

050.0016.TN1

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1. INTRODUCTION

1.1 This Parking Technical Note (TN) has been prepared by Paul Basham Associates (PBA) on behalf of McCarthy & Stone to provide further clarification on parking trends and requirements to support an application for a 31 ‘Retirement Living’ development at Kininvie, Fordham Road, Newmarket. The proposed site location is demonstrated in **Figure 1**.

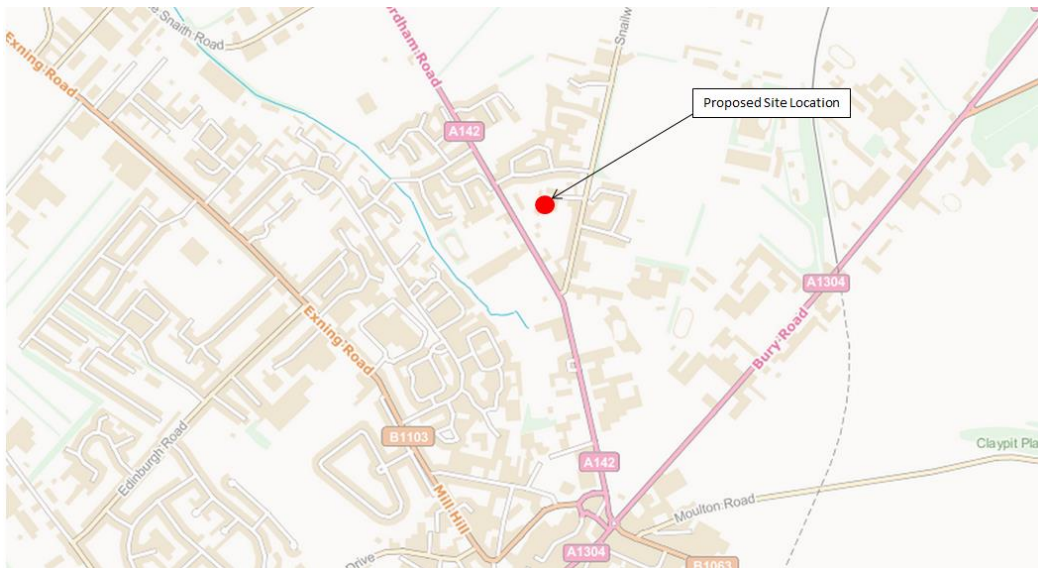


Figure 1: Site Location

1.2 The Suffolk County Council (SCC) highways consultation response to the application (application number DC/15/2120/FUL) stated that the proposed parking levels of 26 spaces were considered insufficient, and that 40 spaces would be required based on local guidance (which was introduced in November 2015, after the application was registered). This PS therefore seeks to demonstrate that the proposed level of parking provided for this ‘Retirement Living’ site will be sufficient and not result in any overspill parking onto the local highway network.

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2. MCCARTHY & STONE RETIREMENT LIVING DEVELOPMENTS AND INDEPENDENT RESEARCH

2.1 McCarthy & Stone provide a unique range of Later Living accommodation types under two main categories of 'Retirement Living' and 'Assisted Living'. They do not fall neatly within typical retirement or elderly residential sites in terms of trends and requirements for such highways considerations as traffic impact and parking provision. The two categories can be compared as follows:

- 'Retirement Living'
 - Designed to accommodate elderly persons who live a relatively independent life
 - Average age of entry: 76 years old
 - The vast majority of purchasers are individuals rather than couples
 - Consist of individual apartments with communal lounge and gardens
 - 1 member of full time staff (house manager)
- 'Assisted Living'
 - Designed to accommodate elderly persons who require an increased level of support
 - Average age of entry: 86 years old
 - Consist of individual apartments with communal lounges and laundry facilities
 - Equivalent to 15 members of staff (including waitresses, domestic assistance, house manager & personal care).

