



Great Whyte Ramsey, 1905

Ramsey Town Centre

Stage 2 Report

10.06.2024

1. **Introduction**

Project Information

Project **Ramsey High Street**
Ramsey,
Huntingdon
PE26 1HA

Client **Huntingdon District Council**

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2. **Briefing**

2.1 Project Brief

The initial brief and scope, as set out by Huntingdon District includes the following:

- A feasibility study and options analysis concerning public realm enhancements (including pedestrianisation of public highway) and the provision of small self-contained units located in the area to be pedestrianised, capable of being used as short-term flexible retail spaces.

Funding

Huntingdonshire District Council was awarded funding from the Cambridge and Peterborough Combined Authority (CPCA) for the purpose of delivering two linked projects in the Great Whyte area of Ramsey town centre.

Desired Outcome

The desired outcome from the implementation of these projects is an improved local environment, including the pedestrianisation of a short stretch of public highway, and a stronger more resilient local economy, enabled by providing an alternative and flexible approach to encouraging new traders and footfall. Whilst these projects are technically separate with independent funding streams, they are effectively a combined scheme. Project 2 for example, cannot proceed without Project 1 being implemented.

Project 1 (Public Realm)

This is focused on the design and delivery of improvements to the local town centre environment, in a central area called the Great Whyte. This project is in receipt of funds totalling £300,000 for the design and delivery of the scheme in its entirety.

Project 1 will require the removal of removal of 16 car parking spaces. It is a critical requirement of this commission to identify locations for re-providing these spaces in nearby locations.

Project 1 Requirements

- Options for de-cluttering, improving amenities, signage, and where necessary, resurfacing or adjustments that will enable a pedestrian only zone
- Ability to accommodate the weekly town market
- Re-provide 16no. removed parking spaces

Project 2 ('Shop in a box')

Previously titled as 'Market Produce Hub' was awarded £1.1M for design and delivery from the CPCA via the Government's Local Growth Fund.

We wish to explore options for the provision of a number of small flexible retail units of a wooden core structure, with a design which is bespoke to Ramsey and informed by the heritage and history of the town. The requirement is to develop a lightweight and flexible structure and space, which will not require intrusive civil engineering works, and which could, if required, be relocated to an alternative location in the future.

We envisage a small retail space which can be let on a very low-cost basis by independent traders, some of whom may be considering moving from online only, to a physical retail presence.

Project 2 Requirements

Explore feasibility of 'Shop in a Box' concept in terms of project budget and scale and impact on local economy.

Critical considerations:

- Ease of Maintenance, Security, Design life
- Units to have electricity
- Water & Toilet facilities not considered necessary due to proximity of facilities within the Town Council Civic Centre.
- Advise on size & number of units. A balance required to avoid 'overcrowding' the Great Whyte Area.
- Concept design will ideally draw on aspects of local history or heritage. There may also be opportunity to incorporate an element of public art.
- Unit size, refer to 'Business in a Box' enterprise at St Ives.
- Engage with local Stakeholders.

Required Outputs

- Feasibility Study & Assessment for Project 1 and 2
- Concept Design up to RIBA stage 2
- Up to 3 options produced, which identify different approaches to the design and layout of the pedestrian zone, incorporating 'project 2' units
- Revised car park plan layout plan for the Mews Close off street car park, identifying options for increased capacity
- Red line plan identifying existing loading bays available for re-designation, incorporated into commission documentation.
- Options assessment
- Recommendations on next steps

Design & Build Budget

The combined project budget for all costs relating to the delivery of Projects 1 and 2 is £1.4M.

Amended extract from Ramsey feasibility and options assessment document.

2.2 Project Objectives

OBJECTIVES

Improved local environment, including;

- Pedestrianisation of a short stretch of public highway with enhanced public amenity
- Additional accessible shop units within public realm
- Re-provision of local market space
- Facilitate stronger more resilient local economy, enabled by providing an alternative and flexible approach to encouraging new traders and footfall
- Relocated street parking including disabled parking
- Designated service bays

2.3 Vision & Aims

PROJECT AIMS

Mews Close

Rationalise parking arrangement to provide additional spaces to make up shortfall

Great Whyte

Pedestrianisation of Great Whyte to;

- improve public amenity
- accommodate market and shop trading host local events and festivals
- showcase public services

Shop in a box

- Provision of small retail space
- Robust sustainable construction
- Electricity services
- Access and inclusion

To be let on a very low-cost basis by independent traders

2.4 Priorities

MAIN PRIORITIES

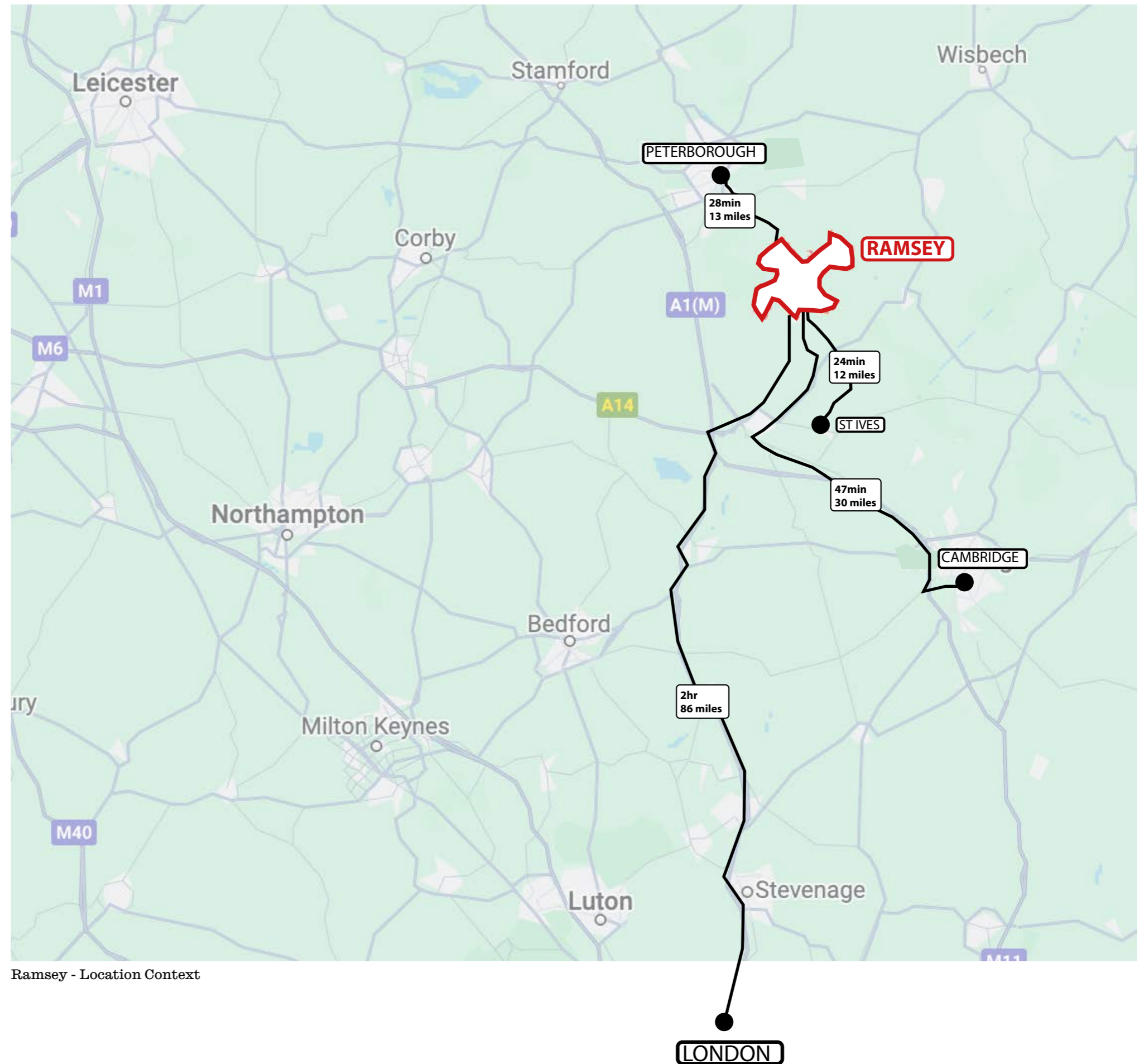
- 1. Accessible and sustainable shop in box - low cost retail spaces, with potential for relocation.**
- 2. No net loss of car parking, with a focus on convenient redistribution of 16 spaces including disabled parking bays**
- 3. Service bay strategy**
- 4. understood co-ordination with market square functions and events, to ensure a balanced flexible use of spaces**
- 5. De-cluttering and enhancement of public space to support civic amenity**
- 6. Optimise space layout to promote outdoor commercial opportunities for cafes and restaurants**
- 7. Amendments to public realm to manage pedestrianisation, shop service and fire access**

3. **Appraisal**

3.1 Site Appraisal

Ramsey is a market town in the Huntingdon district of Cambridgeshire. It houses a population of approximately 5,700.

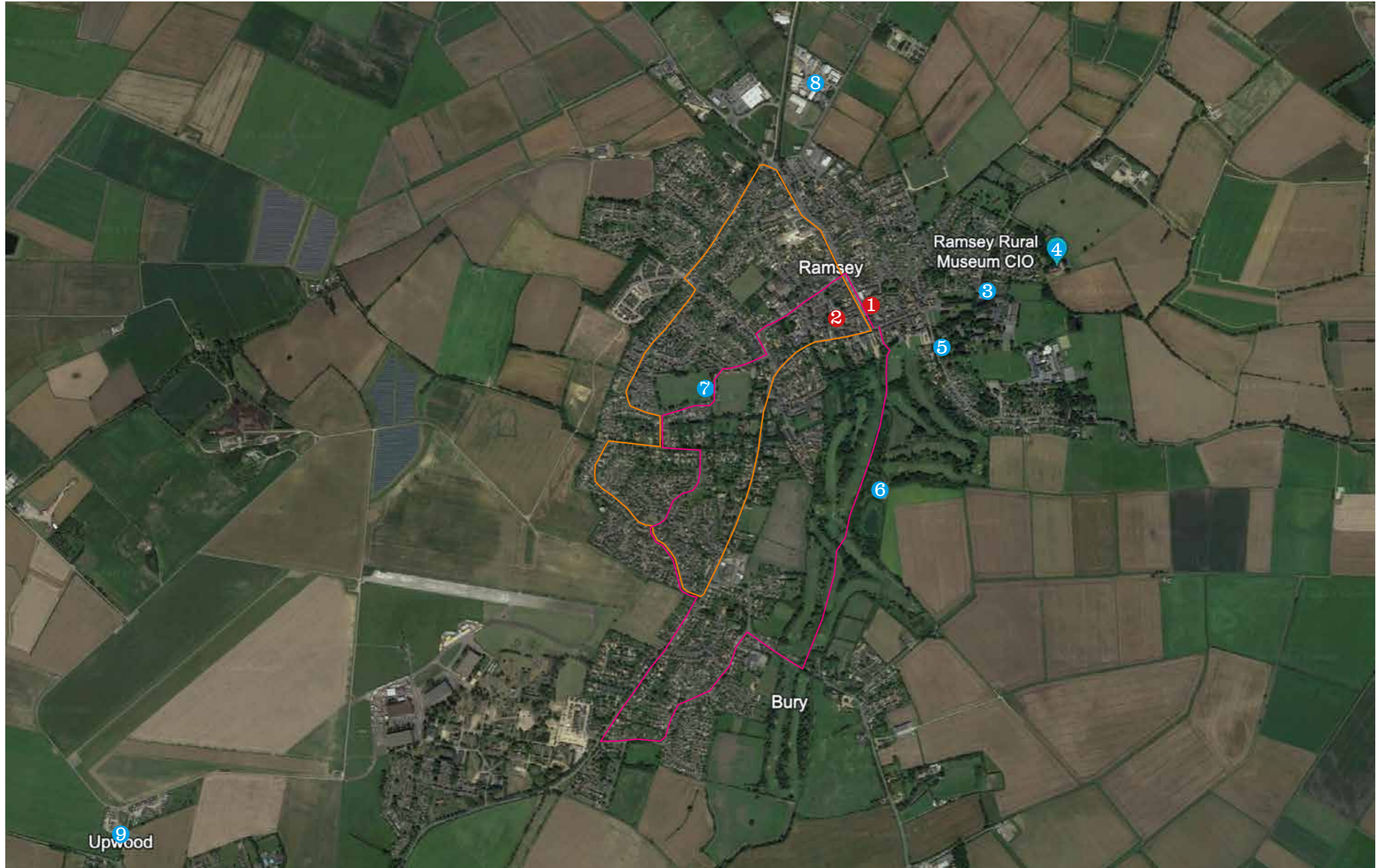
Ramsey is located approximately 13 miles from Peterborough, 30 miles from Cambridge and 86 miles from central London.



Ramsey - Location Context

Location Plan

- 1 Site - The Great Whyte
- 2 Site - Mews Close
- 3 Walled Garden
- 4 Ramsey Rural Museum
- 5 Ramsey Abby
- 6 Golf Course
- 7 Cricket Ground
- 8 Business Park
- 9 Ramsey Gliding Club
- Town Walk
- Bury Town Walk



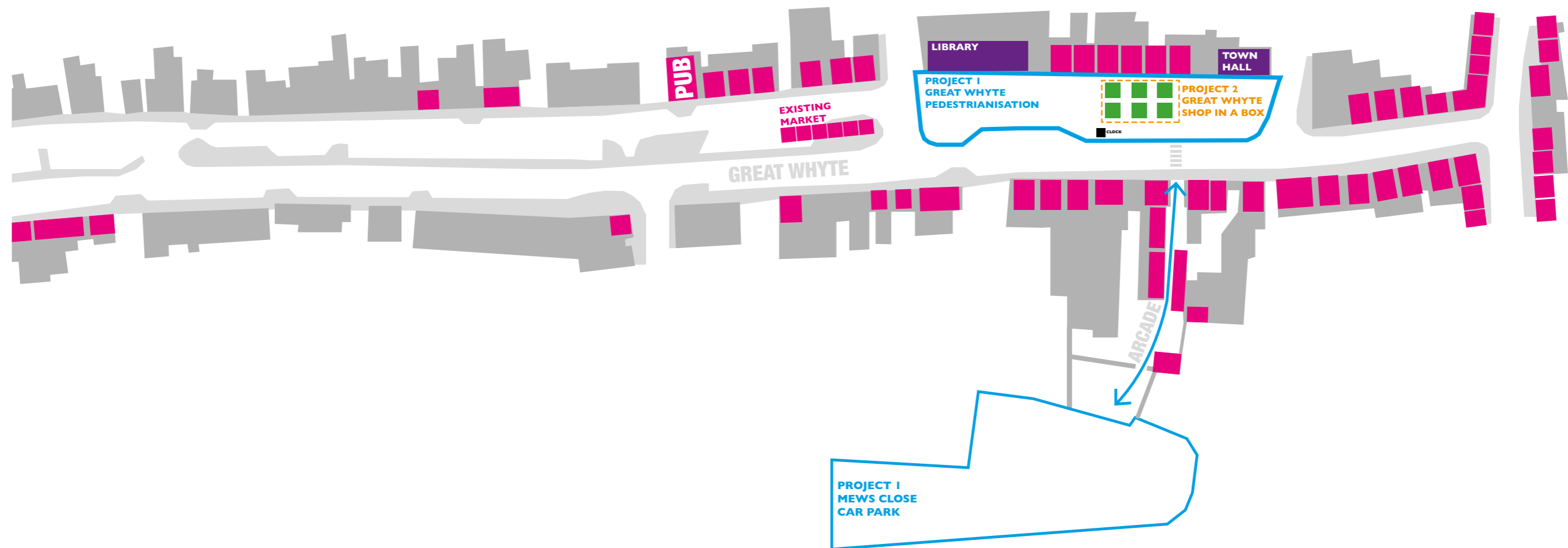
Location Plan



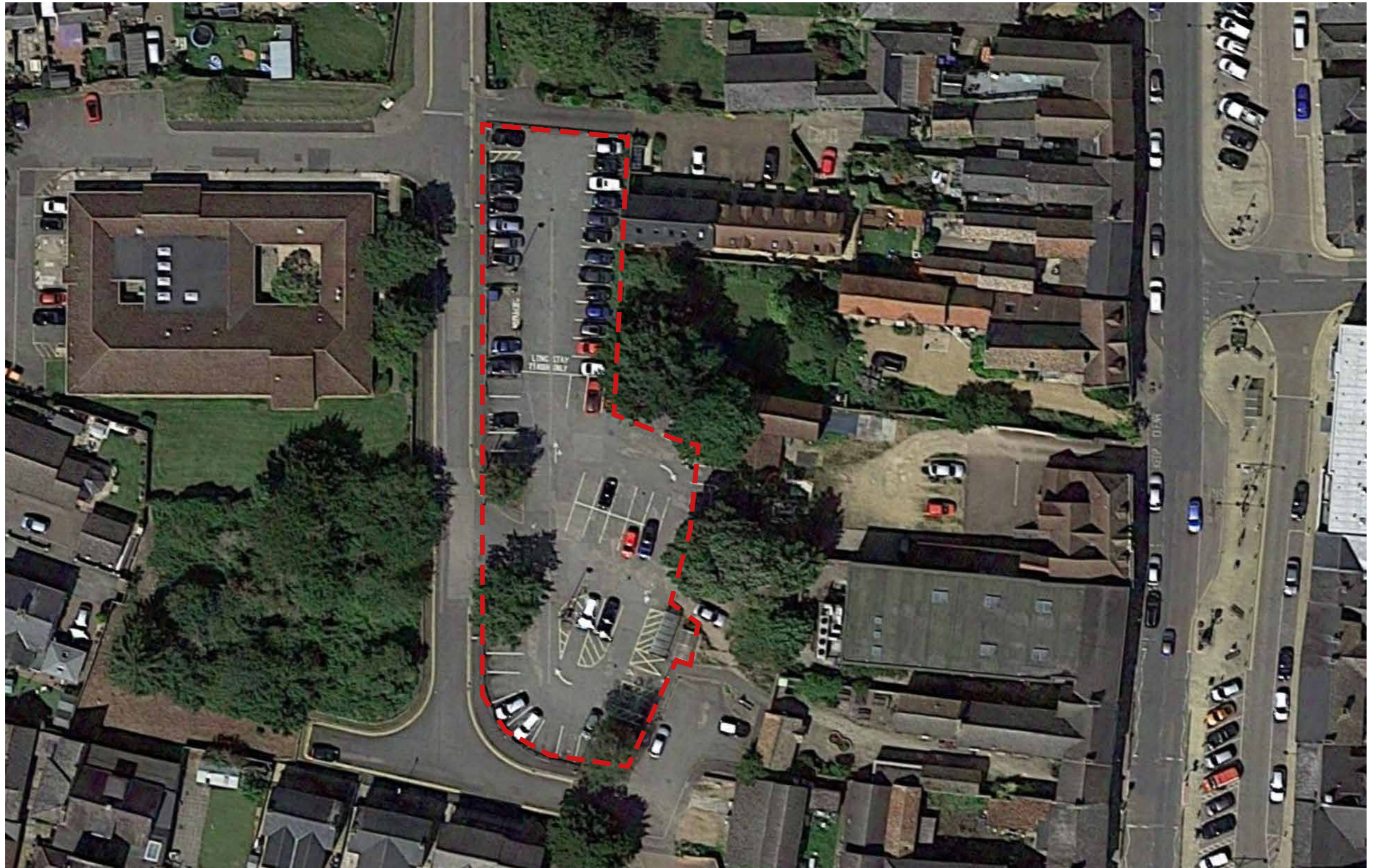
Location Plan

KEY:

- Local Authority Buildings
- Shops & Businesses
- Site Boundary



Location Plan - Mews Close



Site Photos - Mews Close



Location Plan - Great Whyte



Site Photos - Great Whyte



Site Photos - Great Whyte



Local Typology



Historic village scale



Familiar elements across contrasting neighbours



Varied retail features



Stepping cottage roof forms

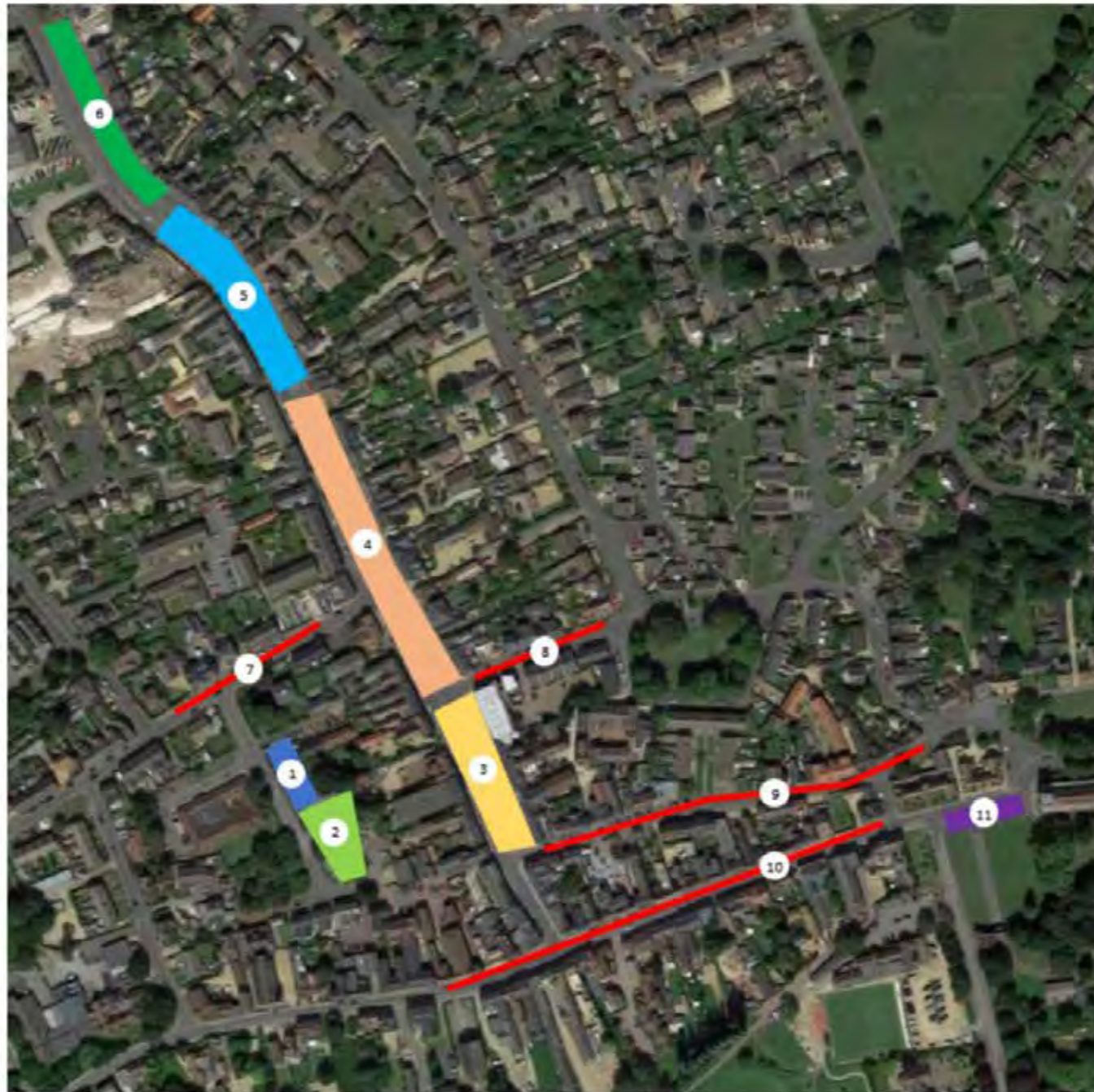
4.

Outline Design

Mews Close Parking

4.1 Brief Analysis

Town Centre Parking Areas



Key

1 - Mews Close Long Stay Car Park
 2 - Mews Close Short Stay Car Park

6 - Great Whyte (North)
 7 - Whytefield Road
 8 - New Road

3 - Great Whyte (South)
 4 - Great Whyte (Central)
 5 - Great Whyte (Central / North)
 9 - Little Whyte
 10 - High Street
 11 - Church Green

Weekday occupancy

Table 1: Parked Vehicles - Weekday

Parking Area	Spaces	10-11	11-12	12-13	13-14	14-15	15-16
Mews Cl. Long Stay	22	20	20	20	18	20	21
Mews Cl. Short Stay	39	17	26	31	19	16	14
Gt. Whyte South	21	19	16	19	20	18	18
Gt. Whyte Central	86	63	68	68	60	60	59
Gt. Whyte Cent. / N	64	29	32	39	37	34	31
Gt. Whyte North	58	38	36	38	33	29	38
Little Whyte	36	24	23	25	26	22	25
High Street	38	26	24	23	24	22	21
Whytefield Road	12	8	7	6	8	5	6
New Road	12	6	8	5	5	6	3
Church Green	22	15	16	17	19	13	15
Total	410	265	276	291	269	245	251

Table 2: % Occupancy - Weekday

Parking Area	Spaces	10-11	11-12	12-13	13-14	14-15	15-16
Mews Cl. Long Stay	22	91%	91%	91%	82%	91%	95%
Mews Cl. Short Stay	39	44%	67%	79%	49%	41%	36%
Gt. Whyte South	21	90%	76%	90%	95%	86%	86%
Gt. Whyte Central	86	73%	79%	79%	70%	70%	69%
Gt. Whyte Cent. / N	64	45%	50%	61%	58%	53%	48%
Gt. Whyte North	58	66%	62%	66%	57%	50%	66%
Little Whyte	36	67%	64%	69%	72%	61%	69%
High Street	38	68%	63%	61%	63%	58%	55%
Whytefield Road	12	67%	58%	50%	67%	42%	50%
New Road	12	50%	67%	42%	42%	50%	25%
Church Green	22	68%	73%	77%	86%	59%	68%

Saturday occupancy

Table 3: Parked Vehicles - Saturday

Parking Area	Spaces	10-11	11-12	12-13	13-14	14-15
Mews Cl. Long Stay	22	21	19	19	20	18
Mews Cl. Short Stay	39	32	29	28	27	19
Gt. Whyte South	21	20	21	18	20	18
Gt. Whyte Central	86	64	64	61	53	42
Gt. Whyte Cent. / N	64	35	38	43	38	34
Gt. Whyte North	58	25	22	23	23	20
Little Whyte	36	26	22	23	21	22
High Street	38	29	27	27	26	25
Whytefield Road	12	8	7	9	7	6
New Road	12	8	11	9	7	8
Church Green	22	11	14	12	10	13
Total	410	279	274	272	252	225

Table 4: Parked Vehicles - Saturday

Parking Area	Spaces	10-11	11-12	12-13	13-14	14-15
Mews Cl. Long Stay	22	95%	86%	86%	91%	82%
Mews Cl. Short Stay	39	82%	74%	72%	69%	49%
Gt. Whyte South	21	95%	100%	86%	95%	86%
Gt. Whyte Central	86	74%	74%	71%	62%	49%
Gt. Whyte Cent. / N	64	55%	59%	67%	59%	53%
Gt. Whyte North	58	43%	38%	40%	40%	34%
Little Whyte	36	72%	61%	64%	58%	61%
High Street	38	76%	71%	71%	68%	66%
Whytefield Road	12	67%	58%	75%	58%	50%
New Road	12	67%	92%	75%	58%	67%

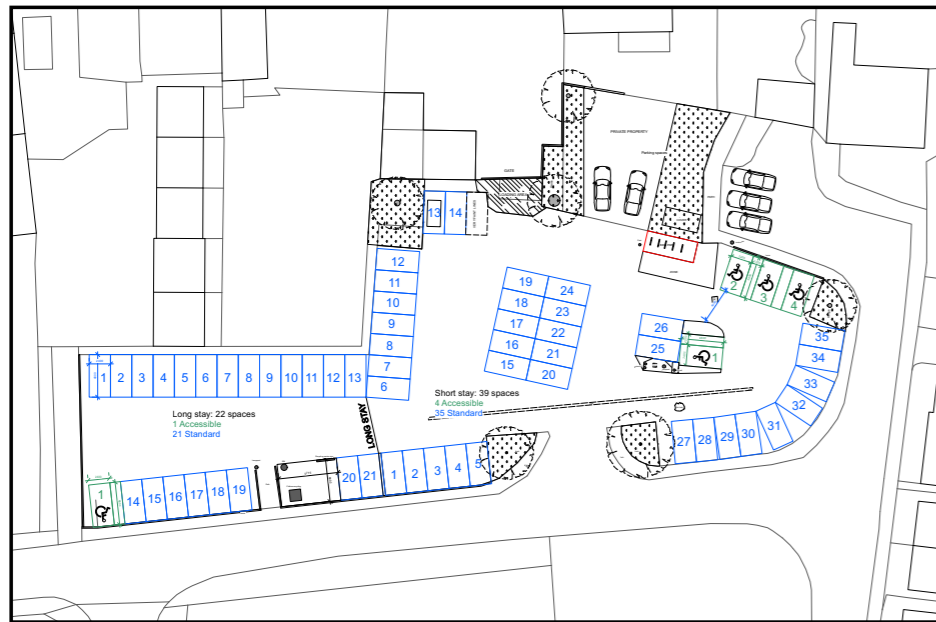
Parking study Data Source document: Ramsey Parking Study 784-B030058

Parking study proposed measures to Mews close

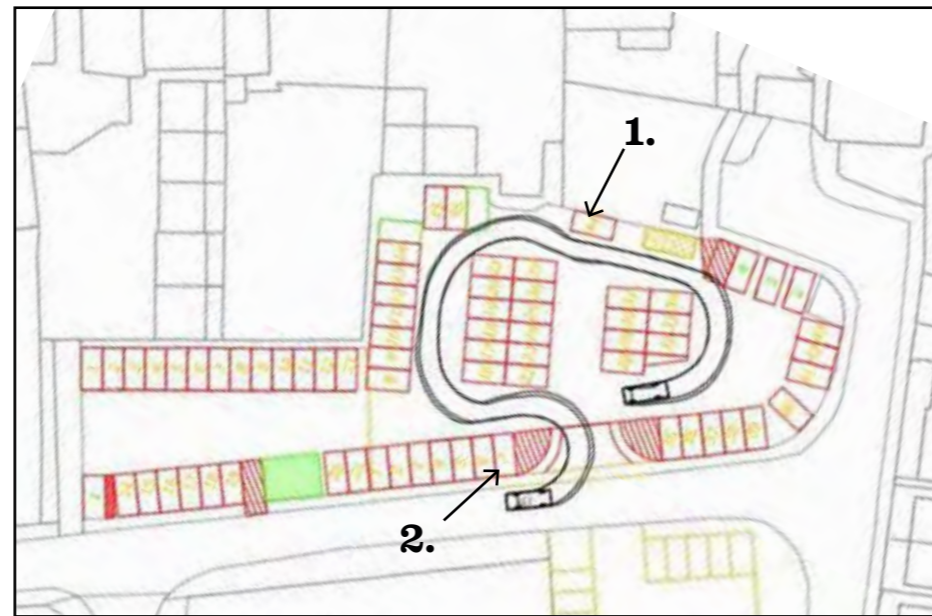
- Rationalise the arrangement to add more spaces
- Remove cycle parking shelter
- Remove trolley parking shelter **ownership TBC**
- Remove/relocate HDC recycling centre
- Remove/relocate HDC skip blocking bay
- Convert some long stay spaces to short stay (increase space turnover)
- Implement 3 hour max stay on Great Whyte
- Enforce time restrictions & double yellow lines on Great Whyte

