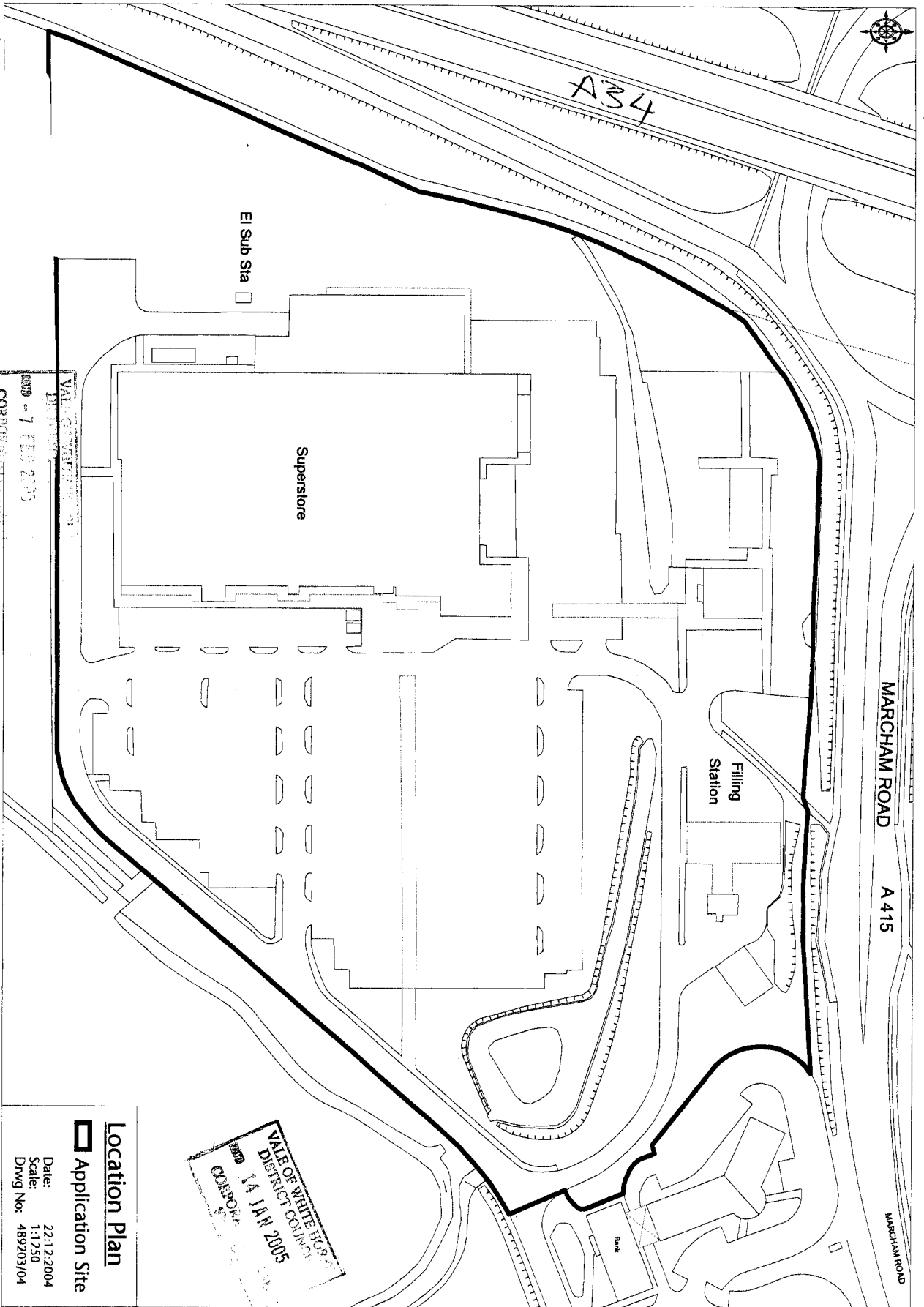


# APPENDIX 1

Tesco Stores Limited  
Marcham Road  
Abingdon



ABG/1615/51

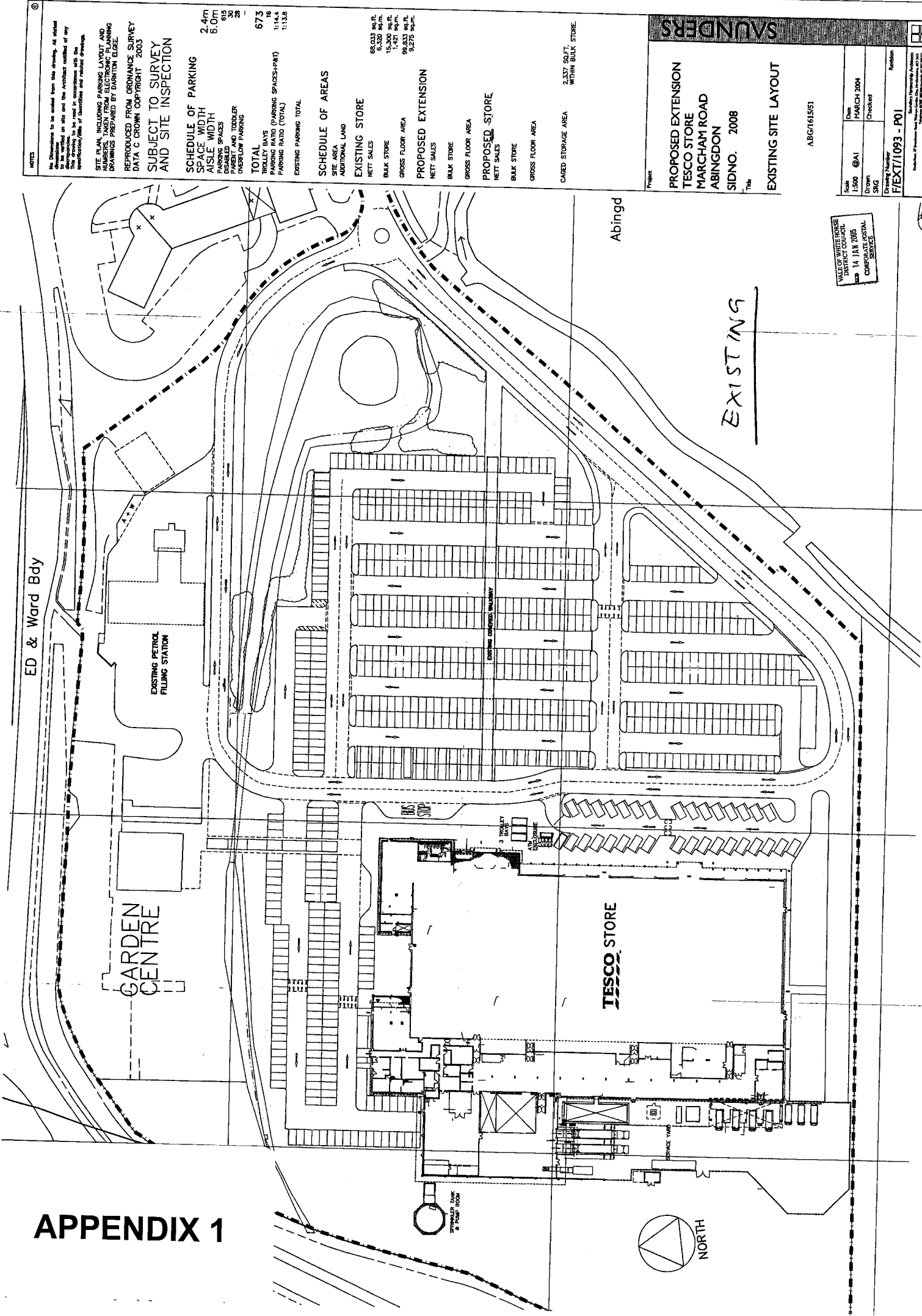
DATE: 17 FEB 2005  
CORONATION  
SERIAL: 11250

Development Planning Partnership  
Bedford - Leeds - Manchester - Glasgow - Cardiff - Dublin

**Location Plan**  
Application Site

Date: 22/12/2004  
Scale: 1:1250  
Dwg No: 489203/04

# APPENDIX 1



**NOTES**  
 No Dimensions to be scaled from this drawing. All related dimensions shall be taken from the architect's master plan of any structure. The contractor shall be responsible for the verification of the site conditions and the accuracy of the information provided in this drawing.

**SITE PLAN, INCLUDING PARKING LAYOUT AND DIMENSIONS TAKEN FROM ELECTRONIC PLANNING DRAWINGS PREPARED BY DARTON EDGE. REPRODUCED FROM ORDINANCE SURVEY DATA © CROWN COPYRIGHT 2003.**

**SUBJECT TO SURVEY AND SITE INSPECTION**

**SCHEDULE OF PARKING**  
 SPACE WIDTH 2.4m  
 AISLE WIDTH 6.0m  
 PARKING SPACES 615  
 VISITING SPACES 26  
 PARENT AND TODDLER OVERFLOW PARKING 26

**TOTAL**  
 TROLLEY BAYS 673  
 PARKING RATIO (PARKING SPACES+P&T) 1:11.4  
 PARKING RATIO (TOTAL) 1:13.8

**EXISTING PARKING TOTAL**

**SCHEDULE OF AREAS**  
 SITE AREA  
 ADDITIONAL LAND  
**EXISTING STORE**  
 NETT SALES 68,033 sq. ft.  
 BULK STORE 6,320 sq. ft.  
 GROSS FLOOR AREA 15,300 sq. ft.  
 NETT SALES 1,421 sq. ft.  
 BULK STORE 99,233 sq. ft.  
