

Transport Statement

**PROPOSED STORE AND CAR PARK
EXTENSION**

Aldi Spalding, St Thomas's Road,
Spalding

August 2016

Aldi Stores Ltd



REPORT CONTROL

Document: Transport Statement
Project: Proposed Store and Car Park Extension
Client: Aldi Stores Limited
Job Number: T292
File Origin: T:\Projects\Aldi Goldthorpe South\Reports\TS.docx

DOCUMENT CHECKING

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Issue	Date	Status	Checked for Issue
1	12.04.16	First Draft	JA

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Proposed Layout

1. INTRODUCTION

- 1.1** This Transport Statement (TS) has been prepared to support a planning application to extend the existing Aldi Spalding store and associated car park.
- 1.2** The proposal will increase the store sales area from 760m² to 1022m², which is an increase of 262m². The size of the car park will increase by 10 spaces, from 70 to 80 spaces.
- 1.3** The proposed store extension will not increase the traffic generation of the store. It will however, increase the efficiency of the store and allow more products to be put on shelves. This is explored in detail within this Transport Statement.
- 1.4** The key benefit of increasing the level of parking provision is an increased efficiency of the car park, which is currently oversubscribed.
- 1.5** The TS provides a background to the existing highways situation in the area and that connected to the existing site use of the Aldi store and car park. The proposed development is then discussed and the impact within the car park is discussed.

2. EXISTING SITUATION

- 2.1** The Aldi store is located on St Thomas's Road, Spalding, in close proximity to the Winsover Road/ St Thomas's Road signalised junction. The store is bound by the A151 Winsover Road to the north and St Thomas's Road to the west. A site location plan is appended to this document.
- 2.2** Access to the site is gained via St Thomas's Road, via a simple priority junction arrangement.
- 2.3** The store currently trades well with no major highway issues. However, the car park is observed to be fairly congested during busy periods.

Highway Network

- 2.4** St Thomas's Road is an adopted highway which is subject to a 30mph speed limit. Traffic Regulation Orders in the form of single yellow lines restrict on street parking in the vicinity of the site. The road is relatively well trafficked and provides access to the residential areas towards the south of the application site.
- 2.5** The signalised junction of the A151 Winsover Road and St Thomas's Road lies to the north western corner of the site. This is a three arm junction, with two sets of 'keep clear' markings on the approach to Winsover Road. A right turn ghost island lane is present on Winsover Road for vehicles wishing to turn into St Thomas's Road, with an approximate capacity of 5 PCUs. The signalised junction is linked to the nearby level crossing serving Spalding Railway Station approximately 70m east.
- 2.6** The A151 Winsover Road lies to the north and forms the application sites' northern boundary. The road is lit and subject to a 30mph speed limit. Traffic Regulation Orders restrict on-street parking, with parking permitted in designated bays on the offsite site of Winsover Road for residential and retail uses.
- 2.7** The A151 Winsover Road is one of the main routes in the area and provides access to the town centre and the A16 to the east and residential areas and beyond to the west.

3. PROPOSED DEVELOPMENT

- 3.1** This Transport Statement analyses the effect of increasing the size of the existing Aldi store and providing an additional 10 no. car parking spaces.
- 3.2** Development proposals outline an extension of 262m² to the existing Aldi Spalding Store, increasing the sales area from 760m² to 1022m². The size of the car park would increase by 10 spaces, from 70 to 80 spaces in total, which would rationalise the internal site layout.
- 3.3** The increased size of the store and car park would not have a material effect on the existing trip rate, as store size is a subordinate factor for determining trip generation when a store is less than 7000 m² GFA. This is discussed in detail within this Transport Statement.