4.2 Concept Design

Options Overview



Existing
 Long stay: 22 spaces
 Short stay: 39 spaces
 Total: **61 spaces (5 accessible)**



Parking Study
 Long stay: 22 spaces
 Short stay: 47 spaces
 Total: **69 spaces**
8 additional (with notes)

Note:
 1. Blocks access
 2. Removes tree
 3. Loses 1 accessible space

Parking Challenge

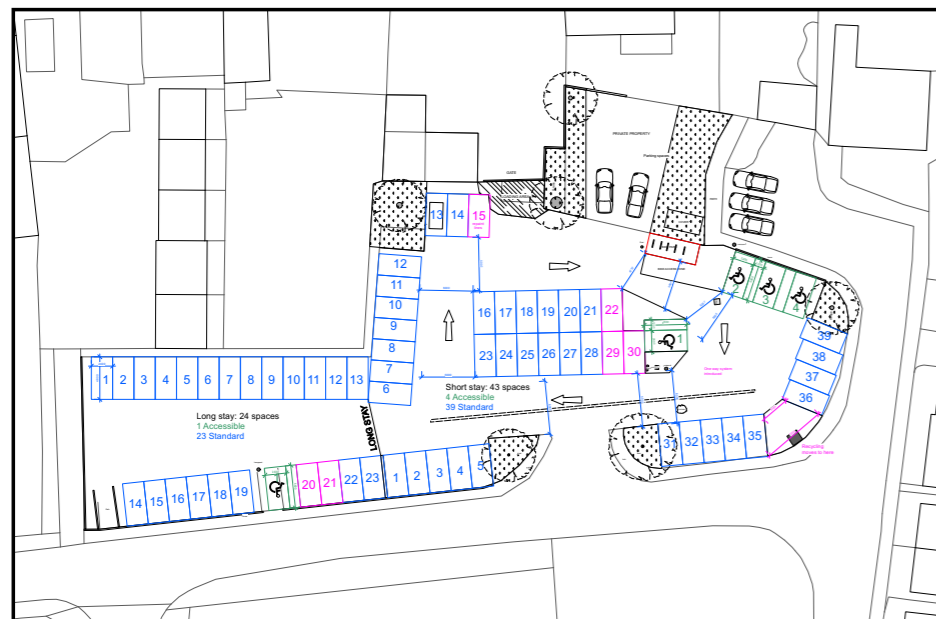
16 lost parking spaces including 4 accessible bays

4 accessible bays retained on Great Whyte (see below)

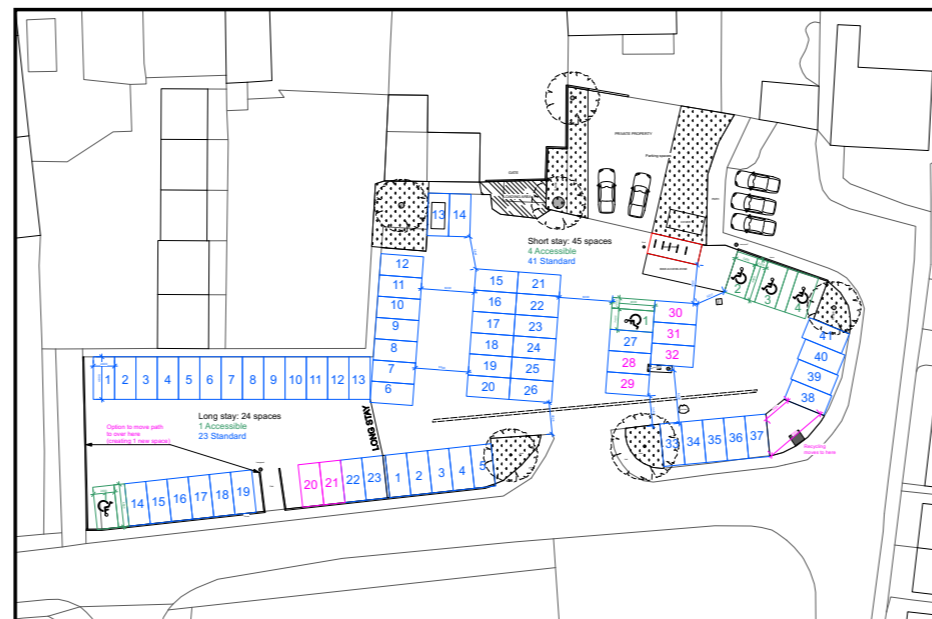
Mews close to provide min. 12 additional spaces

TARGET 73 spaces (5 accessible)

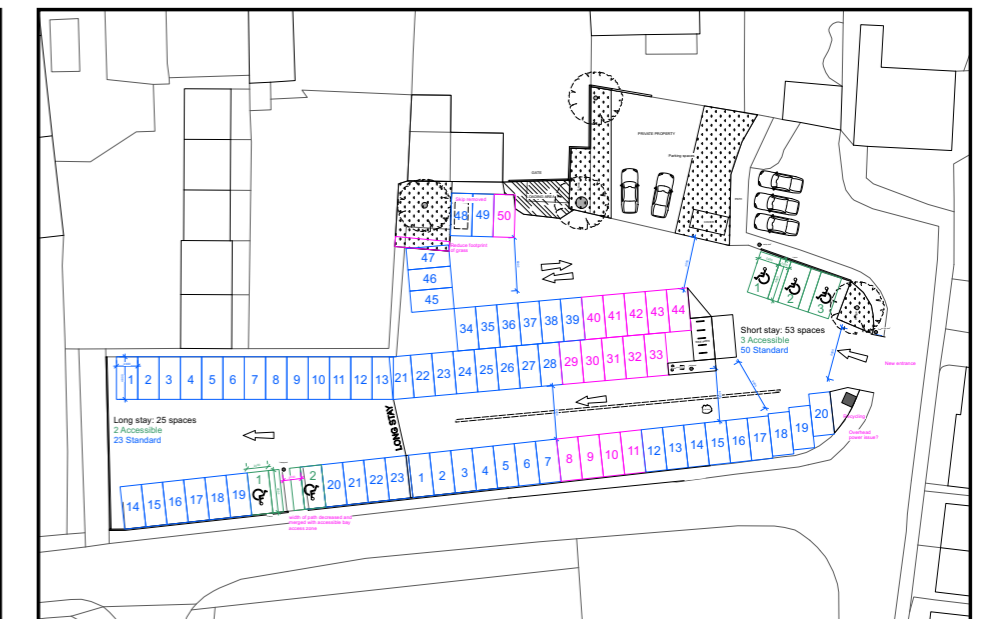
Parking study Data Source document:
 Ramsey Parking Study 784-B030058



Option 1- Minimal change- 1 way system
 Long stay: 24 spaces
 Short stay: 43 spaces
 Total: **67 spaces (5 Accessible)**
6 additional
 Note:
 - Delivery access not direct
 - Recycling position requires testing
 - 1 way system implemented

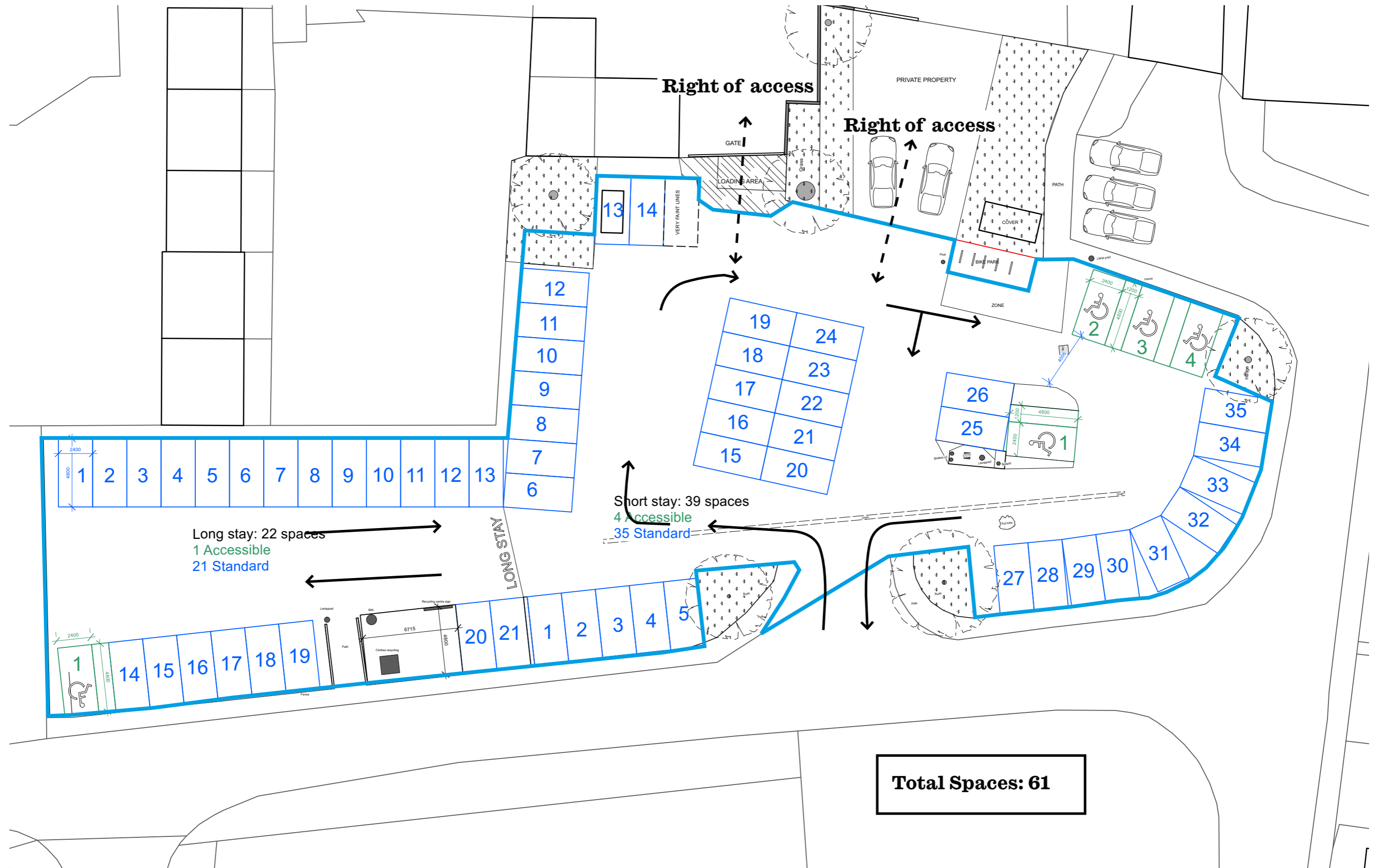


Option 2- Minimal change- 2 way system
 Long stay: 24 spaces
 Short stay: 45 spaces
 Total: **69 spaces (5 Accessible)**
8 additional
 Note:
 - Delivery access is direct
 - Recycling position requires testing
 - 3 metre pinch points
 - CCTV/lamp post position critical



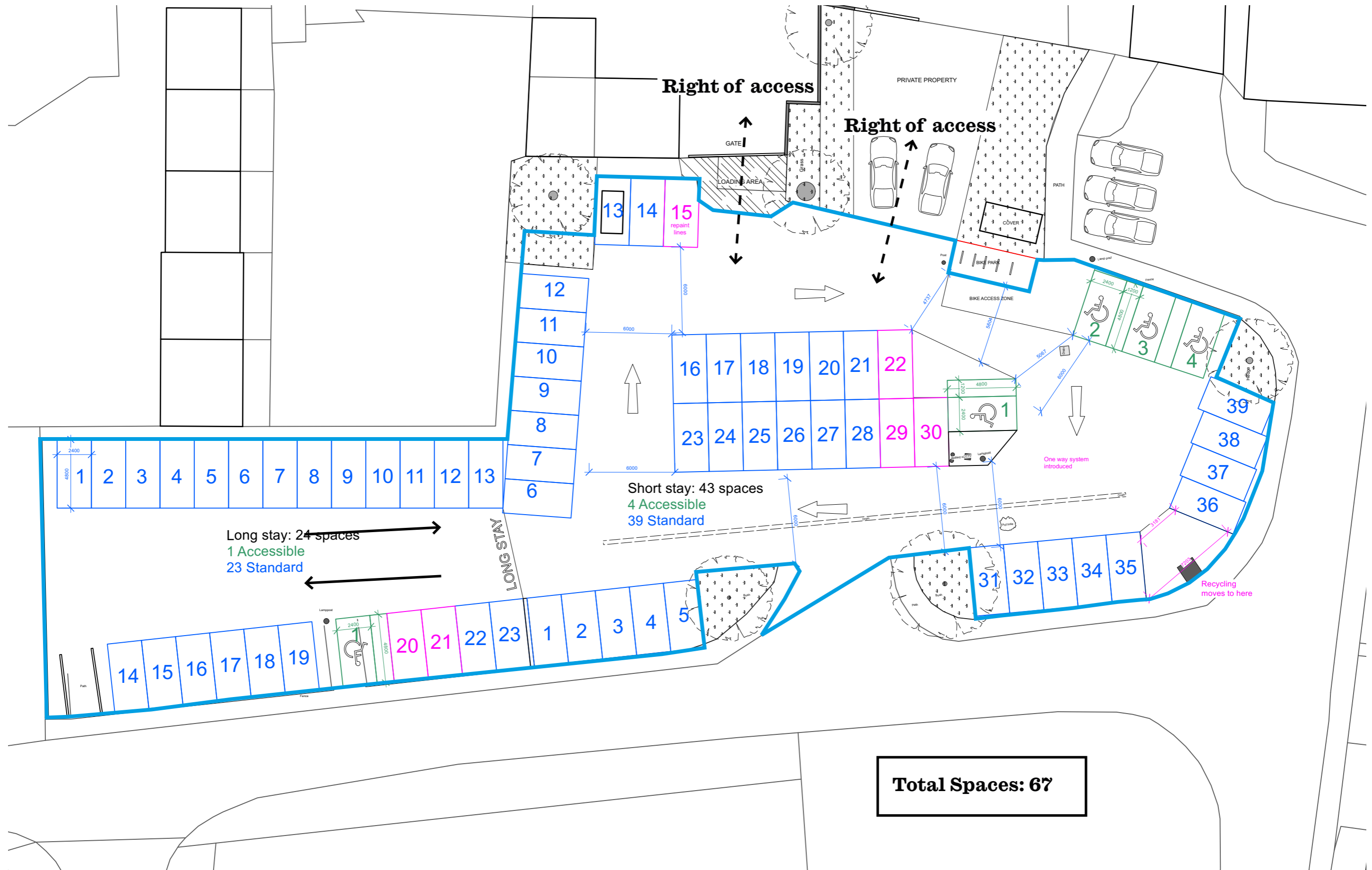
Option 3- Radical thinking
 Long stay: 25 spaces
 Short stay: 53 spaces
 Total: **78 spaces (5 accessible)**
17 additional
 Note:
 - Accessible space ratio changed
 - Bike park relocated
 - Entrance and trees removed
 - 2 Entrances added
 - Recycling position requires testing

Existing Plan

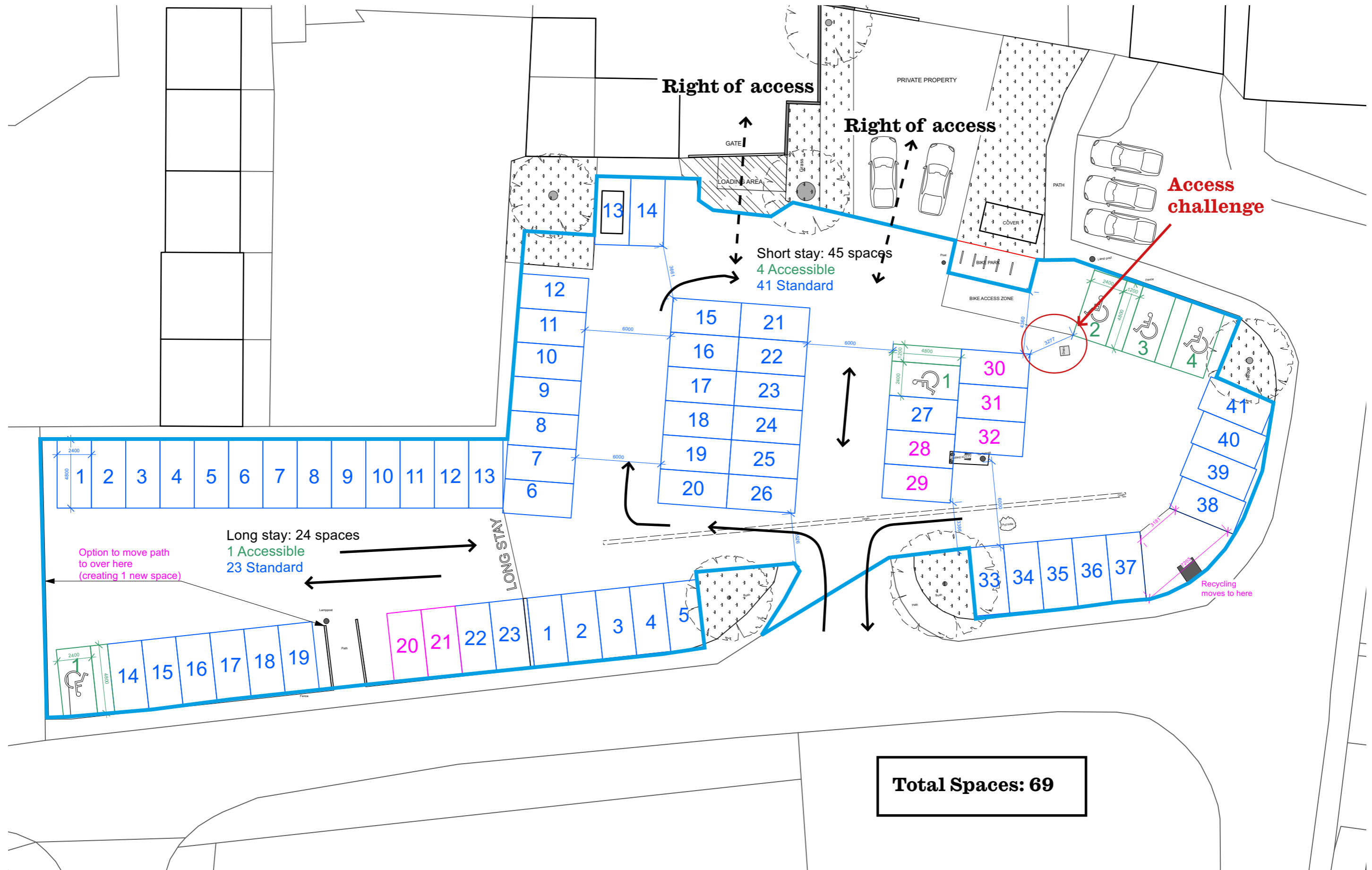


Total Spaces: 61

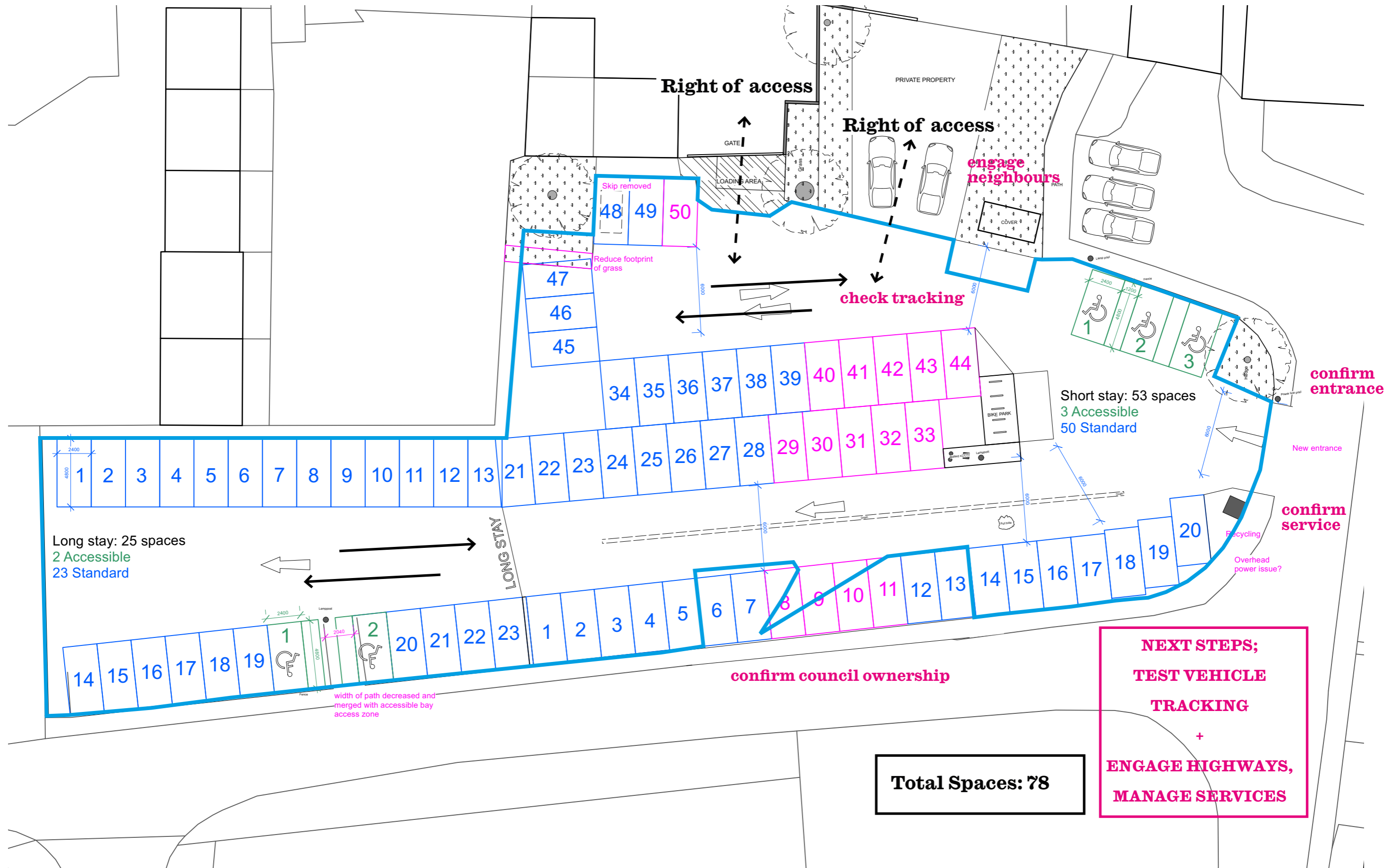
Option 1 - Minimal Changes 1 - way System



Option 2 - Minimal Changes 2 - way System



Option 3 - Radical thinking



Total Spaces: 78

**NEXT STEPS;
TEST VEHICLE
TRACKING
+
ENGAGE HIGHWAYS,
MANAGE SERVICES**

5.

Outline Design
Great Whyte pedestrianisation

5.1 Spatial Analysis

1. The existing car parking provision dominates this section of the Great Whyte, limiting other uses without temporary closures.

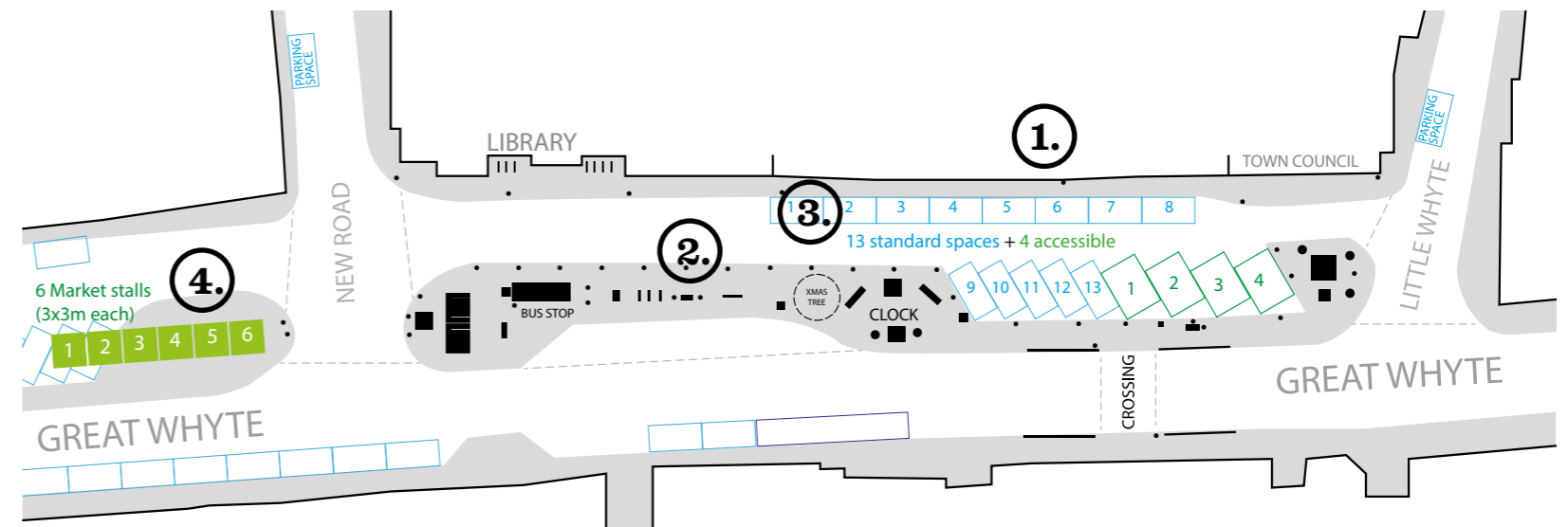
2. Pedestrian functions are compressed into the available areas

3. Little space is available for extended retail functions including the proposed shop-in-box provision and existing shops opening onto the street.

4. The temporary local market claims space when it can impinging into public highway and parking



Existing
Close to previous location



5.2 Concept Design

Market Stall Arrangement

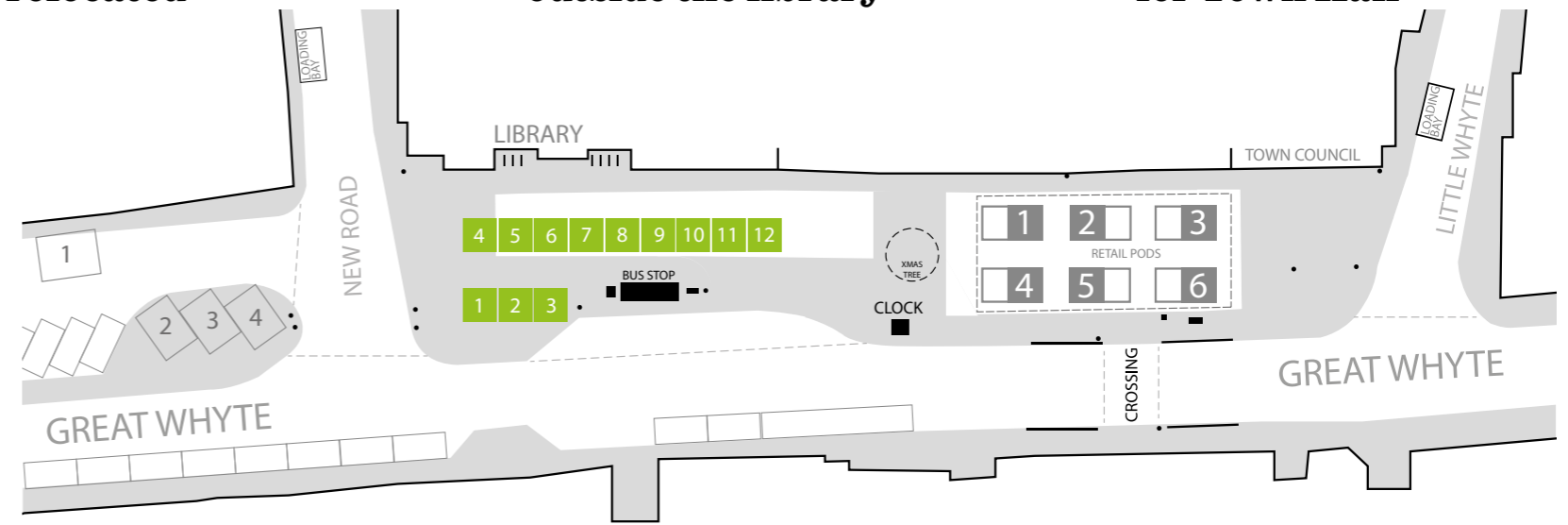


Option 1
Close to previous location

Accessible bays relocated

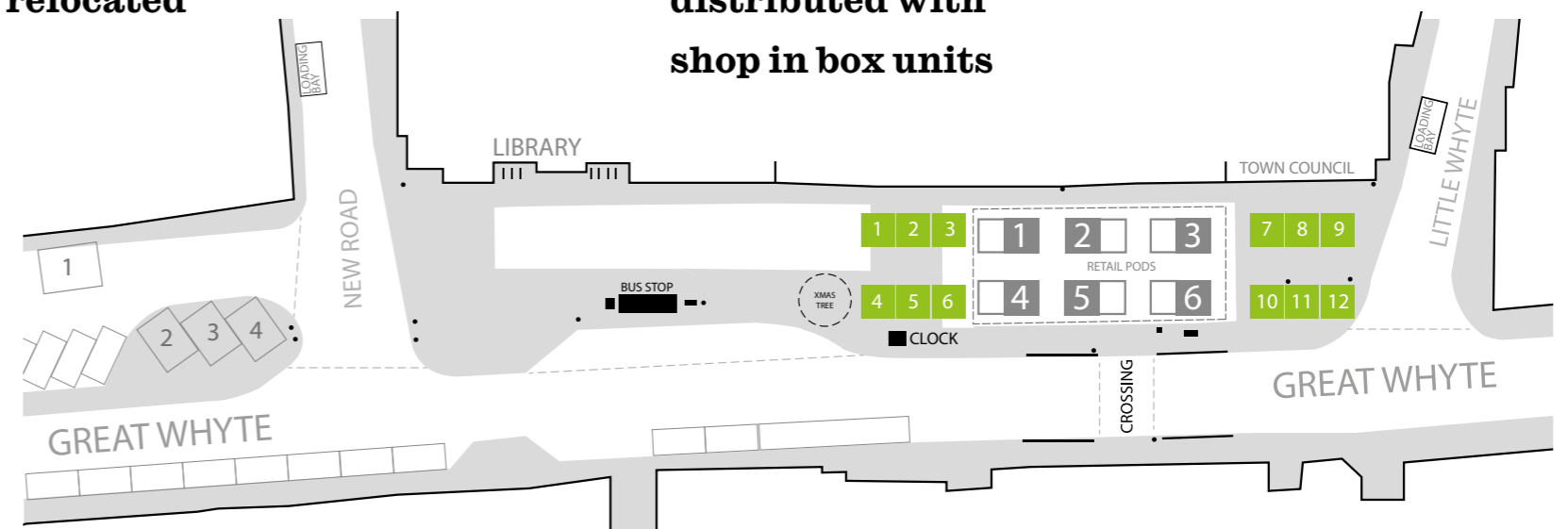
Market stalls outside the library

New space for Town Hall



Accessible bays relocated

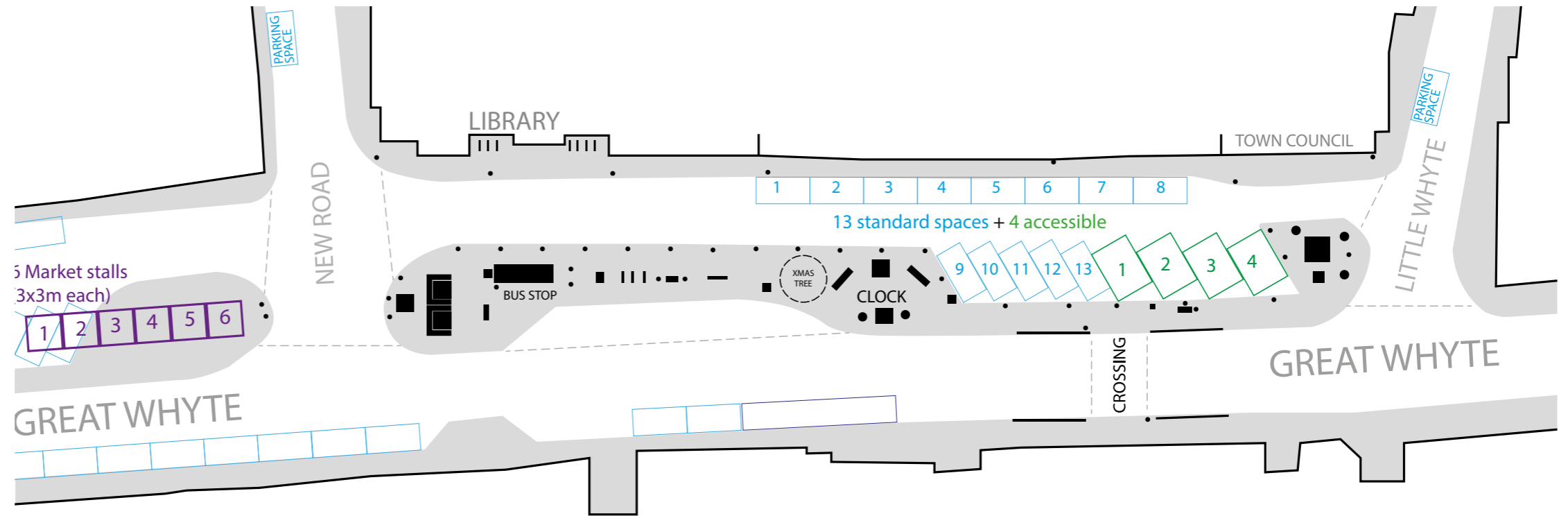
Market stalls distributed with shop in box units