 GROSS FLOOR AREA 94,576 sq. ft.

**PROPOSED EXTENSION**  
 NETT SALES  
 BULK STORE  
 GROSS FLOOR AREA

**PROPOSED STORE**  
 NETT SALES  
 BULK STORE  
 GROSS FLOOR AREA

**CAGED STORAGE AREA** 2,337 SQ.FT. WITHIN BULK STORE.

**SAUNDERS**

**Project:**  
 PROPOSED EXTENSION  
 TESCO STORE  
 MARCHAM ROAD  
 ABINGDON  
 SIDNO. 2008

**Existing SITE LAYOUT**

ABG/1615/51

|                |                         |     |            |            |
|----------------|-------------------------|-----|------------|------------|
| Scale          | 1:500                   | @AI | Date       | MARCH 2004 |
| Drawn          | SKG                     |     | Checked    |            |
| Drawn by       | SKG                     |     | Checked by |            |
| Drawing Number | <b>F/EXT/1093 - P01</b> |     |            |            |
| Revision       |                         |     |            |            |

Saunders Partnership Architects  
 100, High Street, Abingdon, Oxfordshire, OX14 3AE  
 Tel: 01235 832200 Fax: 01235 832201  
 Email: info@saunderspartnership.co.uk

VALLEY OF WHITE HORSES  
 DISTRICT COUNCIL  
 14 JAN 2005  
 CORPORATE POSTAL  
 SERVICE

NOTES

All dimensions to be marked from full drawings. All scaled drawings to be verified on site and the architect retains all rights in the drawings. This drawing shall be used in accordance with the conditions of contract and related drawings.