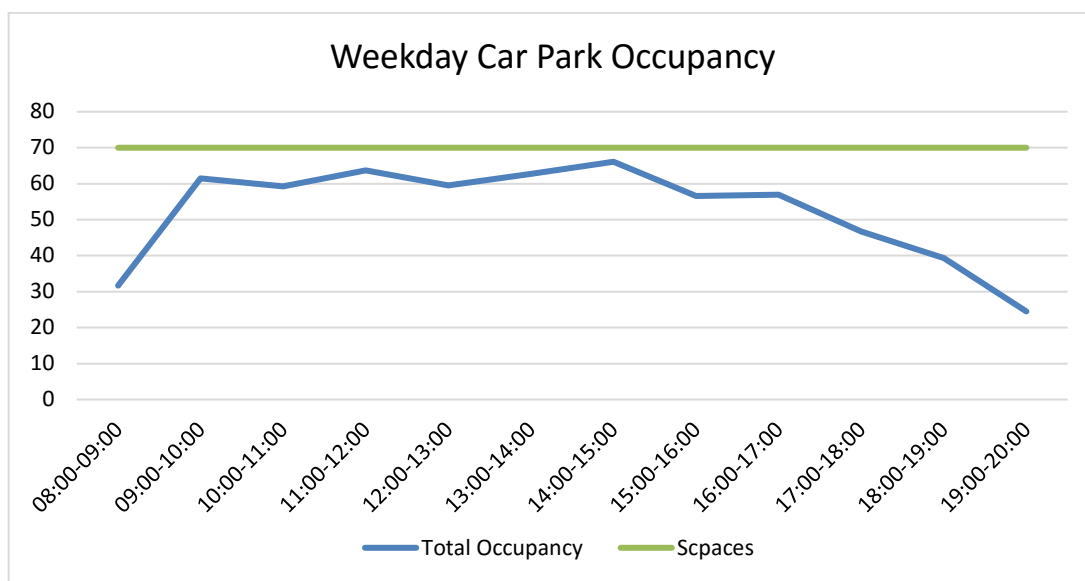
Access

- 3.4** Access to the site is gained via a simple priority junction from St Thomas's Road. This provides access to the store, car park and provides service access. There are no proposed alterations to the St Thomas's Road site access.
- 3.5** A secondary vehicular access is located on Winsover Road. This provides access to 4 staff parking spaces, and will not be altered as part of the development proposals.

Parking

- 3.6** Currently the car park has a capacity for 70 vehicles. The development proposals will increase the level of parking provision from 70 to 80 spaces.
- 3.7** The Lincolnshire County Council parking standards are set out within the council development guide document. The maximum standards for A1 food retail are 1 space per 14 m² GFA. Based on the Aldi Store size of 1,472 m², this would equate to approximately 105 spaces.
- 3.8** The size of the proposed car park would therefore meet maximum parking standards set by Lincolnshire County Council.
- 3.9** The existing car park occupancy is considered to be high during peak hours. In order to accurately assess the existing use of the car park, a car park occupancy survey was undertaken on Friday 15th April and Saturday 16th April 2016. Surveys on both days were carried out between 08:00 – 20:00 hours. The survey data is included within Appendix A.
- 3.10** The number of cars parking in the car park were noted at the beginning of the surveys and total accumulation was surveyed over the course of the day.
- 3.11** The results of the Friday car park survey are shown within Table 3.1 and Graph 3.2 below:

Time Period	Occupancy (vehicles)	Occupancy (%)
08:00-09:00	32	42%
09:00-10:00	62	83%
10:00-11:00	59	80%
11:00-12:00	64	86%
12:00-13:00	60	80%
13:00-14:00	63	85%
14:00-15:00	66	90%
15:00-16:00	57	77%
16:00-17:00	57	77%
17:00-18:00	47	63%
18:00-19:00	39	54%
19:00-20:00	25	33%

Table 3.1 – Summary of Car Park Surveys – Friday**Graph 3.2 – Parking Accumulation - Friday**

3.12 The average results of the car park survey show that the car park is well used on a weekday. The car park is over 50% capacity for the majority of the day and over 85% for 2 hours. The car park reaches its maximum capacity of 90% between 14:00 – 15:00.

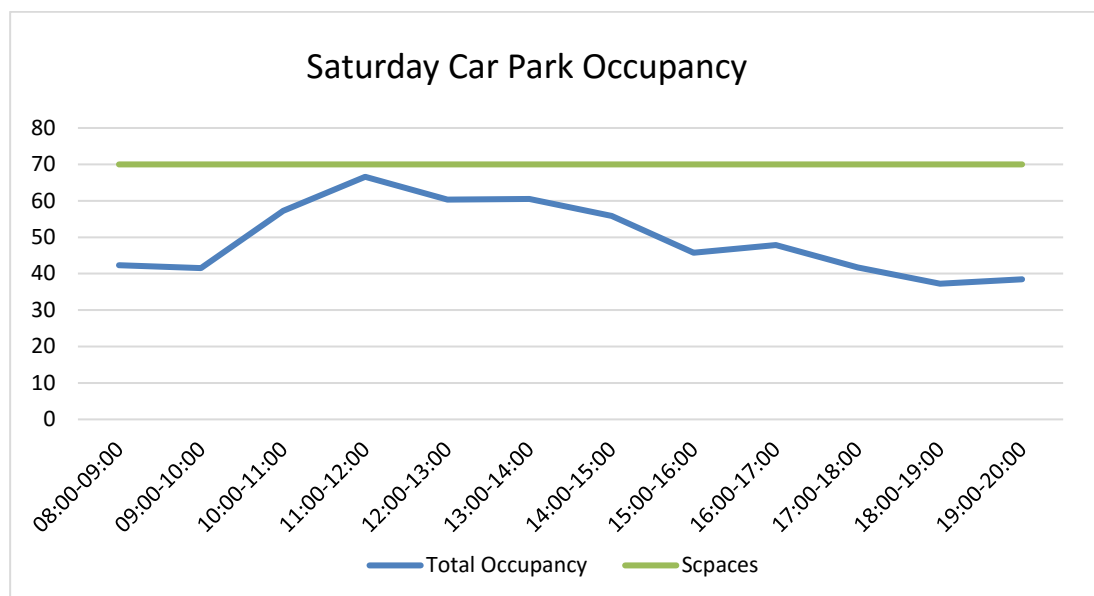
3.13 It is generally accepted that 85% is the practical capacity for a car park and is termed 'full' to allow for operational movements once 85% capacity is exceeded. Exceeding the practical capacity results in vehicles searching for a space within the car park, causing internal congestion and potential safety issues.

