Earliest Decision Date: **14th September 2001**	Officer: **Geoff Crocker**

Ref No: **0101785OUT** Parish: **Ramsey**

Proposal: **Erection of foodstore with associated car parking**

Location: **Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire**

Grid Ref: EASTING: 528498.000 Code: **Outline Application**

NORTHING: 285739.000

Applicant: **Abbey Properties Cambridgeshire Ltd C/O Agent**	Agent: **Brian Woodward FASI Antivian 69 Upwood Road Bury Huntingdon Cambs PE26 2PE** Phone: **01487 813852**

Registered: **14th August 2001**

Expiry: **9th October 2001**

Site Notice Exp: **14th September 2001**

Press Notice Exp:

Constraints:

Classified Road

Land liable to flooding

Gas pipeline

Recommendations	Parish Obj. Y / N Representations: Y / N

OFFICER REPORT

Case No: 01/01785/OUT **Outline Application**

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

Applicant: Abbey Properties Cambridgeshire Ltd

Grid Ref: 00052849 00028573

DESCRIPTION OF SITE AND APPLICATION

A site comprising some 0.87ha of semi-developed land lying between Stocking Fen Road and the High Lode water course, in an area that has mixed uses of shopping, industry, and residential content.

The proposal is in outline and is for the erection of a supermarket comprising some 2044sq m (22000sq ft) gross floor space together with associated car parking and servicing.

NATIONAL GUIDANCE

PPG1, PPG6 and PPG13. S54A of the Act and any material considerations.

PLANNING POLICIES

Policies S1, S2, S3.

PLANNING HISTORY

The site history is complex but in simple terms there is already an extant development for a supermarket and other shopping on this site. Of importance are the issue of Certificates of Lawful Use and Proposed developments under s191 and 192 0f the Act dated 22nd December 2000. These confirm that the lawful use of the site is as a Class A1 development of food store and shops/offices with a floor space of 2140sq m and that the development had commenced by the carrying out of a material operation.

CONSULTATIONS

Ramsey Town Council. After a lengthy time interval the Town Council now support the application.

Local Highway Authority. At an early stage the LHA called for a Traffic Impact Assessment. Eventually the LHA responded in a supporting vein focusing on improvements to pedestrian and other means of access other than the car to the site. Has manifested itself in off-site improvements to footpath links and a green travel plan to seek improvements to bus services.

REPRESENTATIONS

Considerable support from third parties/residents. Objections received from other food operators in the town on the basis of PPG 6 considerations and non-sustainability.

HUNTINGDONSHIRE DISTRICT COUNCIL

01/01785/OUT

Request from the Ramsey Town Centre Partnership for dock improvements to the High Lode and access through the site to the Town.

SUMMARY OF ISSUES

The history and commitment to developing this site together with the S191 and 192 certificates are material considerations that outweigh any advice /guidance given under PPG 6 in terms of viability/vitality of the Town Centre or indeed the criteria as set out in Local Plan policies.

It is equally fair to say that had the proposal been submitted afresh then it is doubtful if the PPG 6 advice could have been satisfied and policies of the Plan would have prevailed. However that is not the situation here.

The proposed outline scheme is for a slightly lesser area of floor space and is in all probability going to be one unit rather than the previously envisaged food store and smaller shop units. Other than that the concept is as already approved and, importantly, implemented.

The opportunity to improve the accessibility to the site should be taken in terms of conditions for off-site works within the highway. Standard conditions on reserved matters together with "green" access/travel requirements will suffice.

BACKGROUND PAPERS:

CONTACT OFFICER:

Enquiries about this report to **Geoff Crocker Development Control Team Leader (North) 01480 388403**

RECOMMENDATION **Grant Permission to**

SUMMARY OF CONDITIONS.

NOTE FOR FILE

MEETING HELD AT PATHFINDER HOUSE ON 17TH JULY 2002 TO DISCUSS POTENTIAL ENLARGED AND RESITED TESCO SUPERMARKET AT ST MARYS ROAD RAMSEY.

Those present: G F Crocker HDC
C. McCann Tesco
R Flack DPP
C Akrill DPP

The site: Land on north - east side of St Marys Road, north - west of High Lode/Factory Bank having an area of some 5. 37 acres.

Relevant History: The site forms part of a larger site area having the benefit of outline planning permission for employment and workplace homes. Reserved matters approval has also been given for a roundabout access.

A site on Stocking Fen Road, east of High Lode has the benefit of outline permission for a supermarket, Certificates of Lawfulness and Lawful Development for a supermarket and shops and an implemented development for the same.

The recent outline permission was for 2044sq,m and was given permission mainly on the back of the site history and that the floor space did not exceed that already permitted.

A recent shopping survey (Hillier Parker) assessed need/quality of shopping in market towns.

The Proposal: Tesco have concluded that the retail floor space available to them at Stocking Fen Road is not suitable for their needs/market and calculate that a 50% increase is needed. The site at Stocking Fen Road is not physically capable of achieving this, hence a proposed development of a store at St Marys Road with petrol filling station and 275 parking spaces.

Discussion: After explaining needs I set the policy background for consideration of such a proposal. Clearly the main guidance was PPG1, PPG6 coupled with PPG13 as well as our current Local plan Policies S1, S2, S3, S4. To support such a proposed location and an increased floor space they would have to prove a need in the first instance for the additional retail floor space, which given their arguments last time and the Hillier Parker report, was in my view highly unlikely. Secondly if need proven, then sequential searching for appropriate sites within the TC or its fringe.

I doubted that they could prove a need, particularly with the non-allocation of housing at Ramsey and gave the opinion that the proposal was, given the history as I knew it, highly unlikely to succeed. That notwithstanding, the siting and layout of the proposal was inappropriate in that this is a gateway site to Ramsey and needed particular thought to design. PPG 13 considerations, ie alternate means of transport, convenience to centre (a link back to PPG 6) would also be of relevance.

Finally I suggested that this would fall within EIA threshold and we may well ask for an EIA.

GFC/01/01785/OUT & 01/0254/OUT
25 July, 2002

Mr F H P Cattle
5 Kingston Way
Wistow
Huntingdon
Cambs PE2 2QP

Our Ref: GFC/01/01785/OUT
Your Ref:

9 April, 2002

Dear Mr Cattle

PROPOSED FOODSTORE STOCKING FEN ROAD RAMSEY

I refer to your letters dated 9th March and 7th April 2002 concerning the above application. Please accept my apologies for not acknowledging your earlier letter.

For you information, I would advise you that outline planning permission has been granted for this proposal. I am aware of the extent of shopping at Ramsey but this in itself was not sufficient reason to resist this proposal. The circumstances surrounding this particular application were such that the Local Planning Authority had little choice but to grant permission. This was because the previously detailed proposal for a food store had been implemented and that Certificates of Lawful Use and Development had been issued confirming the validity of development.

With these in place the earlier "Budgen" proposal, which incidentally proposed slightly more retail floor space than this current scheme, could have been completed. Having regard to this significant material consideration, the Local Planning Authority could not have reasonably refused permission. Whilst it is of no consolation, had circumstances been different, that is with no commitment on the site, then it would have been necessary for the applicants to prove that the viability of Ramsey's Town Centre was not prejudiced by the proposal. Had they not done so, then permission would have probably been refused.

Should you wish to discuss matters further please contact Mr G F Crocker (tel. n. 01480 388403) who will be pleased to advise you.

Yours sincerely

Steve Ingram
Development Control Manager
Operational Services Directorate

From:- Mr F H P Cattle

5 Kingston Way
Wistow
Huntingdon
PE28 2QP

Mrs Elizabeth A Wilson
Director of Operational Services
Pathfinder House
St Mary's Street
Huntingdon
PE18 6TN

Ref:- My Ltr dtd 9.3.02
re Tesco Ramsey

7 April 2002

Dear Mrs Wilson

I hope you are going to acknowledge my letter to you dtd 9 March 2002 re the possibility of a Tesco being built at Ramsey.

Even if only the bureaucratic "Thank you for your letter the contents of which have been noted".

Please spare me the "no trace of your letter can be found" ploy.

Yours sincerely

Frank Cattle

Mouchel
St John's House,
Queen Street,
Manchester
M2 5JB

Our Ref: GFC/01/01785/OUT
Your Ref: DPB/42375

4 April, 2002

Dear Sirs

PROPOSED FOODSTORE STOCKING FEN ROAD RAMSEY

Thank you for your letter dated 27th March 2002.

Your understanding concerning Conditions 11 and 13 of the planning permission dated 11th March 2002, is correct.

Yours faithfully

Steve Ingram
Development Control Manager
Operational Services Directorate

c.c. N Eggar (HDC)

Mouchel

St Johns House Queen Street Manchester UK M2 5JB
Tel +44 (0)161 832 4542 Fax +44 (0)161 835 2038
Website: http://www.mouchel.com

Your Ref: GFC/01/01785/OUT
Our Ref: DPB/42375

March 27, 2002

Mr G Crocker
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs
PE18 6TN

Dear Mr Crocker

PROPOSED FOODSTORE, STOCKING FEN ROAD, RAMSEY

I write to confirm our telephone discussion this morning concerning certain transport-related conditions attached to the notice of decision in respect of the above application.

Condition 12: We discussed the need for staff showers in order to encourage cycling. You stated that, notwithstanding Cambridgeshire County Council's (CCC) agreement in respect of the new store at Bar Hill (where Tesco agreed to install showers if staff surveys showed that they were seen as a benefit and would be used), your council would insist on their provision in the Ramsey store.

Condition 13: We discussed the apparent requirement in sub-paragraphs b) and c) for Tesco to enhance bus services to the site and to accommodate bus services within the site curtilage. You explained that the condition required Tesco to demonstrate within the Green Transport Plan (GTP) that these objectives had been fully considered and, where practical, implemented. In the light of CCC's advice that enhanced services would not be practical at this time, your council would not insist on improvements as a prerequisite of opening the store. You would, however, expect that the GTP set out Tesco's willingness to liaise and encourage CCC to improve the services where practical.

Concerning the accommodation of buses within the site, you accepted that the size of the site would impose a severe constraint. Again, you would expect the GTP to demonstrate that the implications of turning full size buses had been fully considered and proved impractical due to reasons such as loss of parking, safety etc. We agreed that it might be possible to design the scheme to accommodate "hopper" buses should such services be introduced in the future.

I trust that the above is an accurate reflection of our discussions. Should you require additional information or clarification, please do not hesitate to call me.

Yours sincerely

D P Bennett
Divisional Director

cc N Eggar - Huntingdon District Council (Transportation)

INVESTOR IN PEOPLE

Mouchel Consulting Limited Registered Office: West Hall Parvis Road West Byfleet Surrey UK KT14 6EZ Registered No. 1686040

Mouchel
International Consultants

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Tel +44 (0)161 832 4542 Fax +44 (0)161 835 2038

Fax

Ref:	DPB/42375	**Pages:**	1 of 8
To:	Geoff Crocker	**Date:**	26 March 2002
Company:	Huntingdonshire DC	**Fax:**	01480 388383
From:	Don Bennett		
cc:	(no attachments – 2 pages only)		
	Chris McCann - Tesco Stores Ltd		01707 634937
	Richard Flack – DPP, Bedford		01234 271210
	Trevor Goode – Berwin Leighton		0207 760 1111

Subject: **RAMSEY – STOCKING FEN ROAD**
PROPOSED TESCO FOODSTORE

I write further to receipt of a copy of the outline planning permission for the above development and my subsequent discussions with your colleague Nigel Eggar.

I have studied the planning conditions attached to the consent; numbers 10 to 13 inc relate to transport and some give rise to concern. I enclose a copy of a fax to Nigel Eggar setting out a number of comments that I have discussed with him this morning. Mr Eggar has been unable to discuss these with you to date, but hopes to do so this afternoon.

12 We discussed the requirement for staff showers prior to the issue of the permission. I explained, and understood that you accepted that, while Tesco will provide changing facilities for cyclists, to provide showers and associated changing facilities within a store of this size would require significant changes to the internal arrangements and store operation that would not be acceptable to Tesco. I would therefore ask that you reconsider the requirement to provide staff showers.

Tesco would, however, be prepared to include a provision in the Green Transport Plan to survey staff's views once the store is operational and to provide showers if there is general agreement that showers would encourage cycling and would be used. I understand a similar provision was agreed with Cambridgeshire County Council for the Tesco store at Bar Hill.

13 The requirement for a Green Transport Plan is now common practice and accepted by Tesco. The requirement for new bus stops and shelters (sub-paragraph (a)) was discussed and agreed in principle with Mr Eggar and officers from Cambridgeshire during the consultation stage.

I am however, most concerned about the elements listed in sub-paragraphs b) and c). At your request, I discussed with Jeremy Smith and Paul Dodson of CCC the feasibility of extending existing bus services to serve the store (see my fax dated 24 January 2002 attached). CCC said that timetable constraints meant that it would not be feasible to extend existing services at the moment, but these were reviewed from time to time and it may be possible to extend services in the future. There was no suggestion that this should be a requirement on Tesco. The condition, as drafted, places no limit on the costs that may fall to Tesco to satisfy the Council's unspecified "enhancement" to bus services. As such I consider it unreasonable.

I have discussed this with my client, who would be prepared to make a "one-off" contribution of up to £5,000 to "pump-prime" the extension of the existing services to improve bus accessibility for the new store.

Sub-paragraph c) appears to require bus penetration into the site The site is highly constrained and this would not be feasible without significant loss of parking. This would render the parking provision unacceptable to Tesco and, as with existing bus services within easy walking distance of the site (and with the prospect of improvement), I consider it unreasonable.

I would therefore ask, on behalf of my client that the above conditions be deleted or amended as described above. If you require further information or clarification, please do not hesitate to call me.

Yours sincerely

D P Bennett
Divisional Director

Sent 21.3.2002
10.34

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Fax

Copy

Ref:	DPB/42375	**Pages:**	1 of 6
To:	Nigel Eggar	**Date:**	21 March 2002
Company:	Huntingdonshire DC	**Fax:**	01480 388383 ✓
From:	Don Bennett		
cc:	Chris McCann - Tesco Stores Ltd		01707 634937 ✓
	Richard Flack – DPP, Bedford		01234 271210 ✓
	Trevor Goode – Berwin Leighton		0207 760 1111 ✓

Subject: **RAMSEY – STOCKING FEN ROAD**
PROPOSED TESCO FOODSTORE

I write further to receipt of the outline planning permission for the above development and our telephone discussion earlier this morning.

I have studied the planning conditions attached to the consent (copy attached to this fax for ease of reference); numbers 10 to 13 inc relate to transport and I would comment as follows:

10 The improvements to the local footway network lie within the site and public highway; no third party land is required for the construction of the improvements. The condition is therefore reasonable.

11 Secure cycle parking (ie Sheffield-style cycle stands) is now a normal feature of Tesco stores. The condition is therefore reasonable.

12 We discussed the requirement for staff showers prior to the issue of the permission. I explained, and understood that you accepted that, while Tesco will provide changing facilities for cyclists, to provide showers and associated changing facilities within a store of this size would require significant changes to the internal arrangements and store operation that would not be acceptable to Tesco. I would therefore ask that you reconsider the requirement to provide staff showers.

13 The requirement for a Green Transport Plan is now common practice and accepted by Tesco. The requirement for new bus stops and shelters (sub-paragraph (a)) was discussed and agreed in principle with yourself and officers from Cambridgeshire during the consultation stage.

I am however, most concerned about the elements listed in sub-paragraphs b) and c). At your request, I discussed with Jeremy Smith and Paul Dodson of CCC the feasibility of extending existing bus services to serve the store (see my fax dated 24 January 2002 attached). CCC said that timetable constraints meant that it would not be feasible to extend existing services at the moment, but these were reviewed from time to time and it may be possible to extend services in the future. There was no suggestion that this should be a requirement on Tesco. The condition, as drafted, places no limit on the costs that may fall to Tesco to satisfy the Council's unspecified "enhancement" to bus services. As such I consider it unreasonable.

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We also discussed the issue of public transport penetration into the site at consultation stage – I explained that the site was highly constrained and this would not be feasible without significant loss of parking. I also pointed out that existing bus services were within easy walking distance of the site. I understood that you accepted this argument. No on-site bus facilities were shown on the illustrative plans. The Council's requirement to "accommodate public transport" within the site could render the parking provision unacceptable to Tesco and, as such, I consider it unreasonable.

You agreed to consider the above points and discuss them with Mr Crocker. If you require further information or clarification, please do not hesitate to call me.

Yours sincerely

D P Bennett
Divisional Director

Copy

Application Number: 01/01785/OUT

598

TOWN & COUNTRY PLANNING ACT, 1990

OUTLINE PLANNING PERMISSION

Abbey Properties Cambridgeshire Ltd
c/o Brian Woodward FASI
Antivian
69 Upwood Road
Bury
Huntingdon Cambs PE26 2PE

Copy

Huntingdonshire District Council in pursuance of powers under the above Act, hereby **PERMIT**

Erection of foodstore with associated car parking at Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

in accordance with your application received on 2nd August 2001 and the plans, drawings and documents which form part of the application subject to the following condition/s and reason/s.

1. Condition. Approval of the details of the siting, design, and external appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from Local Planning Authority in writing before any development is commenced.

1. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

2. Condition. Plans and particulars of the reserved matters referred to in the condition above, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

2. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

3. Condition. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

3. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

4. Condition. The development hereby permitted shall be begun before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved whichever is the later.

Head of Planning Services
ufm16.rtf
Date 11th March 2002

Huntingdonshire DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

COPY

Application Number: 01/01785/OUT

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4. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

5. Condition. The plans and particulars submitted in accordance with condition (1), shall include details of the size, species and positions or density of all trees to be planted and the proposed time of planting.

5. Reason. For the avoidance of doubt.

6. Condition. If within a period of five years from the date of the planting of any tree, that tree, or any tree planted in replacement of it, is removed, uprooted or destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

6. Reason. To ensure that the landscape scheme is properly maintained in accordance with policy EN20 and EN25 of the Huntingdonshire Local Plan 1995.

7. Condition. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. [These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures, (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.), proposed and existing functional services above and below ground, (eg. drainage power, communication cables, pipelines etc). indicating lines, manholes, supports etc. retained historic landscape features and proposals for restoration, where relevan

7. Reason. To enhance the appearance of the development in accordance with policy EN25 of the Huntingdonshire Local Plan 1995 and policy SP12/10 of the Cambridgeshire Structure Plan 1995..

8. Condition. Soft landscape works shall include planting plans; written specifications including cultivation and other operations associated with plant and grass establishment; schedules of plants noting species, plant sizes, and proposed numbers/densities where appropriate; implementation programme.

8. Reason. To enhance the appearance of the development in accordance with policy EN25 of the Huntingdonshire Local Plan 1995 and policy SP12/10 of the Cambridgeshire Structure Plan 1995..

9. Condition. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

9. Reason. To ensure that the work is carried out within a reasonable period.

10. Condition. The use of the building hereby permitted shall not commence until improvements to the local footpath network shown in principle on Mouchel plan figure 3.3 received on 25th February 2002 have been provided in accordance with a details to be submitted to and approved in writing by the Local Planning Authority before any development is commenced.

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Application Number: 01/01785/OUT

COPY

10. Reason. In the interests of highway safety.

11. Condition. Before the use of the building hereby permitted is brought into use secure cycle parking shall be provided within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Such provision shall include separate provision for customers and covered staff parking.

11. Reason. To encourage alternative modes of transport.

12. Condition. The details of the building to be submitted pursuant to Condition 1 shall include the provision of staff showers and wet clothing storage facilities and these shall be provided as approved.

12. Reason. To encourage alternative modes of transport.

13. Condition. No development shall commence until a comprehensive green travel plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall include the following elements to enhance public transport:-

a) provision of bus stops in the vicinity of the site;
b) enhancement of local services to better serve the site; and
c) provision of facilities within the site curtilage to encourage and accommodate public transport.

13. Reason. To encourage alternative modes of transport and to reduce reliance upon motor car trips in accordance with PPG 13 advice.

14. Condition. Development shall not begin until a scheme for the provision and implementation of surface water drainage/flood defence has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall include a Flood Risk Assessment and shall be carried out as approved.

14. Reason. To ensure satisfactory drainage of the site in accordance with policy CS8 of the Huntingdonshire Local Plan 1995 and policy SP8/4 of the Cambridgeshire Structure Plan 1995.

15. Note to applicant. The following planning policy documents and/or guidance are considered to be relevant to this decision:
The Approved Development Plan which comprises:
The Cambridgeshire Structure Plan 1995
The Huntingdonshire Local Plan 1995
Other relevant planning guidance (if any).
PPG 1, PPG 6, PPG 13 and PPG 25.

Head of Planning Services

Huntingdonshire

SENT 24/1/02

1.20

8 of 8

Mouchel
International Consultants

St Johns House Queen Street Manchester UK M2 5JB
Tel +44 (0)161 832 4542 Fax +44 (0)161 835 2038

Fax COPY

Ref:	DPB/42375	**Pages:**	1
To:	Jeremy Smith	**Date:**	24 January 2002
Company:	Cambridgeshire CC	**Fax:**	01223 718537 ✓
From:	Don Bennett		
CC:	R Flack – DPP Bedford		01234-271210 ✓
	C McCann/L Ford – Tesco		01707-634937 ✓
	B Woodward		01487 813852 ✓

Subject: **RAMSEY – STOCKING FEN ROAD TRANSPORT ASSESSMENT**

Dear Jeremy,

Thank you for your letter dated 16th January, which we discussed in some detail this morning. I am pleased to note that, subject to receipt of more information concerning potential improvements to bus services, you are content with the levels of accessibility of the proposed development and the associated package of improvements.

In terms of bus accessibility, the Transport Assessment concluded that, with route 334 passing the site and 3 other services passing within easy walking distance of the site, the development would enjoy a reasonable level of accessibility that would be improved by the proposed provision of bus shelters and information. You agreed that the level of patronage likely for a store of this size in a rural location would not justify expensive "pump-priming" of new services.

However, you suggested that, as the existing services currently lay-over in the town centre, it might be possible to extend the services to pass the site at little or no cost. I therefore spoke to your CCC colleague Paul Dodson, who deals with bus co-ordination, to discuss this possibility.

Paul Dodson's view is that this would not be practical at the moment as the town centre services are subject to CCC's "guaranteed connection" undertaking and therefore have a short lay-over programmed within the timetable. The operator(s) have complained that the lay-over "slack-time" is sometimes insufficient. The service was introduced in October and the timetable reviewed recently. It is likely that there will be a further review later this year, at which time the possibility of amending the timetables of the various connecting services could be investigated with a view of increasing the "slack-time" and/or extending the services to better serve the proposed foodstore. If this were possible, there would be a reasonable prospect of the additional fare income generated by trips to the store offsetting the additional operating costs.

I trust the above information is helpful and will enable you to respond positively to the planning authority.

Yours sincerely

D P Bennett
Divisional Director

ST

FHP

From:- Mr F H P Cattle

5 Kingston Way
Wistow
Huntingdon
PE28 2QP

Mrs Elizabeth A Wilson
Director of Operational Services
Pathfinder House
St Mary's Street
Huntingdon
PE18 6TN

9 March 2002

Dear Mrs Wilson

TESCO FOR RAMSEY

Please see the attached article from the Hunts Post dtd 20 February 2002 (Encl).

Ramsey doesnot need yet another supermarket. It already has 2½ - Rainbow (1), Somerfield (1), Londis (¼), Bury Stores (¼). It is therefore very strange, suspicious even, that the Town Council should approve another one, albeit by a single vote. Ramsey will still not need another supermarket even if plans to vandalise its currently pleasant small country town environment come to fruition with the threatened building of another 2000 houses to form Greater Ramsey/Bury.

The 1992 approval was for Budgen, not Tesco. It should not be allowed to carry over 10 years later.

The standard "extra jobs" argument is specious. Tesco would put Somerfield out of business, probably Londis and Bury Stores too and any jobs gained would be off-set by those lost.

I hope your Planning Committee will reject the proposal.

Yours sincerely

Frank Cattle

Frank Cattle

Encl:- Copy of Article from Hunts Post dtd 20 February 2002

Outline planning permission for new supermarket site

TESCO has signalled its intent to build a new supermarket in Ramsey.

Ramsey Town Council last week approved outline planning permission for the new store, which would be located on a site close to the Rainbow Stores on Stocking Fen Road.

The exact location of the site is the vacant land situated between the Rainbow Health Centre and Anthony Byrne Fine Wines on Ramsey Business Park.

Town councillors approved the scheme by a narrow five to four margin after a recorded vote and the matter has been referred to planners at Huntingdonshire District Council for approval.

In 1992 the Budgens chain received permission to build a supermarket on the same site and although the store was never built the right to use the land for that purpose still exists.

The new application is for a store measuring a total of 22,000 square feet, compared to the Budgens application which was for a store totalling 15,069 square feet.

No indication has been given yet as to when the store could be up and running if it gets planning consent from the district council, or how many jobs it will create in the town.

No one at Tesco was available for comment.

Application Number: 01/01785/OUT

TOWN & COUNTRY PLANNING ACT, 1990

OUTLINE PLANNING PERMISSION

Abbey Properties Cambridgeshire Ltd
c/o Brian Woodward FASI
Antivian
69 Upwood Road
Bury
Huntingdon Cambs PE26 2PE

Huntingdonshire District Council in pursuance of powers under the above Act, hereby **PERMIT**

Erection of foodstore with associated car parking at Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

in accordance with your application received on 2nd August 2001 and the plans, drawings and documents which form part of the application subject to the following condition/s and reason/s.

1. Condition. Approval of the details of the siting, design, and external appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from Local Planning Authority in writing before any development is commenced.

1. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

2. Condition. Plans and particulars of the reserved matters referred to in the condition above, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

2. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

3. Condition. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

3. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

4. Condition. The development hereby permitted shall be begun before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved whichever is the later.

Head of Planning Services
ufm16.rtf
Date 11th March 2002

Huntingdonshire DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

4. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

5. Condition. The plans and particulars submitted in accordance with condition (1), shall include details of the size, species and positions or density of all trees to be planted and the proposed time of planting.

5. Reason. For the avoidance of doubt.

6. Condition. If within a period of five years from the date of the planting of any tree, that tree, or any tree planted in replacement of it, is removed, uprooted or destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

6. Reason. To ensure that the landscape scheme is properly maintained in accordance with policy EN20 and EN25 of the Huntingdonshire Local Plan 1995.

7. Condition. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. [These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures, (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.), proposed and existing functional services above and below ground, (eg. drainage power, communication cables, pipelines etc). indicating lines, manholes, supports etc. retained historic landscape features and proposals for restoration, where relevan

7. Reason. To enhance the appearance of the development in accordance with policy EN25 of the Huntingdonshire Local Plan 1995 and policy SP12/10 of the Cambridgeshire Structure Plan 1995..

8. Condition. Soft landscape works shall include planting plans; written specifications including cultivation and other operations associated with plant and grass establishment; schedules of plants noting species, plant sizes, and proposed numbers/densities where appropriate; implementation programme.

8. Reason. To enhance the appearance of the development in accordance with policy EN25 of the Huntingdonshire Local Plan 1995 and policy SP12/10 of the Cambridgeshire Structure Plan 1995..

9. Condition. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

9. Reason. To ensure that the work is carried out within a reasonable period.

10. Condition. The use of the building hereby permitted shall not commence until improvements to the local footpath network shown in principle on Mouchel plan figure 3.3 received on 25th February 2002 have been provided in accordance with a details to be submitted to and approved in writing by the Local Planning Authority before any development is commenced.

Head of Planning Services
ufm16.rtf
Date 11th March 2002

Huntingdonshire DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

10. Reason. In the interests of highway safety.

11. Condition. Before the use of the building hereby permitted is brought into use secure cycle parking shall be provided within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Such provision shall include separate provision for customers and covered staff parking.

11. Reason. To encourage alternative modes of transport.

12. Condition. The details of the building to be submitted pursuant to Condition 1 shall include the provision of staff showers and wet clothing storage facilities and these shall be provided as approved.

12. Reason. To encourage alternative modes of transport.

13. Condition. No development shall commence until a comprehensive green travel plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall include the following elements to enhance public transport:-

a) provision of bus stops in the vicinity of the site;
b) enhancement of local services to better serve the site; and
c) provision of facilities within the site curtilage to encourage and accommodate public transport.

13. Reason. To encourage alternative modes of transport and to reduce reliance upon motor car trips in accordance with PPG 13 advice.

14. Condition. Development shall not begin until a scheme for the provision and implementation of surface water drainage/flood defence has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall include a Flood Risk Assessment and shall be carried out as approved.

14. Reason. To ensure satisfactory drainage of the site in accordance with policy CS8 of the Huntingdonshire Local Plan 1995 and policy SP8/4 of the Cambridgeshire Structure Plan 1995.

15. Note to applicant. The following planning policy documents and/or guidance are considered to be relevant to this decision:
The Approved Development Plan which comprises:
The Cambridgeshire Structure Plan 1995
The Huntingdonshire Local Plan 1995
Other relevant planning guidance (if any).
PPG 1, PPG 6, PPG 13 and PPG 25.

Head of Planning Services
ufm16.rtf
Date 11th March 2002

Huntingdonshire
DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

CAMBRIDGESHIRE FIRE & RESCUE SERVICE

Director of Management Services:
Cheryl Rolph, MSc, DMS

FIRE KILLS
YOU CAN PREVENT IT

CAMBRIDGESHIRE FIRE & RESCUE SERVICE
Your Safety • Our Concern

Mr Geoff Crocker
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs
PE18 6TN

Planning Ref: 01/01785/OUT
Our Ref: P3/1/7/HQ/spr/nch

Grid Ref: E 528498.000 N 285739.000

10 September 2001

Dear Mr Crocker

RE: PROVISION OF WATER SUPPLIES FOR FIREFIGHTING
RAMSEY INDUSTRIAL PARK, STOCKING, FEN ROAD, RAMSEY, HUNTINGDON (LAND ADJACENT)
ERECTION OF FOODSTORE WITH ASSOCIATED CAR PARKING

With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision is made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

The position of fire hydrants are generally agreed upon when the Water Authority submits plans to our Operations Group, based at Dogsthorpe Fire Station, Peterborough.

Where a Section 106 agreement or a planning condition has been secured, the cost of Fire Hydrants will be recovered from the developer.

I trust you feel this is reasonable and apply our request to any consent given.

Should you require any further information or assistance I will be pleased to advise.

Yours sincerely

STEVE ROBINSON
DEVELOPMENT PLANNING OFFICER

Management Services Directorate, Hinchingbrooke Cottage, Brampton Road, Huntingdon PE29 2NA
Tel: (01480) 444575 Fax: (01480) 444636

Huntingdonshire
DISTRICT COUNCIL

Pathfinder House — St Mary's Street Huntingdon PE29 3TN

Planning Dept.

[redacted]

Mr J Allen
Environmental Health Services
Public Health Manager
Operational Services Directorate

11/9 DHO.

Our Ref: 01/01785/OUT
Your Ref:

3rd September 2001

Proposal: Erection of foodstore with associated car parking
Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire
Applicant: Abbey Properties Cambridgeshire Ltd
Constraints: Classified Road
Land liable to flooding
Gas pipeline

I enclose a copy of the above application. Please make any comments by 17th September 2001.
If you wish to discuss this matter further, please contact Geoff Crocker on Direct Dial 8403

OBSERVATIONS:
Please tick the appropriate box:

Designated Brownfield site.

- ☐ No comments
- ☐ No objections
- ☑ No objections subject to:
- ☐ Objections for the following reasons:
- ☐ I require an additional 14 days.

HUNTINGDONSHIRE DISTRICT COUNCIL -5 SEP 2001 OPERATIONAL SERVICES DEPARTMENT

SIGNED: [signature]

Date: 7.9.01

Tel **01480 388388** Fax **01480 388099** **mail@huntsdc.gov.uk** **www.huntsdc.gov.uk**

PLANNING SERVICES

No Objection - However, due to the former or historical use(s) to which the site has been put, as a minimum measure a desk top study and walkover survey should be carried out together with basic land investigations to assess the potential for contamination. Where initial investigations show that hazards are known or suspected then a detailed investigation should be undertaken. For guidance, a suitable standard would be that set out in NHBC Standards, Land Quality - Managing Ground Conditions, chapter 4.1 or similar. **A copy of the NHBC document can be obtained from NHBC, Buildmark House, Chiltern Avenue, Amersham, Bucks., HP6 5 AP (Tel: 01494 434477).**

File Copy

Mr C P Norfield
4 Oliver Close
Ramsey
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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I would take this opportunity to thank you for participating in consideration of the application as I regard the input of third parties as an important element in the decision making process even though at times the final decision may not always reflect all third parties wishes.

Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

J Judge
2 Oaklands Avenue
Wistow
Ramsey
PE28 2QF

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr / Mrs Bellamy
10 Canberra Road
Fairmead Park
Upwood
Ramsey
Cambs PE26 1PU

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

M Joyce
9 Lime Road
Ramsey
Cambs
PE7 1JN

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Mrs W Shorey
Fairway House
20 Hollow Lane
Ramsey
Huntingdon
PE26 1DE

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Ms DW Mole
91 High Street
Warboys
Huntingdon
Cambs PE28 2TB

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr A Gamble
27 Humberdale Way
Warboys
Cambs
PE28 2RX

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr M Dawe
62 Millfields
Ramsey
Huntingdon
Cambs PE26 1EU

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Mrs M Fox
7 Slade Close
Ramsey
Cambs
PE26 1JG

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

L Webster
Station Road
Ramsey
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

E Mills
708 Hern Road
Ramsey St Mary's
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

F Edwards
Bodgers Rest
Chapel Road
Ramsey Heights
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr / Mrs R Adams
Flat 1 High Street
Ramsey
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Mrs Z Sansum
18 Bryan Close
Ramsey
Huntingdon
Cambs PE26 1LF

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

S Fox
10 Vinery Court
Ramsey
Cambs
PE26 1JZ

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

P Drewett
24 Rivermill Apartments
Great Whyte
Ramsey
Cambs PE26 1GA

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

B Beale
23 Bottels Road
Warboys
Huntingdon
Cambs PE28 2RZ

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

A De Chastelain-Shaw
278 Hern Road
Ramsey St Marys
Huntingdon
PE26 2TB

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Owner/Occupier
22 Malthouse Lane
Bury
Ramsey
Cambs PE26 1SQ

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr J Whitlam
43 Station Road
Ramsey
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr S Rees
3 Rivermill Apartments
Great Whyte
Ramsey
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Miss M Weir
33 Vinery Court
Ramsey
Huntingdon
Cambs

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

M Wilson
53 Allen Road
Ramsey
Huntingdon
Cambs PE26 1JU

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Ms F Fillion
29 Rivermill Apartments
Great Whyte
Ramsey
Cambs PE17 1HP

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Mrs J D Bass
10 New Road
Ramsey
Huntingdon
Cambs

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr / Mrs Leadbeater
232 Uggmere Court Road
Ramsey Heights
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

C McClean
24 Rivermill Apartments
Great Whyte
Ramsey
PE26 1GH

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Mr P Marshall
12 Rivermill Apartments
Great Whyte
Ramsey
Cambs PE17 1HP

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr C Horsley
13 Blenheim Road
Ramsey
Cambs
PE26 1AN

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Roger Tym And Partners
9-10 Sheffield Street
London
WC2A 2EY

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

P Marshall
Ramsey Tool Hire
The Old Gas Works
Factory Bank
St Marys Road
Ramsey
Cambs PE17 1HP

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Mrs M Lovelock
36 Rivermill Cottages
Gt Whyte
Ramsey
Cambs

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr / Mrs Clarey
60 Millfields
Ramsey
Huntingdon
Cambs PE26 1EU

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

I Cook
8 Oswald Close
Ramsey
Huntingdon
Cambs

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

M L Lyon
19 Balmoral Drive
Ramsey Forty Foot
Huntingdon
Cambs PE26 2YR

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

J Weir
33 Vinery Court
Ramsey
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

G Halligan
4 Knowles Avenue
Warboys
Huntingdon
Cambs PE28 2ST

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

V Gamble
27 Humberdale Way
Warboys
Cambs
PE28 2RX

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr R Layton
9 Bottels Road
Warboys
Cambs
PE28 2RZ

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

R Smith
Wyndy Ridge
Marriotts Drove
Ramsey Mereside
Huntingdon
Cambs PE26 2TQ

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

J Cracknell
5 Meadow Walk
Ramsey
Cambs
PE26 7JY

File Copy

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

C A Tack
Moat House
Warboys Road
Pidley
Cambs PE28 3DA

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mrs M Adams
The Bungalow
Common Farm
Chapel Road
Ramsey Heights
Huntingdon
Cambs PE26 2RS

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

A E Costello
3 Church Close
Ramsey Forty Foot
Huntingdon
Cambs

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

V Bass
16 Marriotts Close
Mereside
Ramsey
Huntingdon
Cambs PE26 2TX

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Mrs J A Salisbury
8 Marriotts Close
Mereside
Ramsey
Huntingdon
Cambs PE26 2TX

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Miss T Salisbury
8 Marriotts Close
Mereside
Ramsey
Huntingdon
Cambs PE26 2TX

File Copy

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Your Ref:

11th March 2002

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

S Raby (et Al)
45 High Street
Upwood
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mrs J Shepperson
Common Farm
Chapel Road
Ramsey Heights
Cambs PE26 2RS

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

B Smith
10 Field Road
Ramsey
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Miss A J Wells
2 Wyatt Close
Ramsey
Huntingdon
Cambs PE26 1LG

File Copy

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

I refer to the correspondence you sent to the District Council regarding the above application. I can now advise you that a decision has been reached on the application and can also confirm that the representations you made were taken into account in coming to that decision.

The District Council as Local Planning Authority decided to Grant Permission to the application.

If you have any queries regarding the conditions or reasons for the council's decision I would be pleased if you would contact the helpdesk on Direct Dial as I am not always in the office.

I would take this opportunity to thank you for participating in consideration of the application as I regard the input of third parties as an important element in the decision making process even though at times the final decision may not always reflect all third parties wishes.

Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

D Raby (et Al)
38 Ramsey Road
Warboys
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mr E G Bell
18 Cricketers Way
Benwick
March
Cambs PE15 0UU

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Owner/Occupier
2 Rivermill Apartments
Great Whyte
Ramsey
PE26 1GH

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Mrs A Amps
27 Field Road
Ramsey
Huntingdon
Cambs

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

K Barber
7 Flowers Close
Ramsey
Huntingdon
Cambs PE26 1UU

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

Miss B J Barber
22 Flowers Close
Ramsey
Cambs
PE26 1UU

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

File Copy

J B Hargreaves
Woods Hardwick
17 Goldington Road
Bedford
MK40 3NH

Our Ref: 01/01785/OUT
Your Ref:

11th March 2002

Dear Sir/Madam

Proposal: Erection of foodstore with associated car parking

Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

I refer to the correspondence you sent to the District Council regarding the above application. I can now advise you that a decision has been reached on the application and can also confirm that the representations you made were taken into account in coming to that decision.

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Yours faithfully

Mr Steve Ingram
Development Control Manager
Operational Services Directorate

Brian Woodward
Antivian
69 Upwood Road
Bury
Huntingdon
Cambs PE26 1PE

Our Ref: GFC/01/01785/OUT
Your Ref:

March 2002

Dear Mr Woodward

ERECTION OF FOODSTORE STOCKING FEN ROAD RAMSEY

I enclose notice of decision in respect of the above application.

As part of the consultation process, I have been advised of proposals by Ramsey Town Centre Partnership of their intention to improve and upgrade the facilities at the High Lode docking area adjacent to the site. I have been requested to ask if your client would consider contributing towards this improvement in some way. If so, then please contact Mr P Milward at these offices on 01480 388376 to discuss details.

Yours sincerely

Malcolm Sharp
Head of Planning Services

Huntingdonshire District Council
Environment and Transportation

Planning Consultation

Planning Reference: 01/01785/OUT

Planning Case Officer: Geoff Crocker.

Proposal: Proposed foodstore and car parking.

Location: Stocking Fen Road, Ramsey.

Further to our recent discussions I would comment as follows:

The amended plan accompanying Mouchel Consulting Engineer's letter dated February 22 (revised Figure 3.3 from the Transport Assessment) is now acceptable in principle.

The following Conditions should be appended to the Decision Notice.

1. Before the use of the building hereby permitted is commenced the improvements to the local footway network shown in principle on Figure 3.3 (received February 22nd) shall be laid and constructed in accordance with a detailed engineering scheme to be submitted to and approved in writing by LPA - RC10.

2. C1(a)(b)(c) – RC1. Adequate turning, parking and loading.

3. C2 – RC1. Temporary parking during period of construction.

4. C3(a)(b)(c) – RC10. Permanent turning, parking and loading.

5. D5(a) 4.5m x 90m (east of access junction with Stocking Fen Road only) – RC10. Visibility.

6. Before the use of the building hereby permitted is commenced secure cycle parking shall be provided within the site in accordance with details to be submitted to the LPA for approval and such provision shall include separate provision for customers and covered staff parking.

7. Before the use of the building hereby permitted is commenced staff showers and wet clothing storage shall be provided in accordance with a detailed scheme to be submitted to the LPA for approval.

continues/...

8. Before the building hereby permitted is occupied a comprehensive company travel plan shall be submitted to the LPA for approval which shall include the following elements to enhance public transport accessibility:

(i) provision of bus stops in the vicinity of the site;

(ii) enhancement of local services to better serve the site;

(iii) provision of facilities within the curtilage of the site to accommodate public transport.

Nigel Eggar
Transport Management Assistant
Ext: 8370

Date: 8 March 2002

Mouchel

St Johns House Queen Street Manchester UK M2 5JB
Tel +44 (0)161 832 4542 Fax +44 (0)161 835 2038
Website: http://www.mouchel.com

Your Ref:
Our Ref: NA/42375

February 22, 2002

Mr Nigel Eggar
Transportation Department
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs
PE18 6TN

Dear Mr Eggar

RAMSEY – REVISED PEDESTRIAN PROPOSED IMPROVEMENTS

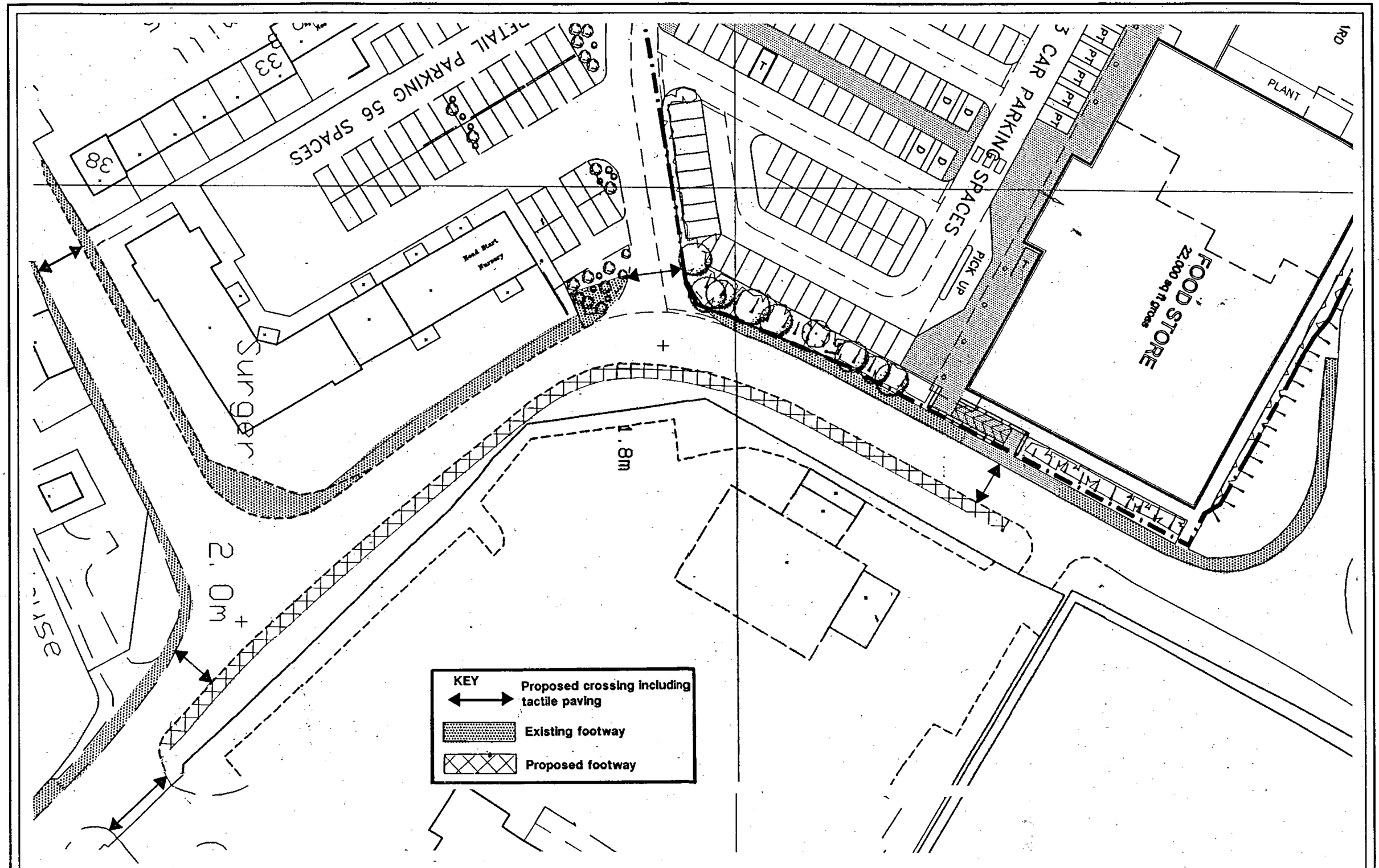
Further to our recent conversation, please find attached a revised layout (Figure 3.3) showing the adjusted crossing point on Newtown Road and the additional crossing at the bellmouth of the Rainbow access.

I trust this now addresses the proposed improvements for pedestrian accessibility to the store and that the only issues outstanding are bus stops/ services, which could be covered by planning condition.

Yours sincerely

N Afsar
Project Manager

cc
G Crocker - Huntingdon District Council (Planning)
C McCann - Tesco Stores Ltd
R Flack - Development Planning Partnership (Bedford)
D Sutton - Abbey Properties Cambridgeshire Ltd
B Woodward - Building Surveyor and Architectural Design



Mouchel
International Consultants

FIGURE 3.3

SCALE : 1:500

PEDESTRIAN ACCESSIBILITY PROPOSED IMPROVEMENTS

© Mouchel Consulting Limited 2000

RAMSEY, CAMBS

Ramsey Town Council

Town Clerk:
Mrs. Sylvia King
7 Church Green,
Ramsey,
Cambs. PE26 1DW
Telephone: (01487) 814957

SERVICES TL
NING DIV. ACK
19 FEB 2002 REPLY
RECEIVED OFF

19/2

15th February 2002

For the attention: Mr. ~~H~~incks PLANNING DEPT.

PLANNING RECONSIDERATION:

01/01785 erection of foodstore, Stocking Fen Road, Ramsey.

Council members agree with your letter of 11th February and support District in approval.

Sylvia King
Town Clerk

Memorandum

To: Geoff Crocker

CC:

From: Paul Milward

Date: 12/02/02

Re: Ramsey Barge Dock

I refer to our recent discussions. I attach a copy of the proposed dock improvements which have been requested by the Ramsey Town Centre Partnership.

We have sent a letter to David Sutton to confirm land ownership issues.

I would appreciate a copy of the (Tesco) development proposal in the area and what Section 106 conditions have been attached.

Regards

Paul Milward

8376

Mrs S J King
Town Clerk
Ramsey Town Council
7 Church Green
Ramsey
Cambs PE26 1DW

Our Ref: GFC/01/01785/OUT
Your Ref:

11 February, 2002

Dear Mrs King

ERECTION OF FOODSTORE STOCKING FEN ROAD RAMSEY

I refer to the above application upon which your Town Council recommended refusal by letter dated 14th September 2001.

The consultations on the proposal are now complete and I am now intending to process the application with a view to planning permission being given.

Whilst I note your Council's reasons for refusal you should be aware that there is an existing planning permission (given for Budgen's some time ago) together with Lawful development and Use Certificates for the erection of a food store on this site. Indeed the planning permission has been implemented and can be completed at any time. Therefore, your reason for suggesting refusal cannot be justified. I would add that most of the representations I have received from local residents support the scheme. Discussions between the applicants and the Local Highway Authority have prompted some improvements towards pedestrian access to the site and the possibility of extending the bus service to the site.

I would be grateful if, in the light of the above comments your Council would reconsider their recommendation and support me in an approval. I would appreciate a reply by the 22nd February, if possible. This would, depending upon your reply, enable me to programme the course of the application.

Yours sincerely

Steve Ingram
Development Control Manager
Operational Services Directorate

My Ref:
Your Ref: 42375/DOC/02
Date: 6 February 2002
Please ask for: Jeremy Smith
Direct Dial No: 01223 717502
Fax No: 01223 718537
E-mail: Jeremy.smith@cambridgeshire.gov.uk

Geoff Crocker
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon PE29 3TN

Box ET 1014
Shire Hall
Cambridge
CB3 0AP

DX 137870 CAMBRIDGE 9

Dear Geoff

Proposed Tesco Development – Stocking Fen Road, Ramsey
Transport Assessment / Travel Plan

I refer to the above planning application, and the Transport Assessment (TA) produced by Mouchel International Consultants in support of the application. The County Council has no objection to the application subject to the following.

- Pedestrian access points and footway provision as detailed in the TA and shown indicatively on Figure 3.3 being provided.
- Provision of tactile paving at the crossing points as identified in the TA. However, the crossing point on Newtown Road is shown on the driveway of a residential property, and will need to be adjusted.
- The provision of bus stops nearer to the site, subject to suitable locations being found, in discussion with the County Council's Public Transport section.
- The possibility of extending existing bus services to the store is mentioned, and again should be taken forward in discussion with the County Council's Public Transport section. There may be opportunity to extend existing services on routes 330, 331 and 333 to travel past the store, but this does require further investigation.
- A Green Travel Plan being in place when the store opens.

