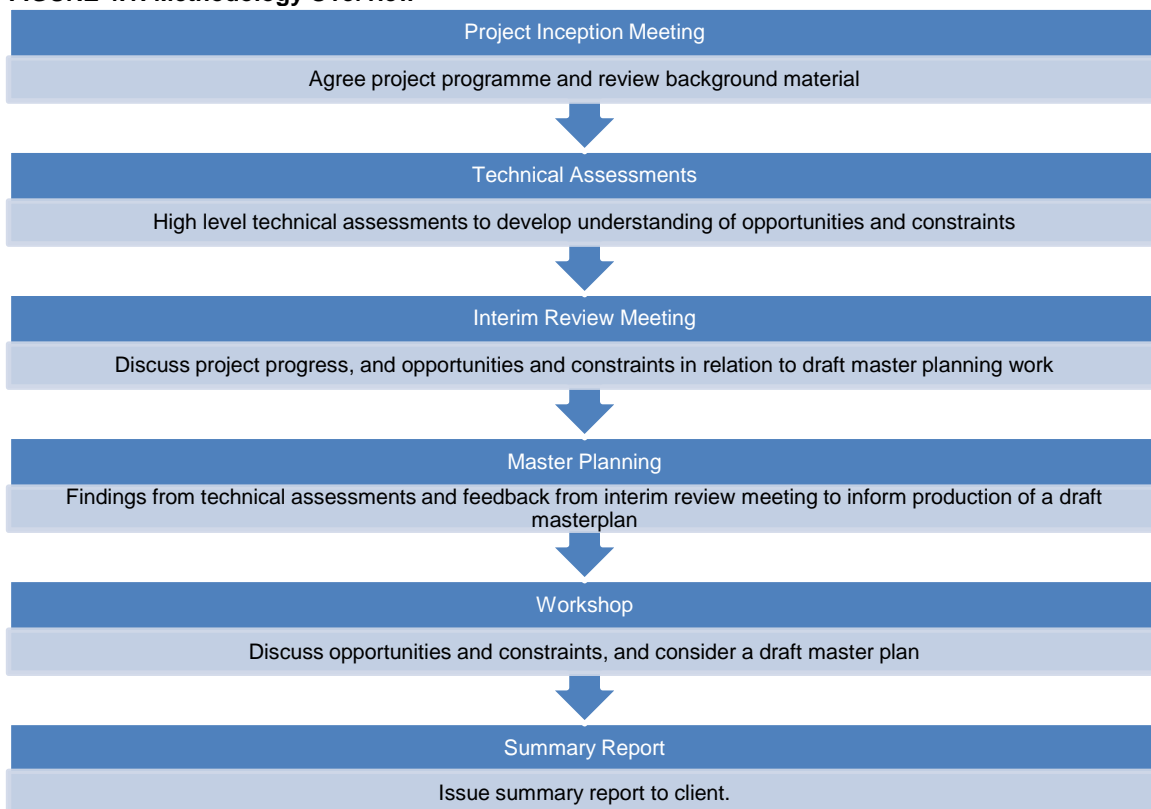
3.1.7 Copies of curriculum vitae for members of the project team are included at **APPENDIX A** of this proposal document.

## 4 METHODOLOGY

### 4.1 Context

- 4.1.1 The proposed methodology is based around the final output specified in the project brief; to report the findings of the feasibility study regarding potential employment land in the vicinity of Junction 11 of the M20 Motorway.
- 4.1.2 The project will commence with an inception meeting at which project team personnel will meet the client team to discuss the programme timescales and available data to inform the study.
- 4.1.3 Following the inception meeting, work will commence on a range of high level technical assessments aimed at identifying the opportunities and constraints within the study area. The assessments will give consideration to landscape and visual, archaeological, flood risk, transport baseline conditions and associated infrastructure requirements, and utility provision.
- 4.1.4 Midway through the project, an interim review meeting will be held between URS and Shepway District Council, to discuss project progress and the initial findings of the technical assessments. The meeting will therefore also provide an opportunity for the client to suggest how the opportunities and constraints identified at that stage may feed into a draft master plan for the area.
- 4.1.5 During the remainder of the project programme, the assessments will be progressed as necessary to inform the preparation of the draft master plan. The findings from the full range of technical assessments will produce a holistic understanding of the opportunities and constraints in the vicinity of the motorway junction, to be discussed during a workshop with Shepway District Council at which the draft master plan will be considered. The full approach is summarised in **FIGURE 4.1**.

**FIGURE 4.1: Methodology Overview**



## 4.2 Project Inception

4.2.1 At the start of the project it is important the client and project team are fully aware of the associated tasks, timescales and responsibilities. We therefore propose an inception meeting at which the following would be discussed:

- Confirmation of programme timescales
- Transfer of initial data between parties

4.2.2 We will prepare a set of meeting notes to confirm the discussions and the outputs required.

## 4.3 Technical Assessments

4.3.1 High level technical assessments are intended to evaluate the opportunities and constraints relating to the elements below, as identified within the brief:

- Landscape and Visual
- Archaeology
- Flooding
- Transport
- Infrastructure
- Utilities

4.3.2 These assessments will inform the feasibility for a range of options for employment land in the vicinity of Junction 11 of the M20 motorway, and will inform the master planning possibilities to be presented and discussed within the workshop.

### **Landscape and Visual Appraisal**

4.3.3 Kathryn Whitmore and her team will use existing published landscape character assessments, aerial photography and Google Street View in an initial desk study which would identify key landscape characteristics of the proposed development site and the surrounding area. At this stage a 2km study area is proposed.

4.3.4 In addition, potential key views of the development site would be identified through the production of a Zone of Theoretical Visibility (ZTV) for the proposed development. This is computer generated based on digital terrain modelling, which may consider existing woodland and urban development.

4.3.5 The results of the desk study would be tested and updated through a site survey of the proposed development site and surrounding area. The results of the desk study and site survey would be combined to identify the key landscape characteristics and key views for the proposed development site and surrounding area. Landscape and visual constraints and opportunities for the proposed development site would also be identified. A briefing note with illustrations would be prepared for a workshop with the client.

### **Archaeology**

4.3.6 In order to fulfil the requirements of Section 12 of the NPPF (in particular paragraph 128) it is suggested that the constraints appraisal identifies not only archaeology (buried heritage assets) but all heritage assets and their settings e.g. scheduled monuments, archaeological remains,

listed buildings and historic structures, conservation areas, historic landscapes and registered parks and gardens.

4.3.7 Iain Williamson and his team will therefore conduct a desk-based archaeological appraisal, similar to that undertaken for the Land at New Romney project, which will identify all known statutorily designated and non-designated heritage assets within the proposed development area and its environs. Key heritage assets which may form a constraint to the proposals will be identified and their significance assessed in accordance with national policy guidance provided by Section 12 of the NPPF.

4.3.8 Heritage assets identified will be accurately mapped in relation to the proposed development and a wider study area comprising 500m from the scheme boundary. The archaeological 'Constraints Map' will be accompanied by a catalogue summarising the details of the heritage assets identified, the nature of the constraint and any high level recommendations for further archaeological/heritage assessment or investigation in advance of the proposed development.

4.3.9 A range of readily accessible data sources will be consulted which will include:

- The Kent Historic Environment Record;
- English Heritage National Heritage List;
- On-line archaeological reports prepared for the Channel Tunnel Rail Link;
- On-line historic Ordnance Survey and where available pre-Ordnance survey cartographic mapping;
- Information regarding conservation areas and archaeological notification areas will be obtained from the Shepway District Council planning department; and
- Various internet and documentary sources.

### **Flooding**

4.3.10 The overall aim will be to prepare a Flood Risk Constraints Report and feed information into the constraints plan for the study area. Helen Judd and her team will assist Shepway District Council in downloading the relevant baseline information pertaining to the flood risk the Environment Agency's geostore database, which is free of charge to the Council. The team will then review and summarise the baseline information including groundwater, flood zones, flood risk from reservoirs and flood risk from surface water into the Flood Risk Constraints Report.

4.3.11 Using the baseline information the team will identify planning policy constraints and options for economic development types in relation to flood risk and, where necessary, identify potential high level mitigation measures. All of the works undertaken will be presented in a Flood Risk Constraints Report which will be issued in draft electronically to Shepway District Council for comment.

### **Transport**

4.3.12 A baseline assessment of the road network in the vicinity of the motorway junction and the potential employment development land will take place, using the Shepway District Council transportation model. Colin and his team developed and hold the transportation model on behalf of Shepway District Council, and therefore have a full understanding of the road network throughout Shepway District and in particular regard to this site, the M20 Junction 11 and associated junctions to the south on the A20. Specifically, the A20 / Stone Street / Hythe Road junction, which has been the subject of considerable analysis as part of the Transport Strategy work. In that regard, the junction complex was analysed in relation to the potential 'Folkestone

Racecourse' strategic development site. The model will therefore be utilised to understand the opportunities and constraints.

- 4.3.13 Using the information from the baseline analysis of road network near the potential employment land, consideration will be given to suitable locations for site access roads. The associated junctions will be assessed further by Andy Alty's Infrastructure team.
- 4.3.14 A high level review of rail services in the area will also be undertaken. This will evaluate the type and frequency of services at nearby stations such as Westenhanger, Sandling and Ashford International. The travel duration to key destinations will be examined while examining the passenger rail services. Furthermore, URS will inspect Network Rail's Route Utilisation Strategy (RUS) for London and the South East to consider existing capacity constraints and the proposals for enhancing the nearby South Eastern Main Line and High Speed 1 routes.