3.14 Given the above, it is considered that the car park is in excess of its practical capacity for 2 hours of the surveyed 12 hour period. Given that the proposal is to increase the parking by 10 bays, to a total of 80 spaces, capacity would improve existing capacity.

3.15 A summary of the results of the Saturday survey can be seen within Table 3.3 and Graph 3.4:

Time Period	Occupancy (vehicles)	Occupancy (%)
08:00-09:00	42	56 %
09:00-10:00	42	56 %
10:00-11:00	57	78 %
11:00-12:00	67	90 %
12:00-13:00	60	82 %
13:00-14:00	61	82 %
14:00-15:00	56	76 %
15:00-16:00	46	62 %
16:00-17:00	48	65 %
17:00-18:00	42	56 %
18:00-19:00	37	50 %
19:00-20:00	39	52 %

Table 3.3 – Summary of Car Park Surveys - Saturday



Graph 3.4 – Parking Accumulation - Saturday

- 3.16** The results of the car park survey show that the car park is also well used on a Saturday. The car park is over 50% capacity for 58% of the day and is only over 85% capacity between 11:00 – 12:00.
- 3.17** The Saturday parking survey results revealed that the car park exceeded its practical capacity for only 1 hour.
- 3.18** Overall, the results of the surveys revealed that the car park exceeded its practical capacity for 2 hours on Friday (4 hours) and 1 hour on the Saturday. On this basis, it is apparent that the car park is currently oversubscribed during peak periods. This is not considered to be desirable, as it results in significant congestion issues within the car park. The need for additional parking supply is evident as when the car park is in excess of 85% capacity, it appears full.
- 3.19** On site observations also showed when the car park was full, vehicles would enter the car park, attempt to find a space, then leave. This is not an ideal situation, and results in unnecessary trips in the vicinity of the site.
- 3.20** The provision of 10 additional spaces would increase the overall of capacity. The maximum parking accumulation would be reduced to approximately 83% for both weekday and weekend periods. This is considered to be a significant benefit, as it would ensure that the car park is less likely to exceed practical capacity, and would minimise congestion issues within the car park.
- 3.21** As stated earlier, when the car park is full, vehicles were observed to enter the car park, look for a space and then exit the car park. The customers may have then had to drive to another Aldi store. The proposed increase in parking capacity would prevent this situation from occurring, which would in turn result in a slight reduction in trips on the immediate highway network.

Traffic Impact

- 3.22** As previously stated, this Transport Statement considers the effect of a change in sales area for the existing Aldi Food Store. The development proposals will result in the size of the Aldi sale area increasing from 760 m² to 1022 m² (an increase of approximately 262 m²). This equates in percentage terms, to a 26% increase in sales area. This is considered to be an important factor when assessing the impact of the proposed increase in sales area, however, the development proposals impact is considered as being negligible.
- 3.23** It may be thought that marginally increasing the size of an Aldi Store would increase the respective trip generation and therefore should be tested accordingly. TRICS 14/1 report defines the largest determinant of trip generation is store location and proximity to other retailers/centres. Any increase in store size will not be reflected externally to customers who do not visit the store at present. The benefit of the store extension would only be experienced by existing customers.
- 3.24** The TRICS database was employed to test the above. An Aldi Store in Perth, Scotland has been surveyed twice, with a marginal increase in GFA (+40 m²

GFA). The car park occupancies contained within surveys at the store were tested. A maximum increase of 1% occupancy was experienced as a result of an increase in store size at the site. There, a marginal increase in occupancy, is expected to be as a result of Aldi's increased market share between surveys, rather than the store size increase.

- 3.25** A study was undertaken at Aldi Stores in the 'Goldthorpe' region of England, which were undergoing store extensions over the last 4 years. A total of 4 stores were assessed as a part of the study. These are the only stores that have been extended in the region and therefore present all of the information available locally. The number of transactions for a month in a 'normal' trading period were recorded before and after the store extension. The results of the study have been summarised in table 3.5.