2.2 Accordingly, McCarthy & Stone schemes have been subject to independent research to gain an accurate account of their specific requirements, including for parking demand against provision. McCarthy & Stone commissioned independent research by Dr Allan J. Burns of their Retirement Living schemes in 2007, culminating in 'Category II Fact Files' which details individual associated topics in a 'note' form for extraction/copy and submission to a local authority or a planning inspector when further information is requested.

2.3 Of interest in this instance is the information provided by Dr Allan Burns on parking demand at certain 'Retirement Living' developments for residents and visitors. 13 different sites of varying sizes and locations were studied showing parking demand at each site across a typical day:

1. Faregrove Court, Fareham
2. Charlwood Court, Torquay
3. Stevens Court, Winnersh

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4. Homelawn House, Bexhill on Sea
5. Hornbeam Court, Guiseley
6. Camsell Court, Framwellgate Moor, Durham
7. Fairweather Court, Darlington
8. Browning Court, Fenham, Newcastle
9. Cwrt Beaufort, Swansea
10. Jarvis Court, Brackley
11. Aiden's View, Clarkston, Glasgow
12. Chancellor Court, Chelmsford
13. Devereux Court, Woodford Green

2.4 The results of these studies are summarised within **Table 1**.

Devt.	1	2	3	4	5*	6	7*	8	9	10	11	12	13	Totals
Units	48	39	34	81	39	48	45	36	33	47	45	34	21	550
Starting	17	9	9	29	16	18	14	13	12	19	15	8	6	185
0700-0800	17	10	9	29	16	20	14	14	13	19	15	8	6	190
0800-0900	17	11	10	28	16	20	18	13	12	18	16	7	7	193
0900-1000	18	14	11	26	17	20	17	13	14	15	19	7	6	197
1000-1100	15	11	9	24	15	16	14	12	13	16	15	8	9	177
1100-1200	18	13	7	24	15	18	14	12	11	19	18	8	8	185
1200-1300	18	13	9	26	13	18	13	8	11	17	14	11	8	179
1300-1400	17	12	11	26	14	19	12	11	8	14	15	11	7	177
1400-1500	15	12	11	24	14	18	12	12	7	14	17	14	6	176
1500-1600	15	13	12	26	13	16	15	14	8	15	18	12	6	183
1600-1700	13	12	11	28	14	15	15	13	10	16	17	9	7	180
1700-1800	13	12	9	31	14	17	15	13	10	11	15	10	6	176
1800-1900	13	12	11	31	14	17	14	13	10	14	16	10	6	181
Peak Cars (per unit)	0.3 8	0.3 6	0.3 5	0.3 8	0.4 4	0.4 2	0.4	0.3 9	0.4 2	0.4	0.4 2	0.4 1	0.4 3	0.36

Table 1 Surveyed Parking Accumulation and Peak Parking Rate (* - parking permits provided on site)

2.5 The peak parking demand period across the 13 sites was recorded as 0900-1000hrs where 0.36 vehicles per unit is demonstrated. A theoretical 'worst case' peak parking demand (an average from all sites' peak parking levels whether occurring within or outside of 0900-1000hrs) of 0.4 resident and visitor vehicles per apartment was also identified.

2.6 Based on the above findings the research recommends that parking at McCarthy & Stone Retirement Living sites are typically expected to accommodate residents' vehicles at approximately 0.36 vehicles per apartment with a maximum level demonstrated of 0.44 vehicles per apartment.

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2.7 The size and location of sites considered within Dr Allan Burns’ research have been considered against the 31 unit ‘Fordham Road, Newmarket’ scheme which this statement supports. **Table 2** provides details of the distances of each surveyed site to their closest town centre with the sites listed in order of parking demand.