SITE PLAN INCLUDING PARKING LAYOUT AND NUMBERS, TAKEN FROM ELECTRONIC PLANNING DRAWINGS PREPARED BY DARTMOUTH EDGE. REPRODUCED FROM ORDINANCE SURVEY DATA © CROWN COPYRIGHT 2004.

**SUBJECT TO SURVEY AND SITE INSPECTION**

**SITE AREA**

**SCHEDULE OF PARKING**  
 SPACE WIDTH 2.5m  
 AISLE WIDTH 6.5m  
 PARKING SPACES 811  
 DISABLED (4%) 32  
 PARENT AND TODDLER (4%) 30  
 OVERFLOW PARKING -  
**OVERALL TOTAL 873**  
**TROLLEY BAYS 17**

VALID FOR ARCHITECTS ONLY  
 DISTRICT OF WALSLEY  
 14 JAN 2008  
 COPYRIGHT © 2008

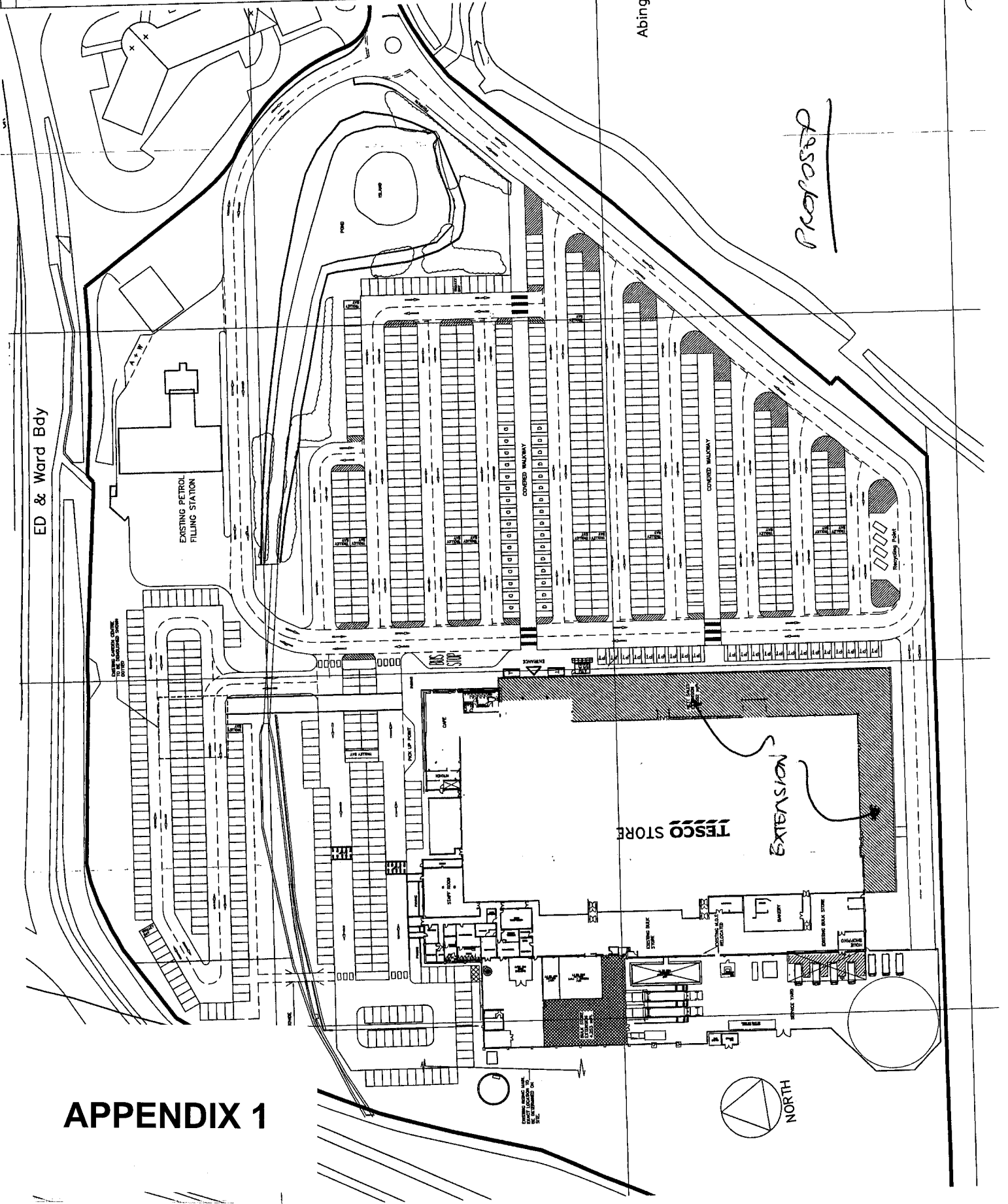
**SAUNDERS**

**Project**  
 PROPOSED EXTENSION  
 TESCO STORE  
 MARCHAM ROAD  
 ABINGDON  
 SIDNO. 2008

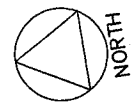
**This**  
 PROPOSED SITE LAYOUT

ABG1615151

|                |     |         |                  |
|----------------|-----|---------|------------------|
| Scale          | @A1 | Date    | MAY 2004         |
| Drawn          | SKG | Checked |                  |
| Drawing Number |     |         | F/EXT/1093 - PO2 |
| Revision       |     |         |                  |