Store	Extension Works Started	Average Customers Per Day	Extension Works Completed	Average Customers Per Day	Total	Percentage Difference in Customer Numbers
Gainsborough PRE RFA: 760 m ² Post RFA: 960 m ² RFA Increase: 26%	July 2013	June 2013 – 34,169	November 2013	November 2013 – 35,024	69,193	+2.44%
Scunthorpe PRE RFA: 755 m ² Post RFA: 1000 m ² RFA Increase: 32%	March 2014	March 2014 – 33,440	August 2014	August 2014 – 32,720	66,160	-2.20%
Batley PRE RFA: 748 m ² Post RFA: 970 m ² RFA Increase: 30%	April 2014	April 2014 – 40,005	September 2014	October 2014 – 45,646	85,651	+12.36%
Preston Road, Hull PRE RFA: 760 m ² Post RFA: 960 m ² RFA Increase: 26%	June 2014	June 2014 – 57,065	November 2014	November 2014 – 48,904	105,969	-16.69%

Total:		164,679		162,294	326,973	-1.47%
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Table 3.5 – Aldi Transaction Data Pre / Post Extension

- 3.26** The above stores had extensions of between 26-32%, which overall, resulted in customer transactions reducing on average by 1.47% in customer transactions at all stores. The transactional data is per day than per hour and therefore when considering the impact per hour the impact is immaterial. Empirical evidence does not therefore support the assertion that the proposed extension, totalling 262 m² sales, would increase trip generation on the site.
- 3.27** The extension simply provides an improved customer experience and more space on the shop floor to present stock for sale instead of having to constantly replenish stock, this provides a more efficient store operation. Aldi Stores stock exactly the same range of products at every location, regardless of size.

4. CONCLUSION

- 4.1** The existing Aldi store car park is currently oversubscribed and congested at peak times during the day.
- 4.2** The existing traffic surveys have demonstrated that the car park was observed to be at practical capacity for 2 hours on a Friday and 1 hours on a Saturday. Although this is considered as material, the increase in parking would be beneficial for the existing operation of the Aldi Store.
- 4.3** The proposed increase in the size of the car park will significantly reduce congestion in the car park, with the maximum capacity likely to be approximately 83%. This would result in less congestion issues within the car park, improved site safety, and potentially less wasted trips to the store.
- 4.4** An increase in sales floor area totalling 262 m² would not increase trip generation at the existing Aldi Store. The increase in store size would serve to improve the Aldi experience for existing customers, allowing the store to stock more products on shelves.
- 4.5** Overall the proposals are considered to represent an improvement, and it is considered that there are no highways or transportation reasons why this development should not be improved.

APPENDICES

A – Car Park Survey Data

Aldi, Spalding
Car Park Accumulation Survey

Site 1 of 1
Aldi Car Park

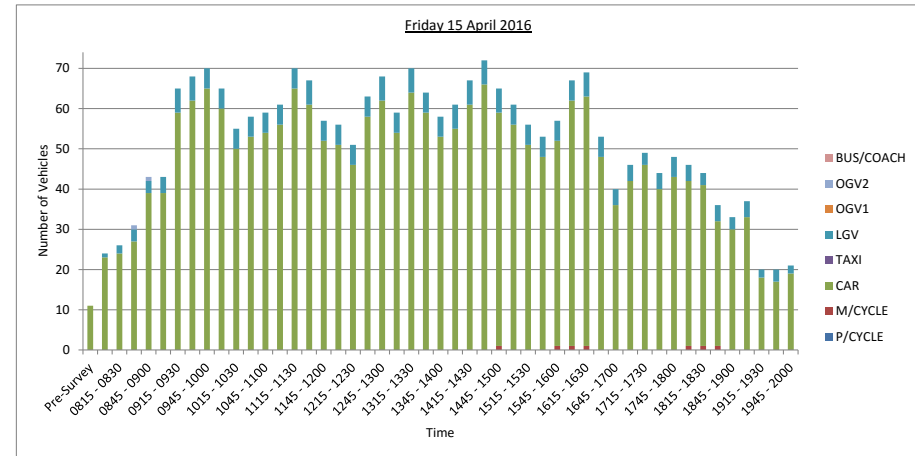
Capacity	
Ordinary	53
Disabled	4
Parent & Child	9
Private	8
Total	74