The travel plan will need to reflect the future options to improve bus provision to the store as and when timetable alterations allow for this possibility.

Yours sincerely

Jeremy Smith
Senior Transport Assessment Officer

cc Nadeem Afsar, Mouchel
Nigel Eggar,Hunts DC

Eggar, Nigel (Transportation)
To: Crocker, Geoff (OS)
Subject: FW: Ramsey Tesco's

Geoff

Please find attached a copy of Jeremy's Smith comments on the TA. You will note that these are principally for the agent to address prior to giving the LHA a formal view.

I have looked through this and the conclusions seem reasonable. One particular element which is omitted, and that is of benefit to the store, is the fact the existence of a Tesco in Ramsey may negate the need for some longer journeys to Tesco March, Hampton or Huntingdon, and thus reducing the overall distance travelled.

In summary the following points appear to be outstanding:

(i) relocation of proposed crossing point on Newtown Road to avoid vehicle crossovers;

(ii) negotiations with CCC Public Transport are required to establish enhanced bus stop location and alterations to existing services to better serve the store;

(iii) the staff and customer travel plan needs to be developed and tailored for this store prior to opening.

The following additional points are noted

(i) a further tactile crossing point should be provided across the existing Rainbow access bellmouth;

(ii) staff showers should be provided;

(ii) staff cycling parking should be secure; I would suggest that this should be separate and in addition to the customer cycle parking indicated. Both customer and staff parking should be covered.

Nigel

-----Original Message-----
From: **Smith Jeremy [SMTP:Jeremy.Smith@cambridgeshire.gov.uk]**
Sent: 16 January 2002 16:06
To: Nigel Eggar (E-mail)
Subject:

Nigel
Have you had a look at the Tesco Ramsey TA. If so, any comments. Attached is a draft response to Mouchel's with my thoughts - anything to add?

Jeremy Smith
Senior Transport Assessment Officer
Cambridgeshire County Council

My Ref:
Your Ref:
Date:
Please ask for: Jeremy Smith
Direct Dial No: 01223 717502
Fax No: 01223 718537
E-mail:

Nadeem Afsar
Mouchel Consulting limited
St John's House
Queen Street
Manchester
M2 5JB

Box ET 1014
Shire Hall
Cambridge
CB3 0AP

DX 137870 CAMBRIDGE 9

Dear Nadeem

Proposed Tesco Development – Stocking Fen Road, Ramsey
Transport Assessment / Travel Plan

I have now had opportunity to consider the transport assessment provided in support of the planning application for a new Tesco development, Stocking Fen Road, Ramsey, and have the following comments.

General Comments

i) Paragraph 2.1 refers to a store on Hilderthorpe Road, Bridlington – I presume in error!

ii) I am satisfied that the road network in the vicinity of the proposals has sufficient capacity to cater for development traffic.

Pedestrian / Cycle facilities

iii) The 800m pedestrian catchment as modelled does not accurately reflect the walk distance, as the store location, (particularly the store entrance) is not used as the central point of the isochrone's. The coverage of the walking catchment is therefore somewhat less than purportedly demonstrated.

iv) The proposals to provide an additional pedestrian access point and provide the missing link footway on Newtown Road are welcomed, and should be accepted as part of the development proposals.

v) The same applies to the provision of tactile paving at the crossing points. However, the crossing point on Newtown Road is shown on the driveway of a residential property, and will need to be adjusted.

Public Transport

vi) The provision of bus stops nearer to the site is desirable, and should be further developed in discussion with the County Council's Public Transport section.

vii) The possibility of extending existing bus services to the store is mentioned, and again should be taken forward in discussion with the County Council's Public Transport section. There may be opportunity to extend existing services on routes 330, 331 and 333 to travel past the store, but this does require further investigation.

John Holmes (01223 717765) or Paul Dodson (01223 718158) would be happy to advise on these issues.

Travel Plan

vii) As noted previously, the measures included in the travel plan for employees appear to be very much geared to an existing operation, rather than looking at the opportunities that exist to influence travel choice when developing a new store. Travel patterns are easy to establish, and less easy to change. To give the best opportunity at the outset to achieve realistic modal choice options for staff, it would seem sensible to have measures in place when the store first opens. This is an area that need not hold up the planning process, but will need careful consideration when conditions relating to any consent are specified.

In summary I am content that the travel assessment demonstrates that reasonable levels accessibility for non-car modes can be achieved, but before passing detailed comments to the Planning Authority on the proposals, I would like to have a know what could be achieved in terms of improvements to bus services. Please contact me if you want to discuss any of the above.

Yours sincerely

Jeremy Smith
Senior Transport Assessment Officer

cc Geoff Crocker, Hunts DC
Nigel Eggar,Hunts DC

Roger Tym & PARTNERS
PLANNERS AND DEVELOPMENT ECONOMISTS

9-10 Sheffield Street
London WC2A 2EY
Tel 020 7831 2711
Fax 020 7831 7653
email london@tymconsult.com
Website www.tymconsult.com

Direct email suzanne.knapp@tymconsult.com

Our Ref: PSF/2475/SK
Your ref: 01/01785/OUT

04 January 2002

Head of Planning
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs PE29 3TN

F.A.O. Mr Crocker

Dear Sir,

RE: OUTLINE PLANNING APPLICATION FOR A NEW FOODSTORE AT STOCKING FEN ROAD, RAMSEY

Roger Tym & Partners act on behalf of Somerfield Stores Ltd. who operate a store at 22 Great Whyte, Ramsey. We understand that a planning application has been submitted to your Council on behalf of Tesco for a new foodstore measuring approximately 2,044 sq.m (22,000 sq.ft) in extent and located on land adjacent to Ramsey Industrial Park, Stocking Fen Road, Ramsey.

On the behalf of our client, we wish to object to this application on the following grounds.

The Development Plan

Section 54A of the Town and Country Planning Act 1990 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan in this case is the Huntingdonshire Local Plan (adopted 1995) and the Cambridgeshire Structure Plan (adopted 1995).

Structure Plan Policy SP6/3 and Local Plan Policy S3 require major convenience shopping developments to normally be located within or immediately adjacent to the established town centre shopping areas. The application site is shown on the Local Plan Proposals Map to be approximately 1km from the defined town centre boundary and is therefore an out-of-centre site (according to the definitions given in Annex A of PPG6). The proposal is therefore contrary to these development plan policies

Local Plan Policy S4 refers to exceptional circumstances when suitable sites are not available in or immediately adjacent to established town centre shopping areas. In such cases, major convenience retail developments may be permitted in edge-of-town or out-of-town locations provided that they meet the criteria of Policy S1, which requires proposals to take into account the likely affect on the vitality and viability of established centres. We understand that a Retail Statement has been submitted with this application that will address the question of need and sequential location. We reserve the right to submit any further representations with respect to this application after consideration of the applicant's RIA.

National Retail Guidance

The shopping policies of the Huntingdonshire Local Plan and the Cambridgeshire Structure Plan are now somewhat out of date in as much that they do not take account of more recent Government guidance in the form of PPG6 "Town Centres and Retail Development" (1996) and the DETR's statement of the 11th February 1999.

Along with the aim of sustaining and enhancing the vitality and viability of town centres, PPG6 has at its heart the aim of adopting a sequential approach towards retail development, stating at Paragraph 1.11, *"Adopting a sequential approach means that first preference should be for town centre sites, ... followed by edge-of-centre sites, district and local centres and only then out-of-centre sites in locations that are accessible by a choice of*

means of transport." The application site is out-of-centre, and is thus the least preferred location sequentially. The applicant should therefore be required to demonstrate that no sequentially preferable town centre or edge-of-centre sites exist.

The DETR statement of February 1999 states that proposals for new retail and leisure located outside town centres:

> *'should be required to demonstrate both the need for additional facilities and that a sequential approach has been applied in selecting the location of the site'*

It goes on to say that;

> *'A failure to demonstrate both the need for such proposals and that a sequential approach has been applied selecting the application site would normally justify the refusal of planning permission unless there were weighty additional material considerations'*

If no need is identified for a store of the size proposed or if a more sequentially suitable town centre or edge of centre site exists then the application should be refused.

Retail Need

The proposal is for a 2,044 sq.m (22,000) sq.ft gross foodstore. We estimate that this will provide approximately 1,400 sq.m (15,000 sq.ft) net of convenience floorspace. The average Tesco turnover is £11,076 sq.m (£1,029/sq.ft) (source: The UK Retail Rankings, 2001) and the turnover of new Tesco store floorspace is undoubtedly higher. The annual turnover of the proposed store is thus estimated as at least £15.4 million.

In order to test the appropriateness of the scale of the proposed store, we consider population, expenditure and existing convenience retail provision below.

Our experience shows that a large proportion of a foodstore's customer base will live within a 10 minute drivetime of the store. Information obtained from our GIS system indicates that 7,818 people live within 10 minutes drivetime of Ramsey (1996 mid year estimates). The Cambridgeshire Structure Plan estimates annual population growth in Huntingdonshire of 0.8% per annum. Thus the population within 10 minutes drivetime of Ramsey is estimated at 8,136 in 2001.

Annual expenditure figures for convenience goods generated from our GIS system give locally based expenditure of £1,334 per capita in 1996. The Data Consultancy Information Brief 99/2 gives estimates of goods based retail expenditure in the UK. The long term and ultra long term trends both show an increase in per capita convenience goods expenditure of 0.1% per annum. Thus annual convenience goods expenditure can be estimated at £1,341 per capita in 2001.

On this basis we calculate that some £10.9 million of locally derived convenience goods expenditure is generated within 10 minutes drivetime of Ramsey at 2001.

Current convenience provision in Ramsey comprises a large 2,323 sq.m (25,000 sq.ft) net Rainbow and a 421 sq.m (4,528 sq.ft.) net Somerfield. The average Somerfield turnover is £4,898/sq.m (£455/sq.ft) (source: The UK Retail Rankings, 2001), thus the turnover of the Somerfield store in Ramsey is approximately £2.1 million. No data is available on turnover per sq.ft for the Rainbow store, but based on our experience of the trading levels of other Co-operative stores, we estimate the turnover of the Rainbow store to be in the region of £4,300/sq.m (£400/sq.ft). The annual turnover of the Rainbow store can be estimated at £10 million. Thus the combined convenience turnover of these two stores in Ramsey is approximately £12 million per annum.

Thus the turnover of existing convenience goods retail floorspace and locally generated expenditure are roughly in equilibrium . Therefore there is no need for the additional floorspace proposed in this application.

Need and impact are two sides of the same coin. If no need exists in terms of surplus available convenience goods expenditure to support the proposal, it follows that the turnover of the new store will be derived by diverting expenditure from existing stores and in particular the Somerfield store. The Somerfield store is located in the town centre and warrants protection under PPG6. The diversion of a significant level of trade from the store will undermine the vitality and viability of Ramsey Town Centre.

Planning History

We understand that planning permission was granted for a foodstore on this site in 1992 (91/0200 and 91/0913). However, this consent was granted under previous retail planning guidance and predates the revision of PPG6 in 1996. Paragraph 1.18 of PPG6 deals with the renewal of planning permissions, and states that:

> *"Local authorities should consider the implications of new or emerging plan policies designed to sustain and enhance existing centres when considering the appropriateness of renewing unimplemented planning permissions for retail, employment, leisure and other key town centre uses in out-of-centre locations"*

Although this earlier planning permission is material to the consideration of the current application we would submit that of itself it is insufficient justification to grant consent for this proposal which is both contrary to policy and which would seriously undermine the vitality and viability of the town centre.

Please acknowledge receipt of this correspondence as an objection duly made and contact Suzanne Knapp of this office should you have any further inquiries in this regard.

Yours faithfully,

Roger Tym & Partners

ROGER TYM & PARTNERS

cc: Property Department, Somerfield Stores Ltd.

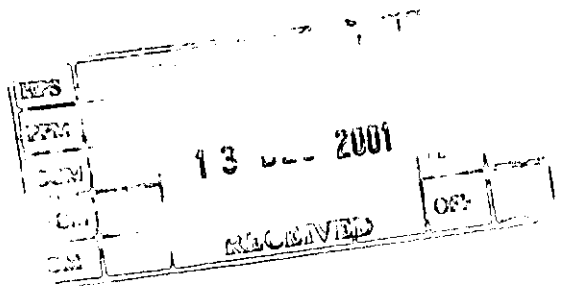
Mouchel

St Johns House Queen Street Manchester UK M2 5JB
Tel +44 (0)161 832 4542 Fax +44 (0)161 835 2038
Website: http://www.mouchel.com

Our ref: DPB/NA/42375

12th December 2001

Mr G Crocker
Planning Department
Huntingdon District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambridgeshire
PE29 3TN



Dear Sirs

PROPOSED TESCO DEVELOPMENT - STOCKING FEN ROAD, RAMSEY
TRANSPORT ASSESSMENT/ TRAVEL PLAN

Further to my telecon to your department, I enclose 3 copies of the Transport Assessment report (42375/DOC/002 Issue Final)

We look forward to receiving your comments.

In the mean time, if you have any queries or require any clarification on the content of the report please do not hesitate to contact Don Bennett or myself.

Yours faithfully

Nadeem Afsar
PROJECT MANAGER

Cc

Jeremy Smith	- Cambridgeshire County Council (3 copies)
R Flack	- DPP (Bedford)
T Mace	- Tesco Stores Limited
L Ford	- Tesco Stores Limited
B Woodward	- Building Surveyor & Architectural Design
M Williams	- Saunders Partnership (letter only)
C Shelton	- Barton Willmore (letter only)

INVESTOR IN PEOPLE

Mouchel Consulting Limited Registered Office: West Hall Parvis Road West Byfleet Surrey UK KT14 6EZ Registered No. 1686040

Brian Woodward
Antivian
69 Upwood Road
Bury
Huntingdon
Cambs PE26 1PE

Our Ref: GFC/01/01785/OUT
Your Ref:

7 December, 2001

Dear Mr Woodward

PROPOSED FOODSTORE AT RAMSEY

I refer to your application for the above mentioned proposal and I write to update you on its progress.

I understand that as a result of comments from the Highway Authority, Mouchel is undertaking further work on transportation issues. I regret that until this further work has been completed and assessed by the Highway Authority I will not be in any position to process the application. I would be grateful for your continued patience in dealing with this matter as I am sure you will appreciate that it is important to obtain the right result for all parties concerned with the planning process.

If you wish to discuss the matter further, please contact the case officer, (☎ 01480 388) who will be please to help you. GE 403

Yours sincerely

Steve Ingram
Development Control Manager
Operational Services Directorate

0/01785

RAMSEY TOOL HIRE

& GARDEN CENTRE

The Old Gas Works
Factory Bank
St Marys Road
Ramsey
Cambridgeshire
PE17 1HP

Planning Office
Huntingdon District Council
Pathfinder House
Huntingdon

16th November 01

For the attention of Planning Officer in charge of the proposed Tesco's in Ramsey.

As owner of Ramsey tool hire and garden centre, I offer my full support to the proposed building of a Tesco's store as I feel it will bring more business in the town and more work for people.
I hope my thoughts on the subject will be considered.

Yours Sincerely

26/11
DRO.

P. Marshall

P. Marshall

Phone : 01487 711348
Fax : 01487 711348
E-Mail : Rivermill 1 @ aol.com

0101785

36 Rivermill Cottages
Great Whyte
Ramsey
Huntingdon
Cambs

Director of Planning
Huntingdonshire District Council
Pathfinder House
St Marys Street
Huntingdon
Cambs

19/11

Dear Sirs

I note that there is yet another hold up in the application for Tesco to come to Ramsey.

As a non-other than Tesco shopper and a busy working mum who has to travel to Huntingdon, please bring the store to Ramsey as soon as possible to save me time, effort and money.

Yours faithfully

M Lovelock

M Lovelock (Mrs)

Brian Woodward
Antivian
69 Upwood Road
Bury
Huntingdon
Cambs PE26 1PE

Our Ref: GFC/01/01785/OUT
Your Ref:

9th November 2001

Dear Mr Woodward

PROPOSED FOODSTORE AT RAMSEY

I refer to your application for the above mentioned proposal and I write to update you on its progress.

I regret that because of the need to assess and address transportation issues, I will not be in any position to process the application as quickly as I would wish. I would be grateful for your continued patience in dealing with this matter as I am sure you will appreciate that it is important to obtain the right result for all parties concerned with the planning process.

If you wish to discuss the matter further, please contact the case officer, Mr G F Crocker (☎ 01480 388403) who will be please to help you.

Yours sincerely

Steve Ingram
Development Control Manager
Operational Services Directorate

Huntingdonshire District Council
Environment and Transportation

Planning Consultation

Planning Reference: 01/01785/OUT
Planning Case Officer: Geoff Crocker.

6/11
RHO.

Proposal: Proposed foodstore and car parking.
Location: Stocking Fen Road, Ramsey.

I refer to the County Council's consultation dated 29/10/2001 and the request for an all mode Transport Assessment to accompany the proposal.

I would generally support the County's response. Whilst off site access infrastructure has been implemented in accordance with the established consent, I share the view of the County that this application should be re-assessed in relation to current Planning Policy Guidance.

It should therefore be demonstrated that the existing infrastructure is not only adequate to cater for projected users but is of sufficiently high quality to encourage benign mode use and increase the modal split from the motor car. A TA would be an appropriate mechanism in this respect.

To my mind I would have to say that the proposals and the implemented works are basic in overall transport terms, being principally car related with little provision for pedestrians/ cyclists and, particularly, public transport users.

I would suggest the following measures and works should be investigated (which should not be regarded as a definitive list):

1. A 1.8m footway should be provided on the east side of Stocking Fen Road (adjacent the petrol filling station) linking the store to the north-east side of town (Newtown Road); consideration needs to be given to a form of crossing to the proposed ramp to the store.

2. It is noted that there are no on-site public transport facilities; the applicant must clarify their proposals for public transport either in the form of a dedicated service for the shop or enhanced local provision, and it must be demonstrated how this relates to the use of the site.

   I understand that a town Service '334' exists which could be improved, though this must of course relate reasonably to the development in accessibility terms.

Continues/...

3. Footway links have been made to the town/Great Whyte as per 1992 consent, however, there are no measures to prioritise pedestrian crossing of the carriageways. The possibility of a priority crossing should be investigated in Stocking Fen Road in close proximity to the Day Care Centre footpath link to Stocking Fen Road. Dropped kerbs do not even exist around the junction of Newtown and Stocking Fen Road to generally facilitate crossing the carriageway in this location.

4. A river crossing/ bridge should be investigated between the site and Great Whyte north of the River Mill apartments (picnic area) to encourage pedestrians and cyclists from Field Road (and any work further thence on).

5. Due to the nature of the established built up area there is generally insufficient residual highway land to allow improvement/ provision for shared use or segregated cycleways in the locality. The provision of local cycling infrastructure should be investigated, including on road facilities.

   The site has no cycle parking provision.

6. Staff Travel Plan. The provision of a Travel Plan is of course welcomed, however, measures such as 'a network of footways, linking the store to shops (etc)' should be 'hard' engineering measures determined before consent is issued, and not bundled in a STP.

Aside from the above, it should be demonstrated that the off site works in the form of the mini-roundabout on Great Whyte is actually working safely and therefore adequate to cater for the further 2000+ vehicle movements per day this development may generate.

Nigel Eggar
Transport Management Assistant
Ext: 8370

Date: 31 October 2001

Cambridgeshire County Council
Environment and Transport Department

MEMORANDUM

To: **Operational Services - Planning, Pathfinder House, St. Mary's Street, Huntingdon, Cambs, PE18 6TN**

From: Jeremy Smith – Senior Transport Assessment Officer
Tel: (01223) 717502

Planning Ref: Case Officer: Geoff Crocker

Date: 29 October 2001

Description: Proposed Tesco Development with associated car parking. Transport Statement/Travel Plan

Location: Stocking Fen Road, Ramsey

I have now considered the information submitted by Mouchel in support of the proposed Tesco development, and have the following comments.

The covering letter concludes that on the basis that the roundabout junction at Great Whyte / Stocking Fen Road can accommodate development traffic, there is no need for a Transport Assessment. This position is contrary to current thinking and policy, particularly referring to PPG13 (March 2001). It is essential that travel by all modes to the site be considered as part of this application. The permitted development referred to was granted in 1992, and as such was assessed against the background of a significantly different policy framework.

I therefore consider that a Transport Assessment is still required, and that it should consider the issues outlined in Dave Freestone's fax of 13 July 2001 to Brian Woodward (copy enclosed).

With regard to the draft travel plan that has been submitted, many of the measures that are discussed seem sensible. However, the lack of consideration of all modes travel to the store by way of a Transport Assessment makes it difficult to assess the suitability of the measures proposed and what impact they would have in achieving current policy aims with regard to transport.

In this respect, I also note that all physical measures proposed are within the site. Again (at the risk of repeating myself), it is impossible to assess the need for off site measures for pedestrians, cyclists and bus users without an assessment looking at all modes trip generation of the proposals.

I would also note the following points.

- The Travel Plan states that the development is to include 'a network of footways, linking the store to shops and housing on Stocking Fen Road and Great Whyte'. While not disagreeing with this, it is somewhat limited in scope, and could usefully provide or upgrade links further afield, such as to Field Road (again issues for a transport assessment).
- The investigation of alternative modes of transport once the store has opened has the air of closing the stable door after the horse has bolted. Target modal splits for staff and measures to provide access for customers by modes other than the private car should be established as part of any planning consent.

Please contact me if you wish to discuss any of the above.

Jeremy Smith
Senior Transport Assessment Officer

mr+Mrs I. Clarey
60 Millfields
Ramsey
Huntingdon
Cambs
PE26 1EU

01/01785

9/11

Dear Sir

Tesco – Ramsey

Why doesn't Ramsey wake up and have a Tesco supermarket. This would be a give achievement for the town and not only will Ramsey people benefit but also the surrounding villages. It would bring more trade into the other shops as well. Ramsey needs to be seen as a growing town with all the modern facilities for its people

From a working couple who live in Ramsey but work in Peterborough, we are fed up getting our food out of town.

Yours faithfully

Clarey

6/0785

33 Vinery Court
Ramsey
Huntingdon
Cambs

Dear Sirs

I understand that Planning Application for a Tesco Store in Ramsey has been denied. I consider this to be a great shame, as it would offer more choice in Ramsey not to mention the job opportunities, and in light of the growing population of Ramsey surely we need it.

At present to obtain more variety of products the people of Ramsey have to travel at least to Huntingon, so I believe that a Tesco in Ramsey would be very welcome.

I do hope you will reconsider your decision and allow the Tesco's to go ahead.

Yours faithfully

James Weir

J Weir

3 6/11
9R

01/01785

4 Knowles Avenue
Warboys
Huntingdon
Cambs
PE28 2ST

Dear Sirs

I understand that Planning Application for a Tesco Store in Ramsey has been denied. I consider this to be a great shame, as it would offer more choice in Ramsey not to mention the job opportunities, and in light of the growing population of Ramsey surely we need it.

At present to obtain more variety of products the people of Ramsey have to travel at least to Huntingon, so I believe that a Tesco in Ramsey would be very welcome.

I do hope you will reconsider your decision and allow the Tesco's to go ahead.

Yours faithfully

G Halligan

3 6/11

9FL

01/01785

27 HUMBERDALE WAY
WARBOYS
CAMBS
PE28 2RX

DEAR SIR,

I WOULD BE GRATEFUL IF CONSIDERATION COULD BE GIVEN TO BUILDING A TESCO IN RAMSEY, AS AT PRESENT I HAVE TO TRAVEL TO HUNTINGDON.

YOURS FAITHFULLY

VERONICA GAMBLE

3 6/11

DHO

9FR

0/01785

9 BOTTELS ROAD
WARBOYS
CAMBS
PE28 2RZ

3 6/11
RHO
9FL

DEAR SIR,

I WOULD BE GRATEFUL IF CONSIDERATION COULD BE GIVEN TO BUILDING A TESCO IN RAMSEY, AS AT PRESENT I HAVE TO TRAVEL TO HUNTINGDON WHICH IS VERY INCONVENIENT AS I AM A PENSIONER

YOURS FAITHFULLY

Ronald Layton

RONALD LAYTON

0101785

Sarah Fox
10 Vinery Court . Ramsey . Cambridgeshire . PE26 1JZ
Tel: 01487 . 710143

18 October 2001

To whom it may concern

3 6/11
GFC

PROPOSED TESCO DEVELOPMENT IN RAMSEY

I would like to support the proposed development of a Tesco Store in Ramsey.

Ramsey residents would prefer to shop locally rather than travel to Huntingdon or Peterborough for a quality store of this kind.

Sarah Fox

Sarah Fox

01/01785

40, High Street
Ramsey
Huntingdon
cambs.
PE26 1AA.

3 6/11
9FL RHO

Dear Sir

Ref: Tesco store in Ramsey.

As a working mum with three children I would really like to see a tesco store open up in Ramsey. As I am a non-driver and am living in Ramsey I quite often need shopping from tesco's but the supermarkets we currently have are very limited in variety so I have to rely on my husband to take me either to huntingdon or peterborough. Having a Tesco in Ramsey would save me time and allow me to get all of my shopping from one supermarket instead of two or three.

yours faithfully.

D Boss.

0101785

Paula Drewett.
24 Rivermill Apts
Great Whyte
Ramsey
Cambs
PE26 1GA

6/11
DHL

3

9fc

25th October 2001.

The Planning Officer
Huntingdon District Council
Pathfinder House
Huntingdon

Dear Sir/Madam.

I am writing to express my ~~opinion~~ opinion in favour of the proposed new TESCO'S site in Ramsey. I do my weekly shopping at Tesco's in either Peterborough or Huntingdon and if there was one on the doorstep it would serve me time and money. I sincerely hope planning permission is granted in favour of Tesco's.

Yours Faithfully

Drewett

P. Drewett.

01/01785

23 Bottels Roads
Warboys
Huntingdon
Cambs
PE28 2RZ

Dear Sirs

I understand that Planning Application for a Tesco Store in Ramsey has been denied. I consider this to be a great shame, as it would offer more choice in Ramsey not to mention the job opportunities, and in light of the growing population of Ramsey surely we need it.

At present to obtain more variety of products the people of Ramsey have to travel at least to Huntingon, so I believe that a Tesco in Ramsey would be very welcome.

I do hope you will reconsider your decision and allow the Tesco's to go ahead.

Yours faithfully

B Beale

3 6/11

0/101785

278, Hern Road,
Ramsey St. Marys.
HUNTINGDON.
PE26 2TB.

26th. October 2001.

6/11
DRO.

3

GFC

The Planning Officer,
Huntingdon District Council.
Pathfinder House,
HUNTINGDON.

Dear Sir / Madam.

Following recent newspaper reports of Tesco's coming to Ramsey. I am writing in support of this venture. Working in Ramsey it would be extremely convenient as it would save a lot of time travelling to the Huntingdon Tescos. I hope my views will be taken into consideration by the planners.

Yours faithfully,

A. de Chastelain-Shaw.

0/01785

22 Malthouse Lane
Bury
Ramsey
Cambs
PE26 1SQ

3 6/11
RDO.

26th October 2001

GFC

The Planning officer
Huntingdon District Council
Pathfinder House
Huntingdon.

Dear sir / madam,

After reading recent newspaper reports on the subject of Tesco's coming to Ramsey, I am willing to support this.
Having a Tesco's in Ramsey will improve the quality of life for residents, not only in Ramsey but in the surrounding villages.

Yours sincerely

CBemp

01/01785

43 Station Road
Ramsey
Huntingdon
Cambs.
PE26 1JB

6/11
DHO.

9R

Dear Sirs,

As someone with a large family, I firmly believe a Tesco store would be bereficid to my own and many other families in Ramsey.

It seems a shame that we have to travel as far as Huntingdon or Peterborough just to have a choice of where to shop for the best deals.

Yours faithfully

MR J WHITTAM

0.1017857

6/11
CAO.

Stephen Rees
3 Rivermill Apts
Great whyte
Ramsey
Huntingdon Cambs

22/10/01

planing officer Huntingdon district council
Pathfinder House Huntingdon

I would support Tesco superstore in Ramsey so I wouldnt have to travel to Huntingdon

yours sincerley

stephen Rees

S Rees

01/01785.

33 Vinery Court
Ramsey
Huntingdon
Cambs

*. 6/11
Cpt RDO.

Dear Sirs

I understand that Planning Application for a Tesco Store in Ramsey has been denied. I consider this to be a great shame, as it would offer more choice in Ramsey not to mention the job opportunities, and in light of the growing population of Ramsey surely we need it.

At present to obtain more variety of products the people of Ramsey have to travel at least to Huntingon, so I believe that a Tesco in Ramsey would be very welcome.

I do hope you will reconsider your decision and allow the Tesco's to go ahead.

Yours faithfully

M. Weir.

Miss M Weir

01/01785

19 Balmoral Drive
Ramsey Forty Foot
Huntingdon
Cambs
PE26 2HE

6/11
QRO

Dear Sir

Ref: Tesco Stores in Ramsey

As a working mum with two small children, a Tesco supermarket would be a real help to me. I live and work in Ramsey and find my Saturdays are spent going to get my shopping at Tesco at Hampton. I find the supermarket now in Ramsey does not have the variety and quality of what I need. Until we get a Tesco I will continue to go out of Ramsey for my family shop. Ramsey really does need to catch up with every other town.

Yours faithfully

M.L.Lton

01/01785

8 Oswald Close
Ramsey

6/11
RMO.
GK

Dear Sir

Ref: Tesco

As pensioners living in Ramsey, my husband and I always go to Tesco in Hampton for the variety of food we like to have.

Tesco at Ramsey would save us this trip and always, we would have thought, employ local people. It would be nice to be served by people we know and also see local people as well as getting what we want.

Yours faithfully

J. Cook

01/01785

2/11
GRO
GR2

M. Wilson,
53 Allen RD
Ramsey
Huntingdon,
CAMBS
PE26 1JU

Dear Sir/madam

I would like to see a Tesco stores in Ramsey because personally it would save me travelling as I do now to Huntingdon or Hampton because there is no selection in Ramsey. Also it would give people without cars a better choice of shopping.

Yours faithfully

M. Wilson

0101785

Ms Florance Fillion
29 Rivermill Apartments
Great Whyte
Ramsey
Cambs
PE17 1HP

12th October 2001

2/11 GR2 RHO.

The Planning Officer
Huntingdon District Council
Pathfinder House
Huntingdon

Dear Sir / madam

TESCO

I understand speaking to my friends that Tesco supermarketn is planning to build a store near where we live here in Ramsey.

Myself and my friends work for Bupa Health care in Bury we work shifts and have no transport and getting taxis to Huntingdon is very expensive but find that local shops don't stock the types of food we are used to in our home country. We hope very much that tesco will be built in Ramsey.

F. Fillion

To -:

01/01785

2/11

RRO

Planning Dept
Huntingdon Council
Pathfinder House
Huntingdon
GPL

10, New Road
Ramsey
Huntingdon
Cambs

Dear Sirs,

I am writing to voice my opinion regarding the site for Tesco's. I belief Ramsey would benefit from the store, as they sell a variety of goods eg -: clothes, household items etc, in Ramsey we have no-where to even buy a pair of socks. We have to travel to Peterborough or Huntingdon for such items. So this can only be a good thing for Ramsey

Yours sincerely

J D Bass

MRS J D BASS.

01/01785

Tesco Ramsey.

232 Uggmere Court Rd
Ramsey Heights
Huntingdon
Cambs.

We would like to see a Tesco in Ramsey, because We think it is much needed, I think we should be able to have a choice, its not just what a few people want, but what everyone wants We the people of Ramsey and surrounding areas should be allowed to voice our opinions. We have watched Ramsey go from a thriving market town over the years, to one that now has little to offer, and We think that a Tesco would be just what Ramsey needs to put us back on tracks, I know that we already have two supermarkets, but what about the many grocery shops we used to have in the 60's and 70's and there was less population than there is today. It would create more jobs and keep people in our town, We should be allowed freedom of choice.

We vote for a Tesco.

2/11

Mrs B Leadbeater

MR. D Leadbeater

01/01785

CHRIS McCLEAN
24 RIVERMILL APART.
GREAT WHYTE
RAMSEY
PE26 1GT

25/10/01

PLANNING OFFICER
HUNTINGDON DISTRICT COUNCIL
PATHFINDER HOUSE
HUNTINGDON

2/11
GRO

GRG

DEAR SIRS.

I AM WRITING TO SHOW MY FEELINGS TOWARDS THE PLANNING ARLICATION FOR TESCO'S IN RAMSEY. I BELIEVE THAT IF THERE WHERE TO BE A TESCO'S IN RAMSEY IT WOULD MAKE MY LIFE EASIER ~~BECAUSE~~ BECAUSE I WOULDNT HAVE TO MAKE A WEEKLY TRIP TO EITHER HUNTINGDON OR PETERBOROUGH TO VIST A SUPERMARKET. I AM ALL IN FAVOUR OF THE APPLICATION AND MORE THAT IT GOES AHEAD.

THANKS
YOURS SINCERELY

CRMcClee

CR MCCLEAN.

01/01785

Philip Marshall.
12 Ruermill Apartments
Great Whyte.
Ramsey
Cambs
PE17 1HP

2/11
RHO.

GTA

19th Oct 2001

The Planing Officer.
Huntingdon District Council
Pathfinder House.
Huntingdon

Dear Sir / Madam.

Following recent newspaper reports of Tesco's coming to Ramsey, I am writing in support of this venture. Living in the Ruermill it would be extremly convenient, as working long hours makes travelling to the Huntingdon Tesco's inconveniant. I hope my views and those of my neighbours will be taken into concideration by the planners.

Yours sincerly.

P. Marshall

0101785

10/10/01

4, OLIVER CLOSE
RAMSEY
HUNTINGDON
CAMBS.

DEAR SIRS

I WOULD BE IN FULL SUPPORT OF A TESCO STORE "IF PLANNING APPLICATION WAS GRANTED," AS THIS WOULD NOT ONLY BE AN EXCELLENT OPPORTUNITY FOR THOSE SEEKING EMPLOYMENT BUT ALSO GIVE THE PEOPLE OF RAMSEY A MUCH GREATER AND NEEDED VARIETY.

YOURS FAITHFULLY

MR C. P. NORFIELD.

30/10
GVZ RDO.

01/01785

13 Blenheim rd
Ramsey
Cambs
PE26 1AN

11/10/2001.

Dear Sir,

I would like to lend my support to the proposed Building of a Tesco Supermarket in Ramsey at the location presently suggested I hope the council does likewise.

Respectfully

Chris Horsley

30/10

0/01785

Station Road
Ramsey
Huntingdon
Cambs

Director of Planning
Huntingdon District Council
Pathfinder House
St Marys Street
Huntingdon
Cambs

25/10
DHO
GH

Dear Sir

I have been a resident of Ramsey for many years and every week I have to travel to either Huntingdon or the Hamptons to do my shopping at Tesco's.

Why can't we have a Tesco's in Ramsey?

This would solve a lot of travelling problems; bring more employment opportunities to the Town and possibly more Revenue to Ramsey, with people from surrounding villages coming to the Town.

Yours faithfully

L. Webster

0101785

Mrs M Fox
7 Slade Close
Ramsey
Cambridgeshire
PE26 1JG

29/10
GR.

18 October 2001

To whom it may concern

PROPOSED TESCO DEVELOPMENT IN RAMSEY

I would like to support the proposed development of a Tesco Store in Ramsey.

Ramsey residents would prefer to shop locally rather than travel to Huntingdon or Peterborough for a quality store of this kind.

M Fox

Mrs Margaret Fox

01/01785

62 Millfields
Ramsey
Huntingdon
Cambridgeshire
PE26 1EU

10th October 2001

Tesco's in Ramsey

Dear Sir or Madam,

I believe a new Tesco's store in Ramsey would be very beneficial as it would offer a wider selection of goods and hopefully aid the environment by the reduction in people travelling to either Tesco's at Huntingdon or Peterborough.

Regards,



29/10

GK RAO.

Martin Dawe.

0/01785.

27 HUMBERDALE WAY
WARBOYS
CAMBS
PE28 2RX

29/10
GHz.

DEAR SIR,

I WOULD BE GRATEFUL IF CONSIDERATION COULD BE GIVEN TO BUILDING A TESCO IN RAMSEY, AS AT PRESENT WE HAVE A VERY LIMITED RANGE OF GOODS AVAILABLE AT OUR PRESENT STORES.

YOURS FAITHFULLY

A Gamble

ANDREW GAMBLE

01/0785

91 High Street
Warboys
Huntingdon
Cambs
PE28 2TB

29/10

Dear Sirs

I understand that Planning Application for a Tesco Store in Ramsey has been denied. I consider this to be a great shame, as it would offer more choice in Ramsey not to mention the job opportunities.

At present to obtain more variety of products the people of Ramsey have to travel at least to Huntingon, so I believe that a Tesco in Ramsey would be very welcome.

I do hope you will reconsider your decision and allow the Tesco's to go ahead.

Yours faithfully

D W Mole. Ms

01/01785

MRS. W. SHARLEY
FAIRWAY HOUSE
20. HOLLOW LANE
RAMSEY
HUNTINGDON
PE26 1DE

29/10
DLO

10.10.01.

DEAR SIR'S / MADAM'S,

I WOULD LIKE TO SEE A TESCO STORES IN RAMSEY, NOT ONLY WOULD IT CREATE JOBS, GIVE MORE SELECTION AND COMPETION, IT WOULD SAVE ME TRAVELLING TO HAMPTON OR HUNTINGDON.

REGARDS

MRS. W. SHARLEY.

01/01785.

9, Lime Road
Ramsey.
Cambridgeshire.
PE 7 !JN.

29/10

10th October 200 1

Dear Sir/Madam,

It is with regret that I have heard that the request for a new Tesco store in Ramsey has been declined by the local Council. As a working Mum with young children,a store that offers so much would be a great asset for the town and encourage people to stay local rather than than going to neighbouring towns and cities to acquire their needs. I am sure all Mums would agree that it is a bind to have to go out of town to shop on a week end when they would rather be at home spending time with their families. The choice in Ramsey is currently not there, Rainbow and Sommerfields cannot offer the prices or selections that is required by a working mum.
I accept that this could be a major threat to the other supermarkets in town, causing a loss of jobs, but I suspect that a Tesco's would be able to offer even more employment and of a better quality.
Please re consider your decision.
Yours sincerely

Mandy Joyce.

01/01785.

2. OAKLANDS AVE
WISTOW
RAMSEY.
PE28 2QF.

29/10
DMO
GFC.

DEAR SIR/MADAM,

I WOULD LIKE TO SEE MORE CONSIDERATION FOR THE PEOPLE OF RAMSEY AND SURROUNDING AREA'S BEFORE THE REFUSAL OF A TESCO STORES GOES AHEAD.

IT WOULD GIVE A GREATER SELECTION OF GOODS PLUS GREATER COMPETION.

IT WOULD ALSO CUT DOWN ON TRAVELLING TO HUNTINGDON OR HAMPTON.

J. JUDGE.

J. Judge

0101785

Mr S M & Mrs T J Bellamy
10 Canberra Road
Fairmead Park
Upwood
Ramsey
Huntingdon
Cambs PE26 1PU

29/10
DNO
GTC.

17th October 2001

TO WHOM IT MAY CONCERN

RE: PROPOSED TESCO DEVELOPMENT, RAMSEY

We wish to support the proposed development of a Tesco Store in Ramsey. It would be more convenient for residents of Ramsey to 'shop locally', than to travel to Huntingdon or Peterborough for the better service you receive at Tesco.

It is way overdue for Ramsey to have a major "QUALITY" store of this kind to offer more choice and selection to its' residents.

The Rainbow store that we currently have offers very poor standards and selections, especially in the supply of fresh produce.

It is time that Ramsey moved with the times, and attracted people to the town instead of driving them away to shop where there is a better standard.

Yours sincerely

Bellamy

Sean Bellamy.

MRS TESSA BELLAMY

MR SEAN BELLAMY

01/01785

10 October 2001

Codes 17.10 ORO

+-? 16/10 M?

RFC! R. 8482

Director of Planning
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs

Dear Sir

Over the past few years Ramsey seems to be getting left behind. People have to go either to Huntingdon, St Ives or even Peterborough to do their main shopping. Surely a new Tesco store would sole everything.

I am very much in favour of a Tesco store being built in Ramsey and think it is the best thing that could happen and has happened for a while. When can they start building?

Yours faithfully

P Lilley

01/01785

10 October 2001

Director of Planning
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs

Codes 17/10
DLO
+ P 16/10
MP
R. 8481
GFR

Dear Sir

I understand that a Planning Application for a new Tesco store in Ramsey has been turned down.

Surely, Ramsey needs new stores to bring it into line with other surrounding small towns. I believe that Ramsey would benefit from a Tesco store and I am sure that many people would welcome being able to do their shopping locally.

Yours faithfully

Mr J Lilley

01/01785

2 Wyatt Close
Ramsey
Huntingdon
Cambs
PE26 1LG

09 October 2001

Planning Office
Huntingdon District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs

17/10

Dear Sir

It would be very nice to have a Tesco Supermarket in Ramsey. It would save me having to travel to Huntingdon to do my weekly shopping.

Yours faithfully

AJWells

Miss A J Wells

0/101785

10 Field Road
Ramsey
Huntingdon
Cambs

10 October 2001

The Director of Planning
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cams

17/10
GTC RHO.

Dear Sir

I have lived and been a bespoke tailor in Ramsey for many years now and have watched as the town has been slowly but surely becoming a place where most people would not wish to spend time and money doing their shopping.

I heard that Ramsey Town Council turned down the Application for a Tesco store being built and I have to say how sorry I was that this happened. Don't they realise that Ramsey will die if they do not allow things to move forward.

Please consider the Tesco application favourably as I really believe this is just what Ramsey needs.

Yours faithfully

B Smith.

01/01785

Common Farm
Chapel Road
Ramsey Heights
Huntingdon
Cambs
PE26 2RS

09 October 2001

Planning Office
Huntingdon District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs

17/10

TO WHOM IT MAY CONCERN

Dear Sir

I would like to express my support for the application that I believe has been made to build a Tesco Supermarket in Ramsey.

Yours faithfully

J. Shepperson

Mrs J Shepperson

Greg Barcas

2 Rivermill Apartments Ramsey.

1 Live and work in Ramsey and

1 support tescos coming to Ramsey.

also will help out on Jobs in a town were work is hard to find. G

G Barcas

01/01/785

17/10

GR. DNC





The Director of Planning
Huntingdon District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs

DIRECTOR OF PLANNING

01/0178

MR: E.G. BELL
18 CRICKETERS WAY.
BENWICK.
MARCH. CAMBS
PE15. OUU.

11th October 2001.

Dear Sir, GTR 17/10 DNO

I work in Ramsey and live in Benwick. I would be pleased to see a Tesco's store in Ramsey. as at the moment we do not have a local store with the quality and variety of goods that should be available to us. I would also bring more jobs and services to the town.

Yours faithfully

E G Bell.

01/01785 "45 Trees."

High Street Upwood

I live in Upwood and have to do my Shopping in Ramsey

I would very like to See a. Tesco in Ramsey

S. Raby

M. Taylor.

A Judge

17/10

01/01785

38 RAMSEY Road.
WARBOYS.
HUNTS

We live in WARBOYS. and do all our Shopping in RAMSEY. I am 82 yrs old. So I am very much in favour of a Lescol in RAMSEY.

J. [illegible] D. RAY.
J [illegible] B. [illegible]
E [illegible]
[illegible]
I MARTIN
[illegible]
G. SEE.
V LAMBERT
J POULTER.
C POULTER.

8 Marriotts Close
Mereside
Ramsey
Huntingdon
Cambs
PE26 2TX

01/01785

18/10
GH DLO.

The Director of Planning
Huntingdonshire District Council
Pathfinder House
St Marys Street
Huntingdon
Cambs

Dear Sirs

I was pleased to read that Tesco's were intending to come to Ramsey, and cannot understand the Ramsey Town Councils reluctance to support an application that on can only benefit the people of Ramsey and the surrounding villages.

I can only say, that this is not the view of myself and friends, who would welcome the idea. If the Ramsey Town Council cannot see the benefits to the community, then I can only hope that the District Council can, and will give its support!

Yours faithfully

T J Salisbury

T Salisbury (Miss)

8 Marriotts Close
Mereside
Ramsey
Huntingdon
Cambs
PE26 2TX

01/01785

Director of Planning
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs

18/10
DMO
GH

Dear Sirs

I am writing to ask you to support the application for a Tesco Store to come to Ramsey

I am a pensioner and living in a village as I do, have to do my main weekly shopping at a Supermarket to keep this affordable, and I was please to read that Tesco's would be coming to Ramsey, on the 'door step' so to speak, as currently I have to travel to either Huntingdon or Peterborough to shop there.

I can only think that this can be a positive benefit to the residents of both Ramsey and the surrounding villages, making shopping more convenient and prices more competitive.

Yours faithfully

J A Salisbury

J A Salisbury (Mrs)

01/01785

16, Marriotts Close,
Mereside
Ramsey
Huntingdon
Cambs
P E 26 2TX

Director of Planning
Huntingdonshire District Council
Pathfinder House
St. Mary's Street
Huntingdon
Cambs.

Dear Sirs

Having heard that Tesco are Applying to build a store in Ramsey ,I and many friends and family would welcome this store as it will be much easier than going to Peterborough or March .
And as a pensioner it is not always easy to go to these places.

Yours

V. Bass.

V. Bass

18/10

3 Church Close
Ramsey Forty Foot.

01/0785

18/10
PRO
GR

10th October 2001

To Whom It May Concern,

My family and friends are very disappointed to learn that the proposed development of a Tesco Store in Ramsey may not take place after all.

We all tend to do our big weekly shop at one of the Tescos in surrounding towns such as March, Peterborough or Huntingdon and find that we are able to buy more for our money than either at Rainbows or Somerfield.

If there is a Tesco in Ramsey it will encourage more people to shop here. Please remember that Ramsey and the surrounding villages are continually growing and there is room for a further supermarket in the town.

A. E. Costello

01/01785

The Bungalow
Common Farm
Chapel Road
Ramsey Heights
Huntingdon
Cambs
PE26 2RS

09 October 2001

The Planning Department

TO WHOM IT MAY CONCERN

18.10
RK
GPC

Dear Sir

I understand that there has been an application to build a Tesco's supermarket in Ramsey.

I would be very pleased to be given the opportunity to be able to shop at Tesco's without having to travel to Huntingdon or Peterborough.

Yours faithfully

M Adams

Mrs M Adams

C A Tack
Moat House
Warboys Road
Pidley
Cambs PE28 3DA

01/07/85

To whom it may concern.

At present I travel to Huntingdon to shop at Tescos, and would welcome the opening of a Tescos store in Ramsey to enable me to shop on my way home from work in Ramsey

Yours faithfully

C A TACK

18/10

01/01785

18/10

12th October 2001

To Whom It May Concern,

I was extremely disappointed to learn that there is a possibility that the proposed development of a Tesco store in Ramsey is unlikely to proceed.

I already shop at Tesco in either Peterborough or Huntingdon, as I feel the store has more to offer in the way of choice and quality plus I receive Club points on all my purchases.

The choice in Ramsey of two supermarkets is insufficient for the size of the town. It becomes very clear at times such as Xmas or events leading to panic buying such as snow, petrol crisis, etc that the shops become overwhelmed by the number of customers.

A Tesco in Ramsey would encourage more people to shop in the town bringing more custom to some of the smaller shops along Great Whyte.

Please reconsider your decision.

J Cracknell

5 Meadow Walk
Ramsey
PE26 1JY.

01/01785

19/10

WYNDYRIDGE
MARRIOTTS DRIVE
RAMSEY MERESIDE
HUNTINGDON
CAMBS PE26 2YR

Dear Sir

I would ask you to please support the application for Tescos to come to Ramsey.

I live in a village outside Ramsey, and was lucky enough to have found work in Ramsey itself, I shop weekly at Tescos and have to travel to either Huntingdon or the Haptons; to have our own local Tesco Store would be so much more convenient and make shopping less of a hassle all round; not to mention the other obvious benefits to local people of the job opportunities this would no doubt bring

Yours hopefully
R Smith

R. SMITH

0101785

18 BRYAN CLOSE
RAMSEY,
HUNTINGDON,
CAMBS.
PE26 1LF.

14th October 2001

To Whom It May Concern,

I was very disappointed to learn that the proposed development of a Tesco Store in Ramsey may not take place after all.

Ramsey needs a large superstore such as Tesco, which can offer more choice and good quality products. I and many of my friends already shop at Tescos in Huntingdon or Peterborough and only use the local Ramsey stores for top up provisions or special offers.

If there is a Tesco in Ramsey it will encourage more people to shop here.

Zoe Sansum.

MRS ZOE SANSUM

19/10
DRO
GR.

01/01785

Mr & Mrs Ryan Adams
Flat 1
High Street
Ramsey
Huntingdon
Cambs

22/10
DHO
GFL

The Director of Planning
Huntingdonshire District Council
Pathfinder House
St Marys Street
Huntingdon
Cambs

Dear Sir

Why or why do local Councillors not listen to the wishes of the electorate.

We badly need Tesco to come to Ramsey to increase competition with the Stores and bring more employment to the Town!

Yours faithfully

JA

0.1/01785

Bodgers Rest
Chapel Road
Ramsey Heights
Huntingdon
Cambs

Director of Planning
Huntingdonshire District Council
Pathfinder House
St Marys Street
Huntingdon
Cambs

Dear Sirs

I support Tesco's coming to Ramsey.

As you get older it becomes more important to be able to shop closer to home to keep your independence, and to feel safe whilst you are out!

Yours faithfully

Fran Edwards

22/10
RAO

GPC

01/01785

708 Hern Road
Ramsey St Mary's
Huntingdon
Cambs

The Director of Planning
Huntingdon District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs

Dear Sir

I strongly support the application for Tesco's to come to Ramsey.