#### **Transport Infrastructure**

- 4.3.15 Andy Alty and his team will develop a draft lorry parking layout, for which vehicle tracking swept path analysis will be undertaken. This will assess a variety of likely design vehicles, such as a 16.5m long articulated lorry, a 12m rigid lorry, refuse vehicles and fire tenders. The layout will be modified, where necessary, to accommodate the swept path requirements of all design vehicles.
- 4.3.16 Once preferred locations for site accesses have been identified, a typical highway cross section that complies with the Design Manual for Roads and Bridges requirements will be used to determine the width of the highway corridor at these points. At this stage, an indication of earthworks could also be identified based on a desktop visual inspection of the site and adjacent highway or ideally, the use of topographic survey data. Junctions onto the public highway will be developed in a conceptual form and an indication of any retaining structures/earthworks will be identified. It should be noted that a road safety audit will not be produced at this stage. A swept path analysis using the agreed design vehicles for all new highways will be undertaken to ensure that there is adequate highway space.

#### **Utilities**

- 4.3.17 At the outset of the investigations John Cronin and his team would contact the relevant authorities to obtain statutory authority record documentation to determine the location of assets. This would be overlaid on project site plans to determine their impact on the proposed works. URS will review the size and nature of proposed buildings and estimate site loads, presenting the approximate requirements in a tabular format. This will include a desk top evaluation of potential abnormal development costs, and estimations for the cost of infrastructure associated with this work.
- 4.3.18 Based on their experience, John Cronin and his team will prepare a scheme for utility distribution and alterations required to existing services, and will provide an initial estimate of costs for the infrastructure works based on recent experience.
- 4.3.19 The team will be able to subsequently attempt to ratify the details if this is appropriate with the relevant statutory authority however this may be subject to payments and formal applications.

#### **Summary**

- 4.3.20 The methodology outlined in this section has been developed to achieve the outputs in the project brief. **TABLE 4.1** summarises the technical assessments which URS will undertake through implementation of the methodology.

**TABLE 4.1: Summary of Technical Assessments**

Workstream	URS Methodology
Landscape and Visual Appraisal	<ul style="list-style-type: none"> <li>• Identify key landscape characteristics</li> <li>• Identify views of development site</li> <li>• Develop landscape and visual constraints plan</li> </ul>
Archaeology	<ul style="list-style-type: none"> <li>• Identify known statutorily designated and non-designated heritage assets within proposed development area.</li> <li>• Produce heritage assets plan</li> </ul>
Flooding	<ul style="list-style-type: none"> <li>• Identify planning policy constraints in relation to flooding</li> <li>• Produce Flood Risk Constraints Report</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Baseline assessment of road network using Shepway District Council's transportation model, which URS hold on behalf of the authority.</li> <li>• Consider suitable locations for site access roads, for handover to the infrastructure team for more detailed assessment.</li> <li>• Review of rail services and evaluation of the Network Rail RUS for London and the South East in terms of capacity constraints and proposed improvements.</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• Produce a draft layout for lorry parking and test suitability using vehicle swept path analysis</li> <li>• Conceptual design of access junction onto the highway network, following the baseline assessment undertaken by the transport team.</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>• Liaise with relevant authorities to obtain information regarding the location of utility assets.</li> <li>• Preparation of scheme for utility distribution and alterations to existing services, including initial cost estimates.</li> </ul>

#### 4.4 Master Planning and Urban Design

4.4.1 Taking account of the constraints and opportunities plan and the findings from the work of the various technical assessments, Tony Batten and his team will suggest and illustrate boundaries for proposed sites that may realistically be developed for new employment space and uses.

4.4.2 This will build upon URS's detailed knowledge of the optimum characteristics of new industrial and logistical parks, having undertaken more than forty employment land reviews and industrial masterplans around the UK for both plan making authorities and private sector developers.

4.4.3 The URS Strategic Planning and Urban Design team will then sketch indicative site layouts and build footprints taking account of information on market requirements, growth sectors and local demand, access issues and the need for servicing areas.

4.4.4 In terms of masterplan development, the team will draw up a draft masterplan taking account of:

- Disposition of land uses
- Access and movement framework
- Open space infrastructure strategy (if relevant)

- Land budget and development capacity (based on CAD measurements)
- Character areas (if relevant)
- Development phasing and infrastructure provision

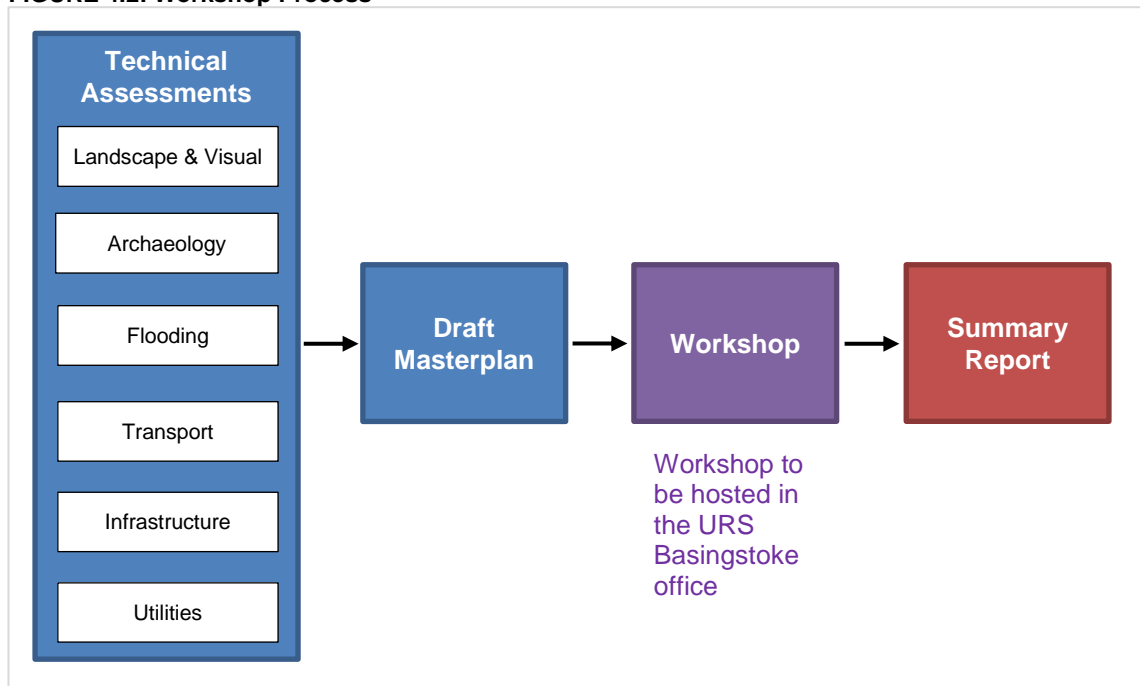
4.4.5 The masterplan will be evaluated in the form of a concise SWOT (Strengths, Weaknesses, Opportunities and Threats) matrix, which will be discussed with the client group in the workshop.

**4.5 Workshop**

4.5.1 The final stage of the project will involve the project team reporting on the findings from the technical assessments, presenting the resultant opportunities and constraints plans and the draft master plan.

4.5.2 This will take the form of a workshop with Shepway District Council, hosted at the URS Basingstoke office to minimise travel costs, and attended by select members of the project team such as the Project Manager and master planners. The technical specialists representing each discipline will also be available during the session. This format will provide an opportunity for ideas to be shared in a creative environment. The draft master plan will be presented at the workshop for discussion. **FIGURE 4.2** summarises the workshop process.

**FIGURE 4.2: Workshop Process**



4.5.3 URS has extensive experience of hosting creative workshops, including collaboration with Shepway District Council for the Transport Strategy and Land at New Romney projects. In the case of the latter, this workshop was hosted at the URS Basingstoke office, and was attended by officers of Shepway District Council including Chris Lewis (Head of Planning Services), David Shore (Planning Policy and Economic Development Manager) and Mark Aplin (Planning Policy Team Leader). A range of technical specialists from URS attended throughout the day, which facilitated discussion regarding the opportunities and constraints of the site in terms of archaeology, flooding, planning and transport.

**4.6 Summary**

- 4.6.1 URS will provide a high level infrastructure assessment and draft masterplan for high quality employment options, to support a co-ordinated development plan for the site and to evaluate the feasibility of development at the M20 Junction 11 site. The findings of the technical assessments will be presented at the interim review meeting and will subsequently feed into a draft masterplan, to be discussed at a client workshop. Following the workshop stage of the project, a summary report will be presented to Shepway District Council including findings from the technical assessments, an overview of the workshop discussion points and the resultant draft masterplan.

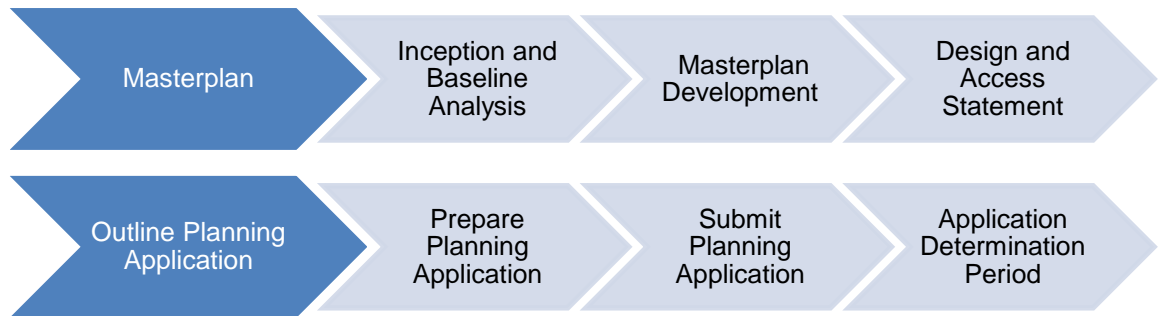


**5 NEXT STEPS**

5.1.1 Moving beyond the workshop, Shepway District Council may choose to progress the master plan to a planning application.

5.1.2 The processes for any future detailed masterplan development and outline planning application is anticipated to comprise a number of steps. The details of the preferred scheme will determine the exact processes which need to be followed but at this stage, and as identified within the brief, a summary of the likely steps is illustrated below in **FIGURE 5.1**.

