



**Wyndham Place,
Egremont**

Foodstore Delivery Management Plan

August 2026

Aldi Stores Ltd

AMA Project Number: 48019

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APPENDICES

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Aldi Stores Ltd to prepare a Foodstore Delivery Management Plan (FDMP) in connection with a new Aldi store on land at Wyndham Place in Egremont.
- 1.1.2 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) are Cumberland Council (CC) [Appendix A](#).
- 1.1.3 The principle of development for the site was established through a full planning application (Ref: 4/24/2044/0F1) granted in March 2025:
 - ▶ Demolition of existing buildings and erection of a discount food store, alterations to vehicular and pedestrian access, provision of car and cycle parking, servicing area, hard and soft landscaping and associated works land at East Road, East Road, Egremont
- 1.1.4 As part of the consent, Planning Condition 15 requires the submission of a FDMP for approval and reads:

“Prior to the occupation of the development hereby approved a Foodstore Delivery Management Plan (FDMP) shall be submitted to and approved in writing by the Local Planning Authority. This shall include: -

 - ▶ Measures to mitigate noise impact to nearby residential dwellings;
 - ▶ Measures to mitigate the risk to public safety within the public parking areas; and,
 - ▶ Procedures for the management and resolution of complaints by members of the public.

1.2 PURPOSE

- 1.2.1 The purpose of this FDMP report is to advise and provide confidence to the LPA and LHA regarding the transport impacts associated with the delivery of goods and servicing of equipment generated at a particular site.
- 1.2.2 This document will be bespoke to the Wyndham Place, Aldi Foodstores to improve the efficiency of activities such as deliveries, collections and servicing.
- 1.2.3 FDMPs assist companies to:
 - ▶ Proactively manage deliveries to minimise the number of delivery and servicing trips, particularly during peak periods; and
 - ▶ Identify and promote areas where safe and legal loading can take place.
- 1.2.4 Opportunities exist to deliver improvements across procurement, supplier management, environmental and facilities management, as well as loading arrangements through the implementation of targeted measures.
- 1.2.5 The FDMP will be a live document that can be updated over time to reflect the changes that may occur to both deliveries and servicing at the site.

2 AIMS AND OBJECTIVES

2.1.1 The purpose of the FDMP is to support the sustainable and efficient operation of the Aldi store by ensuring that deliveries and servicing activities are managed effectively, minimising disruption to both the local highway network and the operation of the site.

2.1.2 The FDMP seeks to achieve the following objectives:

- ▶ Demonstrate that deliveries, servicing activities and waste collections can be undertaken safely, efficiently and in an environmentally responsible manner;
- ▶ Manage deliveries and servicing activities proactively to minimise associated vehicle trips, particularly during site and highway network peak periods;
- ▶ Improve the reliability and efficiency of deliveries to the store; and
- ▶ Reduce the impact of freight and servicing activities on the surrounding area and environment.

2.2 BENEFITS

2.2.1 An FDMP provides a range of benefits for the store, its suppliers and the local community, including:

- ▶ Improved delivery reliability through the effective scheduling and management of delivery times;
- ▶ Cost savings resulting from the consolidation and reduction of delivery and servicing trips;
- ▶ Enhanced road safety through a reduction in vehicle movements during peak periods and a lower risk of collisions;
- ▶ Reduced environmental impacts through lower vehicle emissions associated with servicing and delivery activities; and
- ▶ Reduced traffic congestion within the local area.

3 PROPOSED DEVELOPMENT

3.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

- 3.1.1 The foodstore of approximately 1,390m² Retail Floor Area (RFA) is located on land to the southeast of the East Road / A595 Egremont Bypass roundabout.
- 3.1.2 Vehicular, pedestrian and cycle access to the store is provided at the north-eastern extent of the site via Wyndham Place. The access arrangements is a 23m wide access mouth tapering down to a width of no less than 2.83m, with 2.0m wide footways present along both sides of the junction. Visibility splays are in accordance with the Manual for Streets (MfS) for a 30mph speed limit at 2.4m x 43m to the nearside kerb.
- 3.1.3 Pedestrians can additionally access the site via a dedicated non-motorised user (NMU) footpath to the south-west of the site linking the site to the existing footways on the A595 roundabout.
- 3.1.4 This site will provide a total of 86 parking spaces and 8 cycle spaces (Sheffield hoops).

3.2 SERVICING STRATEGY

- 3.2.1 As detailed in the site layout included as [Appendix A](#), the Aldi store will be serviced via a dedicated service point to the west of the building leading from the upgraded vehicular access from Wyndham Place.
- 3.2.2 The servicing point has been designed to safely accommodate a 16.5m articulated HGV, which is the largest vehicle expected to service the store.
- 3.2.3 Vehicles will enter the site in forward gear, reverse into the delivery bay, and exit in forward gear. The swept path attached in [Appendix B](#). This demonstrates that this manoeuvre can be carried out without conflict and goods can be safely loaded/unloaded directly from the delivery bays to the rear.
- 3.2.4 The service area will be equipped with a dedicated ramp, sheltered canopy and dock leveller system. This arrangement allows delivery vehicles to unload goods directly into the warehouse at floor level. The system avoids the need for forklifts or cages outside of the building and significantly reduces unloading time compared with conventional supermarket arrangements.