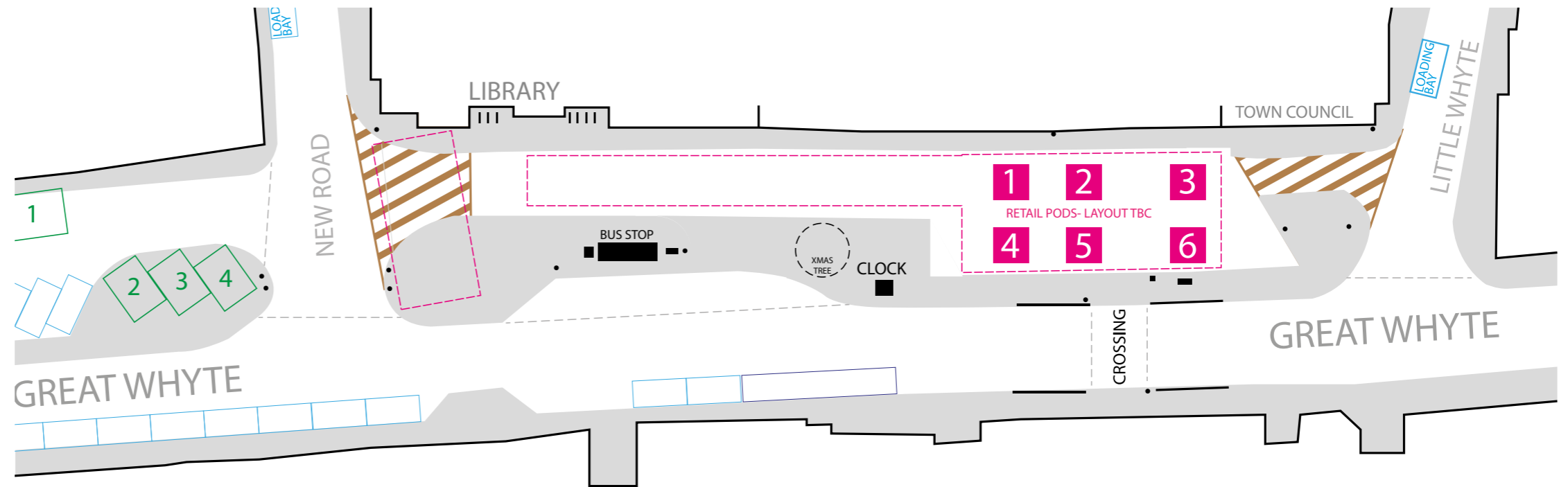
Option 2
Extension of pods

Concept Design

Ground Works



Existing
Remove all unnecessary bollards, signs, street furniture, road markings

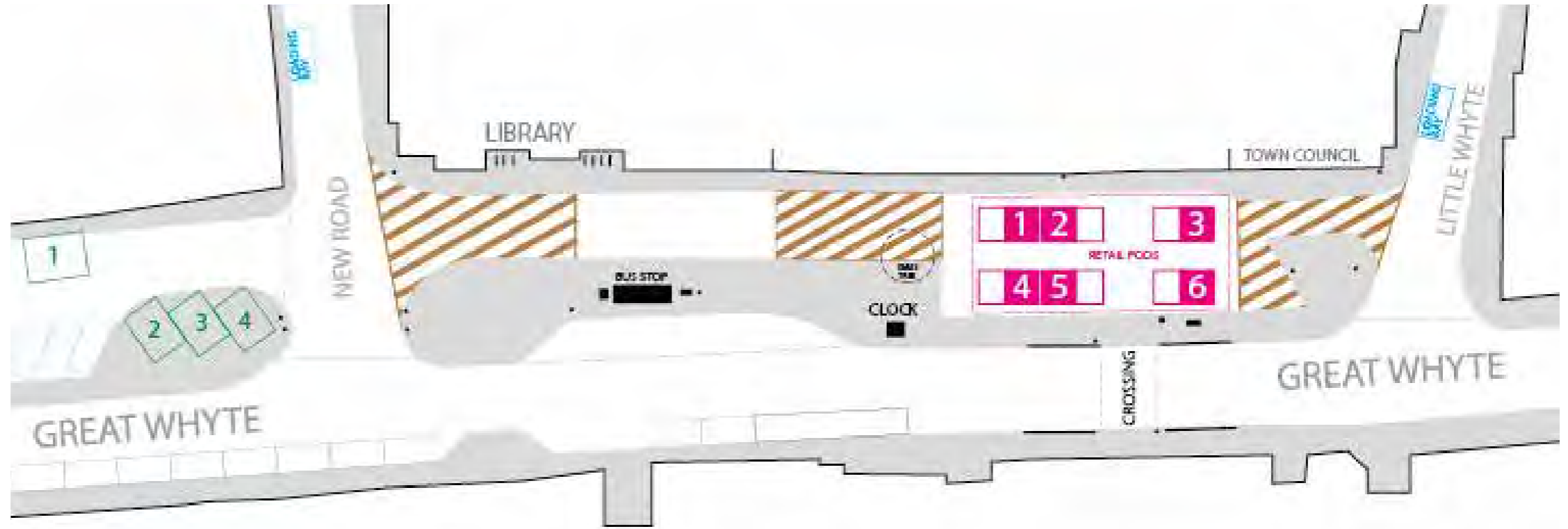


- Key**
- Ground works
 - New retail pods
 - Existing paving
 - Standard parking space
 - Accessible parking space

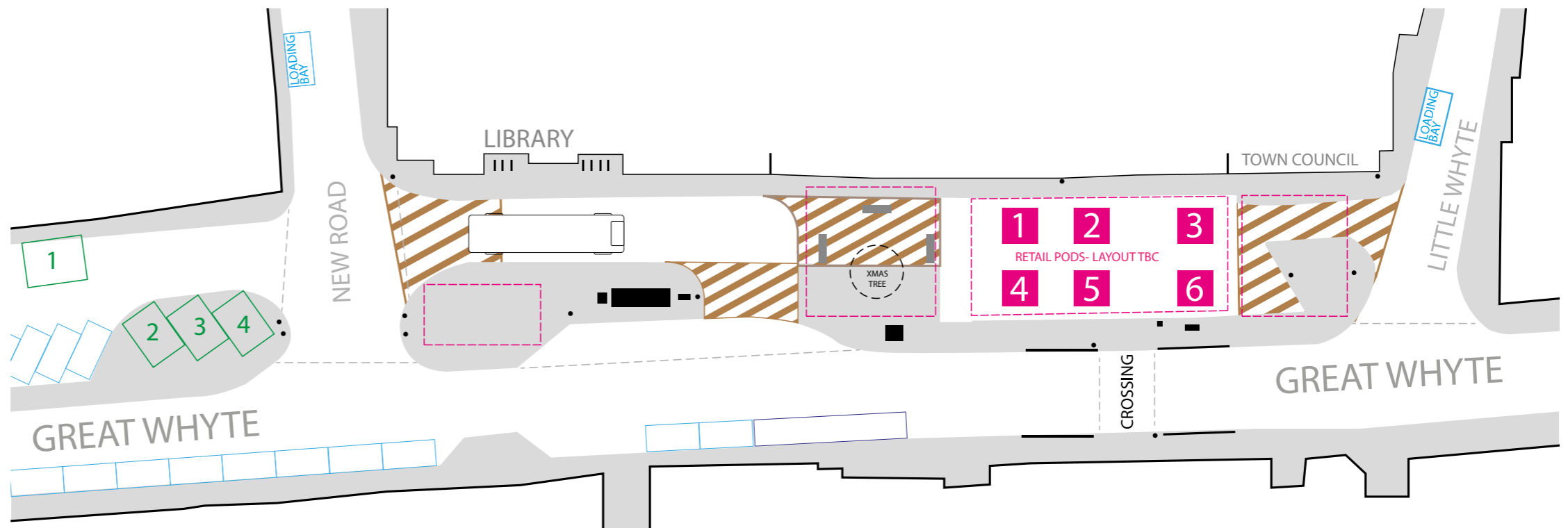
Option 1
Pedestrianised- light touch

Concept Design

Ground Works



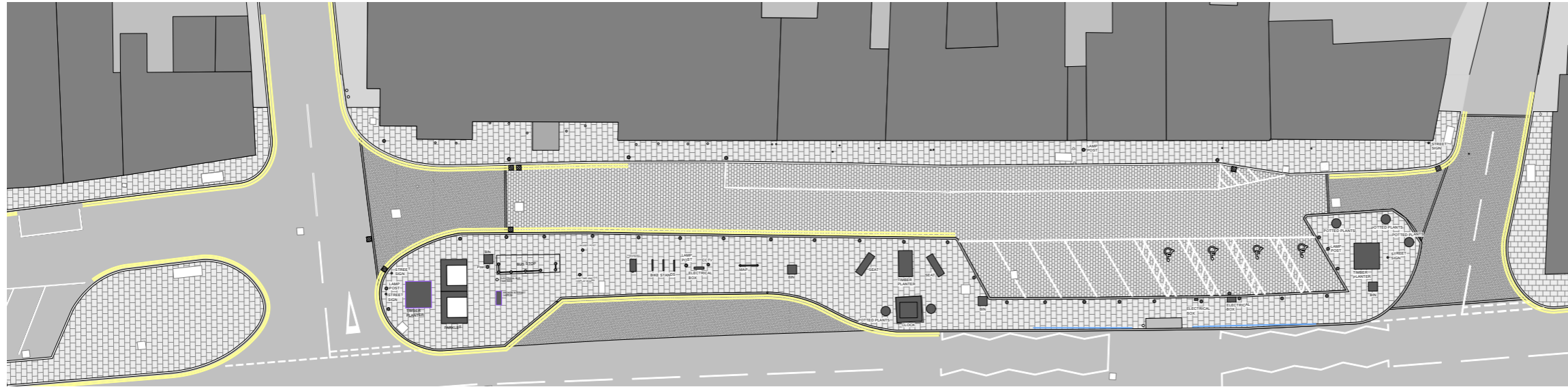
Option 2
Making Outdoor 'Rooms'



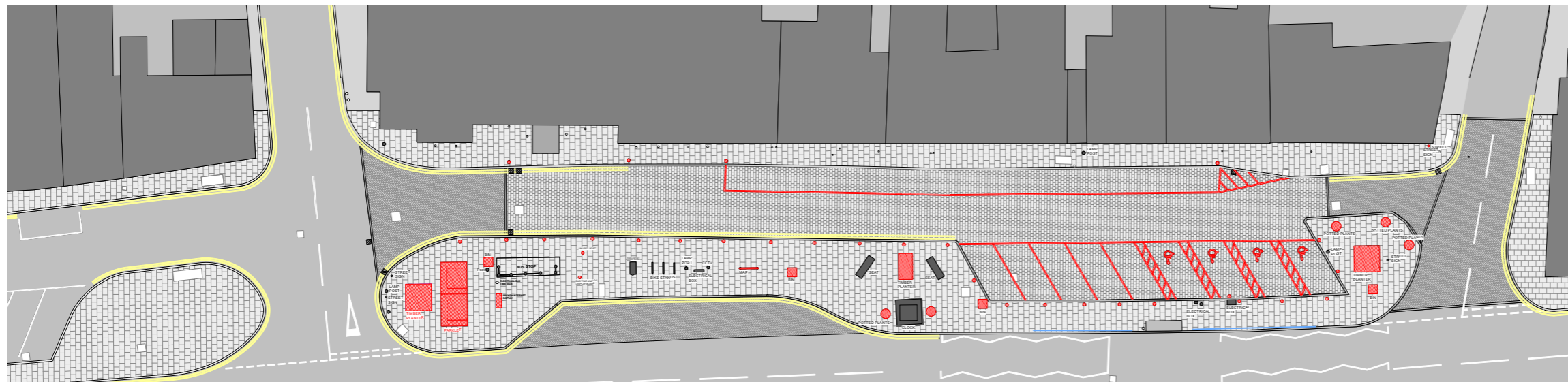
- Key**
- Ground works
 - New retail pods
 - Existing paving
 - Standard parking space
 - Accessible parking space

Option 3
Pedestrianised + new bus terminal (not taken forward)

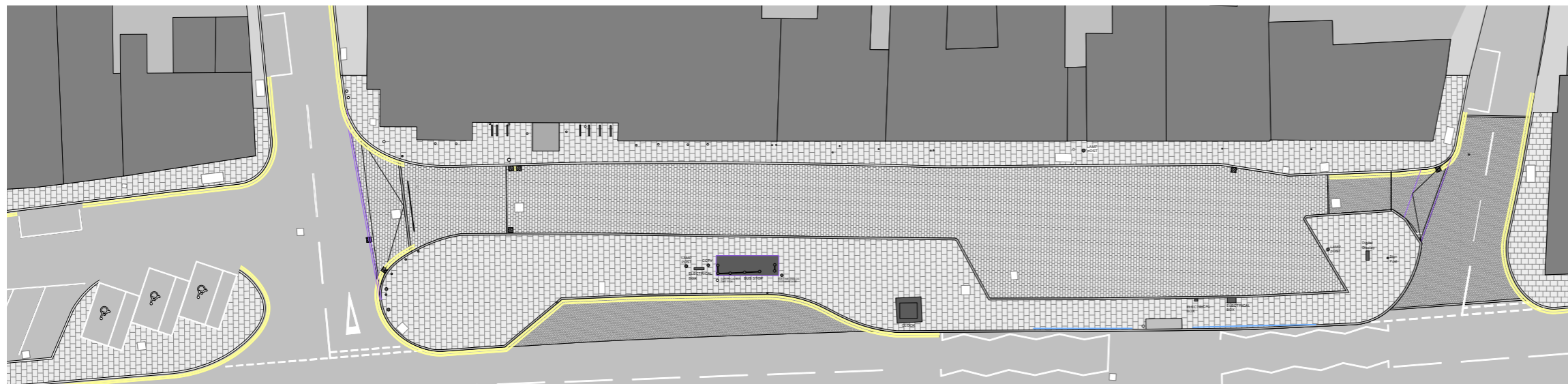
Decluttering of street furniture



Existing Arrangements

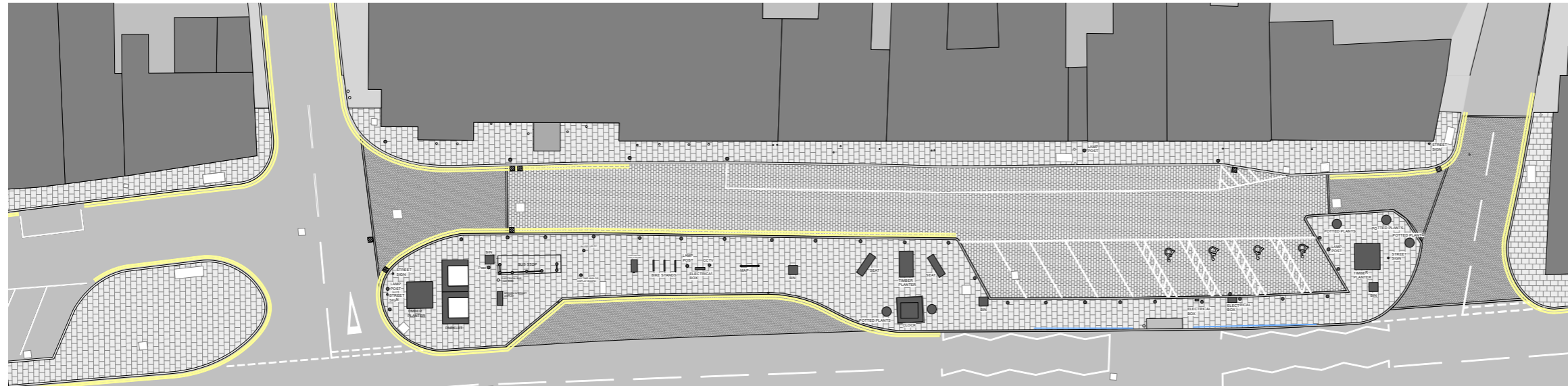


Decluttering suggested through stakeholder engagement with ambitions for new integrated public amenity

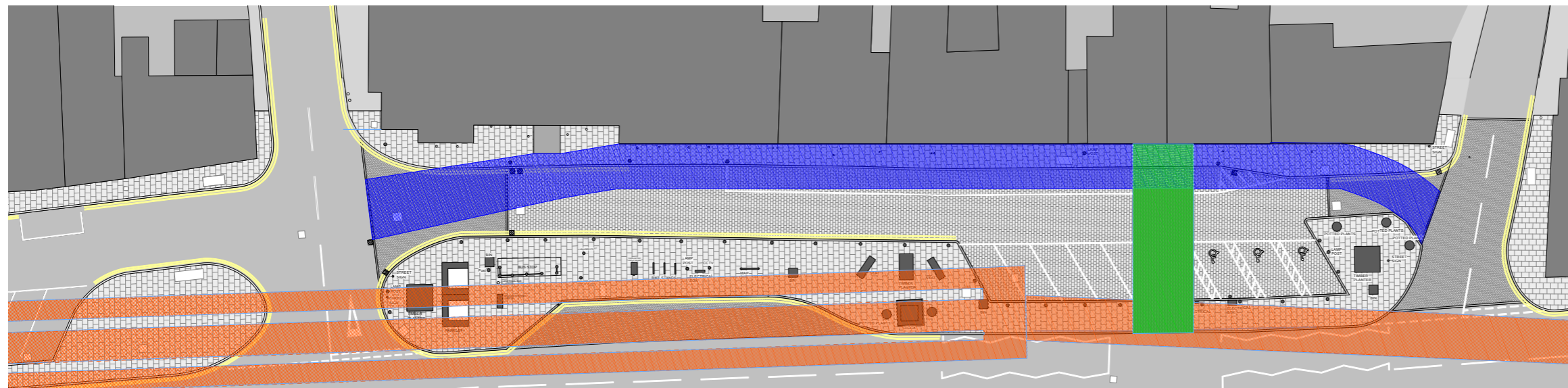


Retained items with space for new additions (subject to cost analysis)

Site Constraints






Existing Plan



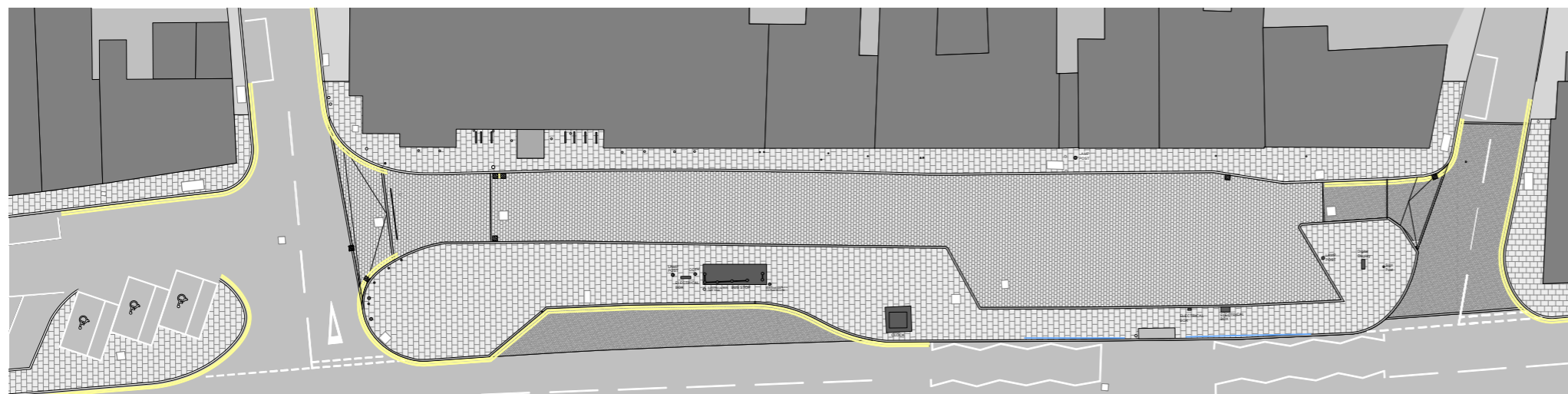
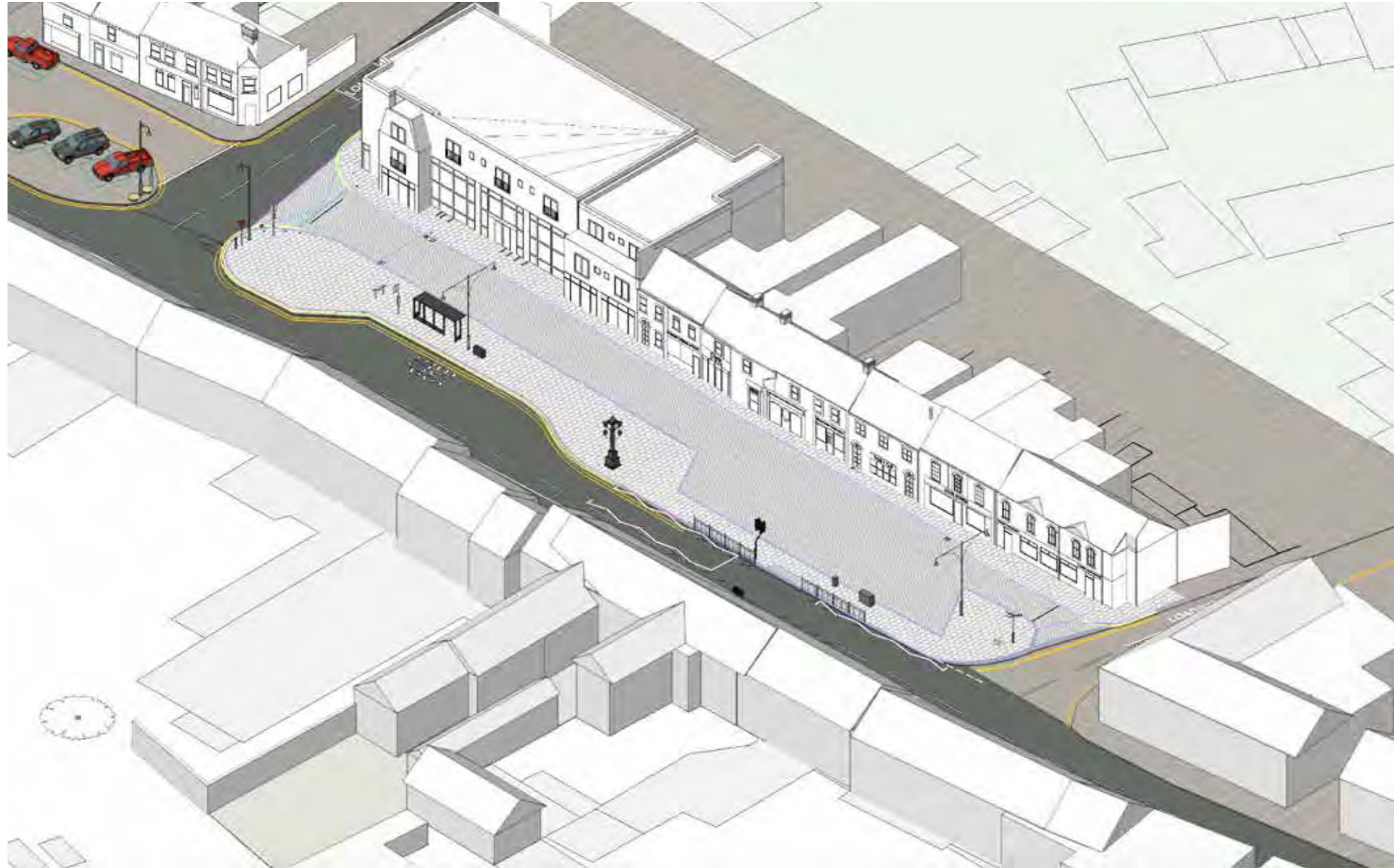
Showing site Constraints

KEY

-  Fire Access (min. 3.7m)
-  Access aligned with crossing
-  River Culvert (below ground)

Hard Landscape

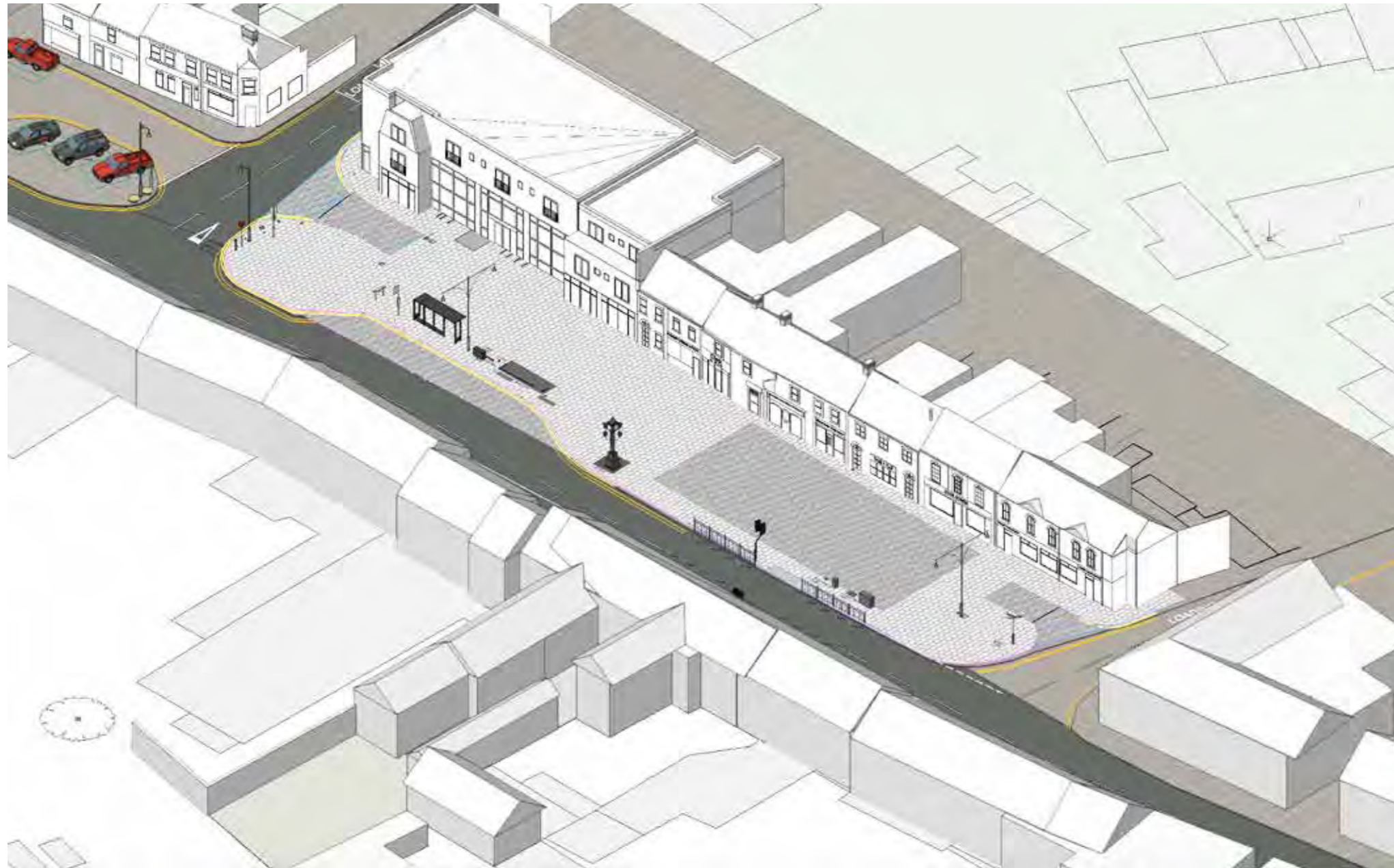
Option 1 - Light Touch



Option 1 - Light Touch

Minimal changes to the hard landscaping

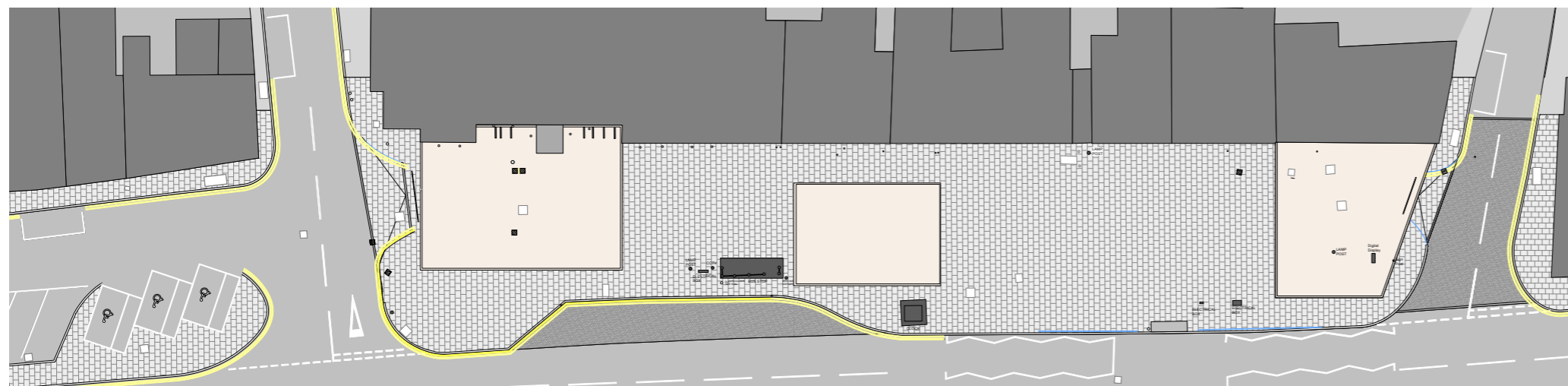
- Pedestrianised
- Installed fire gates and/or bollards
- Rationalisation of parking bays
- Removal of road markings