**FIGURE 5.1: Workshop Inputs**



**Masterplan: Masterplan Development**

5.1.3 Initially, the draft masterplan would need to be transformed into a more detailed masterplan in preparation for the outline planning application. This would include creation of parameter plans to identify the fixed elements of the scheme. Subject to agreement, this is likely to include plans covering:

- Development Zones
- Access and Movement
- Open Space and Landscape
- Land Use Mix
- Densities
- Maximum Building Heights
- Drainage and Flood Alleviation Strategy

5.1.4 At this stage, supplementary land budget and capacity schedules as well as phasing plans would be prepared.

5.1.5 Following completion of the parameter plans, URS could develop the strategic design principles and outline a specific design approach if applicable. To support a public exhibition and Design and Access Statement (DAS), an additional set of supplementary visualisations could also be delivered.

**Masterplan: Design and Access Statement**

5.1.6 A Design and Access Statement would be developed once the masterplan has been fixed and finalised. The document template, design and content would be agreed with the client group and the document would contain a combination of URS produced design outputs and

information provided by the wider consultancy team, such as that pertaining to the planning strategies.

### **Outline Planning Application**

- 5.1.7 Once the detailed masterplan has been developed, with an accompanying Design and Access Statement, an Outline Planning Application could be prepared. The preparation would include pre-application advice, formulation of a planning statement and management of the application pre-submission.
- 5.1.8 Until the final masterplan has been prepared, it is difficult to identify the detailed inputs which will be needed to support a planning application. As a guide however, we would suggest that as a minimum the following may be appropriate:
- Design and Access Statement
  - Transport Assessment
  - Road Safety Audit and Designer's Response
  - Travel Plan
  - Flood Risk Assessment
  - Environmental Impact Assessment (to be determined through screening)
  - Landscape and Visual Impact Assessment

## 6 FEE PROPOSAL AND TIMESCALES

### 6.1 Fee Proposal

6.1.1 Our fee to undertake the work outlined within this proposal document is £14,950.00. A breakdown of the fees are provided in **TABLE 6.1**:

**TABLE 6.1: Breakdown of Fee Proposal by Task**

Task		Fee	Timescale
Project Inception Meeting		£975.00	Week 1
Technical Assessments	Landscape and Visual	£9,000.00	Weeks 2-5
	Archaeology		
	Flooding		
	Transport		
	Infrastructure		
Utilities			
Interim Review Meeting		£975.00	Week 6
Master Planning		£3,000.00	Weeks 7-9
Workshop		£1,000.00	Week 10
<b>Total:</b>		<b>£14,950.00</b>	

### 6.2 Assumptions

6.2.1 We have made the following assumptions in providing the above proposal:

- Attendance at 2 meetings (the Project Inception Meeting and Interim Review Meeting) has been included;
- Workshop to be hosted at URS's Basingstoke office;
- All data to be provided to URS by Shepway District Council, or charged separately;
- No third party costs included;
- All design work to be two dimensional only;
- No road safety audit to be undertaken;
- Ordnance Survey mapping to be made available, utilising Shepway District Council's map licence;
- No external consultation has been allowed for (i.e. with Kent County Council, the Environment Agency or the Highways Agency), as suggested within the brief.

6.2.2 In the event that any of these assumptions were to change, variations to the above fees may be required and would be discussed with the client accordingly.

### 6.3 Timescales

6.3.1 Our proposed programme for undertaking the tasks associated with the brief is presented within **TABLE 6.2**, which shows the task(s) by project week.

**TABLE 6.2: Project Timescales**

Week Commencing	Project Week	Tasks
15/12/2014	1	Project Inception Meeting. Review background materials provided by Shepway District Council, which will inform the technical assessments and master planning process.
22/12/2014	2	Technical Assessments for landscape, archaeology, flooding, transport, infrastructure and utilities. Encapsulate the opportunities and constraints for each discipline, to discuss in the Interim Review Meeting and to inform the draft master planning process.
05/01/2015	3	
12/01/2015	4	
19/01/2015	5	
26/01/2015	6	Interim Review Meeting. Discuss opportunities and constraints, and garner suggestions for the draft master plan.
02/02/2015	7	Development of draft master plan. This process will utilise the opportunities and constraints plans produced during the technical assessment stage of the programme, and give consideration to comments from Shepway District Council in the Interim Review Meeting.
09/02/2015	8	
16/02/2015	9	
23/02/2015	10	Workshop to discuss draft master plan options in relation to the opportunities and constraints. Agree the next steps for the potential development of land in the vicinity of the motorway junction.

6.3.2 There is an element of flexibility built into the project programme presented above, to ensure that we will be able to meet Shepway District Council's requirements and this can be discussed in more detail at the project inception meeting. Note that project 'week' 2 spans the Christmas period, to allow for non-working days.

6.3.3 In addition, we would be pleased to support Shepway District Council with more detailed assessment following the initial feasibility study. Should our support be required, we would be pleased to submit a supplementary proposal.

### 6.4 Conflicts of Interest

6.4.1 We can confirm that we believe that there are no reasons for a conflict of interest which may inhibit URS from carrying out this work.

### 6.5 Contract Terms and Conditions

6.5.1 We have reviewed the proposed terms and conditions and confirm these are generally acceptable. There are a few points we would wish to discuss in further detail, assuming that our proposal is of interest and we could expand on this at the project interview if appropriate.

**6.6 Contact**

6.6.1 The principal contact for the project and this proposal will be Jonathan Crabb, who will fulfil the role of project director, and his contact details are as follows:

**Jonathan Crabb** BSc (Hons) Dip TP MRTPI CMILT

Technical Director, Head of Transport Planning for Development - South

URS, Scott House, Alençon Link, Basingstoke, Hampshire, RG21 7PP

Direct: +44 (0)1256 310 246

Mobile: +44 (0)7825 797 893

jonathan.crabb@urs.com

## Appendix A

## Jonathan Crabb

BSc Hons Dip TP MRTPI CMILT

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### DETAILS

#### Position

Technical Director - Head of Transport Planning for Development - South

#### Discipline

Transport Planning for Development

#### Languages

English

#### Qualifications

- CMILT
- MRTPI
- BSc Hons Town Planning
- Post Graduate Diploma in Town Planning

#### Key Skills

- Preparation and Delivery of transportation evidence at Planning inquiries
- Transport Assessments
- Transport Policy and Planning Experience
- Integrated Strategic Transport Studies
- Range of large scale development planning projects
- Masterplanning
- Public Transport Planning
- Community involvement programmes
- School, business and residential travel planning

#### Years of Experience

21

#### URS Start Date

February 2009

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### SYNOPSIS

Jonathan has over 20 years of Transport Planning experience directing and managing multi-disciplinary projects for public and private sector clients. He focuses on development planning projects, his role as Sector Leader on Smarter Travel and developing Transport Strategies.

He joined URS in 2009 and is responsible for directing a range of development projects across the UK, utilising his Chartered Town Planner and Chartered Transport Planner qualifications.

Jonathan was appointed Project Manager for the Overarching Transport Assessment within the Environmental Overview Consultant (EOC) role for HS2 and was also deputy leader of the Traffic & Transport topic for the Environmental Impact Assessment.

He was selected to join the Travel Demand Management Travel Advice to Business Site Specific Advice to provide travel planning advice to businesses affected by the London 2012 Olympic and Paralympic Games.

Prior to joining URS Jonathan was a Technical Director at WSP where he led a team within Integrated Transport. He has presented evidence at the South West RSS Examination in Public (EiP) and the Core Strategy EiP into the Crawley LDF and the Shepway LDF. He has also advised eight local authorities in developing the evidence base for their core strategies /local plans.

Earlier in his career Jonathan had 12 years' experience working within a range of local authorities, which included the management and development of integrated transport strategy areas. He has a strong background in policy planning, scheme development and consultation processes.

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### SELECTED PROFESSIONAL HISTORY

#### Shepway Transport Strategy

Jonathan directed the preparation of the Transport Strategy for Shepway District Council. Working with the District Council, Kent County Council and the Highways Agency in reviewing the existing transport environment in Shepway and the relationship this has with emerging planning policy. URS's role in preparing the Transport Strategy for the district included the establishment of a robust evidence base for the Core Strategy and the allocation of development sites.

#### Dover Transport Study

He had a principal role in delivering the Dover Transport Study which included extensive stakeholder discussion, masterplanning for key growth areas and the assessment of improvement options, which supports Dover District Councils LDF Core Strategy. He led the preparation of the Transport Strategy and the masterplanning of a 1,800 dwelling site on the outskirts of the town.

This was followed by the preparation of a Community Infrastructure Fund (CIF) EoI for Kent County Council and Dover District Council to secure funds to deliver the strategy.

#### Salisbury Plain Army Basing Programme, Outline Environmental Appraisal

Jonathan led the assessment of the environmental appraisal tasks for the Defence Infrastructure Organisation's (DIO) proposal to seek planning permission for developments in and around Salisbury Plain as part of the Army Basing Programme which provides accommodation for Army personnel returning from Germany or otherwise relocating. A Masterplan is being developed to facilitate consultation on the ABP proposals as they affect Salisbury Plain. The Masterplan will be accompanied by an Outline Environmental Appraisal (OEA), which will describe baseline conditions, identify possible significant environmental effects, capture the cumulative effects of the proposals and recommend mitigation measures to offset any identified significant adverse environmental effects at an early stage.

## **Jonathan Crabb**

BSc Hons Dip TP MRTPI CMILT

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### **Central Leaside AAP**

The Central Leaside AAP assessed in detail the issues and opportunities in relation to movement within Central Leaside, as well as connections to the wider area. Our tasks in developing the AAP sought to address improvements to the North Circular which is indirect and difficult, and an issue for businesses based at the industrial estates in Central Leaside. It identified that the local network is also poorly connected with the area dissected by major traffic routes and rail lines. The AAP was developed to improve access and movement for all modes within Central Leaside, particularly to accommodate housing and employment growth in the future.