Having to travel to Hampton Court to do my weekly shop is increasingly more stressful and time consuming, to have a local Tesco's would be so much more convenient, why has it taken so long to happen!

Yours faithfully

E Mills

E. MILLS

22/10

GR

01/01785

27 Field Road
Ramsey
Huntingdon
Cambs

15/10
DNO.
GVS

10 October 2001

Director of Planning
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs

Dear Sir/Madam

I was disappointed to hear that the Council had rejected the idea of a Tesco store here in Ramsey.

I have recently moved into Field Road and as I am at work all week it would be much easier for me to shop in Ramsey without the need to drive back into town to do my shopping at the weekends.

Ramsey needs this store to bring more trade into the town and to avoid us losing customers to Hampton and Huntingdon. Ramsey's historic role as a market town is in danger of being lost if we don't support Stores like this.

Yours faithfully

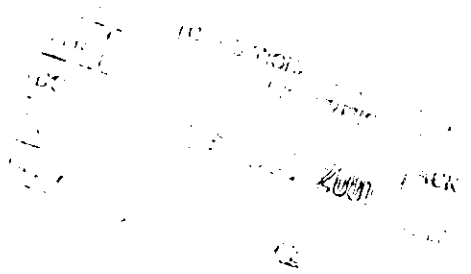
Mrs A Amps

10/10/01

TO:- The Director of Planning

I would prefer 'TESCO'S' to come to Ramsey

01/01785



15/10 GTC

from Kaye Barber

7, flowers close
Ramsey
Huntingdon
Cambs
PE26 1UU

* please give us 'TESCO'S'!!!
It would be brilliant!!

01/01785

The Director of Planning.

B. Barber
22 Flowes Close.
Ramsey
Cambs.
PE26 1UU.

15.10
QHO

10. October 2001.

GFE

To Whom it May Concern.

As a resident of Ramsey and already shop out of town - I would like to see a ~~Tesco~~ Store available in Ramsey for both personal reasons and to promote employment in Ramsey.

Yours Sincerely

Miss B. J Barber.

BRIAN WOODWARD

F.A.S.I. F.G.I.S. A.CIO.B.

Corporate Building Surveyors & Building Design

Architecture and Surveying Institute
Building Surveyor
Member

"ANTIVIAN"
69 Upwood Road,
Bury,
Huntingdon,
Cambs.,
PE26 1PE.
Telephone/Fax:
RAMSEY (01487) 813852

30 AUG 2001

Mr G Crocker
Development Control Team Leader
Planning Department
Huntingdon District Council

Dear Geoff

Ref Application 01/01785/OUT
Foodstore Stocking Fen Road

You should have received Transport Statement direct from Mouchel which should have DEG 2280/T/6 which is the plan in appendix 3 of the application

Will you please put the enclosed copy with the statement

Yours Sincerely

B. Woodward

Crocker, Geoff (OS)
From: Freestone Dave [Dave.Freestone@cambridgeshire.gov.uk]
Sent: 03 October 2001 11:39
To: Geoff Crocker (E-mail)
Subject: FW: TESCOS AT RAMSEY

GFC

For your info.

DF

-----Original Message-----
From: Freestone Dave
Sent: 03 October 2001 11:38
To: Smith Jeremy
Subject: TESCOS AT RAMSEY

Jeremy,

Mr. Crocker , at Hunts D.C., has asked if he could have your response to this app A.S.A.P.

Thanks

Dave

MIDDLE LEVEL COMMISSIONERS

David Phillips C.Eng. M.I.C.E.
Chief Engineer

Middle Level Offices
Dartford Road
March
Cambs.
PE15 8AF

Tel. 01354-653232
Fax. 01354-659619

OPERATIONAL SERVICES
PLANNING DIVISION
24 SEP 2001
RECEIVED
HPS | PPM | DCM | BCM | OM | TL | ACK | REPLY | OFF

Our Ref: GM/JAC/325/PL/64

Your Ref:

21st September 2001

Head of Planning Services
Operational Services Directorate
Huntingdonshire District Council
Planning Department
St. Mary's House
HUNTINGDON
Cambs.
PE29 3TN

Dear Sir,

Ramsey Second (Stocking Fen) I.D.B.

Outline Planning Application No. H/01/01785 – Abbey Properties Cambridgeshire Ltd.

Proposed erection of foodstore and car park adj. to Ramsey Industrial Estate, Stocking Fen Road, Ramsey

Thank you for sending me a copy of the above planning application.

This site is within the catchment area of the Ramsey Second (Stocking Fen) Internal Drainage Board and the nearest Board's drain is approximately 260 metres north east of the site.

The watercourse known as High Lode, which forms the western boundary of the site, is a Middle Level watercourse.

I am concerned that:-

(a) the surface water system downstream of this development may have insufficient capacity to handle the increased rate of run off created by this development and that this may detrimentally affect the local land drainage system

(b) the use of soakaways or similar infiltration devices may not provide an efficient means of surface water disposal

(c) the development could affect the integrity of the adjacent flood defence embankment

(d) insufficient consideration has been given to the future maintenance of High Lode and its embankments

Continued.....

In view of these concerns regarding surface water disposal/flood defence, I recommend that, in order to ensure a satisfactory method of surface water disposal/flood defence, the following condition be appended to any approval given :-

> 'Development shall not begin until a scheme for the provision and implementation of surface water drainage/flood defence has been submitted and agreed in writing with the Local Planning Authority. The scheme shall be constructed in accordance with the approved plans.'

It is considered that, in accordance with PPG 25 – Development and Flood Risk, the applicant provides a Flood Risk Assessment for this site. In addition to fulfilling the general requirements of the assessment, which are fully explained in Appendix F of the aforementioned Policy Guidance, the Board have requested that the applicant provides adequate details and test results to prove that soakaways or other infiltration devices, if proposed, will efficiently at this location. Such information should include:-

- Confirmation of the design/analysis method used (BRE 365 is preferred)
- Details of ground conditions, borehole logs, land levels, etc.
- Design calculations
- Details of the proposed soakaways

The use of soakaways or other infiltration systems for surface water disposal will be subject to the approval of the Council's Building Control Department.

My main concern regarding the proposal to use soakaways for surface water disposal is that ground conditions may not be suitable, in which case it ~~will~~/may be necessary to improve off-site watercourses or install a new surface water sewer to connect the site to the nearest acceptable outfall.

In the case of any watercourses (drainage ditches) at the site of the development, which are not under the jurisdiction of the Drainage Authority and thus subject to its Byelaws, access strips a minimum of 4.0m wide should be provided to and alongside both brinks and kept completely clear of any development or obstruction including fences, hardstandings, septic tanks, ponds, trees, bushes, materials, etc.

I have forwarded copies of the Board's requirements under the Land Drainage Act and associated byelaws to the applicant(s) agent~~(s)~~ and would ask you, if and when granting planning approval, to remind him/~~them~~ that these must be complied with before any work is commenced on site.

Yours faithfully,

Consulting Engineer

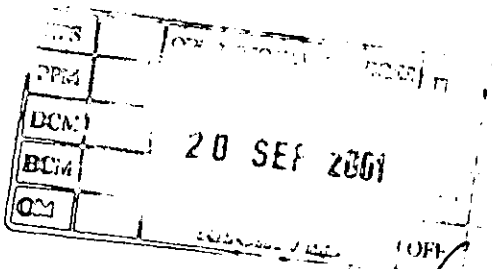
d:\ES\Ram2(325)\Planning\GM325PL64-HDC

Our ref: AC\2001\005373\001
Your ref: H/1785/01

Date: 18th September 2001

ENVIRONMENT AGENCY

Development Control Manager,
Huntingdonshire District Council,
Pathfinder House,
St Mary's Street,
Huntingdon
PE29 3TN



Dear Sir/Madam

FOODSTORE & ASSOCIATED CAR PARKING

LAND AT STOCKINGFEN ROAD, RAMSEY

Thank you for referring the above application, which was received on 23rd August 2001.

In line with the recommendations of the Audit Commission, a copy of the subsequent decision notice would be appreciated.

The site is within Ramsey Second Drainage Board's area, and the Drainage Board should be consulted.

The application, as submitted, does not consider sufficiently the issues of foul water drainage, and surface water drainage.

We recommend that the following conditions are appended to any approval given.

CONDITION Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans.

REASON To prevent the increased risk of pollution to the water environment.

CONDITION Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans.

REASON To ensure a satisfactory method of surface water drainage.

Cont/d..

Environment Agency
Bromholme Lane, Brampton, Huntingdon, PE28 4NE
Telephone : 01480 414581 Fax : 01480 413381

The Environment Agency will be pleased to assist in the assessment of proposals submitted by the applicant to meet these conditions.

Foul drainage from the proposed development should be discharged to the public foul sewer.

Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal.

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Vehicle loading or unloading bays and storage areas involving chemicals, refuse or other polluting matter shall not be connected to the surface water drainage system.

Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.

All drums and small containers used for oil and other chemicals shall be stored in bunded areas, which do not drain to any watercourse, surface water sewer or soakaway.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

Please forward a copy of this letter to the applicant.

Yours faithfully

On behalf of Nigel Fawthrop
Customer Services Manager

Please ask for: Sally Holloway **Direct Line: 01480 483060**

Huntingdonshire
DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3
Middle Level Commissioners
Middle Level Commissioners
Middle Level Offices
Dartford Road
MARCH
Cambs
PE15 8AF

File Copy

Our Ref: 01/01785/OUT
Your Ref:

6th September 2001

Dear Sir/Madam

Planning Application Consultation
Proposal: Erection of foodstore with associated car parking
Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

I enclose a copy of an application for planning permission for the above development. If you wish to make any observations they should be received by 20th September 2001.

If you wish to discuss this matter further, please contact me or the help desk on Direct Dial 01480388412 .

Yours faithfully

Geoff Crocker
Development Control Team Leader (North)
Operational Services Directorate

BFC

Chris Walker

Mr J Allen
Environmental Health Services
Public Health Manager
Operatinal Services Directorate

File Copy

Our Ref: 01/01785/OUT
Your Ref:

3rd September 2001

Proposal: **Erection of foodstore with associated car parking**
Location: **Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire**
Applicant: **Abbey Properties Cambridgeshire Ltd**

I enclose a copy of the above application. Please make any comments by 17th September 2001.

If you wish to discuss this matter further, please contact Geoff Crocker on Direct Dial 8403

OBSERVATIONS:

Please tick the appropriate box:

☐ No comments

☐ No objections

☐ No objections subject to:

☐ Objections for the following reasons:

☐ I require an additional 14 days.

SIGNED:

Date:

HUNTINGDONSHIRE DISTRICT COUNCIL
OPERATIONAL SERVICES DIRECTORATE

To: **DC Admin Section**
Planning Services Division

From: **Chris Watkin**
Environmental Health Services

Extension No. 8365

Date: 28.8.01

Planning Applications

Please send copies of the following applications for consultation:

1. 01/01785/OUT
2. .....
3. .....
4. .....
5. .....
6. .....

Mouchel

St Johns House Queen Street Manchester UK M2 5JB
Tel +44 (0)161 832 4542 Fax +44 (0)161 835 2038
Website: http://www.mouchel.com

Our ref: DPB/NA/42375

28th August 2001

Mr G Crocker
Planning Department
Huntingdon District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambridgeshire
PE29 3TN

Dear Sirs

PROPOSED TESCO DEVELOPMENT - STOCKING FEN ROAD, RAMSEY
TRANSPORT STATEMENT/ TRAVEL PLAN

Our report has been prepared in support of the outline planning application submitted on behalf of Abbey Properties Cambridgeshire Limited, for the erection of a foodstore with associated car parking, on 1 August 2001 (Application Reference No. 01/01785/OUT). The covering letter from the applicant's agent indicated that transportation issues were being dealt with by this Practice. Following discussions with Cambridgeshire County Council's Environment and Transport Department, we have completed our assessment of transportation issues and our report dealing with these matters is now enclosed. A copy has also been sent direct to the County Council.

As explained in the supporting planning report, the site has the benefit of certificates of existing and proposed lawful development for a foodstore and shop/office scheme following the granting of earlier planning approvals (see below). The original proposal was specifically designed and promoted by Messrs Budgen. The proposed operator is now to be Tesco Stores Limited and the current application scheme is specifically designed to meet their operational requirements within the overall floor space threshold of the lawful development proposal.

Development

- **Permitted Scheme**

The site already benefits from the approval of outline and reserved matters planning applications (Ref. No. 91/0200) granted by Huntingdonshire District Council in September 1992, for a 15,069ft² (1400m²) gross floor area (GFA) foodstore and 7,858ft² (730m²) GFA of local shops. The site currently provides a surgery and nursery located south of the proposed development. As part of the Section 106 requirements, highway improvements were made at the Great Whyte/ Stocking Fen Road roundabout and the site access has the standard required visibility splay.

- **Proposed Scheme**

The proposed store is to be built on the application site, which is situated adjacent to Stocking Fen Road.

The development consists of a 22,000ft² (2,044m²) GFA foodstore with associated car parking and landscaping. A copy of the Architect's illustrative layout (Dwg No: 6085/P01) is shown in Figure 1 of Appendix A.

Vehicular access is to be provided via the existing priority junction on Stocking Fen Road. The service yard is positioned to the west of the building with service vehicles sharing the customer access. A possible service road located north of the foodstore may be considered in the future.

Base Traffic Flows

A traffic count survey was undertaken at the Great Whyte/ Stocking Fen Road junction on Friday 6th July 2001. The existing surveyed traffic flows, converted to PCU's for Friday peak period (16:30 – 17:30) are shown in Figure 2 in Appendix A. A copy of the actual survey data is contained within Appendix B.

The operational assessments for the junction have been undertaken for the store's opening year 2002, and for a design reference year of 10 years after opening, i.e. 2012. National Road Traffic Forecasts (NRTF) low growth factors as shown in Table 1 have been applied to the surveyed traffic flows to growth the flows up to the assessment years 2002 and 2012.

Table 1: NRTF Low Growth Factors		
Year	**NRTF Factor**	**1998 = 1.000**
2001	1.033	
2002	1.047	1.014
2012	1.184	1.146

The Base traffic flows for the Friday pm peak period in 2002 and 2012 have been growthed from the survey flows undertaken and are shown in Figure 3 of Appendix A attached to this letter.

Trip Rates

Average trip rates have been obtained from the TRICS database for the following uses and are attached in Appendix C:

- Foodstores <3000m²
- Local Shops <2000m²

Table 2: Trip Generation				
Development	**Period**	**Arrivals**	**Departures**	**Total**
Permitted Scheme				
1400m² Foodstore	17-18.00	96	105	201
730m² Local Shops	17-18.00	55	60	115
Total	17-18.00	151	165	316
Proposed Scheme				
2044m² Foodstore	17-18.00	140	154	294

From this it can be seen that the proposed development would generate lower peak hour flows than the permitted. However, it could be argued that for the permitted development some trips to the shops could be linked to a primary trip to the foodstore and that overall trip totals would therefore be less than those shown. If we assume 10% of local shop customers' primary purpose is foodstore shopping the figures become:

Table 3: Trip Generation (10% Linked Trips)				
Development	**Period**	**Arrivals**	**Departures**	**Total**
Permitted Scheme				
1400m² Foodstore	17-18.00	96	105	201
730m² Local Shops	17-18.00	55-5=50	60-6=54	104
Total	17-18.00	146	159	305
Proposed Scheme				
2044m² Foodstore	17-18.00	140	154	294

Table 3 shows total peak hour traffic flows of 305 for the foodstore + unit shops (i.e. the planning consent scheme) and 294 for the proposed Tesco application scheme for a single foodstore. Again it is clear that the proposals would result in lower traffic flows in the vicinity of the site during the peak hour than already permitted.

Junction Analysis

The capacity of the Great Whyte/ Stocking Fen Road junction has been assessed using the ARCADY model.

To provide a robust assessment it is assumed that all traffic generated by the proposed development would arrive via the Great Whyte/ Stocking Fen Road roundabout and therefore the generated traffic has been distributed at the roundabout based on the existing traffic flows. The generated and resultant design traffic flows for the Friday pm peak period in 2002 and 2012 are shown in Figures 4 and 5 in Appendix A.

The results of the assessment for the Friday pm peak period in both 2002 and 2012 are given in Tables 4 and 5 respectively. A copy of the ARCADY output can be found in Appendix D.

TABLE 4: Great Whyte/ Stocking Fen Road – Existing Junction Layout					
APPROACH	**DIR**	**2002 base**		**2002 base + Tesco**	
		RFC	**Queue**	**RFC**	**Queue**
Great Whyte (S)	All	0.438	0.8	0.539	1.2
Stocking Fen Road	All	0.319	0.5	0.538	1.2
Great Whyte (N)	All	0.424	0.7	0.524	1.1

TABLE 5: Great Whyte/ Stocking Fen Road – Existing Junction Layout					
APPROACH	**DIR**	**2012 base**		**2012 base + Tesco**	
		RFC	**Queue**	**RFC**	**Queue**
Great Whyte (S)	All	0.501	1.0	0.609	1.5
Stocking Fen Road	All	0.367	0.6	0.589	1.4
Great Whyte (N)	All	0.483	0.9	0.589	1.4

The results shown in Tables 4 and 5 show that the proposed development has a negligible impact on the operational performance of the Great Whyte/ Stocking Fen Road roundabout with RFC values on approaches changing little and queues increasing by no more than 1 pcu.

Conclusion

The proposed development is identical to the permitted development in terms of accessibility and similar in the amount of retail floor space proposed. The TRICS data shows that the proposed development will generate fewer trips than the permitted development and further mitigation measures are not justified. In addition, analysis has shown that the development traffic can be accommodated at the Great Whyte/ Stocking Fen Road roundabout without the need for further highway improvements. We therefore conclude that a Transport Assessment is not necessary.

I trust that you find the enclosed satisfactory and we wait for your comments regarding the above and the attached draft Travel Plan. In the meantime if you require any further information or clarification please do not hesitate to contact Nadeem Afsar or myself.

Yours faithfully
FOR MOUCHEL CONSULTING LTD



Don Bennett
Divisional Director

cc	R Flack	- DPP (Bedford)
	T Mace	- Tesco Stores Limited
	L Ford	- Tesco Stores Limited
	D Freestone	- Cambridgeshire County Council
	B Woodward	- Building Surveyor & Architectural Design
	M Williams	- Saunders Partnership (letter only)
	C Shelton	- Barton Willmore (letter only)

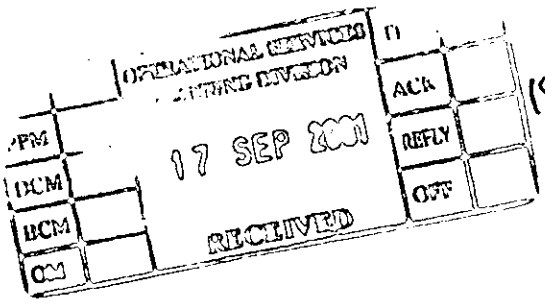
Huntingdonshire
DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

Head of Planning Services
Pathfinder House
St. Mary's Street
Huntingdon
Cambridgeshire PE 29 3TN

Application Number: 01/01785/OUT Case Officer Geoff Crocker
Proposal: Erection of foodstore with associated car parking
Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

Observations of Ramsey Town/Parish Council.

Recommend **REFUSAL** :
Members feel this application to be premature in light of the pending Western development decision. It may be that a different road link would be required from the site if the western development were approved. Until the outcome of the western development it is difficult to know whether this is the right location and if the western development was to be refused it may be that the town would not require another large foodstore.



.....S J King..... Clerk to Ramsey Town/Parish Council.

Date : 14/9/01

Failure to return this form within the time indicated will be taken as an indication that the Town or Parish Council do not express any opinion either for or against the application.

Tel **01480 388388** Fax **01480 388099** **mail@huntsdc.gov.uk** **www.huntsdc.gov.uk**

PLANNING SERVICES ufm134.rtf

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www.woodshardwick.com

JBH/HW/2180

12 September 2001

Coder 18/9
OR 13/9
MO
R 7824
GR
3rd Party

Director of Operational Services
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs
PE18 6TN

F.A.O. Mr Crocker

Dear Mr Crocker

RE: LAND AT STOCKING FEN ROAD, RAMSEY (H01785/01)

I refer to our telephone discussion on 31 August.

As I indicated I am acting on behalf of Anglia Regional Cooperative Society Ltd. I am grateful for the extension of time for the making of our objection to this proposal.

I have considered the report produced by Development Planning Partnership in support of the proposal.

As you know the approach to determination of any application is set out in Section 54A of the 1990 Act which requires any determination to be in accordance with the development plan unless material considerations indicate otherwise.

The development plan comprises the Cambridgeshire Structure Plan 1995 and the adopted local plan. Material considerations include Government advice and the history of the site.

The Structure Plan defines major convenience shopping development as over 1400m^2 sales space. The application only refers to the gross area of the store as 2044m^2. The proposal is therefore a major convenience store. Policy SP6/1 requires account to be taken of the need to avoid adverse impact on the viability and vitality of established centres of which Ramsey is one. Major convenience shopping should be located within or adjacent to established centres.

The application site is outside the town centre as defined in the adopted local plan and is therefore not in accordance with this part of the development plan. The adopted local plan has similar policies.

Directors

Bryn Jones *Dip ARCH RIBA FFB*
Graham R K Peace *Dip ARCH RIBA*
Christopher S Brackley *BSc*
John B Hargreaves *Dip TP MRTPI*

Woods Hardwick Planning Ltd
Registered in England no 3698838
Registered office: Equipoise House
Grove Place, Bedford MK40 3LE

S1 allows shopping development which is not likely to have an adverse effect on established shopping centres and policy S3 says major convenience shopping development will normally be located within or immediately adjacent to the established town centre shopping areas. Policy S4 allows for exceptions to be made for development immediately adjoining town centres, providing policies S1 and S2 are satisfied.

Both policies SP6/1 and S1 require the effect on the vitality and visibility of existing centres to be assessed. That approach is in line with the Government's policy on town centres and retail development as set out in PPG6 which is a material consideration. That also requires the need for new retail development to be established and that the sequential approach to identifying suitable sites has been followed.

These matters are expanded on in the Minister's answer to a Parliamentary Question in Feb 1999. He made it plain that proposals which would be located out of centre and which are not in accordance with an up to date development plan strategy should be required to demonstrate both the need for additional facilities and that the sequential approach has been applied in selecting the location or site.

The approach adopted by the Secretary of State is illustrated in the appeal decision attached. In that appeal no new floorspace was being created – the appeal had simply to do with the class of goods which could be sold – but the Inspector required need and the sequential approach to be demonstrated.

In the case of this current application new floorspace is being created and the tests should be met. The Minister said the guidance applies equally to proposals for extending existing edge of centre and out of centre development which create additional floorspace.

The existence of an extant consent for development on the site which included retail floorspace is a material consideration but it is not one which should be given overwhelming weight.

The nature of the current proposal is radically different from the approved scheme. There is 644m^2 of additional floorspace and the small shops and offices have been dispensed with.

It is therefore even more appropriate that the current proposal is considered in the way required by S54A and in the context of the most recent expression of Government Policy PPG6 which posts dates the outline consent granted in 1992 by 4 years.

The approach adopted to the issue of need is based on consideration of just the difference in floorspace between the current proposal and the outstanding consent. The application is one for new development and it should be tested in its entirety.

The need in quantitative terms relies on a study undertaken for another scheme which is itself now nearly 4 years old. An up to date survey should be required particularly in the light of the changes which have occurred in retailing in the area since that study was carried out, and it should address specifically the implications on the retail offer of the change from one type of retailer to another.

In respect of quantitative need there is again no up to date assessment.

There have been considerable changes since study was carried out for the St Mary's Road proposal and there may be further changes in respect of the local plan housing allocations following on from the Inspector's Report into the Alterations.

The sequential approach adopted considers the need to accommodate the entire development on an alternative site rather than the additional floorspace which is the approach adopted to need.

The conclusions in the supporting statement on retail impact are unsupported by evidence. In relation to the conclusions regarding impact on the development plan strategy, the benefits claimed for this proposal would also be achieved by the approved scheme, to some degree and no assessment is made of any additional benefit which the current proposal might result in.

In short the scheme represents both a new development and includes additional retail floorspace. The additional 644m^2 (6929 sq ft) of supermarket floorspace takes it beyond a reworking of an established lawful retail consent.

The requirements of the development plan have not been met nor have the tests in PPG6 been properly satisfied. The existence of the extant consent is material but it is an old permission and should not outweigh the need to meet current requirements as is clearly set out in the Ministers Parliamentary Answer.

I would be grateful f you would take my clients comments on the scheme into consideration and draw them to the attention of Members when the application is determined.

In the event further information is supplied in support of the application it would be appreciated if we could be reconsulted.

Yours sincerely
WOODS HARDWICK PLANNING LTD

J B HARGREAVES
DIRECTOR

Enc

cc Client

Appeal Decision

Inquiry held on 14 and 15 June 2000

The Planning Inspectorate
Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ
☎ 0117 987 8927

-5. JUL 2000
2879

by Alan Novitzky B Arch MA(RCA) PhD RIBA

an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions

Date
04 JUL 2000

Appeal Ref: APP/W0205/A/99/1024111
Interchange Retail Park Phase III, Ampthill Road, Kempston

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with a condition subject to which a previous planning permission was granted.
- The appeal is made by City & County Developments Ltd and South Audley Developments Ltd against Bedford Borough Council.
- The application (ref: 99/00513/S73) is dated 7 April 1999.
- The application sought the variation of a condition attached to an outline planning permission (ref: TP/98/01628/OUT), dated 2 March 1999, for the erection of 5110 sq.m of Class A1 non-food retail floorspace, 1858 sq.m of Class B2 industrial use, a public house/family restaurant together with vehicular access, footpath and cycleway, drainage, car parking and all ancillary works.
- The condition in dispute is No 22 which states that: *The use of the retail units shall be restricted to the sale of the following bulky durable goods only – carpets, DIY materials, garden products, furniture and motor accessories and shall not extend to the use of the premises for any other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning Use Classes Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order).*
- The reason given for the condition was: *To enable the Local Planning Authority to exercise control over future use of the buildings.*

Summary of Decision: The appeal is dismissed.

Procedural Matters

1. The Council states that if it had determined the application it would have been refused for the following reason:

   The Applicant has failed to demonstrate a 'need' for the expanded range of electrical retail facilities and is therefore contrary to national policy and Policy SH12 of the Deposit Draft Local Plan (as amended by PIC 303, 305 and 306 and further proposed changes). The electrical goods sector of Bedford town centre is considered to be vulnerable to pressure from out of town electrical retailers such that variation of Condition 22 would be likely to lead to a further material decline in this sector to the likely detriment of the contribution the electrical goods retailing sector makes to the vitality and viability of the town centre and the overall retail offer available.

2. The Appellants suggest an alternative condition:

   The premises shall be used for the sale of bulky goods and shall not be used for the sale of books, china, glass goods and kitchen ware; clothing (including sports wear and fashion wear), fashion accessories (including handbags, luggage, watches and jewellery); food (other than confectionery and pet foods), footwear; music, records, CD's, audio and video

tapes (including hire) except as ancillary to the sale of bulky electrical goods or audio goods; perfume and toiletries; toys and stationery.

3. In addition, the Appellants are prepared to accept a condition limiting electrical retail use within the scheme to a single unit not exceeding 1,393 square metres floor area.

Main Issue

4. The main issue is whether the condition in dispute is necessary and reasonable considering the need for electrical retailing in Bedford, its appropriate location should it be needed, and the effect of its proposed location on the vitality and viability of the town centre.

Planning Policy

5. The development plan includes the Bedfordshire County Structure Plan 2011, adopted in March 1997 and the Bedford Borough Local Plan adopted in 1993. The inquiry into the emerging Local Plan closed in January 2000 and the Inspector's report is awaited. Policies quoted are from the consolidated document, incorporating both pre-inquiry changes and changes proposed at the inquiry.

6. Structure Plan Policy 52 advises that the preferred location for major retailing developments will be within or adjacent to town centres. Exceptionally, if it can be demonstrated that such sites are not available, provision may be made in local plans for out of centre developments provided, amongst other aspects, they would not, individually or cumulatively, be likely to affect the vitality and viability of town centres.

7. Local Plan Policy S7 states that proposals for out of centre retail warehouses will normally be considered favourably having regard, amongst other things, to the impact of the proposed development together with other large scale retail developments on the vitality and viability of the town centre as a whole.

8. Emerging Local Plan Policy SH12 advises that proposals for new comparison retail development outside the primary shopping area will not be permitted unless, amongst other requirements, the applicant can demonstrate the following. Firstly, that there is a need for the type of development proposed; secondly, that the proposal could not be accommodated within or on the edge of the primary shopping area; and thirdly, that the cumulative impact of the proposal, together with other committed and proposed developments, does not adversely affect the vitality and viability of the town centre or have a negative impact on the Council's strategy to sustain and enhance the centre.

9. Emerging Local Plan Policy SH13 states that proposals for new comparison retail developments will, where necessary, be subject to conditions to limit the type of goods sold and prevent the development being subdivided, to ensure that the development does not subsequently change its character unacceptably. Electrical goods are included within the range of bulky goods to which retail warehouses might be restricted.

10. The County Council has confirmed that the emerging Local Plan is in general conformity with the Structure Plan. The relevant policies echo Ministerial announcements and national advice in *Planning Policy Guidance: Town Centres and Retail Developments (PPG 6)* which was revised in June 1996, after the adoption of the Local Plan. In accordance with paragraph 48 of *Planning Policy Guidance: General Policies and Principles (PPG 1)*, bearing in mind objections made, I will give these policies considerable weight.

Reasons

11. The site lies well outside Bedford town centre. The development to which the disputed condition refers represents the third phase of the Interchange Retail Park. The first two phases, which appear and operate as a single development and lie alongside the site, consist of 12 units totalling some 16,000 square metres of floor area. They originate from an outline application allowed on appeal in 1989. One of the units in Phase II is restricted to selling mainly bulky goods, including electrical, but the remainder may sell any non–food retail goods. Three of the twelve units are presently occupied by electrical goods retailers.

12. The outline planning permission for Interchange Phase III was granted as enabling development for affordable housing and hospital facilities on the site of a vacant Do-It-All store on Kingsway, Bedford. The existing planning permission for some 2,480 square metres of retail floorspace, almost half that granted on the appeal site, was extinguished.

Need

13. The Appellants maintain that evidence of need was produced with the Phase III application for outline planning permission, in the Retail Impact Study of November 1998, and accepted by the Council. It was therefore not necessary to prove need once more to support the variation of condition application. Furthermore, three recent appeal decisions (Document 5, Appendix 4) support the view that demonstration of need is not necessary in variation of conditions applications, since no new development is involved.

14. I note these appeal decisions. However, I am not persuaded that the concept of new development referred to in *PPG 6* and Ministerial clarifications, neither of which are statutory documents, is the same as the statutory definition. Instead, I think the concept should be read in a purposive way. This was indicated as an appropriate approach in relation to other aspects of *PPG 6* advice in a recent Court of Appeal Judgment. The transcript was put in by the Council and appears as Document 19. In paragraphs A to D of page 12 it was held that the applicant's argument depended on a far too narrow and literalistic interpretation of *PPG 6* which was described as a broad guidance document.

15. If the statutory definition of new development were followed, it would be acceptable to change the use of a building to something else within Use Class A1 without having either to demonstrate need or to apply the sequential test. Thus, a change from, say, bulky goods to a convenience superstore would not require justification in terms of need or the sequential test. It would simply have to be considered in terms of its impact on the vitality and viability of the town centre. In my view, this would be contrary to the broad objectives or purposes of *PPG 6* which are to reinforce town centres. A means of side stepping the requirement to demonstrate need and satisfy the sequential test would therefore exist, and proposals considered unacceptable if put forward as a fresh application for planning permission might be accepted as a variation of conditions application.

16. In this case, although no new floor area would be produced under the proposal, there would be a change from the sale of one type of goods to another, albeit within the 'classic' range of bulky goods set out in Annex A of *PPG 6*. I consider that there is a requirement to demonstrate need and to satisfy the sequential test in this case.

17. The quantitative assessment of need included in the Retail Impact Study indicates consumer expenditure growth attributable to the retail warehouse sector in the Interchange catchment

area of some £5.5 million over a three year period. This roughly equates to the estimated net turnover generated by Interchange Phase III, after allowing for the transfer of floorspace from the Kingsway site. It includes the electrical element proposed, with its higher than average turnover. If electrical goods were excluded the expenditure capacity required would be achieved in less than three years.

18. On this basis reasonable expenditure capacity appears to exist. However, I do not regard this, on its own, as satisfactory evidence of need. Moreover, the Kingsway planning permission allowed a certain floor area for electrical fittings, cables, leads and appliances but excluded bulky electrical goods and, in my view, cannot be regarded as transferring mainstream electrical goods floorspace to Interchange Phase III.

19. The qualitative assessment relies on two aspects. These are, firstly, demand for retailer representation and, secondly, the role of the scheme in enabling the provision of social housing and hospital facilities on the Kingsway site. Although names of electrical retailers expressing interest are supplied, from the evidence there is no way of knowing how serious potential tenant demand might be. The interest may well spring from routine information gathering exercises by retailers which might be repeated elsewhere many times. On its own this evidence does not persuade me that need for the proposal exists.

20. The Retail Impact Study makes clear the Appellants' intention of incorporating 1,393 square metres of electrical goods floorspace into the scheme. Moreover, the letter to the Council dated 5 November 1998 argued for the inclusion of an electrical goods retailer. This was despite Council officers discussing requirements for the Study having indicated that they were unlikely to recommend permission for a store selling bulky electrical goods. The committee report of January 1999 on the application for outline planning permission noted that officers were satisfied with the findings of the Study but nevertheless recommended that the sale of electrical goods should be resisted.

21. The Appellants argue that the scheme, together with its high turnover electrical goods content, was necessary to extinguish the Kingsway retail permission and to subsidise the development of the site to a lower value with social housing and hospital facilities. However, the Kingsway site is being developed at present. This is under the terms of a planning obligation which makes it a precondition to the development of Interchange Phase III, whose planning permission excludes electrical retailing.

22. At the Inquiry, the Appellants' retail witness argued that the electrical content would be essential to provide the wider mix for the scheme to take off. However, he conceded that Interchange Phase III would nevertheless go ahead without it. In my opinion, the Phase III units would be seen as an integral part of the overall Interchange development. Three of the twelve units of the existing Interchange development are occupied by electrical retailers, and there would be no constraint on others occupying the remaining units should they become available. I see no reason for a further electrical retailer to be present for Phase III to take off, although the overall profitability of Phase III may be affected by the absence of its own electrical retailer. There appears to be no qualitative need to vary the disputed condition to ensure range of provision or adequacy of competition.

23. The Hillier Parker study carried out in 1996 (Paragraph 20, Executive Summary, Document 9) advises that there is unlikely to be any scope for further major retail warehousing during the Local Plan period. The emerging Local Plan notes, at paragraph 7.45, that there is no identified deficiency in the range of retail warehouse shopping opportunities so as to

warrant allocation of new sites; and at 7.44 that some existing sites are not well located and their redevelopment for alternative uses could be considered. Moreover, shortage of retail warehousing does not form part of the Appellants' case. The Appellants point out, however, that the scale of additional development arising from Phase III would be small, 4% or less than the current size of town centre and retail park floorspace, and have an impact of only 1.8% in terms of diverting trade from the town centre.

24. I do not regard these figures as insignificant in the light of the emerging Local Plan's approach to retail warehousing. In my opinion, the enabling function played a large part in the acceptability of the Interchange Phase III scheme, possibly outweighing the provision of unwanted retail warehousing. However, it is clear that the Council viewed this enabling function in terms of the scheme without the electrical content and that it is not necessary to vary the disputed condition to achieve the social development of the Kingsway site.

25. The Parliamentary Answer of 11 February 1999 indicated that unless proposals for new retail development accord with an up to date development plan or are within a town centre the prospective developer must demonstrate need. Furthermore, that this requirement is not necessarily satisfied by showing expenditure capacity or demand. In my view this need has not been demonstrated. The proposal also conflicts with the requirement to demonstrate need in emerging Local Plan Policy SH12.

Sequential Test

26. The Minister, in his speech of 29 February 2000 (Transcript, Document 7), confirmed that government policy regarding interpretation of the sequential test - as stated in *PPG 6* – follows the 'class of goods' approach, with its key question of whether there is any reason why such goods cannot be sold from town centres. This contrasts with the format-driven approach where a developer's preferred form and size is sought. In the present case there can be no reason in principle why bulky electrical goods cannot be sold from the town centre. They already are, successfully, from several stores. The test then turns on the criteria set out in paragraph 1.12 of *PPG 6*, - the suitability of possible sites, their viability for the proposed use, and the likelihood of their becoming available within a reasonable period of time.

27. Following the format-driven approach, the Appellants contend that no premises of adequate floor area to suit their client's requirements exist within or on the edge of the town centre. I note that the vacancy rate of retail premises in Bedford is a little below the national average. However, premises do come onto the market which could well suit a class of goods approach and satisfy the criteria set out in *PPG 6*. At present, relatively large premises which may be available include the Lex Autocentre at 92 Midland Road, the Howard Chapel on Mill Street, and the Harrison & Gibson store in Bedford High Street. The Randalls site in St Mary's Street may also be available but this is somewhat distant from the main shopping frontages. In addition, Burtons are leaving their Silver Street store and these premises may be available and C&A announced their withdrawal from trading on a national basis during the Inquiry.

28. *PPG 6* advises in paragraph 1.9 that if a developer is proposing an out-of-centre development the onus will be on the developer to demonstrate that he has thoroughly assessed all potential town centre options. I have visited all these premises and would rule none of them out as possibilities for electrical retailing. No sequential analysis of these or any other sites was put before me at the Inquiry. In my opinion, the sequential test set out

in *PPG 6* has not been satisfied and the proposal conflicts in this regard with emerging Local Plan Policy SH12.

Vitality and Viability

29. Hillier Parker's Bedford Town Centre Health Check of May 2000 (Document 10) characterises Bedford as under performing in rental and yield values compared to other centres at national and regional levels. It points to falling pedestrian flows in prime retail areas, a significant fall in retailer demand, a lack of confidence, and a vulnerable centre.

30. It notes that, without further quality retail development in the town, Bedford will be unable to attract new quality multiple retailers. It observes that the town centre, which has received only small scale private investment despite public funding of a range of town centre improvements, has experienced significant competition from out of town retailing and from the increasing polarisation of retail activity towards larger centres in recent years. In particular, it points to a qualitative deficiency in large footprint electrical retailers.

31. The Appellants take issue with most of these points, contending that Hillier Parker have drawn inappropriate comparisons with larger centres, that overall Bedford town centre enjoys good health for a centre of its size and role in the retail hierarchy, and that its national ranking is increasing. They point to a recovery in rental levels, attractive yields for the size of centre, very low vacancy rates in the primary frontages with few charity or discount shops in the town centre, and increased interest from retailers for representation. They doubt the validity of Hillier Parker's various surveys of pedestrian flow, and question observations concerning the qualitative deficiency of large footprint electrical retailers.

32. They note that, according to a 1999 GOAD Town Centre Summary Report, within the 'electrical, home entertainment, phones and video' grouping Bedford is only marginally below the national average in numbers but somewhat further below the average in terms of floor area. They argue that this, and any deficiency in large footprint electrical retailers arises from the lack of available large retail premises within the town centre. Moreover, they draw attention to paragraph 3.13 of Hillier Parker's January 1997 Study (Document 9) which states that to date the retail offer of the town centre does not appear to have been greatly affected by the significant amount of out of town development recently completed.

33. In my view retail analyses should be treated with circumspection. They often carry a specious precision and the conclusions drawn can be radically altered by minor changes in selection and comparison of input data. In any event, the issue in this case has the narrow focus of electrical retailing. My impression, from Inquiry evidence and observation of town centre and non-town centre retail outlets is that at present electrical goods comparison operates by encompassing both forms of outlet. This may act to increase the number of personal trips, contrary to advice in *PPG 6* and *Planning Policy Guidance: Transport (PPG 13)*, notwithstanding the scope that exists for linked trips to the Interchange retail park. It may also result in abandonment of comparison within the town centre should the range of goods there contract or out of town outlets expand. At present an adequate range of goods may exist in the town centre but, from window shopping, the selection appears to me to lack depth. A particular model may be available from only one retailer, leading to difficulty in making comparisons across retailers within the town centre.

34. The Appellants argue that the impact of the proposal on electrical retailers within the town centre would be small, and would soon be recovered through expenditure growth.

However, in my view, the potential harm to town centre trade in the electrical sector and its consequential effect in other sectors should not be underestimated. Also, *PPG 6* advises in paragraph 4.3 that local planning authorities should consider the extent to which developments would put at risk the strategy for the town centre. Further retail warehouse investment in the electrical sector may deny investment in the town centre. Although the Pilgrim Square scheme was put forward a considerable time ago, it remains the only significant town centre proposal and would doubtless benefit from a high turnover retailer. In my view this consideration outweighs the risk of leakage to nearby larger centres.

35. I note that the furniture and carpets retail sector appears to be well under represented in the town centre compared to national averages. Moreover, if Interchange Phase III is not to have an electrical retailer it may attract furniture or carpets instead, further worsening the town centre deficiency. However, the current lack of large footprint retail premises in the town centre is critical to furniture and carpets but not to the electrical sector.

36. In my view the proposal would adversely affect the vitality and viability of the town centre and would have a negative impact on the Council's strategy to sustain and enhance the centre. It would therefore conflict with Structure Plan Policy 52 (vitality and viability of town centres), Local Plan Policy S7 (effect on town centre strategy leading to effect on the vitality and viability of the town centre as a whole), and emerging Local Plan Policy SH12 (vitality and viability and town centre strategy). I conclude on the main issue that the condition in dispute is necessary and reasonable considering the need for electrical retailing in Bedford, its appropriate location should it be needed, and the effect of its proposed location on the vitality and viability of the town centre.

Conclusions

37. I find that the condition in dispute is consistent with Circular 11/95, *The Use of Conditions in Planning Permissions*, including paragraph 107 which notes that any conditions imposed on retail park developments should apply only to the main range of goods. Examples given include electrical goods. For the above reasons and having regard to all other matters raised, including other appeal decisions, I conclude that the appeal should be dismissed.

Formal Decision

38. In exercise of the powers transferred to me, I dismiss the appeal and refuse planning permission for the development of land without complying with a condition subject to which a previous permission was granted.

Information

39. Particulars of the right of appeal against this decision to the High Court are enclosed for those concerned.

Alan Novitsky.

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Mr Jonathon Milner of Counsel	Instructed by Woods Hardwick Planning
He called:	
Mr John Bernard Hargreaves DipTP MRTPI	Woods Hardwick Planning, 17 Goldington Road, Bedford MK40 3NH
Mr Guy William Brisbane BSc DipTP MRTPI FRICS	Roger Tym & Partners, Planners and Development Economists, 9-10 Sheffield Street, London WC2A 2EY

FOR THE LOCAL PLANNING AUTHORITY:

Mr Simon Bird of Counsel	Instructed by the Borough Solicitor
He called:	
Mr Michael R Peters	19- 21 The Broadway, Bedford
Mrs Rebecca Yee MCD MRTPI	Principal Planner with the Council

INTERESTED PERSONS:

Mr Roger Rigby	Town Centre Trader and Local Borough Councillor, C/O Bedford Borough Council
Mr Eric Evans	President, Bedford Chamber of Trade, C/O Polly Flinders, 13 High Street, Bedford

DOCUMENTS

Document	1	List of persons present at the Inquiry.
Document	2	Council's letter of notification and list of people notified
Document	3	3 letters in response
Document	4	Appendices to Mr Hargreaves' proof of evidence including Appendices 17 and 18 submitted at the Inquiry
Document	5	Appendices to Mr Brisbane's proof of evidence
Document	6	Appendices to Mrs Yee's proof of evidence
Document	7	Hillier Parker's Bedford Retail Study, March 1995
Document	8	Appendices to Document 7
Document	9	Hillier Parker's Bedford Retail Study update, January 1997
Document	10	Hillier Parker's Bedford Town Centre Healthcheck, May 2000
Document	11	URBED report, Making Bedford Special, revised November 1995
Document	12	Mr Rigby's written statement including attachments
Document	13	Mr Evans' written statement including attachment
Document	14	Application ref: 98/01628/OUT and supporting statement on which outline planning permission was granted
Document	15	Conditional planning permission ref: 98/01628/OUT
Document	16	Extinguished planning permission, land at Kingsway, ref: B/TP/79/65
Document	17	Transcript, speech by Nick Raynsford MP, Minister for Construction and Planning, *Town Centres –Turning the Lights On*, LGA/NRPF conference, London 19 February 2000

Document	18	GOAD Centre Report for Bedford
Document	19	Court of Appeal Judgment OBCOF 1998/1374/4
Document	20	Letter dated 14 June 2000 from Harvey Spack Field

PLANS

Plans	A to D	Application plans
Plan	E	GOAD plan of major part of town centre coloured to show agreed location of vacant premises, electrical goods shops, etc.
Plan	F	Plan showing town centre

GC

ENVIRONMENT AGENCY

Date: 23/8/01

Development Control Manager,
Huntingdonshire District Council,
Pathfinder House,
St Mary's Street,
Huntingdon
PE29 3TN

Dear Sirs

With regard to the following applications we would inform you that it will be necessary for the Environment Agency, Central Area, to make detailed investigations before making further comments. A copy of the application has been taken.

PLANNING REF: 01/01785/OUT

ADDRESS: Land adjacent Ramsey Industrial Estate, Stocking Fen Road, Ramsey

29/8

Yours faithfully

On behalf of NIGEL FAWTHROP
Customer Services Manager

Please ask for: Miss S Holloway

Direct line: 01480 483060

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The Environment Agency
Bromholme Lane, Brampton, Huntingdon, Cambs PE18 8NE
Tel 01480 414581, Fax 01480 413381

CAMBRIDGESHIRE FIRE & RESCUE SERVICE

Director of Management Services:
Cheryl Rolph, MSc, DMS

FIRE KILLS
YOU CAN PREVENT IT

Your Safety • Our Concern

Mr Geoff Crocker
Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs
PE18 6TN

Sent
29/8
MP.

Your Ref: 01/01785/OUT
Our Ref: P3/1/7/HQ/spr

Grid Ref: E 528498.000 N 285739.000

23 August 2001

Dear Mr Crocker

RE: PROVISION OF WATER SUPPLIES FOR FIREFIGHTING
LAND ADJACENT RAMSEY INDUSTRIAL PARK STOCKING FEN ROAD RAMSEY HUNTINGDON - ERECTION OF FOODSTORE WITH ASSOCIATED CAR PARKING

With regard to the above application, it is unknown at this time if additional water supplies for firefighting are required at this location.

To enable the Fire Authority to make an assessment of the existing arrangements, would you please forward a copy of the planning application plans to our Operations Support Group at the following address:

Operations Support Group
Dogsthorpe Fire Station
Dogsthorpe Road
Peterborough
PE1 3RE

Please mark for the attention of Mr Richard Morgan, Water Officer.

Should you require any further information or assistance, please do not hesitate to contact me.

Yours sincerely

pp **STEVE ROBINSON**
DEVELOPMENT PLANNING OFFICER

TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

LISTED BUILDINGS AND BUILDINGS IN CONSERVATION AREAS REGULATIONS 1990

PLANNING PERMISSION
01/01785/OUT
Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey
Erection of foodstore with associated car parking
PLANNING PERMISSION AFFECTING THE SETTING OF A CONSERVATION AREA.
01/01794/FUL
Hurst House 22 Station Road Catworth
Erection of conservatory
01/00929/FUL
Land Adjacent 2B Main Street Yaxley
Erection of dwelling
PLANNING PERMISSION AFFECTING THE SETTING OF A LISTED BUILDING AND A CONSERVATION AREA
01/01784/LBC
10 The Causeway Godmanchester
Internal alterations and installation of extraction flue
01/01248/FUL
Little Farm Causeway Road Broughton
Alterations and extension to dwelling
CONSERVATION AREA CONSENT
01/01807/CAC
Land Adjacent & Including Lily Cottage Thicket Road Houghton
Demolition of workshop, office and shop.

Any person wishing to make representations should write to the Head of Planning Services, Pathfinder House, St. Mary's Street, Huntingdon PE18 6TN within 21 days of the publication of this Notice. Copies of the submitted plans can be inspected at the Planning Division of the Operational Services Directorate. The provisions of the Local Government (Access to Information) Act, 1985 require that any letters received may be made public and if an application results in an appeal, copies of representations will be sent to the Department of the Environment, Transport and the Regions and the Applicant.

MALCOLM SHARP
HEAD OF PLANNING SERVICES

387410

GFC

OP 00717

Huntingdonshire
DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

Huntingdonshire D.C.
17 AUG 2001
Environment & Transport

Mr R Eacott
Head of Engineering Architectural Serv
Operational Services Directorate

Our Ref: 01/01785/OUT
Your Ref:

14th August 2001

Proposal: **Erection of foodstore with associated car parking**
Location: **Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire**
Applicant: **Abbey Properties Cambridgeshire Ltd**
Constraints: Classified Road
Land liable to flooding
Gas pipeline

I enclose a copy of the above application. Please make any comments by 28th August 2001.
If you wish to discuss this matter further, please contact Geoff Crocker on Direct Dial 8403

OBSERVATIONS:
Please tick the appropriate box:

- ☐ No comments
- ☑ No objections
- ☐ No objections subject to:
- ☐ Objections for the following reasons:
- ☐ I require an additional 14 days.

SIGNED:

Date: 17/8

Tel **01480 388388** Fax **01480 388099** **mail@huntsdc.gov.uk** **www.huntsdc.gov.uk**

PLANNING SERVICES

Pocket
21/3/01

NOTICE OF PROPOSED DEVELOPMENT

Huntingdonshire District Council

TOWN AND COUNTRY PLANNING
(GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Proposed Development at:

Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

I give notice that Abbey Properties Cambridgeshire Ltd

Is applying to HUNTINGDONSHIRE DISTRICT COUNCIL for:

PLANNING PERMISSION

Proposal: Erection of foodstore with associated car parking

Ref: 01/01785/OUT

Any one wishing to make representations about this application should write to the Head of Planning Services, Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN within 21 days of the publication of this Notice. Copies of the application may be inspected at this address during normal office hours. Please quote the application reference number in any representations.