	Parking Demand per unit	Distance from town centre
Faregrove Court, Fareham	0.33	150m
Homelawn House, Bexhill on Sea	0.33	870m
Stevens Court, Winnersh	0.35	400m
Fairweather Court, Darlington	0.35	175m
Chancellor Court, Chelmsford	0.35	50m
Jarvis Court, Brackley	0.40	320m
Devereux Court, Woodford Green	0.43	410m
Hornbeam Court, Guiseley	0.44	195m
Browning Court, Fenham, Newcastle	0.47	600m
Charlwood Court, Torquay	0.48	110m

Table 2: Parking demand relative to distance from the town centre

2.8 The first thing to note is that **Table 2** demonstrates the Newmarket site will provide significantly more car parking per unit than at the demand shown at the surveyed sites. It also demonstrates that there is no correlation between parking demand at each site and the distance from the town centre for sites within 1km from a centre (the proposed site is located 900m from Newmarket town centre).

2.9 In addition to the above analysis, **Table 3** demonstrates a number of recent applications which have been approved, and the relative parking at each site.

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Site	Development Type	LPA	Planning Application Reference	Number of units	Number of parking spaces	Parking Ratio	Approved (Y/N)
Cheswick Village, Bristol	Retirement Living	South Gloucestershire	PT15/0870/RM	32	26	0.8	y
The Harrier, Hamble	Retirement Living	Eastleigh Borough Council	F/14/74053	27	20	0.7	y
Penn Road, Wolverhampton	Retirement Living	Wolverhampton	14/01291/FUL	41	30	0.7	y
Knighton Park, Leicester	Retirement Living	Leicester City Council	20140765	23	20	0.9	y
St Marys Lane, Upmister	Retirement Living	Havering London Borough	P1220.14	22	17	0.8	y
Pathfields, Bude	Retirement Living	Cornwall Council	PA14/08165	30	24	0.8	y
Athelstan House, Bodmin	Retirement Living	Cornwall Council	PA14/04481	32	33	1.0	y
White Garage, Cirencester	Retirement Living	Cotswold	14/05222/FUL	35	31	0.9	y
Erksine Barracks, Wilton	Retirement Living	Wiltshire Council	14/12101/REM	39	30	0.8	y
St Andrew Street, Tiverton	Retirement Living	Mid Devon	13/00298/MFUL	45	21	0.5	y
Alderonton Hill, Loughton	Retirement Living	Epping Forest	EPF/1103/15	38	31	0.8	y
Knutton Road, Newcastle	Retirement Living	Newcastle	14/00968/FUL	31	20	0.6	y
South Molton	Retirement Living	North Devon	58629	34	34	1.0	y
AVERAGE						0.8	

Table 3: Recently consented schemes and parking provision

2.10 **Table 3** demonstrates that, of the 13 sites that have recently been approved, an average of 0.8 spaces are provided. As this site demonstrates parking provision of 0.84 spaces per unit (in excess of this average), it is further demonstrated that this will be sufficient to accommodate the proposals.

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- 2.11 McCarthy & Stone's research identifies that approximately 39% of residents in the Retirement Living accommodation give up car ownership within the first twelve months, due to a variety of reasons including; lack of need, ill health, loss of confidence and / or expense.
- 2.12 It is worth noting that only one member of staff will use the site; the house manager. The house manager will be responsible, as is the case at all other McCarthy & Stone sites, for monitoring parking demand.
- 2.13 McCarthy & Stone also run an annual permit system, whereby residents obtain a permit for a particular car parking space upon buying a property. This ensures that any resident needing an accessible space for a wheelchair, for example, are able to do this. This system encourages residents to think about the need for a car and potential of giving up driving when they review their requirements for a car parking permit on an annual basis.

050.0016.TN1**3. CONCLUSIONS**

3.1 In summary, therefore, it is considered that the proposed level of parking at the 'Retirement Living' development is more than sufficient to accommodate the expected demand on the basis that:

- Existing survey data for similar types of development shows that, typically, maximum demand for parking is approximately 0.44 spaces per unit which is less than half the number proposed for this site (0.84 spaces per unit);
- Recent approved applications for similar 'Retirement Living' sites demonstrate an average of 0.80 spaces per unit, which is also less than the number proposed for this site.

3.2 We therefore conclude that the proposed level of parking will not result in overspill parking and will not adversely impact upon the operation of the local highway network.