Option 2 - Large Public Square

Removal of some street block paving

- Pedestrianised
- Installed fire gates and/or bollards
- Removal of road markings
- Repaving of road to match footway paving
- Central quare created with existing road pavers



Option 3 - Cluster of Public Squares

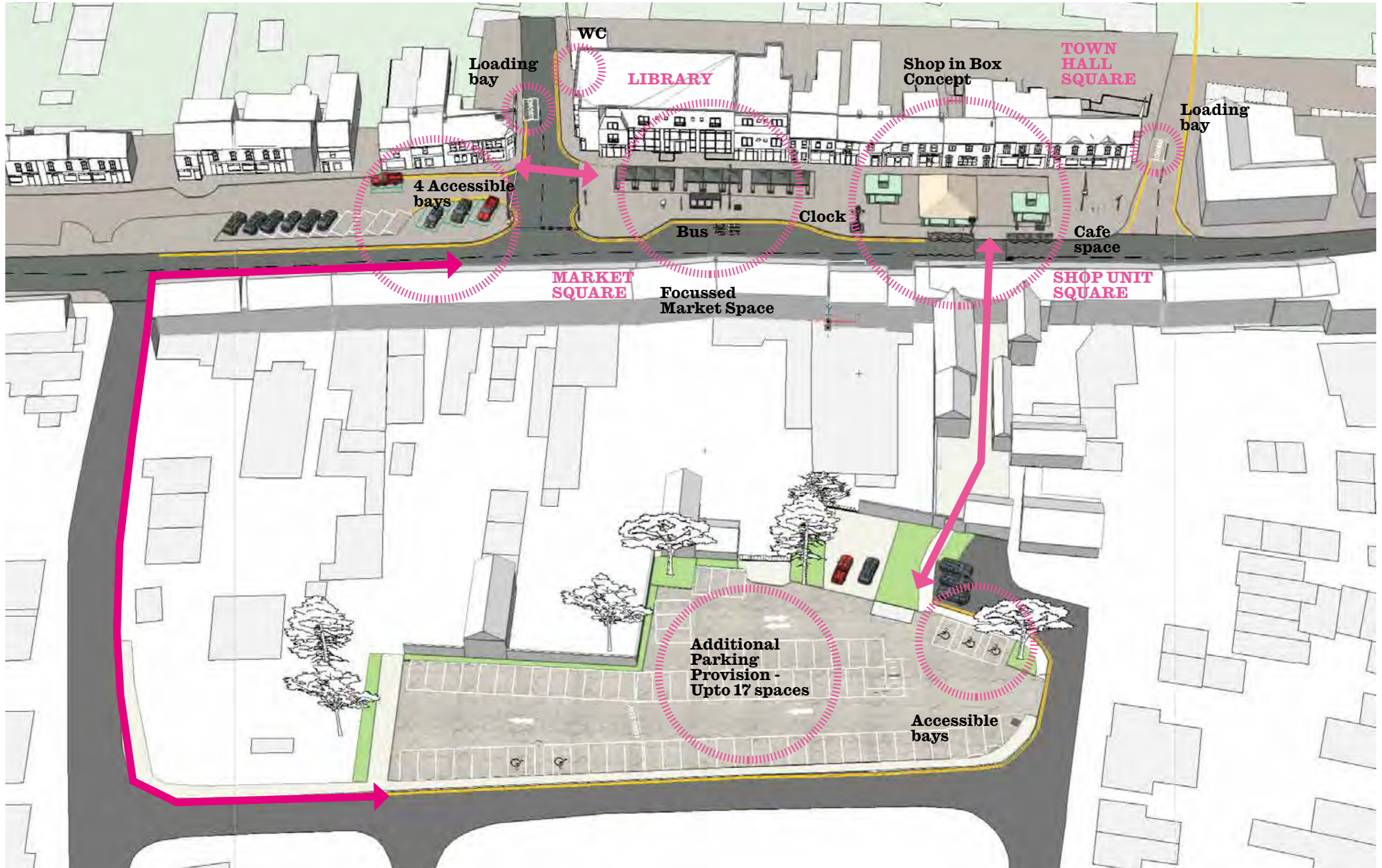
More comprehensive renewal

- Pedestrianised
- Installed fire gates and/or bollards
- Removal of road markings
- Repaving of road to match existing footway paving
- Creation of new paving to create squares outside key buildings and to support landscape features



Overview

Proposed Arrangement



6.

Outline Design

shop in a box

6.1 Brief Analysis

Supporting growth of a small business

Shop in a box

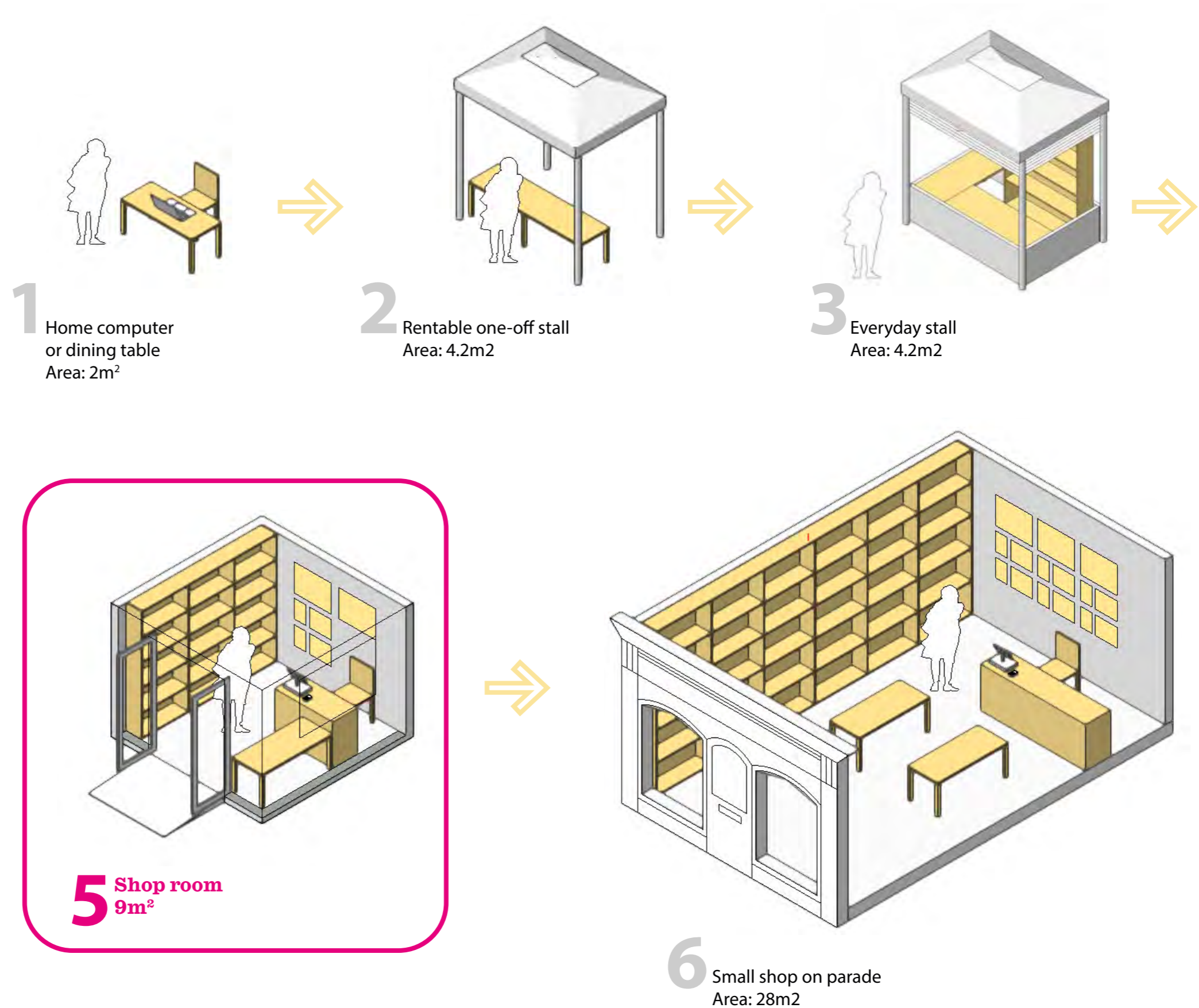
Requirements

Small retail space which can be let on a very low-cost basis by independent traders,

Explore feasibility of 'Shop in a Box' concept - in terms of project budget and scale and impact on local economy.

Critical considerations:

- Ease of Maintenance
- Security
- Design life
- Units to have electricity
- Water & Toilet facilities not required
- Size & number of units TBC
- Engage with local Stakeholders.



6.2 Precedent

Architectural Form



Burnt Oak Town Centre - We Made That



East Street Exchange - We Made That

Precedent

Architectural Form



Cabmens Shelter - London

Precedent

Architectural Form



Tokyo Toilet Project - Nao Tamura



Tokyo Toilet Project - Tadao Ando

Precedent

Small Scale Retail Units



St Ives market
Size: 2.5x1.5m



Amble beach huts
Size: 3.5x3.5m



Peterborough market
Size: 5.9x7m

Precedent

Small Scale Retail Units



Burnham on sea signal box
Size: 3x3m



Lowestoft triangle market
Size: 2.5x5.5m



Leicester Square xmas market
Size: 4.5x2m

Precedent



Great Whyte shopfront

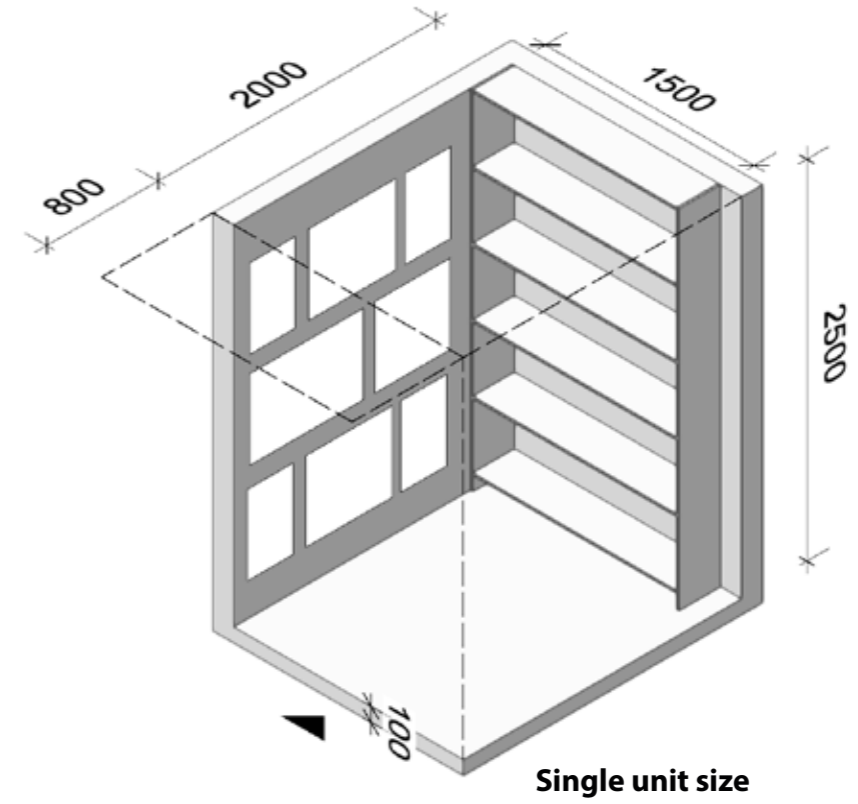


Size: 28.8m²

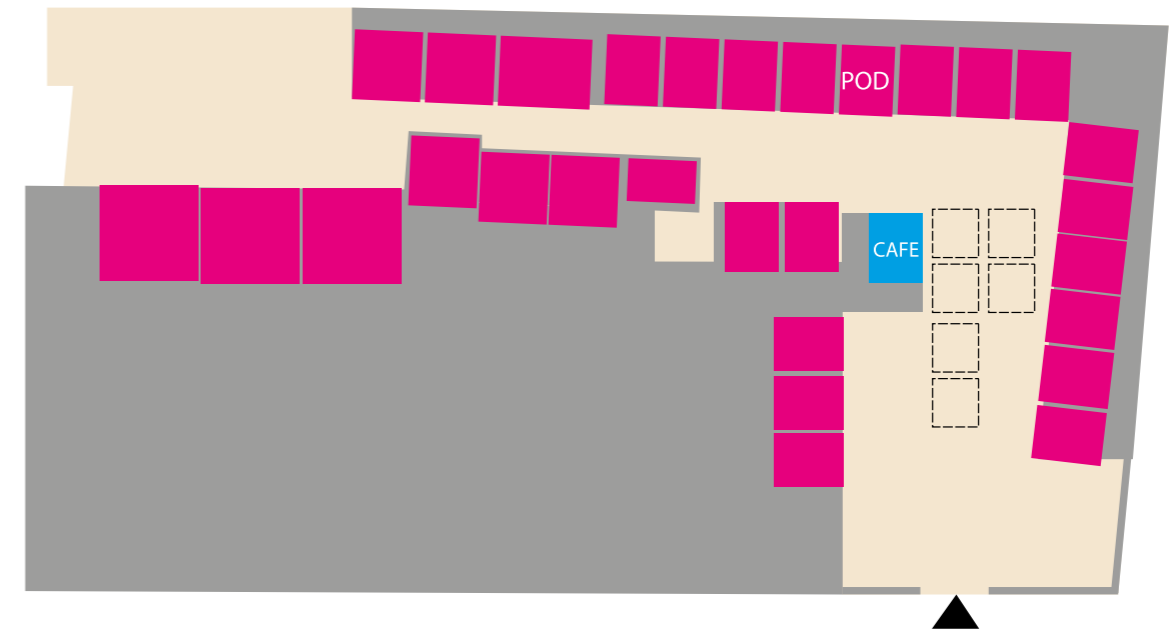
Precedent



Courtyard & St Ives - Retail Units



Single unit size



CROMWELL MEWS

Area plan

Size: 3m²

Transport: Built on site

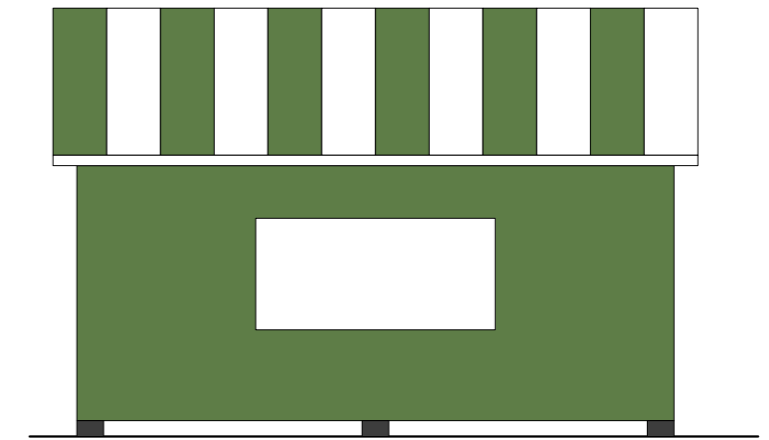
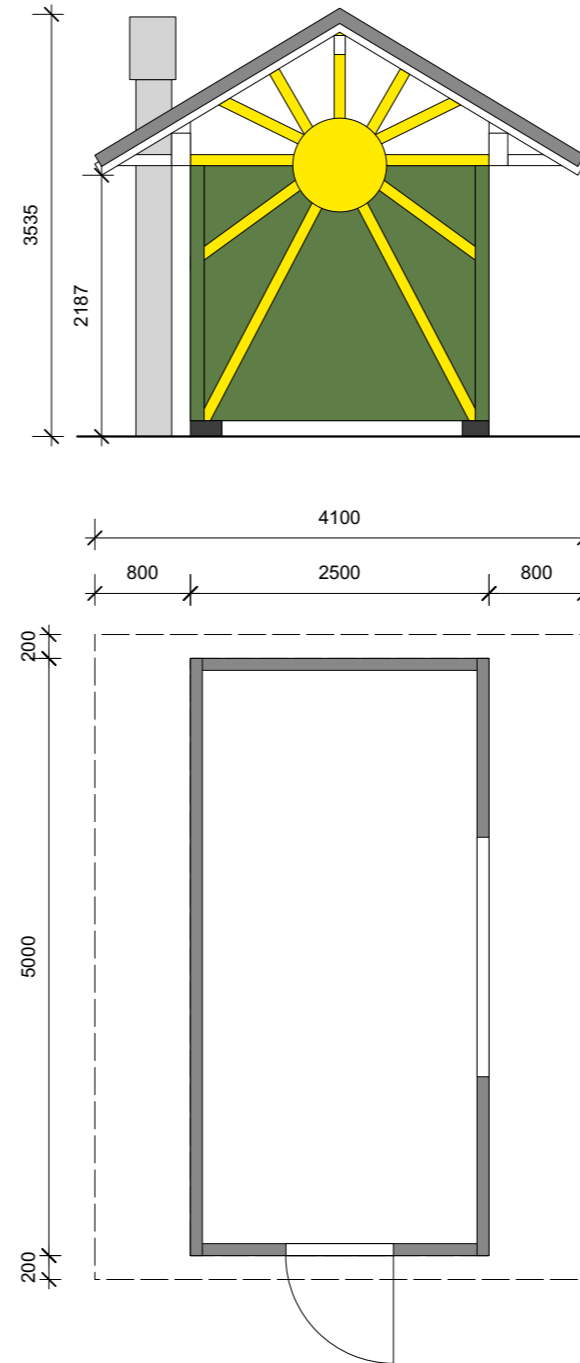
Access: 100mm step

Operation: 1 side open

Precedent



Lowestoft - Retail Units

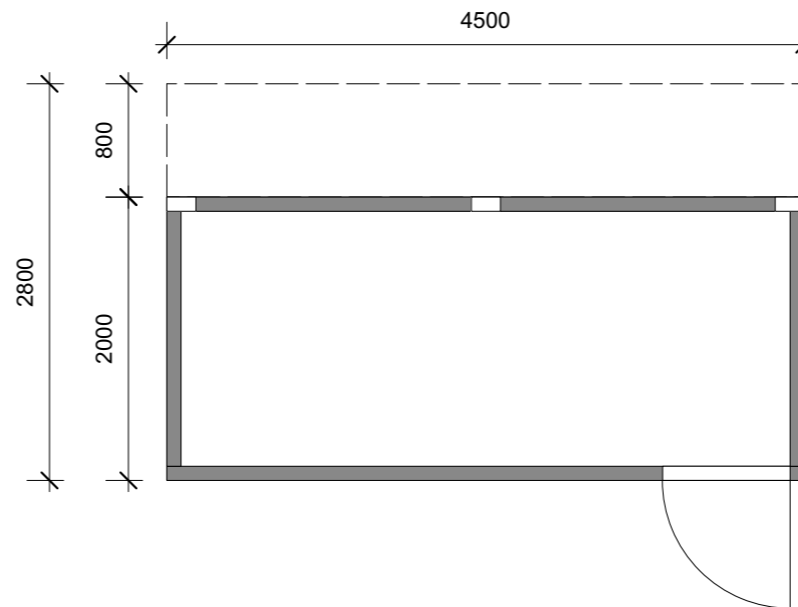
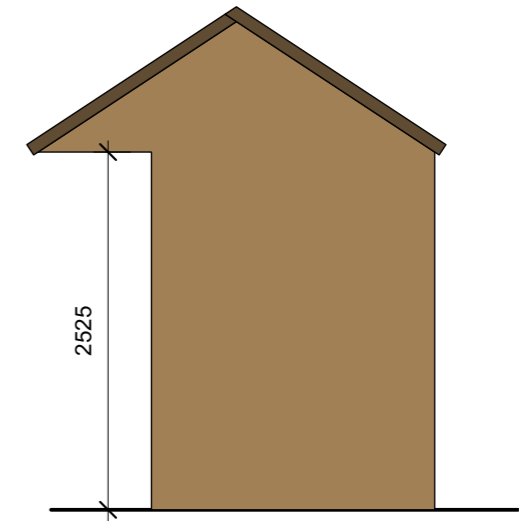
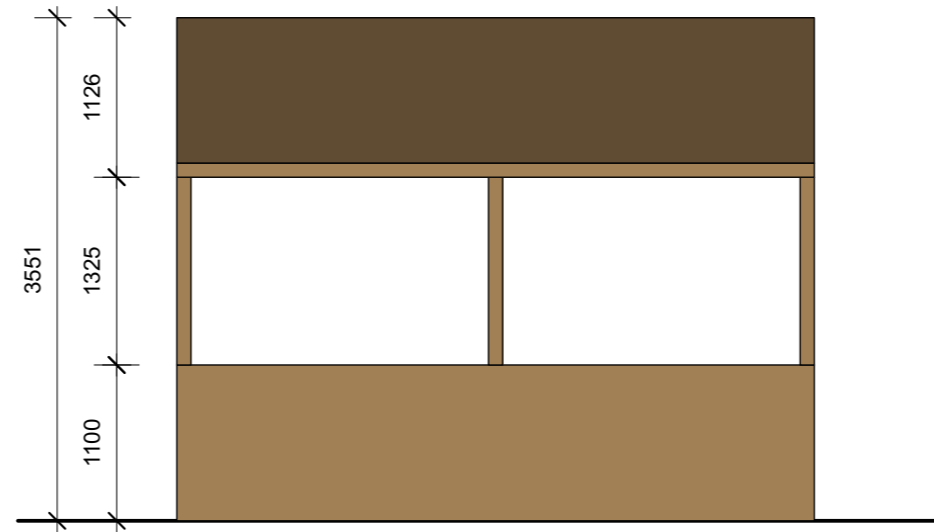


Size: 12.5m²
Transport: Wheels
Access: 100mm step
Operation: Hatch in side

Precedent



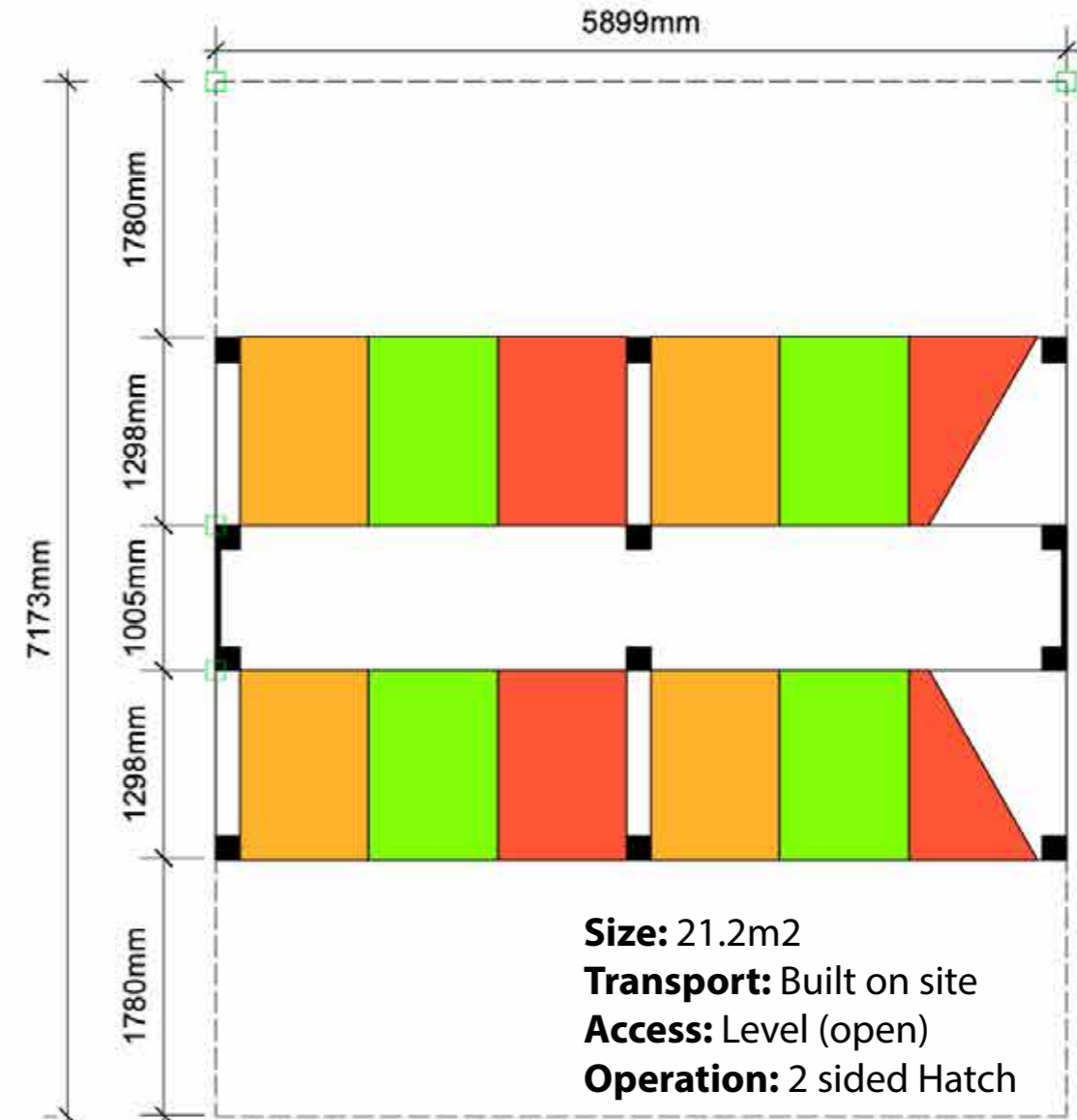
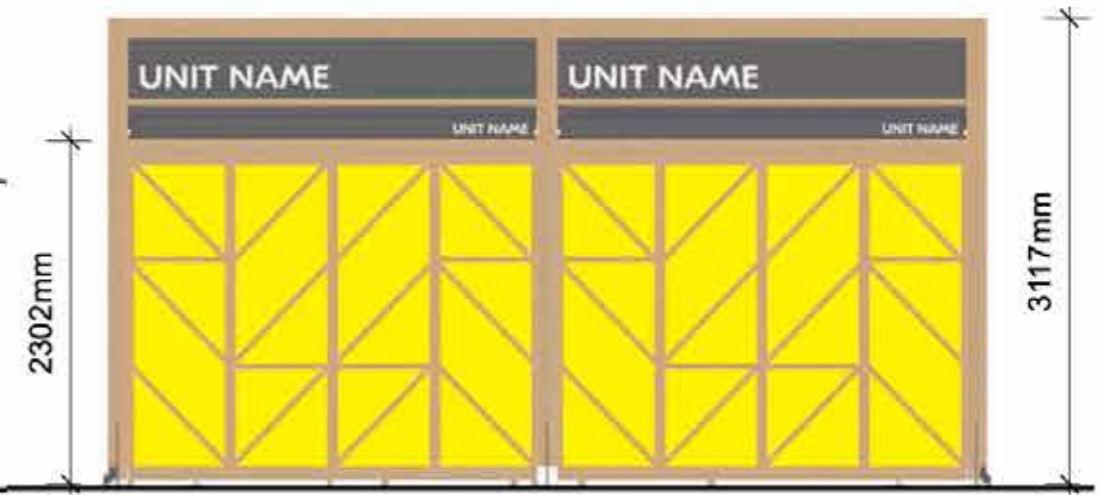
Leicester Square - Retail Units



Size: 9m²
Transport: Built on site
Access: Step
Operation: Hatch

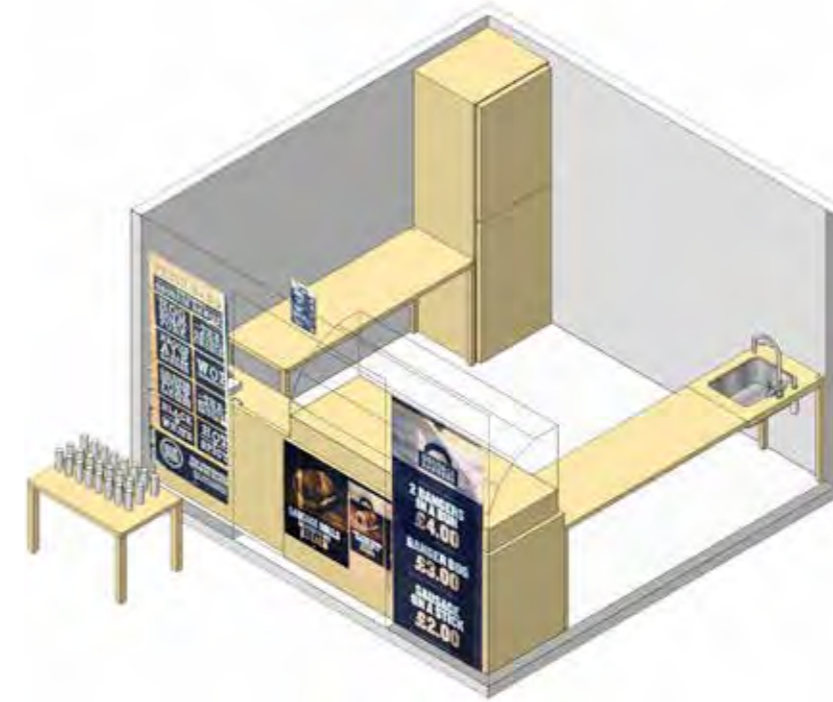
Precedent

Peterborough Market Retail Units



Precedent

Amble - Retail Units



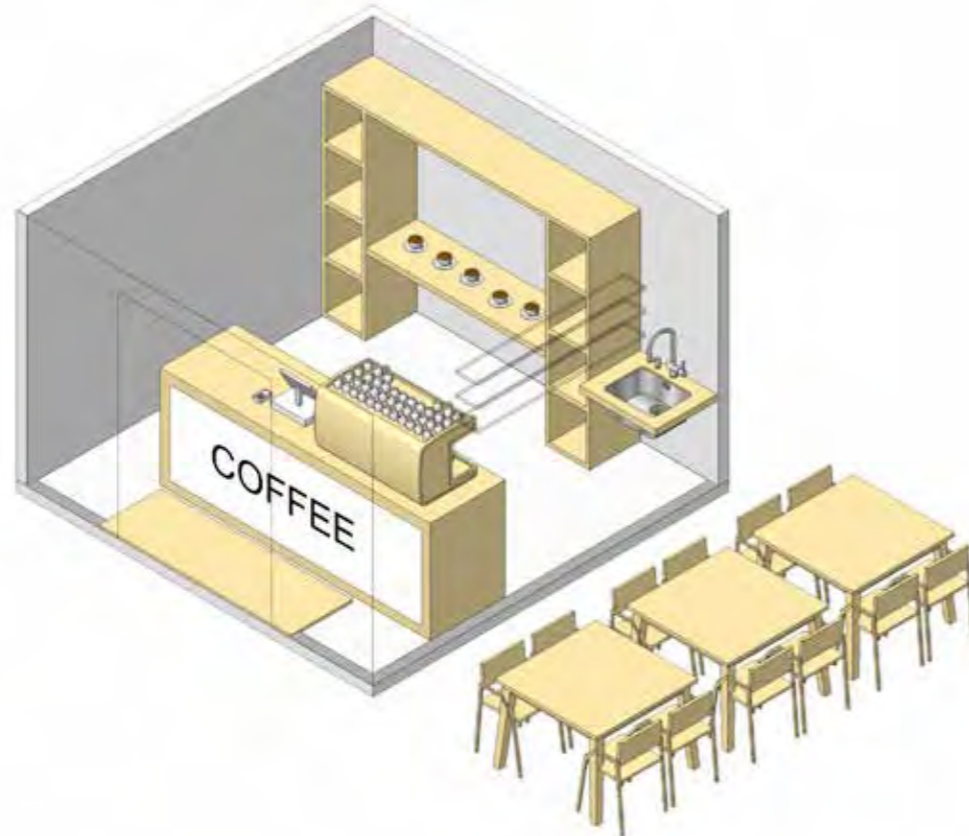
Gift shop
Function: Doors open or closed
Display: 3x internal shelves
Spillout: Product display on external walls