### **Ashfield Estate**

Jonathan has directed the commission to provide transport and infrastructure advice in support of a proposed mixed use development on land to the south of Romsey, Hampshire. A number of reports have been prepared, investigating the potential impact of the development, in transport terms, on the local highway network in the vicinity of the site. Throughout this process, liaison has taken place with the planning and highway authorities to ensure that both parties are fully aware of the proposals, and to encourage collaboration early in the masterplanning process.

### **Brent Cross Cricklewood**

Provided advice on establishing a monitoring and target based approach to assess the transportation impacts of the planning application, covering 150Ha, including 8000 homes, and a mix of retail, leisure, hotels and commercial uses.

### **Slyfield Area Regeneration Project (SARP), Guildford – Guildford BC, Surrey CC & Thames Water**

Jonathan directed URS's project team on the proposed SARP redevelopment scheme, which is likely to comprise approximately 2,000 dwellings and 25,000sqm of employment space. This includes advice on the development of the masterplan and Transportation advice.

### **Braintree Transport Study**

Jonathan directed a comprehensive transport & movement study to understand both the existing issues and identify the likely effects of implementing the range of traffic, movement and pedestrianisation projects. This included recommending the approach to be adopted for town centre parking and how this can support the objectives for the town. The study also included a series of workshops with key stakeholders which Jonathan hosted.

### **Castle Point Borough Council – Transport evidence for the new Local Plan**

Jonathan directed the preparation of transport evidence in order to inform the Council's decisions related to the provision of housing and employment sites within the New Local Plan. The evidence will also inform the requirement for transport infrastructure and assist in identifying the level of Community Infrastructure Levy required to secure development and growth.

### **West Thurrock and Lakeside Masterplan -Thurrock Thames Gateway Development Corporation**

Working as part of a multi-disciplinary team, Jonathan led the transportation input into the development of a masterplan for West Thurrock and Lakeside, to address development opportunities as part of the wider expansion of the Thames Gateway. This involved the analysis of existing movements and assessing trip generation from key sites and preparing a phased plan of implementation over the longer term



## Tony Batten

BA (Hons), MA, MA, CERT, MRTPI

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### DETAILS

#### Position

Associate Planner

#### Discipline

Strategic Planning and Urban Design

#### Qualifications

- BA (Hons) Geography
- Certificate in UK Planning Law and Practice
- MA Urban Design
- MA Urban Regeneration
- Chartered Member Royal Town Planning Institute

- URS Certified Project Manager

#### Key Skills

- Employment Land Review
- Town Planning/Land Use Planning
- Plan Making/ Policy Planning
- Masterplanning and Urban Design

#### Years of Experience

12 Years

#### URS Start Date

2005

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### SYNOPSIS

Tony is a chartered planner and experienced project manager with twelve years relevant experience in strategic planning; masterplanning and policy; economic development and regeneration.

Since joining he has provided expertise in development of plan making evidence base studies, feeding into and informing policies for more than twenty adopted DPDs including Waste Plans, Local Plans, Core Strategies, Site Specific Allocations Documents and Supplementary Planning Documents. Relevant studies undertaken have included development frameworks and site briefs; more than twenty industrial and employment land studies, waste studies, a number of infrastructure delivery plans and brownfield site assessments. Tony has represented public sector clients at EIPs and provided support through submission of representations.

Prior to joining URS Tony worked as a Consultant in Colin Buchanan & Partners' planning team and as a project officer in Horizon Housing Group's regeneration department.

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### SELECTED PROFESSIONAL HISTORY

#### London Industrial Land Baseline, 2010

Project managed a comprehensive analysis of London's industrial land supply covering strategic planning, field survey work and GIS mapping assessing the qualitative characteristics and quantitative baseline for all 9,000 hectares of industrial land in Greater London. This study informed policies on industrial land for the replacement London Plan and its 2010 EIP enabled the LDA an evidence base for investment and intervention opportunities. Client: GLA and LDA.

**Greenwich permitted development right exemptions paper, 2013.** Drafted a paper for the North Greenwich District Centre evidencing a case for exemption from the Governments proposed PD rights allowing offices to convert to residential without planning permission. Client: RB Greenwich.

**Employment Land Review for LBs Brent, Havering, Greenwich, Croydon, Hillingdon and Vale of White Horse District District, 2012-2013.** Directed employment land reviews for six boroughs and districts to inform Local Plan policies.

#### Southwark Employment and Waste Allocations Study, 2009

Anthony project directed an employment land review for Southwark Council to help inform their LDF policies. The work included an investigation of the supply and demand for employment land and premises across the borough. The work was undertaken in the context of significant regeneration activity and was intended to help tackle issues of deprivation and high levels of unemployment in the central part of the borough. In contrast, Southwark's north was experiencing a rapidly expanding office markets along the South Bank and SE1 area. The study also explored the role of the creative, cultural and tourism industries. Client: London Borough of Southwark.

#### Stewarts Road Study: Urban Design, Transport and Traffic Implementation Strategy, 2009-11.

Tony project managed this study over a two year period. This study built on previous work undertaken by URS and involved developing alongside technical disciplines detailed plans and strategies for implementing public realm, traffic and transport improvements for this industrial area in Wandsworth, London in order to mitigate tensions with neighbouring residential areas. The work has included a community consultation and funding strategy and the proposals should be developed over the next five years. Client: LB Wandsworth.

**Canada Water Area Action Plan Update, 2012.** Project directed a key study feeding into an update of the AAP which included carrying out analysis of key uses and activities attracted to the main Harmsworth Quay development site. This involved detailed consultations with stakeholders. Client: LB Southwark.

#### Central London Infrastructure Study and Westminster Infrastructure Plan, 2008

Tony project managed this assignment, in which URS led a team of consultants in the development of a Central London Infrastructure Study and a Westminster Infrastructure Plan. Both studies explored gaps and priorities in meeting current and future projected demand for a variety of infrastructure areas, including social and transport infrastructure, surface and sewage flooding and flood risk, utilities, renewable energy and carbon technologies. Client: City of Westminster & Central London Forward.

## Tony Batten

BA (Hons), MA, MA, CERT, MRTPI

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**Acton Town Centre Development Framework, 2007-2008.** project managed a masterplan for the town centre including extensive community and stakeholder consultation. Client: LB Ealing.

**Thamesview Masterplan, 2008.** On behalf of the architects and the LPA, Tony assisted work on the Thames View Estate regeneration masterplan in LB Barking and Dagenham. Anthony helped project manage URS technical disciplines who undertake a gap analysis of existing work relating to utilities services, contamination, flood risk, noise and acoustics and sustainability, before completing baseline assessments in these areas to inform the development of the Masterplan. Anthony and the URS team also participated in public consultations, as part of the masterplanning exercise, in order to ensure that the issues that were important to the community were picked up in the design process. Client: LB Barking & Dagenham & Patel Taylor architects.

**Erith Area Framework Masterplan, 2005:** Anthony project managed the second half of the study commission, in which URS led a team comprising of Meadowcroft Griffin Architects and Knight Frank in preparing a regeneration strategy for Erith Town Centre. The main focus of work was to establish a framework identifying the main development opportunities, which also provided a long-term plan for the redevelopment of Erith area over the next few decades. Key features of the framework were the integration of key sites in the town's surroundings with the town centre and the various existing regeneration initiatives in the area. Client: LDA and LB Bexley.

**Catford Town Centre AAP; 2004.** Tony mapped and assessed policy and physical constraints to development within the AAP masterplan area as part of the baseline analysis. Client: LB Lewisham.

**London-Stansted-Cambridge-Peterborough M11 Corridor Development Options Study, 2004.** Using GIS, Tony identified and mapped potential development sites on the fringes of existing urban areas that could accommodate the forecast growth in housing and employment planned for this growth corridor. Anthony also mapped development constraints for sites. Client: Office of the Deputy Prime Minister (ODPM)

**NE & SE London Industrial Land Baseline Study, 2006:** project managed the study involving a detailed survey of all industrial sites in north east and south east London to investigate land use change over the 2001 to 2006 period. This includes field survey work and Geographic Information System (GIS) mapping and will form a baseline for recommendations on industrial land release as part of Alterations to the London Plan (2007) Client: Greater London Authority.

**Thurrock Employment Land Review, 2005:** project managed an employment land review for Thurrock Council. This involved an extensive qualitative and quantitative field survey of employment land to establish current and future demand and supply of industrial property. The study will help inform the sub-regional employment land strategy for the Thames Gateway, as well as tie in with the Council's Local Development Framework preparation. Client: Thurrock Borough Council

**North London Alternative Waste Sites Assessment (on behalf of a Veolia), 2011.** Making use of a range of datasets (including URS internal London wide industrial land use mapping and information database), mapping sources and aerial photography, identified a range of potentially suitable alternative sites upon which my client could potentially develop a new waste to energy facility servicing the North London waste mgmt contract. Client: Veolia.

## Kathryn Whitmore

BSc (Hons) Botany University of Bristol  
Master of Landscape Design

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### DETAILS

#### Position

Associate

#### Discipline

Landscape Architecture

#### Languages

English (mother tongue)  
Conversational German

#### Qualifications

- Chartered Member of the Landscape Institute
- BSc (Hons) Botany University of Bristol
- Master of Landscape Design
- URS Certified Project Manager
- APM Project Manager Certificate

#### Key Skills

- Landscape Planning
- Project Management
- Landscape Design and Management
- Environmental Issues
- Heritage Landscapes

#### Years of Experience

21 Years

#### URS Start Date

September 1996

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### SYNOPSIS

Kathryn Whitmore is a Chartered Landscape Architect with over twenty years of experience in landscape architecture and environmental planning. After periods in local government and internationally, Kathryn joined URS, where she has managed a wide variety of landscape projects. She is an experienced project manager and project director for URS.

