

Aldi foodstore at Exhibition Way, Exeter

TECHNICAL NOTE 1

Proposed Store knock Down and Rebuild

1. Introduction

1.1. This Technical Note (TN) has been prepared by Entran Ltd to detail and assess transport matters associated with the proposed knock-down and re-build of an Existing Aldi Food Store Exhibition Way, Exeter.

1.2. Key criteria include;

- Existing Building (**Appendix A**)
 - 1,325 sqm GFA
 - 64 Car parking spaces
- Proposed Building (**Appendix B**)
 - 1,864 sqm GFA
 - 102 Car parking spaces (predominantly 2.5m wide) including
 - Two ECCP's
 - Five blue badge holder spaces
 - Nine parent and child spaces
 - 14 covered and secured cycle spaces
 - Marginal relocation of site access away from Exhibition Way northwards to improve separation and visibility
 - No interference with DCC approved 'E4' cycle link
 - Extension to double yellow lines along access road via TRO

1.3. This TA has sought to reference both National and Local Policy and Plan Documents including:

- NPPF 2019
- Travel Plans, transport assessments and statements in decision making (2014)
- DfT – GTA (2007)
- Local Authority Core Strategy and associated documents

1.4. Furthermore, this TN has been prepared in response to a pre-application meeting, resultant minutes and a telephone discussion with highway officers.

2. **Trip Generation**

2.1. The proposed increase in GFA is 539 sqm. The TRICS data base advises that during the PM peak (1700-1800) trip rates are 3.434 arrivals per 100 sqm GFA and 4.120 departures per 100 sqm GFA.

2.2. Applying these trip rates to the extension proposal equates to 19 vehicular arrivals and 22 vehicular departures.

2.3. However, store extensions do not generate traffic volumes consistent with TRICS data which is generally related to new build developments.

2.4. ALDI has extensive data relating to store extensions that show a 50% increase in store size relates to less than 20% increase in customer volumes passing through the tills. What an extension does is



to primarily increase customer dwell time. Based on ALDI experience, we see no reason why this type of growth in trading might not be witnessed here.

- 2.5. Based on the above, revised vehicle trips are therefore 4 arrivals and 5 departures.
- 2.6. Such a marginal increase in traffic will clearly have an imperceptible impact on the local highway network and in this regard further analysis is considered unnecessary.
- 2.7. Furthermore, Over the past 5 or so years trading patterns at the store have dramatically changed and as a result pressure on car parking has increased. This demand has often resulted in vehicles queuing on the car park approach road as customers wait for a car parking space to become available. Extensive circulating and re-circulating car numbers is very common.
- 2.8. In addition, Aldi customer dwell time in Aldi is far greater than it used to be such that this has resulted in the store car park being seriously under capacity.

3. Delivery and Servicing

- 3.1. As per the current arrangements servicing will be taken internal to the site.
- 3.2. Swept Path Analysis attached as **Appendix C**.

