



Dear resident of Catharine Street / Cromwell Road / Sedgwick Street,

URGENT: 8m lorries passing your house, 3 times a day, and other vans (total 35+ deliveries) from now on?

Whatever your views on the merits of Tesco as a company, or its presence on Mill Road, we write regarding the entirely practical issue of frequent delivery lorries driving every day along your street.

Summary: Tesco have now admitted they cannot legally unload from Mill Road. The only option they have left is to send large 8m lorries all the way up Catharine Street then down Sedgwick Street. Councillors are meeting on Thursday morning at St Philip's Church at 10am to decide whether to proceed with legal action. This is your last chance to stop lorries passing your house on a daily basis from now on.

You will no doubt be aware of the ongoing issue concerning the opening of a Tesco store on Mill Road. Over the course of the last 650 days, No Mill Road Tesco – a coalition of several hundred local people who feel that Mill Road is not the right place for a Tesco store - have challenged Tesco on issues such as road safety, traffic congestion, noise impacts on local residents, and alcohol sales. As a result, Tesco has lost three planning applications and failed in its attempt to sell alcohol on Mill Road. Even a government inspector judged that Tesco's proposals were unacceptable.

A month ago, Tesco decided to raise the stakes by fitting out the store, regardless of the unresolved delivery issue. On the other side of this leaflet we have outlined key quotes in more detail.

As the time of writing (3pm today, 19th August) we are awaiting final confirmation of a binding agreement from Tesco's lawyers that they will abide by a planning condition which prevents them unloading from Mill Road. Many people – even regular shoppers at other Tesco stores – have been concerned at the idea of 34ft (10.35m) lorries unloading there for 41 minutes twice a day, plus numerous smaller van deliveries.

Given this, Tesco now have a single option left on the table: delivery via your street. These would be in 8m long lorries, leaving only 20cm gap between wing-mirrors. Tesco's own consultants previously admitted the potential for danger and damage to vehicles, and a government inspector agreed that safety issues would arise. See overleaf.

For full details see our website at www.nomillroadtesco.org . Contact us if you need more information.

Your local Councillors are meeting this Thursday (i.e. tomorrow, 19th Aug), to discuss the situation and the possibility of legal action, at 10am at St Philip's Church, 185 Mill Road. Please attend if you can. Whatever your views on Tesco, the fact is that lorry deliveries will cause disruption, safety issues, and presumably could affect house prices.

If you cannot attend, please contact your Councillors urgently to let them know your views on this important matter:

- Sarah Ellis-Miller, 50 Sedgwick Street - 01223 513052 - sarah.ellis_miller@ntlworld.com
- Raj Shah - 20 The Paddocks, Coldham's Lane - 01223 457241 - raj.shah@cambridge.gov.uk
- Catherine Smart - 136 Ross Street - 01223 511210 - chlsmart@cix.co.uk
- Kilian Bourke - 14 Natal Road - 07737 782 295 - kilian.bourke@gmail.com

Yours sincerely, *the No Mill Road Tesco Campaign*

Remember, these lorries will be going down YOUR street three times a day from NEXT WEEK. Please try to attend the meeting tomorrow to make your voice heard.

Delivery options: Tesco's only options

Tesco have pursued two delivery options for their 8–10.35m lorries. Here are key quotes, with sections in bold being our emphasis:

Option 1. Delivery from Mill Road:

Tesco previously said (but have now seem to have change their mind):

“We will deliver to the front of the store as the previous occupants did and as do most retailers on Mill Road.”

Deliveries via the front entrance was also clearly marked on the plans presented at the licensing committee meeting, where Tesco lost their application to be allowed to sell alcohol on Mill Road.

The City Council planning department have said:

“There is a lawful planning consent for the use of 163–167 Mill Road for retail use which **requires deliveries to be made only from a rear service yard**. We are urgently contacting Tesco to establish the company's intention for the premises given the lawful consent. If it becomes clear that enforcement action may be necessary then the officers will report to members as soon as possible on options for further action”

“There is **no hard evidence of a continuous 10–year breach** by the previous occupant.”

And the government inspector, concluded (when judging Tesco's now-failed attempt to add an extension) that:

“I find that the **Mill Road delivery option would pose unacceptable risks to highway safety** in general, and for cyclists in particular.”

“I conclude that it would be **unacceptable for 10.35m long lorries to load and unload from Mill Road**. [...] In my opinion this was also the purpose of the condition imposed in 1972.”

Option 2. Delivery around ‘the loop’

Tesco have now said:

“As you know **the building does have a planning condition**, which dates back quite a way that requires deliveries to be made to the rear doors. This condition was in force prior to the surrounding roads being made into a one way system and would now require delivery vehicles to drive along residential streets.”

“Although we think [Mill Rd] is probably the best option for the area I would like to confirm that **we plan to service the store from the rear**.”

i.e. drive round the loop into the rear of the site, manoeuvre a lorry in (and hope that there is space left in the car park).

The consultant for Tesco previously said, however:

“Due to the one way nature of Sedgwick Street access to the rear of the site would be via the ‘loop’ formed by Catharine Street and Sedgwick Street. **This arrangement has the potential to cause detriment to the amenity and safety** of local residents, due to multiple delivery movements per day with what will still be large vehicles. There is the also potential that poorly parked vehicles on could block access, requiring **long and potentially dangerous reversing manoeuvres** or police action.”

And the government inspector, concluded (when judging Tesco's now-failed attempt to add an extension) that:

“**the loop option “would pose a significant increase in the risk of accidents, damage and injury** to vehicles, cyclists and pedestrians around the loop”.

“I find that **both of the realistically available servicing options would pose unacceptable risks to highway safety**”