Kathryn is an acknowledged expert in parks and open spaces and acts as expert advisor and monitor for the Heritage Lottery Fund and is an experienced Green Flag and Green Heritage Judge. In recent years she has provided landscape specialist inputs for complex planning documents and applications. These have ranged from detailed landscape and visual impact assessments as part of an Environmental Statement to landscape strategies, designs and management plans. Projects have varied from historic park renovations and major residential developments to Nationally Significant Infrastructure Projects.

Kathryn is increasingly becoming involved in the preparation of Green Infrastructure Strategies and Green Belt Reviews for local authorities. Using bespoke methodologies, Kathryn has provided robust evidence base studies to inform Local Plan allocations and assist in on-going planning policy development.

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### SELECTED PROFESSIONAL HISTORY

#### Manydown, Basingstoke

Green Infrastructure Study for major new development of potentially 8000 properties to the west of Basingstoke. The study is part of the evidence base for the initial allocation of residential development land for approximately 2800 properties within the emerging Local Plan. Additional work has sought to increase the allocation and look beyond the period of the Local Plan, to provide new development options that are set within the parameters of the Green Infrastructure Study.

#### Athletes Village, London Olympics 2012

Landscape architecture and urban design development control advice to the Olympic Delivery Authority for the public and private realm of the Athletes Village. Proposals included both scheme designs during the games and subsequent changes for the legacy landscape.

#### Oxford Green Belt Review

Green Belt Review to assess whether identified sites fulfill the purposes and function of Green Belt as identified in the National Planning Policy Framework - NPPF (2012) and the Oxford Core Strategy - OCS (2011). Through this process, opportunities for housing development are identified. The review is a supporting document to inform the City Council's Strategic Housing Land Availability Assessment (SHLAA).

#### South and Vale Green Infrastructure Strategy.

Currently project manager for the preparation of a joint Green Infrastructure Strategy for the districts of South Oxfordshire and The Vale of White Horse (South and Vale). The Strategy will provide a concise, over-arching framework for the future development and management of GI across the two districts.

#### Rothwell North, Northamptonshire

Landscape and Visual Impact Assessment of urban extension to small town along the A14. The development area has been identified as a 'Sustainable Urban Extension' in the developing Local Development Framework and the design of the urban extension is informed by guidelines in the draft Rothwell and Desborough Area Action Plan.

#### Library of Birmingham

Townscape and Visual Impact Assessment of landmark building in the centre of Birmingham. As a prestigious development in the heart of the city, the setting and style of the building were carefully assessed to determine if the new library would complement and enhance the local townscape to create an international destination.

## Iain Williamson

BA (Hons) AIfA

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### DETAILS

#### Position

Principal Archaeological Consultant

#### Discipline

Heritage

#### Languages

English (Mother Tongue)

#### Qualifications

- BA (Hons), Archaeology University of York
- Associate of the Institute for Archaeologists (AIfA)
- CSCS Card (Archaeological Operative)
- LU Access Certified

#### Key Skills

- Archaeological project management
- EIA and preparation of cultural heritage ES chapters
- Archaeological field survey and mitigation design
- Archaeological risk and programme management
- Fieldwork procurement, tendering and monitoring
- Preparation of written schemes of investigation
- Consultation with statutory authorities and stakeholders
- Desk-based research and assessment
- Archaeological and Heritage Due Diligence

#### Years of Experience

16

#### URS Start Date

January 2008

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### SYNOPSIS

Iain has over 16 years experience of commercial archaeology both in private and public sectors. As a field archaeologist he gained an extensive knowledge of directing and monitoring archaeological fieldwork projects in rural and deeply stratified urban environments and in advance of large scale infrastructure projects such as road schemes and the Channel Tunnel Rail Link (HS1).

Iain's expertise includes the successful delivery of a range of desk-based assessments; Environmental Impact Assessments, including the preparation of Environmental Statement Chapters and the design, procurement and implementation of archaeological field surveys and mitigation. He routinely identifies sensitive archaeological assets, assesses potential development impacts and identifies key archaeological risk to both construction programme and cost. He provides archaeological design advice to a range of clients and negotiates with statutory stakeholders such as English Heritage and local planning authorities to ensure that appropriate provision is made in respect of the archaeological and heritage resource.

Iain has an impressive portfolio of UK based projects of varying scale and complexity ranging from high level risk appraisals to masterplan led EIA such as for Beaulieu Park a 350ha residential led mixed use development on the edge of Chelmsford, Essex, which includes an area of prior mineral extraction. He has also prepared archaeological assessments to accompany the planning applications for three Olympic venue sites in Westminster and has since 2009 provided archaeological services to the Crossrail project including that of Framework Design Consultant delivering the archaeological design and written schemes of investigations for works within and around the Grade I listed Paddington Station and Paddington Integrated Project (PIP) contracts.

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### SELECTED PROFESSIONAL HISTORY

#### Beaulieu Park, Chelmsford, Essex (2009-present)

Preparation of the cultural heritage EIA for a 350ha masterplan led new residential and mixed use scheme and prior minerals extraction on behalf of Countryside Properties Ltd. The site once formed part of the historic deer park surrounding Henry VIII's Palace of Beaulieu. The assessment included the design and management of archaeological trial trench evaluation to support the EIA. These surveys identified a number of previously unknown archaeological sites including Iron Age and Roman rural settlements, medieval settlement site and a possible medieval Warrener's lodge. More recently Iain has completed the design of the archaeological investigation and mitigation strategy for the entire scheme.

#### BBC TVC, London Borough of Hammersmith and Fulham - Archaeological Desk-based Assessment and EIA (2013)

Archaeological consultant for the scheme responsible for preparing an archaeological baseline assessment and ES chapter to support of the planning application for the redevelopment of the BBC Television Centre. The proposed development area is significant not only as a modern 'factory for television' but also as the site of the 1908 Great White City Exhibition Grounds that give local area its name. The scheme required the identification of all known archaeological assets and their significance, consultation with English Heritage GLAAS, an assessment of the proposed scheme's impact and recommendation of appropriate mitigation measures.

#### Princes Parade, Hythe, Kent (2012)

Preparation of a high level Cultural Heritage appraisal for the proposed development of a site at Princes Parade, Hythe on behalf of Shepway District Council. The site was located immediately adjacent to the Royal Military Canal Scheduled Monument and overlooked by several listed Napoleonic Martello Towers. The Cultural Heritage appraisal identified and mapped both designated and non-designated heritage assets in relation to the proposed development site presenting the information in the form of a constraints map accompanied by a summary establishing the key heritage constraints and opportunities for the proposed development.

#### Dover and Kingston-upon-Hull Redevelopments Due Diligence (2012)

Review of existing archaeological and cultural heritage baseline and survey reports as

## Iain Williamson

BA (Hons) AIfA

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part of the due diligence process for three proposed development sites. Following the review of existing evidence a report was prepared and presented to the client detailing the strengths and weaknesses of the current evidence base and highlighting the key constraints and opportunities for each scheme.

### **Sussex House, Crawley, West Sussex (2011-2012)**

Archaeological Consultant providing archaeological services and design advice to Land Securities for the commercial redevelopment of a 1.24ha town centre site in Crawley. The site lies on the historic medieval High Street in an area known for its medieval iron working industry. A desk-based assessment was undertaken to identify the heritage resource within the site and supported a successful planning application. Iain has continued to provide post-application advice and has designed programmes of archaeological trial trench evaluation and mitigation excavations and procured and managed sub-contractors to fulfill the archaeological conditions attached to the planning consent.

### **New Barnfield, Hatfield, Hertfordshire (2011)**

Preparation and coordination of a heritage desk-based assessment and Environmental Statement chapter for Veolia. The heritage assessment identified the heritage resource in and around the proposed site including the site of a medieval manor, post-medieval farm and adjacent listed buildings and Hatfield House registered park and garden. A key aspect of the project was the assessment of setting impacts on the registered park and garden and other designated heritage assets within the surrounding study area.

### **Orbital Park, Ashford, Kent (2009 – 2012)**

Provision of archaeological services to Salmon Harvester Properties Ltd for a 4ha commercial development in Ashford, Kent. The project required negotiation with the local planning authority archaeologist and the design and procurement of a programme of archaeological strip map and sample excavation. The first phase of archaeological investigation revealed a Late Iron Age – early Roman farmstead.

### **M1 Junction 10-13 Improvements (2009-2012)**

Designer's Archaeologist for the Hard Shoulder Running and Junction 11 & 12 Improvement schemes. Services provided include the preparation of cultural heritage Environmental Statement chapters, assessment reports and WebTAG assessments for two schemes to DRMB Vol. 11 standards, mitigation design, monitoring of archaeological sub-contractors and consultation and liaison between the design team, principal contractor and County Archaeological Officer.

### **Boxted Wood, Essex (2008)**

Consideration of the impacts of a new masterplan led 135ha sustainable housing development in Essex. The project required the desk-based research and preparation of a cultural heritage baseline assessment and Environmental Statement chapter for the scheme. The site was known to contain the remains of a Roman villa and features associated with a Second World War American airbase surviving with ancient woodland.

## Helen Judd

BA (Hons) MSc MCIWEM C.WEM

### Position

Water and Flood Risk  
Consultant

### Discipline

Water

### Languages

English (Mother Tongue)

French (Basic)

### Qualifications

- BA (Hons) Geography, University of Manchester, 2002
- MSc Environmental Water Management, Cranfield University, 2006
- Member of Chartered Institute of Water and Environmental Managers

### Key Skills

- Flood Risk Management
- 2-D Hydrodynamic Modelling
- 1-D Hydraulic Modelling
- Flow Estimation (FEH)
- Cost-benefit analysis
- Geographical Information Systems
- Project/Programme Management
- Flow monitoring
- Environmental Impact Assessment

### Years of Experience

8

### URS Start Date

October 2006

### SYNOPSIS

Helen joined URS eight years ago following the completion of her MSc Environmental Water Management degree. During this course she has covered Surface and Groundwater Hydrology, Modelling Hydrological Systems, Catchment Management & GIS and Flood Risk Management. Prior to this Helen Completed a BA (Hons) Geography degree, this incorporated a group project and a dissertation investigating environmental factors affecting water chemistry. Helen is a chartered Water and Environmental Manager.