Owing to the provisions of the Local Government (Access to Information) Act, 1985 any representations received may be made public and if the application results in an appeal, copies of representations will be sent to the Planning Inspectorate and the Applicant.

MALCOLM SHARP
HEAD OF PLANNING SERVICES

Date: 24th August 2001

Huntingdonshire
DISTRICT COUNCIL

ufm136.rtf

Huntingdonshire
DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

Mr D Freestone
Cambridgeshire County Council
Castle Court
Shire Hall
CAMBRIDGE
CB2 OAP

File Copy

Our Ref: 01/01785/OUT
Your Ref:

14th August 2001

Dear Sir/Madam

Planning Application Consultation
Proposal: Erection of foodstore with associated car parking
Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

I enclose a copy of the above application and should be grateful for any views your Council may have as County Highway Authority by 4th September 2001.

If you wish to discuss this matter further, please contact me or the help desk on Direct Dial 01480388412 .

Yours faithfully

Geoff Crocker
Development Control Team Leader (North)
Operational Services Directorate

Tel 01480 388403

Huntingdonshire
DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

Abbey Properties Cambridgeshire Ltd
c/o Brian Woodward FASI
Antivian
69 Upwood Road
Bury
Huntingdon Cambs PE26 2PE

Filecopy

Our Ref: 01/01785/OUT
Your Ref:

14th August 2001

Dear Sir/Madam

Erection of foodstore with associate parking
Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

Your application, as described above, was registered on 14th August 2001 and is due to be determined by 9th October 2001. If this is not possible it will be assumed that you have no objections to an extension of the time period unless you notify the Local Planning Authority to the contrary.

However, you are entitled to appeal to the Planning Inspectorate against non-determination if no decision is reached within the statutory eight week period.

Appeals must be made on a form, which is obtainable from the Planning Inspectorate, Room 3/24 Hawk Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN.

Your application is a public document and any neighbours will be informed of the application and given the opportunity to comment.

Planning permission may not be the only approval required to carry out the development and it is your responsibility to ensure that any other relevant approvals are obtained. Building Regulations consent may be required for building or engineering works and you are advised to obtain advice from the Building Control Section of this Directorate on 01480 388455.

If you wish to discuss this matter further, please contact the help desk on Direct Dial 01480388412 .

Please accept this letter as a receipt for the fee of £2090.00 received 2nd August 2001.
Yours faithfully

Steve Ingram
Development Control Manager
Operational Services Directorate

Huntingdonshire
DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

File Copy

M Vigor
Strategic Planning
Cambridgeshire County Council
Shire Hall
Castle Hill
Cambridge
CB2 0AP

Our Ref: 01/01785/OUT
Your Ref:

14th August 2001

Dear Sir/Madam

Planning Application Consultation
Proposal: Erection of foodstore with associated car parking
Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

I enclose a copy of the above application and should be grateful for any views your Council may have as County Planning Authority by 4th September 2001.

If you wish to discuss this matter further, please contact me or the help desk on Direct Dial 01480388412 .

Yours faithfully

Geoff Crocker
Development Control Team Leader (North)
Operational Services Directorate

Tel 01480 388403

Mr R Eacott
Head of Engineering Architectural Serv
Operational Services Directorate

File Copy

Our Ref: 01/01785/OUT
Your Ref:

14th August 2001

Proposal: Erection of foodstore with associated car parking
Location: Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire
Applicant: Abbey Properties Cambridgeshire Ltd

I enclose a copy of the above application. Please make any comments by 28th August 2001.

If you wish to discuss this matter further, please contact Geoff Crocker on Direct Dial 8403

OBSERVATIONS:

Please tick the appropriate box:

☐ No comments

☐ No objections

☐ No objections subject to:

☐ Objections for the following reasons:

☐ I require an additional 14 days.

SIGNED:

Date:

Mr R Probyn
Planning Policy Manager
Planning Department

Our Ref: 01/01785/OUT
Your Ref:

14th August 2001

File Copy

Proposal: **Erection of foodstore with associated car parking**
Location: **Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire**
Applicant: **Abbey Properties Cambridgeshire Ltd**

I enclose a copy of the above application. Please make any comments by 28th August 2001.

If you wish to discuss this matter further, please contact Geoff Crocker on Direct Dial 8403

OBSERVATIONS:

Please tick the appropriate box:

☐ No comments

☐ No objections

☐ No objections subject to:

☐ Objections for the following reasons:

☐ I require an additional 14 days.

SIGNED:

Date:

Huntingdonshire
DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

Mrs S J King
7 Church Green
Ramsey
Huntingdon
Cambs
PE26 1DW

File Copy

Our Ref : 01/01785/OUT
Your Ref:

14th August 2001

Dear Clerk

PARISH COUNCIL CONSULTATION – APPLICATION REF. 01/01785/OUT

Erection of foodstore with associated car parking
Land Adjacent Ramsey Industrial Park Stocking Fen Road Ramsey Huntingdon Cambridgeshire

Enclosed are the forms and plans relating to the above application.

I would be grateful to receive any views your Council would wish to make in respect of the proposed development. Any representations made should be representations of the Parish Council as such and not of individuals.

Residential neighbours abutting the site of this application will be notified of its submission and invited to make comments. I will suggest to them that they may wish to let you have a copy of their comments but would remind you that it is inappropriate to delay your recommendation for this.

You may return the plans with your reply. If, however, the plans are retained you should not allow unauthorised copying. Plans may, however, be made available to the public for inspection during the consultation period.

I should be pleased to receive your Council's views as soon as possible or in any case by 4th September 2001

Tel **01480 388388** Fax **01480 388099** **mail@huntsdc.gov.uk** **www.huntsdc.gov.uk**

PLANNING SERVICES

If you wish to discuss this matter further, please contact the help desk on Direct Dial or the case officer Geoff Crocker on 01480 388403.

Yours faithfully

Steve Ingram
Development Control Manager
Operational Services Directorate

BRIAN WOODWARD
F.A.S.I. F.G.I.S. A.C.I.O.B.
Corporate Building Surveyors & Building Design

Architecture and Surveying Institute
Building Surveyor
Member

"ANTIVIAN"
69 Upwood Road,
Bury,
Huntingdon,
Cambs.,
PE26 1PE.
Telephone/Fax:
RAMSEY (01487) 813852

HUT/785/01

3/8/01

Attn Mr E Minihan

Planning Dept

Ref Telephone Call enclosed are 6 copies Part 2 form Abbey Properties (Cambs) Ltd Application for Supermarket Stocking Fen Ramsey

BRIAN WOODWARD
F.A.S.I. F.G.I.S. A.C.I.O.B.
Corporate Building Surveyors & Building Design

0117/85/01

Architecture and Surveying Institute
Building Surveyor
Member

"ANTIVIAN"
69 Upwood Road,
Bury,
Huntingdon,
Cambs.,
PE26 1PE.
Telephone/Fax:
RAMSEY (01487) 813852

Ref: 283997/L0069ca

Mr G. Crocker
Planning Department
Huntingdon District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambs
PE29 3TN

1st August 2001

Dear Mr Crocker

Land at Stocking Fen Road, Ramsey
Erection of Foodstore and Associated Car Parking

Please find enclosed a planning application seeking the erection of a foodstore and associated car parking on land at Stocking Fen Road, Ramsey. The application is made in outline, and consists of the necessary copies of the completed application forms, a site ownership certificate, letter of notification served on the tenants of the adjoining properties and a fee cheque for £2090. The application is supported by a planning statement prepared by The Development Planning Partnership and the following plans:

283997/01	Site Location Plan
6085/P01	Indicative Site Layout

A transportation assessment is currently being prepared by Mouchells, which will consider the likely effects of the development against transportation policies and sustainability issues.

I trust that this application meets with your approval, and ask you to contact should you require any further details or information.

Yours sincerely

B. Woodward

H0178S/01

Printed Jan 2001

NOTE: This form incorporates details of fees which are required to accompany applications received after 30th September 1997

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY PLANNING (Fees for Applications and Deemed Applications) (Amendment) Regulations 1997

PLANNING APPLICATION CHARGES Planning applications are required to be accompanied by a fee payable to the District Authority to whom application is made. Please read the scale of charges overleaf and the notes, complete the following details and submit this form, together with the appropriate fees, with your application. Failure to complete this form or deposit the correct fee may result in the application being delayed.

In cases of doubt please consult the relevant District Planning Authority to ascertain the correct fee.

PLEASE USE BLOCK CAPITALS	
Applicant's Name ABBEY PROPERTIES CAMBRIDGESHIRE LIMITED	Agent's Name (if any) .....
Address NENE LODGE, FRUNTHAMS LANE,	Address ANTIVIAN, 69 UPWOOD ROAD,
WHITTLESEY, PETERBOROUGH	BURY, HUNTINGDON, CAMBS
PE7 2PB	PE26 2PE

1. Brief Description and location of development.	
2. Where applicable please complete the following: (i) site area (outline, minerals, operations). (ii) no. of dwelling units or additional units (iii) gross floor area created (non residential).	(i) 1.009ha (ii) N/A (iii) 2044sq.m.
3. Is exemption claimed from payments? If so, please specify reasons: (*see notes overleaf*). (i) for disabled persons requirements. (ii) the development would otherwise be permitted. (iii) modified proposal by the same applicant within 12 months. (iv) resubmission within 12 months of withdrawn or refused application (ref. no. and date of submission of withdrawn application, or ref. no. and date of previous refusal should be given. (v) same use class - required by planning condition. (vi) Consolidating minerals application.	YES/NO (i) YES/NO (ii) YES/NO (iii) YES/NO Previous ref. no ..... (iv) YES/NO Previous ref. no. ..... Date ..... (v) YES/NO (vi) YES/NO
4. Is a reduced fee claimed? (If so, reasons below). (i) application by Parish Council. (ii) for non-profit making sports club. (iii) approval of reserved matters where full fee has been paid. (iv) alternative proposals for same site.	YES/NO (i) YES/NO (ii) YES/NO (iii) YES/NO (iv) YES/NO
5. Indicate category of development for which payment is made (see list of categories overleaf).	
6. Amount enclosed with this application	£2090

Received 2090.00 1723.

Signed [signature] *Date* 01/08/01

NOTES

1. Payment should preferably be made by crossed cheque made payable to the District Council to whom application is made. The Council will accept no liability if cash is sent by unregistered post.

OS108

PLANNING CHARGES FROM 1st OCTOBER 1997
SUMMARY OF CHARGES PROVIDED FOR IN THE REGULATIONS

CATEGORIES		FEE PAYABLE	MAXIMUM FEE
Operations			
1. New dwellings	(a) Outline	£190 per 0.1 hectare	£4,750
	(b) Others	£190 per dwelling	£9,500
2. Buildings (other than dwellings agricultural buildings or plant and glasshouses etc.)	(a) Outline	£190 per 0.1 hectare	£4,750
	(b) Others:		
(i) where no floor area is created:		£95	
(ii) where the floor area created is below 40 sq. m.;		£95	
(iii) where floor area is between 40 & 75 sq. m.		£190	
(iv) where floor area exceeds 75 sq. m.		£190 per 75 sq.	£9,500
3. Agricultural buildings on agricultural land (other than glasshouses)	(a) Outline	£190 per 0.1 hectare	£4,750
	(b) Others		
(i) where gross floor area is less than 465 sq. m.		£35	
(ii) where floor area is between 465 and 540 sq. m.		£190	
(iii) where floor area exceeds 540 sq. m.		additional £190 per 75sq. m	£9,500
4. Glasshouses and Poly tunnels agricultural land			
	(a) up to 465 sq.m	£35	
	(b) exceeding 465 sq.m	£1,085	
5. Erection, alteration or replacement of plant and machinery		£190 per 0.1 hectare	£9,500
6. Enlargement, improvement or alteration of dwellings for domestic purposes:			
(a) in respect of one dwelling		£95	
(b) 2 or more dwellings		£190	
7. (a) Operations within residential curtilage for domestic purpose (including buildings, gates and fences etc.)		£95	
(b) Car Park, road and access to serve single undertaking where associated with existing use.		£95	
8. Operations connected with exploratory drilling for oil or gas.		£190 per 0.1 hectare	£14,250
9. Operations not within above categories:			
(a) Maximum mineral operations:		£95 per 0.1 hectare	£14,250
(b) Maximum in other cases			£950
Uses			
10. Change of use of a building to one or more dwellings:			
(a) from existing dwelling to two or more dwellings:		£190 per extra dwelling	£9,500
(b) from other building to one or more dwellings.		£190 per dwelling	£9,500
11. Use for disposal of refuse or waste materials and open mineral storage.		£95 per 0.1 hectare	£14,250
12. Material change of use in land or buildings other than above		£190	
Advertisements			
A1 Advertisement on business premises or other land within the business curtilage relating to nature of business, goods sold, services provided, or name of persons undertaking business.		£50	
A2 Sign relating to business in the locality but not visible from that site		£50	
A3 All other advertisements		£190	
Determinations			
Applications submitted under parts 6, 24 or 25 of the (General Permitted Development) Order 1995		£35	

Calculation of Fees

(a) Floor & site areas

(i) Fees based on floor areas are measured externally

(ii) Any excess over multiples of 75 sq.m. (full or detailed applications) or 0.1 ha (outline applications) are rounded up to the nearest 75 sq.m. or 0.1 ha)

(b) Mixed Category Applications

(i) Where applications (other than outline) are for development in Category 1 and development in Categories 2, 3 or 4, the fees for each part of the application are calculated separately and are added together.

(ii) Where applications are for development within more than one of categories 2, 3 and 4 or categories 5-12, the fee for each category is calculated separately and the highest fee is payable.

Summary of Exemptions Fees are not payable in the following circumstances:

(a) Facilities for Disabled Persons

Where the development relates to alterations or extensions to a dwelling house or operations within the curtilage of a dwelling house and the development is for the purpose of providing access or facilities for greater safety, health or comfort of a resident or intended resident who is disabled (i.e. within any of the descriptions to which Section 29 of the National Assistance Act 1948 applies or a child who is disabled for the purposes of the Children Act 1989). This exemption extends to works to improve a disabled access to a public building.

(b) Development otherwise P.D.

Applications required by a restrictive condition on a previous planning permission, or because of the effect of an Article 4 direction, for development which is otherwise permitted by a General Development Order, or for a change of use within the same class specified in the Use Classes Order.

(c) Resubmissions

Resubmissions of applications following refusals of permission or withdrawn applications, and the submission of amended proposals following the grant of permission or approval of reserved matters subject to the following conditions:

(i) The application is made within twelve months of the date of the decision or, in the case of a withdrawn application, within twelve months of the date the previous application was submitted.

(ii) The site is the same as, or part of the original site and no other land is included

(iii) The development is of the same character.

(iv) The applicant is the same

(v) That the earlier application is one to which no exemption was granted and the relevant fee was paid.

(vi) If the original application was in outline the resubmission is in the outline.

SUMMARY OF REDUCED FEES

1) Use of land for sports fields or other ancillary operations (other than buildings) by non profit making club or society - fee payable £190.

2) Applications for approval of one or more reserved matters require fees in accordance with the schedule, except where such applications have been previously made and the sum is not less than would be payable in respect of all reserved matters authorised by the outline permission. On subsequent applications for approval of reserved matters by the same applicant the fee payable is £190.

3) Applications by Parish Councils - fee payable is one half the normal rate.

4) Alternative proposals on the same site. Submitted by the same applicant. Highest category at full fee, remainder at half fee. (Normal fees are required for duplicate applications).

5) Applications straddling district or county boundaries are subject to special rules. (Para. 8 of DOE circular 73/91 relates). Generally one fee is paid to the authority having the larger site but calculated by the whole scheme, and subject to special ceiling. Applicants in these cases and any other cases of doubt are advised to consult the district planning authority.

6) Renewal of permission - fee payable £95 unless the original permission was not implemented and has expired.

7) Variation or removal of a condition £95.

H01785/01

CERTIFICATE B - Where the Application is not the Owner (see definitions on previous page)
I CERTIFY THAT:

1. I have/the Applicant has given the required notice to everyone else who, on the day 21 days before the date of the accompanying application was the owner of any part of the land to which the application relates, as listed below.

Owner's Name	Address at which Notice was Served	Date on which Notice was Served
PLEASE SEE ATTACHED SCHEDULE		

*2. **None** of the land to which the application relates is, or is part of, an agricultural holding;

Signed.... On behalf of ABBEY PROPERTIES CAMBRIDGESHIRE LIMITED

Date 01/08/01

*If land does **not** form part of an agricultural holding this statement should **not** be deleted. If any part of the land is or is part of an agricultural holding as described below, this statement **must be deleted** and the **AGRICULTURAL HOLDINGS CERTIFICATE** below completed. (See definitions on previous page).

AGRICULTURAL HOLDINGS CERTIFICATE

I have/The Applicant has given the required notice to every person other than my/him/her self who, on the day 21 days before the date of the application, was a tenant of an agricultural holding on all or part of the land to which the application relates, as follows: -

Tenant's Name	Address at which Notice was Served	Address at which Notice was Served

Signed..... On behalf of .....

Date.....

Town and Country Planning (General Development Procedure) Order 1995
Notice Under Article 6 of Application for Planning Permission

Proposed development at STOCKING FEN ROAD, RAMSEY (location)

I give notice that ABBEY PROPERTIES CAMBRIDGESHIRE LIMITED (applicant's name)

Is applying to **HUNTINGDONSHIRE DISTRICT COUNCIL**

for planning permission to ERECT A FOODSTORE WITH ASSOCIATED CAR PARKING (proposal)

Any owner of the land or tenant who wishes to make representations about this application should write to the Council at **THE PLANNING DIVISION, PATHFINDER HOUSE, ST MARY'S STREET, HUNTINGDON**

within 21 days of the date of service of this noice/14 days of publication of this Notice.(Delete as appropriate)

Signed..... On behalf of ABBEY PROPERTIES CAMBRIDGESHIRE LIMITED

Date 01/08/01

Statement of Owners' rights
The grant of planning permission does not affect owners' rights to retain or dispose of their property, unless there is some provision to the contrary in an agreement or in a lease.

Statement of agricultural tenants' rights
The grant of planning permission for non-agricultural development may affect agricultural tenants' security of tenure.

For forms and further information please visit our web site www.huntsdc.gov.uk

FORM 2

HUNTINGDONSHIRE DISTRICT COUNCIL

Planning Division, Operational Services Directorate,
Huntingdon, Cambridgeshire, PE29 3TN

Town and Country Planning Act 1990 – Section 66
Town and Country Planning (General Development Procedure) Order 1995

CERTIFICATE UNDER ARTICLE 7(1)
NOTIFICATION TO OWNERS AND AGRICULTURAL TENANTS

1. Section 66 of the Town and Country Planning Act, 1990 provides that the Local Planning Authority shall not entertain an application for planning permission unless it is accompanied by certain certificates. This is designed to secure that owners of land, and agricultural tenants, are given notice of applications relating to their land. It is the duty of applicants to give the necessary notices, and to provide the appropriate certificates. You should therefore read the paragraphs below, which summarise the material provisions of the section, and send in the appropriate certificates when completed, with your application.

   A. **If you are the sole freeholder or leaseholder** of all the land to which the application relates you should complete Certificate A.

   B. If you are **not the sole freeholder or leaseholder** of all of the land to which the application relates, and you know **all** the names and addresses of owners of the land, you should send them notice in the form shown overleaf and complete **Certificate B**.

   C. If you know the names and addresses of some of the owners of the land to which the application relates, but not all of them, you should complete and send the Notice to all those whose names and addresses you know, and publish the same Notice in a local newspaper. The newspaper notice should be published not earlier than twenty-one days before the date of the application. You should then complete **Certificate C**.

   D. If you do not know the names and addresses of any of the owners of the land to which the application relates, you should complete and publish the Notice in a local newspaper. This notice should be published not earlier than twenty-one days before the date of the application. You should then complete **Certificate D**. N.B. Certificates C and D available on request from the Planning Division.

2. **Section 68** – Any person who knowingly or recklessly issues a certificate which contains any statement which is false or misleading in a material particular shall be guilty of any offence.

3. The notice and certificates referred to in these notes are prescribed by the Town and Country Planning (General Development Procedure) Order, 1995.

CERTIFICATE A - Where the Applicant is the **Sole** Owner of the land (see definition below)

I CERTIFY THAT:

1. On the day 21 days before the date of the accompanying application nobody, except the applicant, was the owner of any part of the land to which the application relates.

*2. None of the land to which the application relates is, or is part of, an agricultural holding:

Signed ..... On behalf of .....

..... Date .....

*If land does **not** form part of an agricultural holding this statement should **not** be deleted. If any part of the land is or forms part of an agricultural holding as described below, this statement **must be deleted** and the **AGRICULTURAL HOLDINGS CERTIFICATE** overleaf completed.

DEFINITIONS AND NOTES

1. **If there is any encroachment over a boundary (eg by eaves or foundations) Certificate B must be completed and Notice served on the owner of the effected land.**
2. **Owner** means a person having a freehold or a leasehold interest the unexpired term of which is not less than 7 years.
*3. **An Agricultural Holding** is land comprised in a contract of tenancy. If there is no tenancy involved, even if the land is used for agricultural purposes it is **NOT** an agricultural holding for the purposes of this form.

Reference: 283997/NM0002ca

31st July 2001

Land at Stocking Fen Road, Ramsey

Town & Country Planning Act 1990
Notice Under Article 6 of Application for Planning Permission

Schedule of Notified Persons

Drs A & R Aggarwal
Rainbow Surgery
1 Stocking Fen Road
Ramsey
Huntingdon
Cambs.
PE17 1SA

Resource Centre
1 Stocking Fen Road
Ramsey
Huntingdon
Cambs.
PE17 1SA

Cambridgeshire County Council
Shop Unit 3
1 Stocking Fen Road
Ramsey
Huntingdon
Cambs.
PE17 1SA

Huntingdonshire DISTRICT COUNCIL

H01785/01

Form1 part 2

APPLICATION FOR PLANNING PERMISSION

This form should be completed and submitted with Form 1 part 1 if your application is for industrial, office, warehousing, storage or shopping purposes.. Please use a dark coloured ink as the form will need to be reproduced.

1. Industrial or Commercial Development

Describe any processes to be carried out and the end products

.....

.....

.....

What type of plant or machinery will be installed?

.....

.....

.....

2. Related Development

Is the proposal related to any of the following:

An existing use on or nearby the site? Yes ☐ No ☑

If yes please give details

.....

.....

A larger scheme for which Planning Permission is not at present sought? Yes ☐ No ☑

If yes please give details

.....

.....

Replacement of existing premises which are no longer satisfactory? Yes ☐ No ☑

If yes please give details

.....

.....

3. Floorspace

Please state the following measurements

	Existing(sq.m)	Proposed(sq.m)
TOTALfloor space of all buildings involved in the proposal		
INDUSTRIAL floorspace		
OFFICE floorspace		
RETAIL floorspace		2044
STORAGE and/or WAREHOUSING floorspace		

4. Employment

	Office	Industrial	Other	Total
How many staff will be employed on the site as a result of the proposed development?	TO BE DETERMINED			
How many new staff wil be employed?				
If you intend to transfer staff from other premises ho many will be affected?				

5. Traffic Flow

How many staff travel to work by car? SEE TRANSPORT STATEMENT .....

How many vehicles will visit the site during a normal working day? (excluding employees vehicles:

Heavy Goods Vehicles ..... Other vehicles .....

6. Servicing

What provisions will be made for loading, unloading and turning vehicles within the site?

..... SEE INDICATIVE SITE LAYOUT PLAN .....

.....

7. Hours of working

TO BE DETERMINED

Please specify the proposed hours of working/opening:

Monda	Tuesda	Wednesda	Thursday .....
Friday		Saturday	Sunda .....

8. Pollution Control

Please state the nature, volume and means of disposal of trade effluents or waste

..... N/A .....

.....

Does the proposal involve the use or storage of Hazardous Substances?

Yes ☐ No ☑

If yes , please give details of the substances and the approximate quantities below

..... ANNING .....

Signature

Signed BRIAN WOODWARD On behalf of ABBEY PROPERTIES CAMBRIDGESHIRE

Dated 01/08/01 LIMITED

Huntingdonshire
DISTRICT COUNCIL

H01785/01

APPLICATION FOR PLANNING PERMISSION

Please read the accompanying notes before completing this form. Please use a dark coloured ink as the form will need to be reproduced. Completed forms should be returned to Head of Planning, Huntingdonshire District Council, Pathfinder House, St. Mary's Street, Huntingdon,Cambs.PE18 6TN

1. Applicant (Block capitals please)	**2. Agent** (if applicable)
Name ABBEY PROPERTIES CAMBRIDGESHIRE LIMITED	Name
Address NENE LODGE, FRUNTHAMS LANE, WHITTLESEY, PETERBOROUGH	Address ANTIVIAN 69 UPWOOD ROAD BURY, HUNTINGDON, CAMBS
Postcode PE7 2PB	Postcode PE26 2PE
Daytime Tel. No.	DaytimeTel. No.
Fax No.	Fax No.

3. Address or location of Application Site

LAND AT STOCKINGFEN ROAD, RAMSEY

4. Brief Description of Development

FOODSTORE AND ASSOCIATED CAR PARKING

5. Type of Application (Tick one box only, A-E)

i)

A. Full Application ☐

B. Removal or Alteration of Condition/s on an Existing Permission ☐

C. Renewal of an Unexpired Permission ☐

D. Outline ☑

E. Approval of Reserved Matters ☐

ii) If your application is for:

- Outline(D), Please tick matters to be reserved for subsequent approval.

- Approval of Reserved Matters(E), Please tick the matters to be considered.

Siting	Design	External Appearance	Means of Access	Landscaping
☑	☑	☑	☐	☑

iii) If your application is for B, C or E, please give details of the existing permission below:

Application Ref. No :.....Condition Nos :.....Date of Permission :.....
(applicable for B only)

6. Details of Proposal

a) Is the proposal for a temporary period? Yes ☐ No ☑

b) Is the application made in retrospect? Yes ☐ No ☑

Does the proposal involve:

c) Change of use? Yes ☐ No ☑

d) Alteration or extension of building/s? Yes ☐ No ☑

e) Demolition of any buildings? Yes ☐ No ☑

If yes, please state which buildings to be demolished

.....

d) Erection of or alterations to create new dwellings? Yes ☐ No ☑

If yes, please state the number of units, type and the number of storeys.....

e) Is the application for any of the following purposes?

	Yes	No		Yes	No
Industrial	☐	☑	Storage	☐	☑
Office	☐	☑	Shopping	☑	☐
Warehousing	☐	☑	Any Commercial Use where staff/ parking/ operating hours involved	☑	☐

If you have answered YES to any of the above you should also complete. Part 2

7. Interest

a) Is the applicant the owner? ☑ Lessee? ☐ prospective purchaser? ☐

b) Does the applicant own or control any adjoining land? Yes ☐ No ☑

c) Has any part of the property/site been in council ownership? Yes ☐ No ☑

8. Site Area (Outline Applications)

a) Size of the site 0.87 hectares. b) Dimension of the site frontage ..... metres.

9. Use (All applications)

What is the building/land used for at present? VACANT LAND

If it is unused at present what was it last used for? LIGHT INDUSTRY

What date did the last use cease? APPROX 1988

10. Access
Do you propose to:

Construct a new access to a road? Yes ☐ No ☑

If yes pedestrian ☐ vehicular ☐

Alter an existing access? Yes ☐ No ☑

If yes pedestrian ☐ vehicular ☐

Provide any new public roads within the site? Yes ☐ No ☑

11. Public Rights of Way
Do you propose to alter or divert a pub. footpath or R.O.W.. Yes ☐ No ☑

Is the site adjacent to a public footpath or Right of Way? Yes ☐ No ☑

12. Access and Facilities for People with Disabilities
Have you made provision for people with disabilities? Yes ☑ No ☐

13. Car Parking
State No. of existing car parking spaces N/A

State total No. of car park. spaces provided in new development APPROX 130

14. Drainage
a) State method of disposal of surface water TO BE DETERMINED

b) State method of disposal of foul sewage TO BE DETERMINED

c) If septic tanks are used, have ground conditions been investigated Yes ☐ No ☐

15. Materials
Please state the type and colour of proposed:

Exterior wall facings N/A

Roofing materials N/A

Site boundaries/Fencing/Boundary walls N/A

16. Height of Building
Please state the maximum height of the proposal N/A metres.

17. Trees, Shrubs or Hedges
Do you propose to: SEE ENCLOSED LANDSCAPE STATEMENT

a) remove or cut back any trees, shrubs or hedges? Yes ☐ No ☐

b) plant any trees, shrubs or hedges? Yes ☐ No ☐

18. Previous Applications

Have you made any previous applications for this proposal? Yes ☐ No ☑

If yes, please state: Reference No. .....

Date of Application .....

Have you made an application for Building Regs. Approval Yes ☐ No ☑

19. Planning Fee

Is the planning fee enclosed? Yes ☑ No ☐

Amount of fee £2090

If the fee is reduced or not applicable, please state reason .....

.....

20. Plans

Please list the drawings and plans description and ref Nos. submitted with the application below.

Plan / drawing description	Reference
SITE LOCATION PLAN	283997/01
INDICATIVE SITE LAYOUT	6085/P01

Please continue on a separate sheet if required.

I hereby make an application in accordance with the details on this form and the accompanying plans, drawings and any other additional supporting information supplied.

Signed ..... On behalf of ABBEY PROPERTIES CAMBRIDGESHIRE LIMITED

Dated 01/08/01

Checklist

** 6 copies of this form(form 1part 1), completed, signed and dated
** 6 copies of form 1 part 2, completed, signed and dated if your application is for industrial, office, warehousing, storage or shopping purposes
** 2 copies of the completed certificate of ownership
** The planning fee – cheques payable to Huntingdonshire District Council
** 6 copies of metric scaled plans, i.e. Location plan,
Site layout plan,
Floor plans and Elevations

Application Number: 01/02524/S73

TOWN & COUNTRY PLANNING ACT, 1990

PLANNING PERMISSION

D S Developments
c/o Campbell Mead
Red Lodge
Hinchingbrooke Park
Brampton Road
Huntingdon Cambs PE29 6NA

Huntingdonshire District Council in pursuance of powers under the above Act, hereby **GRANT PERMISSION** for:

Variation of conditions 1 and 2 of ref: 99/0678 for industrial units, workplace homes and children's day nursery
at Land At St. Marys Road Ramsey Huntingdon Cambridgeshire.

in accordance with your application received on 12th November 2001 and the plans, drawings and documents which form part of the application subject to the following condition/s and reason/s.

1. Condition. Approval of the details of the siting, design, and external appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from Local Planning Authority in writing before any development is commenced.

1. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

2. Condition. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

2. Reason. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

3. Condition. All the conditions specified in outline planning permission 99/0678 dated 23rd September 1999 with the exception of Conditions 1 and 2 above, remain in force and continue to apply to the proposed development.

3. Reason. For the avoidance of doubt.

Head of Planning Services
uf31997.rtf
Date 10th April 2002

Huntingdonshire DISTRICT COUNCIL
Pathfinder House St Mary's Street Huntingdon PE29 3TN

Huntingdonshire District Council

CAMBRIDGESHIRE

Application Number: 99/0678

TOWN AND COUNTRY PLANNING ACT, 1990

OUTLINE PLANNING PERMISSION

To D S Developments
C/O Campbell Mead Ltd
Red Lodge
Hinchingbrooke Park
Brampton Road
Huntingdon, Cambs PE18 8NA

Copy

Huntingdonshire District Council in pursuance of powers under the above-mentioned Act, hereby PERMIT

Renewal of consent ref: 94/1482 for industrial units, workplace homes & nursery at: St Marys Road Ramsey

in accordance with your application received on 07 May 1999

and the plans, drawings and documents which form part of the application, subject to the conditions specified hereunder:

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

2. The development hereby permitted shall be begun before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved whichever is the later.

3. The plans and particulars to be submitted in accordance with Condition 1 above shall include proposed finished levels or contours; means of enclosure; car parking; other vehicle cycleway and pedestrian and circulation areas; hard surfacing materials, proposed drainage and the details of the size, species and positions or density of all trees to be planted and the proposed time of planting.

4. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

5. The detailed plans of the development shall include a plan showing the precise distribution of trees, shrubs and hedges

Dated: 23 Sep 1999 (Continued)

Elizabeth A Wilson SAC

Operational Services Directorate, Pathfinder House, St. Mary's Street, Huntingdon, Cambs., PE18 6TN.

Director of Operational Services

0516

Huntingdonshire District Council

CAMBRIDGESHIRE

Application Number: 99/0678

TOWN AND COUNTRY PLANNING ACT, 1990

OUTLINE PLANNING PERMISSION (Continued)

and the effect, if any, which the proposed development would have on them. If it is necessary to remove any trees, shrubs or hedges, adequate provision shall be made for their replacement.

6. If within a period of five years from the date of the planting of any tree, that tree, or any tree planted in replacement of it, is removed, uprooted or destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

7. No development shall commence until the access to the site from St Mary's Road (B1040) has been laid out in accordance with plans and specifications to be submitted to and approved in writing by the Local Planning Authority. Such plans shall make provision for a roundabout facility, together with the modification of the highway as necessary.

8. The layout of the site shall make provision for vehicular access to the adjacent allocated land on the north-west and north-east boundaries of the site.

9. No buildings shall be occupied until a means of access has been constructed in accordance with the approved plans.

10. There shall be no vehicular means of access direct to St Mary's Road other than the approved junction.

11. No buildings shall be occupied until a footway, the details of which shall be submitted to and approved by the Local Planning Authority before any development is commenced, has been constructed from the site along St Marys Road (B1040) to connect to the existing Gt Whyte footway system.

12. With the exception of the workplace homes and the nursery, no building shall be occupied until the proposed footbridge over High Lode and its associated approach paths have been constructed to the satisfaction of the Local Planning Authority in accordance with the details to be submitted and approved pursuant to Conditions 1 and 4 above.

13. The use of the site and buildings other than the dwellings

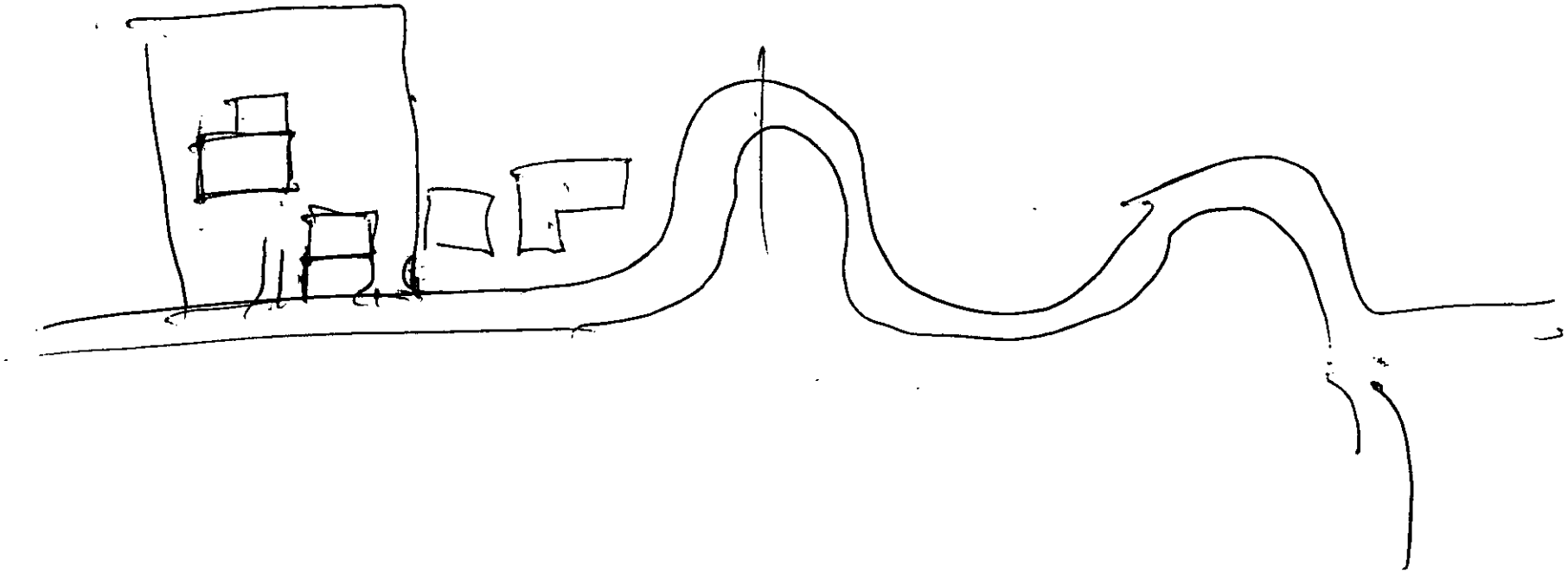
Dated: 23 Sep 1999 (Continued)

Elizabeth A Wilson SAI

Operational Services Directorate, Pathfinder House, St. Mary's Street, Huntingdon, Cambs., PE18 6TN.

Director of Operational Services

OS16



associated with the workplace units and the nursery, shall be limited to Class B1 as defined in the Town and Country Planning Use Classes Order 1987 and for no other purpose without the prior approval of the Local Planning Authority.

14. No display or storage of goods shall take place outside any of the B1 employment buidings on the site.

15. No dwelling shall be occupied independently of the workplace unit to which it relates.

16. Before any development is commenced a scheme for protecting the proposed and existing dwellings from noise arising from the proposed B1 employment buildings shall be submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be completed before the buildings to which it relates is brought into use.

17. None of the buildings shall be occupied until works for the disposal of foul and surface water drainage which shall include a surface water attenuation scheme, have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

18. Development shall not begin until a scheme to deal with any contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk to the public and the environment when the site is developed. Development shall not commence until the measures approved in the scheme have been implemented.

The reasons for the Council's decision to grant permission for development subject to compliance with the conditions hereinbefore specified are:

1. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

2. To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the

Dated: 23 Sep 1999 (Continued)

Elizabeth A Wilson

SRI

Operational Services Directorate, Pathfinder House, St. Mary's Street, Huntingdon, Cambs., PE18 6TN.

Director of Operational Services

OS16

Huntingdonshire District Council

CAMBRIDGESHIRE

Application Number: 99/0678

TOWN AND COUNTRY PLANNING ACT, 1990

OUTLINE PLANNING PERMISSION (Continued)

Town & Country Planning Act 1990.

3. To enable the Local Planning Authority to retain control of the development in the interests of visual amenity.

4. To ensure that the work is carried out within a reasonable period.

5. To enhance the appearance of the development.

6. To ensure that the landscape scheme is properly maintained.

7. In the interests of highway safety.

8. To ensure adequate access is available.

9. To ensure adequate access is available.

10. In the interests of highway safety.

11. In the interests of highway safety.

12. To ensure that the work is carried out within a reasonable period.

13. To ensure that the use remains compatible with the surrounding area.

14. In the interests of visual amenity.

15. To ensure that the buildings are used for the purposes intended.

16. To ensure that the proposed use does not become a source of annoyance to the occupiers of neighbouring properties.

17. To ensure satisfactory drainage of the site.

18. To safeguard the environment.

Copy

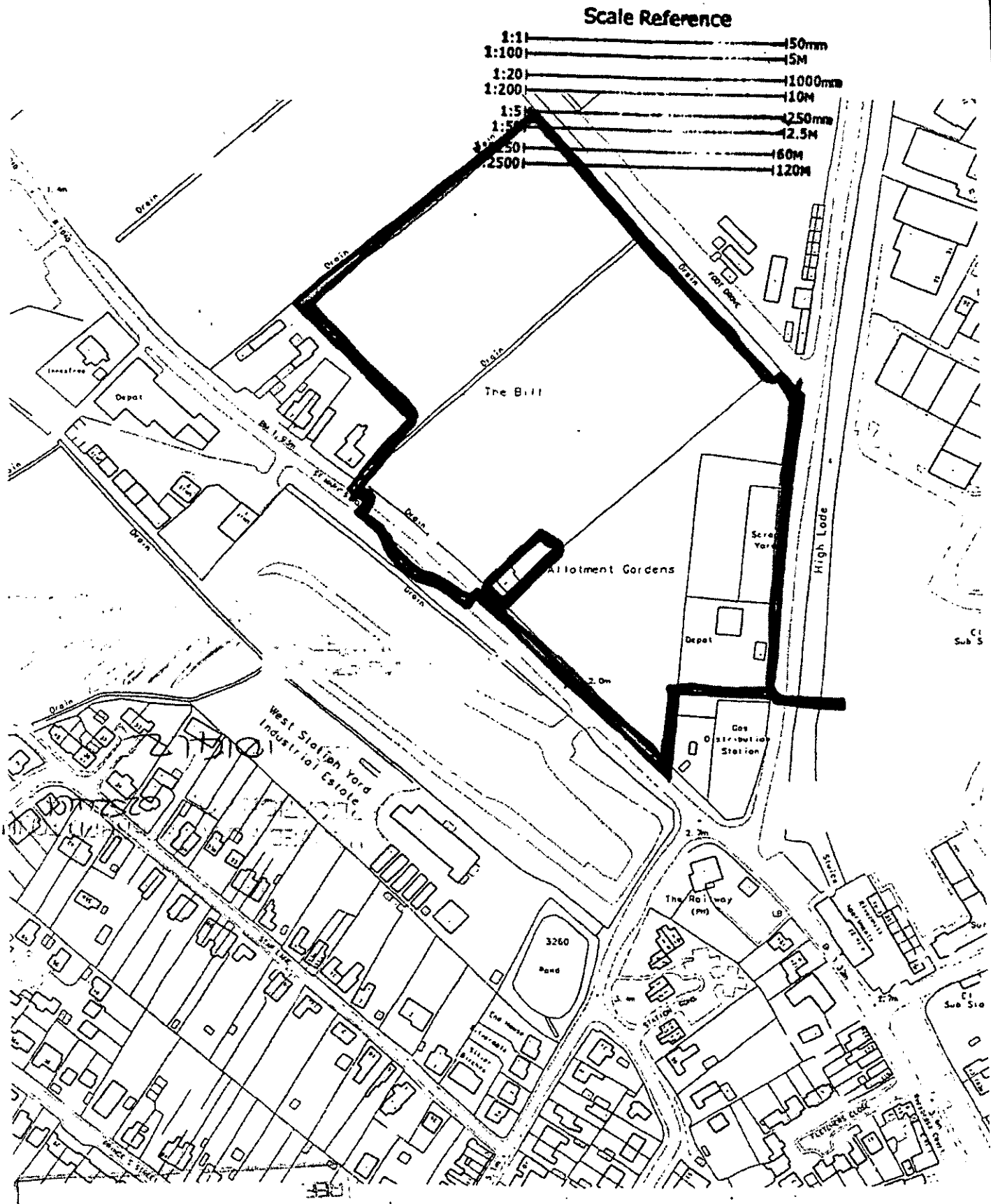
Dated: 23 Sep 1999

Elizabeth A Wilson SCI

Operational Services Directorate, Pathfinder House,
St. Mary's Street, Huntingdon, Cambs., PE18 6TN.

Director of Operational Services

OS16



H025241/04 0678/99

for info only

Copy No.

DRAFT

PROPOSED DEVELOPMENT
STOCKING FEN ROAD, RAMSEY

Draft Travel Plan

42375/DOC/01
Issue: A

Tesco Stores Ltd
Cirrus Building
Shire Park
Welwyn Garden City
Herts
AL7 1AB

AUGUST 2001

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Mouchel

Mouchel Consulting Limited
St John's House
Queen Street
Manchester
M2 5JB

TESCO STORES LTD

PROPOSED DEVELOPMENT
STOCKING FEN ROAD, RAMSEY

Draft Travel Plan

	Name	Signature	Date
Prepared by	N Afsar		28/08/07
Checked By	D P Bennett		
Reviewed By	D P Bennett		28/8/07
Approved By	D P Bennett		
Issue Status	First Draft		
Purpose of Issue	For Comment		
Authorised for Issue By	N Afsar		28/08/07
Word Processing Ref	W:\TRAFFIC\ANALYSIS\42375\Reports\Ramsey TP 1st Draft.doc		

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AMENDMENT HISTORY

Date	Issue	Comments
28th August 2001	A	First Draft for comment

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1 INTRODUCTION

1.1 This Travel Plan (TP) has been prepared in support of the outline planning application (Application Reference No. 01/01785/OUT) submitted on behalf of Abbey Properties Cambrideshire Limited on August 1st 201 for the redevelopment of the Stocking Fen Road site, Ramsey. The proposed development consists of a Tesco foodstore and associated car parking.

1.2 The proposals within this TP embrace national and local transport policy to reduce the number and length of motorised journeys and will help to encourage alternative means of travel that have less environmental impact than the car. To achieve these aims a two-stage approach has been adopted as summarised below.

- To provide a number of measures from the outset as part of the development to provide shoppers and employees with safe and viable transport alternatives to the car for accessing the store.
- Once travel patterns to the new store have become established, to monitor the travel patterns of customers and employees to ensure that the most sustainable travel patterns to and from the store are encouraged.

1.3 However, it must be borne in mind, and is expressly acknowledged in PPG13 that the car will continue to have an important part to play and for some journeys will remain the only real option for travel. It is Tesco's firm belief that this is applicable to foodstores where people will undertake bulk food shopping.

1.4 The TP is intended to bring the following benefits-

- A partnership approach to influence the travel behaviour of customers and employees.
- Encourage safe and viable alternatives for accessing the store
- Pragmatic initiatives based on a continual appraisal of customer and employee travel patterns.
- Provide a benchmark from which future store developments can be assessed.
- Fewer vehicle trips than would otherwise have been the case.
- Reduction in overall vehicle mileage.
- A reduction in environmental pollution.
- Improved safety for all vulnerable road users.

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2 MEASURES FOR EMPLOYEES

2.1 The following commitments will be made to encourage sustainable travel patterns for Tesco employees:-

Employee Travel Survey

2.2 Undertake an Employee Travel Survey to understand the travel patterns of staff to enable Tesco to ascertain:

- Employee attitudes towards sustainable modes of transport;
- Employee preferences to their current mode of transport and why;
- Employees attitude to changing their preferred mode of transport if necessary;
- The most effective measures to induce a shift from private car usage to more sustainable modes of transport.

Walking

2.3 Provide the following facilities & benefits:-

- Changing facilities are provided;
- Secure clothes lockers for all employees;
- Information on the 'on and off highway' pedestrian network routes to employees and visitors, and include this information on location maps;
- Organise a "walking buddy" scheme, similar to car sharing;
- Organise a ride home for walkers in the event of emergency.

Cycling

2.4 Provide the following facilities & benefits:-

- Changing facilities as above;
- Secure cycle parking for all pedal cycles and increase cycle parking levels if required;
- Information about pedal cycle routes to employees and visitors and include this information on location maps;
- Form a Bicycle Users Group (BUG) to encourage pedal cycling and orchestrate local events and promotions;
- Consider operating a "pool bike" system for business trips;
- Organise a ride home for pedal cyclists in the event of emergency.

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Motor Cycling

2.5 Provide the following facilities and benefits:

- Changing facilities as above;
- Dedicated parking for all motorcycles and increase parking levels if required;
- Organise a ride home for motorcyclists in the event of an emergency.

Public Transport

2.6 Implement the following measures to encourage public transport use:

- Improve (or fund improvements to) the bus stops nearest the site to ensure, where practicable, all have shelter, seating and route/timetable information;
- Consider the provision of interest free loans for public transport season tickets;
- Consider negotiating discounts with public transport operators for employees;
- Provide up to date public transport information; published timetables within the store and discuss routes with operators;
- Advertise local Travelcard retailers and consider retailing Travelcards in-store;
- Organise a ride home for employees travelling by public transport in the event of an emergency.

2.7 A policy allowing staff sharing a car to park closer to the staff entrance than those who do not will be adopted.

Special Needs Transport

2.8 Dedicated car parking, for disabled travellers will be provided close to the store entrance, with 4% of the total car parking provision dedicated to those customers and staff with special needs.

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3 MEASURES FOR CUSTOMERS

3.1 The following commitments will be made to encourage customer access to the new store by all transport modes:-

Public Transport

3.2 The development is located close to Great Whyte, a bus route which links the store to surrounding residential areas and therefore likely to be attractive to bus-borne shoppers.

3.3 Tesco will provide direct and easy access to the store for customers who use public transport.

3.4 A general pick up/drop off point will be provided in front of the store available for use by taxis and private hire vehicles.

Cycle Accessibility

3.5 Cycle parking will be provided at the store. Sheffield-style cycle stands provided will be available for use by customers at the store entrance with additional stands at the staff entrance.

3.6 To encourage customers to shop by cycle, Tesco will introduce its "Bike 'n' Shop scheme whereby customers can use a "bike hod", effectively a cycle trailer that enables a cyclist to carry a heavy shopping load safely.

Pedestrian Accessibility

3.7 The development includes a network of footways, linking the store to shops and housing on Stocking Fen Road and Great Whyte.

3.8 The pedestrian related improvements proposed within the store development include:

- Wide paved areas at the front of the store;
- Reduced pedestrian/vehicular conflicts and improved pedestrian safety by providing safe walkways through the site, with at-grade pedestrian crossings and traffic calming where appropriate.

3.9 The proposed measures will enhance the pedestrian environment and improve safety for both pedestrians and vehicles. The pedestrian related measures will encourage customers and employees to access the store on foot.

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Disabled Access

3.10 Tesco is very committed to introducing initiatives and facilities within the store that make shopping easier for customers with disabilities. These are outlined below:

- The car park will have specially marked spaces for customers with disabilities. These will be close to the store entrance and will be wider than the normal parking spaces, providing sufficient room for customers who need to manoeuvre wheelchairs;
- The car park and walkways will be designed to be "wheelchair friendly" with no steep gradients or changes of level;
- The store will be fitted with air barrier entrances to give easier access for all customers and to ensure that no obstacles are presented to those in wheelchairs;
- A single level sales floor with wide aisles;
- Toilets and trolleys specially adapted for use by those with disabilities;
- Assistance with packing and transporting shopping.