Date
Friday 15 April 2016

Weather
Heavy Rain
Temp: 9°C

0800 - 2000 (Weekday 12h Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	Capacity %
Pre-Survey	0	0	11	0	0	0	0	0	11	11.00	14.86
0800 - 0815	0	0	23	0	1	0	0	0	24	24.00	32.43
0815 - 0830	0	0	24	0	2	0	0	0	26	26.00	35.14
0830 - 0845	0	0	27	0	3	0	1	0	31	32.30	41.89
0845 - 0900	0	0	39	0	3	0	1	0	43	44.30	58.11
0900 - 0915	0	0	39	0	4	0	0	0	43	43.00	56.11
0915 - 0930	0	0	59	0	6	0	0	0	65	65.00	87.84
0930 - 0945	0	0	62	0	6	0	0	0	68	68.00	91.89
0945 - 1000	0	0	65	0	5	0	0	0	70	70.00	94.59
1000 - 1015	0	0	60	0	5	0	0	0	65	65.00	87.84
1015 - 1030	0	0	50	0	5	0	0	0	55	55.00	74.32
1030 - 1045	0	0	53	0	5	0	0	0	58	58.00	78.38
1045 - 1100	0	0	54	0	5	0	0	0	59	59.00	78.73
1100 - 1115	0	0	56	0	5	0	0	0	61	61.00	82.43
1115 - 1130	0	0	65	0	5	0	0	0	70	70.00	94.59
1130 - 1145	0	0	61	0	6	0	0	0	67	67.00	90.54
1145 - 1200	0	0	52	0	5	0	0	0	57	57.00	77.03
1200 - 1215	0	0	51	0	5	0	0	0	56	56.00	75.68
1215 - 1230	0	0	46	0	5	0	0	0	51	51.00	68.92
1230 - 1245	0	0	58	0	5	0	0	0	63	63.00	85.14
1245 - 1300	0	0	62	0	6	0	0	0	68	68.00	91.89
1300 - 1315	0	0	54	0	5	0	0	0	59	59.00	78.73
1315 - 1330	0	0	64	0	6	0	0	0	70	70.00	94.59
1330 - 1345	0	0	59	0	5	0	0	0	64	64.00	86.49
1345 - 1400	0	0	53	0	5	0	0	0	58	58.00	78.38
1400 - 1415	0	0	55	0	6	0	0	0	61	61.00	82.43
1415 - 1430	0	0	61	0	6	0	0	0	67	67.00	90.54
1430 - 1445	0	0	66	0	6	0	0	0	72	72.00	97.30
1445 - 1500	0	1	58	0	6	0	0	0	65	64.40	87.84
1500 - 1515	0	0	56	0	5	0	0	0	61	61.00	82.43
1515 - 1530	0	0	51	0	5	0	0	0	56	56.00	75.68
1530 - 1545	0	0	48	0	5	0	0	0	53	53.00	71.62
1545 - 1600	0	1	51	0	5	0	0	0	57	56.40	77.03
1600 - 1615	0	1	61	0	5	0	0	0	67	66.40	90.54
1615 - 1630	0	1	62	0	6	0	0	0	69	68.40	93.24
1630 - 1645	0	0	48	0	5	0	0	0	53	53.00	71.62
1645 - 1700	0	0	36	0	4	0	0	0	40	40.00	54.05
1700 - 1715	0	0	42	0	4	0	0	0	46	46.00	62.16
1715 - 1730	0	0	46	0	3	0	0	0	49	49.00	66.22
1730 - 1745	0	0	40	0	4	0	0	0	44	44.00	59.46
1745 - 1800	0	0	43	0	5	0	0	0	48	48.00	64.95
1800 - 1815	0	1	41	0	4	0	0	0	46	46.40	62.16
1815 - 1830	0	1	40	0	3	0	0	0	44	43.40	59.46
1830 - 1845	0	1	31	0	4	0	0	0	36	33.40	46.65
1845 - 1900	0	0	30	0	3	0	0	0	33	33.00	44.59
1900 - 1915	0	0	33	0	4	0	0	0	37	37.00	50.00
1915 - 1930	0	0	18	0	2	0	0	0	20	20.00	27.03
1930 - 1945	0	0	17	0	3	0	0	0	20	20.00	27.03
1945 - 2000	0	0	19	0	2	0	0	0	21	21.00	28.38