4 SERVICING ARRANGEMENTS

4.1 DELIVERY AND SERVICING ARRANGEMENTS

- 4.1.1 The delivery requirement for the site will be daily deliveries of milk, bread and fresh produce made as early as possible before store opening hours. The store receives approximately three articulated HGV deliveries per day which will be carrying frozen, chilled, and mixed goods from Aldi's centralised distribution depot. Deliveries are pre-packed on pallets for efficient unloading.
- 4.1.2 On top of goods vehicles the site will have collections of general waste and animal waste by-products by goods vehicles which will equate to two to three vehicular movements per week. Recyclable cardboard waste is managed by on-site using a bailer within the warehouse and backhauled on the returning Aldi HGVs, alongside plastics where required.
- 4.1.3 Deliveries to the site will be managed via Aldi's in-house booking system which avoids overlapping deliveries to ensure vehicles do not queue or wait on the highway.
- 4.1.4 To maximise safety white lining will demarcate the delivery area, and all Aldi vehicles are fitted with reversing cameras and audible alarms. Additional measures, such as engine switch-off during unloading, noise awareness training for staff, and efficient stockholding practices aim to further minimise any potential impacts on customers and the local environment.
- 4.1.5 The time taken for a delivery vehicle to manoeuvre into the service ramp is less than one minute, mirroring other sites with a similar site layout. This is unlikely to cause delay within the car park and will be manoeuvring for a limited time.

4.2 VEHICLE ROUTES

- 4.2.1 Goods vehicles will be encouraged to use the strategic road network to access the site where possible to minimise the impact on residential roads as well as to minimise potential conflicts in areas with higher pedestrian and cyclist flows.
- 4.2.2 All goods vehicles will be instructed to access the site via the A66 continuing to the A5086 before joining the A595 Egremont Bypass approximately 700m northwest of the site in order to stay on strategic road network for the duration of the route.

5 DELIVERY MANAGEMENT MEASURES

5.1 INTRODUCTION

- 5.1.1 The Aldi discount retail model is based upon efficient and effective store operations, of which receiving deliveries is an integral part. A range of measures will be employed at the site to ensure that deliveries and servicing are carried out as efficiently and safely as possible at the site.

5.2 DELIVERY HOURS

- 5.2.1 Aldi as a business require flexibility in their delivery times to and from stores, as delivery times can vary day to day depending on the logistical requirements of the business across the region.
- 5.2.2 From a commercial perspective, store deliveries will avoid highway network peak hours simply due to logistical efficiency, but there may be some occasions where deliveries need to take place during these times given deliveries cover the regional business as a whole.
- 5.2.3 Deliveries would route to the store via the A66 to the A5086 before joining the A595 Egremont Bypass. Delivery hours to the store will be between 06:30 to 21:00 Monday to Sunday.
- 5.2.4 Deliveries will be scheduled using the servicing booking system managed in house by Aldi Management and Aldi store managers.
- 5.2.5 The articulated delivery vehicles will require approximately 30-60 minutes to load / unload deliveries will be scheduled so that there is no cross over to avoid delivery vehicles queuing or waiting outside the site.

5.3 SITE MANAGEMENT

- 5.3.1 All Aldi vehicles are equipped with reversing cameras and audible warning systems, enabling the driver and customers to be aware of the reversing vehicle. The audible warning system will only be used where necessary when the car park is used by customers, to minimise unnecessary noise.
- 5.3.2 Aldi will use pedestrian marshals at this store if deliveries occur during store opening hours as the delivery vehicle will have to enter the store car park in order to access the loading bay. Pedestrian marshals will alert customers and colleagues of the presence of reversing delivery vehicles, to prevent any potential conflicts, which as detailed in Section 4.1.5 would be undertaken in less than a minute.
- 5.3.3 Car parks and delivery areas are specific to every store, and all stores prepare and implement their own Store Delivery Risk Assessment (SDRA), detailing any specific precautions for that store. This store will implement a SDRA.
- 5.3.4 All staff likely to be involved in managing deliveries and servicing will be given appropriate training relating to the processes and procedures in operation.
- 5.3.5 Vehicles accessing the site will be monitored by the site management team to ensure that deliveries and servicing are being undertaken in a safe and secure manner.

5.4 TRAINING

- 5.4.1 Aldi's delivery drivers and in-store staff will undergo appropriate training to ensure the delivery procedure is safe and causes minimum disturbance to the surrounding area. The training will include:
- ▶ Quiet driving techniques – quiet and efficient vehicle approach, docking and egress from site;
 - ▶ Quiet loading and unloading procedures; and
 - ▶ Noise awareness training – how to minimise noise.