ALDI Company Specific Servicing Arrangements

- 3.3. ALDI, as a company, operate the following specific servicing arrangements and working practices.
- 3.4. A store in Exeter as per Aldi's other local stores will be serviced from Aldi's Regional Distribution Centre (RDC) in Cardiff.
- 3.5. Up to 40 staff are employed at each store, comprising a Store Manager, Assistant Store Manager and Store Assistants, although not all staff are present on site at all times.
- 3.6. Delivery routes are planned to minimise distances travelled by each vehicle and maximise efficiency of goods per delivery. This practice is economically prudent for Aldi but also sustainable by virtue of reducing vehicle kilometres travelled. Each vehicle will visit between 1 and 6 stores per trip depending on the nature of the delivery and the geographical location of the stores.
- 3.7. On average each store will have only two deliveries by articulated lorry per day plus a modest number of smaller vehicles delivering locally sourced fresh produce. This compares with an average of 6 to 10 articulated lorries and up to 20 subsidiary vehicles (including HGVs) per day usually associated with the larger supermarkets.
- 3.8. Each store manager will have an allotted time each day by which the main delivery will have taken place. Each driver is furnished with a mobile phone and is able to inform the distribution centre if any delay is likely. However, this is very rare and allocated delivery times are consistently met by the distribution teams.
- 3.9. Delivery practices are identical at each store. Goods delivery is a one-man function carried out by the driver. The vehicle is reversed down the delivery ramp to the loading bay which is fitted with a "dock leveller" to provide a flush ramp from the floor of the lorry to the floor of the storage area.
- 3.10. The driver gains access to the building by means of a "driver's door" located next to the loading bay. The driver opens the roller shutter door from within the building then unloads the goods directly into the storage area. The driver is then responsible for locking the shutter and the side door before leaving. Contact with the store manager is only required where site specific special arrangements dictate.
- 3.11. The daily HGV delivery arrival journey will normally take place outside peak highway network hours as well as peak store trading hours;
 - The standard delivery period is ½ hour;
 - Vehicular access to the delivery ramp will be through the car park;
 - Aldi's service vehicles benefit from operational safety improvements including;
 - Rear Cameras;



- Audible Warning Systems; and
- Reversing Object Sensors.

Site Specific Operational Requirements

- 3.12. Aldi, as a company, operate the following specific servicing arrangements and working practices:
- The store will normally be served by two HGV's and a number of smaller vehicles per day, which will unload their goods using a dock leveller adjacent to the store building;
 - Access for service vehicles will be from the site access road.
 - Egress in a forward gear; and
 - The daily HGV delivery arrival journey will normally take place outside peak highway network hours.

4. Summary

4.1. A summary of the key information contained in this report is set out as follows:

- This Technical Note (TN) has been prepared by Entran Ltd to detail and assess transport matters associated with the proposed knock-down and re-build of an Existing Aldi Food Store Exhibition Way, Exeter;
- Consistent with pre-applications advise the development will:
 - Marginally relocation of site access away from Exhibition Way northwards to improve separation and visibility
 - Result in no interference with DCC approved 'E4' cycle link
 - Provide an extension to double yellow lines along access road via TRO
- The site layout ensures that the service vehicle can enter and exit in a forward gear;
- Consistent with local policy, the site access has been designed to provide safe and efficient access for all modes of travel;
- Adequate car parking provision, and secure, covered and illuminated cycle parking spaces for the food store are also provided;
- Proposed trip generation rates have been obtained from TRICS surveys to form a reasonable and robust estimate of the expected development traffic from the proposed re-build store when compared to the existing store with the increase found to be minor and should not lead to any material effects on the surrounding local highway network; and
- The traffic from the proposed development is therefore considered able to be accommodated on the local highway network without creating material issues or delay.

5. Conclusion

- 5.1. According to the NPPF paragraph 32 development should only be prevented or refused on transport grounds where the residual cumulative effects of development are severe, clearly in this case they are not.
- 5.2. Based on these findings, it is considered that the development proposals are not expected to lead to any localised material off-site highways issues on the adjacent transportation network.