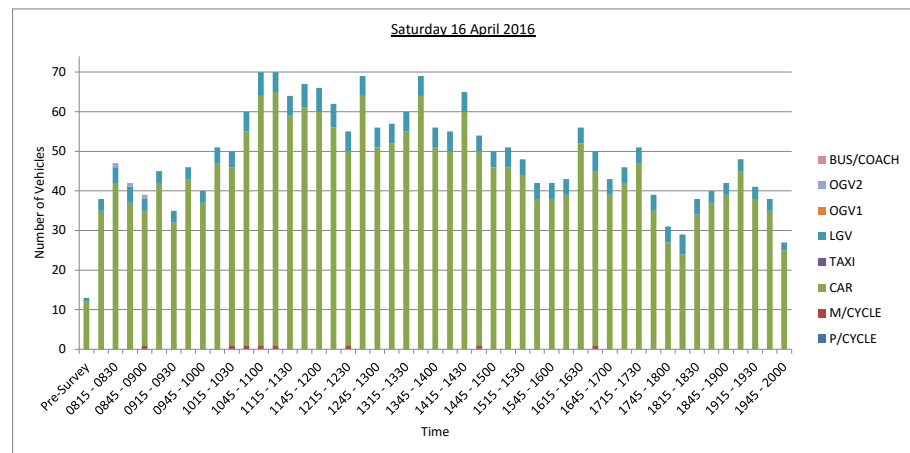


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Saturday 16 April 2016

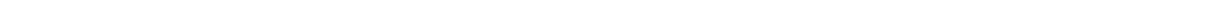
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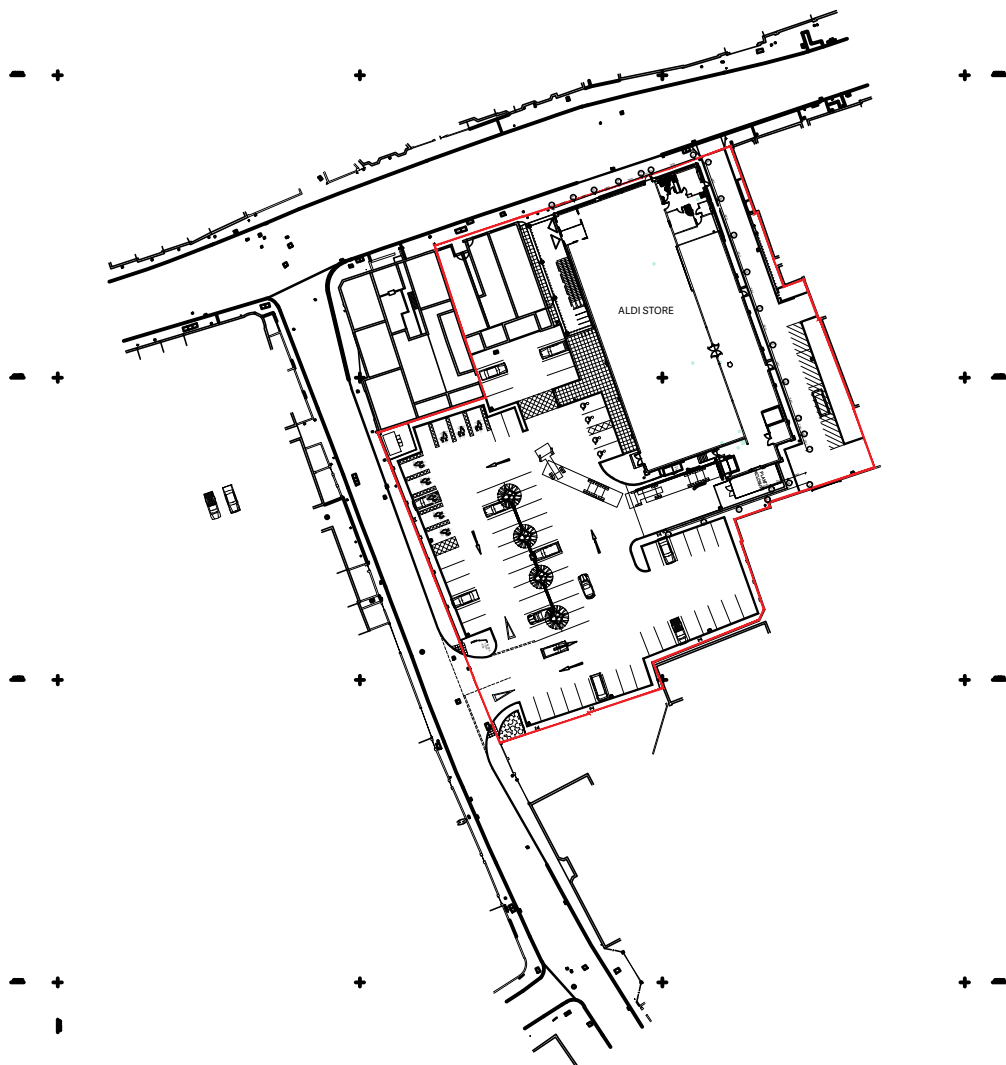
0800 - 2000 (Saturday 12h Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	Capacity %
Pre-Survey	0	0	12	0	1	0	0	0	13	13.00	17.67
0800 - 0815	0	0	35	0	3	0	0	0	38	38.00	51.35
0815 - 0830	0	0	42	0	4	0	1	0	47	48.30	63.51
0830 - 0845	0	0	37	0	4	0	1	0	42	43.30	56.76
0845 - 0900	0	1	34	0	3	0	1	0	39	39.70	52.70
0900 - 0915	0	0	42	0	3	0	0	0	45	45.00	60.81
0915 - 0930	0	0	32	0	3	0	0	0	35	35.00	47.30
0930 - 0945	0	0	43	0	3	0	0	0	46	46.00	62.16
0945 - 1000	0	0	37	0	3	0	0	0	40	40.00	54.05
1000 - 1015	0	0	47	0	4	0	0	0	51	51.00	68.92
1015 - 1030	0	1	45	0	4	0	0	0	50	49.40	67.57
1030 - 1045	0	1	54	0	5	0	0	0	60	59.40	81.08
1045 - 1100	0	1	63	0	6	0	0	0	70	69.40	94.59
1100 - 1115	0	1	64	0	5	0	0	0	70	69.40	94.59
1115 - 1130	0	0	59	0	5	0	0	0	64	64.00	86.49
1130 - 1145	0	0	61	0	6	0	0	0	67	67.00	90.54
1145 - 1200	0	0	60	0	6	0	0	0	66	66.00	89.19
1200 - 1215	0	0	56	0	6	0	0	0	62	62.00	83.78
1215 - 1230	0	1	49	0	5	0	0	0	55	54.40	74.32
1230 - 1245	0	0	64	0	5	0	0	0	69	69.00	93.24
1245 - 1300	0	0	51	0	5	0	0	0	56	56.00	75.68