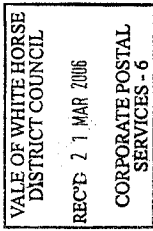


**APPENDIX 1**



*PROPOSED*





# Barton Willmore

Planning

Martin Deans  
Development Control  
Vale of White Horse District Council  
Abbey House  
Abbey Close  
Abingdon  
OX14 3JE

BY POST & FAX

14470/A3/KW/vel  
20 March 2006

Dear Mr. Deans,

## PROPOSED EXTENSION TO TESCO STORE, MARCHAM ROAD, ABINGDON (PLANNING APPLICATION ABG/1615/51)

We are writing to express our concerns in relation to the application to extend the Tesco store on Marcham Road, Abingdon. We understand that the application will be required to be determined at Planning Committee.

We are acting on behalf of Sackville TCI Property (GP) Ltd to represent their interests in protecting the vitality and viability of both the Bury Street Shopping precinct and of the town centre more generally.

The proposed extension will provide an increase in gross floorspace of 2,490 sqm. The existing gross floorspace is 9,275 sqm. With the extension, the net sales area of the store will increase by 1,821 sqm net, from 5,066 sqm to 6,887 sqm. The proposed net convenience floorspace is 481 sqm, and proposed comparison floorspace is 1,341 sqm. The proposed development involves extensions to the front, side and rear elevations. The additional floorspace will increase retail sales, create increased circulation space and facilitate the retention of the Tesco 'Home Shopping Service'.

A reconfiguration of the layout of the car park is also proposed which will result in an increase of parking spaces from 673 to 873. The proposals result in the loss of the garden centre unit to the north of the store. This unit occupies a site of 4,205 sqm gross, with the garden centre building having a floorspace of 305 sqm.

The store is clearly located 'out-of-centre' in terms of the guidance set out in PPS6 - Planning for Town Centres, over 1km to the west of Abingdon town centre. To the north of the site is the Fairacres retail park comprising retail warehouses which are the subject of another planning



Town Planners • Environmental Consultants  
Architects • Master Planners • Project Services

Contact: Paul McCreevy, Huw Edwards, Stephen Hill,  
Colin Finlayson, Andrew Popple

A list of partners can be inspected here and at our associated offices in:  
Bristol, Cambridge, Edinburgh, Leeds, Luton, Reading, Solihull

www.bartonwillmore.co.uk

application, to the east a hotel and business uses, to the south an area of greenfield land and to the west, Marcham Road interchange with the A34(T).

The application has been accompanied by a Planning Statement, Retail Impact Assessment and a Transport Assessment. It is the content of the Retail Impact Assessment and its justification for the extension which will be addressed by this letter.

### Policy Considerations

#### PPS6

PPS6 establishes that the location for additional retail development should be selected on the basis of the sequential approach, whereby all options in the centre (including where necessary the extension of the centre) should be thoroughly assessed before less central sites are considered for development for main town centre uses. The sequential approach requires locations in appropriate existing centres to be considered first where suitable sites or buildings for conversion are, or are likely to become, available within the development plan document period, taking account of an appropriate scale or development in relation to the role and function of the centre. Secondly, edge-of-centre locations are to be considered, with preference given to sites which are or will be well connected to the centre; and then out-of-centre sites, with preference given to sites which are or will be well served by a choice of means of transport and which are close to the centre and have a high likelihood of forming links with the centre.

In applying the sequential approach, PPS6 requires that developers and operators demonstrate that in seeking to find a site in or on the edge of existing centres, they have been flexible about their proposed business model in terms of the following planning considerations:

- the scale of their development;
- the format of their development;
- car parking provision; and
- the scope for disaggregation.

PPS6 (paragraph 3.9) states that an assessment of need and capacity for additional retail development and the impact of it, should be undertaken for: edge-of-centre or outside of the town centre sites; and also where the development would not be in accordance with an up-to-date development plan strategy. Local authorities will place greater weight on quantitative need, but will also take account of qualitative considerations. Other considerations may also be taken into account, such as the degree to which shops may be overtrading and additional benefits in respect of regeneration and employment.

Paragraph 3.22 outlines the impact assessments which should be undertaken for all retail and leisure developments over 2,500 sqm gross floorspace or those developments which would have a significant impact on smaller centres. Such an assessment would include the impact on trade/turnover and the vitality and viability of existing centres within the catchment area of the proposed development.

#### Oxfordshire County Structure Plan (2005)

Policy TC2 of the Oxfordshire County Structure Plan (2005) strives to maintain and enhance the vitality and viability of town centres by a range of measures, including locating major new development in accordance with the sequential approach. It states that:

"Major new development should be located on city or town centre sites. If there are no suitable town centre sites then edge-of-centre, followed by out-of-centre sites will be considered where the need for development can be demonstrated, where there are no other alternatives and the development would not harm the viability of existing centres or local shops".

Paragraph 8.6 states that, "where new edge-of-centre or out-of-centre development is proposed a developer must demonstrate need, that the sequential approach has been followed and that the development is accessible by means of transport other than the private car".

The Vale of White Horse Local Plan Review (Second Deposit Draft, further changes, October 2005).

Whilst the formally adopted Vale of White Horse Local Plan (November, 1999) is considered to be out of date for retail planning purposes; policy S1 states:

"The existing shopping centres of Abingdon..... will be maintained and enhanced. New retail developments elsewhere will not normally be permitted if they would either by themselves, or cumulatively with other recent developments and proposals, seriously damage the vitality and viability of any of these centres...."