Car Park Provision

3.11 It is expressly acknowledged in PPG13 that the car will continue to have an important part to play and for some journeys will remain the only real option for travel. Whilst the development of the new store will mean that many local residents will no longer need to use their car when food shopping, it is expected that some will still want to access the store by car. These customers include disabled persons, parents with children and those who are purchasing bulky or heavy goods.

3.12 Careful consideration has been given to the amount of parking to be provided at the store given that the objective is to minimise the number of spaces whilst ensuring that customers do not overspill into areas surrounding the site.

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4 OPERATOR TRAVEL INITIATIVES

4.1 In addition to providing various measures and initiatives as part of the development, Tesco will, when the store has opened, investigate additional initiatives to encourage customers and employees to seek alternatives to the private car for accessing the store and for obtaining their shopping. These initiatives will be based on information collected from customer and employee surveys and loyalty card information.

Customer & Employee Travel Survey

4.2 When the new store has become established and has a reasonable customer patronage, Tesco propose to undertake a customer and employee questionnaire travel survey. By interrogating this questionnaire survey and loyalty card data it will be possible to establish the travel characteristics of customers and employees. It will then be possible to tailor future transport initiatives and focus on addressing the travel patterns of the established customer base.

4.3 In understanding the modal choices and travel behaviour of customers and employees Tesco will investigate:-

- Areas of residence;
- Time of trip;
- Attitudes towards sustainable modes of transport;
- Attitudes to measures to increase the shift away from car travel;
- Current modes of transport;
- Current journey characteristics;
- Difficulties experienced in using non-car modes to access the store.

4.4 The findings of the customer and employee travel survey will form the basis for the formulation and development of further transport initiatives. However, some possible options are detailed below:-

Public Transport Initiatives

4.5 Investigate the formation of a partnership with Bus Operators to offer customers the facility to purchase Travelcards at the store's checkouts and the possibility of providing discounted bus fares subject to a minimum expenditure in the store.

4.6 Consider providing interest free season ticket loans to employees at the store.

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4.7 Provide information packs for customers and local employees on how to access the store by Public Transport.

Bicycle Initiatives

4.8 Customers will be given the opportunity to use bike trolleys or 'Hods' similar to those in use at other Tesco stores. The bike trolleys have the capacity to carry large amounts of shopping allowing customers to shop without using a car.

4.9 Consider providing an interest free loans or other form of assisted-purchase scheme to enable employees at the store to buy bicycles.

Shopping Trolleys

4.10 A system of trolley retention would be provided to stop customer trolleys being taken further than the site boundary if a need is identified.

Home Shopping

4.11 Tesco now operates an Internet-based home shopping and home delivery service throughout the UK. Horne shopping and home delivery reduces the need for customers to travel to the store and helps those customers who have special needs. This service may be available at Ramsey.

Taxi and Private Hire Vehicles

4.12 Enter into a partnership with local taxi and/or private hire companies to provide a free phone within the store. The free phone would encourage customers to access the store by public transport and then call for a taxi to help them get their shopping home. By offering a 'Dial-a-Cab' service customers would not need to use their own private cars for their shopping trip.

Public Information

4.13 Within the store information boards will be provided to advise customers on the range of public transport options. Information will also be provided within the bus shelters.

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Store Deliveries

4.14 Tesco are sensitive to the needs of the local community and strive where possible to reduce levels of visual and noise intrusion. To this end, the delivery area is located away from residential areas and the store will benefit from a fenced service yard to contain noise levels during deliveries.

4.15 State of the art ordering and distribution systems will also be used to ensure that a minimum number of HGVs visit the store. Where practicable, HGV's that have made deliveries to the store are reloaded with waste and packaging to return to the depot for recycling. The use of such delivery schedules will ensure that no unnecessary HGV trips are made and that disruption to the local community is minimised.

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5 MONITORING AND IMPROVEMENT

Overview

5.1 There will be a continuous improvement process including regular monitoring and assessment. The whole process will then be reviewed on a regular basis and modified where appropriate.

Benchmark Survey

5.2 It is not practical or realistic to set targets for modal split prior to the store opening. When the new store has become established and has a reasonable customer patronage, Tesco will undertake a customer and employee questionnaire travel survey. By interrogating this questionnaire survey together with loyalty card data, it will be possible to establish the travel characteristics of customers and employees.

5.3 The results of the survey will be reported to the Council.

Monitoring

5.4 Tesco will appoint a Transport Plan Co-ordinator, probably a member of store management staff, who will work in conjunction with a Transport Plan Working Group, the Council, the local community and other interested bodies for the continuing benefit of the Travel Plan.

5.5 Travel surveys will be carried out annually and the results reported to the Council. It will then be possible in consultation to review changes in travel patterns and to agree steps to tailor future transport initiatives based on knowledge of the established customer base.

5.6 Succeeding surveys and reports will be used to assess the effectiveness of the steps taken and, where appropriate, alternative transport initiatives agreed.

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6 SUMMARY

6.1 As part of the proposed Tesco Store in Ramsey it is intended that efforts be made to control and influence the associated travel characteristics of customers and employees. The introduction of the measures in this Travel Plan in association with the care that has been taken in selecting the location for the store will ensure that this objective is met.

6.2 A two-stage approach has been adopted by Tesco to ensure that the aim is achieved. This involves providing a number of measures from the outset as part of the development and measures in the future based on the monitoring of customer and employee travel behaviour. The continual monitoring of travel patterns will ensure that any new initiative that is provided will be tailored to the specific travel characteristics of the store's customer base.

6.3 This Travel Plan is the beginning of a long-term commitment by Tesco to encourage customers and employees to travel to the store in the most sustainable way practicable and sets a benchmark for other stores and retailers to follow.

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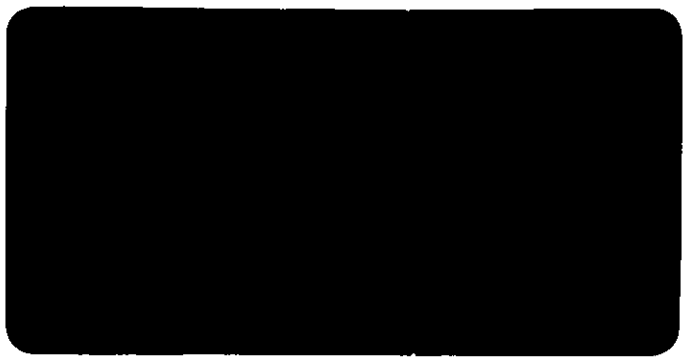

Mouchel Consulting Limited

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PROPOSED FOOD RETAIL STORE
STOCKING FEN ROAD, RAMSEY

Transport Assessment

42375/DOC/02
Issue: Final

Abbey Properties Cambridgeshire Ltd
Tesco Stores Limited

Mouchel Consulting Limited
St John's House
Queen Street
Manchester
M2 5JB

December 2001

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ABBEY PROPERTIES CAMBRIDGESHIRE LTD
TESCO STORES LTD

Proposed Food Retail Store
Stocking Fen Road, Ramsey

Transport Assessment

	Name	Signature	Date
Prepared by	N Afsar		12/12/01
Checked By	D Bennett		
Reviewed By	D Bennett		12/12/01
Approved By	D Bennett		
Issue Status	~~Draft~~ Final		
Purpose of Issue	Planning Application		
Authorised for Issue By	D Bennett		12/12/01
Word Ref	\\MUKNWM2A\VOL1\USERS\WORD\TRAFFIC\ANALYSIS\42375 - Ramsey\Reports\Ramsey TA 2nd Draft.doc		

AMENDMENT HISTORY

Date	Issue	Comments
3rd December 2001	A	Issued to team for information and comment.
12th December 2001	Final	In support of Planning Application.

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APPENDIX C Draft Travel Plan

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1 NON-TECHNICAL SUMMARY

This document has been prepared as supporting information to the planning application for a 2,044sq m (22,000 sq ft) gross floor area (GFA) food retail store located on land adjacent to Stocking Fen Road, Ramsey, Cambridgeshire.

The site already benefits from the approval of outline and reserved matters planning applications (Ref. No. 91/0200) granted by Huntingdonshire District Council in September 1992, for a 15,069ft² (1400m²) GFA foodstore and 7,858ft² (730m²) GFA of local shops. Constructed under the original consent, the site currently accommodates a range of community facilities including a surgery, pharmacy, nursery and a resource centre in buildings grouped around a car park immediately south of the proposed development. As part of the Section 106 requirements, highway improvements were carried out at the Great Whyte/ Stocking Fen Road roundabout and the site access has the standard required visibility splay.

This report examines the accessibility of the site by all modes of transport with particular attention paid to non-car modes and a capacity assessment of the Stocking Fen Road/Great Whyte junction is also included.

The capacity assessment is based on a comparison of the traffic generation of the permitted scheme with that of the current proposed scheme. The results show that the development will have no significant impact on the junction during the peak period. Therefore no mitigating measures or junction improvements are proposed.

The report draws the following conclusions:

- The site is readily accessible by a choice of transport modes, enhanced by a package of improvements aimed particularly to assist those walking to/from the store;
- The proposals include appropriate parking levels, including provision for disabled people and cyclists;
- The proposals will have negligible impact on the adjacent highway network;
- The proposals are therefore acceptable in transport terms.

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2 INTRODUCTION

2.1 Purpose of the Report

Abbey Properties Cambridgeshire Ltd (the Applicants) and Tesco Stores Limited (the proposed Operators) appointed Mouchel Consulting Ltd to examine the transport and highway implications of a proposed extension to the existing Tesco store situated on Hilderthorpe Road in Bridlington.

This report is intended to support the planning application and comment on the feasibility of the development proposal with reference to transport and highway issues. It examines the accessibility of the site by all appropriate modes of transport and considers how the scheme complies with current Local and Central Government policies and guidance.

2.2 Site Location

Figure 2.1 (Appendix A) shows the location of the site, which is located to the north east of Ramsey town centre. The site is bounded by the High Lode Stream to the west, Stocking Fen Road to the east, a health centre/pharmacy to the south and an industrial/distribution development to the north.

At present vehicular access to the site is via a simple priority junction on Stocking Fen Road, constructed under the original planning consent, also serving the health centre, which is relatively lightly trafficked.

2.3 Scope of the Study

Transport linkage between the development and adjacent areas will be considered in detail, with particular attention paid to linkage by sustainable transport modes.

With respect to access by private car, the study will examine the existing and proposed accessibility of the development, considering the impact of the proposals on the nearby Stocking Fen Road/Great Whyte junction. The likely opening year of 2002 and a "design year" of 2012 have been assessed.

The proposals will also be considered in the light of current Central and Local Government Guidance and Policy.

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2.4 Structure of the Report

Section 3 of this report outlines the existing conditions and discusses the current accessibility of the site and then continues by assessing the proposed improvements. The potential impact of newly generated traffic flows on adjacent junctions is considered within Section 4. Tesco's Travel Plan as it relates to this store is discussed within Section 5 and Section 6 sets out the conclusions drawn from the report.

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3 EXISTING ACCESSIBILITY AND PROPOSED IMPROVEMENTS

3.1 Description and Current Use of the Site

The foodstore site forms part of a larger development proposal, which has the benefit of planning permission. Part of the permitted development, the surgery, pharmacy and other community facilities, car parking and access road, has been constructed and is currently in use; the foodstore site lies undeveloped except for some preparatory work carried out for the previous scheme.

3.2 Description of Proposed Development

The development consists of a 2,044sq m (22,000 sq ft) gross floorspace foodstore with associated car parking and landscaping. Vehicular access is to be provided via the existing priority junction on Stocking Fen Road.

The proposed foodstore is to be positioned at the northern end of the site while the existing uses as detailed above are located at the site's southern end. The foodstore and existing units are separated by the main internal access road which links to the main site access junction.

The service yard is positioned to the west of the building. Service vehicle swept paths, demonstrate that the service yard is adequate to cope with the largest service vehicles. A 133 space customer parking area is located to the south of the store and a taxi pick up point close to the store's entrance is also to be provided within the site.

A copy of the Architect's illustrative layout (6085/PO1) for both the existing and proposed developments is shown in Figure 3.1 of Appendix A.

3.3 Pedestrian Accessibility

Existing Conditions

The National Travel Survey indicates that around 80% of trips under 1600m (1 mile) are made on foot. The site lies to the north of the main residential area. Figure 3.2, Appendix A shows that a significant area of the town within 800m, close enough for walking to represent a convenient mode of travel to the new store. In addition, there are proposals by others for new residential development to the west of Ramsey, which will increase the store's walk-in catchment.

There are currently two pedestrian access points to the site via the footway adjacent to the site on Stocking Fen Road. From Stocking Fen Road, the site can be reached by walking through the existing community development or via the main site access.

There is no footway on the east side of Stocking Fen Road opposite the proposed development.

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Proposed Improvements

It is proposed to provide a third pedestrian access point from Stocking Fen Road at the corner of the store building. Depending on the finished floor level of the foodstore, it may be necessary to connect the footway to the internal walkways by a ramp, which will be constructed to a gradient suitable for pedestrians, wheelchair users and shoppers pushing prams, pushchairs etc. A 1.8m footway will be provided along the site frontage from the top of the ramp to link to the end of the existing footway at the site access junction.

In order to improve the site's accessibility it is proposed to provide a 1.8m wide footway on the east side of the Stocking Fen Road from a point opposite the pedestrian ramp referred to above and the existing footway on Newtown Road, adjacent to the Rainbow store access. This will reduce the number of road crossings for Tesco shoppers walking from Newtown Road. Dropped kerbs and tactile paving will also be provided at 4 crossing points:

- Newtown Road north of the Rainbow access;
- Stocking Fen Road adjacent to Health Centre access
- Stocking Fen Road adjacent to Tesco pedestrian access ramp
- Site access on Stocking Fen Road.

The above improvements are shown in Figure 3.3

3.4 Cycle Accessibility

Existing Conditions

The National Travel Survey indicates that the average distance travelled each way by cycle for shopping purposes is 1.5miles or 2.4km. Figure 3.4 of Appendix A illustrates this catchment area and shows that all of Ramsey lies within cycling distance.

Cycling is an important mode of transport in the county, with 11% of those working in the County commuting by bicycle. Unsurprisingly, usage is somewhat less in the rural areas than in Cambridge and the market towns where distances between trip origin and destination tend to be shorter. According to the CCC Local Transport Plan, between 6%, and 10% of people working in the more rural districts use a bicycle for work. It also serves an important function for children and young people cycling to school and to work.

Casualty rates for cyclists on the rural roads are lower than the urban roads, and account for less than 1% of all accidents. The roads around and leading to the site are generally flat and relatively lightly-trafficked, making them suitable for cycling.

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Proposed Improvements

To encourage and enable staff and customers to travel by cycle it is proposed to erect direction signs for cyclists within the site and provide sufficient Sheffield-style parking racks to secure 12 cycles. This equates to around 9% of the total car park spaces available. The cycle parking will be located under cover and close to the store entrance in order to maximise convenience and security.

3.5 Public Transport Accessibility

Existing Conditions

Figure 3.5 shows the existing network of bus routes in and around Ramsey. There are currently 4 bus routes serving Ramsey, Nos 330, 331, 333 and 334.

Number 334 originates in St Ives, to the south of Ramsey and travels via Pidley and Warboys. Within Ramsey, the service runs through the residential areas including Great Whyte, Little Whyte, Scotts Row, New Road, Newton Road, Stocking Fen Road, Field Road, Blenheim Road, The Avenue, West Avenue, Park Road, Biggin Lane and The Malting. It passes the site on Stocking Fen Road and runs at 2-hourly intervals Monday to Saturday from 07:25am to 18:34pm (Pondersbridge and St Ives). The nearest bus stop to the site is located on Great Whyte Road; it would be of advantage to customers and subject to agreement with Cambridgeshire County Council, to provide an additional bus stop and shelter closer to the store. The facility would be located within the site boundary or adopted highway.

The other Ramsey services 330, 331 and 333 do not pass the store as they travel from the B1096, northbound along Great Whyte and U-turn just south of the Fire Station, about 250m from the foodstore site, before returning to the B1096 to complete their route. While not adjacent to the site, the services pass within easy walking distance for shoppers who wish to travel by bus.

As is shown in Figure 3.5 the immediate surrounding rural areas have reasonable public transport coverage. Bus service 331 links with settlements to the north and west of Ramsey including Ramsey Mereside, Bury, Upwood, Ramsey Heights and Ramsey St Mary's, Pondersbridge, Whittlesey. Service 333 links Ramsey with Bury and Warboys to the south, and Ramsey Forty Foot, Benwick, Doddington, Chatteris March and Manea to the north and east. From the south, service 330 travels from Huntingdon via Old Hurst and Wistow.

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Table 3.1 below shows the frequency of the bus services.

Table 3.1 – Bus Frequency

Service	Route	Mon-Fri Before 6pm	Mon-Fri After 6pm	Saturday Before 6pm	Saturday After 6pm	Sunday
330	Ramsey – Huntingdon	Every 2 hours	Every 2 hours	Every 2 hours	Every 2 hours	Every 2 hours until 6pm
331	Ramsey – Peterborough	Every 2 hours	Every 2 hours until 7pm	Every 2 hours	Every 2 hours until 7pm	-
333	Ramsey – March	2 buses	2 buses	-	-	-
334	Ramsey – St Ives	Every 2 hours	-	Every 2 hours	-	-
Total of approximate 8 buses per day in each direction						

Proposed Improvements

The following improvement opportunities are highlighted as possible improvement measures that will be the subject of further discussion with the local authority and bus operators:

- Tesco to provide a bus stop(s) with shelter(s) closer to the site on Stocking Fen Road or Great Whyte within the site boundary or adopted highway.
- Tesco to provide bus timetable and route information in the store with maps showing locations of bus stops together with a clear system of pedestrian signing between the store and the bus stops.
- Tesco to discuss with the local authorities the possibility of extending existing services to be more easily accessible from the store.

3.6 Taxi and Private Hire Access

Taxi and Private Hire services are useful for those who do not have access to suitable bus services or their own car. Tesco will provide within the store a free telephone link to a local taxi service, together with a pick-up point close to the store entrance that will be available for taxi and private hire operators for picking-up and setting-down passengers.

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It has been found elsewhere that easy access to a taxi/private hire service can encourage customers to arrive on foot or by bus, knowing they will be able to get their shopping home easily.

3.7 Private Car Accessibility

Existing Conditions

Vehicular access to the site is via a simple priority junction on Stocking Fen Road, which links to the town's residential areas and centre via a mini-roundabout junction on Great Whyte. Site observations suggest that this junction is relatively lightly trafficked and currently operates in a satisfactory manner during the peak periods. The site is therefore readily accessible by road.

The existing vehicular access will be retained unaltered.

Proposed Improvements

The proposed parking area provides space for a total of 133 vehicles. This includes 4 spaces designated for disabled users and 6 for parents with children. These are conveniently located to provide safe walking routes to the store entrance.

PPG13 suggests the maximum parking provision for a store of this type and size would be one space per 14 square metres, plus additional disabled persons parking. This formula results in a maximum parking provision of 146 standard spaces plus 10 for disabled customers. The proposed level of parking is within these limits and is therefore in line with PPG13.

3.8 Service Vehicle Accessibility

Existing Conditions

Deliveries to the existing buildings (surgery, pharmacy etc) adjacent to the site are made via the main site entrance, with vehicles unloading within the car park area.

Proposed Improvements

The proposed foodstore will have a separate service yard where vehicles will be able to reverse and manoeuvre without conflict with customers or their vehicles. It will be served from the site entrance junction on Stocking Fen Road. Goods vehicles reach the service yard by skirting the main car park area. The service yard and access road are designed to enable HGV's to enter and leave the service yard in forward gear.

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4 HIGHWAY IMPACT

4.1 Introduction

An assessment of traffic/highway impact was submitted to Huntingdonshire District Council, the local planning authority, and Cambridgeshire County Council by letter dated 28th August 2001. A copy of this letter and enclosures is attached as Appendix B. It is not proposed to repeat the details of this assessment here and this chapter therefore summarises the key considerations and conclusions.

4.2 Assessment Years and Peak Hour Flows

The assessment years were 2002, the anticipated year of opening, and 2012, 10 years thereafter.

The assessments were based on traffic counts taken on Friday 6th July, the peak period was found to be 16.30-17.30hrs. NRTF low growth factors were used for future year forecasts.

4.3 Trip Generation and Distribution

Average trip rates were obtained from the TRICS database

Table 4.1: Trip Generation

Development	Period	Arrivals	Departures	Total
Permitted Scheme				
1400m² Foodstore	17-18.00	96	105	201
730m² Local Shops	17-18.00	55	60	115
Total	17-18.00	151	165	316
Proposed Scheme				
2044m² Foodstore	17-18.00	140	154	294

From this it can be seen that the proposed development would generate lower peak hour flows than the permitted. However, it could be argued that for the permitted development, some trips to the shops could be linked to a primary trip to the foodstore and that overall trip totals would therefore be less than those shown.

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If just 10% of local shop customers' primary purpose is foodstore shopping the figures become:

Table 4.2: Trip Generation (10% Linked Trips)				
Development	**Period**	**Arrivals**	**Departures**	**Total**
Permitted Scheme				
1400m² Foodstore	17-18.00	96	105	201
730m² Local Shops	17-18.00	55-5=50	60-6=54	104
Total	17-18.00	146	159	305
Proposed Scheme				
2044m² Foodstore	17-18.00	140	154	294

Table 4.2 shows total peak hour traffic flows of 305 for the foodstore + unit shops (i.e. the planning consent scheme) and 294 for the application scheme for a single foodstore. Again it is clear that the proposals would result in lower traffic flows in the vicinity of the site during the peak hour than already permitted.

4.4 Stocking Fen Road/Great Whyte Junction Operation

The capacity of the Great Whyte/ Stocking Fen Road junction has been assessed using the ARCADY model.

To provide a robust assessment it was assumed that all traffic generated by the proposed development would arrive via the Great Whyte/ Stocking Fen Road roundabout and therefore the generated traffic has been distributed at the roundabout based on the existing traffic flows.

The results of the assessment for the Friday pm peak period in 2002 and 2012 are given in Tables 4.3 and 4.4 respectively. A copy of the ARCADY output can be found in Appendix B.

TABLE 4.4: Great Whyte/ Stocking Fen Road – Existing Junction Layout					
APPROACH	**DIR**	**2002 base**		**2002 base + Tesco**	
		RFC	**Queue**	**RFC**	**Queue**
Great Whyte (S)	All	0.438	0.8	0.539	1.2
Stocking Fen Road	All	0.319	0.5	0.538	1.2
Great Whyte (N)	All	0.424	0.7	0.524	1.1

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TABLE 4.5: Great Whyte/ Stocking Fen Road – Existing Junction Layout					
APPROACH	DIR	2012 base		2012 base + Tesco	
		RFC	Queue	RFC	Queue
Great Whyte (S)	All	0.501	1.0	0.609	1.5
Stocking Fen Road	All	0.367	0.6	0.589	1.4
Great Whyte (N)	All	0.483	0.9	0.589	1.4

The results show that the proposed development has a negligible impact on the operational performance of the Great Whyte/ Stocking Fen Road roundabout with the junction continuing to operate within capacity and queues increasing by no more than 1 pcu.

4.5 Conclusion

The proposed development is identical to the permitted development in terms of accessibility and similar in the amount of retail floor space proposed. The TRICS data shows that the proposed development will generate fewer trips than the permitted development and further mitigation measures are not justified. In addition, analysis has shown that the development traffic can be accommodated at the Great Whyte/ Stocking Fen Road roundabout without the need for further highway improvements.

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5 TRAVEL PLAN

5.1 Background / Introduction

A Travel Plan is a package of practical measures aimed at reducing car use at one or more sites. The plan is intended to enable and encourage staff and visitors to choose alternative modes over single occupancy car use and reduce the need to travel at all.

A plan should be tailored to a particular site and include a range of measures likely to have a positive impact at that site. It should take into account the local conditions such as topography, weather patterns and existing highway infrastructure.

Over recent years Tesco has produced Travel Plans (TPs also known as 'Green Travel Plans') for a number of stores around the country. Given the Government's support of TPs, Tesco are now in the process of formulating a corporate plan framework that could be adapted, taking into account local conditions, to suit all their stores, offices and distribution depots.

The requirement to provide a Green Travel Plan was recently formalised by the revised PPG13 which, in Section 88, states:

"... [TP's] relevance to planning lies in the delivery of sustainable transport objectives, including:

- *Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;*
- *Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and*
- *More environmentally friendly delivery and freight movements, including home delivery services."*

Section 90 of PPG13 goes on to state:

"Where travel plans are to be submitted alongside a planning application, they should be worked up in consultation with the local authority and local transport providers."

In the absence of a corporate plan the following section sets out the framework for Tesco's Ramsey Store Travel Plan. This is based on the initiatives previously adopted within TPs prepared for other stores and is intended to form the basis of discussion with the local authority and be worked up to suit the local needs.

5.2 Aims of the Plan

In line with Central and Local Government Policies, the aims of the plan are to:

- Reduce the need to travel;
- Discourage the use of unsustainable modes of transport and enable customers and staff to make travel choices that benefit themselves and their community;

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- Maximise social inclusion by making the development accessible to all members of the community;
- Encourage customers to make multi-purpose visits to the store and neighbouring community uses;
- Raise the awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes for both customers and staff.

5.3 Development of a Site Specific Travel Plan

In order to achieve the best results, and be able to measure them, it is necessary to establish a datum and identify the perceived weaknesses in local infrastructure, as well as people's attitudes to each mode of travel. Therefore the process of developing a Travel Plan can be conveniently split into three stages. These are:

Stage 1: Set out a framework.

This can be undertaken in parallel to, or following, the planning application. During this stage methodology, potential measures and timeframes should be agreed with the local authorities and other interested partners should be identified and approached. However, although some of the most effective measures may be apparent at this time there should be no firm commitment to all of the individual measures to be adopted until the necessary research has been conducted.

Stage 2: Research

In order to establish where the greatest potential lies for modal shift and how it could be achieved, it is necessary to undertake a fact-finding exercise. For a retail store of this type it is convenient and helpful to consider the traffic generation as two separate components. The transport needs and travel habits of shoppers are different to those of staff. The following information is required to identify appropriate measures and targets.

- Current transport mode to work / shop;
- Distance travelled / time taken / principal catchment area / where staff reside;
- Attitudes to, and reasons for not using, each of the non-car transport modes;
- Measures staff and customers consider most likely to persuade them to use each of the other modes, if any.
- Existing provision for non-car transport modes.

All the above data should be ascertained through surveys of existing staff and customers, except the final point, which is addressed within elsewhere in this report.

Stage 3: Negotiation

When the data has been processed it will be possible to agree with the local authorities, and other partners, which measures should be employed and how they should be promoted.

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Targets and spending levels may be set at this stage, however, it is not possible to gauge accurately the effects of individual measures. Therefore, Tesco will agree to a number of "core initiatives" aimed to achieve the agreed targets. They will also monitor the effectiveness of the individual measures. If any of the initiatives fail to meet expectations they may be replaced with other measures, subject to agreement between Tesco and the local authority. Tesco will make every reasonable effort to attain the targets, within the constraints of the agreed budget. However, no developer can guarantee to achieve targets, since there are too many factors beyond their control.

Targets may be set for each individual mode, taking care to encourage a hierarchy of travel preferences. In this manner, walking would be encouraged above cycling, then public transport, with the use of the private car discouraged where possible.

5.4 Draft Travel Plan

A draft Travel Plan is enclosed (Appendix C) for consideration by the local and highway authorities. It is intended that detailed discussions would be held in order to agree and implement the Travel Plan.

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6 CONCLUSIONS

The key conclusions to be drawn from this report are:

- The development has good non-car mode links with housing areas nearby and the adjacent community facilities. Pedestrian links will be improved by the construction of additional footways and improved road crossings.

- The new store will be accessible by bus from the existing service 334 that runs 2-hourly on Stocking Fen Road and 3 other services on Great Whyte. Subject to agreement with the local authorities, Tesco will provide bus stops and shelters convenient for access to the new store that would be located within the site boundary or adopted highway.

- Covered and secure cycle parking facilities will be provided close to the store entrance to encourage staff and shoppers to travel by cycle;

- The proposal has negligible effect on the local highway network;

- The proposed site layout will provide a safe environment;

- Tesco will implement a Travel Plan to enable and encourage the use of non-car modes by staff and customers;

- The development is therefore acceptable in terms of transportation issues.

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APPENDIX A

FIGURES

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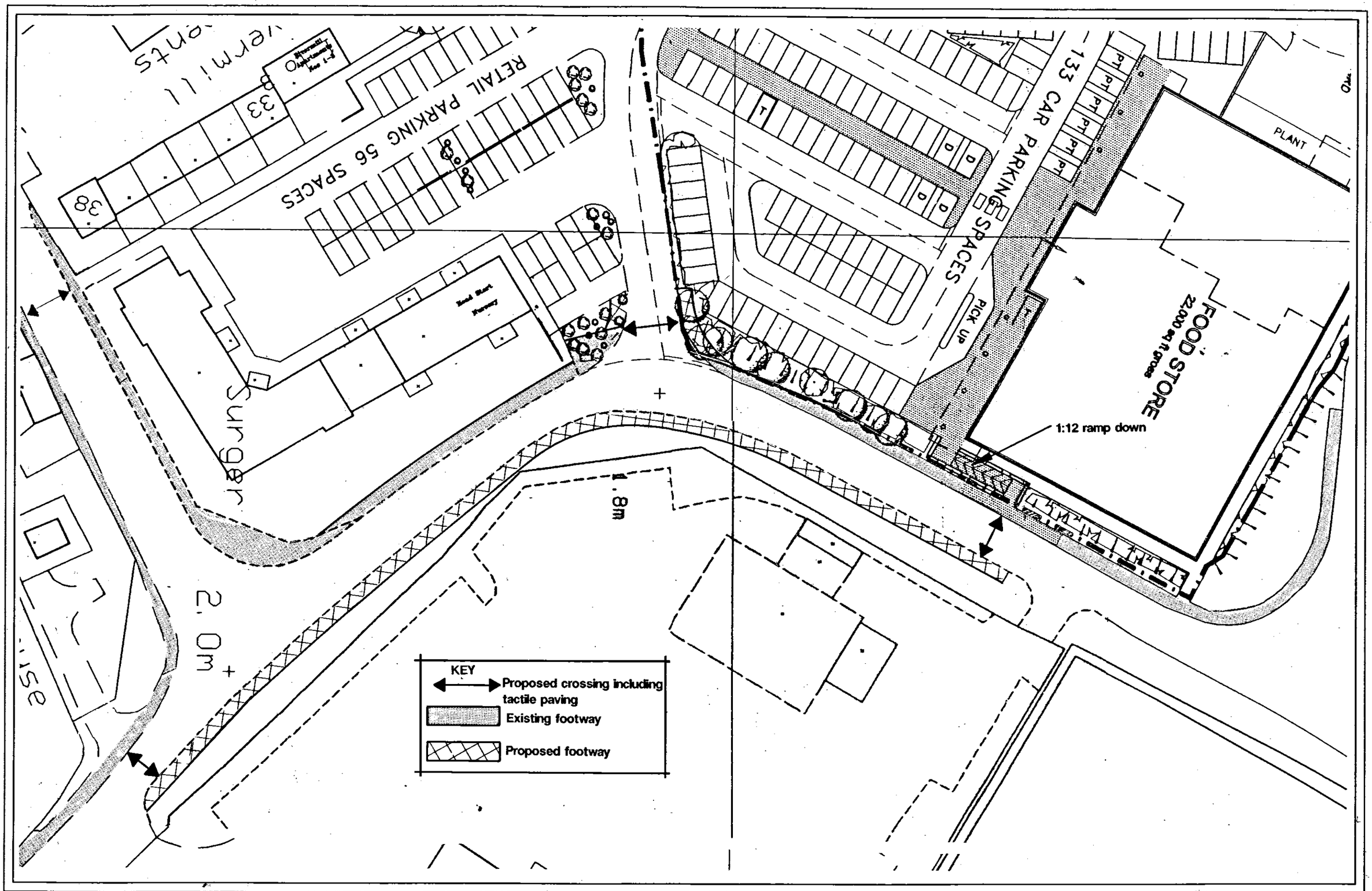

Mouchel
International Consultants

RAMSEY, CAMBS

PEDESTRIAN ACCESSIBILITY PROPOSED IMPROVEMENTS

Original Drawing Size A3

REFERENCE :

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SKETCH : FIGURE 3.3

SCALE : 1:500

PRELIMINARY

NORTH

EXISTING RETAINING WALL

RETAINING WALL SHOWN 6.5M FROM EDGE OF BANK IN ACCORDANCE WITH PREVIOUS PLANNING CONSENT

FOOD STORE
22,000 sq ft gross

SERVICE YARD

PLANT

133 CAR PARKING SPACES

PICK UP

1:12 RAMP DOWN

RETAIL PARKING 56 SPACES

Scrap Yard

High Lode

Allotment Gardens

Depot

Gas Distribution Station

The Railway (PH)

LB

Rivermill Apartments

Sluice

Surgery

Superstore

Drain

STOCKING FEN ROAD

Stock

1.9m

2.0m

2.7m

1.8m

2.9m

2.0m

BM 3.32

60

Water

NOTES

No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.
This drawing to be read in accordance with the specification/Bills of Quantities and related drawings.

REPRODUCED FROM ORDNANCE SURVEY DATA © CROWN COPYRIGHT 2001

SUBJECT TO SURVEY AND SITE INSPECTION

SITE AREA	2.2ACRES

SCHEDULE OF PARKING

SPACE WIDTH	2.4M
AISLE WIDTH	6.0M
PARKING SPACES	123
DISABLED (4%)	4
PARENT AND TODDLER (4%)	6
OVERALL TOTAL	133
TROLLEY BAYS	3

PROPOSED TREE

EXISTING TREE TO BE RETAINED

Project
FOOD STORE
RIVERMILL
STOCKING FEN ROAD
RAMSEY

Title
INDICATIVE SITE LAYOUT

Scale 1:500 @A1	Date 11.07.01
Drawn HA	Checked
Drawing Number 6085/P01	Revision

SAUNDERS

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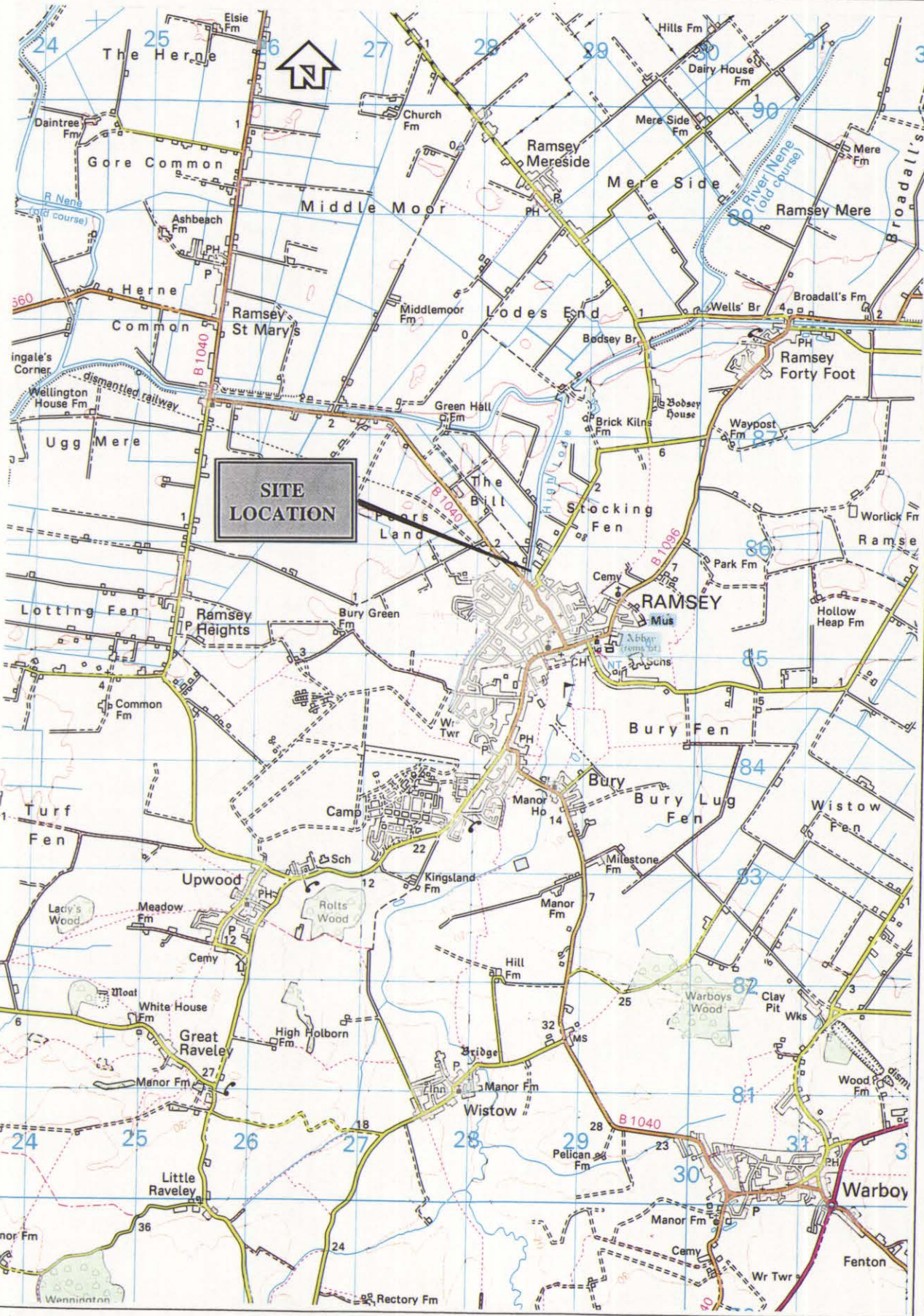
E-Mail saunders@saunders-architects.com

FIGURE 3.1



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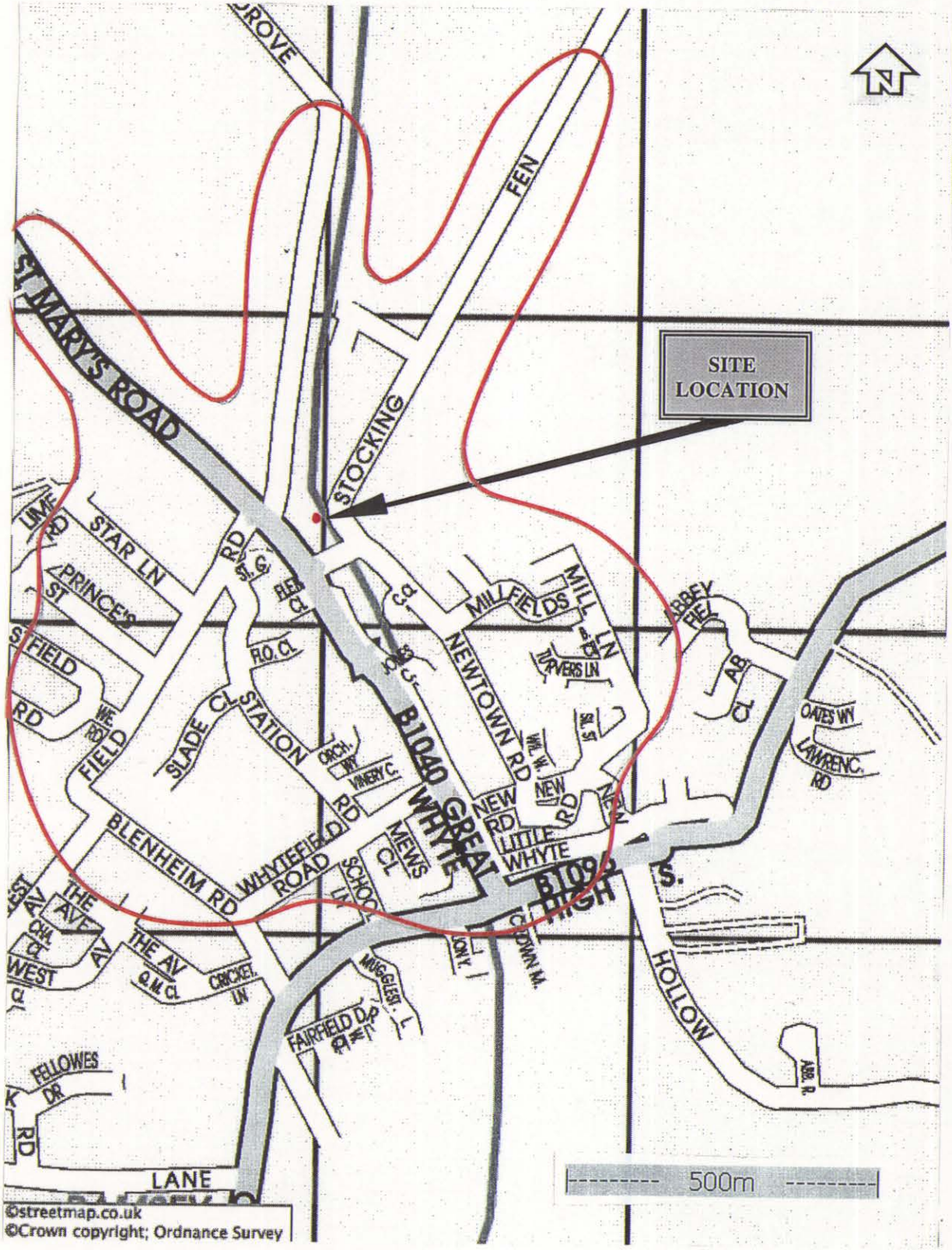
RAMSEY, CAMBS
SITE LOCATION

FIGURE 2.1

SCALE : 1:50,000



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RAMSEY, CAMBS

800m WALK CATCHMENT AREA

FIGURE 3.2

SCALE : NTS



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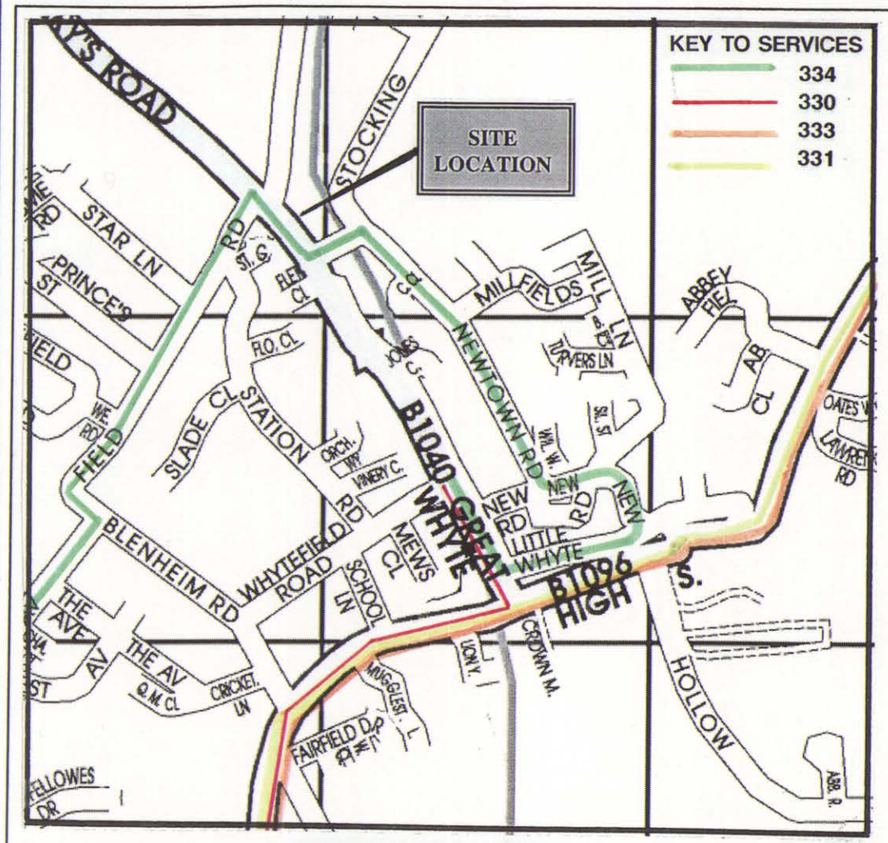
International Consultants

RAMSEY, CAMBS

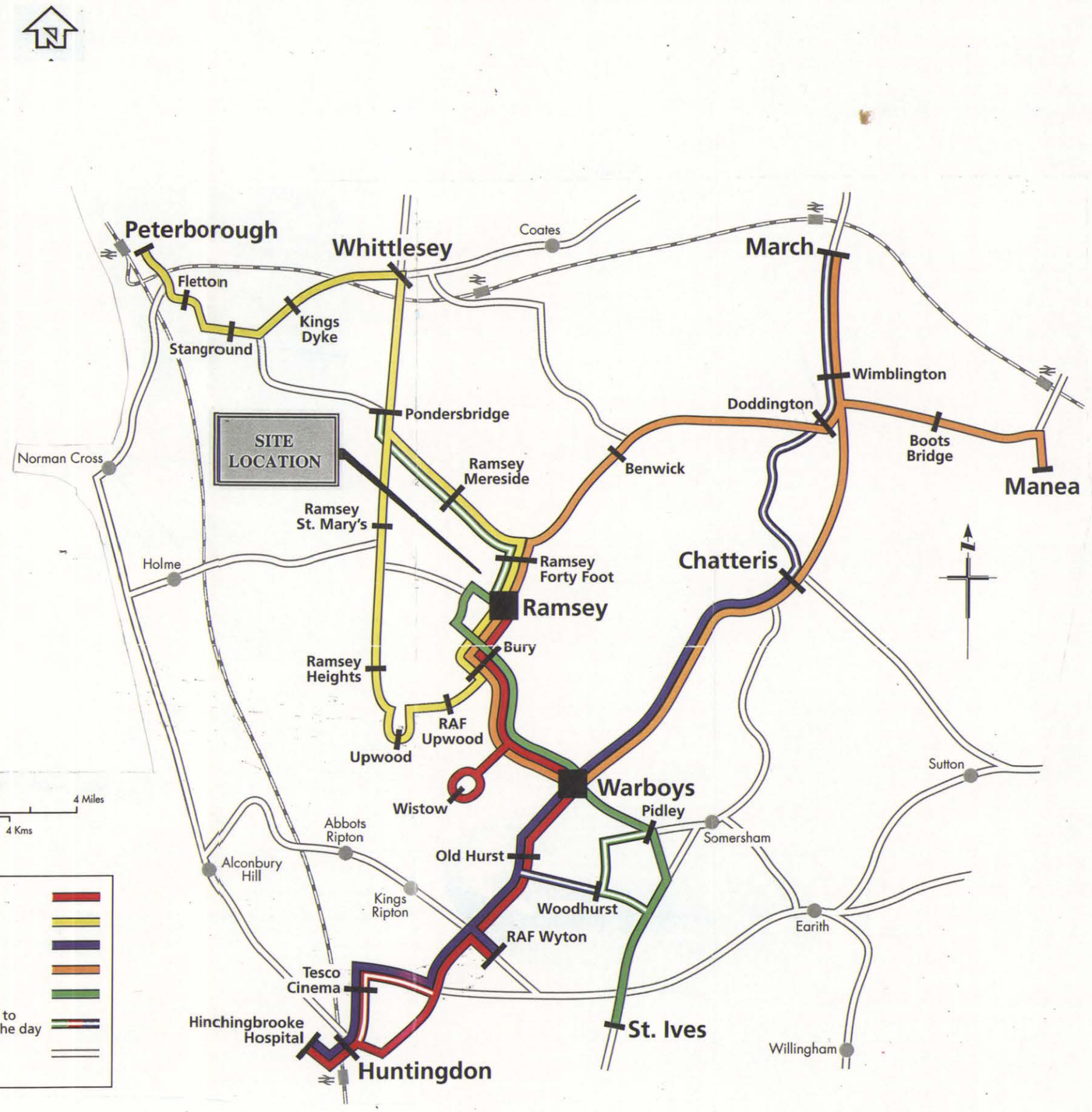
CYCLE CATCHMENT AREA

FIGURE 3.4

SCALE : NTS



RAMSEY TOWN CENTRE NTS



Scale
0 2 4 Miles
0 2 4 Kms

- Service 330
- Service 331
- Service 332
- Service 333
- Service 334
- Service restricted to certain times of the day
- Other roads

FWT - 4.10.01

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RAMSEY, CAMBS

EXISTING BUS ROUTES SERVING THE SITE

Original Drawing Size A3

REFERENCE :

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SKETCH : **FIGURE 3.5**

SCALE : AS SHOWN

APPENDIX B

TRANSPORT STATEMENT LETTER

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Our ref: DPB/NA/42375

28th August 2001

Mr G Crocker
Planning Department
Huntingdon District Council
Pathfinder House
St Mary's Street
Huntingdon
Cambridgeshire
PE29 3TN

Dear Sirs

PROPOSED TESCO DEVELOPMENT - STOCKING FEN ROAD, RAMSEY
TRANSPORT STATEMENT/ TRAVEL PLAN

Our report has been prepared in support of the outline planning application submitted on behalf of Abbey Properties Cambridgeshire Limited, for the erection of a foodstore with associated car parking, on 1 August 2001 (Application Reference No. 01/01785/OUT). The covering letter from the applicant's agent indicated that transportation issues were being dealt with by this Practice. Following discussions with Cambridgeshire County Council's Environment and Transport Department, we have completed our assessment of transportation issues and our report dealing with these matters is now enclosed. A copy has also been sent direct to the County Council.

As explained in the supporting planning report, the site has the benefit of certificates of existing and proposed lawful development for a foodstore and shop/office scheme following the granting of earlier planning approvals (see below). The original proposal was specifically designed and promoted by Messrs Budgen. The proposed operator is now to be Tesco Stores Limited and the current application scheme is specifically designed to meet their operational requirements within the overall floor space threshold of the lawful development proposal.