1300 - 1315	0	0	52	0	5	0	0	0	57	57.00	77.03
1315 - 1330	0	0	55	0	5	0	0	0	60	60.00	81.08
1330 - 1345	0	0	64	0	5	0	0	0	69	69.00	93.24
1345 - 1400	0	0	51	0	5	0	0	0	56	56.00	75.68
1400 - 1415	0	0	50	0	5	0	0	0	55	55.00	74.32
1415 - 1430	0	0	60	0	5	0	0	0	65	65.00	87.84
1430 - 1445	0	1	49	0	4	0	0	0	54	53.40	72.97
1445 - 1500	0	0	46	0	4	0	0	0	50	50.00	67.57
1500 - 1515	0	0	46	0	5	0	0	0	51	51.00	68.92
1515 - 1530	0	0	44	0	4	0	0	0	48	48.00	64.80
1530 - 1545	0	0	38	0	4	0	0	0	42	42.00	56.76
1545 - 1600	0	0	38	0	4	0	0	0	42	42.00	56.76
1600 - 1615	0	0	39	0	4	0	0	0	43	43.00	58.11
1615 - 1630	0	0	52	0	4	0	0	0	56	56.00	75.68
1630 - 1645	0	1	44	0	5	0	0	0	50	49.40	67.57
1645 - 1700	0	0	39	0	4	0	0	0	43	43.00	58.11
1700 - 1715	0	0	42	0	4	0	0	0	46	46.00	62.16
1715 - 1730	0	0	47	0	4	0	0	0	51	51.00	68.92
1730 - 1745	0	0	35	0	4	0	0	0	39	39.00	52.70
1745 - 1800	0	0	27	0	4	0	0	0	31	31.00	41.99
1800 - 1815	0	0	24	0	5	0	0	0	29	29.00	39.19
1815 - 1830	0	0	34	0	4	0	0	0	38	38.00	51.35
1830 - 1845	0	0	37	0	3	0	0	0	40	40.00	54.05
1845 - 1900	0	0	39	0	3	0	0	0	42	42.00	56.76
1900 - 1915	0	0	45	0	3	0	0	0	48	48.00	64.80
1915 - 1930	0	0	38	0	3	0	0	0	41	41.00	55.41
1930 - 1945	0	0	35	0	3	0	0	0	38	38.00	51.35
1945 - 2000	0	0	25	0	2	0	0	0	27	27.00	36.49