Sausage rolls
Function: Doors open only
Display: External signage
Spillout: Sauce table

Precedent

Amble - Retail Units



Coffee shop
 Function: Doors open only
 Display: Internal signage
 Spillover: Cafe table & chairs



Puffin cruises
 Function: Doors open or closed
 Display: Internal & external signage
 Spillover: Signage and puffin baskets

Precedent

Amble - Retail Tenants



The boat shed
Art gallery



Lumiere
Candle shop



Lindisfarne Mead
Mead shop



Geordie Bangers
Sausage shop



Bali Wood Workshop
Handmade wooden animals



Puffin Cruises
Local boat cruises



Beach Hut
Beachware & Accessories



The sweet pod
Sweet shop



Urban pooch
Luxury dog accessories



Lady Milly
Bags, scarves, jewellery



A Touch of love
Gifts, home decor, seasonal goods



Edie Pebble
Vintage & handmade textiles



Mocha Mondo
Coffee Shop



Glamble
Cosmetics



Sea waves studio
Handmade jewellery

Precedent

Ramsey's existing pop-up market stalls Great Whyte



Ramsey's senior lunch club



Windmill Bakery



Fruit & veg market



Cottage cakes and cookies

Precedent

Ramsey's existing pop-up market stalls Great Whyte



Willow & Wreath Florist



Quiet garden



Butterfly Legacy project



Pebble pots



Artisan Cyder

6.3 Cost Comparison

Retail Units



Timber Shed
Size: 3.6x3m
Cost: £2k



Timber market unit
Size: 3x3m
Cost: £4k



Metal food pod
Size: 3.5x2.5m
Cost: £7k



Insulated garden cabin
Size: 3x3m
Cost: £9k



Medium converted shipping container
Size: 4.8x2.25m
Cost: £10k



Large converted shipping container
Size: 6x2.5m
Cost: £13k



Medium container with signage
Size: 4x2.5m
Cost: £22k

6.4 Access Requirements



Sunken down + gravel drainage



Open base



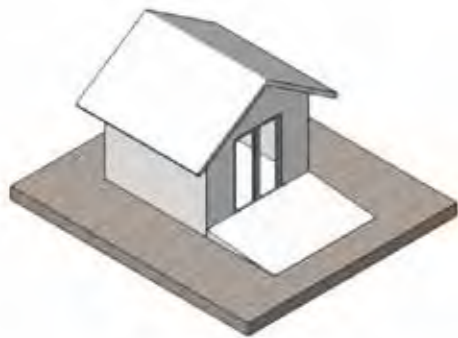
Step scribed to site



Consistent height step

Managing Moisture and Surface water run off

Shop in Box units likely to need a minimum single step change in level entrance or landscape modification for level access



Option 1

- 2.4m ramp
- 200mm ramp height



Option 2

- 1.2m ramp
- 100mm ramp height
- Sunken down 100mm



Option 3

- No ramp
- Sunken down 200mm



Option 4

- No ramp
- Open underside
- Heating issue



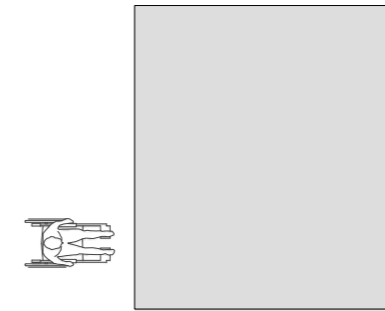
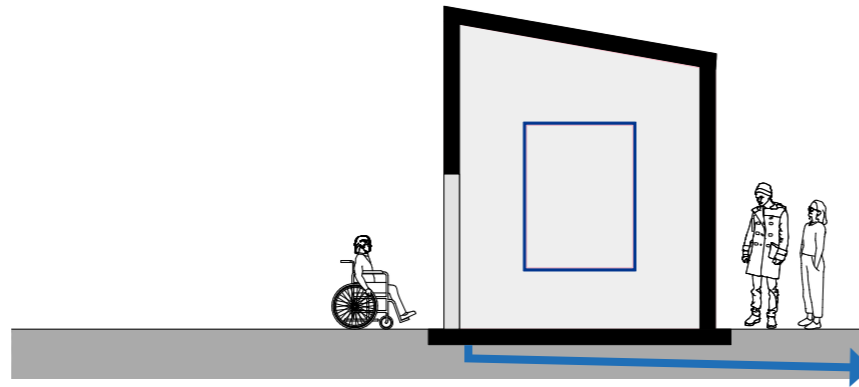
Option 5

- Temporary ramp
- Same as option 1 but with a managed solution
- Single step when ramp not in use

Access Requirements

Units set into ground

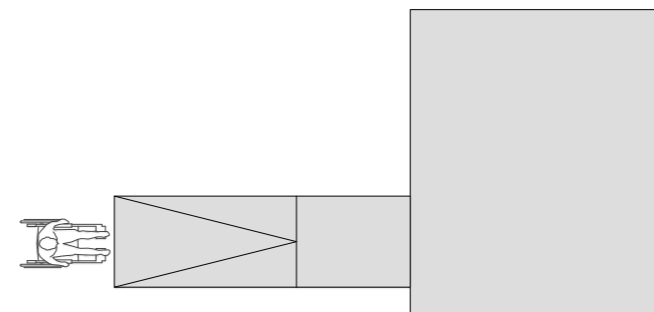
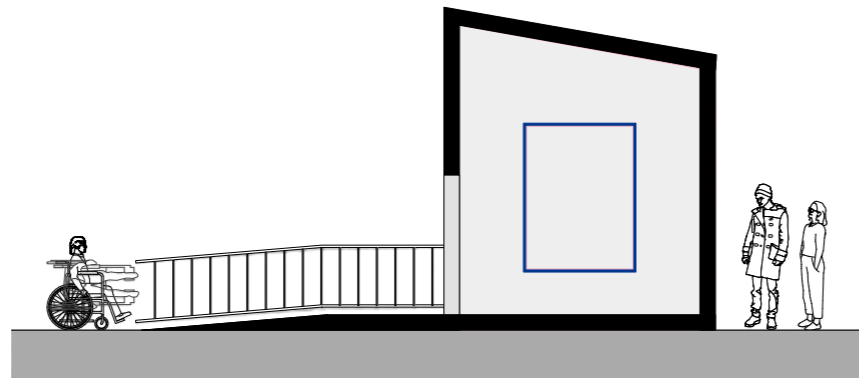
Shops inset to create level Access



Intrusive surface water drainage management required

Units on top of existing paving

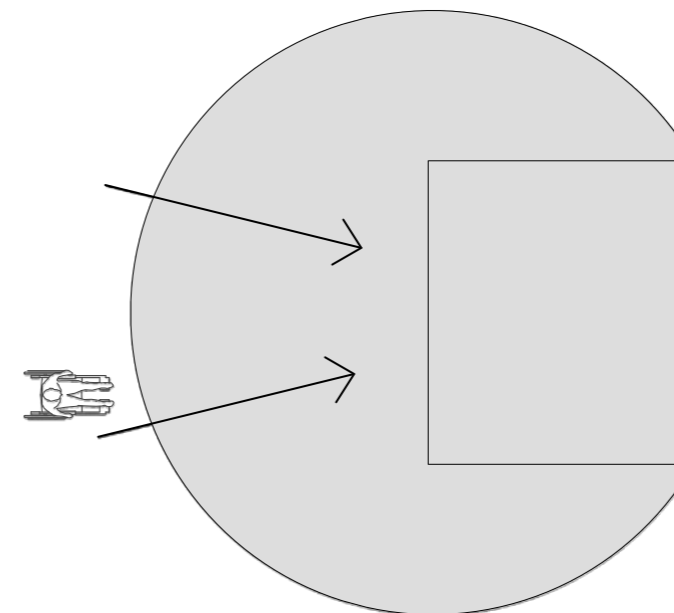
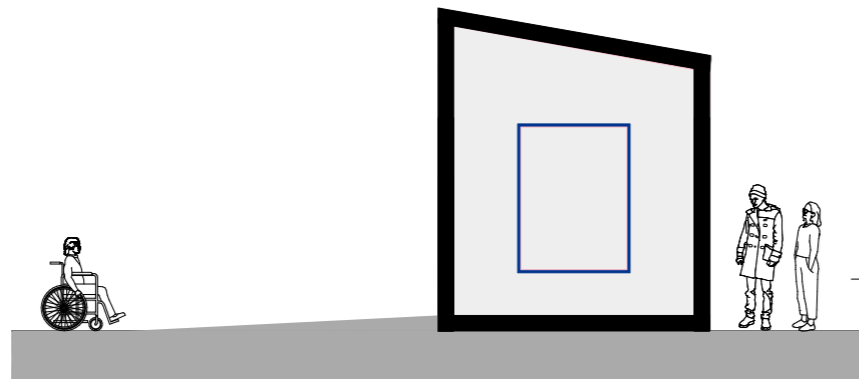
- Shop sit on top of existing paving necessitating ramped access



Decks and ramps intrude into the public realm to manage wheelchair access

Landscaped access

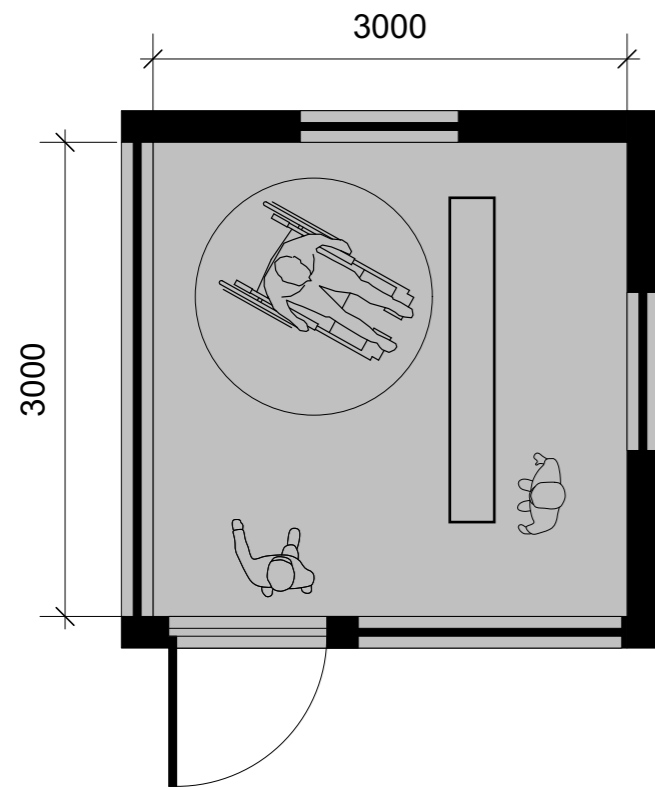
- Landscaping build up to shop entrance



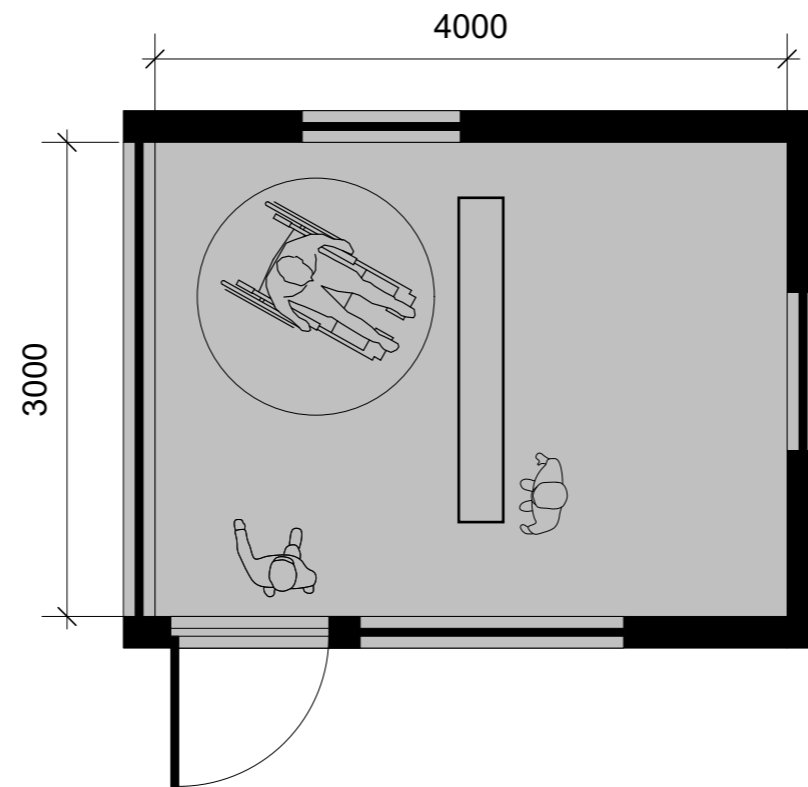
More significant landscape works can manage access and surface water run off subtly

6.5 Arrangement

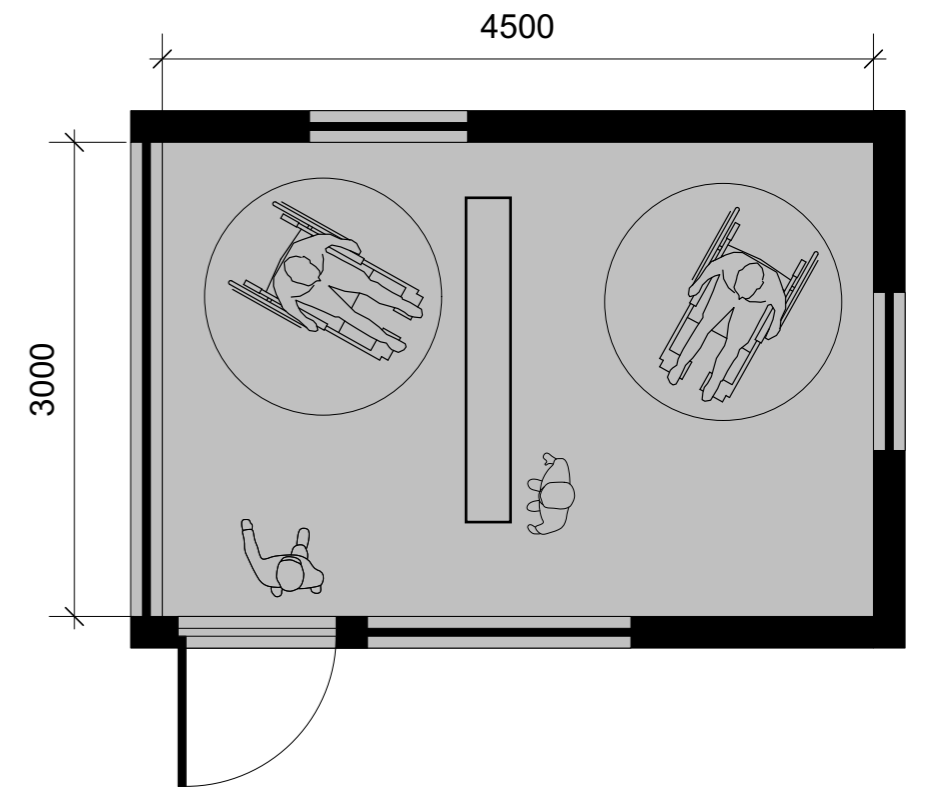
Unit Size Test



Internal Area: 9.2m²



Internal Area: 12m²

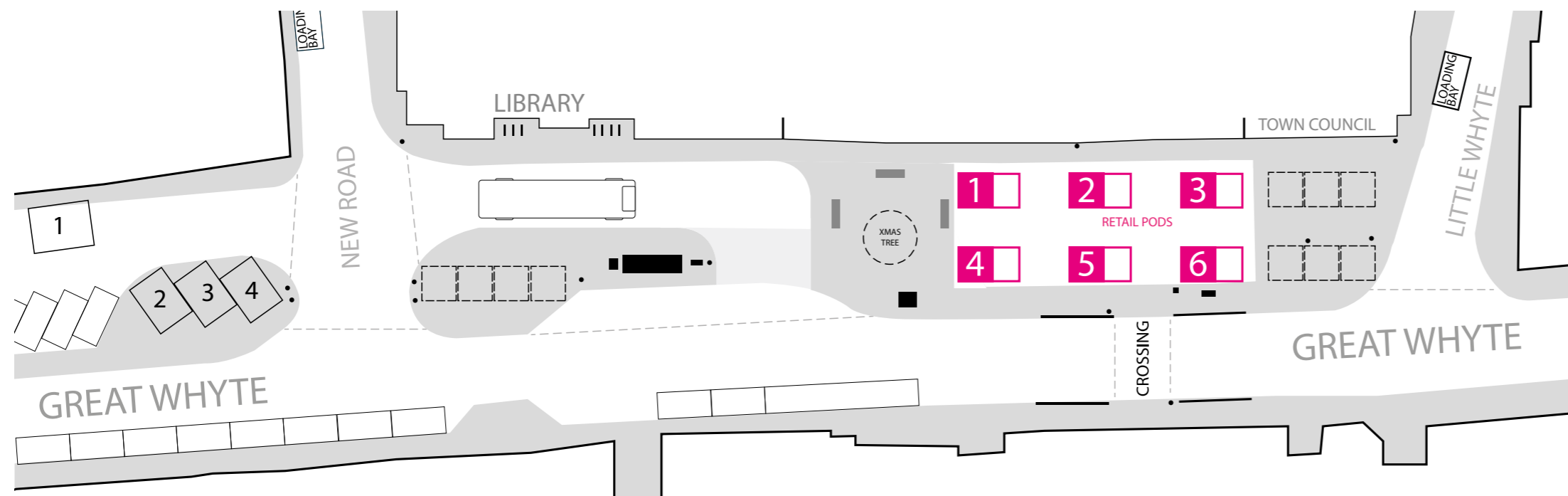


Internal Area: 13.5m²

Increased space for a range of uses including more capacity for more access and inclusion

Arrangement

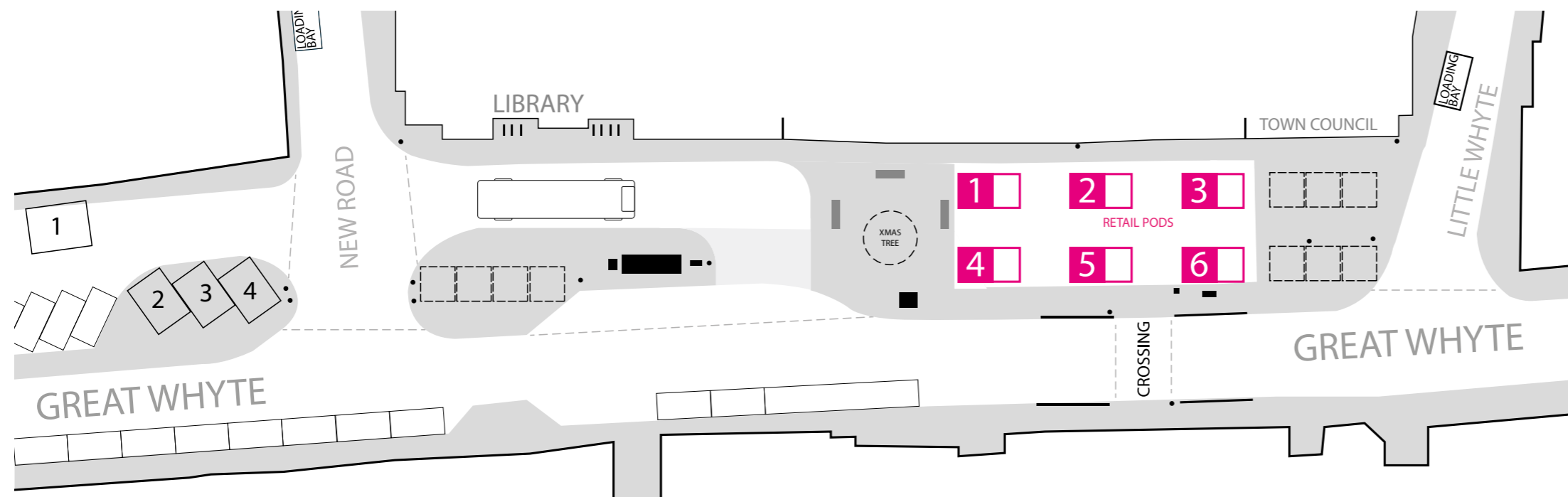
Linear Array



Option 1- All facing same way

Arrangement

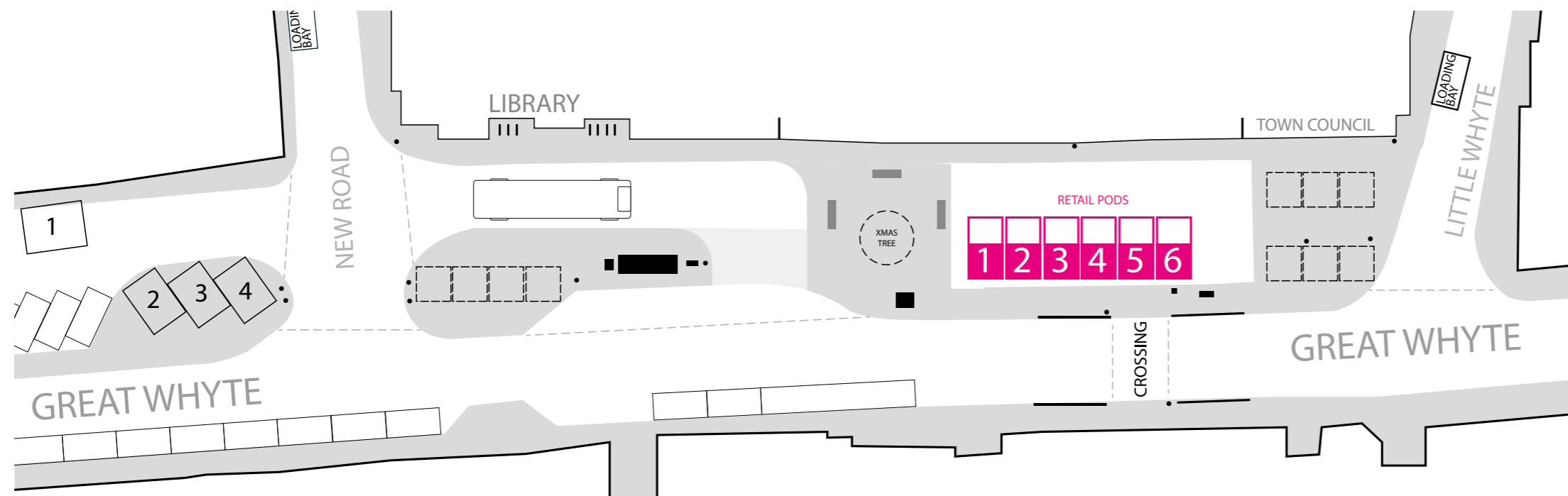
Rotated Entrances



Option 2 - Facing different ways

Arrangement

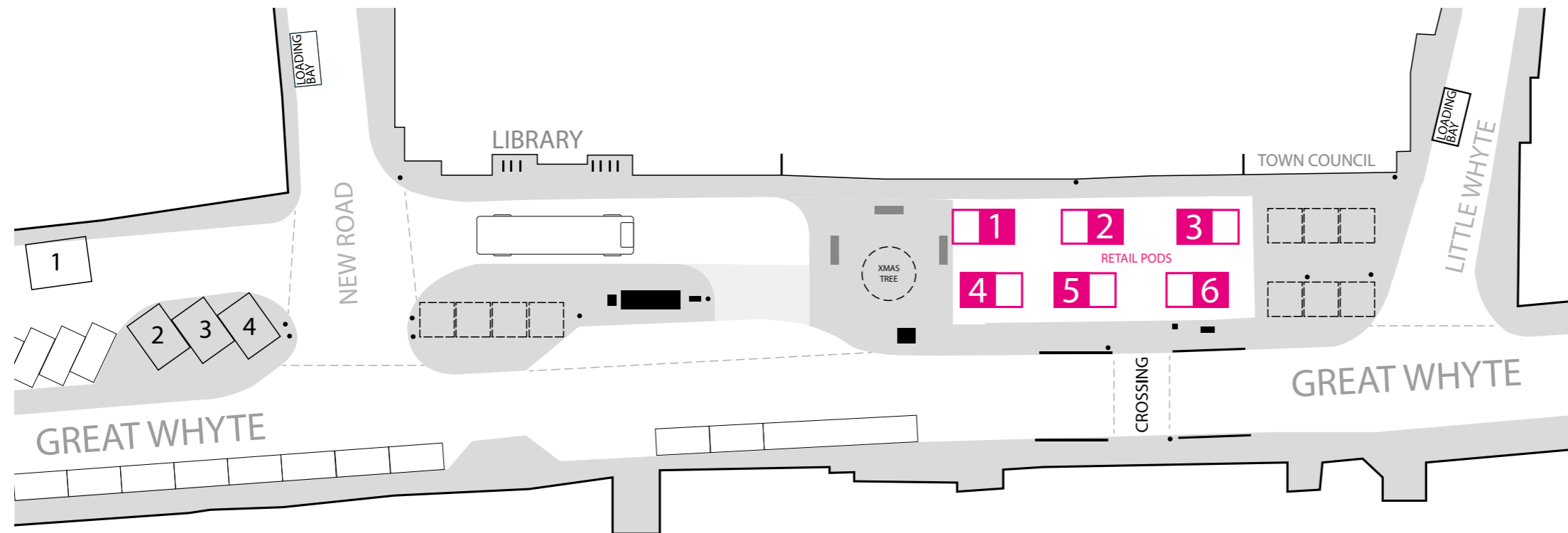
Terrace



Option 3 - In a Row

Arrangement

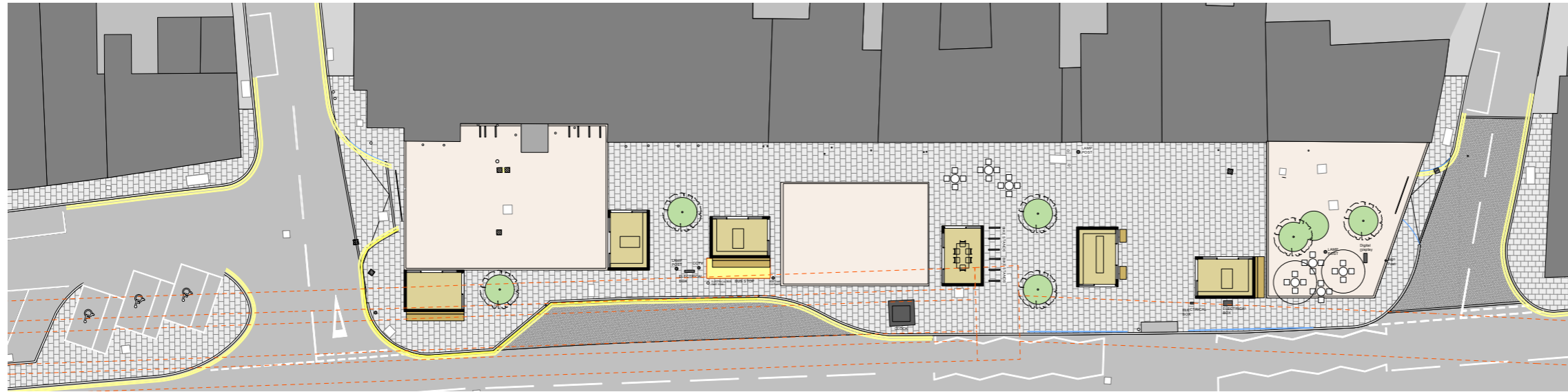
Pairs



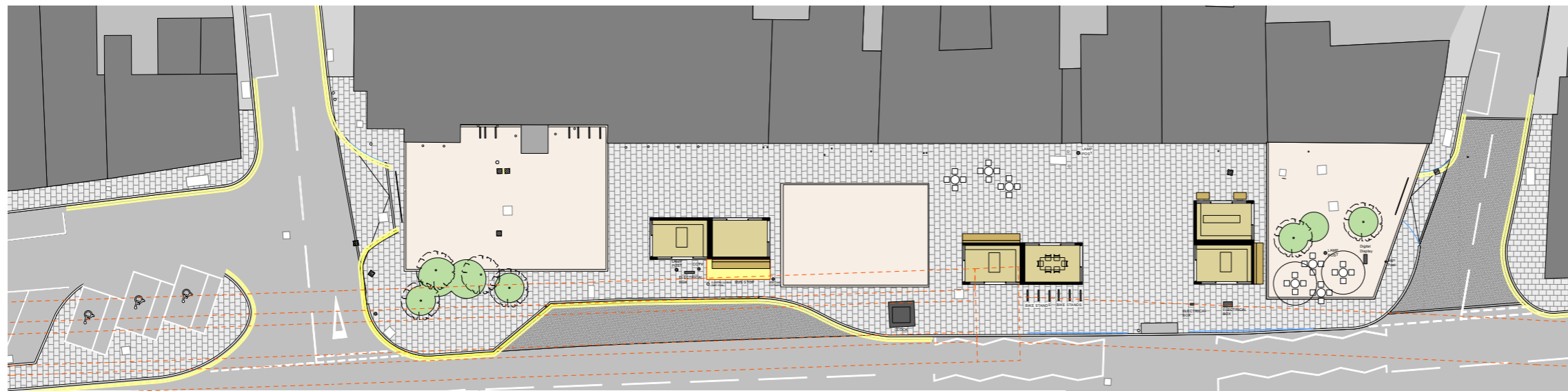
Option 4 - 2 pairs, 2 alone

Arrangement - Design Development

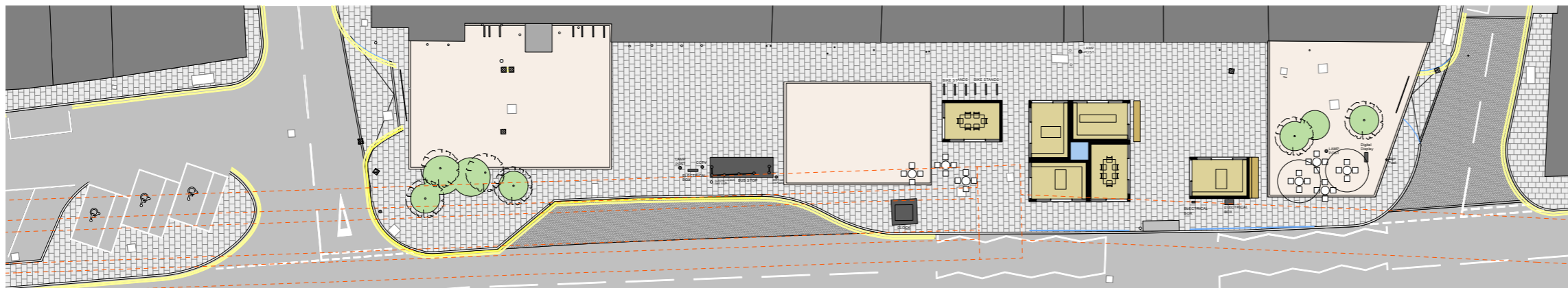
Overview



- Option 1 - Detached Units**
- 6no. Individual shop units spread along full length