Since joining URS Helen has worked on a variety of projects. These have mostly included Flood Risk Assessments (FRA) and Strategic Flood Risk Assessments (SFRA) and more recently Flood Mitigation Options Appraisals. The FRAs have incorporated infiltration testing to support the installation of sustainable features; developing a Flood Emergency Plan to facilitate safe evacuation from a site that is located in the functional flood plain.

Helen is experienced in using Mike 21 HD, HECRAS, TuFLOW, ISIS, InfoWorks CS 2D and InfoWorks ICM which are used to inform FRA's, SFRA's and Surface Water Management Plans (SWMP). As Geographical Information Systems (GIS) is an integral part of the modeling methodology Helen has become extremely competent in its use as part as the modeling as well as presenting the modeling results to the client. Given her modelling and mapping experience Helen has trained other members of staff in modelling/mapping techniques and review hydraulic models in accordance with URS Quality Assurance procedures.

Helen has worked on two NEC contract projects as assistant project manager both with fee values greater than £500k.

Helen has carried out flow monitoring in the field as part of investigations and worked in an integrated team to produce a Water Resources chapter for an Environmental Statements.

Helen has also worked as a Grade 3 Scientific Analyst. Helen is computer literate and has a proficient knowledge of MS Word, Excel, Access, Oracle, MapInfo, Microsoft Project and Microsoft Visio. ]

### SELECTED PROFESSIONAL HISTORY

#### Clay Lane Link Road Flood Risk Assessment (2014 – present)

URS was commissioned in the early stages of planning to provide advice on the potential link road between the Slyfield Industrial Estate and Clay Lane, to the north of Guildford. Helen provided advice on a number of potential route options that crossed the floodplain of the River Wey. Helen initially prepared a Constraints Report that identified the flood risk constraints and identified potential mitigation options that included possible areas and volumes for compensatory storage. As part of the FRA Helen updated an existing ISIS – TUFLOW model of the River Wey to include the proposed road and optioneer compensatory storage areas (*Client: Guildford Borough Council*).

#### Land Adjacent to Redgate Hill, Hunstanton Level 3 Flood Risk Assessment (2014)

A FRA was prepared to support the planning application for a residential development within the floodplain of the Ringstead River. An ISIS TUFLOW model was constructed of the Ringstead River to inform the finished floor levels of the dwellings and the siffit level of the main access bridge that crossed the river. Helen took over the role as lead modeler at a point where the model was experiencing stability issues. Helen stabilized and finalized the model which was signed off by the Environment Agency. (*Hopkins Homes Ltd.*)

**Environment Agency WEM – Hertfordshire Local Sources of Flood Risk Phase 2 (2014)** The overall aim of this project was carry out high level options appraisals for local flood risk hotspots which will act as demonstration case studies for Hertfordshire County Council (HCC) to refer to in the future. Using Capita URS's Ordinary Watercourses Assessment GIS tool, eight priority hotspots were selected. Following FCERM guidance

## Helen Judd

BA (Hons) MSc MCIWEM C.WEM

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a high level options appraisal was carried out on these sites to short-list potential flood mitigation options. An example preferred option for each hotspot was costed and taken through an economic analysis so that a demonstration Partnership Funding Calculator could be completed on the client's behalf. Helen was involved in all tasks of the project including identifying capital works and quick wins, cost estimates, benefit calculation and option appraisal. (Client - Environment Agency with Hertfordshire CC, 2014)

### **Norwich Local Flood Risk Options Appraisal (2014)**

Helen was part of the delivery team that carried out an options appraisal for managing local flood risk in Norwich. Helen's main roles were hydraulic model review, option identification and appraisal (following SWMP scoring guidance) and cost-benefit analysis. (Client: Norfolk County Council).

### **Redhill Station Re-development Flood Risk Assessment (2013)**

Helen was project manager for two flood risk assessments prepared for submission with the planning application for the re-development of Redhill Station. As the site is located in Flood Zone 3 the assessments also comprised a Flood Emergency Plan and Exception Test, both of which were completed in liaison with the Local Planning Authority and the Environment Agency. (Client: Solum Regeneration Ltd).

### **Meddler Stud Level 3 Flood Risk Assessment (2012)**

Helen prepared a Level 3 FRA for a proposed residential development in Kentford, Suffolk that is partly located in the floodplain of the River Kennett. In close liaison with the architect and client the sequential approach was applied to the development layout commensurate with the sustainability objectives of national planning guidance. Helen also presented the flood modeling at a public consultation event. (Client: Agora Developments).

### **Nicholls Transport Depot, Sittingbourne Level 2 Flood Risk Assessment (2012)**

Helen was PM for a FRA to accompany a planning application for the development transport depot. The assessment included consultation with the Environment Agency to ascertain the residual flood risk to the site. The FRA included a capacity of the ditch to inform the sites drainage strategy. The site was subject to residual flood risk from The Swale. The project was completed on time within budget and the FRA was approved by the Environment Agency. (Client: Private Client).

### **Beaulieu Park Flood Risk Assessment (2011)**

Helen was main author and project manager of a FRA for a major mixed use development to the north east of Chelmsford. The proposed development comprised 3600 homes, a railway station, business park and 2 primary schools on a 330 hectare site. The business park is partially located in Flood Zone 3 and hydraulic modelling was undertaken to inform the sequential test within the development site. As flood mitigation the FRA recommended reconfiguration of the business park so that less vulnerable uses were located in the floodplain. (Client: Countryside Properties Plc.)

## Colin Romain

BSc (Hons) MSc MCIHT

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### DETAILS

#### Position

Principal Transport Planner

#### Discipline

Transport Planning for Development

#### Languages

English

#### Qualifications

- Member of the Chartered Institution of Highways and Transportation (MCIHT)
- MSc Transport Planning and Engineering
- BSc (Hons) Geography

#### Key Skills

- Transport Statements
- Transport Assessments
- Travel Plans and Travel Plan Co-ordination
- Environmental Impact Assessments
- Master Planning
- Highway and Scheme Analysis
- Detailed Junction Modelling
- Traffic Data Analysis
- Public Consultation
- Preparation of Evidence for Public Inquiry
- Development Briefs

#### Years of Experience

10

#### URS Start Date

2004

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### SYNOPSIS

Colin Romain is a Principal Transport Planner in URS's Transport Planning for Development group. He leads a team of transport planners who are involved with a variety of projects, for both public and private sector clients, from pre-feasibility studies through to detailed advice, preparation of assessments for planning applications, consultation and preparation of associated evidence.

He supports his work with detailed advice in the form of technical appraisals, modelling and travel planning. As such, Colin has considerable experience of undertaking scheme appraisals and junction assessments. He has input into funding bids, has undertaken numerous public consultation events and has prepared evidence for Public Inquiry.

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### SELECTED PROFESSIONAL HISTORY

#### Transport Strategy, Shepway District Council

Colin has been the day-to-day project manager for this significant piece of work which has seen URS prepare the Transport Strategy for Shepway District Council which is a key part of the evidence base for the authorities Core Strategy. A key element of Colin and the teams work has been the allocation of development sites, with the aim of shaping the future direction of growth within the district. As such, the team has worked with the District Council, Kent County Council and the Highways Agency to firstly review the existing transport environment in Shepway and the relationship this has with forthcoming policy. A key focus of the Transport Strategy has been the promotion of sustainable travel choice, linked with over-riding climate change policies. A series of workshops were ran as part of the development of the strategy and considered liaison has also taken place with key stakeholders such as Network Rail and Southeastern Rail to ensure that High Speed 1 (HS1) could be appropriately promoted through the emerging Transport Strategy. Colin has since attended the Examination in Public (EiP) for the Core Strategy.

#### LB Hackney, Woodberry Down, London

Colin has been involved in the masterplanning and delivery of a regeneration plan for the Woodberry Down urban estate (4,500 dwellings) in Hackney, London since 2005. This involved an investigation into the impacts of narrowing a significant section of TfL highway. A Community Infrastructure Fund (CIF) bid was submitted and URS's parking strategy for the development has since been accepted at committee. Colin managed all of the detailed highway modelling, undertaken with TfL for this scheme (including Stage 2 Mayor Referral). Colin led the preparation of the Transport Assessment and Travel Plan for this major development and was extensively involved with the associated consultation and liaison exercises which were conducted.

#### Red Tree LLP, Sherford, Plymouth

Colin was part of the team which prepared the Transport Assessment for the Sherford development, comprising 5500 new homes, and provided transport support to the Masterplan. This required the provision of continual transport advice to the client to ensure that a package of measures were formulated that satisfied both the needs of the client and the respective authorities in delivering a functional development, which did not compromise the operational effectiveness of the surrounding highway network. The Sherford development incorporates the creation of a new 'High Street', the provision of a High Quality Public Transport service and a Park and Ride. The development embodies the 'Manual for Streets' principles and is the first development in the UK to include a new 'High Street' for 50 years.

#### Guildford, Surrey & Thames Water, Slyfield Area Regeneration Project, Guildford

Colin project managed URS's transport, infrastructure, flood and geotechnical advice in relation to the proposed SARP redevelopment scheme, which is likely to comprise of approximately 2,000 dwellings and 25,000sqm of employment space. The planning application may include the provision of a new link road, as well as high quality public transport connections between the site and town centre.