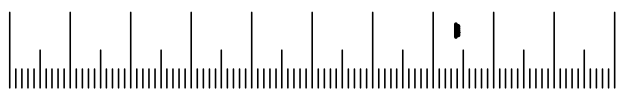


DRAWINGS





0 100 200 300 400 500 600 700 800 900 1000m



LINEAR SCALE 1:1250

STOAS Architects

PLANNING ISSUE

CLIENT ALDI STORES LIMITED

PROJECT WINSOVER ROAD, SPALDING
STORE EXTENSION

TITLE SITE LOCATION PLAN



STOAS
ARCHITECTS

1 DUNSTON PLACE - DUNSTON ROAD - CHESTERFIELD - S41 8NL - TEL 01246 389 860
216 FORT DUNLOP - FORT PARKWAY - BIRMINGHAM - B24 9FD - TEL 0121 747 1943

SCALE 1:1250 @ A4 DRAWN JLH

DATE 25/05/2016 CHECKED DCM

NORTH

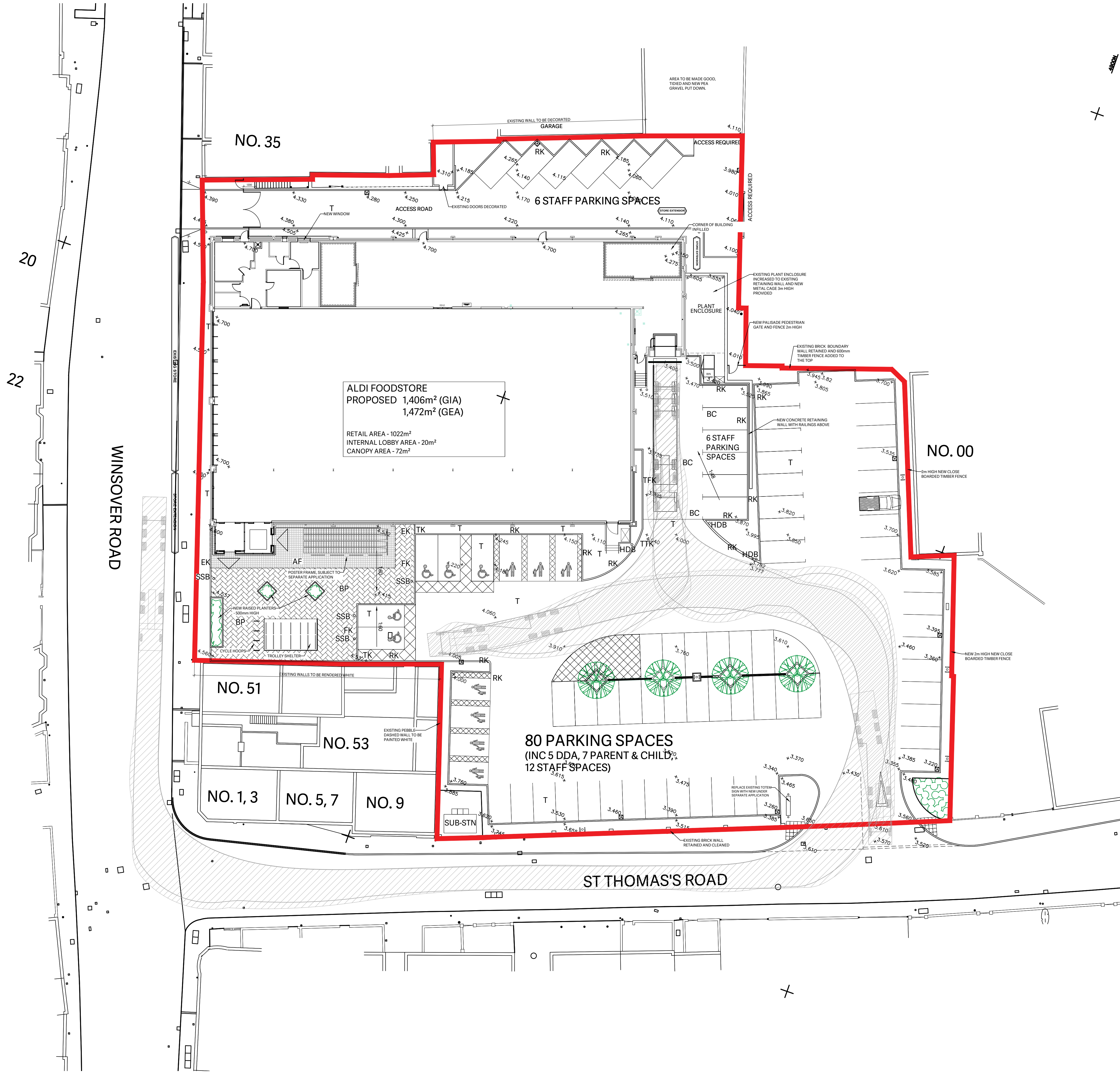


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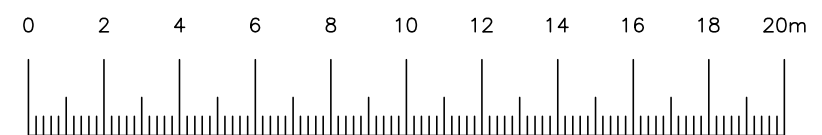
REV

C15A85 - P001

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LEGEND	
BP	MARSHALLS BLOCK PAVING - COLOUR: CHARCOAL
RK	RAISED KERB
EK	EDGING KERB
FK	FLUSH KERB
TK	TRANSITION KERB
TRK	TRIEF KERB
TTK	TRANSITION TRIEF KERB
AF	ARGELITH FEINSTEINZEUG R12 TILING (ARDEX - FLEX FS - DARK GREY - 198x198x15mm)
SSB	STAINLESS STEEL BOLLARD
T	TARMAC
HDB	HEAVY DUTY BOLLARD
	NEW LANDSCAPING



LINEAR SCALE 1:200

STOAS Architects
PLANNING ISSUE



1 DUNSTON PLACE - DUNSTON ROAD - CHESTERFIELD - S41 8NL - TEL 01246 389 860
218 FORT DUNLOP - FORT PARKWAY - BIRMINGHAM - B24 9FD - TEL 0121 747 1943

CLIENT ALDI STORES LIMITED

PROJECT WINSOVER ROAD, SPALDING
STORE EXTENSION

TITLE PROPOSED SITE PLAN

DATE 25/05/2016 SCALE 1:200 @ A1

DRAWN JLH CHECKED DCM

NORTH

DWG No. C15A85 - P003

REVISION