Policy S3 states that the Council:

"is satisfied that adequate provision exists or has been made for new retail development in the main town centres, and will therefore resist proposals involving the expansion of such development beyond the town centre policy areas as defined on the Proposals Map for Faringdon, Abingdon and Wantage.

However, if it is demonstrated that no suitable town centre site is available for a proposed retail development, the District Council will expect the developer to consider first an edge-of-centre site as an alternative location before seeking sites elsewhere in or around town. Proposals for edge-of-centre retail development will not be permitted where they would:

- i) be out of scale and character with the area concerned; or....

Any edge-of-centre proposal in Abingdon and Wantage should be within easy walking distance of the primary shopping frontages and closely related to the boundaries of the town centre policy areas ..."

The Local Plan is currently under review and the Inspector's Report was published in February 2006. Chapter 12 deals with shopping and town centres. Paragraph 12.3 refers to aim 6 of the Local Plan (as set out in Chapter 2) which seeks to ensure that towns including Abingdon are attractive places for living, working and pursuing leisure interests, and in order to achieve this, the vitality and viability of these town centres will be safeguarded and promoted.

In this Local Plan Review, the Council refers to the 1996 Shopping Study Review undertaken by Nathaniel Litchfield and Partners which demonstrates that the district is amply provided for in terms of out-of-centre and edge-of-centre retail provision and no further major convenience floorspace is required in Abingdon. As such, it follows that in respect of the sequential test,

"there is no need to look any further than the town centres for the location of new retail development and no need to identify additional sites" (para. 12.23).

Accordingly, policy S1 states that proposals for new retail development will not be permitted outside of the town and local centres and villages other than in accordance with policies H5, H7, S15, E14, E19 or E20. In any case, new retail development should be in keeping with the scale and character of the centre or area concerned and not create unacceptable traffic or environmental problems.

Whilst not formally adopted, the Second Deposit Draft Local Plan is considered to be the most up to date Plan and carries a significant amount of weight in the determination of planning applications as it has been placed on first and second deposit and has been through a public local inquiry.

We consider the proposal is contrary to planning policy guidance as:

- We question the quantitative need for the proposal since the extension will absorb a large proportion of the surplus expenditure available and this may be at the expense of future town centre store extensions;
- We suggest that DPP have failed to clearly demonstrate qualitative need for the development; and
- We question whether a rigorous approach to site selection has been applied by DPP;

These concerns are covered in more detail below.

#### Review of the Quantitative and Qualitative Need for the Proposed Extension

A Retail Impact Assessment was submitted by Development Planning Partnership (DPP) in support of the Tesco planning application. The Assessment examines the quantitative and qualitative need for the proposed convenience goods and comparison goods floorspace (481 sqm and 1,341 sqm net respectively).

DPP conclude that there is sufficient capacity to accommodate the convenience goods turnover (£1.78m) of the proposed extension. They determine that the surplus convenience goods capacity for the study area in 2007 is £7.7m. They argue that this figure will accommodate existing retail commitments of £5.36m with a considerable amount of additional convenience floorspace available. There would therefore be a residual convenience goods capacity of nearly £0.6m to support existing and further additional floorspace in 2007, which would grow to over £6.6m by 2011.

DPP also conclude that there is sufficient surplus comparison goods capacity to support additional floorspace in the design year. They state that comparison goods capacity in the design year is £10.95m and with an anticipated additional comparison goods turnover of the extension of £4.02m from the study area; this would result in a comparison goods expenditure capacity of around £6m in 2007, rising to £18m in 2011. DPP therefore maintain that there is adequate quantitative capacity to support the extension and also allow for increases in the level of turnover achieved by other retail facilities in the study area.

We consider however that whilst the Nathaniel Litchfield and Partners (NLP) critique of the DPP Retail Impact Assessment (dated May 2005) also concludes that there is a quantitative need for the proposed development<sup>1</sup>; the scale of the extension would leave limited capacity for future

<sup>1</sup> in terms of expenditure capacity up to 2011

extensions within Abingdon up to 2011. We are of the view that that the proposal should be considered within the context of a wider development strategy for Abingdon, since retail floorspace should ideally be located within the town centre.

Therefore, whilst quantitative need for the development has been demonstrated up to 2011, the extension will absorb a large proportion of surplus expenditure (£1.78m, with just £0.6m being left over) and the development of additional floorspace in this out of centre location may prejudice future extensions in the town centre. If the Council were to permit the proposed extension to an already large store, this may be at the expense of future town centre store extensions. We therefore question the quantitative need for the proposal due to the extension's absorption of a large proportion of the surplus expenditure available.

In terms of the qualitative arguments for the proposed store, DPP state that the extension is required to remedy existing identified deficiencies. DPP's Assessment states that the Tesco store experiences in-store congestion, resulting in difficulties and inconvenience for customers. It states that the proposed extension is aimed at 'improving the quality of the shopping experience and to maximise convenience for customers' (page 6). It is asserted that the introduction of additional comparison floorspace will enable existing food customers to have the opportunity to purchase additional ancillary non-food goods during their food shopping trips. Accordingly, it is argued that it is not Tesco's intention to alter the role and function of this store from a convenience shopping destination to a comparison shopping destination in its own right.