APPENDIX A

ABBREVIATIONS

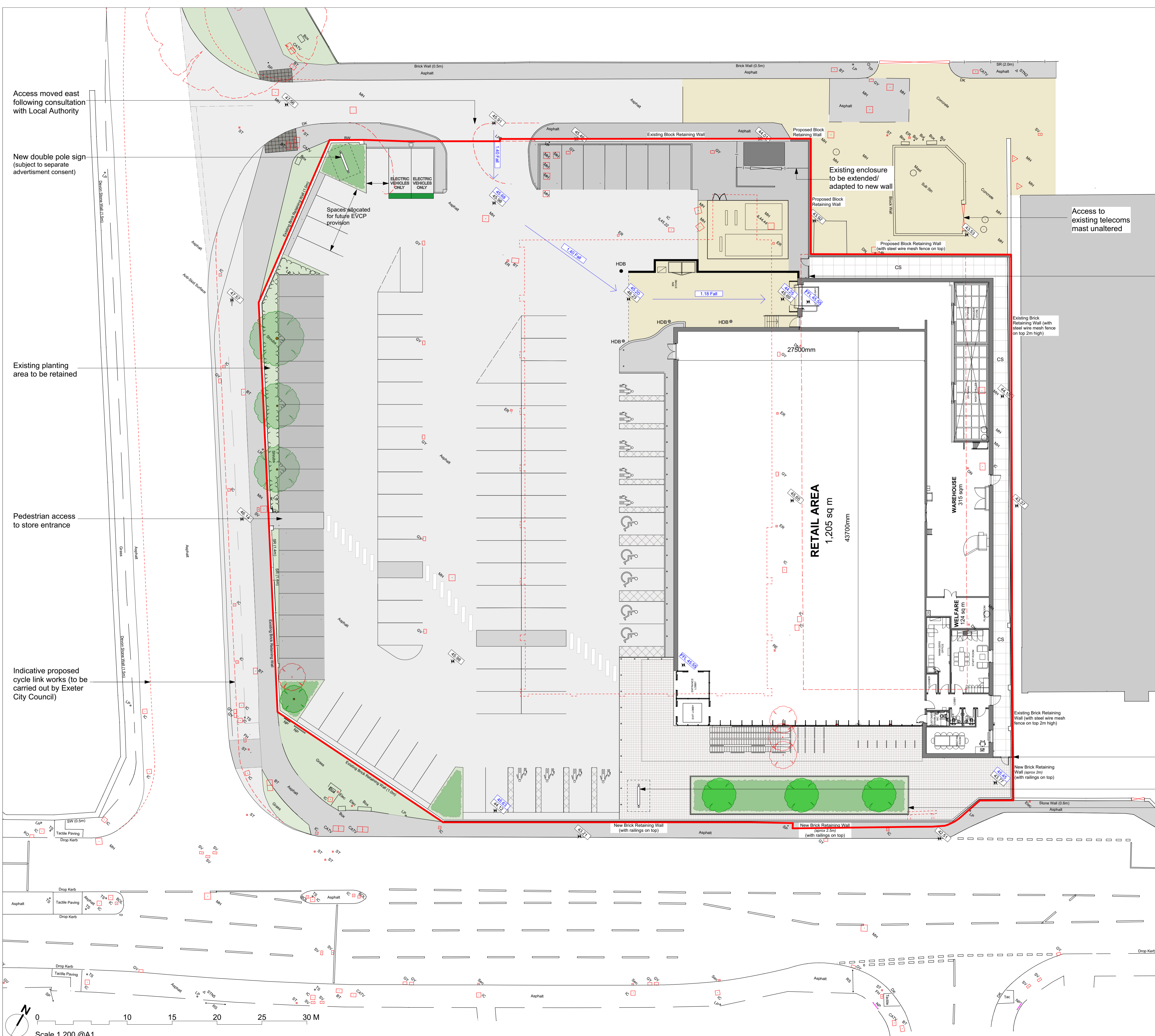
Ave	Average	LB	Letter Box
AV	Air Valve	Lit	Litter Bin
BB	Belisha Beacon	LP	Lamp Post
Bol	Bollard	MH	Manhole
BL	Bollard Light	MK	Marker
Box	BT/Elec	NP	Name Plate
BS	Bus Stop	O/H	Overhead (Elec/Tele)
BT	Telecom IC	OSBM	Ordnance Survey BM
CATV	Cable Television IC	PARA	Parapet
CCTV	Closed Circuit Camera	Pav	Paved
CL	Cover Level	PM	Parking Meter
Conc	Concrete	RE	Rodding Eye
DC	Drainage Channel	RL	Ridge Level
DH	Ditch	RS	Road Sign
Dil	Dilapidated	RSJ	Rolled Steel Joint
DK	Drop Kerb	SA	Soakaway
DN	Drain	SD	Soft Drain
EL	Eaves Level	Sen	Street Sensors
EP	Electricity Pole	SP	Sign Post
ER	Earthing Rod	ST	Water Stop Tap
FB	Footbridge	SV	Water Stop Valve
Fesc	Fire Escape	SY	Stay
FL	Floor Level	Tac	Tactile Paving
Flt	Floodlight	TCB	Telephone Call Box
FS	Flagstaff	TS	Traffic Signal
FH	Fire Hydrant	TP	Telephone Pole
Gab	Gabions	Veg	Vegetation
GM	Gas Meter	VP	Vent Pipe
GV	Gas Valve	WL	Water Level
GY	Gully	WM	Water Meter
HR	Hand Rail	WO	Wash Out
IC	Inspection Cover	WP	Wooden Peg
IL	Invert Level		
KO	Kerb Outlet		
Drainage			
FW	Foul Water	SW	Surface Water
Com	Combined Storm/Foul	BD	Back Drop
225mm	Pipe Diameter	UTL	Unable To Lift
Fences / Walls			
CB	Crash Barrier	HR	Hand Rail
BWF	Barbed Wire	PRF	Post And Rail
CBF	Close Boarded	PWF	Post & Wire
CLF	Chain Link	PLF	Panel Fence
IR	Iron Railings	SR	Steel Railings
TR	Trellis	SPF	Steel Palisade
BW	Brick Wall	BLK	Block Wall
RW	Retaining Wall	Ren	Rendered Wall
SW	Stone Wall	(1.8m)	Height of Wall/Fence