Development

- **Permitted Scheme**

The site already benefits from the approval of outline and reserved matters planning applications (Ref. No. 91/0200) granted by Huntingdonshire District Council in September 1992, for a 15,069ft² (1400m²) gross floor area (GFA) foodstore and 7,858ft² (730m²) GFA of local shops. The site currently provides a surgery and nursery located south of the proposed development. As part of the Section 106 requirements, highway improvements were made at the Great Whyte/ Stocking Fen Road roundabout and the site access has the standard required visibility splay.

- **Proposed Scheme**

The proposed store is to be built on the application site, which is situated adjacent to Stocking Fen Road.

The development consists of a 22,000ft² (2,044m²) GFA foodstore with associated car parking and landscaping. A copy of the Architect's illustrative layout (Dwg No: 6085/P01) is shown in Figure 1 of Appendix A.

Vehicular access is to be provided via the existing priority junction on Stocking Fen Road. The service yard is positioned to the west of the building with service vehicles sharing the customer access. A possible service road located north of the foodstore may be considered in the future.

Base Traffic Flows

A traffic count survey was undertaken at the Great Whyte/ Stocking Fen Road junction on Friday 6th July 2001. The existing surveyed traffic flows, converted to PCU's for Friday peak period (16:30 – 17:30) are shown in Figure 2 in Appendix A. A copy of the actual survey data is contained within Appendix B.

The operational assessments for the junction have been undertaken for the store's opening year 2002, and for a design reference year of 10 years after opening, i.e. 2012. National Road Traffic Forecasts (NRTF) low growth factors as shown in Table 1 have been applied to the surveyed traffic flows to growth the flows up to the assessment years 2002 and 2012.

Year	NRTF Factor	1998 = 1.000
2001	1.033	
2002	1.047	1.014
2012	1.184	1.146

The Base traffic flows for the Friday pm peak period in 2002 and 2012 have been growthed from the survey flows undertaken and are shown in Figure 3 of Appendix A attached to this letter.

Trip Rates

Average trip rates have been obtained from the TRICS database for the following uses and are attached in Appendix C:

- Foodstores <3000m²
- Local Shops <2000m²

Development	Period	Arrivals	Departures	Total
Permitted Scheme				
1400m² Foodstore	17-18.00	96	105	201
730m² Local Shops	17-18.00	55	60	115
Total	17-18.00	151	165	316
Proposed Scheme				
2044m² Foodstore	17-18.00	140	154	294

From this it can be seen that the proposed development would generate lower peak hour flows than the permitted. However, it could be argued that for the permitted development some trips to the shops could be linked to a primary trip to the foodstore and that overall trip totals would therefore be less than those shown. If we assume 10% of local shop customers' primary purpose is foodstore shopping the figures become:

Development	Period	Arrivals	Departures	Total
Permitted Scheme				
1400m² Foodstore	17-18.00	96	105	201
730m² Local Shops	17-18.00	55-5=50	60-6=54	104
Total	17-18.00	146	159	305
Proposed Scheme				
2044m² Foodstore	17-18.00	140	154	294

Table 3 shows total peak hour traffic flows of 305 for the foodstore + unit shops (i.e. the planning consent scheme) and 294 for the proposed Tesco application scheme for a single foodstore. Again it is clear that the proposals would result in lower traffic flows in the vicinity of the site during the peak hour than already permitted.

Junction Analysis

The capacity of the Great Whyte/ Stocking Fen Road junction has been assessed using the ARCADY model.

To provide a robust assessment it is assumed that all traffic generated by the proposed development would arrive via the Great Whyte/ Stocking Fen Road roundabout and therefore the generated traffic has been distributed at the roundabout based on the existing traffic flows. The generated and resultant design traffic flows for the Friday pm peak period in 2002 and 2012 are shown in Figures 4 and 5 in Appendix A.

The results of the assessment for the Friday pm peak period in both 2002 and 2012 are given in Tables 4 and 5 respectively. A copy of the ARCADY output can be found in Appendix D.

APPROACH	DIR	2002 base		2002 base + Tesco	
		RFC	Queue	RFC	Queue
Great Whyte (S)	All	0.438	0.8	0.539	1.2
Stocking Fen Road	All	0.319	0.5	0.538	1.2
Great Whyte (N)	All	0.424	0.7	0.524	1.1

APPROACH	DIR	2012 base		2012 base + Tesco	
		RFC	Queue	RFC	Queue
Great Whyte (S)	All	0.501	1.0	0.609	1.5
Stocking Fen Road	All	0.367	0.6	0.589	1.4
Great Whyte (N)	All	0.483	0.9	0.589	1.4

The results shown in Tables 4 and 5 show that the proposed development has a negligible impact on the operational performance of the Great Whyte/ Stocking Fen Road roundabout with RFC values on approaches changing little and queues increasing by no more than 1 pcu.

Conclusion

The proposed development is identical to the permitted development in terms of accessibility and similar in the amount of retail floor space proposed. The TRICS data shows that the proposed development will generate fewer trips than the permitted development and further mitigation measures are not justified. In addition, analysis has shown that the development traffic can be accommodated at the Great Whyte/ Stocking Fen Road roundabout without the need for further highway improvements. We therefore conclude that a Transport Assessment is not necessary.

I trust that you find the enclosed satisfactory and we wait for your comments regarding the above and the attached draft Travel Plan. In the meantime if you require any further information or clarification please do not hesitate to contact Nadeem Afsar or myself.

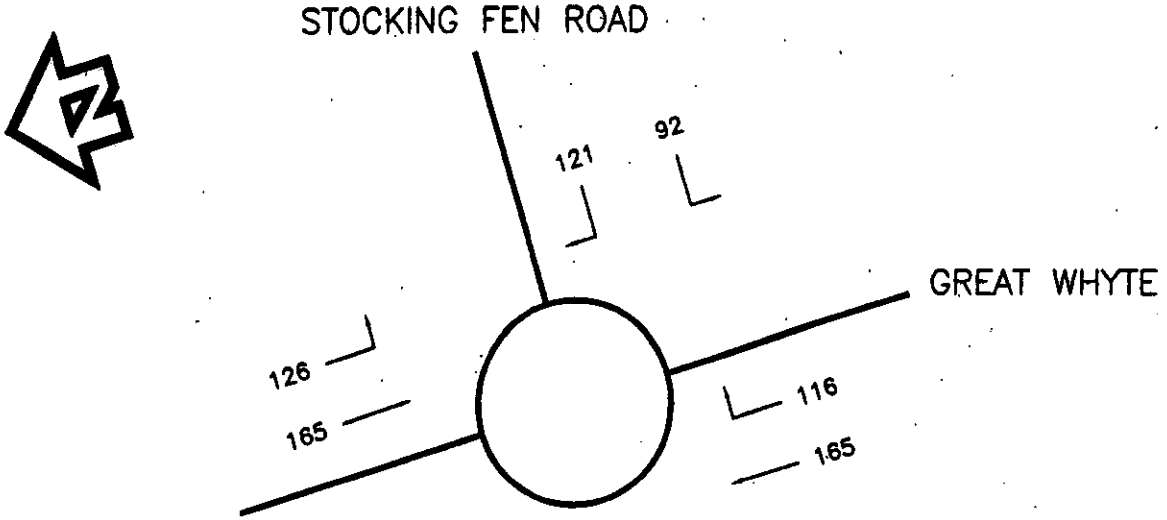
Yours faithfully
FOR MOUCHEL CONSULTING LTD



Don Bennett
Divisional Director

cc	R Flack	- DPP (Bedford)
	T Mace	- Tesco Stores Limited
	L Ford	- Tesco Stores Limited
	D Freestone	- Cambridgeshire County Council
	B Woodward	- Building Surveyor & Architectural Design
	M Williams	- Saunders Partnership (letter only)
	C Shelton	- Barton Willmore (letter only)

APPENDIX A - FIGURES



Mouchel International Consultants	FIGURE 2 SCALE : N.T.S	SURVEYED TRAFFIC FLOWS 2001 FRIDAY PEAK PERIOD	STOCKING FEN ROAD RAMSEY

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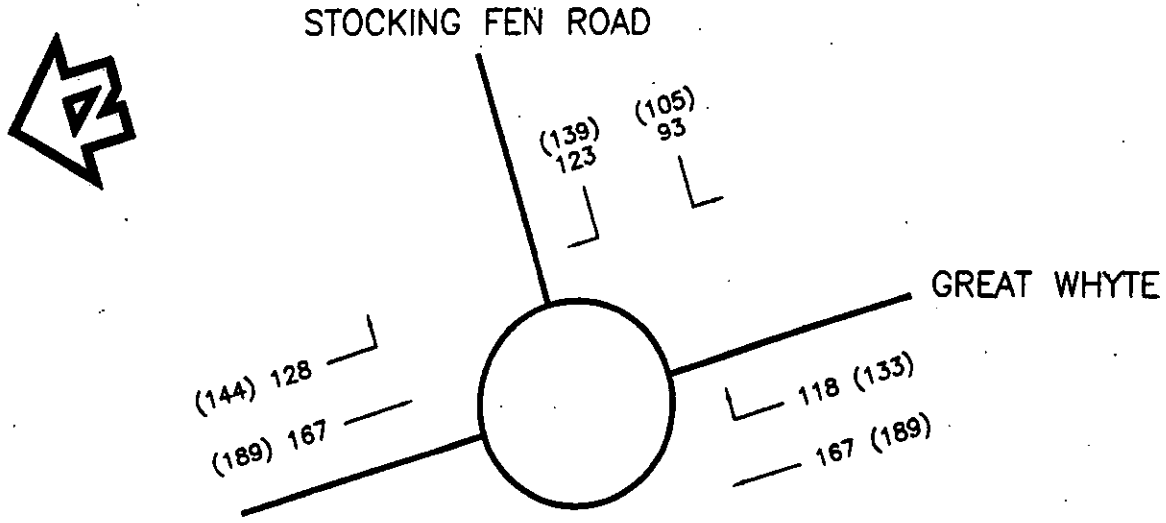
K:\TRAFFIC\42375\DOCUMENT__\FIG-2



KEY

125 2002
(185) 2012

Mouchel International Consultants	FIGURE 3 SCALE : N.T.S	BASE TRAFFIC FLOWS 2002 AND 2012	STOCKING FEN ROAD RAMSEY

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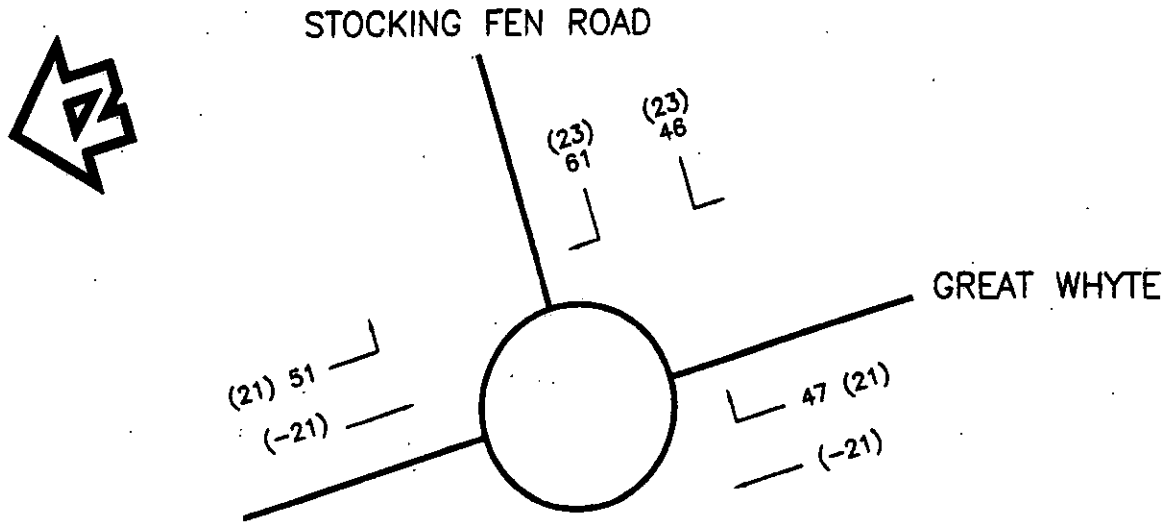
K:\TRAFFIC\42375\DOCUMENT__\FIG-3



KEY

60 Primary trips
(15) Pass-by

Mouchel International Consultants	FIGURE 4 SCALE : N.T.S	GENERATED TRAFFIC FLOWS	STOCKING FEN ROAD RAMSEY

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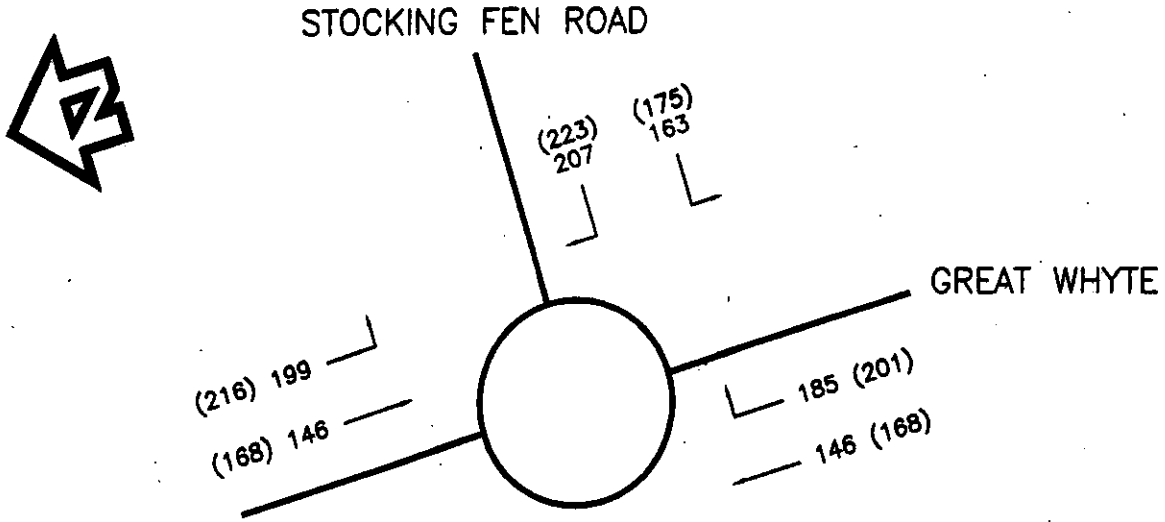
K:\TRAFFIC\42375\DOCUMENT___\FIG-4



KEY

125 2002
(185) 2012

Mouchel International Consultants	FIGURE 5 SCALE : N.T.S	WITH DEVELOPMENT 2002 AND 2012	STOCKING FEN ROAD RAMSEY

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K:\TRAFFIC\42375\DOCUMENT__\FIG-5

APPENDIX B – TRAFFIC COUNT DATA

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	MOVEMENT 1			MOVEMENT 2		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	37	2	39	27	0	27
16:45	44	1	45	37	0	37
HH/TOT	81	3	84	64	0	64
17:00	33	2	35	28	1	29
17:15	37	2	39	22	0	22
17:30	36	1	37	19	1	20
17:45	40	1	41	12	0	12
H/TOT	146	6	152	81	2	83
18:00	35	0	35	14	0	14
18:15	36	0	36	21	0	21
HH/TOT	71	0	71	35	0	35
P/TOT	298	9	307	180	2	182

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	MOVEMENT 3			MOVEMENT 4		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	23	1	24	21	2	23
16:45	30	0	30	35	3	38
HH/TOT	53	1	54	56	5	61
17:00	26	0	26	26	1	27
17:15	9	1	10	23	2	25
17:30	19	0	19	28	1	29
17:45	23	1	24	26	0	26
H/TOT	77	2	79	103	4	107
18:00	21	0	21	23	0	23
18:15	11	0	11	12	1	13
HH/TOT	32	0	32	35	1	36
P/TOT	162	3	165	194	10	204

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	MOVEMENT 5			MOVEMENT 6		
TIME	LV	HV	TOT	CAR	HGV	TOT
16:30	25	0	25	39	1	40
16:45	39	0	39	45	2	47
HH/TOT	64	0	64	84	3	87
17:00	36	0	36	39	1	40
17:15	26	0	26	34	0	34
17:30	26	0	26	37	0	37
17:45	26	0	26	42	0	42
H/TOT	114	0	114	152	1	153
18:00	20	0	20	23	0	23
18:15	20	0	20	36	0	36
HH/TOT	40	0	40	59	0	59
P/TOT	218	0	218	295	4	299

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	TO ARM A			FROM ARM A		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	62	2	64	64	2	66
16:45	75	2	77	81	1	82
HH/TOT	137	4	141	145	3	148
17:00	65	1	66	61	3	64
17:15	43	1	44	59	2	61
17:30	56	0	56	55	2	57
17:45	65	1	66	52	1	53
H/TOT	229	3	232	227	8	235
18:00	44	0	44	49	0	49
18:15	47	0	47	57	0	57
HH/TOT	91	0	91	106	0	106
P/TOT	457	7	464	478	11	489

TO ARM A table is total of movements 3 + 6
FROM ARM A table is total of movements 1 + 2

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	TO ARM B			FROM ARM B		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	52	0	52	44	3	47
16:45	76	0	76	65	3	68
HH/TOT	128	0	128	109	6	115
17:00	64	1	65	52	1	53
17:15	48	0	48	32	3	35
17:30	45	1	46	47	1	48
17:45	38	0	38	49	1	50
H/TOT	195	2	197	180	6	186
18:00	34	0	34	44	0	44
18:15	41	0	41	23	1	24
HH/TOT	75	0	75	67	1	68
P/TOT	398	2	400	356	13	369

TO ARM B table is total of movements 2 + 5
FROM ARM B table is total of movements 3 + 4

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	TO ARM C			FROM ARM C		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	58	4	62	64	1	65
16:45	79	4	83	84	2	86
HH/TOT	137	8	145	148	3	151
17:00	59	3	62	75	1	76
17:15	60	4	64	60	0	60
17:30	64	2	66	63	0	63
17:45	66	1	67	68	0	68
H/TOT	249	10	259	266	1	267
18:00	58	0	58	43	0	43
18:15	48	1	49	56	0	56
HH/TOT	106	1	107	99	0	99
P/TOT	492	19	511	513	4	517

TO ARM C table is total of movements 1 + 4
FROM ARM C table is total of movement 5 + 6

APPENDIX C – TRICS DATA

RAMSEY - Foodstore + Unit Shops (Permitted Development)

00		0		0	-	0
01		0		0	-	0
02		0		0	-	0
03		0		0	-	0
04		0		0	-	0
05		0		0	-	0
06		0		0	-	0
07	0.69	10	0.69	10	1.38	19
08	2.65	37	1.64	23	4.29	60
09	4.82	67	3.42	48	8.24	115
10	6.48	91	5.27	74	11.75	165
11	5.78	81	6.01	84	11.79	165
12	5.02	70	5.98	84	11.00	154
13	5.24	73	5.15	72	10.39	145
14	5.72	80	5.26	74	10.98	154
15	6.61	93	6.35	89	12.96	181
16	6.79	95	6.83	96	13.62	191
17	6.83	96	7.52	105	14.35	201
18	4.63	65	5.64	79	10.27	144
19	3.17	44	3.18	45	6.35	89
20	1.29	18	2.19	31	3.48	49
21	1.23	17	1.86	26	3.09	43
22	0.02	0	0.19	3	0.21	3
23	0.00	0	0	0	-	0

00						
01						
02						
03						
04						
05						
06						
07	3.26	24	2.66	19	5.92	43
08	3.9	28	3.34	24	7.24	53
09	5.19	38	4.54	33	9.73	71
10	5.53	40	5.02	37	10.55	77
11	5.62	41	5.7	42	11.32	83
12	5.49	40	5.62	41	11.11	81
13	4.54	33	3.94	29	8.48	62
14	6.52	48	5.92	43	12.44	91
15	8.23	60	7.84	57	16.07	117
16	8.06	59	8.53	62	16.59	121
17	7.50	55	8.19	60	15.69	115
18	7.76	57	8.4	61	16.16	118
19						
20						
21						
22						
23						

00						
01						
02						
03						
04						
05						
06						
07	3.95	33	3.35	29	7.30	63
08	6.55	66	4.98	47	11.53	113
09	10.01	105	7.96	81	17.97	186
10	12.01	131	10.29	110	22.30	242
11	11.40	122	11.71	126	23.11	248
12	10.51	110	11.60	125	22.11	235
13	9.78	107	9.09	101	18.87	207
14	12.24	128	11.18	117	23.42	245
15	14.84	153	14.19	146	29.03	299
16	14.85	154	15.36	159	30.21	312
17	14.33	150	15.71	165	30.04	315
18	12.39	121	14.04	140	26.43	262
19						
20						
21						
22						
23						

RAMSEY - Foodstore (Proposed Development)

00		0		0	-	0
01		0		0	-	0
02		0		0	-	0
03		0		0	-	0
04		0		0	-	0
05		0		0	-	0
06		0		0	-	0
07	0.69	14	0.69	14	1.38	28
08	2.65	54	1.64	34	4.29	88
09	4.82	99	3.42	70	8.24	168
10	6.48	132	5.27	108	11.75	240
11	5.78	118	6.01	123	11.79	241
12	5.02	103	5.98	122	11.00	225
13	5.24	107	5.15	105	10.39	212
14	5.72	117	5.26	108	10.98	224
15	6.61	135	6.35	130	12.96	265
16	6.79	139	6.83	140	13.62	278
17	6.83	140	7.52	154	14.35	293
18	4.63	95	5.64	115	10.27	210
19	3.17	65	3.18	65	6.35	130
20	1.29	26	2.19	45	3.48	71
21	1.23	25	1.86	38	3.09	63
22	0.02	0	0.19	4	0.21	4
23	0.00	0	0	0	-	0

00						
01						
02						
03						
04						
05						
06						
07		0		0	-	0
08		0		0	-	0
09		0		0	-	0
10		0		0	-	0
11		0		0	-	0
12		0		0	-	0
13		0		0	-	0
14		0		0	-	0
15		0		0	-	0
16		0		0	-	0
17		0		0	-	0
18		0		0	-	0
19						
20						
21						
22						
23						

00						
01						
02						
03						
04						
05						
06						
07	0.69	14	0.69	14	1.38	28
08	2.65	54	1.64	34	4.29	88
09	4.82	99	3.42	70	8.24	168
10	6.48	132	5.27	108	11.75	240
11	5.78	118	6.01	123	11.79	241
12	5.02	103	5.98	122	11.00	225
13	5.24	107	5.15	105	10.39	212
14	5.72	117	5.26	108	10.98	224
15	6.61	135	6.35	130	12.96	265
16	6.79	139	6.83	140	13.62	278
17	6.83	140	7.52	154	14.35	293
18	4.63	95	5.64	115	10.27	210
19						
20						
21						
22						
23						

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 RETAIL
Category : A FOOD SUPERSTORE

Selected Regions and Areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	1 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	0 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	2 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	0 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days
	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		

CH	CHESHIRE	0 days
GM	GREATER MANCHESTER	1 days
LC	LANCASHIRE	1 days
MS	MERSEYSIDE	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 929 to 2787 (units: sqm)

Date Range: 01/01/92 to 07/07/00

Selected Survey Days:

Friday	6 days

Selected Survey Types:

Manual Count	4 days
One Way ATC Count	2 days

Optional Parameter Selection:

Use Class:

Not Known	0 days
A1	6 days
A2	0 days
A3	0 days
B1	0 days
B2	0 days
B3	0 days
B4	0 days
B5	0 days
B6	0 days
B7	0 days
B8	0 days
C1	0 days
C2	0 days
C3	0 days
D1	0 days
D2	0 days

Location:

Not Known	0 days
Town Centre	0 days
Neighbourhood Centre	3 days
Suburban Area	1 days
Edge of Town	1 days
Edge of Town Centre	1 days
Free Standing	0 days
Commercial Zone	0 days
Industrial Zone	0 days
Development Zone	0 days

Population within 1 Mile:

Not Known	0 days
1,000 or Less	0 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	0 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	0 days
101,000 or More	0 days

Population within 5 Miles:

Not Known	0 days
5,000 or Less	0 days
5,001 to 25,000	1 days
25,001 to 50,000	0 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	0 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	0 days

Optional Parameter Selection (Cont.):

Car ownership within 5 Miles:

Not Known	0 days
0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	1 days
1.6 to 2.0	0 days
2.1 to 2.5	0 days
2.6 to 3.0	0 days
3.1 to 3.5	0 days
3.6 to 4.0	0 days
4.1 or More	0 days

Buses/Trains per day (both directions):

Frequency	Per Hour	Per Day	Surveys
Not Known			1 days
0	0	0	1 days
<20 per day	1	20	1 days
20-39 per day	2	40	0 days
40-59 per day	3	60	2 days
60-79 per day	4	80	1 days
80+ per day	> 4	> 80	0 days

Petrol Filling Station:

Excluded from count or no filling station	6 days
Included in the survey count	0 days

TRIP RATE for Land Use RETAIL/FOOD SUPERSTORE
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

00:00 - 01:00	2	1858	0.00	2	1858	0.00	2	1858	0.00
01:00 - 02:00	2	1858	0.00	2	1858	0.00	2	1858	0.00
02:00 - 03:00	2	1858	0.00	2	1858	0.00	2	1858	0.00
03:00 - 04:00	2	1858	0.00	2	1858	0.00	2	1858	0.00
04:00 - 05:00	2	1858	0.03	2	1858	0.00	2	1858	0.03
05:00 - 06:00	2	1858	0.38	2	1858	0.11	2	1858	0.48
06:00 - 07:00	2	1858	0.46	2	1858	0.30	2	1858	0.75
07:00 - 08:00	3	1734	0.69	3	1734	0.69	3	1734	1.38
08:00 - 09:00	5	2145	2.65	5	2145	1.64	5	2145	4.29
09:00 - 10:00	6	1973	4.82	6	1973	3.42	6	1973	8.24
10:00 - 11:00	6	1973	6.48	6	1973	5.27	6	1973	11.75
11:00 - 12:00	6	1973	5.78	6	1973	6.01	6	1973	11.78
12:00 - 13:00	6	1973	5.02	6	1973	5.98	6	1973	11.00
13:00 - 14:00	6	1973	5.24	6	1973	5.15	6	1973	10.39
14:00 - 15:00	6	1973	5.72	6	1973	5.26	6	1973	10.98
15:00 - 16:00	6	1973	6.61	6	1973	6.35	6	1973	12.96
16:00 - 17:00	6	1973	6.79	6	1973	6.83	6	1973	13.62
17:00 - 18:00	**6**	**1973**	**6.83**	**6**	**1973**	**7.52**	**6**	**1973**	**14.35**
18:00 - 19:00	6	1973	4.63	6	1973	5.64	6	1973	10.27
19:00 - 20:00	6	1973	3.17	6	1973	3.18	6	1973	6.34
20:00 - 21:00	5	2145	1.29	5	2145	2.19	5	2145	3.48
21:00 - 22:00	3	1734	1.23	3	1734	1.86	3	1734	3.09
22:00 - 23:00	3	1734	0.02	3	1734	0.19	3	1734	0.21
23:00 - 24:00	2	1858	0.00	2	1858	0.00	2	1858	0.00

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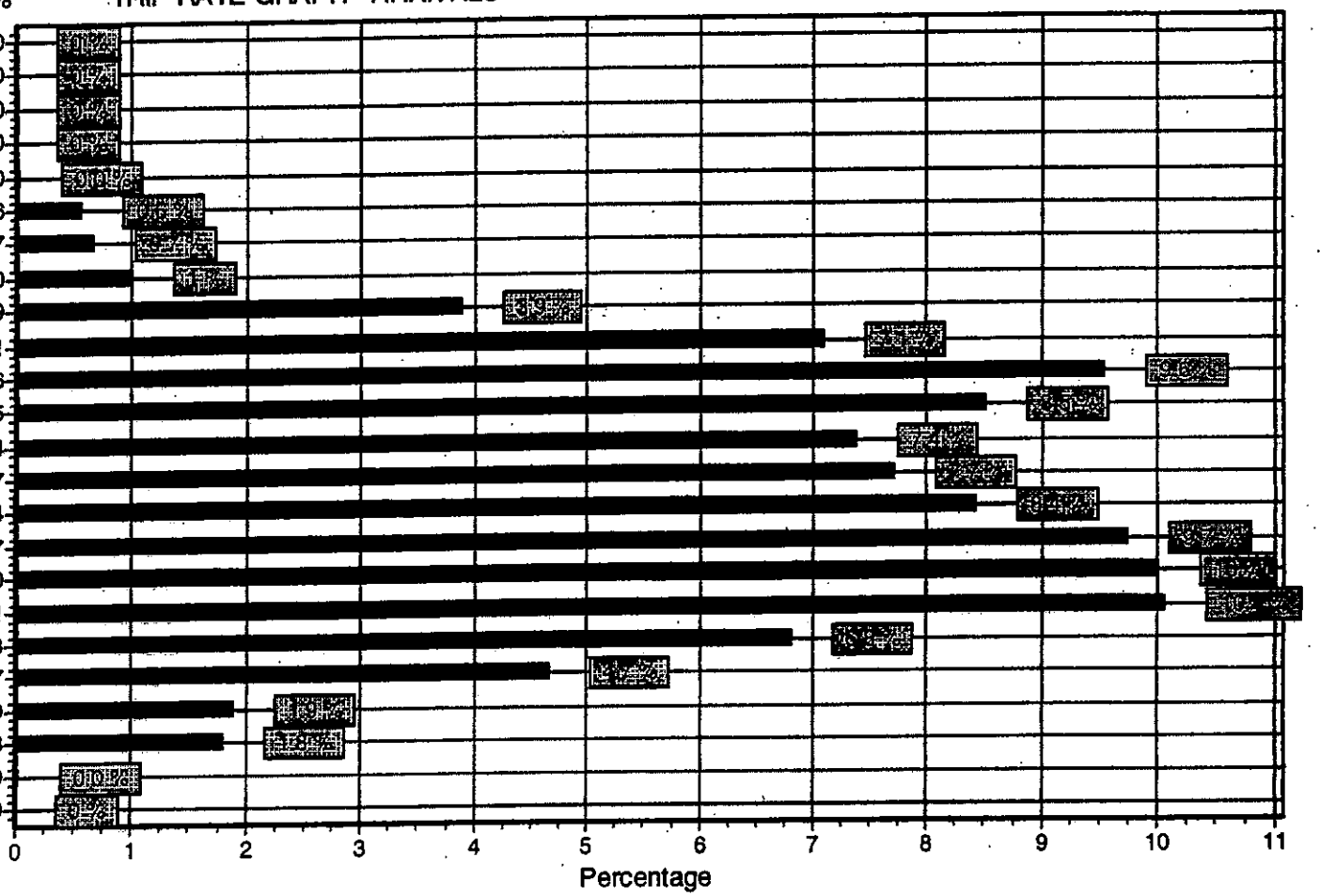
TRIP RATE GRAPH - ARRIVALS

Time	Rate	%
00:00-01:00	0.00	0.0
01:00-02:00	0.00	0.0
02:00-03:00	0.00	0.0
03:00-04:00	0.00	0.0
04:00-05:00	0.03	0.0
05:00-06:00	0.38	0.6
06:00-07:00	0.46	0.7
07:00-08:00	0.69	1.0
08:00-09:00	2.65	3.9
09:00-10:00	4.82	7.1
10:00-11:00	6.48	9.6
11:00-12:00	5.78	8.5
12:00-13:00	5.02	7.4
13:00-14:00	5.24	7.7
14:00-15:00	5.72	8.4
15:00-16:00	6.61	9.7
16:00-17:00	6.79	10.0
17:00-18:00	6.83	10.1
18:00-19:00	4.63	6.8
19:00-20:00	3.17	4.7
20:00-21:00	1.29	1.9
21:00-22:00	1.23	1.8
22:00-23:00	0.02	0.0
23:00-24:00	0.00	0.0



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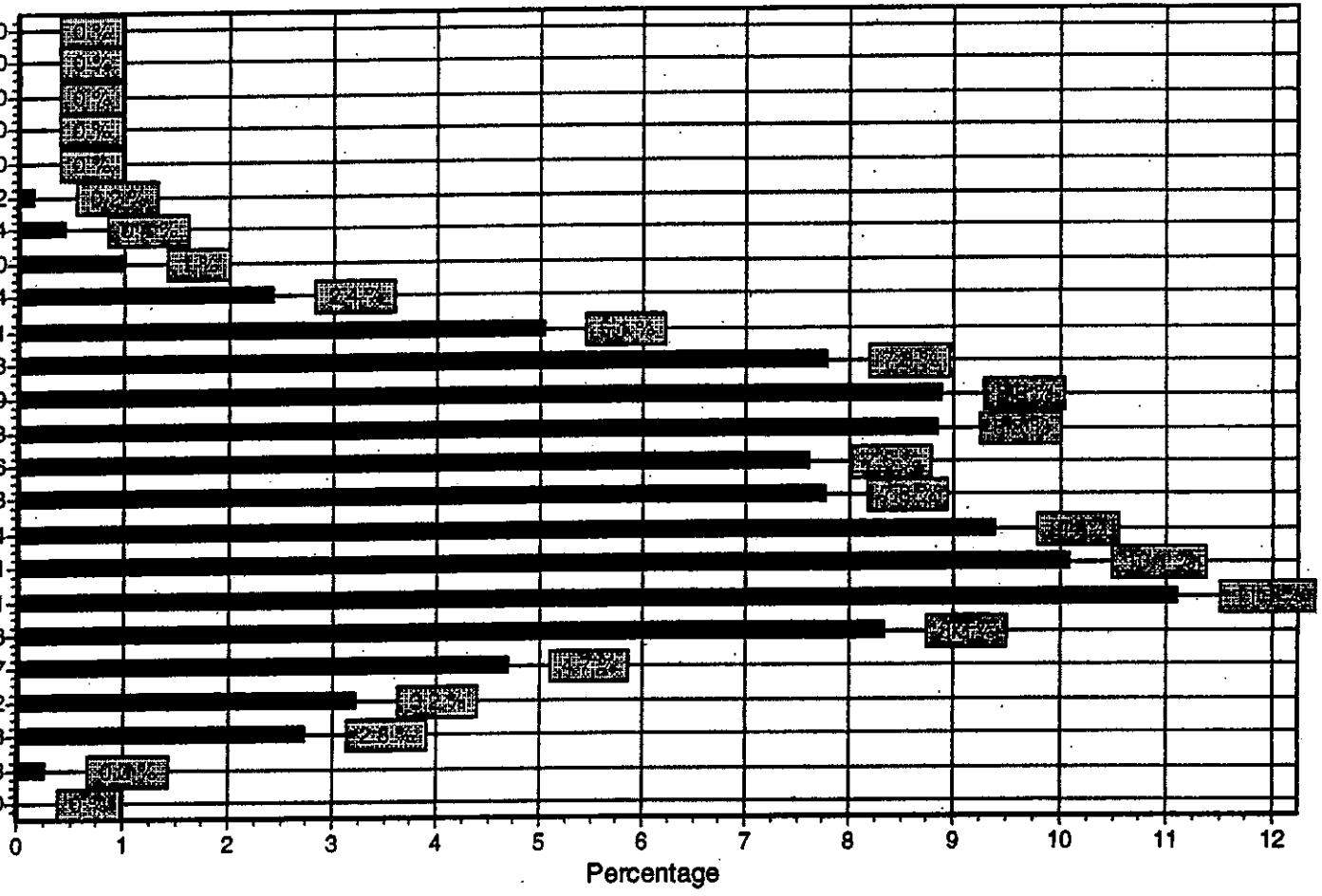
TRIP RATE GRAPH - DEPARTURES

Time	Rate	%
00:00-01:00	0.00	0.0
01:00-02:00	0.00	0.0
02:00-03:00	0.00	0.0
03:00-04:00	0.00	0.0
04:00-05:00	0.00	0.0
05:00-06:00	0.11	0.2
06:00-07:00	0.30	0.4
07:00-08:00	0.69	1.0
08:00-09:00	1.64	2.4
09:00-10:00	3.42	5.1
10:00-11:00	5.27	7.8
11:00-12:00	6.01	8.9
12:00-13:00	5.98	8.8
13:00-14:00	5.15	7.6
14:00-15:00	5.26	7.8
15:00-16:00	6.35	9.4
16:00-17:00	6.83	10.1
17:00-18:00	7.52	11.1
18:00-19:00	5.64	8.3
19:00-20:00	3.18	4.7
20:00-21:00	2.19	3.2
21:00-22:00	1.86	2.8
22:00-23:00	0.19	0.3
23:00-24:00	0.00	0.0



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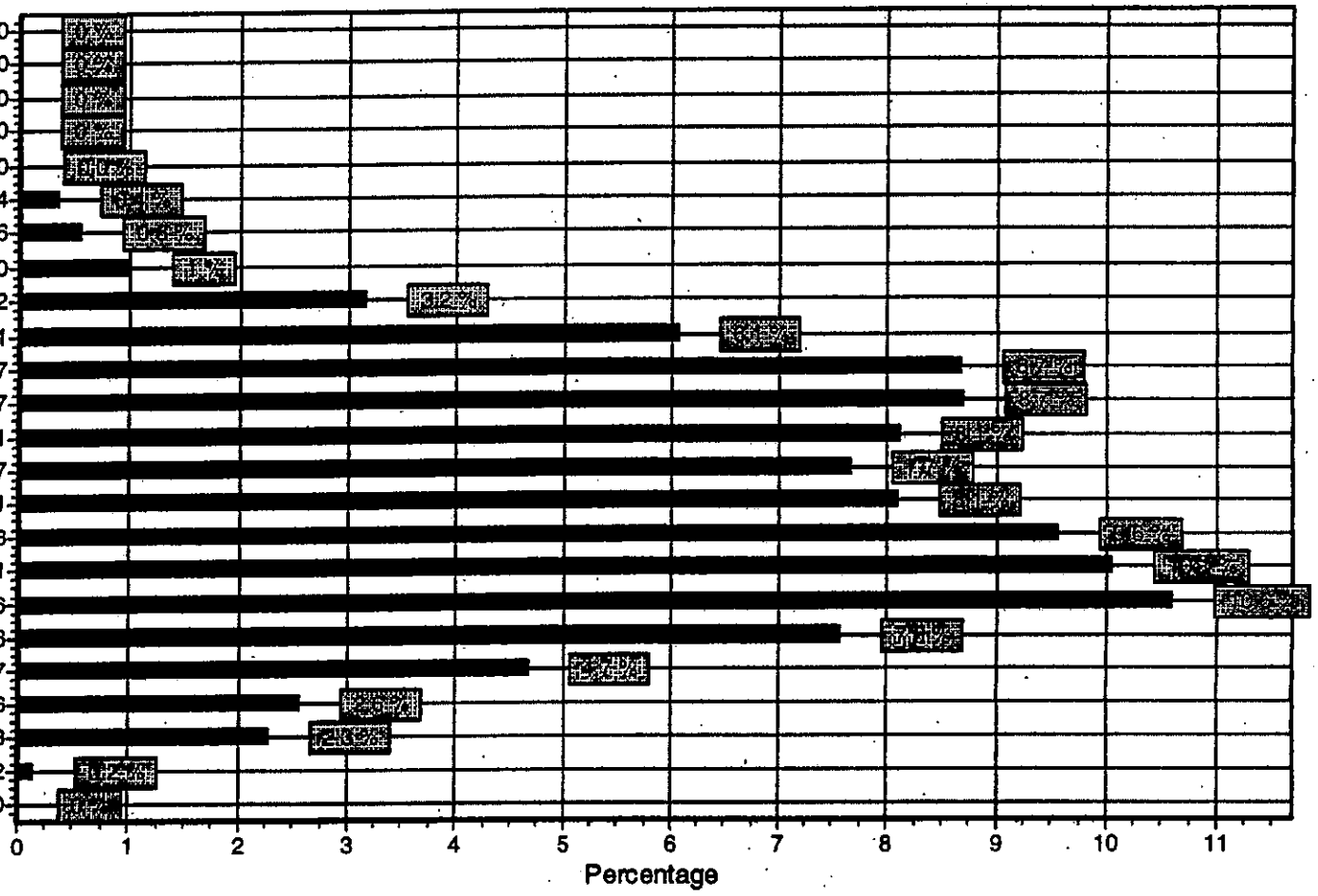
TRIP RATE GRAPH - TOTALS

Time	Rate	%
00:00-01:00	0.00	0.0
01:00-02:00	0.00	0.0
02:00-03:00	0.00	0.0
03:00-04:00	0.00	0.0
04:00-05:00	0.03	0.0
05:00-06:00	0.48	0.4
06:00-07:00	0.75	0.6
07:00-08:00	1.38	1.0
08:00-09:00	4.29	3.2
09:00-10:00	8.24	6.1
10:00-11:00	11.75	8.7
11:00-12:00	11.78	8.7
12:00-13:00	11.00	8.1
13:00-14:00	10.39	7.7
14:00-15:00	10.98	8.1
15:00-16:00	12.96	9.6
16:00-17:00	13.62	10.1
17:00-18:00	14.35	10.6
18:00-19:00	10.27	7.6
19:00-20:00	6.34	4.7
20:00-21:00	3.48	2.6
21:00-22:00	3.09	2.3
22:00-23:00	0.21	0.2
23:00-24:00	0.00	0.0



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 RETAIL
Category : I SHOPPING CENTRE - LOCAL SHOPS

Selected Regions and Areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	1 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	1 days
	SC	SURREY	0 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	0 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	0 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	0 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days
	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		

CH	CHESHIRE	0 days
GM	GREATER MANCHESTER	0 days
LC	LANCASHIRE	0 days
MS	MERSEYSIDE	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1001 to 1332 (units: sqm)

Date Range: 01/01/92 to 17/12/92

Selected Survey Days:
Thursday 2 days

Selected Survey Types:
Manual Count 2 days

Optional Parameter Selection:

Use Class:

Not Known	0 days
A1	2 days
A2	0 days
A3	0 days
B1	0 days
B2	0 days
B3	0 days
B4	0 days
B5	0 days
B6	0 days
B7	0 days
B8	0 days
C1	0 days
C2	0 days
C3	0 days
D1	0 days
D2	0 days

Location:

Not Known	0 days
Town Centre	0 days
Neighbourhood Centre	1 days
Suburban Area	1 days
Edge of Town	0 days
Edge of Town Centre	0 days
Free Standing	0 days
Commercial Zone	0 days
Industrial Zone	0 days
Development Zone	0 days

Population within 1 Mile:

Not Known	0 days
1,000 or Less	0 days
1,001 to 5,000	0 days
5,001 to 10,000	0 days
10,001 to 15,000	0 days
15,001 to 20,000	1 days
20,001 to 25,000	0 days
25,001 to 50,000	1 days
50,001 to 100,000	0 days
101,000 or More	0 days

Population within 5 Miles:

Not Known	0 days
5,000 or Less	0 days
5,001 to 25,000	0 days
25,001 to 50,000	0 days
50,001 to 75,000	0 days
75,001 to 100,000	0 days
100,001 to 125,000	0 days
125,001 to 250,000	2 days
250,001 to 500,000	0 days
500,001 or More	0 days

Optional Parameter Selection (Cont.):

Car ownership within 5 Miles:

Not Known	0 days
0.5 or Less	0 days
0.6 to 1.0	0 days
1.1 to 1.5	0 days
1.6 to 2.0	2 days
2.1 to 2.5	0 days
2.6 to 3.0	0 days
3.1 to 3.5	0 days
3.6 to 4.0	0 days
4.1 or More	0 days

Buses/Trains per day (both directions):

Frequency	*Per Hour*	*Per Day*	*Surveys*
Not Known			0 days
0	0	0	0 days
<20 per day	1	20	0 days
20-39 per day	2	40	1 days
40-59 per day	3	60	1 days
60-79 per day	4	80	0 days
80+ per day	> 4	> 80	0 days

Petrol Filling Station:

Excluded from count or no filling station	2 days
Included in the survey count	0 days

TRIP RATE for Land Use RETAIL/SHOPPING CENTRE - LOCAL SHOPS
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1167	3.26	2	1167	2.66	2	1167	5.92
08:00 - 09:00	2	1167	3.90	2	1167	3.34	2	1167	7.24
09:00 - 10:00	2	1167	5.19	2	1167	4.54	2	1167	9.73
10:00 - 11:00	2	1167	5.53	2	1167	5.02	2	1167	10.54
11:00 - 12:00	2	1167	5.62	2	1167	5.70	2	1167	11.32
12:00 - 13:00	2	1167	5.49	2	1167	5.62	2	1167	11.10
13:00 - 14:00	2	1167	4.54	2	1167	3.94	2	1167	8.49
14:00 - 15:00	2	1167	6.52	2	1167	5.92	2	1167	12.43
15:00 - 16:00	**2**	**1167**	**8.23**	2	1167	7.84	2	1167	16.07
16:00 - 17:00	2	1167	8.06	**2**	**1167**	**8.53**	**2**	**1167**	**16.59**
17:00 - 18:00	2	1167	7.50	2	1167	8.19	2	1167	15.69
18:00 - 19:00	2	1167	7.76	2	1167	8.40	2	1167	16.16
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									

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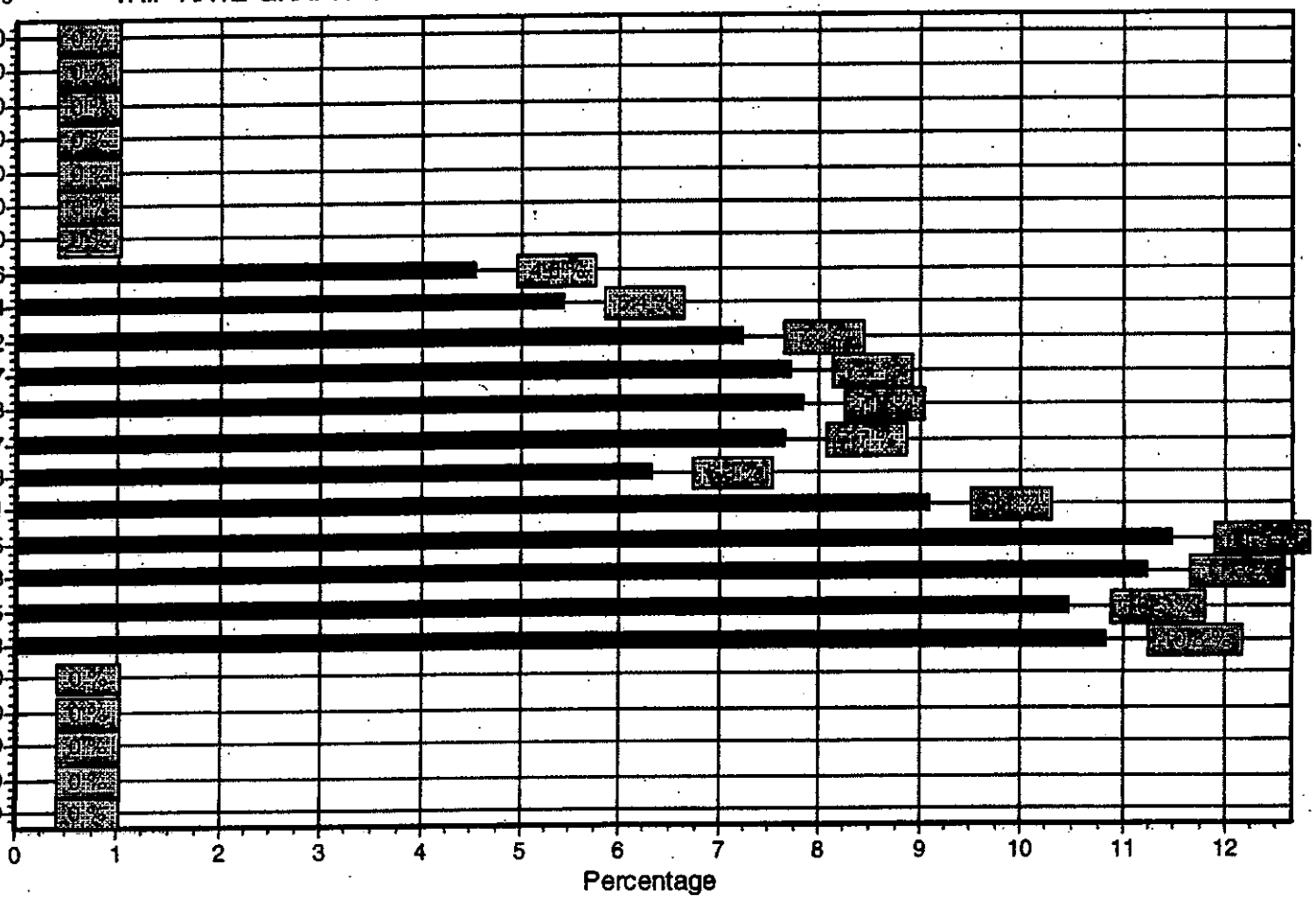
TRIP RATE GRAPH - ARRIVALS

Time	Rate	%
00:00-01:00	0.00	0.0
01:00-02:00	0.00	0.0
02:00-03:00	0.00	0.0
03:00-04:00	0.00	0.0
04:00-05:00	0.00	0.0
05:00-06:00	0.00	0.0
06:00-07:00	0.00	0.0
07:00-08:00	3.26	4.6
08:00-09:00	3.90	5.4
09:00-10:00	5.19	7.2
10:00-11:00	5.53	7.7
11:00-12:00	5.62	7.8
12:00-13:00	5.49	7.7
13:00-14:00	4.54	6.3
14:00-15:00	6.52	9.1
15:00-16:00	8.23	11.5
16:00-17:00	8.06	11.3
17:00-18:00	7.50	10.5
18:00-19:00	7.76	10.8
19:00-20:00	0.00	0.0
20:00-21:00	0.00	0.0
21:00-22:00	0.00	0.0
22:00-23:00	0.00	0.0
23:00-24:00	0.00	0.0