Paragraph 6.28 states that 'a substantial element of the extended area relates to non sales floorspace such as larger checkout areas, wider aisles and additional circulation space' and therefore significant levels of additional new customers or turnover will not be generated. However, it can be seen that the figures for net proposed floorspace (in Appendix 4, table 8) indicate otherwise, showing the proposed net convenience floorspace as 481 sqm, and the proposed comparison floorspace as 1,341 sqm. The proposal will therefore more than double the provision of existing comparison floorspace, which should ideally be located at town centre sites.

DPP also argue that the existing Tesco store is 'substantially overtrading' (para. 6.39) and expenditure growth to 2007 will exacerbate the problem resulting in further qualitative deficiency. NLP criticise this however and state that based on DPP's turnover figures, the Tesco store is not overtrading, but trading at around the company average for 2003. In addition, no store layouts have been submitted by the applicant to demonstrate that the extension will improve the reported congestion situation and increase circulation space. DPP's claim that the store experiences in-store congestion and is over-trading is therefore questionable.

We acknowledge that whilst the demonstration of qualitative need is given lower prevalence in PPS6, DPP have nonetheless failed to clearly demonstrate qualitative need for the development as it is not possible to fully evaluate their assertions in respect of this.

Due to the quantitative concerns regarding the extension's absorption of a large proportion of the surplus expenditure, and the fact that the qualitative arguments have not been identified fully and proven by the assessment; in our view the proposal fails the criteria of policies S1 and S3 of the adopted Local Plan; policy S1 of the Second Deposit Draft Local Plan, and the advice in PPS6.

### Sequential Site Analysis

DPP argue that a separate store would not meet the specific need identified of providing improvements such as additional check-outs, circulation space and modernisation which is capable of satisfying the expectations of existing Tesco customers at the store.

DPP carry out a sequential site assessment of three different sites within Abingdon town centre (which the Local Plan directs new development towards): the Bury Street Precinct, the West Central Policy Area, and the Vineyard Policy Area. DPP conclude that these sites are either not readily available or are unavailable for development.

Appendix 2 of DPP's Retail Impact Assessment includes a health check of Abingdon town centre and this shows that the vacancy rate in Abingdon increased by 8% from 15 units in 2003 to 21 in 2004. Vacant units within the city centre are looked at in the Sequential Assessment, but are disregarded as not being able to meet the needs identified. DPP state that a concentration of vacant units would be necessary and whilst there is a small cluster of vacant units along part of Stert Street, the units involved are very small in size and are not large enough to accommodate the floorspace proposed by the application.

DPP argue that disaggregation of the proposed floorspace is not an option as:

**"a substantial part of the increase in net sales area is to be devoted to non retail floorspace which allows such improvements as additional checkouts and circulation space (para. 7.6)".**

DPP conclude that the application site is the most suitable location for the introduction of additional floorspace to meet the identified need and furthermore, it is available and viable for the proposed development.

DPP have not undertaken a sufficiently comprehensive review of town-centre-options, since they only consider three sites that the Local Plan directs new development towards. They state that none of these sites are readily available or are unavailable for development. We would suggest that a more detailed sequential site assessment should have been carried out, and other potential sites considered which have not been directed by the Local Plan as suitable for development.

In addition to the above, NLP correctly identify that:

**"The Tesco store is already very large and the customer need for the extended range of comparison goods is unclear. It does not follow that the need for additional comparison sales floorspace in Abingdon can only be met within the Tesco store. Therefore disaggregation is possible in these circumstances, notwithstanding Tesco's preferred business model" (para. 4.5).**

We concur with the view of NLP in this respect, since DPP have not fully considered the potential of the 21 identified vacant units in the town centre. Other sites which may involve smaller units within the town centre are not considered. We consider that disaggregation of the comparison goods floorspace could be possible, and that adequate flexibility with regard to this has not been demonstrated. Part of the need for comparison sales floorspace can be accommodated in vacant shop units within Abingdon town centre.

We therefore consider that the DPP Retail Impact Assessment is least robust on the investigation of sequentially preferable sites for the provision of the proposed floorspace. As

such we question whether a rigorous approach to site selection has been carried out. If, as we suggest, a rigorous approach has not been adopted, this is contrary to local and national planning policy advice including policy S3 of the adopted Local Plan and Policy TC2 of the adopted Structure Plan.

**Summary**

This letter has sought to raise concerns regarding the proposed extension at the Tesco store and its inappropriateness in the context of current retail planning policy. Particularly, it will absorb a large proportion of the surplus expenditure available up to 2011 and that may be at the expense of future town centre store extensions. In addition, the qualitative need for the development has not been clearly demonstrated. We have also raised concerns regarding the sequential site analysis and the lack of a rigorous approach to the identification of sequentially preferable sites. We consider therefore that the proposed development would be contrary to adopted Local and Structure Plan policies which seek to safeguard the health of Abingdon town centre.

We hope that you will take these points into consideration when determining the application.

Yours sincerely,



**KLAIRE WEBBER**  
Senior Planner



# APPENDIX 3



**OXFORDSHIRE  
COUNTY COUNCIL**  
**ENVIRONMENT & ECONOMY**  
www.oxfordshire.gov.uk

Speedwell House  
Speedwell Street  
Oxford  
OX1 1NE

Tel: 01865 815700  
Fax: 01865 815085

11 May, 2005



Your ref: ABG?1615/51

Direct line: 01865 816042

Please ask for: **Stuart McDougall**

e-mail: [stuart.mcdougall@oxfordshire.gov.uk](mailto:stuart.mcdougall@oxfordshire.gov.uk)

**Location** Tesco Stores Ltd  
**Description** Demolition of Existing Garden Centre Erection of Extension to existing supermarket & carpark and other ancillary  
**Application No.** ABG/1615/51

Dear Sirs,

For the attention Mr Martin Deans

Thank you for your consultation on the above planning application that was received by the Highway Authority on 28/01/05.