Services			
	Electric		Water
	Gas		Foul Water Sewer
	CCTV		Surface Water Sewer
	Telecom		Combined Sewer
	BT		
	Unknown		End of trace
	O/Head Cable		Not located (from records)





APPENDIX B



DRAWING LEGEND

- Application Boundary
- Denotes tarmac finish
- Denotes concrete surface finish
- Denotes tactile paving
- Denotes landscaped area and planting, refer to landscape specialist details
- 400 sq conservation paving
- Concrete Slabs
- Existing trees
- Proposed trees
- Heavy duty bollards
- New stainless steel anti ram bollards
- Indicative existing level
- Indicative proposed level

NOTES:

Total Parking - 102 Spaces (Typically 2.5 x 5 - note bays shaded darker are 2.4m wide)
9 Parent and child spaces
5 Disabled spaces
2 EVCP spaces (and provision for 4 additional spaces)
Cycle parking under canopy for 14 bicycles

Exhibition Way cycle path/road modification works are shown as indicative - Works to be carried out by others.

Refer to Cambium Landscape Architects plan 1366-01 for details of soft landscape proposals.

Fence and lockable gate to rear of store

New double pole sign (subject to separate advertisement consent)

Proposed Planting / Public realm

Access moved east following consultation with Local Authority

New double pole sign (subject to separate advertisement consent)

Existing planting area to be retained

Pedestrian access to store entrance

Indicative proposed cycle link works (to be carried out by Exeter City Council)

Scale 1:200 @A1

Kendall Kingscott

Chartered Architects
Chartered Building Surveyors
Interior Designers
CDM Services