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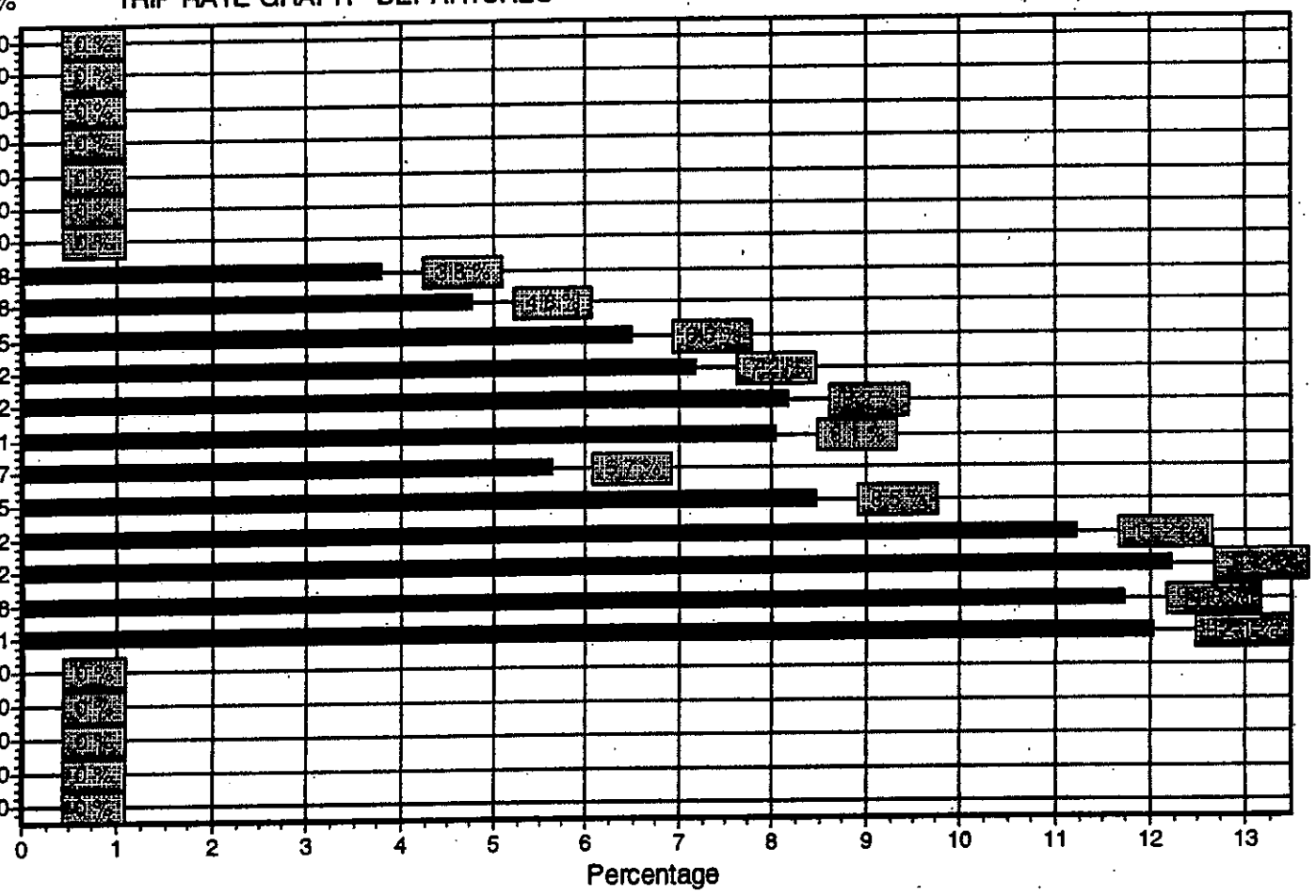
TRIP RATE GRAPH - DEPARTURES

Time	Rate	%
00:00-01:00	0.00	0.0
01:00-02:00	0.00	0.0
02:00-03:00	0.00	0.0
03:00-04:00	0.00	0.0
04:00-05:00	0.00	0.0
05:00-06:00	0.00	0.0
06:00-07:00	0.00	0.0
07:00-08:00	2.66	3.8
08:00-09:00	3.34	4.8
09:00-10:00	4.54	6.5
10:00-11:00	5.02	7.2
11:00-12:00	5.70	8.2
12:00-13:00	5.62	8.1
13:00-14:00	3.94	5.7
14:00-15:00	5.92	8.5
15:00-16:00	7.84	11.2
16:00-17:00	8.53	12.2
17:00-18:00	8.19	11.8
18:00-19:00	8.40	12.1
19:00-20:00	0.00	0.0
20:00-21:00	0.00	0.0
21:00-22:00	0.00	0.0
22:00-23:00	0.00	0.0
23:00-24:00	0.00	0.0



APPENDIX D – ARCADY OUTPUT

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
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un with file:- "w:\TRAFFIC\ANALYSIS\42375\arcady\Fri2002b.vai" at 09:21:45 on Thursday, 16 August 2001

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

Ramsey: Great Whyte/ Stocking Fen Road - Friday 2002 Base

INPUT DATA

ARM A - Great Whyte (s)
ARM B - Stocking Fen Road
ARM C - Great Whyte (n)

MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	3.00	0.10	3.00	10.00	9.50	0.00	0.507	13.073
ARM B	3.50	3.50	0.10	3.50	8.50	8.00	0.00	0.530	13.979
ARM C	3.50	3.50	0.10	3.50	9.00	7.50	0.00	0.530	13.618

= approach half-width
= entry width

Lm = effective flare length
Vm = minimum approach half-width

A = distance between arms
K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.56	5.34	3.56
ARM B	15.00	45.00	75.00	2.70	4.05	2.70
ARM C	15.00	45.00	75.00	3.69	5.53	3.69

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.414	0.586
		0.0	118.0	167.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.431	0.000	0.569
		93.0	0.0	123.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.566	0.434	0.000
		167.0	128.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00							
ARM A	3.56	12.27	0.290		0.0	0.4	5.8
ARM B	2.70	12.88	0.210		0.0	0.3	3.8
ARM C	3.69	13.01	0.284		0.0	0.4	5.7

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15							
ARM A	4.25	12.11	0.351		0.4	0.5	7.8
ARM B	3.22	12.66	0.255		0.3	0.3	5.0
ARM C	4.40	12.88	0.342		0.4	0.5	7.5

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30							
ARM A	5.21	11.89	0.438		0.5	0.8	11.1
ARM B	3.95	12.36	0.319		0.3	0.5	6.8
ARM C	5.39	12.72	0.424		0.5	0.7	10.5

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45							
ARM A	5.21	11.89	0.438		0.8	0.8	11.6
ARM B	3.95	12.36	0.319		0.5	0.5	7.0
ARM C	5.39	12.72	0.424		0.7	0.7	10.9

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00							
ARM A	4.25	12.10	0.352		0.8	0.5	8.5
ARM B	3.22	12.65	0.255		0.5	0.3	5.3
ARM C	4.40	12.88	0.342		0.7	0.5	8.1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
18.00-18.15							
ARM A	3.56	12.26	0.291		0.5	0.4	6.4
ARM B	2.70	12.87	0.210		0.3	0.3	4.1
ARM C	3.69	13.00	0.284		0.5	0.4	6.1

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.8	*
17.45	0.8	*
18.00	0.5	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.3

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.7	*
17.45	0.7	*
18.00	0.5	*
18.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	390.8	260.5	51.2	0.13	51.2	0.13
B	296.2	197.5	32.0	0.11	32.0	0.11
C	404.5	269.7	48.9	0.12	48.9	0.12
ALL	1091.5	727.7	132.0	0.12	132.1	0.12

DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 9:21:51 AM on 16/08/2001]

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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ROUNDABOUT CAPACITY AND DELAY
****

UN TITLE
****
Ramsey: Great Whyte/ Stocking Fen Road - Friday 2002 Base + Tesco Dev

NPUT DATA
****
ARM A - Great Whyte (s)
ARM B - Stocking Fen Road
RM C - Great Whyte (n)

MINI-ROUNDABOUT GEOMETRIC DATA

IGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	3.00	0.10	3.00	10.00	9.50	0.00	0.507	13.073
ARM B	3.50	3.50	0.10	3.50	8.50	8.00	0.00	0.530	13.979
ARM C	3.50	3.50	0.10	3.50	9.00	7.50	0.00	0.530	13.618

V = approach half-width
E = entry width
Lm = effective flare length
Vm = minimum approach half-width
A = distance between arms
K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

APPENDIX C

DRAFT TRAVEL PLAN

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Copy No.

DRAFT

PROPOSED DEVELOPMENT
STOCKING FEN ROAD, RAMSEY

Draft Travel Plan

42375/DOC/02
Issue: Final

Tesco Stores Ltd
Cirrus Building
Shire Park
Welwyn Garden City
Herts
AL7 1AB

December 2001

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Mouchel Consulting Limited
St John's House
Queen Street
Manchester
M2 5JB

TESCO STORES LTD

PROPOSED DEVELOPMENT
STOCKING FEN ROAD, RAMSEY

Draft Travel Plan

	Name	Signature	Date
Prepared by	N Afsar		12/12/01
Checked By	D P Bennett		
Reviewed By	D P Bennett		12/12/01
Approved By	D P Bennett		
Issue Status	~~First Draft~~ Final		
Purpose of Issue	~~For Comment~~ Planning Application		
Authorised for Issue By	N Afsar		12/12/01
Word Processing Ref	W:\TRAFFIC\ANALYSIS\42375\Reports\Ramsey TP 2nd Draft.doc		

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AMENDMENT HISTORY

Date	Issue	Comments
3rd December 2001	A	Second Draft for comment
12th December 2001	Final	In support of Planning Application

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1 INTRODUCTION

1.1 This Travel Plan (TP) has been prepared in support of the outline planning application (Application Reference No. 01/01785/OUT) submitted on behalf of Abbey Properties Cambrideshire Limited on August 1st 201 for the redevelopment of the Stocking Fen Road site, Ramsey. The proposed development consists of a Tesco foodstore and associated car parking.

1.2 The proposals within this TP embrace national and local transport policy to reduce the number and length of motorised journeys and will help to encourage alternative means of travel that have less environmental impact than the car. To achieve these aims a two-stage approach has been adopted as summarised below.

- To provide a number of measures from the outset as part of the development to provide shoppers and employees with safe and viable transport alternatives to the car for accessing the store.
- Once travel patterns to the new store have become established, to monitor the travel patterns of customers and employees to ensure that the most sustainable travel patterns to and from the store are encouraged.

1.3 However, it must be borne in mind, and is expressly acknowledged in PPG13 that the car will continue to have an important part to play and for some journeys will remain the only real option for travel. It is Tesco's firm belief that this is applicable to foodstores where people will undertake bulk food shopping.

1.4 The TP is intended to bring the following benefits-

- A partnership approach to influence the travel behaviour of customers and employees.
- Encourage safe and viable alternatives for accessing the store
- Pragmatic initiatives based on a continual appraisal of customer and employee travel patterns.
- Provide a benchmark from which future store developments can be assessed.
- Fewer vehicle trips than would otherwise have been the case.
- Reduction in overall vehicle mileage.
- A reduction in environmental pollution.
- Improved safety for all vulnerable road users.

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2 MEASURES FOR EMPLOYEES

2.1 The following commitments will be made to encourage sustainable travel patterns for Tesco employees:-

Employee Travel Survey

2.2 Undertake an Employee Travel Survey to understand the travel patterns of staff to enable Tesco to ascertain:

- Employee attitudes towards sustainable modes of transport;
- Employee preferences to their current mode of transport and why;
- Employees attitude to changing their preferred mode of transport if necessary;
- The most effective measures to induce a shift from private car usage to more sustainable modes of transport.

Walking

2.3 Provide the following facilities & benefits:-

- Changing facilities are provided;
- Secure clothes lockers for all employees;
- Information on the 'on and off highway' pedestrian network routes to employees and visitors, and include this information on location maps;
- Organise a "walking buddy" scheme, similar to car sharing;
- Organise a ride home for walkers in the event of emergency.

Cycling

2.4 Provide the following facilities & benefits:-

- Changing facilities as above;
- Secure cycle parking for all pedal cycles and increase cycle parking levels if required;
- Information about pedal cycle routes to employees and visitors and include this information on location maps;
- Form a Bicycle Users Group (BUG) to encourage pedal cycling and orchestrate local events and promotions;
- Consider operating a "pool bike" system for business trips;
- Organise a ride home for pedal cyclists in the event of emergency.

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Motor Cycling

2.5 Provide the following facilities and benefits:

- Changing facilities as above;
- Dedicated parking for all motorcycles and increase parking levels if required;
- Organise a ride home for motorcyclists in the event of an emergency.

Public Transport

2.6 Implement the following measures to encourage public transport use:

- Improve (or fund improvements to) the bus stops nearest the site to ensure, where practicable, all have shelter, seating and route/timetable information;
- Consider the provision of interest free loans for public transport season tickets;
- Consider negotiating discounts with public transport operators for employees;
- Provide up to date public transport information; published timetables within the store and discuss routes with operators;
- Advertise local Travelcard retailers and consider retailing Travelcards in-store;
- Organise a ride home for employees travelling by public transport in the event of an emergency.

2.7 A policy allowing staff sharing a car to park closer to the staff entrance than those who do not will be adopted.

Special Needs Transport

2.8 Dedicated car parking, for disabled travellers will be provided close to the store entrance, with 4% of the total car parking provision dedicated to those customers and staff with special needs.

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3 MEASURES FOR CUSTOMERS

3.1 The following commitments will be made to encourage customer access to the new store by all transport modes:-

Public Transport

3.2 The development is located close to Great Whyte, a bus route which links the store to surrounding residential areas and therefore likely to be attractive to bus-borne shoppers.

3.3 Tesco will provide direct and easy access to the store for customers who use public transport.

3.4 A general pick up/drop off point will be provided in front of the store available for use by taxis and private hire vehicles.

Cycle Accessibility

3.5 Cycle parking will be provided at the store. Sheffield-style cycle stands provided will be available for use by customers at the store entrance with additional stands at the staff entrance.

3.6 To encourage customers to shop by cycle, Tesco will introduce its "Bike 'n' Shop scheme whereby customers can use a "bike hod", effectively a cycle trailer that enables a cyclist to carry a heavy shopping load safely.

Pedestrian Accessibility

3.7 The development includes a network of footways, linking the store to shops and housing on Stocking Fen Road and Great Whyte.

3.8 The pedestrian related improvements proposed to the store development include:

- A 1.8m footway along the site frontage from the top of the ramp to link to the end of the existing footway at the site access junction.
- A 1.8m wide footway on the east side of the Stocking Fen Road from a point opposite the proposed pedestrian ramp and the existing footway on Newtown Road, adjacent to the Rainbow store access.
- A third pedestrian access point from Stocking Fen Road at the corner of the store building
- Dropped kerbs and tactile paving will also be provided at 3 crossing points:
  - Newtown Road north of the Rainbow access;
  - Stocking Fen Road adjacent to Tesco pedestrian access ramp

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  - Site access on Stocking Fen Road.
- Tactile paving will also be provided at the following crossing point:
  - Stocking Fen Road adjacent to Health Centre access

3.9 The pedestrian related improvements proposed within the store development include:

- Wide paved areas at the front of the store;
- Reduced pedestrian/vehicular conflicts and improved pedestrian safety by providing safe walkways through the site, with at-grade pedestrian crossings and traffic calming where appropriate.

3.10 The proposed measures will enhance the pedestrian environment and improve safety for both pedestrians and vehicles. The pedestrian related measures will encourage customers and employees to access the store on foot.

Disabled Access

3.11 Tesco is very committed to introducing initiatives and facilities within the store that make shopping easier for customers with disabilities. These are outlined below:

- The car park will have specially marked spaces for customers with disabilities. These will be close to the store entrance and will be wider than the normal parking spaces, providing sufficient room for customers who need to manoeuvre wheelchairs;
- The car park and walkways will be designed to be "wheelchair friendly" with no steep gradients or changes of level;
- The store will be fitted with air barrier entrances to give easier access for all customers and to ensure that no obstacles are presented to those in wheelchairs;
- A single level sales floor with wide aisles;
- Toilets and trolleys specially adapted for use by those with disabilities;
- Assistance with packing and transporting shopping.

Car Park Provision

3.12 It is expressly acknowledged in PPG13 that the car will continue to have an important part to play and for some journeys will remain the only real option for travel. Whilst the development of the new store will mean that many local residents will no longer need to use their car when food shopping, it is expected that some will still want to access the store by car. These customers include disabled persons, parents with children and those who are purchasing bulky or heavy goods.

3.13 Careful consideration has been given to the amount of parking to be provided at the store given that the objective is to minimise the number of spaces whilst ensuring that customers do not overspill into areas surrounding the site.

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4 OPERATOR TRAVEL INITIATIVES

4.1 In addition to providing various measures and initiatives as part of the development, Tesco will, when the store has opened, investigate additional initiatives to encourage customers and employees to seek alternatives to the private car for accessing the store and for obtaining their shopping. These initiatives will be based on information collected from customer and employee surveys and loyalty card information.

Customer & Employee Travel Survey

4.2 When the new store has become established and has a reasonable customer patronage, Tesco propose to undertake a customer and employee questionnaire travel survey. By interrogating this questionnaire survey and loyalty card data it will be possible to establish the travel characteristics of customers and employees. It will then be possible to tailor future transport initiatives and focus on addressing the travel patterns of the established customer base.

4.3 In understanding the modal choices and travel behaviour of customers and employees Tesco will investigate:-

- Areas of residence;
- Time of trip;
- Attitudes towards sustainable modes of transport;
- Attitudes to measures to increase the shift away from car travel;
- Current modes of transport;
- Current journey characteristics;
- Difficulties experienced in using non-car modes to access the store.

4.4 The findings of the customer and employee travel survey will form the basis for the formulation and development of further transport initiatives. However, some possible options are detailed below:-

Public Transport Initiatives

4.5 Investigate the formation of a partnership with Bus Operators to offer customers the facility to purchase Travelcards at the store's checkouts and the possibility of providing discounted bus fares subject to a minimum expenditure in the store.

4.6 Consider providing interest free season ticket loans to employees at the store.

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4.7 Provide information packs for customers and local employees on how to access the store by Public Transport.

Bicycle Initiatives

4.8 Customers will be given the opportunity to use bike trolleys or 'Hods' similar to those in use at other Tesco stores. The bike trolleys have the capacity to carry large amounts of shopping allowing customers to shop without using a car.

4.9 Consider providing an interest free loans or other form of assisted-purchase scheme to enable employees at the store to buy bicycles.

Shopping Trolleys

4.10 A system of trolley retention would be provided to stop customer trolleys being taken further than the site boundary if a need is identified.

Home Shopping

4.11 Tesco now operates an Internet-based home shopping and home delivery service throughout the UK. Horne shopping and home delivery reduces the need for customers to travel to the store and helps those customers who have special needs. This service may be available at Ramsey.

Taxi and Private Hire Vehicles

4.12 Enter into a partnership with local taxi and/or private hire companies to provide a free phone within the store. The free phone would encourage customers to access the store by public transport and then call for a taxi to help them get their shopping home. By offering a 'Dial-a-Cab' service customers would not need to use their own private cars for their shopping trip.

Public Information

4.13 Within the store information boards will be provided to advise customers on the range of public transport options. Information will also be provided within the bus shelters.

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Store Deliveries

4.14 Tesco are sensitive to the needs of the local community and strive where possible to reduce levels of visual and noise intrusion. To this end, the delivery area is located away from residential areas and the store will benefit from a fenced service yard to contain noise levels during deliveries.

4.15 State of the art ordering and distribution systems will also be used to ensure that a minimum number of HGVs visit the store. Where practicable, HGV's that have made deliveries to the store are reloaded with waste and packaging to return to the depot for recycling. The use of such delivery schedules will ensure that no unnecessary HGV trips are made and that disruption to the local community is minimised.

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5 MONITORING AND IMPROVEMENT

Overview

5.1 There will be a continuous improvement process including regular monitoring and assessment. The whole process will then be reviewed on a regular basis and modified where appropriate.

Benchmark Survey

5.2 It is not practical or realistic to set targets for modal split prior to the store opening. When the new store has become established and has a reasonable customer patronage, Tesco will undertake a customer and employee questionnaire travel survey. By interrogating this questionnaire survey together with loyalty card data, it will be possible to establish the travel characteristics of customers and employees.

5.3 The results of the survey will be reported to the Council.

Monitoring

5.4 Tesco will appoint a Transport Plan Co-ordinator, probably a member of store management staff, who will work in conjunction with a Transport Plan Working Group, the Council, the local community and other interested bodies for the continuing benefit of the Travel Plan.

5.5 Travel surveys will be carried out annually and the results reported to the Council. It will then be possible in consultation to review changes in travel patterns and to agree steps to tailor future transport initiatives based on knowledge of the established customer base.

5.6 Succeeding surveys and reports will be used to assess the effectiveness of the steps taken and, where appropriate, alternative transport initiatives agreed.

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6 SUMMARY

6.1 As part of the proposed Tesco Store in Ramsey it is intended that efforts be made to control and influence the associated travel characteristics of customers and employees. The introduction of the measures in this Travel Plan in association with the care that has been taken in selecting the location for the store will ensure that this objective is met.

6.2 A two-stage approach has been adopted by Tesco to ensure that the aim is achieved. This involves providing a number of measures from the outset as part of the development and measures in the future based on the monitoring of customer and employee travel behaviour. The continual monitoring of travel patterns will ensure that any new initiative that is provided will be tailored to the specific travel characteristics of the store's customer base.

6.3 This Travel Plan is the beginning of a long-term commitment by Tesco to encourage customers and employees to travel to the store in the most sustainable way practicable and sets a benchmark for other stores and retailers to follow.

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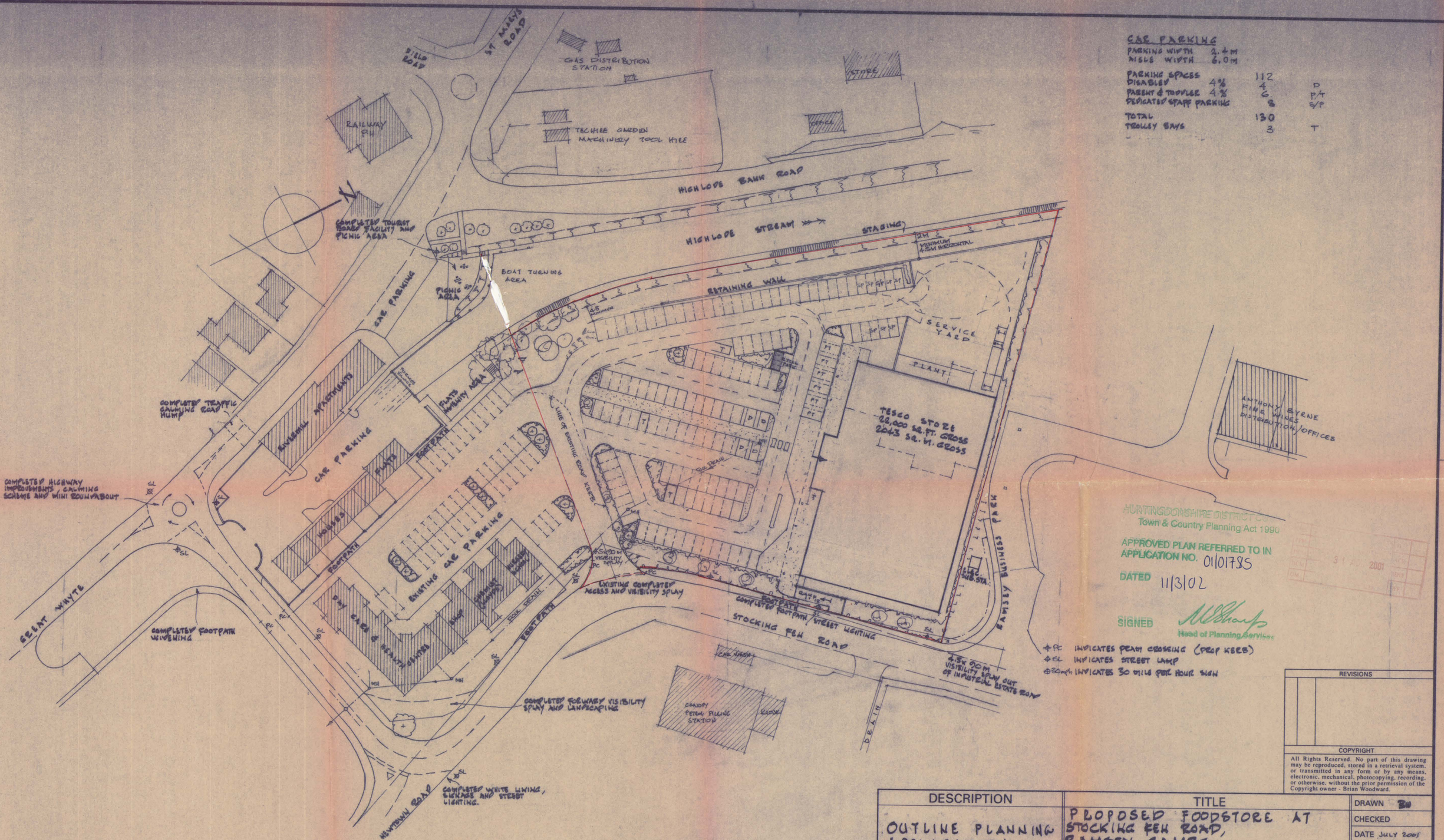
APPENDIX A - FIGURES

CAR PARKING

PARKING WIDTH	2.4M		
AISLE WIDTH	6.0M		
PARKING SPACES		112	
DISABLED	4%	4	D
PARENT & TODDLER	4%	6	P/T
DEDICATED STAFF PARKING		8	S/P
TOTAL		130	
TROLLEY BAYS		3	T



PC INDICATES PEAK CROSSING (DROP KERB)
SL INDICATES STREET LAMP
30M/H INDICATES 30 MILE PER HOUR SIGN

HUNTINGDONSHIRE DISTRICT COUNCIL
Town & Country Planning Act 1990
APPROVED PLAN REFERRED TO IN APPLICATION NO. 0101785
DATED 11/3/02
SIGNED
Head of Planning Services

REVISIONS

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DESCRIPTION	TITLE	
OUTLINE PLANNING APPLICATION DRAWING	PROPOSED FOODSTORE AT STOCKING FEN ROAD, RAMSEY, CAMBS., FOR TESCO LTD.	DRAWN BW CHECKED DATE JULY 2001 SCALE 1:500

NOTE THE CONTRACTOR IS TO CHECK ALL THE DIMENSIONS ON SITE BEFORE STARTING WORK. DO NOT SCALE. IF IN DOUBT ASK.
ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS 1992 & ALL SUBSEQUENT AMENDMENTS ALL WORK AND MATERIALS TO COMPLY WITH THE RELEVANT CODES OF PRACTICE & BRITISH STANDARDS.

DRAWING NUMBER 2280/T/G

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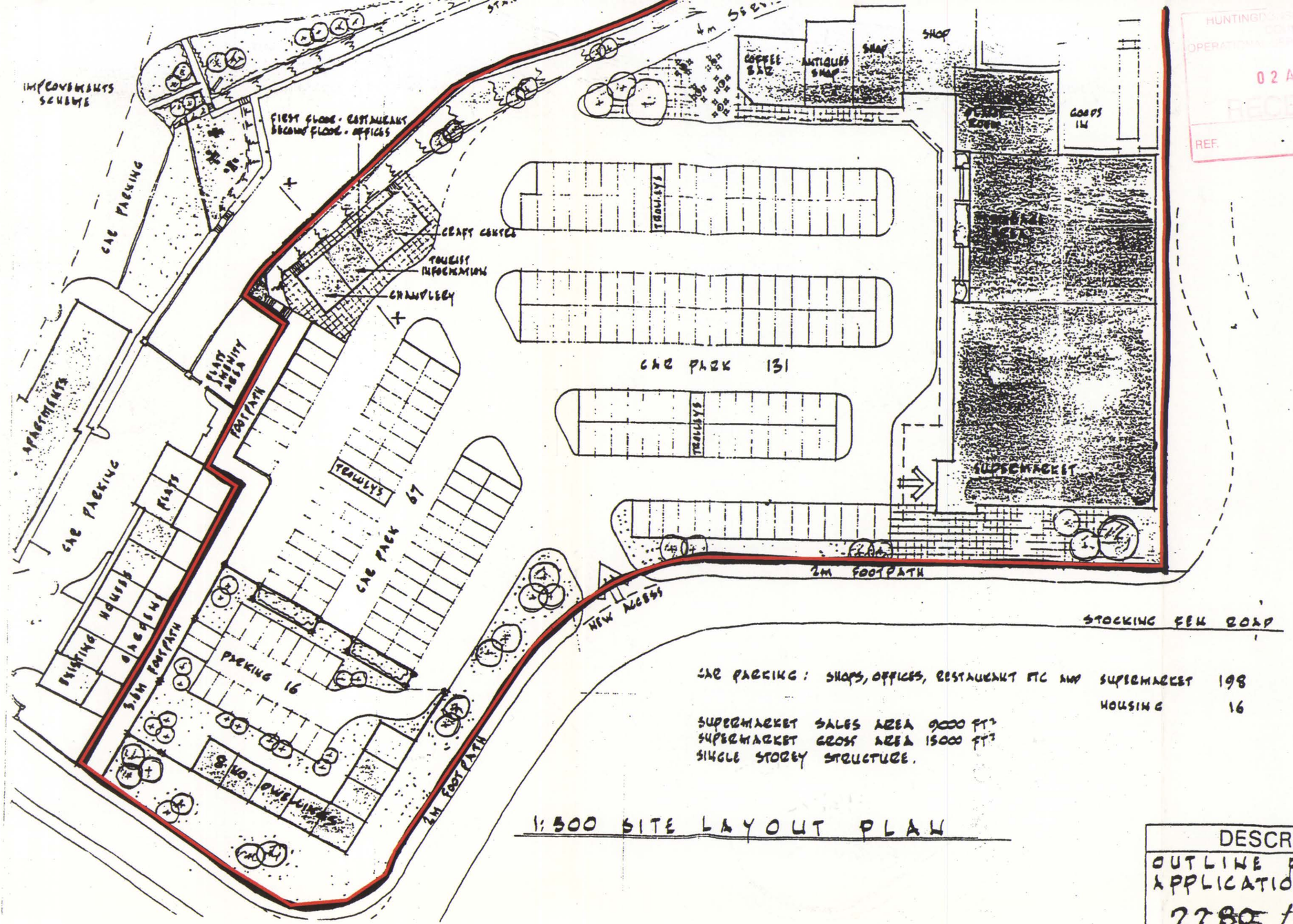
BRIAN WOODWARD
F.A.S.I. F.G.Surv.
Building Surveyor & Architectural Design
"ANTIVIAN" Upwood Road, Bury, Huntingdon, Cambs. PE17 1PE
Telephone: RAMSEY (01487) 813852

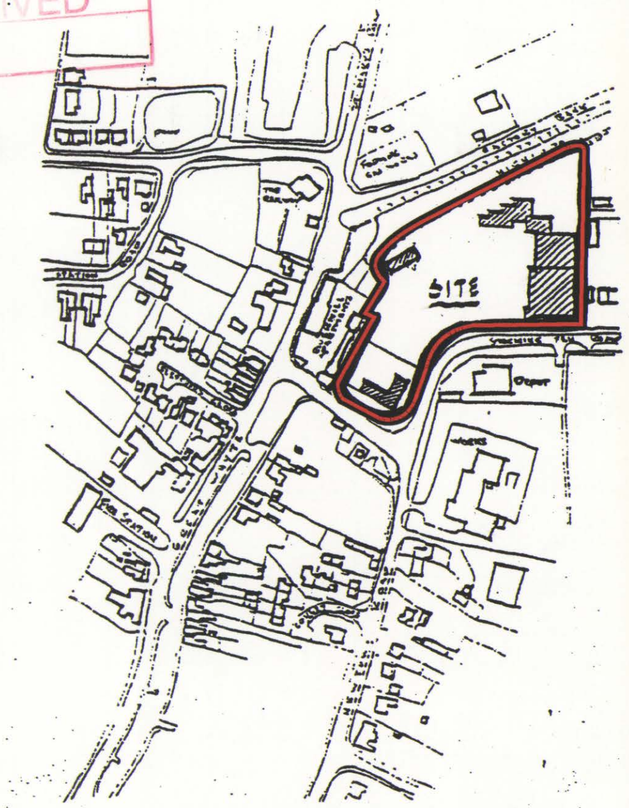
SUMMIT D.O.S. 970714



1:500 SITE LAYOUT PLAN

CAR PARKING : SHOPS, OFFICES, RESTAURANT ETC AND SUPERMARKET 198
HOUSING 16

SUPERMARKET SALES AREA 9000 FT²
SUPERMARKET GROSS AREA 15000 FT²
SINGLE STOREY STRUCTURE.

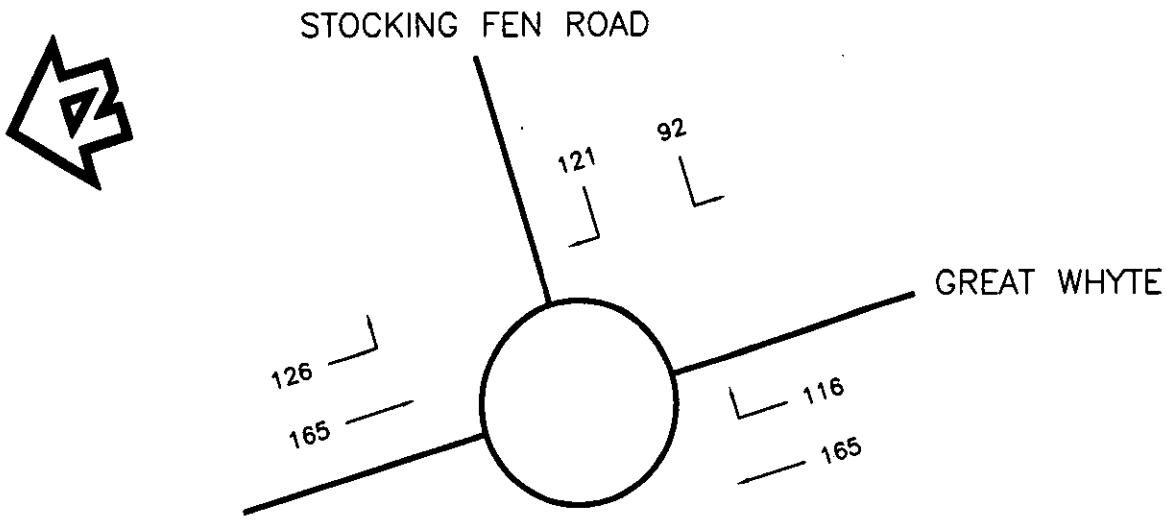


1:2500 LOCATION PLAN

HUNTINGDONSHIRE DISTRICT COUNCIL
OPERATIONAL SERVICES - PLANNING
02 AUG 2001
RECEIVED
REF.

HUNTINGDONSHIRE DISTRICT COUNCIL
Town & Country Planning Act 1990
APPROVED PLAN REFERRED TO IN APPLICATION NO. 0101785
DATED 11/3/02
SIGNED
Head of Planning Services

DESCRIPTION
OUTLINE PLANNING APPLICATION DRAWING
2280/1



Mouchel International Consultants	FIGURE 2 SCALE : N.T.S	SURVEYED TRAFFIC FLOWS 2001 FRIDAY PEAK PERIOD	STOCKING FEN ROAD RAMSEY

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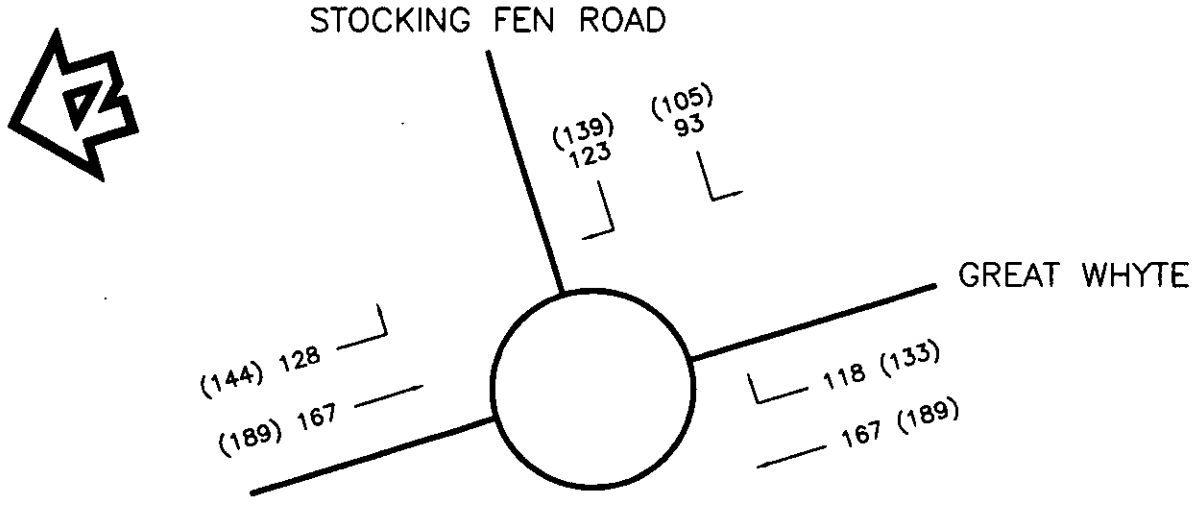
K:\TRAFFIC\42375\DOCUMENT__\FIG-2



KEY

125 2002
(185) 2012

Mouchel International Consultants	FIGURE 3 SCALE : N.T.S	BASE TRAFFIC FLOWS 2002 AND 2012	STOCKING FEN ROAD RAMSEY

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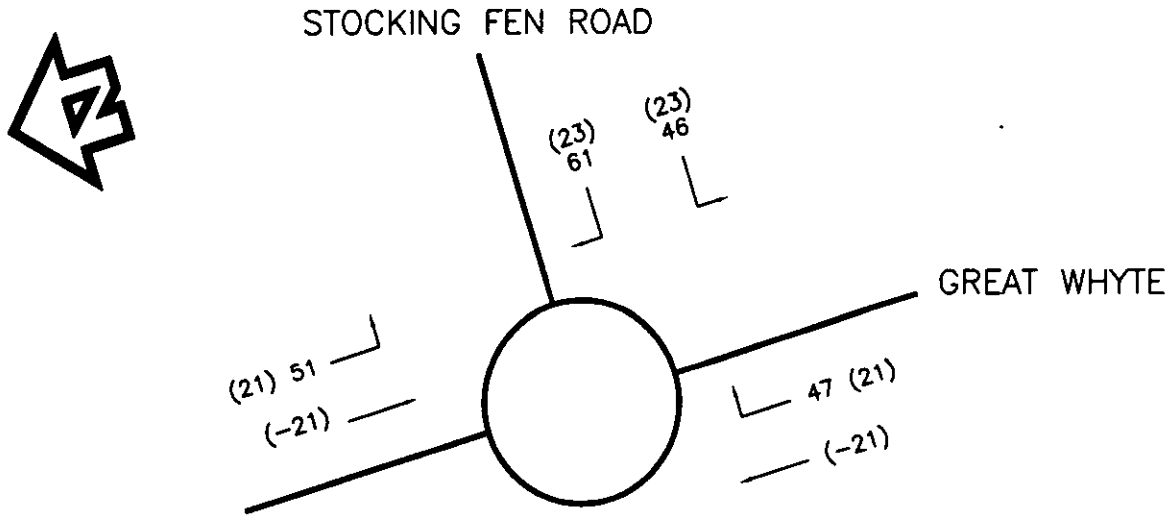
K:\TRAFFIC\42375\DOCUMENT___\FIG-3



KEY

60 Primary trips
(15) Pass-by

Mouchel International Consultants	FIGURE 4 SCALE : N.T.S	GENERATED TRAFFIC FLOWS	STOCKING FEN ROAD RAMSEY

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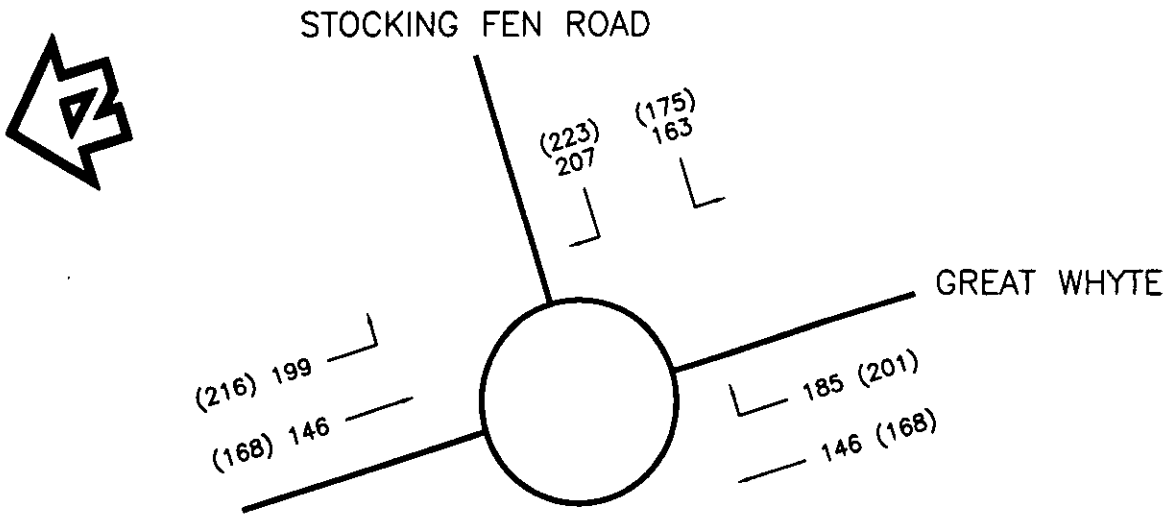
K:\TRAFFIC\42375\DOCUMENT___\FIG-4



KEY

125 2002
(185) 2012

Mouchel International Consultants	FIGURE 5 SCALE : N.T.S	WITH DEVELOPMENT 2002 AND 2012	STOCKING FEN ROAD RAMSEY

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K:\TRAFFIC\42375\DOCUMENT__\FIG-5

APPENDIX B – TRAFFIC COUNT DATA

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	MOVEMENT 1			MOVEMENT 2		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	37	2	39	27	0	27
16:45	44	1	45	37	0	37
HH/TOT	81	3	84	64	0	64
17:00	33	2	35	28	1	29
17:15	37	2	39	22	0	22
17:30	36	1	37	19	1	20
17:45	40	1	41	12	0	12
H/TOT	146	6	152	81	2	83
18:00	35	0	35	14	0	14
18:15	36	0	36	21	0	21
HH/TOT	71	0	71	35	0	35
P/TOT	298	9	307	180	2	182

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	MOVEMENT 3			MOVEMENT 4		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	23	1	24	21	2	23
16:45	30	0	30	35	3	38
HH/TOT	53	1	54	56	5	61
17:00	26	0	26	26	1	27
17:15	9	1	10	23	2	25
17:30	19	0	19	28	1	29
17:45	23	1	24	26	0	26
H/TOT	77	2	79	103	4	107
18:00	21	0	21	23	0	23
18:15	11	0	11	12	1	13
HH/TOT	32	0	32	35	1	36
P/TOT	162	3	165	194	10	204

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	MOVEMENT 5			MOVEMENT 6		
TIME	LV	HV	TOT	CAR	HGV	TOT
16:30	25	0	25	39	1	40
16:45	39	0	39	45	2	47
HH/TOT	64	0	64	84	3	87
17:00	36	0	36	39	1	40
17:15	26	0	26	34	0	34
17:30	26	0	26	37	0	37
17:45	26	0	26	42	0	42
H/TOT	114	0	114	152	1	153
18:00	20	0	20	23	0	23
18:15	20	0	20	36	0	36
HH/TOT	40	0	40	59	0	59
P/TOT	218	0	218	295	4	299

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	TO ARM A			FROM ARM A		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	62	2	64	64	2	66
16:45	75	2	77	81	1	82
HH/TOT	137	4	141	145	3	148
17:00	65	1	66	61	3	64
17:15	43	1	44	59	2	61
17:30	56	0	56	55	2	57
17:45	65	1	66	52	1	53
H/TOT	229	3	232	227	8	235
18:00	44	0	44	49	0	49
18:15	47	0	47	57	0	57
HH/TOT	91	0	91	106	0	106
P/TOT	457	7	464	478	11	489

TO ARM A table is total of movements 3 + 6
FROM ARM A table is total of movements 1 + 2

COUNT ON US

RAMSEY
MANUAL CLASSIFIED COUNTS

JULY 2001
22326

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	TO ARM B			FROM ARM B		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	52	0	52	44	3	47
16:45	76	0	76	65	3	68
HH/TOT	128	0	128	109	6	115
17:00	64	1	65	52	1	53
17:15	48	0	48	32	3	35
17:30	45	1	46	47	1	48
17:45	38	0	38	49	1	50
H/TOT	195	2	197	180	6	186
18:00	34	0	34	44	0	44
18:15	41	0	41	23	1	24
HH/TOT	75	0	75	67	1	68
P/TOT	398	2	400	356	13	369

TO ARM B table is total of movements 2 + 5
FROM ARM B table is total of movements 3 + 4

COUNT ON US

RAMSEY **JULY 2001**
MANUAL CLASSIFIED COUNTS **22326**

SITE: 2 DATE: 6/7/2001

LOCATION: STOCKING FEN RD / GREAT WHYTE DAY: FRIDAY

	TO ARM C			FROM ARM C		
TIME	LV	HV	TOT	LV	HV	TOT
16:30	58	4	62	64	1	65
16:45	79	4	83	84	2	86
HH/TOT	137	8	145	148	3	151
17:00	59	3	62	75	1	76
17:15	60	4	64	60	0	60
17:30	64	2	66	63	0	63
17:45	66	1	67	68	0	68
H/TOT	249	10	259	266	1	267
18:00	58	0	58	43	0	43
18:15	48	1	49	56	0	56
HH/TOT	106	1	107	99	0	99
P/TOT	492	19	511	513	4	517

TO ARM C table is total of movements 1 + 4
FROM ARM C table is total of movement 5 + 6

APPENDIX C – TRICS DATA

RAMSEY - Foodstore + Unit Shops (Permitted Development)

FOODSTORE<3000	GFA=	1400 sqmGFA				
Hours	Arr		Dep		Total	
Comm	Rate	Vehs	Rate	Vehs	Rate	Vehs
00		0		0	-	0
01		0		0	-	0
02		0		0	-	0
03		0		0	-	0
04		0		0	-	0
05		0		0	-	0
06		0		0	-	0
07	0.69	10	0.69	10	1.38	19
08	2.65	37	1.64	23	4.29	60
09	4.82	67	3.42	48	8.24	115
10	6.48	91	5.27	74	11.75	165
11	5.78	81	6.01	84	11.79	165
12	5.02	70	5.98	84	11.00	154
13	5.24	73	5.15	72	10.39	145
14	5.72	80	5.26	74	10.98	154
15	6.61	93	6.35	89	12.96	181
16	6.79	95	6.83	96	13.62	191
17	6.83	96	7.52	105	14.35	201
18	4.63	65	5.64	79	10.27	144
19	3.17	44	3.18	45	6.35	89
20	1.29	18	2.19	31	3.48	49
21	1.23	17	1.86	26	3.09	43
22	0.02	0	0.19	3	0.21	3
23	0.00	0	0	0	-	0

LOCAL SHOPS	GFA=	730 sqmGFA				
Hours	Arr		Dep		Total	
Comm	Rate	Vehs	Rate	Vehs	Rate	Vehs
00						
01						
02						
03						
04						
05						
06						
07	3.26	24	2.66	19	5.92	43
08	3.9	28	3.34	24	7.24	53
09	5.19	38	4.54	33	9.73	71
10	5.53	40	5.02	37	10.55	77
11	5.62	41	5.7	42	11.32	83
12	5.49	40	5.62	41	11.11	81
13	4.54	33	3.94	29	8.48	62
14	6.52	48	5.92	43	12.44	91
15	8.23	60	7.84	57	16.07	117
16	8.06	59	8.53	62	16.59	121
17	7.50	55	8.19	60	15.69	115
18	7.76	57	8.4	61	16.16	118
19						
20						
21						
22						
23						

TOTAL	GFA=	2130 sqmGFA				
Hours	Arr		Dep		Total	
Comm	Rate	Vehs	Rate	Vehs	Rate	Vehs
00						
01						
02						
03						
04						
05						
06						
07	3.95	33	3.35	29	7.30	63
08	6.55	66	4.98	47	11.53	113
09	10.01	105	7.96	81	17.97	186
10	12.01	131	10.29	110	22.30	242
11	11.40	122	11.71	126	23.11	248
12	10.51	110	11.60	125	22.11	235
13	9.78	107	9.09	101	18.87	207
14	12.24	128	11.18	117	23.42	245
15	14.84	153	14.19	146	29.03	299
16	14.85	154	15.36	158	30.21	312
17	14.33	150	15.71	165	30.04	315
18	12.39	121	14.04	140	26.43	262
19						
20						
21						
22						
23						

RAMSEY - Foodstore (Proposed Development)

FOODSTORE 3000	GFA=	2044 sqmGFA				
Hour	Arr		Dep		Total	
Comm	Rate	Vehs	Rate	Vehs	Rate	Vehs
00		0		0	-	0
01		0		0	-	0
02		0		0	-	0
03		0		0	-	0
04		0		0	-	0
05		0		0	-	0
06		0		0	-	0
07	0.69	14	0.69	14	1.38	28
08	2.65	54	1.64	34	4.29	88
09	4.82	99	3.42	70	8.24	168
10	6.48	132	5.27	108	11.75	240
11	5.78	118	6.01	123	11.79	241
12	5.02	103	5.98	122	11.00	225
13	5.24	107	5.15	105	10.39	212
14	5.72	117	5.26	108	10.98	224
15	6.61	135	6.35	130	12.96	265
16	6.79	139	6.83	140	13.62	278
17	6.83	140	7.52	154	14.35	293
18	4.63	95	5.64	115	10.27	210
19	3.17	65	3.18	65	6.35	130
20	1.29	26	2.19	45	3.48	71
21	1.23	25	1.86	38	3.09	63
22	0.02	0	0.19	4	0.21	4
23	0.00	0	0	0	-	0

