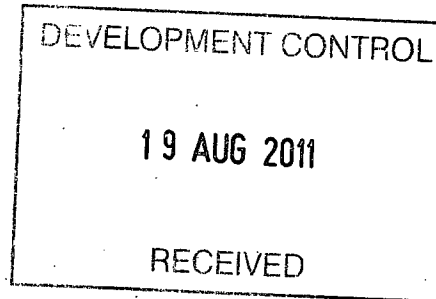


Our ref: CPP/2140

16 August 2011



Mr A Swannell
Highways Development Control
Milton Keynes Council
The Civic Offices
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Dear Mr Swannell

**Commercial Redevelopment of Land at Cofferridge Close, Stony Stratford,
Buckinghamshire – Planning Application No 11/00143/FUL**

I refer to our very constructive meeting held at your offices on 10 August 2011, regarding the proposed redevelopment of land at Cofferridge Close, Stony Stratford, Buckinghamshire.

As discussed our client is in detailed negotiations with a specific future operator for the proposed food store, and they have expressed a strong preference for the maximum length of stay in the revised car park area to be retained at 2 hours, and not extended to 3 hours as we had previously proposed. They would also like the 2 hour maximum stay extended to Saturday and Sunday, in the Cofferridge Close car park.

I have therefore reviewed the parking information that is available to assess the impact of the development in the light of the reduced maximum length of stay now proposed in Cofferridge Close.

The beat and interview survey was undertaken by K&M Traffic Surveys in Cofferridge Close, and along a short section of Silver Street, between Cofferridge Close and Horsefair Green, on Wednesday 11 May 2011, and the results were sent to you as Appendices A-D with my letter of 20 May 2011.

Parking Duration.

This revised section uses K&M's Number Plate recognition surveys. It should be noted that vehicles which arrived after 17:00 have not been included as it was not possible to determine their final departure time:

Cofferidge Close

	Number of vehicles	Percentage
Vehicles Parked for less than 2 Hours	53	40%
Vehicles parked for 2 or more hours	80	60%
Total	133	

Silver Street

	Number of vehicles	Percentage
Vehicles Parked for less than 2 Hours	8	53%
Vehicles parked for 2 or more hours	7	47%
Total	15	

From this it can be seen that in Cofferidge Close 40% of the vehicles parked in the long term parking spaces stayed for less than 2 hours and therefore will be able to use the short term parking spaces to be provided as part of the development. The remaining 60% of drivers wishing to park for longer than 2 hours would need to relocate to other long term car parks, including the Ostlers Lane car park which will be enhanced as part of the proposed development.

With regard to the Silver Street cars, 53% were recorded as staying for less than 2 hours and therefore they could relocate to the enlarged Cofferidge Close short stay car park. The remaining 47% of drivers wishing to park for longer than 2 hours would need to relocate to other long term car parks, or if residents will need to obtain residents parking permits and park within dedicated residents parking bays.

Predicted Length of Stay.

This section uses interview responses regarding the respondents anticipated length of use of the parking. Responses have been rounded up where a respondent indicated they would be staying for a fraction of an hour e.g. 8.5 hours. The exception to this is the recording of 30 minute stays.

Cofferidge Close

Anticipated Stay (Duration)	Number of respondents	Percentage
12hrs / All Day	1	1%
11 hrs	0	0%
10 hrs	1	1%
9 hrs	10	9%
8 hrs	19	16%
7 hrs	5	4%

6 hrs	7	6%
5 hrs	7	6%
4 hrs	5	4%
3 hrs	5	4%
2 hrs	14	12%
1 hrs	16	14%
0.5 hrs	27	23%
Total	117	

Silver Street

Anticipated Stay (Duration)	Number of respondents	Percentage
12hrs / All Day	1	14%
11 hrs	0	0%
10 hrs	0	0%
9 hrs	0	0%
8 hrs	0	0%
7 hrs	0	0%
6 hrs	0	0%
5 hrs	0	0%
4 hrs	0	0%
3 hrs	0	0%
2 hrs	1	14%
1 hrs	2	29%
0.5 hrs	3	43%
Total	7	

From this information it appears that 51% of drivers parking in Cofferdige Close anticipated being long stay parking, and 49% anticipated staying for 2 hours or less and would therefore consider using the new short stay parking. This compares with the observed parking duration summarised above where 40% were actually recorded as staying for less than 2 hours.

The surveys undertaken last year and summarised in Section 5 of the Highways, Traffic and Transportation Assessment submitted with the planning application confirms that there is adequate number of long term parking available within Stony Stratford. The further survey work set out above confirms that around 60% of existing drivers parking in the long stay section of Cofferdige Close will need to relocate to other car parks, and this number can easily be accommodated. Furthermore the developer has agreed to fund improvement to the Ostlers Lane car park to mitigate the inconvenience to displaced long term parkers.