5.5 VEHICLE MANAGEMENT

- 5.5.1 Aldi has its own dedicated vehicles and drivers for the delivery of their goods, meaning all drivers on site will be fully trained in Aldi specific delivery requirements. All delivery drivers to the store will be made aware of any specific site requirements in advance of their arrival. This will include details of the proposed servicing and delivery strategy.
- 5.5.2 Additionally, the following management practices and controls are proposed;
- ▶ Drivers will engage gears as quietly as possible, brake gently and keep engine revs to a minimum;
 - ▶ The reversing audible warning system will be switched off when accessing the service ramp if the delivery is being made outside of the store opening times.
 - ▶ The driver will not use the vehicle's horn unless required to avoid any conflict;
 - ▶ The driver will ensure that any radio is switched off in the cab, and the engine switched off once the vehicle is docked at the delivery bay;
 - ▶ The Aldi delivery system is that the driver unloads the goods into the warehouse and thus there should be no voices within the service area. However, drivers and staff will be instructed to keep voices low if they are ever within the service area; and
 - ▶ Unloading will be undertaken as quickly and quietly as possible. As outlined, the Aldi delivery system means products can be unloaded without any external activity and thus noise is kept to a minimum.

5.6 SERVICING EFFICIENCY

- 5.6.1 As outlined above, Aldi operate a delivery system unique to their stores which ensures they are highly efficient. This includes having pre-packed pallets ready for delivery and operating a servicing system that does not require any external activity.
- 5.6.2 The Aldi store warehouse has been designed as a result of years of experience to hold enough stock to prevent unnecessary deliveries but is also of sufficient size to ensure the freshest possible products and to prevent over-stocking. The efficient stock holding in their stores further reduces the need for multiple daily deliveries.
- 5.6.3 This ensures the impacts of servicing and deliveries at the site on the local environment are minimised.

5.7 MONITORING

- 5.7.1 The FDMP will remain a live document, with its implementation regularly monitored and reviewed to ensure its objectives are achieved. Where necessary, targets, measures, and procedures will be updated in response to monitoring outcomes.
- 5.7.2 Aldi will ensure deliveries and collections adhere to the agreed schedule wherever possible, with the servicing area kept clear and used solely for servicing activities.
- 5.7.3 Any recurring obstruction of delivery vehicles will be addressed through appropriate measures, such as temporarily coning off parking bays prior to scheduled deliveries.

- 5.7.4 Should substantiated concerns regarding servicing-related highway safety be raised by the Local Highway Authority, Aldi will work with the Authority to review the issues and identify suitable mitigation measures, including temporary management of site access during servicing periods where appropriate.
- 5.7.5 Unscheduled deliveries, servicing conflicts, unauthorised vehicle activity, and community complaints will be recorded and reviewed regularly to identify trends and inform any necessary action.
- 5.7.6 If monitoring indicates that the FDMP objectives are not being met, the delivery procedures will be reviewed and revised as required. The Store Manager will be responsible for implementing, monitoring, and coordinating any review of the FDMP.

APPENDICES

Appendix A Proposed Site Layout Plan

Appendix B Swept Path Analysis



Appendix A
Proposed Site Layout Plan

REV	DATE	DESCRIPTION	DRW	CHK
P01	2024-01-29	First Issue.	JP	Adel

DRAFT
2024.01.11



SITE AREA (Store Plot)	6,512	sq m	1.6	ac
STANDARD PARKING BAYS	2.5 x 5.0m	68		
ACCESSIBLE PARKING BAYS	3.7 x 6.2m	5		
PARENT & CHILD PARKING BAYS	3.0 x 5.0m	9		
TOTAL PARKING BAYS		86		

ALDI Building	
GROSS EXTERNAL FLOOR AREA (incl. loading bay, lobby, canopy)	1933 sq m
GROSS INTERNAL AREA (incl. loading bay & lobby)	1855 sq m
NET SALES AREA	1390 sq m

Client
Aldi Stores Ltd.



Project Title
Aldi - Egremont

Project Address
**Wyndham Terrace
Egremont**

Drawing Title
Proposed Site Plan

Job No.	Originator	Zone	Level	Type	Role
0541	PA	XX	00	DR	A
System Classification		Drawing No.	Suitability	Revision	
PM_40_50_21-0002		S3	P01		

Drawn	Checked	Date	Scale	Size
JP	Adel	2023-09-22	1:250	A1

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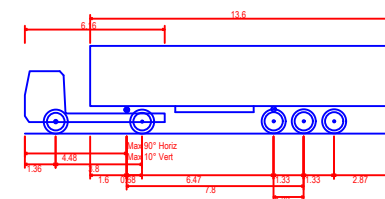
Appendix B
Swept Path Analysis



Crosswater

Crosswater

NOTES



Large Aldi Service Vehicle
Overall Length 16.480m
Overall Width 2.600m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m

P1 Preliminary - Initial Issue



Project:

WYNDHAM PLACE, EGREMONT

Client:

ALDI

Drawing:

LARGE ALDI SERVICE VEHICLE
SWEEP PATH ANALYSIS

Drawn By:

RW

Date:

16/01/24

Checked:

AMM

Scale:

1:500

A3

Drawing No.

AMA/48019/ATR/001

Rev.

A



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