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17 June 2016

Dear Peter

Proposed Retirement Living Housing (Application no. DC/15/2120/FUL)

Kinivie, Fordham Road, Newmarket - Car Parking Provision

I understand that the proposal for 29 retirement apartments at the above address has been considered by the planning committee members, who have indicated a desire to refuse planning consent on the basis that the proposal has inadequate car parking. I have been asked to review this issue and provide my comments, based on my experience of advising McCarthy and Stone for some 29 years and my studies leading to the award of my PhD degree in 2004.

You will be aware that, from time to time, I have undertaken studies of the traffic generation and car parking demands for the various forms of retirement housing developed by McCarthy and Stone. In my study undertaken in 2011, I found that the peak demand at any of the 13 developments surveyed was found to be 17 spaces in the hour 9 a.m. to 10 a.m. at a development in Guiseley of 39 apartments. This equated to a rate of 0.436 vehicles per apartment.

However, I have been undertaking a study to update the data used since 2011 and now have some more recent data at a number of developments. I should point out that the survey staff were instructed to include both the vehicles parking within the developments and any roadside parking that is observed to be linked to the development. This ensures that, as far as is possible, the data collected measures the total number of vehicle movements and vehicles parked.

In the table below, I indicate the peak parking at the developments surveyed in the past year or so, in each hour of the day.

If the peak car parking demand rates were applied to the Newmarket proposal, it would suggest the following car parking provision:- 20, 19, 16 or 22 spaces. The provision of 26 car parking spaces, at a rate of 0.897 spaces per apartment, exceeds to maximum car parking demand observed at any of the 4 developments recently surveyed.

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Time	Edenbridge, Sussex	Hythe nr. Southampton	Bognor	Sanderstead
0700-0800	20	18	14	17
0800-0900	21	17	15	18
0900-1000	20	18	15	20
1000-1100	21	18	17	19
1100-1200	21	19	20	20
1200-1300	23	24	19	20
1300-1400	18	23	18	20
1400-1500	18	20	18	20
1500-1600	18	20	18	16
1600-1700	21	23	17	17
1700-1800	20	23	19	17
1800-1900	22	23	19	14
Peak	23	24	20	20
Apartments	34	36	36	26
Parking demand per apartment	0.676	0.667	0.556	0.769

In order to consider this issue further, I have studied the recent national census data. As an example, I have considered the car ownership of residents in the age group 75 to 79 years, which includes the average age of those entering this form of housing. The data for Forest Heath District indicates that there are 1,856 residents in this age group. Of these 417 are not car owners. This indicates that some 22% of these residents do not own a car.

Experience suggests that more than 22% of the residents in this form of housing are likely to be non-car owners. Persons entering this form of housing are undertaking a lifestyle change and my surveys show that a significant number either give up car ownership before they enter this form of housing or in the same year that they make this move.

I note that the Highway Authority have accepted that the evidence previously submitted on this issue.

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It has to be noted that McCarthy and Stone now control the number of cars parked by residents by issuing car parking permits. Once the available permits have been issued, prospective purchasers effectively have a choice of either not purchasing an apartment or giving up their cars.

Based on the assessment given above, I am convinced that the proposed provision will be wholly adequate to meet the likely demand for car parking spaces at this proposed development. Should this matter have to be addressed at a planning appeal, I would be very confident that an inspector would share this view.

Yours sincerely

Allan Burns