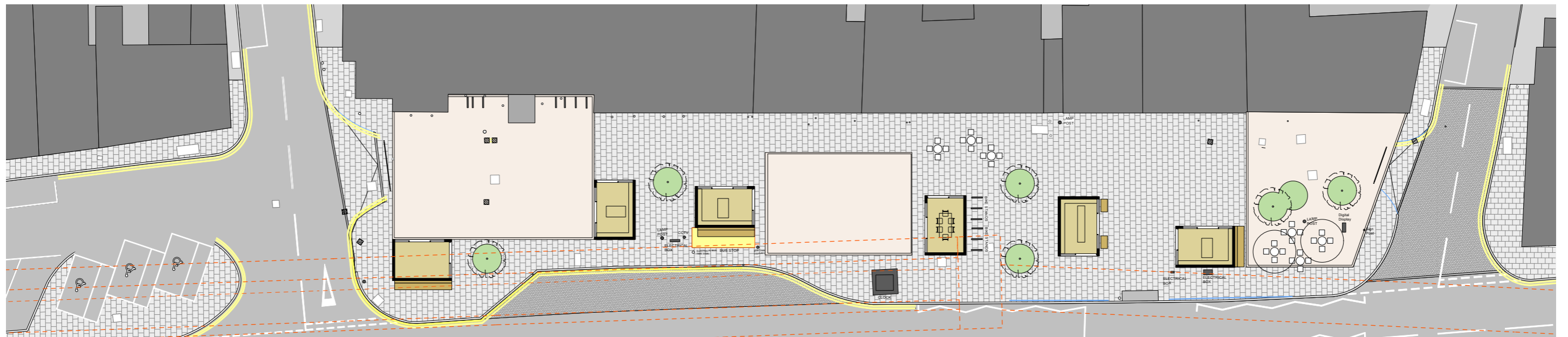
- Option 2 - Semi Detached Units**
- Three clusters of made up of 2no. shop units each
- Bus stop build into final unit



- Option 3 - Clustered Units**
- One clusters of made up of 4no. shop units
- 2no. Individual shop units

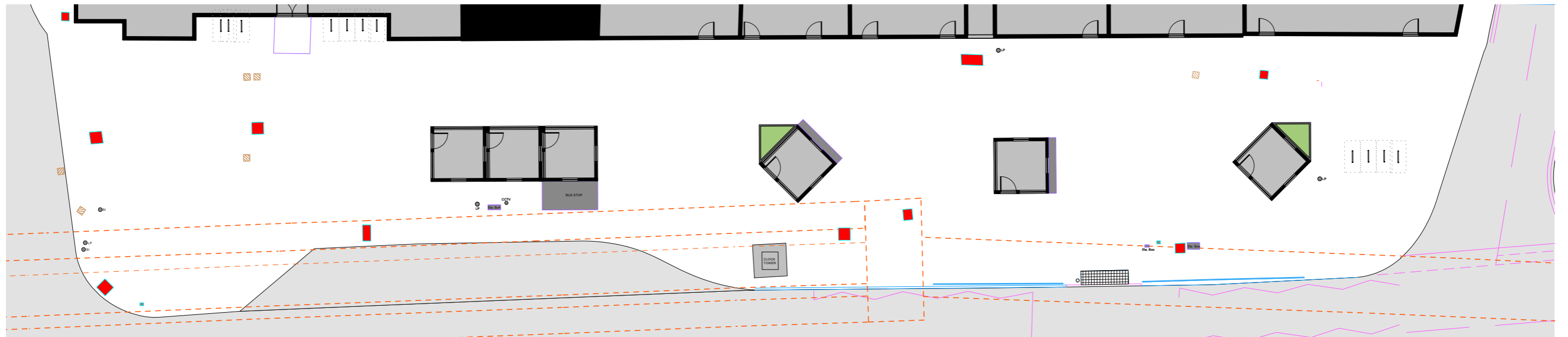
Shop in Box units - Option 1

Detached Units



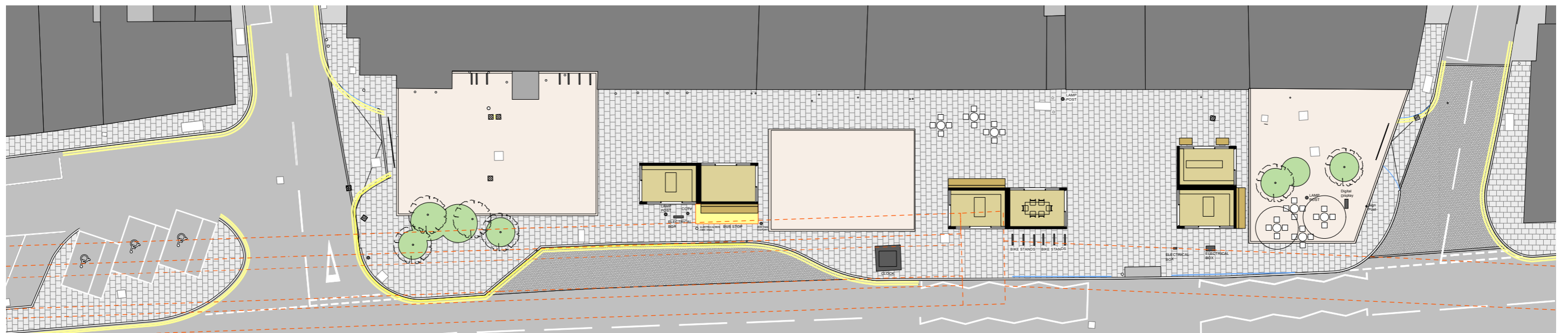
Design option

Detached Units



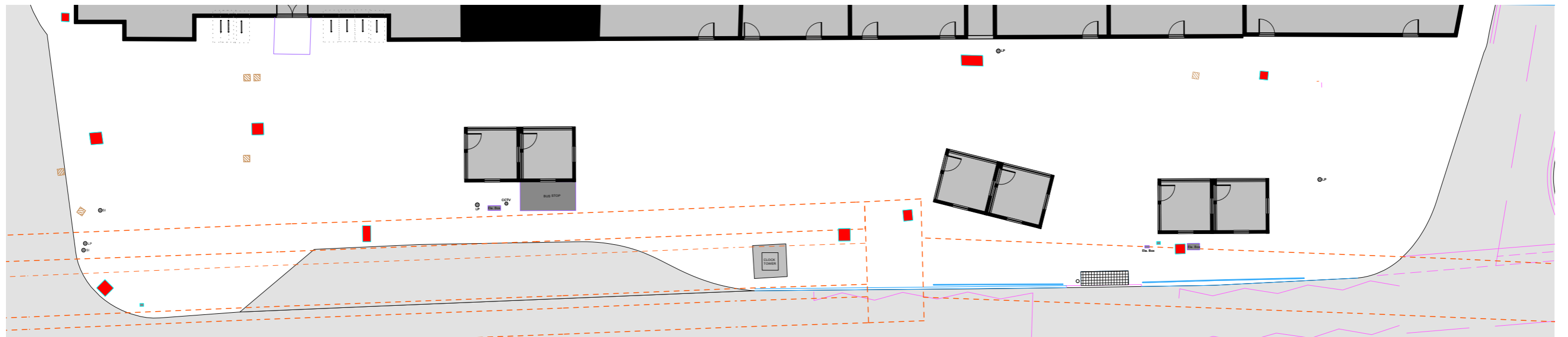
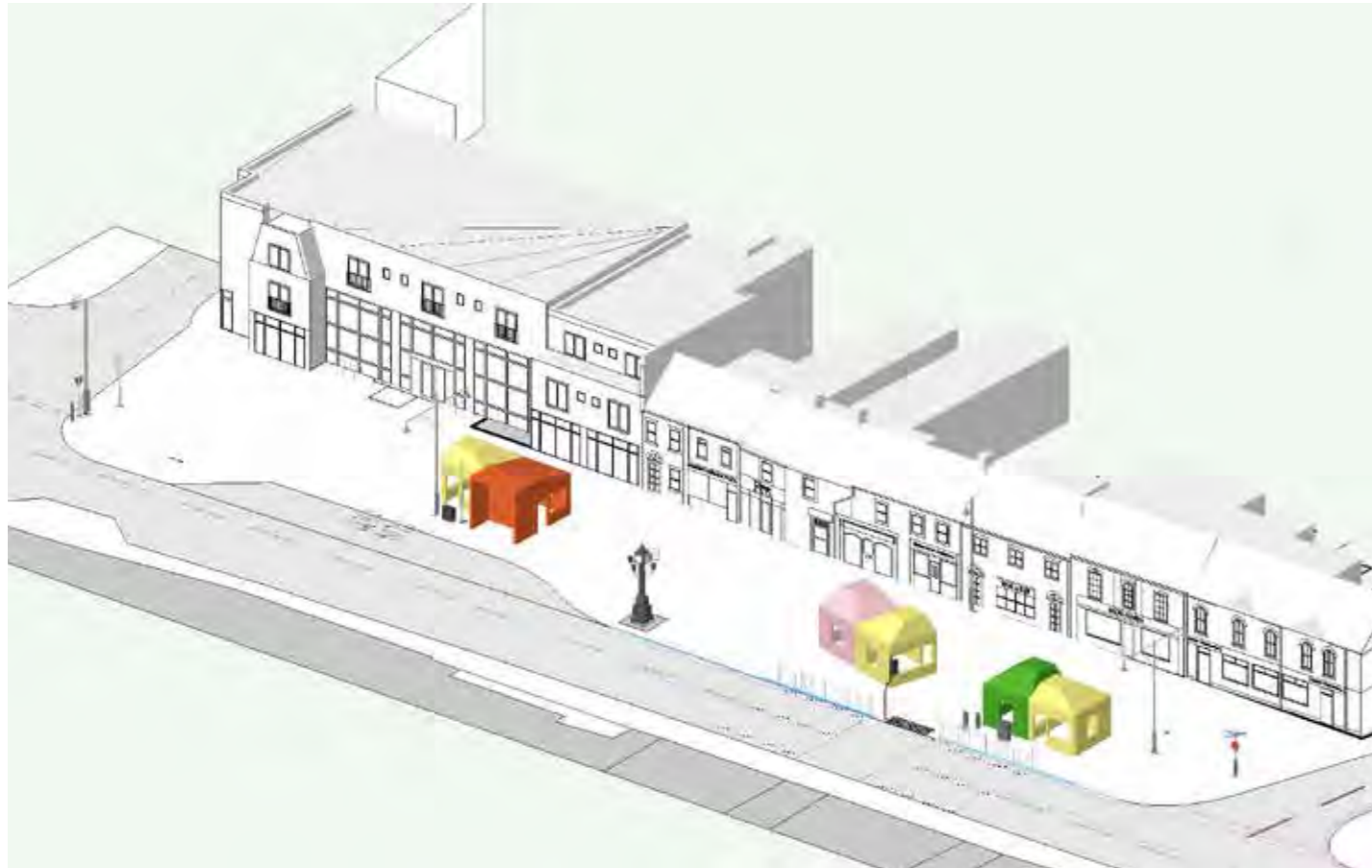
Shop in Box units - Option 2

Semi-detached Units



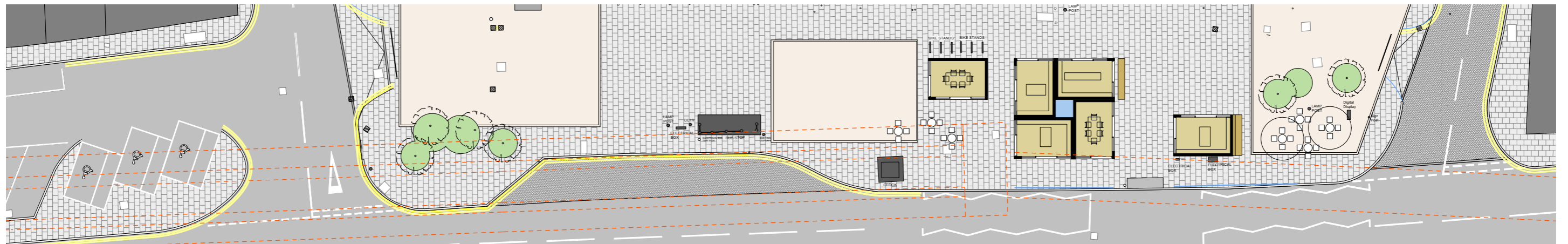
Design option

Detached Units



Shop in Box units - Option 3

Clustered Units







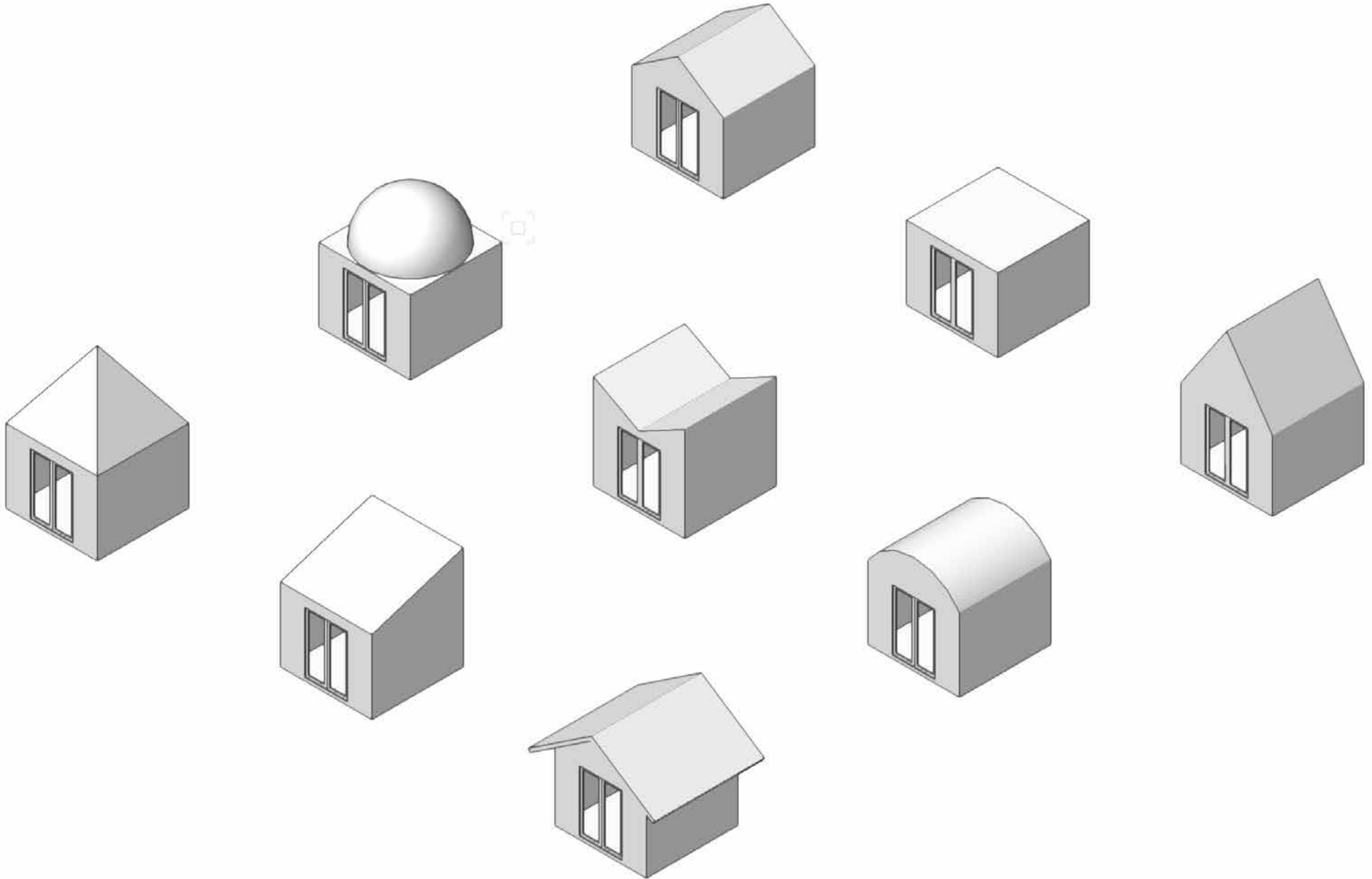


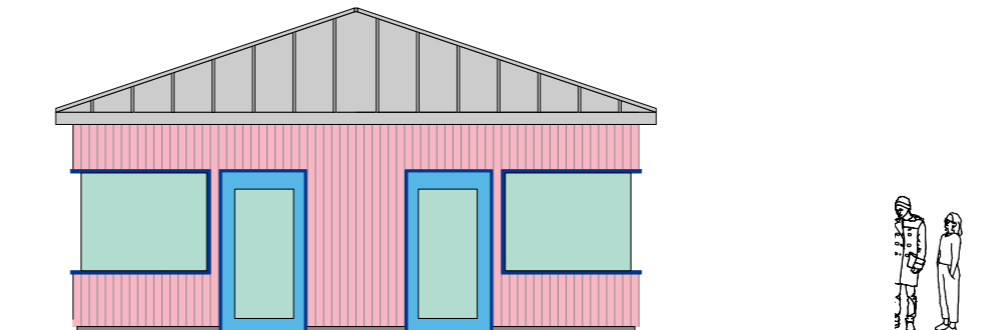
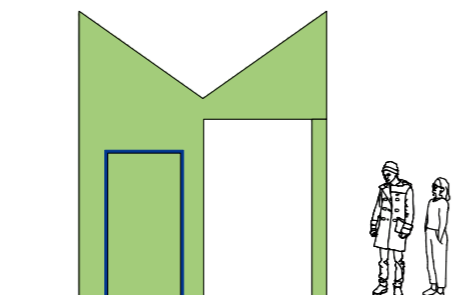
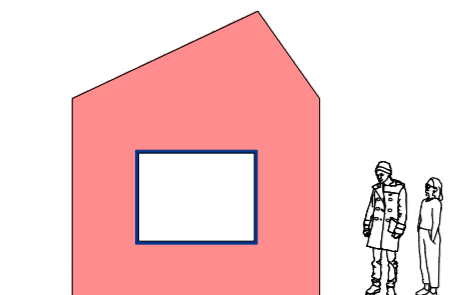
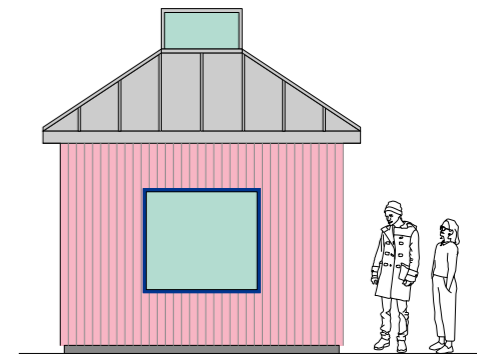
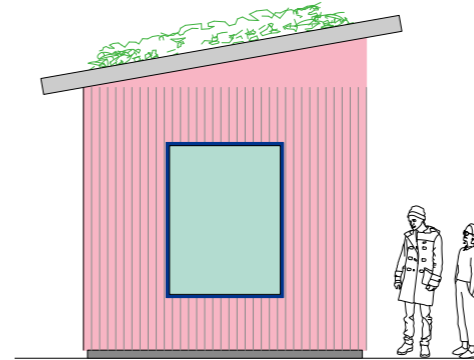
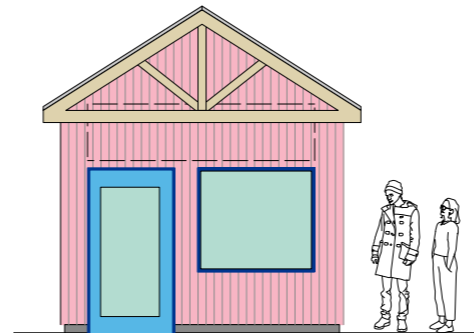
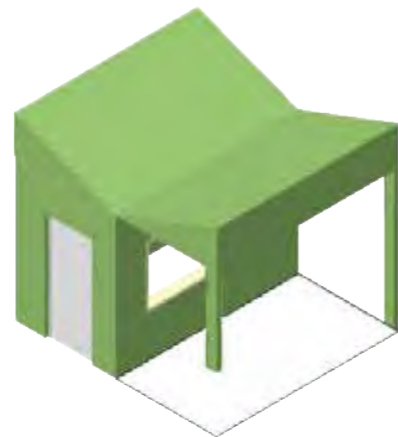
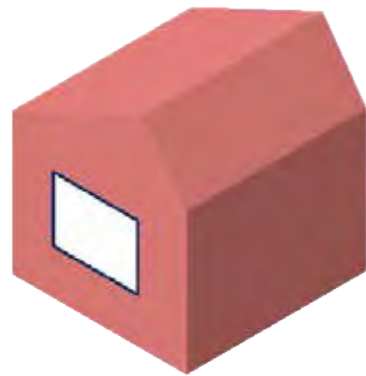
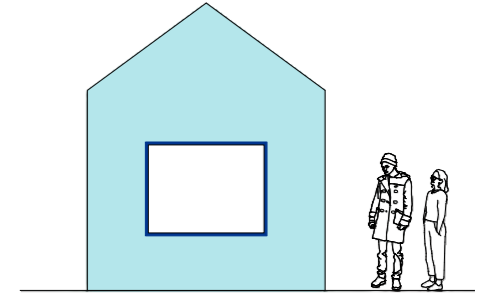
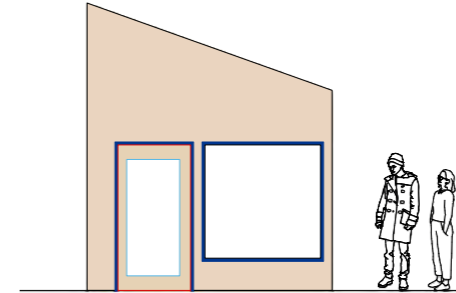
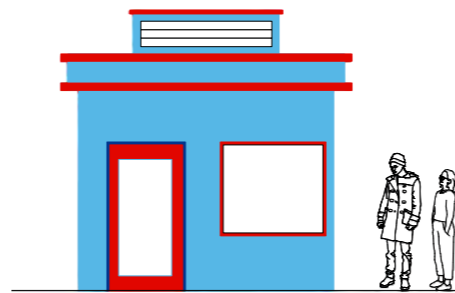
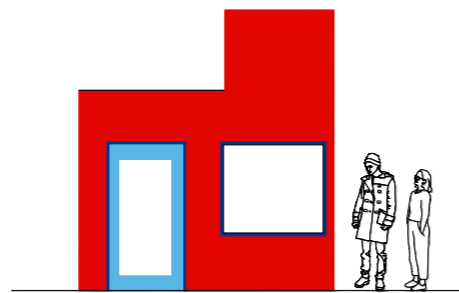
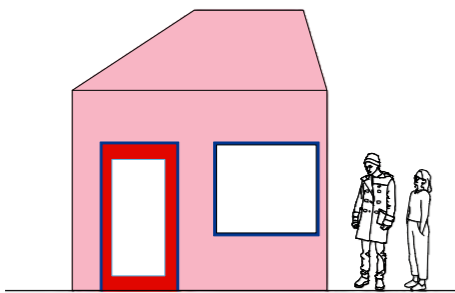
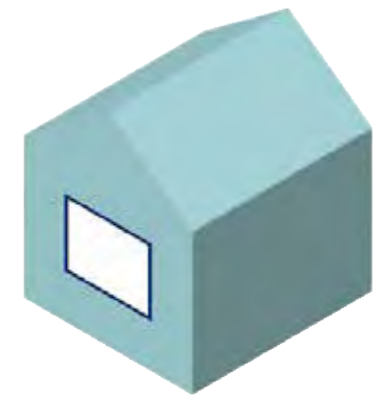
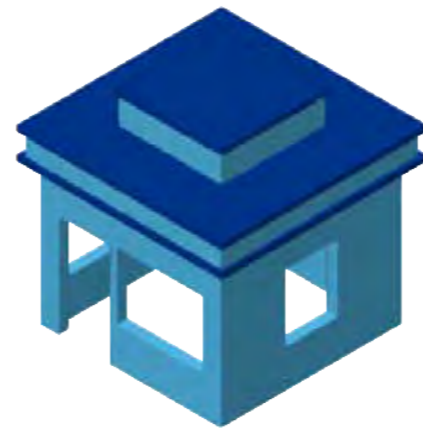
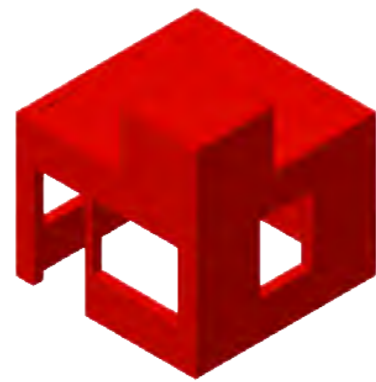


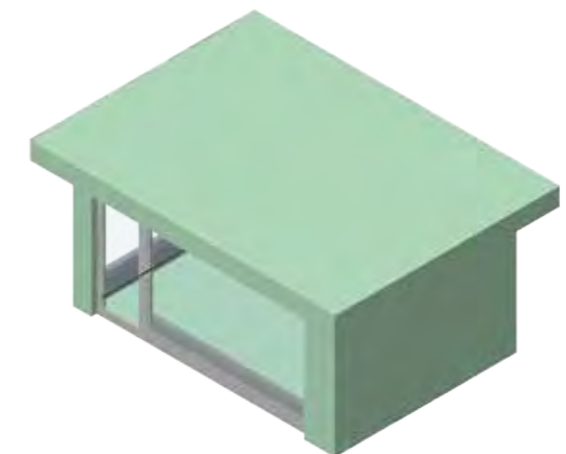
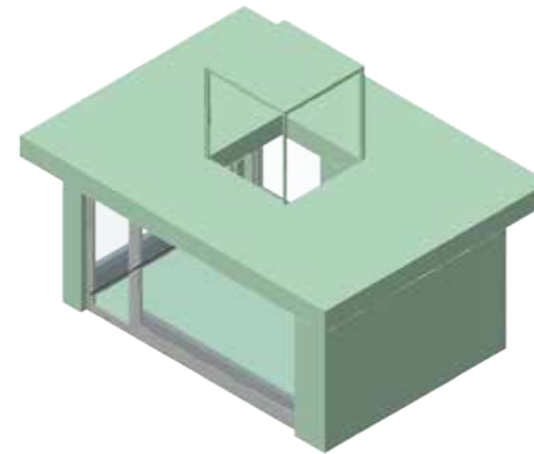
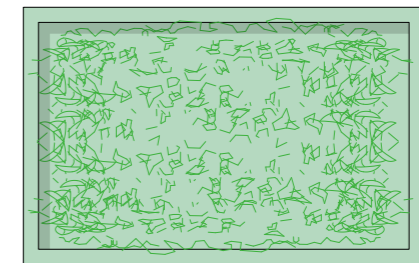
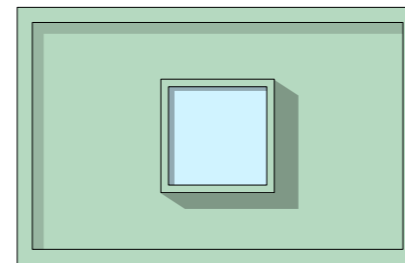
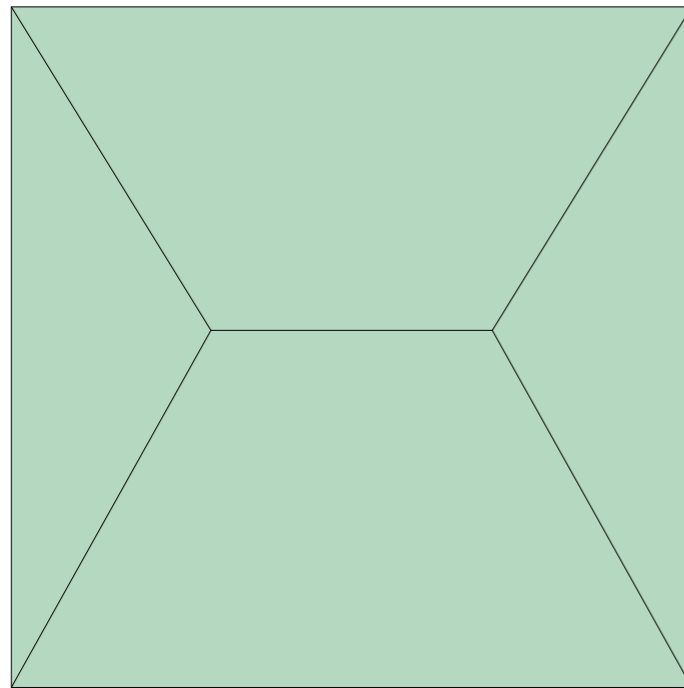
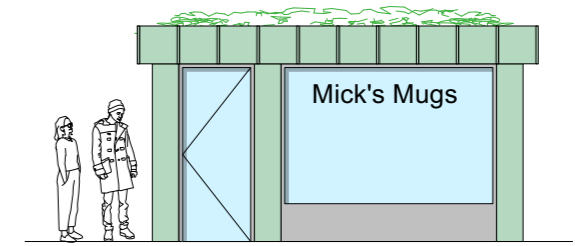
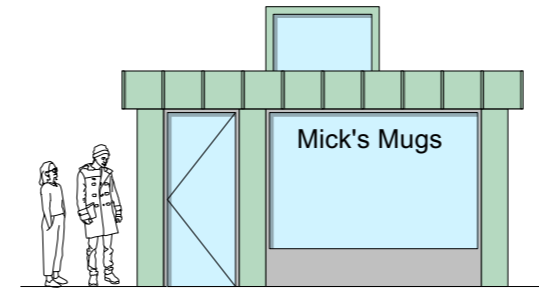
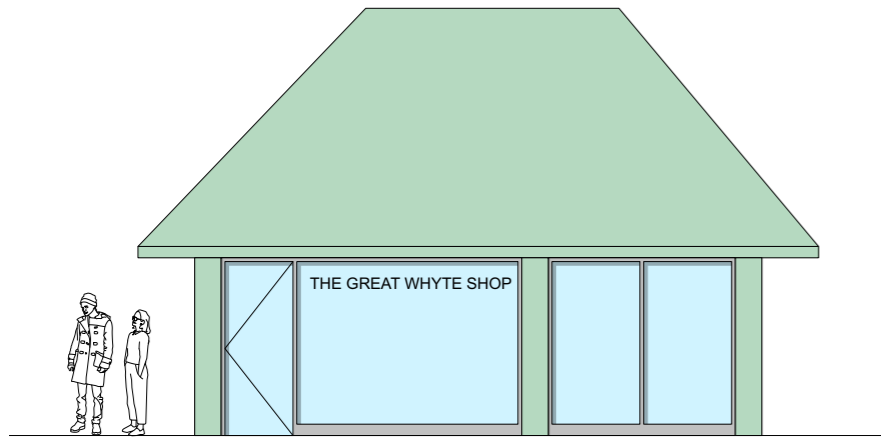