## **Colin Romain**

BSc (Hons) MSc MCIHT

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### **English Partnerships, Nar Ouse Regeneration Area, Norfolk**

This multi-million pound large-scale mixed-use development has seen Colin's involvement in every aspect of the planning application process. Following the submission of the TA and granting of planning permission for the 875 residential dwelling development which includes 80,000sqm of commercial land uses, Colin has been actively involved in the ongoing monitoring of the scheme. Colin has therefore been involved in the development and over-seeing of the area 'KLATS' transport model, which will be used to monitor the implementation of the development.

### **Princes Trust, Ashfield Estate, Romsey**

Colin has led the capacity review analysis to inform the access strategy for a mixed use development scheme in Romsey, Hampshire. This work has fed into the development of master-planning options and is being used as the basis for negotiations with Network Rail, regarding the requirements for a new rail bridge. Colin has been actively involved in the Enquiry by Design process associated with this scheme.

### **Fairview New Homes**

Colin has been and continues to be project manager for a range of Transport Assessments for residential and mixed-use developments in the south of England, which are being promoted by Fairview New Homes. These sites have included Hunter Avenue in Ashford, St Margaret's Convent in East Grinstead, Horton Kirby in Kent, Medway Depot in Tunbridge Wells and Colindale Hospital in London, amongst many others. At a number of these sites, this has included the production of Residential Travel Plans where accessible designs and the promotion of sustainable transport measures play a key role in determining appropriate target modal shares for these developments. Colin is currently appointed by Fairview New Homes as their Travel Plan Co-ordinator for a 350 dwelling scheme which he has been involved with since the preparation of the initial planning application. He is also the TPC for two sites located within London, which cumulatively include more than 1000 new residential dwellings.

### **Leicestershire County Council, Ashby de la Zouch, Leicester**

Colin assisted Leicestershire County Council (LCC) at a Public Inquiry, regarding objections made in relation to a large residential development, located to the south of Ashby de la Zouch. Colin assisted the highway authority with a technical review of the appellant's evidence which led to the preparation of a Proof of Evidence. He subsequently attended the Public Inquiry with officers from LCC which saw the appeal over-turned in favour of the local authority.

### **Linden Homes**

Colin is the project manager for a number of developments being promoted by Linden Homes. Most recently this has seen Colin's team provide advice in relation to the proposed redevelopment of a site in Reigate & Banstead, which has subsequently been granted planning consent. Colin also supported the application through the preparation of a Construction Management Plan.

### **Rolls-Royce**

Colin and his team have undertaken a number of commissions on behalf of Rolls-Royce, which have included Radial 64 in Sunderland, East Works in Bristol, the Derby Campus, Barnoldswick and East Kilbride. The work is often associated with preparing planning applications, both related to developing new sites which the Rolls-Royce business intend to occupy and utilise, as well as in some cases, providing advice concerning site disposal. In addition to preparing Transport Statements and Transport Assessments, Colin has also prepared Travel Plans for a number of sites, considered on and off site highway requirements and developed mitigation packages. Colin has also prepared Parking Strategies for a number of Rolls-Royce sites which most recently has included the commencement of work at one of the companies largest sites which is divided across a number of locations within an industrial area where Rolls-Royce have more than 12,000 employees.

## Andrew Alty

BEng (Hons), MSc(Eng), CEng, MICE

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### DETAILS

#### Position

Senior Engineer

#### Discipline

Infrastructure

#### Languages

English

#### Qualifications

- BEng (Hons) Civil Engineering with European Studies
- DUT Génie Civil
- MSc (Eng) Maritime Civil Engineering
- Chartered Engineer (CEng)
- Member of Institution of Civil Engineers (MICE)
- CSCS Manager
- Introductory Certificate from Association for Project Management (APM)

#### Key Skills

- Highway Design
- Sign Strategies
- Control Post Facilities
- Light Rail
- Pedestrian and Cycle Facilities
- Project Programming

#### Years of Experience

15.5

#### URS Start Date

October 1997

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### SYNOPSIS

Andrew joined Scott Wilson in 1997, starting his career in the Ports Department. After returning from a site placement where he was the Assistant Resident Engineer for the construction of a new ro/ro terminal in Dublin, he joined the Infrastructure team in 2002. During this time, he has worked in a variety of design and management roles across a range of projects, for both the public and private sector.

Andrew's current role is lead highway designer for a new S73 Planning Application associated with the Brent Cross Cricklewood Regeneration. Modifications to the first Development Phase include improved connections either side of the North Circular Road, a new Bus Station and construction of four major highway junctions.

His recent work includes being the project manager for the highway related aspects for the preparation of the Scheme & Production Designs and Construction Support of expansions to four Control Posts at Heathrow Airport. The infrastructure related to these projects involved revised road alignments, junction improvements, pedestrian routes and surface water drainage design.

Andrew was responsible for developing a highway sign strategy on the approach to the South Terminal at Gatwick Airport following a review of the existing signs and road markings.

Prior to working on airport related projects, he was the Project Manager for the West London Tram scheme where he was responsible for the management of a multi-consultant team delivering the tram and highway engineering design to support the submission for a Transport and Works Act Order. The project involved the provision of a 20km tramway from Shepherd's Bush to Uxbridge. Andrew's earlier role on this project was lead highway designer. In this position, he prepared the highway alignment, including key junction layouts, off route traffic management strategy and the loading and access strategy.

Andrews Light Rail experience includes providing highway advice at tram / traffic junctions on the LUAS Line A1 light rail extension in Dublin.

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### SELECTED PROFESSIONAL HISTORY

#### **Brent Cross Cricklewood, January 2013 – present**

Development of modified highway layout associated with the development of a revised Masterplan forming a S73 Planning Application. Lead highway designer providing advice to Client and Design Team. Liaison with TfL and London Borough of Barnet regarding new road layout and bus station. Technical Review of major highway junctions in advance of detailed design as part of the S278 process.

#### **BAA Heathrow – T4 Baggage Reclaim Hall Expansion, January to May 2013**

Production of Scheme Design for modified highways and drainage network associated with the expansion of the baggage reclaim hall. Liaison with Technical Leaders and Design Team.

#### **BAA Heathrow – T5 Domestic, March 2013 - present**

Production of Concept Design for modified highways associated with the use of remote stands for Domestic passengers. Reviewing alternative drop off locations for passengers.

#### **North West Cambridge Development, September 2012 – April 2013**

Production of Development Strategies, Highway Performance Specifications and Rainwater Harvesting / Greywater Recycling requirements for Phase 1 of the 140Ha mixed use Development. Development of Highway Design to RIBA Stage C. Production of Outline Design and Tender Documentation associated with the development at Gravel Hill Farm.

#### **BAA Heathrow – T2A MSCP East Phase 2, February to September 2012**

Highway Design Engineer for the development of the Scheme Design of the highways of the T2 MSCP. Included horizontal and vertical alignment designs for part of the

## Andrew Alty

BEng (Hons), MSc(Eng), CEng, MICE

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Central Terminal Area road network, validating layouts for the extended MSCP, Departures and Arrivals Forecourts, sign design and undertaking swept path analysis. Liaison with client, architect and other disciplines. Identifying Enabling Works required for facilitation of Phase 2.

### **Gatwick Airport – South Terminal Forecourt Road Signage Validation, May 2011-January 2012**

Review of the existing and proposed road signs on the approach to the refurbished South Terminal Forecourt. Site visits to review existing signing strategy, design review of proposed highway signs and road markings, leading to the production of a validation report, summarising our findings and recommendations. The validation exercise led to the design of new highway signs and road markings on the approach to the modified South Terminal. Liaison with client and architect.

### **BAA Heathrow – Control Posts, August 2009-November 2012**

Project Manager and Design Team Leader responsible for the highways and surface water drainage input into the Scheme & Production Designs for CP2a, CP5, CP8 & CP24 and the New Courier Facility. Includes horizontal and vertical alignment design of the localised road network and entry/exit lanes, pavement/sign and road marking design, preparation of a Flood Risk Assessment and surface water drainage design. Liaison with client, architect and other disciplines. Provision of construction support on all projects and Road Safety Audits (Stages 1-3).

### **Deepdale Shopping Park September 2011 – November 2012**

Highway leader for the design of new access road and mini roundabout associated with two new units on the site. Production of Tender Design and Documentation (Drawings and Specification). Liaison with local highway authority for S278 Works. Providing advice during the Tender Period. Undertaking S247 Stopping Up Order application.

### **BAA Heathrow – Western Campus Constructability Study July to October 2011**

URS was commissioned by BAA through MACE Group to undertake a constructability study for the development of the Western Campus. Provided highway specialist advice on the airside network modifications including stand, apron and tunnel roads.

### **BAA Heathrow – T2A MSCP Eastern Campus, January 2010-February 2011**

Development of the Scheme Design of the highways and surface water drainage elements of the MSCP, roads and ramps. Included horizontal and vertical alignment designs for part of the Central Terminal Area road network, developing layouts for the MSCP, Departures and Arrivals Forecourts, sign design and undertaking swept path analysis. Liaison with client, architect and other disciplines.

### **BAA Southampton - Forecourt Protection and Premium Parking within MSCP, June 2009 - April 2010**

Project Manager and designer responsible for developing options to protect the terminal forecourt area to comply with latest aviation security standards. Production of Contract Documentation and Tender Review. Review and redesign of the existing multi storey car park ground floor layout to accommodate the relocated Drop Off Bays from the forecourt area and the Premium Parking. Production of several options and associated report with indicative cost estimates.

### **Brent Cross/Cricklewood Regeneration, September 2007-present**

Responsible for overseeing the highway input into the Planning Application for a large mixed use regeneration project. Production of internal road network and junction designs for a Planning Application. Liaison with architect and client. Design development as part of the CPO process and input into the buildability of the M1/Staples Corner junctions with a Contractor. Development of primary pedestrian and cycle routes within the site and linking into existing cycle and pedestrian networks. More recently involved with the preparation of a Section 73 application.