The supplementary information with the planning application included a transport assessment (TA). Please find below as brief note on the contents of the TA and my comments relating to the assessment.

The TA considers the extent of the development

The existing gross floor area =9,275 sq.m  
The gross floor area of the extension =2,490 sq.m an increase of approximately 27% of the existing GFA.

### Car Parking Ratios

The TA states that the car parking ratio for the existing store is 1 space per 14.4 sq. metres and the future store (existing + extension) car parking ratio is 1 space per 14.0 sq. metres, however the car parking ratio of the proposal (extension and additional car parking spaces) is 1 space per 12.6 sq. metres which does not comply with the guidance given in PPG 13 or the County Councils car parking standards. No guidance is

given in PPG13 on whether it is reasonable to include the existing parking ratio in with the proposal ratio, or not.

The County Council's car parking standard have been agreed and approved by the Vale of White Horse District Council and are generally in accordance with the guidance given in PPG13. For town centre supermarkets the guidance indicates that car parking should be for operational needs only. For 'out of town' supermarkets the maximum number of car parking spaces permitted is 1 space per 14 sq. metres of GFA (after deducting disabled spaces). In order for the proposal to comply, the application may need to be amended to reduce the number of parking spaces by 20.

### Pedestrian Cycling and Public Transport Access

The TA considers the pedestrian access to the supermarket. It notes that ABITLUS has introduced a toucan crossing 150 metres from the store access / Nuffield Way junction; it also notes that there is a dense area of residential development to the west of the store.

However, the isochrones plan (Figure 3.2) displaying 300m, 400m and 800m walk distances indicate that the vast majority of the population of Abingdon do not live within these walking distances of the store.

The cycling catchment isochrone also suggests that the vast majority of the population of Abingdon do not live within 1.6 km cycle ride of the supermarket.

The TA considers the accessibility of the site via public transport. There are a number of buses that travel along the Marcham Road and could be used by customers of the supermarket. However, none are more frequent than once an hour. By using different services from the town centre, a more frequent service may be found, but a good knowledge of bus timetables would need to be known. Tesco also operate dedicated bus services from many of the surrounding towns and villages to the store, operating one or two buses a day on 8 different routes per week. Via Tesco's dedicated bus service, the occupants of over 25 towns and villages surrounding the store have the ability to gain access to the store.

Whilst the public transport access to the store is viable, it can not be considered to be good, when compared to other town centre supermarkets. It is likely that the majority of customers wishing to access the supermarket via public transport would need to change buses in the town centre and this would not be necessary if the supermarket (or the additional floor area in the application) was more sustainably located.

### Planning Policy

The TA next considers national and local government planning policy in relation to transportation and out of town supermarkets. It discusses PPG6, PPG13, and Oxfordshire County Council's Local Transport Plan (LTP), the Vale of the White Horse Local Plan (VWHLP) and Abingdon Integrated Transport and Land Use Strategy (ABITLUS).

It notes that all the above documents seek to ensure that development is accessible by pedestrian, cyclists and disabled people from the surrounding area and that development sites should be accessible by means of travel other than the private car.

The TA concludes that the proposed development can be demonstrated to be consistent with the objectives of PPG6, PPG13, LTP, and the VWHL. However, sustainability is a relative concept. The proposal will improve the ability to shop from home using the Internet and have your shopping delivered. Home shopping of this type reduces the need to travel and is consistent with the aims of PPG13. However, the proposal is less sustainable than the town centre supermarket sites or indeed any of the existing vacant town centre shops which could be utilised to provide additional floor space for Tesco.

### **Traffic generation**

The TA considers additional traffic attracted to the store generated by the proposed extension. It concludes that the maximum number of trips generated by the stores extension during peak periods is 97 arrivals (Table 6.1).

The TA at para. 6.5 states, "Based on the premise that the rationale for the proposed development is to enhance customer facilities, by improving the store layout and increasing the range of goods on offer, rather than to specifically attract additional customers, it would be reasonable to assume that there is unlikely to be a significant increase in the quantum of traffic associated with the store extension, and therefore the trip rate set out in Table 6.1 can be considered to be a worst case assessment"

If this is the case then why are an additional 200 car parking spaces required?

The TA next considers whether the road network has sufficient capacity to absorb the additional traffic that will be generated by the development. The TA argues that as the local road network in the vicinity is operating at or close capacity the ability of traffic to grow is minimal. Consequently there will be very little future traffic growth on the surrounding road network.

In theory this is correct, if a carriageway such as the Marcham Road is already at full capacity during the peak periods at the moment, then how can it get any worse in future. In practice what tends to happen is that the periods of the day where the road is running at full capacity become longer and drivers avoid heavily congested roads and try to 'rat-run' around the congested areas. Rat-running cause's environmental problems on residential roads which are not designed distribute through traffic.

The IHT (Institute of Highway and Transportation) guidelines indicate that in order the additional traffic generated by a development to be considered 'significant' then the increase in traffic will exceed 5% of the existing traffic. The TA considers the surrounding major junctions on Marcham Road (with A34, Nuffield Way, Colwell Drive, Ock Street / Drayton Road), and how these junctions perform with and without the additional traffic that would be generated by the extension. In all cases the additional strain on the junctions is less than 5% and therefore the TA concludes that "the reduction in overall capacity arising from the proposed store extension is minimal", however the TA also concedes that "...much of the highway network is operating close to or above capacity during peak hours and traffic growth can not therefore be predicted with a significant degree of confidence."