6.6 Form

Roof Forms

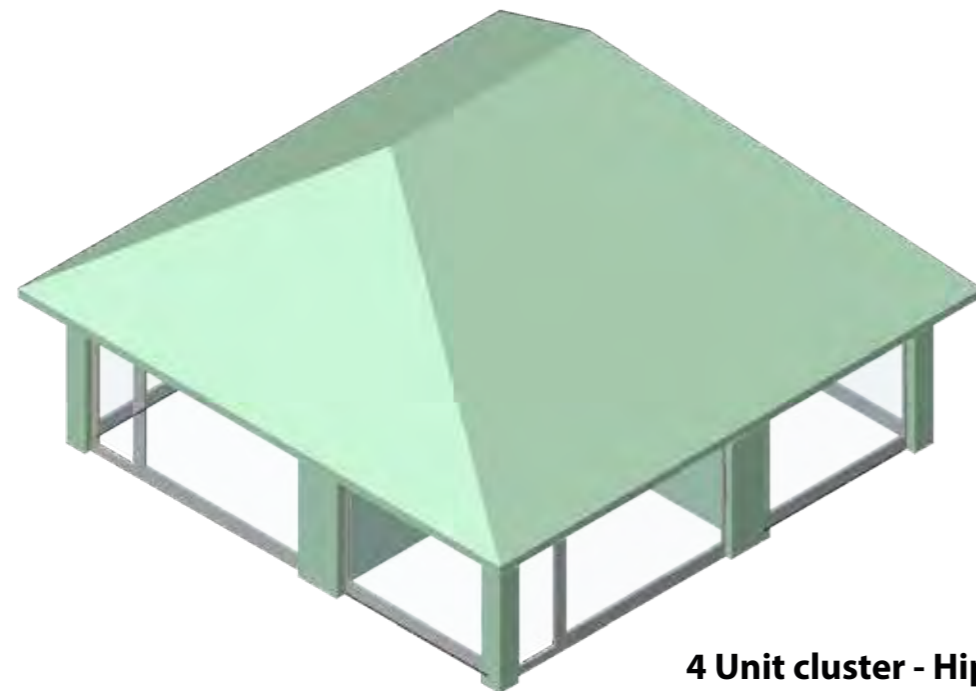






Singular Unit - Lantern roof

Singular Unit - Flat roof, planted



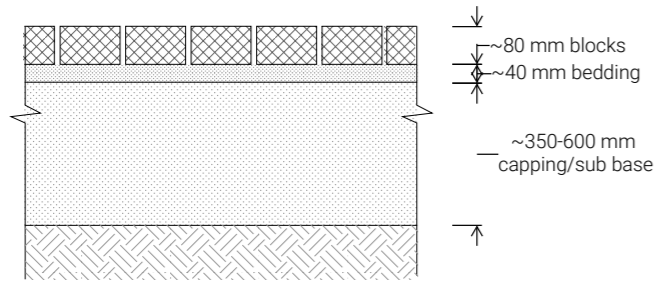
4 Unit cluster - Hipped roof

6.7 Civil Engineering

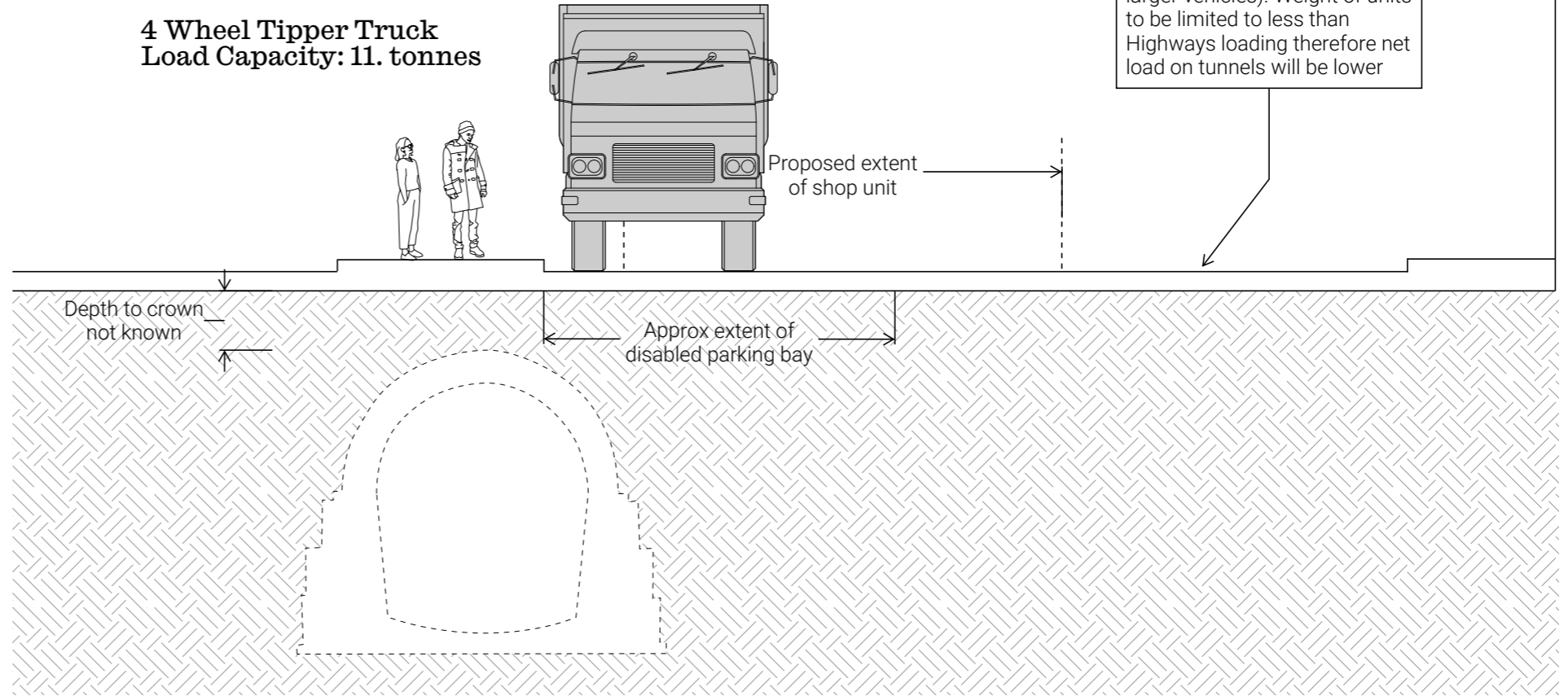
4 Wheel Tipper Truck
Load Capacity: 11. tonnes

Existing roadway assumed designed for Highway loading, e.g. no barriers to medium (or larger vehicles). Weight of units to be limited to less than Highways loading therefore net load on tunnels will be lower

Assumed Typical buildups:
(not project specific)

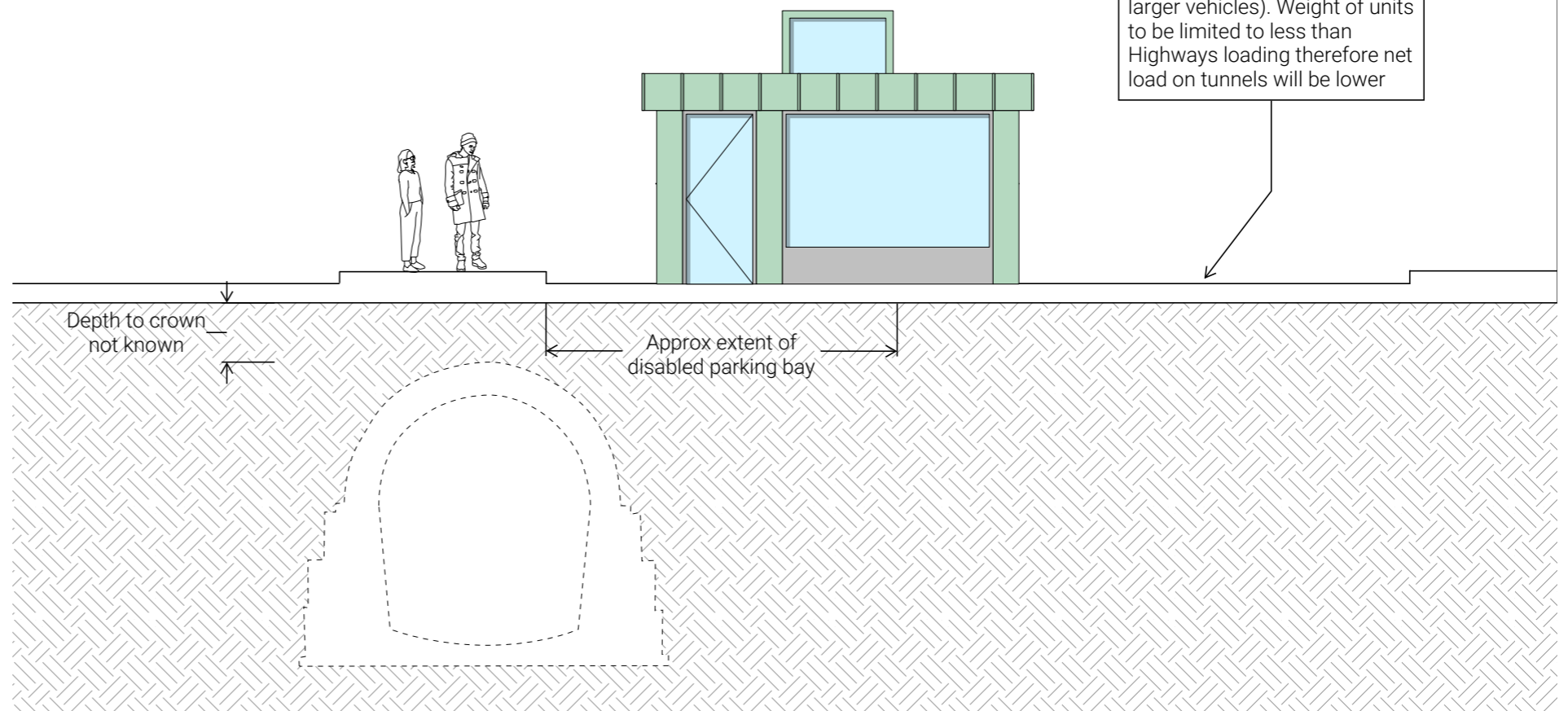


No site investigations have been undertaken to confirm position of tunnels or build ups. All dimensions are indicative and based on typical conditions or approximate survey information.



Existing

Existing roadway assumed designed for Highway loading, e.g. no barriers to medium (or larger vehicles). Weight of units to be limited to less than Highways loading therefore net load on tunnels will be lower

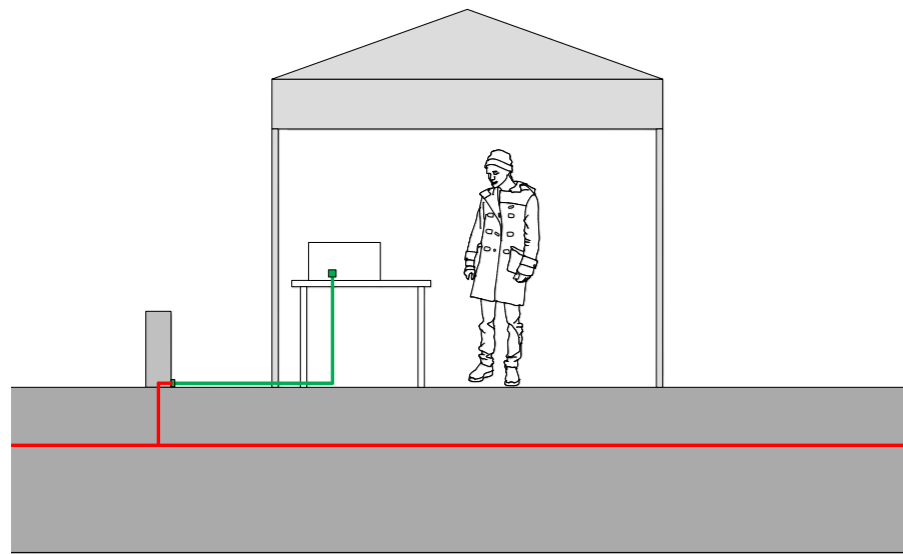


Proposed

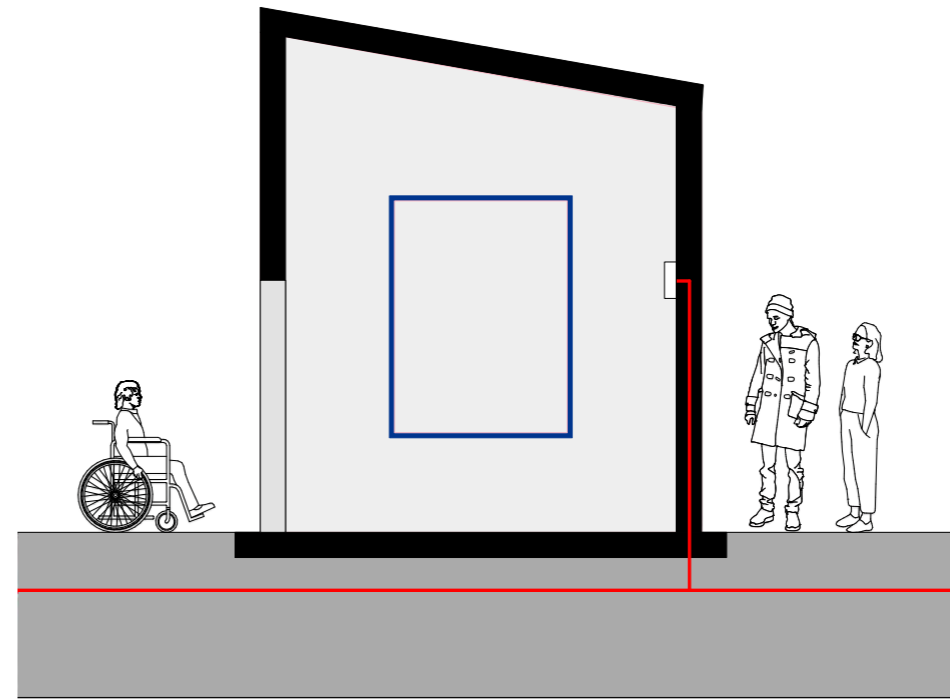
6.8 Power

Integrated Facilities

Sunday market power options



Retail unit power options



Sunday market power options



Bollard
£1300 + VAT



In-ground unit
£2700 + VAT



Pop-up unit

Notes:

- 100mm diameter ground duct
- 30 amps per unit
- (ballpark power requirement for heater/coffee machine/ lights etc)
- Solar panels- awaiting info- won't be able to provide full power requirement
- UKPN desktop survey- 2 week lead time

Retail unit power options



Consumer unit
Cost: £85
Size: (H)277 mm x (W)321 mm x (D)120 mm



Power meter
Cost: TBC
Size: (H)277 mm x (W)160 mm x (D)120 mm
(half size of consumer unit)



1. Structural box



2. Decorated shed



3. Articulated frame



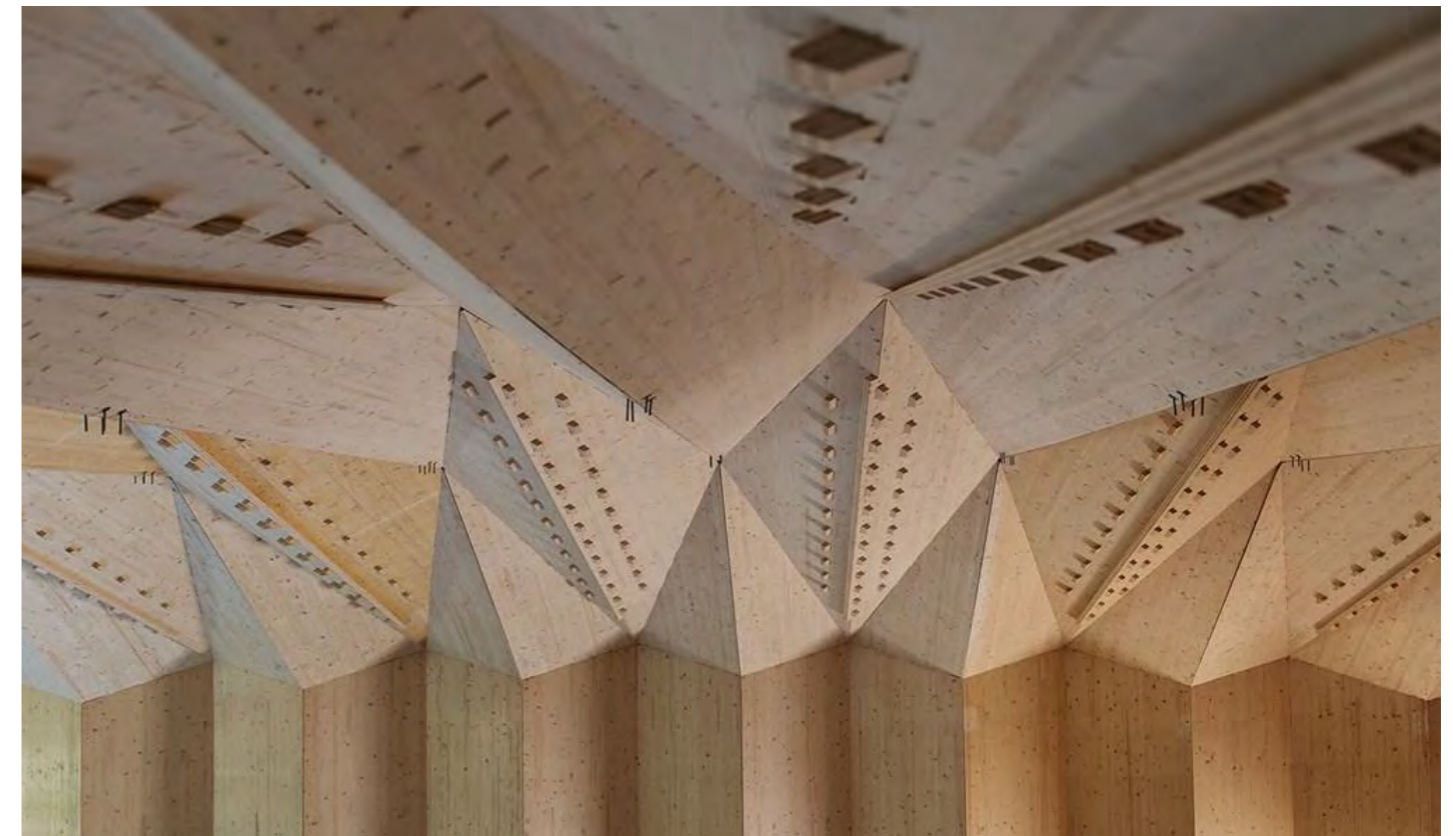
1. Royal Parks Pavilion



2. My Room in the Garden



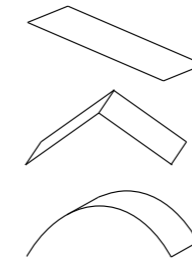
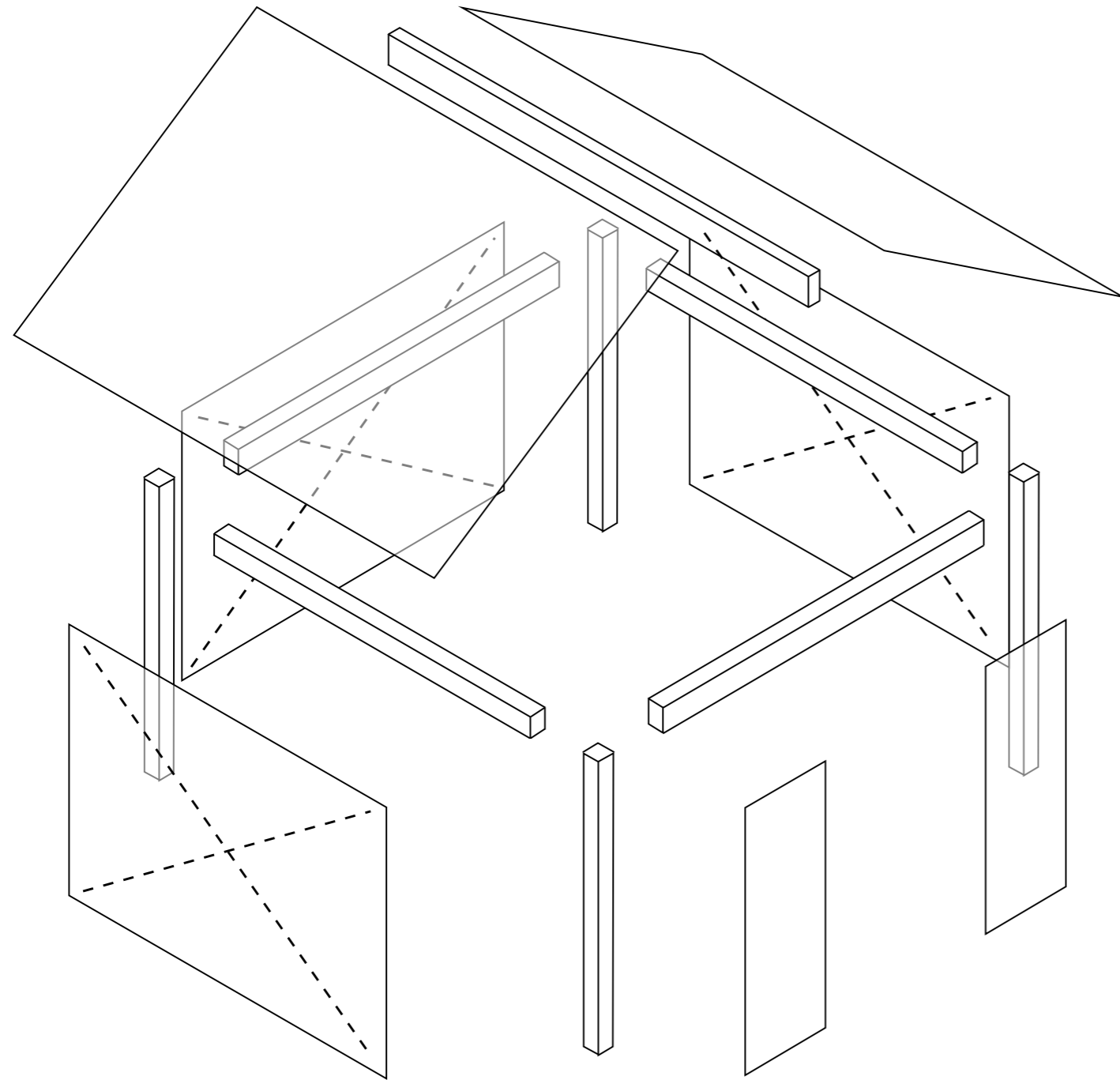
3. Natural Building Systems



4. Vidy Pavilion, Lausanne

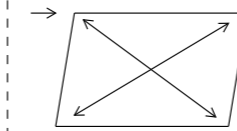
Construction

Structural Typologies - Frame System



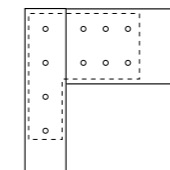
Roof

- Assume sawn timber rafters or fabricated into panels for ease
- Numerous options for shape formed either with rafters or through other method (e.g. plywood)



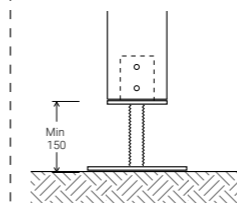
Bracing/panels

- Racking resistance could be provided by wall infills
- Alternatively bracing internally or externally could be used, may depend on openings, flexibility and aesthetic



Connections

- Connections could be recessed and hidden or made into a feature;
- Could be either simple (pinned) connections or contribute to the stability (moment connections)

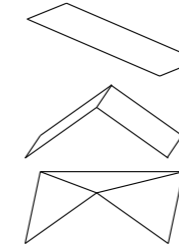
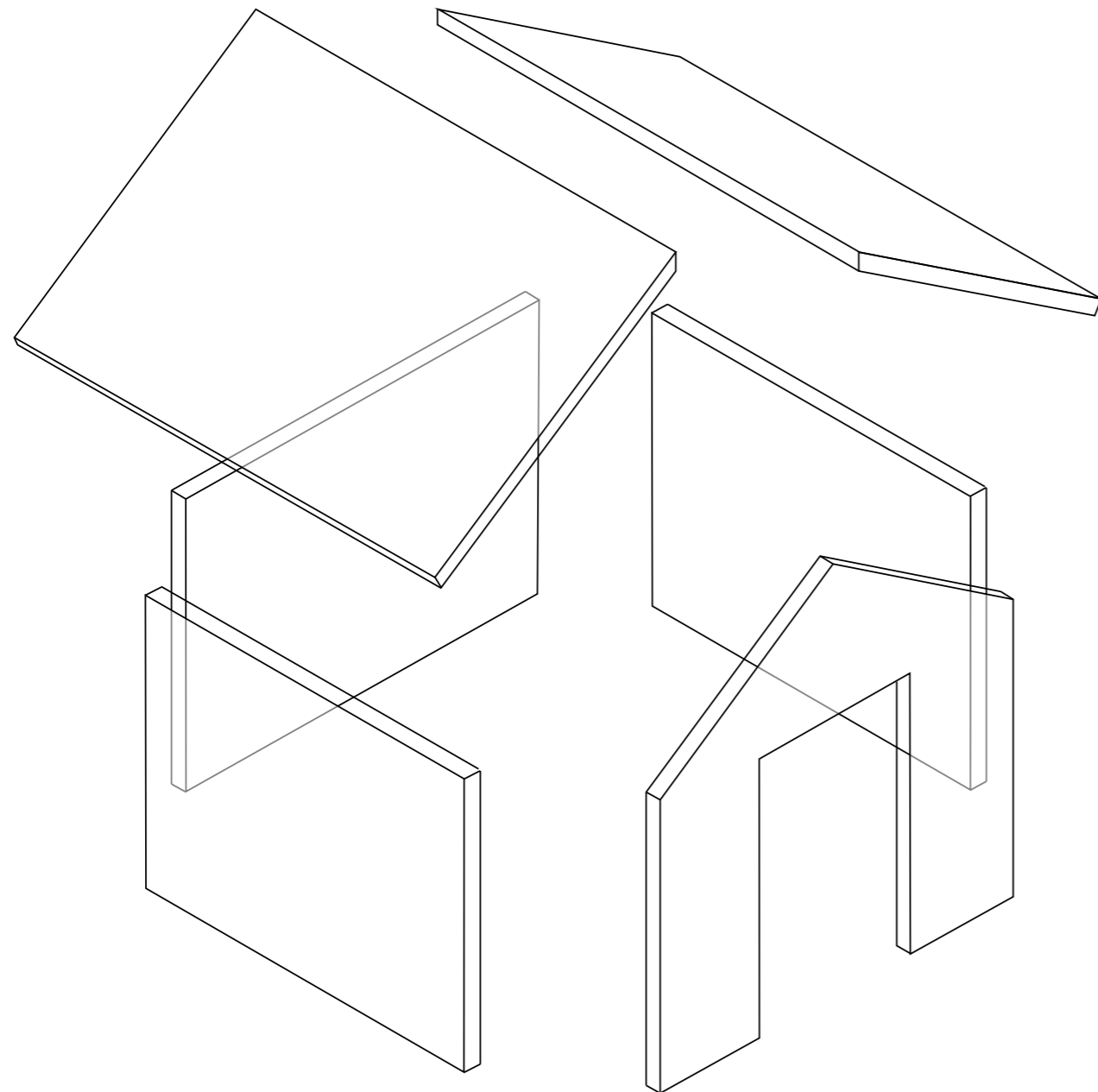


Ground connection/levelling

- Feet on columns to provide min 150 clearance above ground level
- Levelling could be carried out through screw footing plate

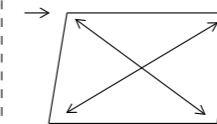
Construction

Structural Typologies - Panel System



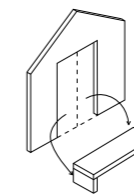
Roof

- Panels could form roof although this would limit shapes to planar options
- Alternatively could use CNC'd plywood ribs or similar



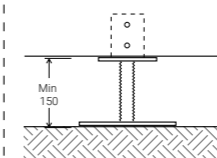
Panels

- Panels could be CLT, SIPs or plywood/OSB cassettes
- Racking resistance provided by panels



Zero waste

- Aim to minimise waste through reusing cut outs and efficient panelisation
- Cut outs could be turned into furniture for example