### **Heart of Slough, English Partnerships, September 2007- June 2009**

Engineer and temporary Project Manager associated with developing highway proposals to change the layout of the A4 to stimulate development/regeneration in support of a Planning Application. Production of Scheme Report and Drawings.

### **Talbot Green Retail Park, June 2009 - October 2009**

Development of several highway modifications to improve access and egress to and

## Andrew Alty

BEng (Hons), MSc(Eng), CEng, MICE

from the Retail Park and Superstore. Current layout suffers with severe congestion within the site that spills out onto the public highway. Working with the transport modellers, various options were designed and modelled to alleviate the problem. Production of drawings and report to the Client.

### **Brent Works, Barnet, March - December 2009**

Responsible for the design of a new vehicular access that will enable a 100 unit residential use development to be constructed within a highly congested area of London to support a Planning Application.

### **Maresfield & Hollingdean Waste Transfer Stations (WTS), June 2006-December 2007**

Detailed design of new junctions and access roads for access to WTS. Preparation of Contract drawings & Specification, liaison with local authorities to obtain Technical Approval.

### **West London Tram Scheme, December 2002-January 2008**

The £650m West London Tram has a broad engineering scope of work. Involvement included the management of and technical inputs into the following areas: client interface, stakeholder liaison, alignment design, power supply, highway design (junctions, cyclists, pedestrians, public transport, loading and access), operations, maintenance, testing and commissioning, environmental interface, trackform, structures, site surveys, interchange design, traffic regulation orders, overhead line equipment and order plan definition.

### **LUAS Light Rail Extension, December 2005-2006**

Preliminary design for highway and tramway junctions for new 4.2km Citywest Line extension in Dublin. Responsible for developing highway and tram infrastructure at junctions in preparation for Light Rail Order submission.

## AWARDS, COMPETITIONS, PUBLISHED PAPERS

None.

## CONTINUING PROFESSIONAL DEVELOPMENT

Course Title	Training Organisation	Date & Duration
Manual for Streets 2	URS	1/11/10, 2 hours
Health and Safety	URS	20/1/11, 1 day
CDM Regulations	URS	21/1/11, 1 day
Sustainable Technologies (Seminar)	Eco Solids International	9/2/11, 2 hours
URS Training	URS	2011, 1 day
Enterprise One Conversion Training (Financial System)	URS	2/6/11, 2 hours
Financial Reporting	URS	16/6/11, 2 hours
Financial Reporting	URS	18/11/11, 2 hours
CDM Refresher Course	URS	11/1/12, 0.5 day
Ground Engineering Seminar	Soil Engineering	25/1/12, 2 hours
Vehicle Borne Threats	ICE	2/2/12, 2 hours
SUDS, Seminar	Brett Landscaping	9/8/12, 2 hours
URS Annual Training	URS (online training)	Aug 2012, 1 day
GeoLite (SUDS) Seminar	SDS Ltd	13/9/12, 2 hours
Coastal Management Seminar	ICE	20/9/12, 2 hours
Reading Station Upgrade	ICE	20/11/12, 2 hours

## John Cronin

BEng (Hons), MSc, CEng, MIET

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### DETAILS

#### Position

Associate Director

#### Discipline

Building Services

#### Languages

English, French

#### Qualifications

- MSc Information Systems
- BEng (Hons) Electrical & Electronic Engineering (2/1)
- National Certificate in Electrical Engineering, Ireland
- City & Guilds Examination, Parts I and II

#### Key Skills

- Chartered Engineer
- Member of the IET
- Past member of the BSRIA Working Group which published 'Design Checks for Electrical Services'
- Contributor to published BSRIA publication, 'Cooling Solutions for IT'

#### Years of Experience

20 years +

#### URS Start Date

2008

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### SYNOPSIS

John has over 20 years' experience as a design engineer and project manager, working on a wide variety of infrastructure and utilities projects in the UK and overseas. In particular, John has extensive experience of developing bespoke solutions for mixed use developments incorporating residential elements. These include utility infrastructure projects, where works have ranged from agreeing consumer utility costs with ESCOs to assisting clients with ESCo appointment and the design of Utility Networks for site-wide distribution. John also has extensive experience of negotiating with Planning Authorities with regard to Sustainable Energy solutions for similar major residential developments and fully understands what it takes to deliver the right solutions for our clients.

In addition to his strong technical and project management skills, John is a driven engineer who is innovative and keen to challenge and question current engineering methods – and to create new ones. He is an advocate for sustainable, value for money solutions and actively encourages innovation and cross-fertilisation of ideas from other sectors.

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### SELECTED PROFESSIONAL HISTORY

#### Eastside, Gibraltar

Utilities infrastructure design for this mixed use development comprising 2,600 apartments (high and low rise), 470,000sqm retail/commercial and 50,000sqm of hotels, super yacht and cruise line marina. Infrastructure design services provided included multiple 11kV H.V. network infrastructure, connected directly to the local oil fired power station; sea water distribution network for residential and commercial use; District Heating and Cooling Network to serve the development, using seawater; telecommunications infrastructure; oil distribution network for marina yachts; and negotiations with Government of Gibraltar Utility Organisations.

#### BAE Systems, Electronic Warfare Division

25,000m<sup>2</sup> headquarters office and laboratories. Responsible for the electrical systems design, comprising of a single 11kV feeder and transformer packaged substation, including the Category B fit-out design. Design included clean room laboratories, electromagnetically screened laboratories and anechoic chambers to military specifications.

#### Canary Wharf Tower

7,500m<sup>2</sup> fit out of shell office space at levels 35, 36 and 37. Responsible for the electrical design of services comprising of commercial kitchen, restaurant, meeting rooms, presentation facilities and office space.

#### Merchant Square

Mixed Use Development, Section 20. Responsible for the electrical design and Category A fit-out for 25,000m<sup>2</sup> head office development. Also responsible for the design of a 10 MVA Private Wire High Voltage infrastructure as part of a site-wide tri-generation (CCHP) Scheme.

#### Green Man Lane

Responsible for M&E and Utility Infrastructure designs for this mixed use development incorporating over 740 residential units. Scope includes the design of a private wire electrical distribution network and a district heating network.

#### Pfizer Headquarters, Kent

Major design review of new build 30,000m<sup>2</sup> offices and laboratory.

#### Electrolux Major Distribution Centre

Major warehouse distribution centre and office to Cat B standard.

## Niltay Tosun-Erdem

MAUD BscLA

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### DETAILS

#### Position

Senior Urban Designer

#### Discipline

Urban Design and  
Landscape Architecture

#### Qualifications

- BSc Landscape Architecture
- MA Urban Design

#### Languages

Turkish, English

#### Key Skills

- Urban design
- Masterplanning
- Preparation of design and access statements and promotional vision documents
- Town centre and neighbourhood regeneration
- Public Realm Design

#### Years of Experience

6

#### URS Start Date

September 2013

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### SYNOPSIS

Niltay is an urban designer with considerable experience of preparing detailed and strategic masterplans in various scales for both public and private sector clients.

Niltay is interested in understanding the historic, social, cultural and environmental DNA of settlements and reflecting those assets on to design work integrating it with current trends and needs towards creating attractive and sustainable environments.

Niltay took a leading role in variety masterplanning projects from small to large scale and strategic to detailed design level. She was involved in the preparation of neighbourhood planning, town centre regeneration, land promotions, development frameworks, baseline analyses, masterplans, and design and access statements for various sites across the UK. Niltay is experienced in working for and alongside private and public sector consultants and clients. Her professional work also included round-table consultation with stakeholders and the general public which has fostered excellent listening and communication skills.

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### SELECTED PROFESSIONAL HISTORY

2011 – 2013	Senior Urban Designer, Broadway Malyan
2010 – 2011	Freelance Urban Design and Landscape Architecture
2008 – 2010	Urban Design and Landscape Architecture, Urban Initiatives

#### Charlton Riverside Masterplan

Urban designer on major regeneration masterplan on a brownfield site adjacent to the River Thames in the Royal Borough of Greenwich.

#### Central Leaside Area Action Plan

Lead designer on masterplan and Area Action Plan for a stretch of the River Lee in the London Borough of Enfield, with the aim of unlocking the potential for up to 5000 new homes and 3000 additional jobs.

#### Brandon, Suffolk

Team member of an urban extension proposal allied to the creation of a relief road and the consequent effect on sensitive heritage, landscape and environmental designations.

#### Welborne, Fareham

Urban designer within the core design team for a new settlement to the north of Fareham, comprising 8,000 new homes, 90,000m<sup>2</sup> of commercial/employment space and considerable provision of new green infrastructure.

#### Bestwood Village, Calverton and Ravenshead, Gedling

Modelled concept masterplanning options for key settlements in three villages in Gedling for the borough Council.

#### Broadway Malyan

#### Town Centre Regeneration of Welwyn Garden City

Prepared masterplan options to assist the local authority on their development of viability report.

#### Town Centre Regeneration of Nursery Lane Market Square, Hampton

Key member of the design team for regeneration masterplan options for the Hampton Nursery Lands local centre.

## Niltay Tosun-Erdem

MAUD BscLA

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### **DERA Development Framework, Surrey**

Urban designer on preparation of masterplan proposals for a new settlement for 1,300 homes on a former MOD site.

### **Urban Initiatives**

#### **Tilbury Masterplan, Thurrock Development Corporation**

Key role in the design of the Masterplan following detailed baseline analysis, environmental and ecological constraints assessments, concept design and development plans.

#### **Smethwick Windmill Eye Neighbourhood Plan**

Extensive and intensive public consultations, full engagement with local residents and partners, leading workshops, review, and adoption, baseline study and vision and masterplan options for the neighbourhood plan.

#### **Radford Neighbourhood Plan**

Survey analysis, baseline study and scoping work for sustainable appraisal.