With regard to parking in Silver Street, although the number of drivers that were interviewed was limited, two confirmed that they were residents, and 53% parked for less than 2 hours.

In order to try to improve traffic flow along this section of Silver Street, where the carriageway width is restricted, it is proposed that the existing waiting restrictions are revised. The existing parking arrangements are shown on the left hand side of attached drawing 2140/SK/61 Rev B. It can be seen that in line with most town centres the area has a comprehensive package of waiting restrictions, which some double yellow lines, some residents parking bays and some areas of unrestricted on street parking.

It is proposed that the existing double yellow lines at the entrance to Cofferridge Close is extended to the south up to the southern boundary of number 39 Silver Street, and also in front of 22-26 Horsefair Green. In addition, the residents parking bay from the western side of Horsefair Green would be extended around the corner into Silver Street, up to the southern boundary of number 39. This arrangement is shown on the right hand side of drawing 2140/SK/61 Rev B, and will guarantee three additional spaces for residents.

As a result of these changes drivers parking short term could transfer to the additional spaces in Cofferridge Close, and drivers wishing to park long term would need to transfer to Ostlers Lane or other long term car parks within the town centre.

I understand that you will need to consult with the Town Council before any changes can be made to existing parking restrictions, but would appreciate your comments on this initial proposal. If this is not found to be acceptable then we will be pleased to fund a suitable alternative waiting restriction improvement scheme in Silver Street in the immediate vicinity of the proposed development.

Parking Accumulation

In addition to the revised information set out above, we have used the Trics output shown as Appendix E from the Highways, Traffic and Transportation Assessment which accompanies the Planning Application, to estimate the possible parking accumulation within the new short stay car park. The predicted parking accumulation has been calculated for a weekday and also Saturday, and the results are set out below:

**Cofferridge Close Redevelopment Proposed Foodstore
 Weekday Parking Accumulation (2,515m²gfa)**

Time	Arrivals		Departures		Accumulation Vehicles
	Trip Rates	Vehicles	Trip Rates	Vehicles	
07.00 – 08.00	2.295	58	1.535	39	19
08.00 - 09.00	4.680	118	3.132	79	58
09.00 – 10.00	6.568	165	4.716	119	104
10.00 – 11.00	6.685	168	5.991	151	121
11.00 – 12.00	6.510	164	6.779	170	115
12.00 – 13.00	7.530	189	7.423	187	117
13.00 – 14.00	6.922	174	7.289	183	108
14.00 – 15.00	6.443	162	6.546	165	105
15.00 – 16.00	6.519	164	7.051	177	92
16.00 – 17.00	6.935	174	6.993	176	90
17.00 – 18.00	7.271	183	7.588	191	82
18.00 – 19.00	7.477	188	8.054	203	67
19.00 – 20.00	5.469	138	5.987	151	54

**Cofferidge Close Redevelopment Proposed Foodstore
Saturday Parking Accumulation (2,515m²gfa)**

Time	Arrivals		Departures		Accumulation
	Trip Rates	Vehicles	Trip Rates	Vehicles	Vehicles
07.00 – 08.00	1.750	44	0.917	23	21
08.00 – 09.00	4.646	117	2.982	75	63
09.00 – 10.00	6.600	166	5.068	127	102
10.00 – 11.00	8.244	207	7.071	178	131
11.00 – 12.00	8.347	210	8.266	208	133
12.00 – 13.00	8.572	216	8.552	215	134
13.00 – 14.00	7.503	189	7.918	199	124
14.00 – 15.00	7.600	191	7.600	191	124
15.00 – 16.00	7.330	184	7.752	195	113
16.00 – 17.00	6.978	175	7.666	193	95
17.00 – 18.00	6.511	164	7.773	195	64
18.00 – 19.00	4.878	123	6.258	157	30
19.00 – 20.00	3.563	90	4.086	103	17

The development will provide a total of 156 short stay parking spaces within the Cofferidge Close redevelopment, and as a result, even at the time of maximum parking demand there should be a minimum of 22 spaces available for other visitors to Stony Stratford.

I trust that the enclosed information is adequate to enable you to deal with your comments regarding car parking and congestion in Silver Street, and if you have any further queries please do not hesitate to contact me