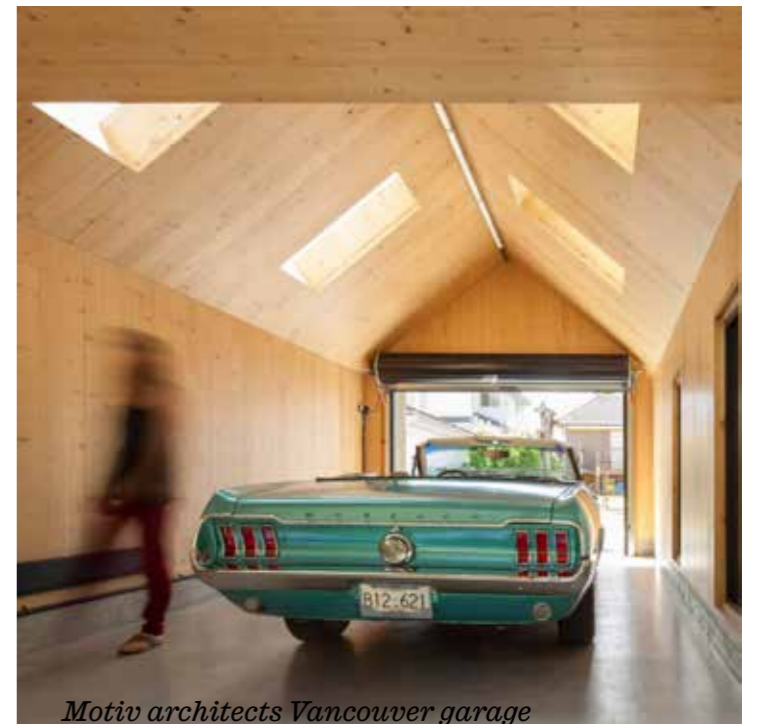
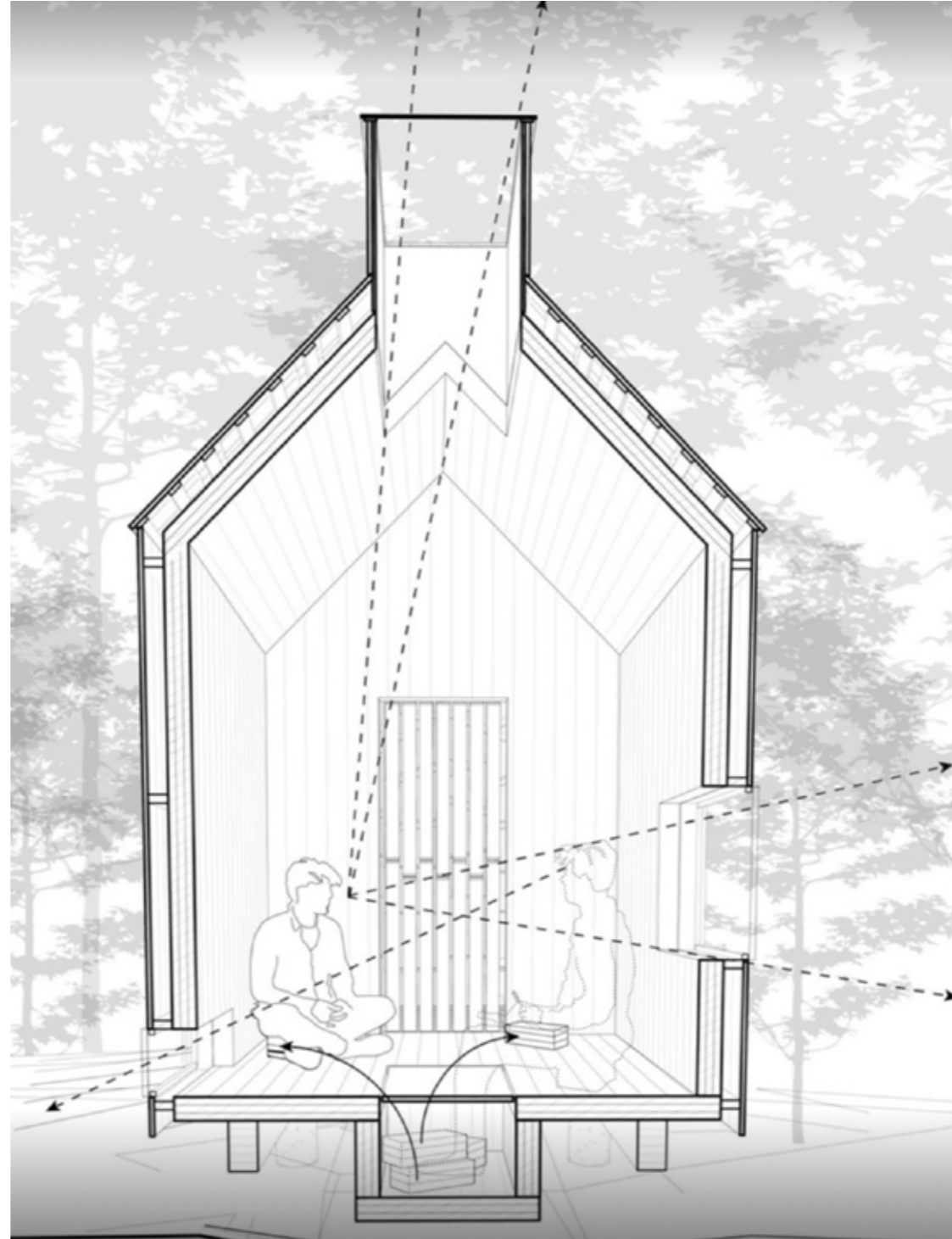


Ground connection/levelling

- Feet on panels to provide min 150 clearance above ground level
- Levelling could be carried out through screw footing

Construction

CLT / Retail

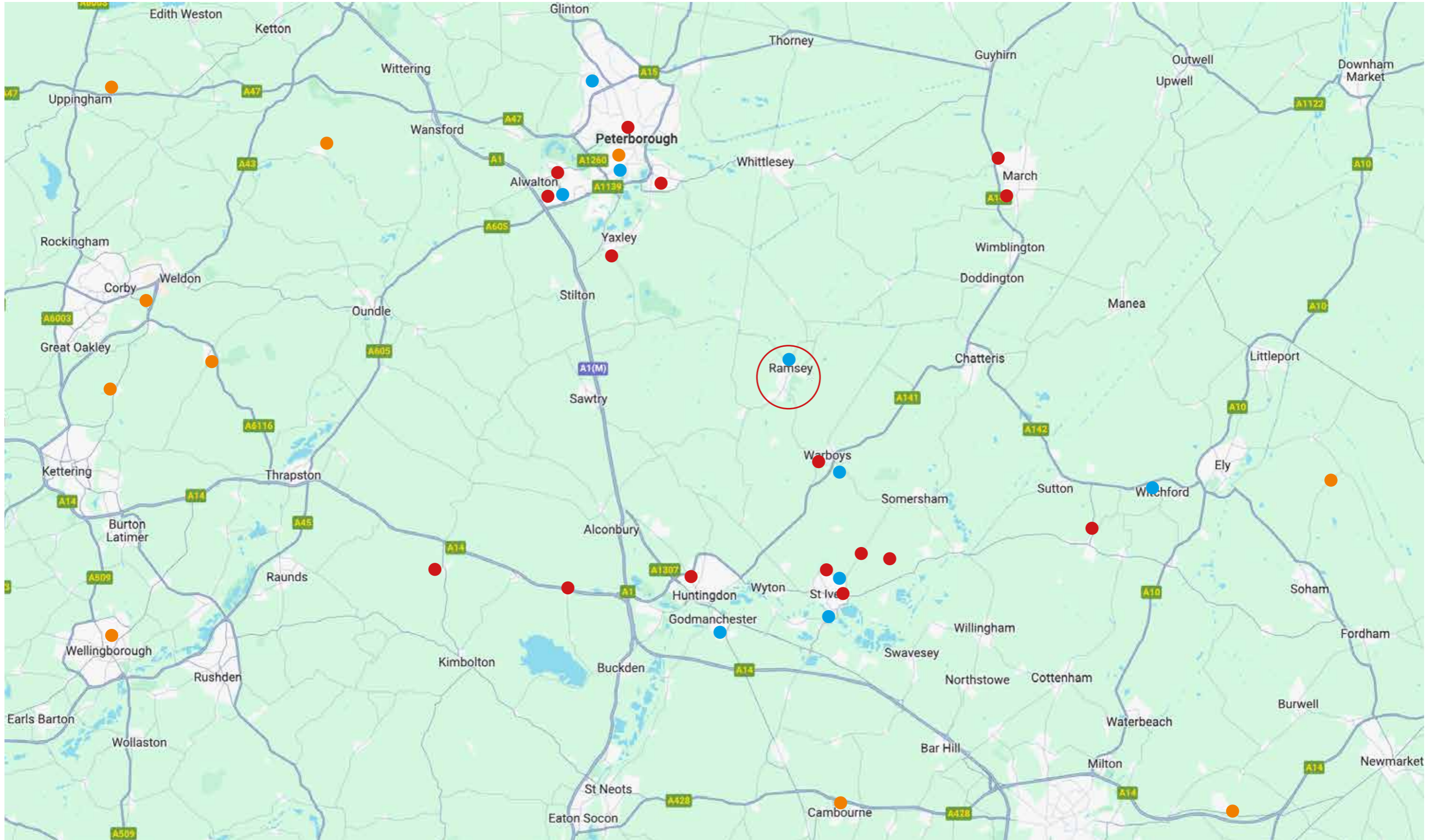


Construction

Local Trades

KEY

- Joinery Workshops
- CNC Workshops
- Saw mills / Timber Merchants



Construction

Local Trades

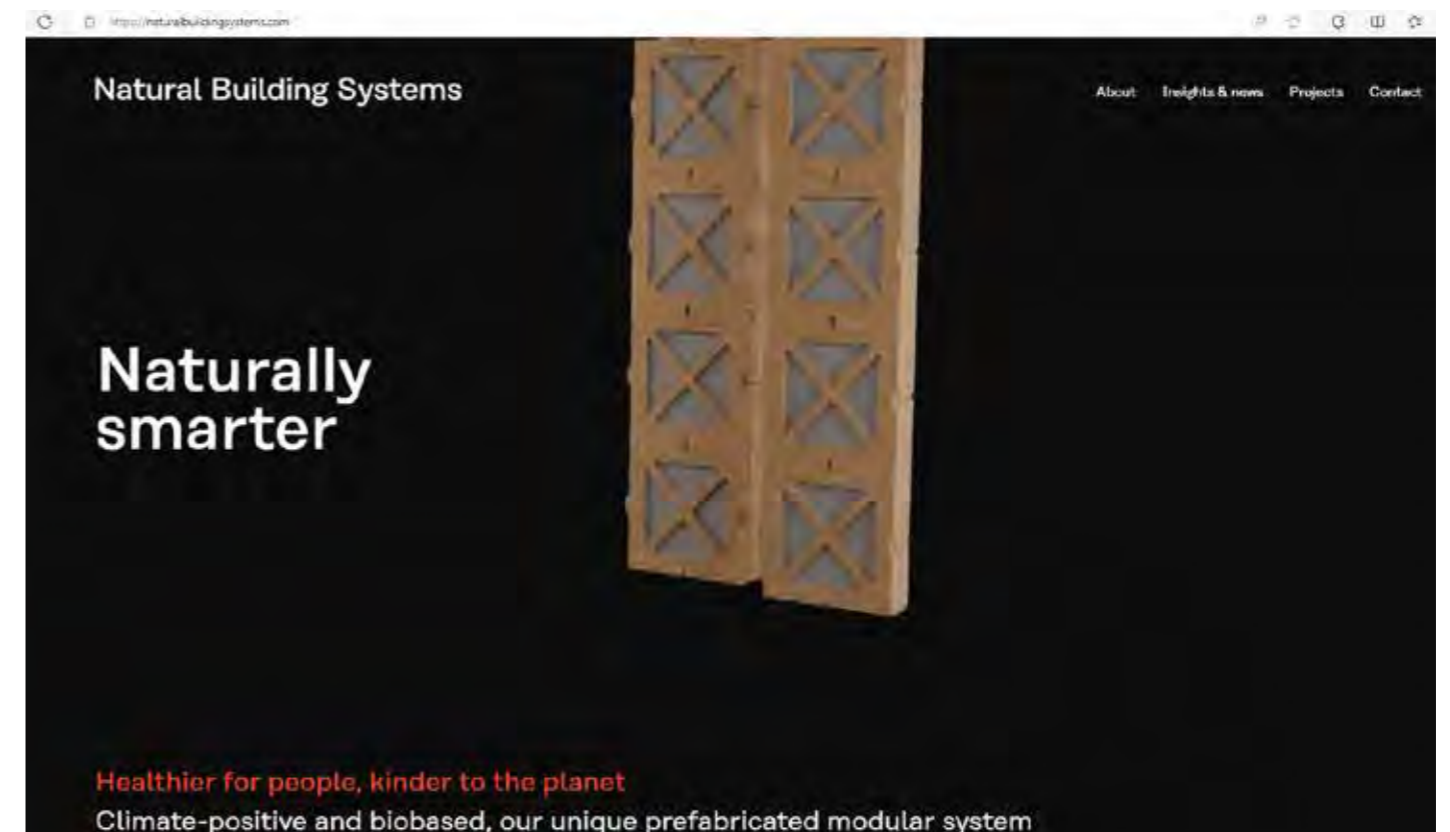
The Natural Workshop



- Specialise in:
- Wooden Gates
 - Outdoor Furniture
 - Product Development
 - Idea Making
 - CNC Router cutting
 - Laser cutting
 - Laser Engraving
 - Product Development
 - Sheet Timber Cutting

15km from Ramsey:

Natural Building Systems



- Low Carbon cassette system for small/medium developments
- Based on OSB/Plywood boxes with Hemp Composite

80km from Ramsey:

7.

Project Management

7.1 Construction Cost Estimate

The current construction cost estimate, is outlined on the right by MEA.

For clarity the costing has been split into 3 project elements:

1. Mews Close Car Park works
2. Great Whyte pedestrianisation & landscaping works
3. Shop in a box retail units.

1. Mew Close

	OPTION 1 See p.23	OPTION 2 See p.24	OPTION 3 See p.25
	£119,307	£109,899	£172,664
Total of construction at 2Q24	£119,307	£109,899	£172,664
Professional Fees - 12%	£14,317	£13,188	£20,720
	£133,624	£123,087	£193,383
Value added Tax	Excluded	Excluded	Excluded
	£133,624	£123,087	£193,383
Total of initial order of cost for new shop units say	£140,000	£130,000	£200,000

2. Great Whyte

	OPTION 1 See p.33	OPTION 2 See p.34	OPTION 3 See p.35
	£96,768	£246,019	£356,966
Total of construction at 2Q24	£96,768	£246,019	£356,966
Professional Fees - 12%	£11,612	£29,522	£42,836
	£108,380	£275,542	£399,802
Value added Tax	Excluded	Excluded	Excluded
	£108,380	£275,542	£399,802
Total of initial order of cost for new shop units say	£110,000	£280,000	£400,000

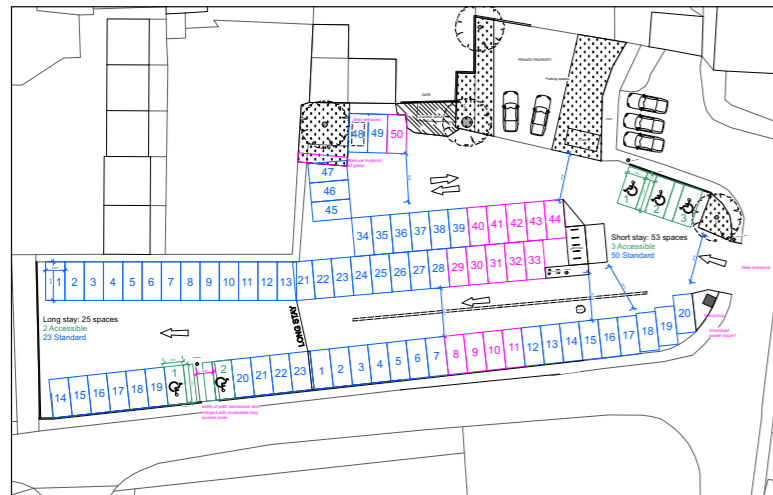
3. Shop in a Box Units

	OPTION 1 See p.64	OPTION 2 See p.66	OPTION 3 See p.68
	£717,651	£714,021	£695,871
Total of construction at 2Q24	£717,651	£714,021	£695,871
Professional Fees - 12%	£86,118	£85,683	£83,505
	£803,769	£799,704	£779,376
Value added Tax	Excluded	Excluded	Excluded
	£803,769	£799,704	£779,376
Total of initial order of cost for new shop units say	£810,000	£800,000	£780,000

7.2 Options Appraisal

Mews Close

- Option 1. Light touch 1 way
- Option 2. Light touch 2 way
- Option 3. **Radical Thinking** (preferred option)



Great Whyte Public Realm

- Option 1. Light touch
- Option 2. Large Public square
- Option 3. **Cluster of Public squares** (preferred option)



Shop in Box

- Unit size**
- 3m x 3m
 - 3m x 4m
 - **3m x 4.5m (preferred option)**

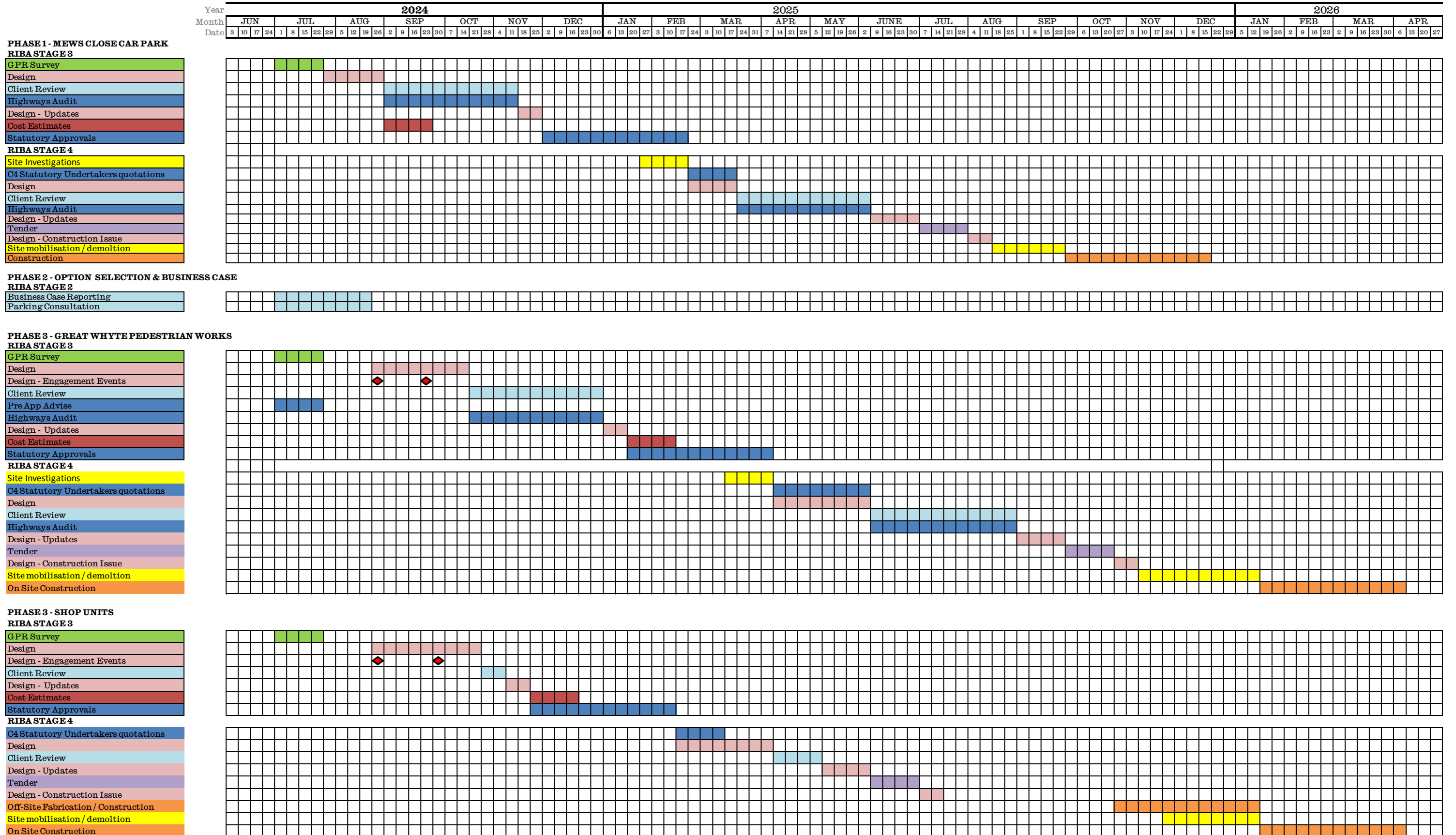
- Unit Configuration**
- Option 1. **Detached (preferred option)**
 - Option 2. **Semi-detached (preferred option)**
 - Option 2. Cluster

- Access**
- Units set in ground (**preferred option**)
 - Units on top of paving
 - Landscaped Access

- Construction**
- Frame construction
 - Mass timber or panel construction
 - (no preference given)



7.3 Target Programme



7.4 Project Risks

1. Risk: Budget & Construction costs

Mitigation:

- Engagement with funders and stakeholders
- Cost Management with contingency

2. Risk: Impact on street parking

Mitigation: Engage with Highways authority and Parking Team

3. Risk: Business Case & Market readiness for Shop in Box spaces

Mitigation: Develop Retail team & Business Case

4. Risk: Statutory Permissions

Mitigation:

- Undertake Pre App review
- Stakeholder Consultation
- Public Consultation

5. Risk: Challenging multi disciplinary design team approach & project management

Mitigation: Appoint appropriately skilled lead consultant to manage design team

6. Risk: Security Requirements of shop units

Mitigation:

- Property security
- Passive surveillance

7.5 Next Steps

1. Funder and Stakeholder Approval

2. Reprofile budgets against preferred options

3. Confirm preferred options for detailed design

4. Public engagement
Retail engagement
Market trader engagement

5. Establish project for relocated car parking - Mews Close project plan

6. Surveys and Investigations to confirm viability

7. Meanwhile tests;
Public events closing highway
Cafe market square offer

8. Develop tender list for highways and shop unit works with local trades

9. Procure multidisciplinary design team;
Lead consultant
Architect
Landscape Architect
Highways Engineering
Civils and Structure
Lighting & Power
Cost & Project Management
Wayfinding & Art

10. Principal Designer
Health & Safety and Building Regulations

7.6 Surveys Summary

The initial topographical survey was completed, February 2024.

- **C2 Utilities Search**
- **Tree Survey**
- **C2 Utilities search**
- **GPR Survey**
- **CCTV Drainage Survey**
- **Intrusive Opening Up Survey**

7.7 Overview of feedback

The following pages set out feedback received following the end of Stage 2 presentation on 25.04.2025.

Overview of Feedback:

Mews Close Car Park

- Reconfiguring of Car Park required to facilitate development of Great Whyte pedestrianisation
- Pedestrian access between Car Park and Great Whyte to be considered. 24hr access required
- Review lorry access to car park / B&M loading requirements

Great Whyte

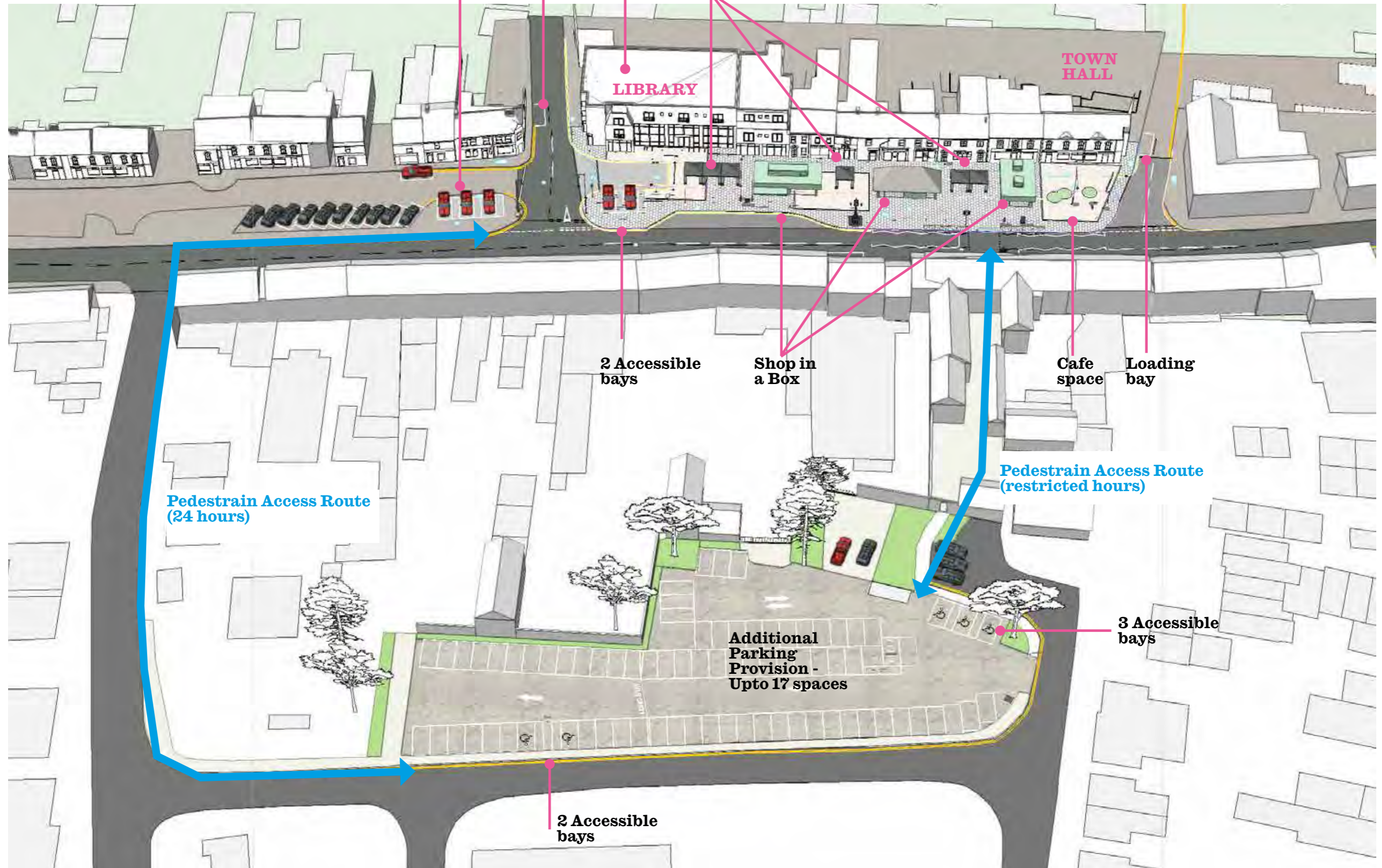
- Comprehensive renewal of paving
- Allow for 2no. Accessible parking bay outside of Library
- Christmas Tree display should remain adjacent to clock
- Digital Display to be position outside of Ramsey Town Council Office
- Space outside Ramsey Town Council to be kept clear for events
- Bus shelter to align with bus doors

Shop in a Box

- Preference for Semi detached or standalone shop units
- Modern feel that is also in-keeping with the history of the town
- Consider sight line through to existing shops

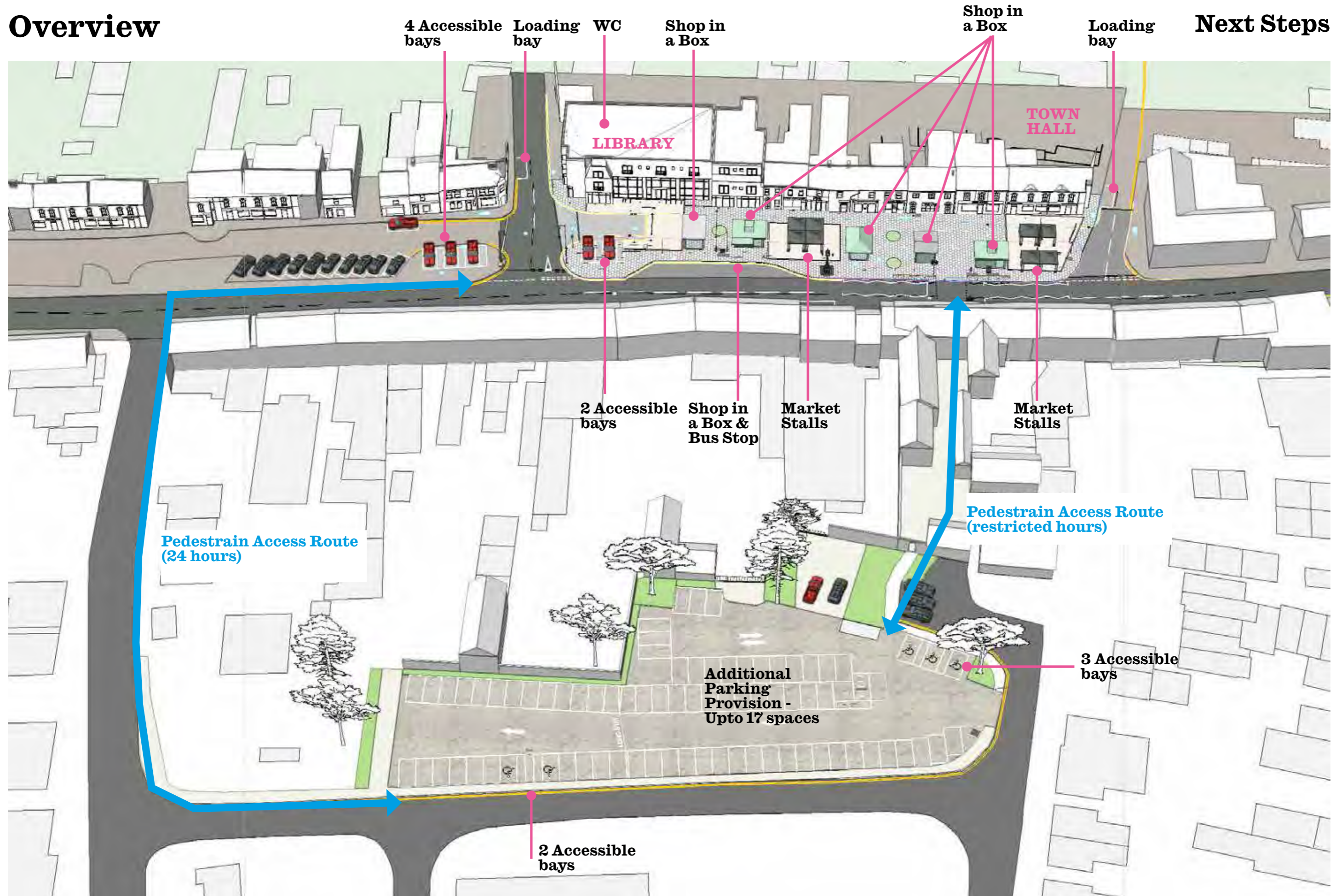
Overview

Semi detached



Overview

Next Steps



Hard Landscape + Shops (Semi Detached) + Market Stalls



Landscaping with parking

Comprehensive renewal paving

- Pedestrianised
- Installed fire gates and/or bollards
- Removal of road markings
- Repaving of road to match existing footway paving
- Creation of new paving to create squares outside key buildings and to support landscape features
- 2no Accessible Parking outside Library
- 4no Accessible Parking outside Butchers Shop
- 1no loading bay to New Road
- 1no loading bay to Little Whyte

Shop in a Box - Semi detached

- 6no shop units housed within three building
- Bus shelter incorporated into shop unit

Market stalls

- 6no market stalls in 3 clusters

Hard Landscape + Shops (detached) + Market Stalls



Landscaping with parking

Comprehensive renewal paving

- Pedestrianised
- Installed fire gates and/or bollards
- Removal of road markings
- Repaving of road to match existing footway paving
- Creation of new paving to create squares outside key buildings and to support landscape features
- 2no Accessible Parking outside Library
- 4no Accessible Parking outside Butchers Shop
- 1no loading bay to New Road
- 1no loading bay to Little Whyte

Shop in a Box - detached units with Market Stalls

- 5no standalone shop units
- Bus shelter incorporated into shop unit

Market stalls

- 8no market stalls in two clusters



Appendices

SUPPORTING DOCUMENTS

A01 MEA Initial Order of Costs