LOCAL SHOPS	GFA=	0 sqmGFA				
Hour	Arr		Dep		Total	
Comm	Rate	Vehs	Rate	Vehs	Rate	Vehs
00						
01						
02						
03						
04						
05						
06						
07		0		0	-	0
08		0		0	-	0
09		0		0	-	0
10		0		0	-	0
11		0		0	-	0
12		0		0	-	0
13		0		0	-	0
14		0		0	-	0
15		0		0	-	0
16		0		0	-	0
17		0		0	-	0
18		0		0	-	0
19						
20						
21						
22						
23						

TOTAL	GFA=	2044 sqmGFA				
Hour	Arr		Dep		Total	
Comm	Rate	Vehs	Rate	Vehs	Rate	Vehs
00						
01						
02						
03						
04						
05						
06						
07	0.69	14	0.69	14	1.38	28
08	2.65	54	1.64	34	4.29	88
09	4.82	99	3.42	70	8.24	168
10	6.48	132	5.27	108	11.75	240
11	5.78	118	6.01	123	11.79	241
12	5.02	103	5.98	122	11.00	225
13	5.24	107	5.15	105	10.39	212
14	5.72	117	5.26	108	10.98	224
15	6.61	135	6.35	130	12.96	265
16	6.79	139	6.83	140	13.62	278
17	6.83	140	7.52	154	14.35	293
18	4.63	95	5.64	115	10.27	210
19						
20						
21						
22						
23						

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 RETAIL
Category : A FOOD SUPERSTORE

Selected Regions and Areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	1 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	0 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	2 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	0 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days
	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		

CH	CHESHIRE	0 days
GM	GREATER MANCHESTER	1 days
LC	LANCASHIRE	1 days
MS	MERSEYSIDE	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 929 to 2787 (units: sqm)

Date Range: 01/01/92 to 07/07/00

Selected Survey Days:

Friday	6 days

Selected Survey Types:

Manual Count	4 days
One Way ATC Count	2 days

Optional Parameter Selection:

Use Class:

Not Known	0 days
A1	6 days
A2	0 days
A3	0 days
B1	0 days
B2	0 days
B3	0 days
B4	0 days
B5	0 days
B6	0 days
B7	0 days
B8	0 days
C1	0 days
C2	0 days
C3	0 days
D1	0 days
D2	0 days

Location:

Not Known	0 days
Town Centre	0 days
Neighbourhood Centre	3 days
Suburban Area	1 days
Edge of Town	1 days
Edge of Town Centre	1 days
Free Standing	0 days
Commercial Zone	0 days
Industrial Zone	0 days
Development Zone	0 days

Population within 1 Mile:

Not Known	0 days
1,000 or Less	0 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	0 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	0 days
101,000 or More	0 days

Population within 5 Miles:

Not Known	0 days
5,000 or Less	0 days
5,001 to 25,000	1 days
25,001 to 50,000	0 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	0 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	0 days

Optional Parameter Selection (Cont.):

Car ownership within 5 Miles:

Not Known	0 days
0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	1 days
1.6 to 2.0	0 days
2.1 to 2.5	0 days
2.6 to 3.0	0 days
3.1 to 3.5	0 days
3.6 to 4.0	0 days
4.1 or More	0 days

Buses/Trains per day (both directions):

Frequency	*Per Hour*	*Per Day*	*Surveys*
Not Known			1 days
0	0	0	1 days
<20 per day	1	20	1 days
20-39 per day	2	40	0 days
40-59 per day	3	60	2 days
60-79 per day	4	80	1 days
80+ per day	> 4	> 80	0 days

Petrol Filling Station:

Excluded from count or no filling station	6 days
Included in the survey count	0 days

TRIP RATE for Land Use RETAIL/FOOD SUPERSTORE
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	2	1858	0.00	2	1858	0.00	2	1858	0.00
01:00 - 02:00	2	1858	0.00	2	1858	0.00	2	1858	0.00
02:00 - 03:00	2	1858	0.00	2	1858	0.00	2	1858	0.00
03:00 - 04:00	2	1858	0.00	2	1858	0.00	2	1858	0.00
04:00 - 05:00	2	1858	0.03	2	1858	0.00	2	1858	0.03
05:00 - 06:00	2	1858	0.38	2	1858	0.11	2	1858	0.48
06:00 - 07:00	2	1858	0.46	2	1858	0.30	2	1858	0.75
07:00 - 08:00	3	1734	0.69	3	1734	0.69	3	1734	1.38
08:00 - 09:00	5	2145	2.65	5	2145	1.64	5	2145	4.29
09:00 - 10:00	6	1973	4.82	6	1973	3.42	6	1973	8.24
10:00 - 11:00	6	1973	6.48	6	1973	5.27	6	1973	11.75
11:00 - 12:00	6	1973	5.78	6	1973	6.01	6	1973	11.78
12:00 - 13:00	6	1973	5.02	6	1973	5.98	6	1973	11.00
13:00 - 14:00	6	1973	5.24	6	1973	5.15	6	1973	10.39
14:00 - 15:00	6	1973	5.72	6	1973	5.26	6	1973	10.98
15:00 - 16:00	6	1973	6.61	6	1973	6.35	6	1973	12.96
16:00 - 17:00	6	1973	6.79	6	1973	6.83	6	1973	13.62
17:00 - 18:00	**6**	**1973**	**6.83**	**6**	**1973**	**7.52**	**6**	**1973**	**14.35**
18:00 - 19:00	6	1973	4.63	6	1973	5.64	6	1973	10.27
19:00 - 20:00	6	1973	3.17	6	1973	3.18	6	1973	6.34
20:00 - 21:00	5	2145	1.29	5	2145	2.19	5	2145	3.48
21:00 - 22:00	3	1734	1.23	3	1734	1.86	3	1734	3.09
22:00 - 23:00	3	1734	0.02	3	1734	0.19	3	1734	0.21
23:00 - 24:00	2	1858	0.00	2	1858	0.00	2	1858	0.00
Daily Trip Rates:			67.82			67.59			135.42

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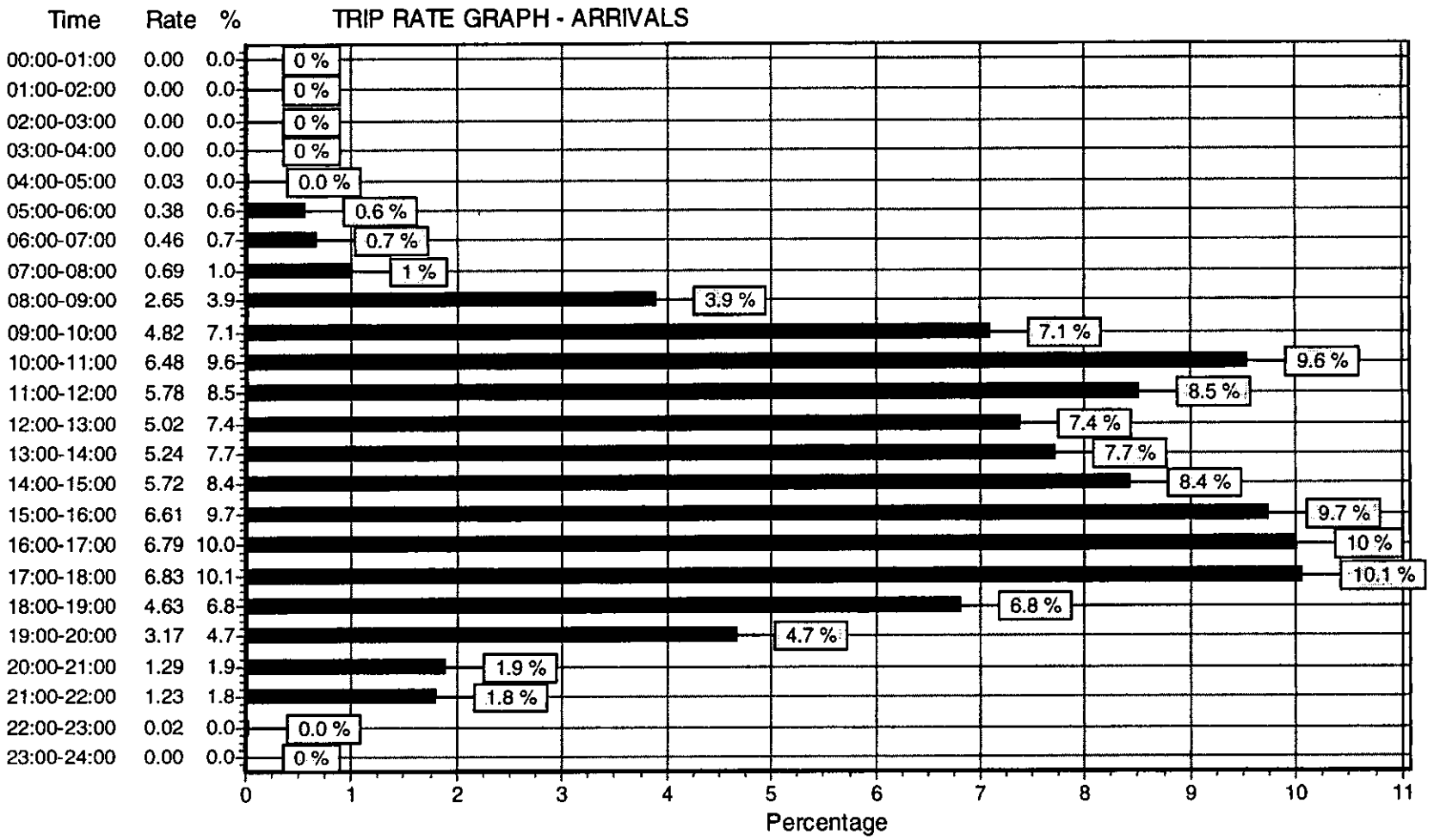

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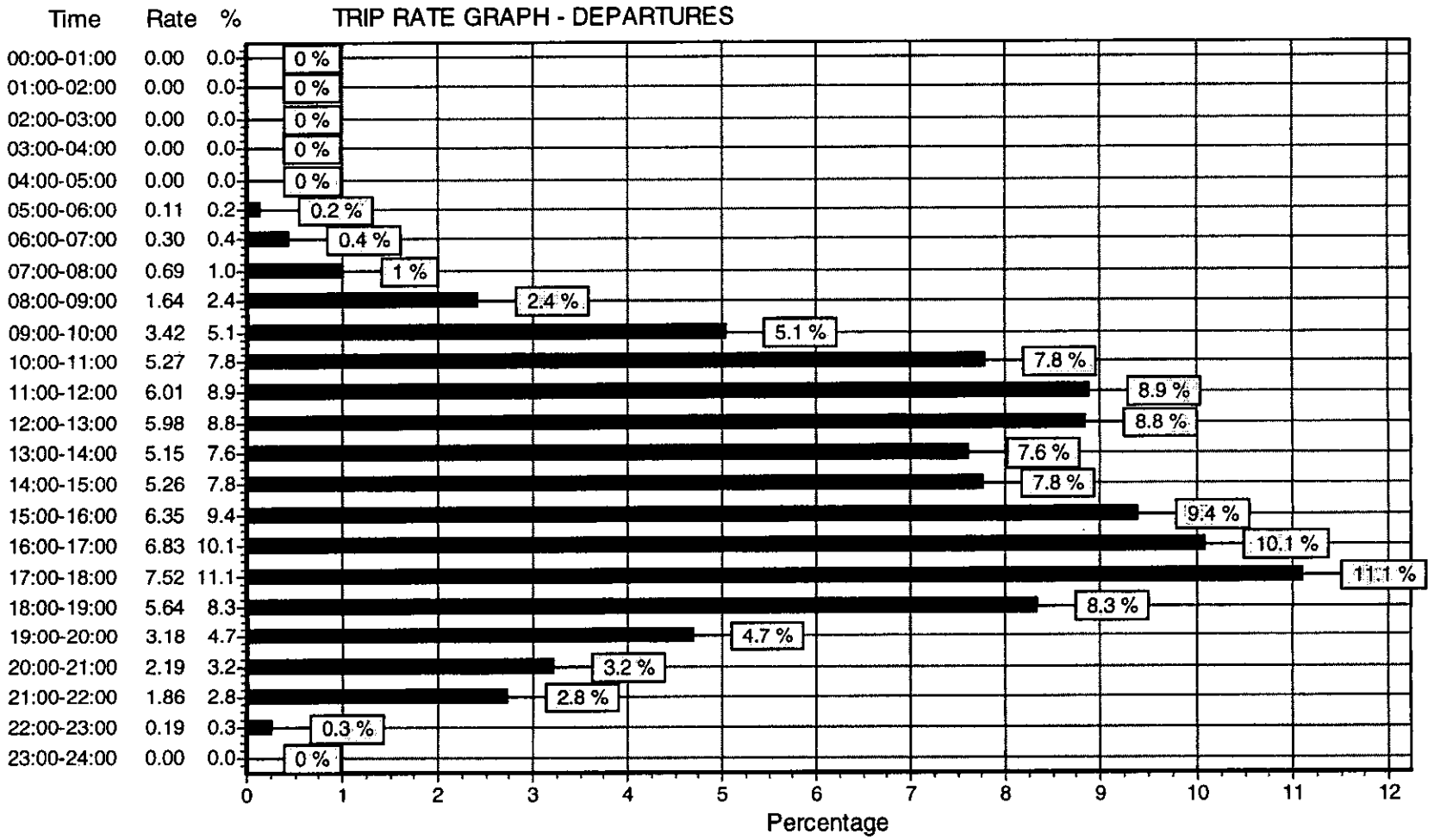

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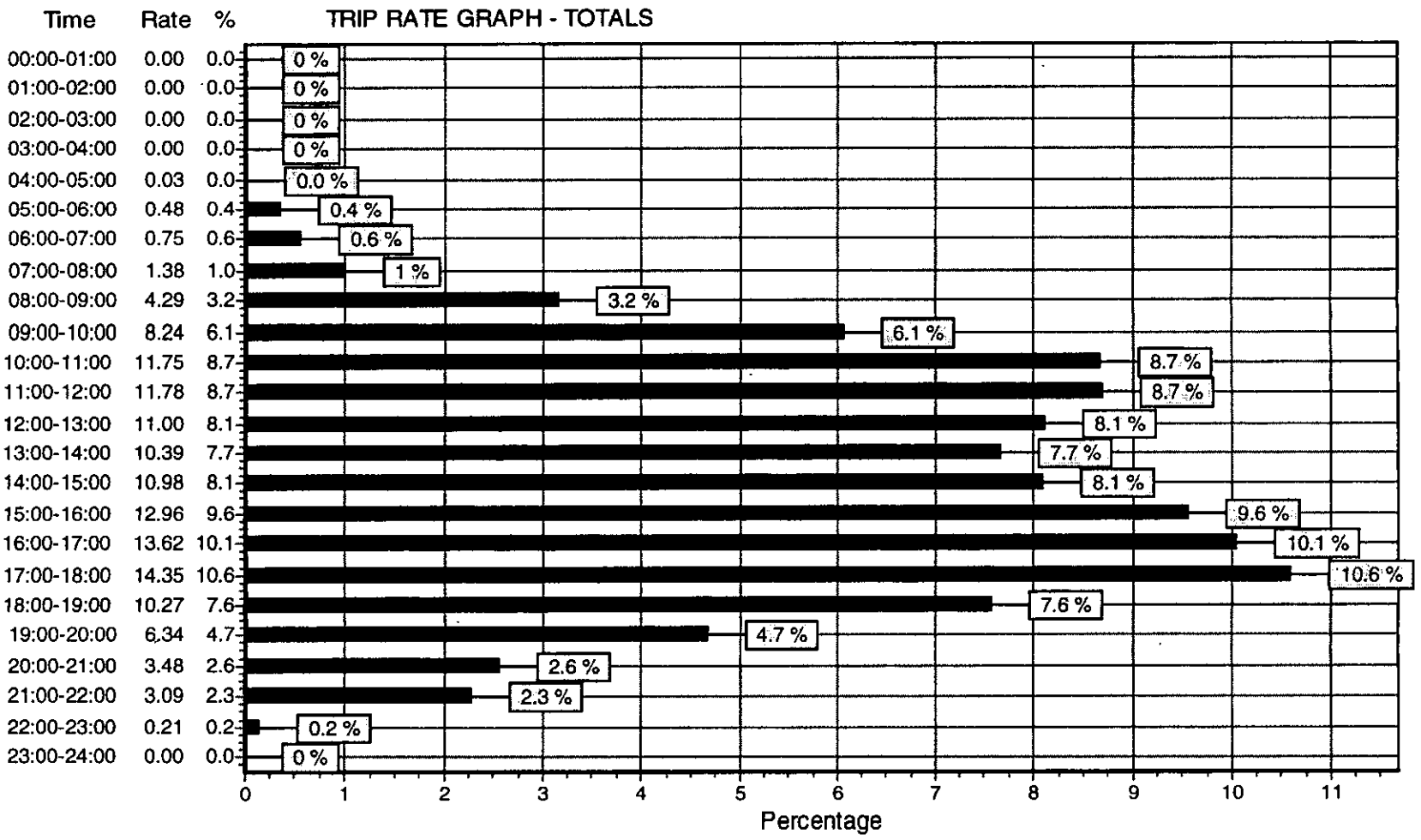

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 RETAIL
Category : I SHOPPING CENTRE - LOCAL SHOPS

Selected Regions and Areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	1 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	1 days
	SC	SURREY	0 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	0 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	0 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	0 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days
	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		

CH	CHESHIRE	0 days
GM	GREATER MANCHESTER	0 days
LC	LANCASHIRE	0 days
MS	MERSEYSIDE	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1001 to 1332 (units: sqm)

Date Range: 01/01/92 to 17/12/92

Selected Survey Days:
Thursday 2 days

Selected Survey Types:
Manual Count 2 days

Optional Parameter Selection:

Use Class:

Not Known	0 days
A1	2 days
A2	0 days
A3	0 days
B1	0 days
B2	0 days
B3	0 days
B4	0 days
B5	0 days
B6	0 days
B7	0 days
B8	0 days
C1	0 days
C2	0 days
C3	0 days
D1	0 days
D2	0 days

Location:

Not Known	0 days
Town Centre	0 days
Neighbourhood Centre	1 days
Suburban Area	1 days
Edge of Town	0 days
Edge of Town Centre	0 days
Free Standing	0 days
Commercial Zone	0 days
Industrial Zone	0 days
Development Zone	0 days

Population within 1 Mile:

Not Known	0 days
1,000 or Less	0 days
1,001 to 5,000	0 days
5,001 to 10,000	0 days
10,001 to 15,000	0 days
15,001 to 20,000	1 days
20,001 to 25,000	0 days
25,001 to 50,000	1 days
50,001 to 100,000	0 days
101,000 or More	0 days

Population within 5 Miles:

Not Known	0 days
5,000 or Less	0 days
5,001 to 25,000	0 days
25,001 to 50,000	0 days
50,001 to 75,000	0 days
75,001 to 100,000	0 days
100,001 to 125,000	0 days
125,001 to 250,000	2 days
250,001 to 500,000	0 days
500,001 or More	0 days

Optional Parameter Selection (Cont.):

Car ownership within 5 Miles:

Not Known	0 days
0.5 or Less	0 days
0.6 to 1.0	0 days
1.1 to 1.5	0 days
1.6 to 2.0	2 days
2.1 to 2.5	0 days
2.6 to 3.0	0 days
3.1 to 3.5	0 days
3.6 to 4.0	0 days
4.1 or More	0 days

Buses/Trains per day (both directions):

Frequency	*Per Hour*	*Per Day*	*Surveys*
Not Known			0 days
0	0	0	0 days
<20 per day	1	20	0 days
20-39 per day	2	40	1 days
40-59 per day	3	60	1 days
60-79 per day	4	80	0 days
80+ per day	> 4	> 80	0 days

Petrol Filling Station:

Excluded from count or no filling station	2 days
Included in the survey count	0 days

TRIP RATE for Land Use RETAIL/SHOPPING CENTRE - LOCAL SHOPS
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1167	3.26	2	1167	2.66	2	1167	5.92
08:00 - 09:00	2	1167	3.90	2	1167	3.34	2	1167	7.24
09:00 - 10:00	2	1167	5.19	2	1167	4.54	2	1167	9.73
10:00 - 11:00	2	1167	5.53	2	1167	5.02	2	1167	10.54
11:00 - 12:00	2	1167	5.62	2	1167	5.70	2	1167	11.32
12:00 - 13:00	2	1167	5.49	2	1167	5.62	2	1167	11.10
13:00 - 14:00	2	1167	4.54	2	1167	3.94	2	1167	8.49
14:00 - 15:00	2	1167	6.52	2	1167	5.92	2	1167	12.43
15:00 - 16:00	**2**	**1167**	**8.23**	2	1167	7.84	2	1167	16.07
16:00 - 17:00	2	1167	8.06	**2**	**1167**	**8.53**	**2**	**1167**	**16.59**
17:00 - 18:00	2	1167	7.50	2	1167	8.19	2	1167	15.69
18:00 - 19:00	2	1167	7.76	2	1167	8.40	2	1167	16.16
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Daily Trip Rates:			71.58			69.70			141.28

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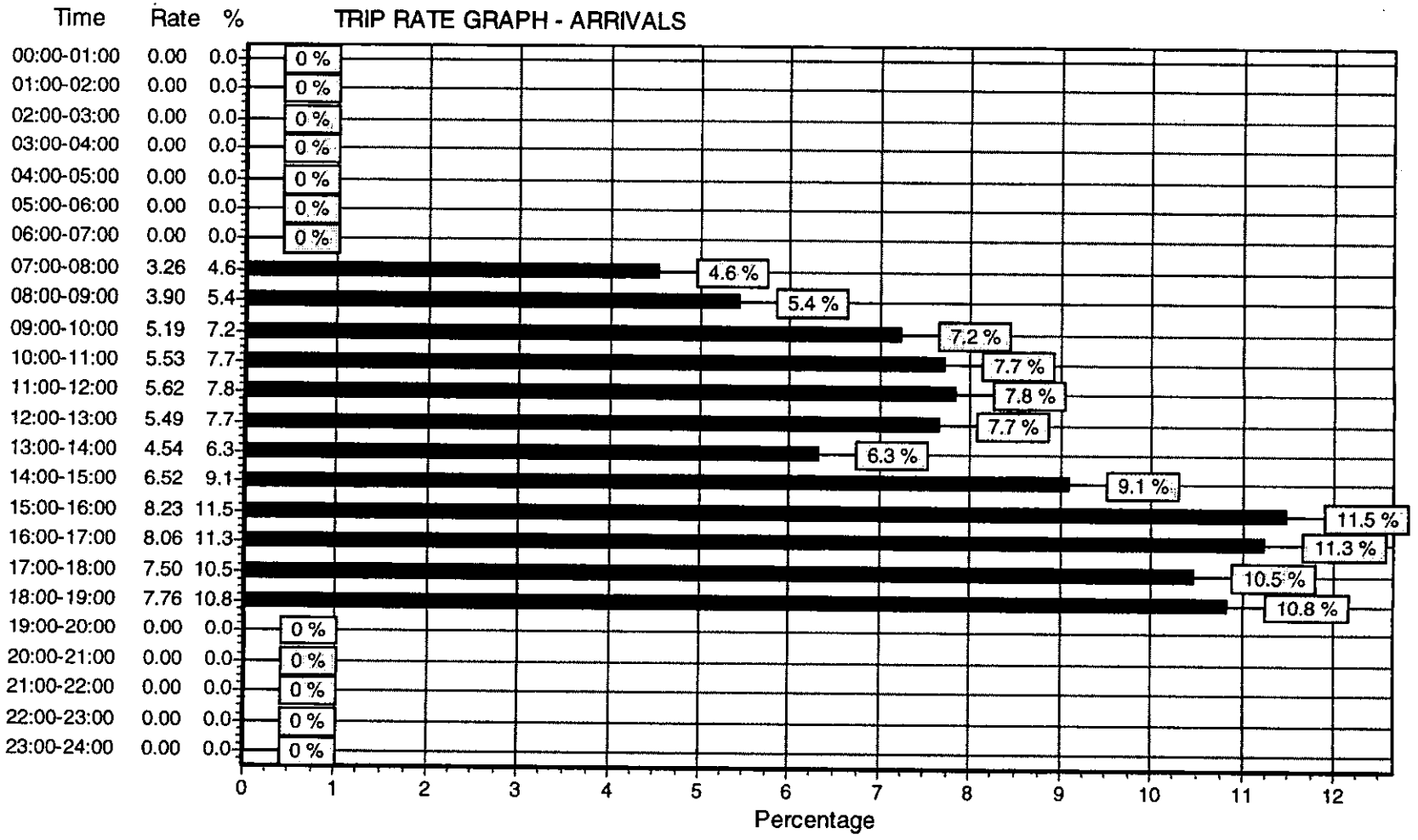

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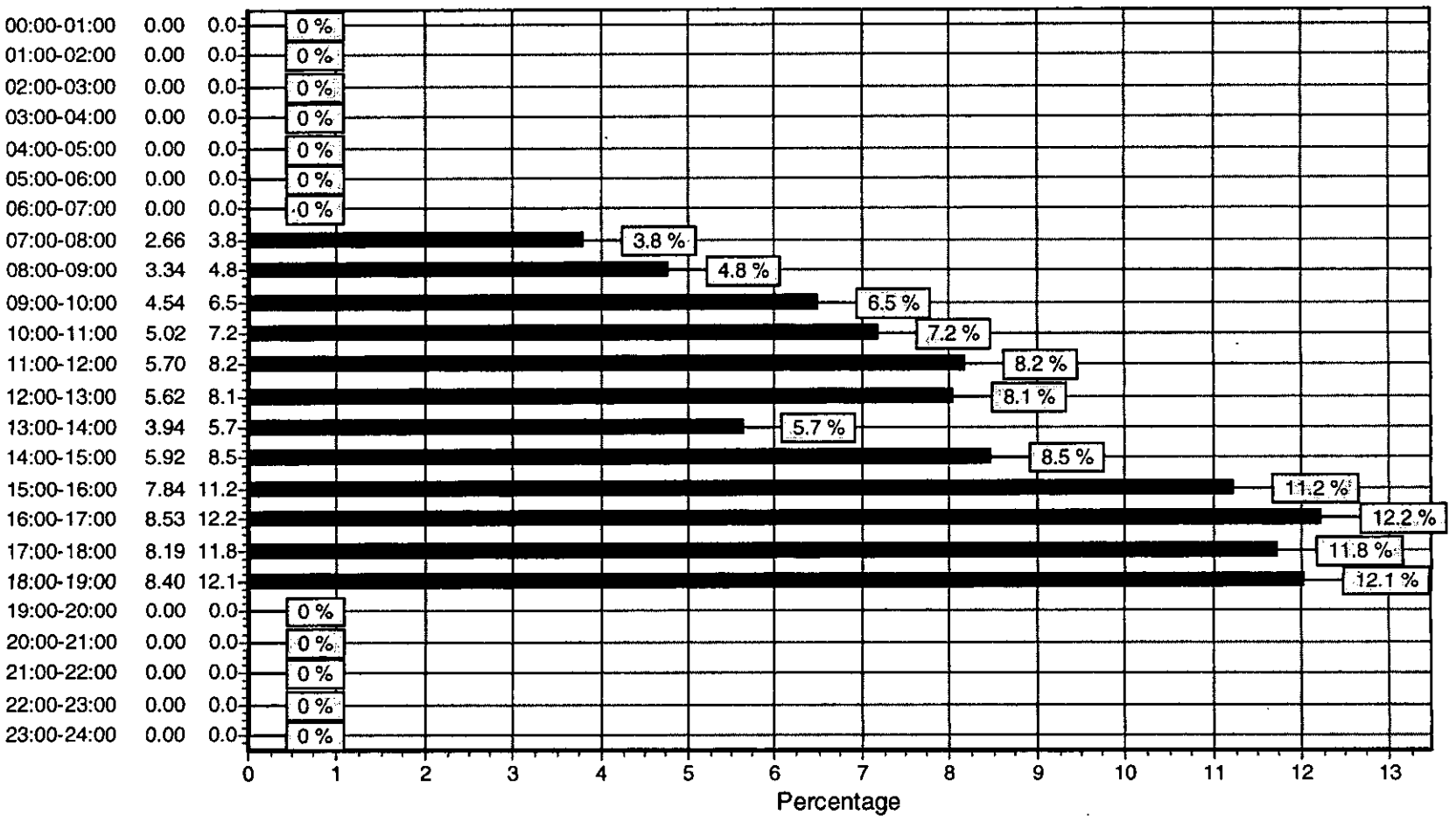
TRIP RATE GRAPH - DEPARTURES

Time	Rate	%
00:00-01:00	0.00	0.0
01:00-02:00	0.00	0.0
02:00-03:00	0.00	0.0
03:00-04:00	0.00	0.0
04:00-05:00	0.00	0.0
05:00-06:00	0.00	0.0
06:00-07:00	0.00	0.0
07:00-08:00	2.66	3.8
08:00-09:00	3.34	4.8
09:00-10:00	4.54	6.5
10:00-11:00	5.02	7.2
11:00-12:00	5.70	8.2
12:00-13:00	5.62	8.1
13:00-14:00	3.94	5.7
14:00-15:00	5.92	8.5
15:00-16:00	7.84	11.2
16:00-17:00	8.53	12.2
17:00-18:00	8.19	11.8
18:00-19:00	8.40	12.1
19:00-20:00	0.00	0.0
20:00-21:00	0.00	0.0
21:00-22:00	0.00	0.0
22:00-23:00	0.00	0.0
23:00-24:00	0.00	0.0



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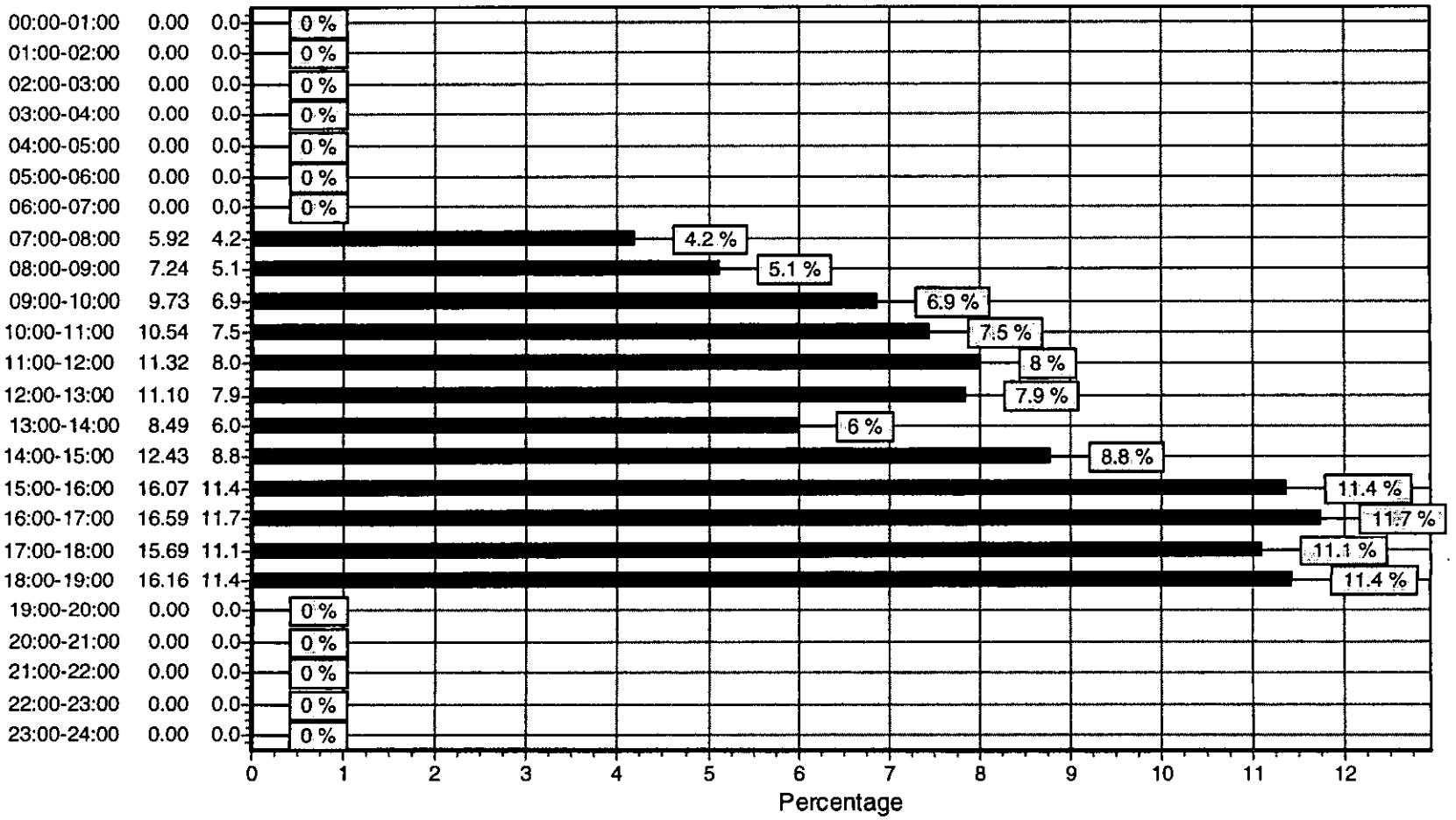
TRIP RATE GRAPH - TOTALS

Time	Rate	%
00:00-01:00	0.00	0.0
01:00-02:00	0.00	0.0
02:00-03:00	0.00	0.0
03:00-04:00	0.00	0.0
04:00-05:00	0.00	0.0
05:00-06:00	0.00	0.0
06:00-07:00	0.00	0.0
07:00-08:00	5.92	4.2
08:00-09:00	7.24	5.1
09:00-10:00	9.73	6.9
10:00-11:00	10.54	7.5
11:00-12:00	11.32	8.0
12:00-13:00	11.10	7.9
13:00-14:00	8.49	6.0
14:00-15:00	12.43	8.8
15:00-16:00	16.07	11.4
16:00-17:00	16.59	11.7
17:00-18:00	15.69	11.1
18:00-19:00	16.16	11.4
19:00-20:00	0.00	0.0
20:00-21:00	0.00	0.0
21:00-22:00	0.00	0.0
22:00-23:00	0.00	0.0
23:00-24:00	0.00	0.0



APPENDIX D – ARCADY OUTPUT

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:- "w:\TRAFFIC\ANALYSIS\42375\arcady\Fri2002b.vai" at 09:21:45 on Thursday, 16 August 2001

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

Ramsey: Great Whyte/ Stocking Fen Road - Friday 2002 Base

INPUT DATA

ARM A - Great Whyte (s)
ARM B - Stocking Fen Road
ARM C - Great Whyte (n)

MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	3.00	0.10	3.00	10.00	9.50	0.00	0.507	13.073
ARM B	3.50	3.50	0.10	3.50	8.50	8.00	0.00	0.530	13.979
ARM C	3.50	3.50	0.10	3.50	9.00	7.50	0.00	0.530	13.618

V = approach half-width
E = entry width
Lm = effective flare length
Vm = minimum approach half-width
A = distance between arms
K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.56	5.34	3.56
ARM B	15.00	45.00	75.00	2.70	4.05	2.70
ARM C	15.00	45.00	75.00	3.69	5.53	3.69

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.414	0.586
		0.0	118.0	167.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.431	0.000	0.569
		93.0	0.0	123.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.566	0.434	0.000
		167.0	128.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00							
ARM A	3.56	12.27	0.290		0.0	0.4	5.8
ARM B	2.70	12.88	0.210		0.0	0.3	3.8
ARM C	3.69	13.01	0.284		0.0	0.4	5.7

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15							
ARM A	4.25	12.11	0.351		0.4	0.5	7.8
ARM B	3.22	12.66	0.255		0.3	0.3	5.0
ARM C	4.40	12.88	0.342		0.4	0.5	7.5

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30							
ARM A	5.21	11.89	0.438		0.5	0.8	11.1
ARM B	3.95	12.36	0.319		0.3	0.5	6.8
ARM C	5.39	12.72	0.424		0.5	0.7	10.5

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45							
ARM A	5.21	11.89	0.438		0.8	0.8	11.6
ARM B	3.95	12.36	0.319		0.5	0.5	7.0
ARM C	5.39	12.72	0.424		0.7	0.7	10.9

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00							
ARM A	4.25	12.10	0.352		0.8	0.5	8.5
ARM B	3.22	12.65	0.255		0.5	0.3	5.3
ARM C	4.40	12.88	0.342		0.7	0.5	8.1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
18.00-18.15							
ARM A	3.56	12.26	0.291		0.5	0.4	6.4
ARM B	2.70	12.87	0.210		0.3	0.3	4.1
ARM C	3.69	13.00	0.284		0.5	0.4	6.1

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.8	*
17.45	0.8	*
18.00	0.5	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.3

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.7	*
17.45	0.7	*
18.00	0.5	*
18.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	390.8	260.5	51.2	0.13	51.2	0.13
B	296.2	197.5	32.0	0.11	32.0	0.11
C	404.5	269.7	48.9	0.12	48.9	0.12
ALL	1091.5	727.7	132.0	0.12	132.1	0.12

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 9:21:51 AM on 16/08/2001]

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:- "w:\TRAFFIC\ANALYSIS\42375\arcady\Fri2002d.vai" at 09:23:22 on Thursday, 16 August 2001

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

Ramsey: Great Whyte/ Stocking Fen Road - Friday 2002 Base + Tesco Dev

INPUT DATA

ARM A - Great Whyte (s)
ARM B - Stocking Fen Road
ARM C - Great Whyte (n)

MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	3.00	0.10	3.00	10.00	9.50	0.00	0.507	13.073
ARM B	3.50	3.50	0.10	3.50	8.50	8.00	0.00	0.530	13.979
ARM C	3.50	3.50	0.10	3.50	9.00	7.50	0.00	0.530	13.618

V = approach half-width
E = entry width
Lm = effective flare length
Vm = minimum approach half-width
A = distance between arms
K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	4.14	6.21	4.14
ARM B	15.00	45.00	75.00	4.63	6.94	4.63
ARM C	15.00	45.00	75.00	4.31	6.47	4.31

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.559	0.441
		0.0	185.0	146.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.441	0.000	0.559
		163.0	0.0	207.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.423	0.577	0.000
		146.0	199.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00							
ARM A	4.14	11.82	0.350		0.0	0.5	7.6
ARM B	4.63	13.02	0.355		0.0	0.5	7.8
ARM C	4.31	12.55	0.344		0.0	0.5	7.4

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15							
ARM A	4.94	11.57	0.427		0.5	0.7	10.6
ARM B	5.52	12.83	0.431		0.5	0.7	10.8
ARM C	5.15	12.33	0.418		0.5	0.7	10.3

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30							
ARM A	6.05	11.24	0.539		0.7	1.1	16.2
ARM B	6.76	12.57	0.538		0.7	1.1	16.3
ARM C	6.31	12.04	0.524		0.7	1.1	15.4

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45							
ARM A	6.05	11.23	0.539		1.1	1.2	17.2
ARM B	6.76	12.56	0.538		1.1	1.2	17.2
ARM C	6.31	12.04	0.524		1.1	1.1	16.2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00							
ARM A	4.94	11.56	0.427		1.2	0.8	11.9
ARM B	5.52	12.82	0.431		1.2	0.8	12.0
ARM C	5.15	12.32	0.418		1.1	0.7	11.4

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
18.00-18.15							
ARM A	4.14	11.81	0.350		0.8	0.5	8.5
ARM B	4.63	13.01	0.356		0.8	0.6	8.6
ARM C	4.31	12.53	0.344		0.7	0.5	8.2

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.1	*
17.45	1.2	*
18.00	0.8	*
18.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.1	*
17.45	1.2	*
18.00	0.8	*
18.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.1	*
17.45	1.1	*
18.00	0.7	*
18.15	0.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	453.9	302.6	72.0	0.16	72.0	0.16
B	507.3	338.2	72.8	0.14	72.8	0.14
C	473.1	315.4	68.9	0.15	68.9	0.15
ALL	1434.3	956.2	213.7	0.15	213.7	0.15

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 9:23:29 AM on 16/08/2001]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
RELEASE 1.0 (APR 2000)

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Run with file:- "w:\TRAFFIC\ANALYSIS\42375\arcady\Fri2012b.vai" at 09:19:39 on Thursday, 16 August 2001

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

Ramsey: Great Whyte/ Stocking Fen Road - Friday 2012 Base

INPUT DATA

ARM A - Great Whyte (s)
ARM B - Stocking Fen Road
ARM C - Great Whyte (n)

MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	3.00	0.10	3.00	10.00	9.50	0.00	0.507	13.073
ARM B	3.50	3.50	0.10	3.50	8.50	8.00	0.00	0.530	13.979
ARM C	3.50	3.50	0.10	3.50	9.00	7.50	0.00	0.530	13.618

V = approach half-width
E = entry width
Lm = effective flare length
Vm = minimum approach half-width
A = distance between arms
K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	4.03	6.04	4.03
ARM B	15.00	45.00	75.00	3.05	4.57	3.05
ARM C	15.00	45.00	75.00	4.16	6.24	4.16

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.413	0.587
		0.0	133.0	189.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.430	0.000	0.570
		105.0	0.0	139.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.568	0.432	0.000
		189.0	144.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00							
ARM A	4.03	12.17	0.331		0.0	0.5	7.0
ARM B	3.05	12.74	0.239		0.0	0.3	4.5
ARM C	4.16	12.93	0.322		0.0	0.5	6.8

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15							
ARM A	4.81	11.99	0.401		0.5	0.7	9.6
ARM B	3.64	12.49	0.292		0.3	0.4	6.0
ARM C	4.97	12.79	0.389		0.5	0.6	9.1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30							
ARM A	5.89	11.74	0.501		0.7	1.0	14.1
ARM B	4.46	12.15	0.367		0.4	0.6	8.3
ARM C	6.09	12.60	0.483		0.6	0.9	13.2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45							
ARM A	5.89	11.74	0.501		1.0	1.0	14.9
ARM B	4.46	12.15	0.367		0.6	0.6	8.6
ARM C	6.09	12.60	0.483		0.9	0.9	13.8

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00							
ARM A	4.81	11.98	0.401		1.0	0.7	10.6
ARM B	3.64	12.48	0.292		0.6	0.4	6.4
ARM C	4.97	12.78	0.389		0.9	0.6	10.0

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
18.00-18.15							
ARM A	4.03	12.16	0.331		0.7	0.5	7.7
ARM B	3.05	12.72	0.240		0.4	0.3	4.9
ARM C	4.16	12.92	0.322		0.6	0.5	7.4

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.7	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	441.5	294.4	63.9	0.14	63.9	0.14
B	334.6	223.1	38.8	0.12	38.8	0.12
C	456.6	304.4	60.4	0.13	60.4	0.13
ALL	1232.7	821.8	163.1	0.13	163.1	0.13

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 9:19:54 AM on 16/08/2001]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:- "w:\TRAFFIC\ANALYSIS\42375\arcady\Fri2012d.vai" at 09:17:06 on Thursday, 16 August 2001

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

Ramsey: Great Whyte/ Stocking Fen Road - Friday 2012 Base + Tesco Dev

INPUT DATA

ARM A - Great Whyte (s)
ARM B - Stocking Fen Road
ARM C - Great Whyte (n)

MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	3.00	0.10	3.00	10.00	9.50	0.00	0.507	13.073
ARM B	3.50	3.50	0.10	3.50	8.50	8.00	0.00	0.530	13.979
ARM C	3.50	3.50	0.10	3.50	9.00	7.50	0.00	0.530	13.618

V = approach half-width
E = entry width
Lm = effective flare length
Vm = minimum approach half-width
A = distance between arms
K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	4.61	6.92	4.61
ARM B	15.00	45.00	75.00	4.97	7.46	4.97
ARM C	15.00	45.00	75.00	4.80	7.20	4.80

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.545	0.455
		0.0	201.0	168.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.440	0.000	0.560
		175.0	0.0	223.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.438	0.563	0.000
		168.0	216.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00							
ARM A	4.61	11.72	0.394		0.0	0.6	9.1
ARM B	4.97	12.88	0.386		0.0	0.6	8.9
ARM C	4.80	12.47	0.385		0.0	0.6	8.8

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15							
ARM A	5.51	11.44	0.481		0.6	0.9	13.1
ARM B	5.94	12.65	0.470		0.6	0.9	12.6
ARM C	5.73	12.24	0.468		0.6	0.9	12.5

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30							
ARM A	6.75	11.08	0.609		0.9	1.5	21.1
ARM B	7.28	12.36	0.589		0.9	1.4	19.7
ARM C	7.02	11.93	0.588		0.9	1.4	19.7

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45							
ARM A	6.75	11.07	0.609		1.5	1.5	22.8
ARM B	7.28	12.35	0.589		1.4	1.4	21.0
ARM C	7.02	11.92	0.589		1.4	1.4	21.0

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00							
ARM A	5.51	11.43	0.482		1.5	0.9	15.0
ARM B	5.94	12.64	0.470		1.4	0.9	14.2
ARM C	5.73	12.23	0.469		1.4	0.9	14.1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)
18.00-18.15							
ARM A	4.61	11.70	0.394		0.9	0.7	10.3
ARM B	4.97	12.86	0.387		0.9	0.6	9.9
ARM C	4.80	12.45	0.385		0.9	0.6	9.9

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.5	**
17.45	1.5	**
18.00	0.9	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.4	*
17.45	1.4	*
18.00	0.9	*
18.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.4	*
17.45	1.4	*
18.00	0.9	*
18.15	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	506.0	337.3	91.4	0.18	91.4	0.18
B	545.7	363.8	86.3	0.16	86.3	0.16
C	526.5	351.0	86.0	0.16	86.0	0.16
ALL	1578.3	1052.2	263.7	0.17	263.7	0.17

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 9:17:57 AM on 16/08/2001]

CAR PARKING

PARKING WIDTH	2.4m		
AISLE WIDTH	6.0m		
PARKING SPACES		112	
DISABLED	4%	4	D
PARENT & TODDLER	4%	6	P/T
DEDICATED STAFF PARKING		8	S/P
TOTAL		130	
TROLLEY BAYS		3	T

- ⊕PC INDICATES PEDAL CROSSING (DROP KERB)
- ⊕SL INDICATES STREET LAMP
- ⊕30m/h INDICATES 30 MILE PER HOUR SIGN

REVISIONS

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DESCRIPTION	TITLE	
OUTLINE PLANNING APPLICATION DRAWING	PROPOSED FOODSTORE AT STOCKING FEN ROAD, RAMSEY, CAMBS., FOR TESCO LTD.	DRAWN BW CHECKED DATE JULY 2001 SCALE 1:500

NOTE THE CONTRACTOR IS TO CHECK ALL THE DIMENSIONS ON SITE BEFORE STARTING WORK. DO NOT SCALE. IF IN DOUBT ASK. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS 1992 & ALL SUBSEQUENT AMENDMENTS. ALL WORK AND MATERIALS TO COMPLY WITH THE RELEVANT CODES OF PRACTICE & BRITISH STANDARDS.

DRAWING NUMBER 2280/T/6

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Telephone: RAMSEY (01487) 813852

SUMMIT D.O.S. 970714

OPERATIONAL SERVICES
PLANNING DIVISION
07 DEC 2001
RECEIVED

RAMSEY BARGE DOCK

EDGE NEW WALL 2.0M HIGH TO PROVIDE LARGER & SCREENED AREA FOR HOUSEHOLD WASTE BINS AND ACCOMMODATE EXTRA BINS FOR BARGE WASTE DISPOSAL

3.0M

6.0M

REPAIR LARGE CRACK IN WALL

EXISTING SLATTED TIMBER FENCE

Lighting? by Barge?

TRIM BACK & CLEAR GRASS EDGE OF BANK. REPAIR EXISTING TIMBER MOORINGS & REPLACE MISSING SLATS ALONG THE ENTIRE LENGTH

TRIM & CLEAR GRASS EDGE OF BANK REPAIR TIMBER SLATTED MOORINGS & PROVIDE NEW HANDRAIL TO MATCH EXISTING

1.9 M

6.0 M

NEW HANDRAIL TO MATCH EXISTING

NEW TOWN INFORMATION SIGN.

REMOVE EXISTING COLLAPSED D KINGS.

EXISTING HANDRAIL

NEW CONCRETE STEPS UP BANK TO FOOTPATH.

PROVIDE NEW WATER TAP WITH HOSE

BARGE DOCK

140.0M APP.

20.0M

17.0M

HIGH LODE

PROVIDE NEW MOORING RINGS

PROVIDE NEW WATER TAP WITH HOSE

NEW TOWN INFORMATION SIGN.

17.0M

13.0M

0.75M

REPAIR EXISTING TIMBER MOORINGS & REPLACE MISSING & UNSAFE SLATS.

EXISTING CONCRETE MOORINGS

PROVIDE NEW MOORING RINGS

WELL CUT BACK ALL BUSHES AND PROVIDE NEW HANDRAIL TO MATCH EXISTING ALONG MOORINGS

FACTORY BANK

GREAT WHITTE

NOTE
EXISTING BUSHES, TREES ETC. OMITTED FROM THIS DRAWING FOR CLARITY.
SEE DRG. NO. RBD/001

RAMSEY TOWN CENTRE MANAGEMENT PARTNERSHIP		
BARGE DOCK IMPROVEMENTS PRELIMINARY PROPOSALS		
DATE 29.11.01	SCALE 1:200	DRG NO. RBD/002
DRAWN BY D.J.J.		