Yours sincerely

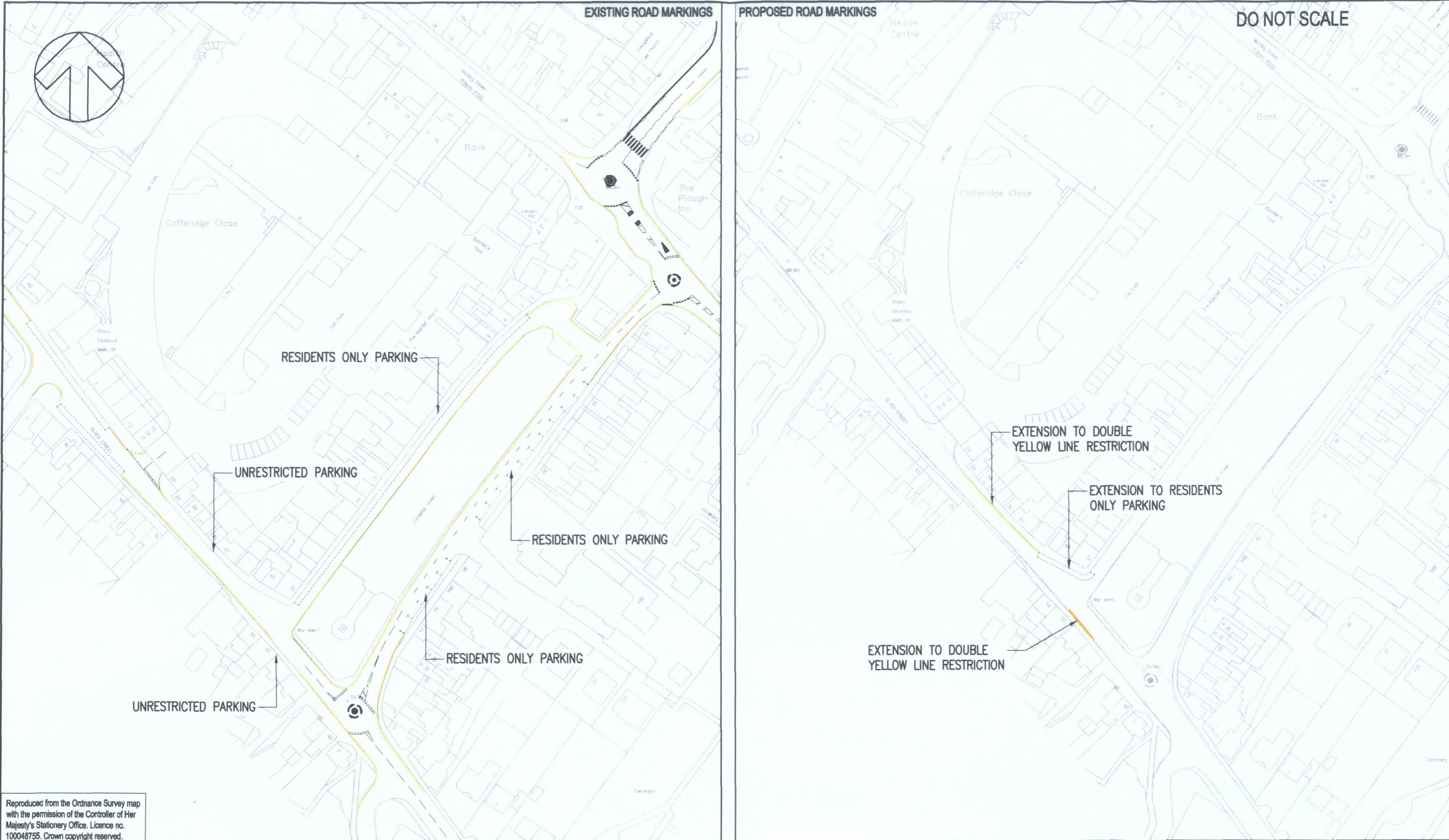


Clive Patmore
Technical Director, Property & Development

Encl Drawing number 2140/SK/61 Rev B. App A.

- cc Mr N Fenwick Assistant Director of Planning
Ms D Kirk - Milton Keynes Council (Planning)
Mr R Duffill - Milton Keynes Council (Highways and Transportation)
Ms A Mills - CB Richard Ellis Investors
Ms S Duffield - Barton Willmore Planning (Beansheaf Farmhouse)
Ms K Morris - Barton Willmore Planning (Beansheaf Farmhouse)
Mr N Normington - Barton Willmore Architects (Beansheaf Farmhouse)
Mr N Collins - Barton Willmore Architects (Beansheaf Farmhouse)

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	16/08/11	LEW	PROPOSED DOUBLE YELLOW ADDED	CPP	CPP
A	18/05/11	TDM	ISSUED	CPP	CPP

DRAWING STATUS: **FOR INFORMATION ONLY**


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CLIENT:	CBRE INVESTORS LTD
ARCHITECT:	BARTON WILLMORE

PROJECT:	STONEY STRATFORD RETAIL
TITLE:	PARKING RESTRICTIONS

SCALE @ A3:	1:1250	CHECKED:	CPP	APPROVED:	CPP
CAD FILE:	2140-SK-61	DESIGN-DRAWN:	TDM	DATE:	May 2011
PROJECT No:	11012140	DRAWING No:	2140/SK/61	REV:	B
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