The TA next considers road traffic accidents in the vicinity of the proposal and concludes that the extension is unlikely to have a material impact on accidents. The Highway Authority agrees with this view.

Finally, the TA states that Tesco's is proposing to introduce a travel plan to encourage its staff to travel to the site by sustainable modes. The measures outlined in the TA although laudable are not a travel plan and this would need to be addressed in greater detail.

In conclusion the Highway Authority believes that the proposal is unlikely to have a significant impact on the surrounding road network. However, when the proposal is looked at in isolation, the car parking levels are higher than the maximum levels stated in PPG 13 and the County Council's Parking Guidelines. This is surprising as the TA states that the rationale for the scheme is to improve the layout of the store as opposed to specifically attract additional customers. Furthermore, the data within the TA suggests that the extension will generate less than 100 additional traffic movements during peak periods on the highway. It may produce slightly more trips during the supermarket peak period, but it is unlikely to generate the additional trips to fill 200 more car parking spaces. Car parking over and above what is required for operational purposes may disadvantage retail locations in central Abingdon and would be contrary to policy Local Plan Policy GS11.

Taking into consideration the relatively poor ability to cycle or walk to the proposal and it's relatively poor public transport accessibility in comparison to town centre sites, the Highway Authority considers that the proposal is not entirely consistent with planning policy guidance in relation to transportation and sustainability.

I understand that the District Council has employed consultants to carry out a retail impact assessment. The study will consider whether the additional retail floor space proposed in the planning application is necessary and whether it is reasonable or practical that the additional floorspace could be offered in a more sustainable location. If the assessment concludes the floorspace could be located in a more sustainable location, then the Highway Authority would object to the application on sustainability grounds.

However, if the District Council considers the site to be most sequentially suitable then the Highway Authority does not object to the application subject to the sustainability of the site being improved by a contribution towards ABITLUS of £485,000. These monies will be primarily used to create a bus priority route and a cycleway along Drayton Road from the Caldecott roundabout to the bridge and / or used for other schemes within Abingdon proposed by ABITLUS which would improve transportation links in the town and subject to the following conditions;

1. The extension to the store shall not be occupied until an amended plan is submitted and approved in writing by the Planning Authority which indicates no more than 853 car parking spaces.
2. The extension to the store shall not be occupied until a travel plan for staff has been submitted and approved in writing by the Planning Authority.

Note

The contribution towards ABITLUS is similar to the contribution agreed for a similar sized extension to Sainsbury's supermarket at Witney.

Yours sincerely,



Stuart McDougall  
Principal Transport Planner

## APPENDIX 4

Mr N Kohli  
Pinnacle Consulting Engineers  
37 Broadwater Road  
Welwyn Garden City  
AL7 3AX

**Our ref:** SU49NE/8/1  
**Your ref:**  
**Date:** 6 June, 2005

Dear Nick,

**RE: Flood Risk Assessment - Proposed Extension to Tesco's Store,  
Abingdon**

Thank you for your explanation of the software program used to calculate the flood compensatory works for the above proposal. I can confirm that the lost flood plain storage as a result of the proposed extension can be adequately compensated for on a volume for volume, level for level basis.

I refer to drawing no's: 020103 210, 211, 212, 213 ND 003 and advise that these drawings are submitted with any forthcoming planning application. Upon being consulted on any planning permission, we will accept the proposal set out in the above mentioned drawing as appropriate compensation for the impact of the proposal on the flood plain.

It should be noted that we will request via a suitably worded planning condition that after the works have been completed, a topographical survey shall be undertaken and submitted in order to compliance check the finished ground levels in the flood plain.

Please feel free to contact me again for further information relating to this or any other matter.

Yours sincerely

**David McKnight**  
**Technical Specialist – Development Control**  
Direct dial 01491 828303  
Direct fax 01491 834703  
Direct e-mail [david.mcknight@environment-agency.gov.uk](mailto:david.mcknight@environment-agency.gov.uk)

Isis House, Howbery Park, Crowmarsh Gifford, Wallingford, Oxon, OX10 8BD.  
Customer services line: 08708 506 506  
Email: [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk)  
[www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

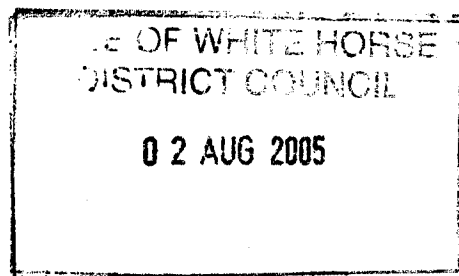
## McCoy Associates Chartered Town Planners

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Mr Martin Deans  
Area Planning Officer (North)  
Vale of White Horse District Council  
PO Box 127  
Abbey House  
Abingdon  
OX14 3JN

2 August 2005

**BY FAX**



Dear Martin

Ref **Planning Application ABG/1615/51**  
**Extension to Store, Tesco, Marcham Road, Abingdon**

**Planning Application ABG/16935/1**  
**Construction of 86 Dwellings, Land at Caldecott School, Blacknell Road, Abingdon**

Thank you for your letter of 26 July and enclosures.

The two drawings enable me to confirm that I consider the north elevation much improved, and that the scheme can be supported.

I will return your drawings tomorrow.

Yours sincerely

*Denis.*

**McCoy Associates**

**This letter refers to drawings nos F/EXT/1093-PO4 and F/EXT/1093-PO4 revision A**