Project
Exeter, Rebuild,
Exhibition Way.
Client
Aldi Stores Ltd

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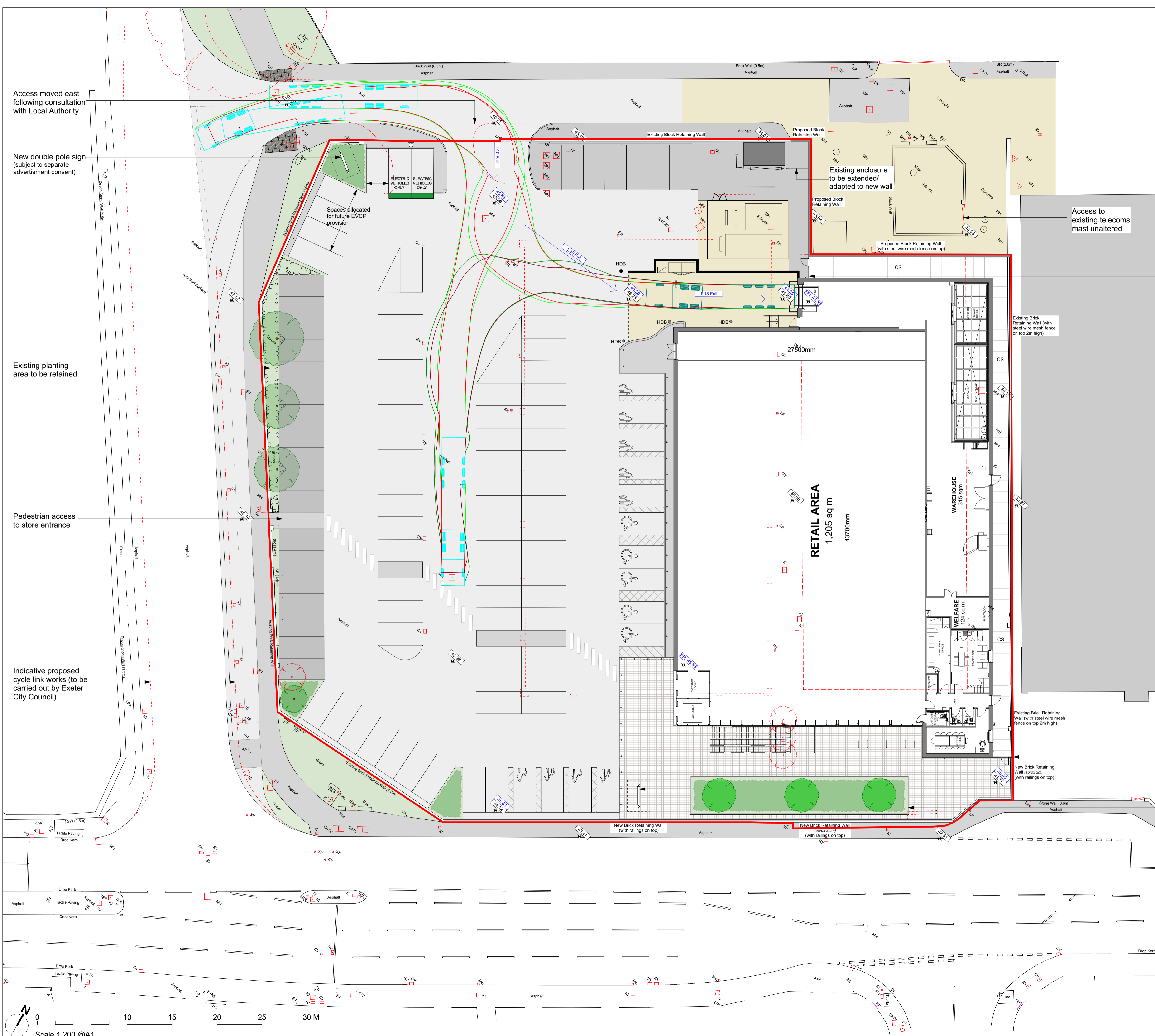
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1:200
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P6	10/02/2020	IO	NR	Parking amended following comments from Exeter
P6	21/01/2020	IO	NR	EVCPs added and routes added
P4	17/01/2020	NR	HB	Fence and gate added to rear of store access Retaining wall to Pinhoe Road revised Drawing related to planning issue
P3	03/01/2020	JC	NR	Landscaped areas aligned with specialists layout. Red line boundary updated. Notes amended.
P2	24/09/19	JKC/NR		Updated materials/boundary/car parking information and annotations
P1	03/09/19	JKC/NR		Drawing issue
Rev	Date	By	Ap	Note
Drawing Title				Proposed Site Plan
Project Number	Drawing Number			Revision
180954-1400	P6			
Date	Drawn	Checked	Project/Task	
03/09/19	JKC	NR	PLANNING	



APPENDIX C



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