

Highways Technical Note

Proposed Aldi Foodstore Relocation, Preston Street, Whitehaven

19th January 2024

Introduction

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from Cumberland Council (CC) in relation to the Transport Assessment (TA) submitted for the proposed relocation of the Aldi Whitehaven foodstore to land located to the east of Preston Street, planning reference 4/23/2314/0F1.

DCC Comments and Applicant's Responses

For ease of reference, this Note provides responses to each comment in the same order as Cumberland Council Highways Consultation Response, a copy of which is attached in **Appendix A**.

DCC Comment 1

The number of parking spaces does not comply with the Cumbria Design Guide Appendix 1 -Parking. The requirement should be based on the GFA (1874 m²) not net sales area, resulting in a need for 125 spaces whereas only 98 spaces are provided. I do note that the proposal is based on evidence from other sites, but the LHA require some evidence to support this allocation.

AMA Response 1

An exercise with the Aldi retail team has been undertaken to review recent store extensions to understand how they trade before and after a floor area increase, with all other factors remaining the same with the only notable factor being the increase in retail area. This is considered to represent a reasonable position for appraising the proposed extension to the Aldi foodstore in Whitehaven.

Sales data for the number of transactions for the month in a "normal" trading period, before the extension and sales data post extension has been collated. The data is provided in Table 1 and demonstrates that customer transactions nominally increased by 4.13% on average.

Table 1 – Aldi Extension Data – Average Customer Transactions Per Day

Store	Pre-Extension	Average Customers per Day	Post-Extension	Average Customers per Day	% Difference in Customers
Hessle Pre GFA 940m ² Post GFA 1322m ² GFA Increase 41%	Apr-19	1336	Dec-22	1,398	4.61%
Grimsby, Littlecoates Pre GFA 973m ² Post GFA 1275m ² GFA Increase 27%	Mar-21	1538	Nov-21	1,629	5.88%
Baurgh Green Pre GFA 990m ² Post GFA 1275m ² GFA Increase 29%	Sep-20	1142	Apr-21	1,175	2.89%

Store	Pre-Extension	Average Customers per Day	Post-Extension	Average Customers per Day	% Difference in Customers
Ashby Pre GFA 990m ² Post GFA 1140m ² GFA Increase 15%	Aug-20	1371	Mar-21	1,413	3.12%
Total	-	5,387	-	5,615	4.13%

The data in Table 1 demonstrates that customer transactions, i.e. the number of customers that visit the store per day, does not alter significantly with an increase in store GFA of between 15-41%.

The survey information illustrates that transactions pre and post extensions are similar which supports the fact that new custom is not generated by additional floor area and, therefore, the proposed number of parking spaces are considered to suitably cater for demand associated with the relocation proposals.

On this basis, it is considered that given the minor increase in GFA is solely for operational purposes as part of a store 'refresh' programme and the offering remains unchanged in store, based on the site-specific data in Table 1, the extension would not result in a significant number of additional trips post its relocation and the number of proposed parking spaces is therefore considered appropriate.

DCC Comment 2

The applicant should consider enhanced cycle facilities including:

- 1. additional short stay parking and provision of long stay parking in the form of cycle lockers / hanger*
- 2. including provision for cargo / non-standard cycles should also be considered. (there appears to be space next to the regular cycle stands)*
- 3. the provision of cycle pump / maintenance kit for staff is identified in paragraph 7.2.7 of the Travel Plan. It is suggested the applicant considers provision of an 'off the peg' outdoor cycle maintenance station for staff and public use which could be especially useful for C2C riders*
- 4. the applicant could consider providing changing and showering facility for staff*

AMA Response 2

The Travel Plan has been amended to consider points 1 and 2. In relation to point 3, a cycle pump / maintenance kit is considered appropriate for use by staff to encourage cycling to and from work. However, it is not the stores responsibility to provide something similar for use by the public / C2C riders and no further consideration will be given to this. In relation to point 4, it is considered that the number of staff employed on site does not justify the requirement for showers. Aldi are well known for employing staff from the local area, and this coupled with the other cycling measures listed in the Travel Plan are considered appropriate.

DCC Comment 3

The LHA consider that the footway along the whole site frontage (up to No.1 Ginns) should be resurfaced due to the invasive works required to build the junction, construct the retaining / boundary wall, reinstate unused dropped kerbs and put in new dropped kerbs. The wide granite kerbs should be replaced by standard concrete kerbs. This work will need to be delivered by way of a S278 agreement.

AMA Response 3

Accepted. This will be delivered by 3E Consulting Engineers via a S278 Agreement.

DCC Comment 4

The main access needs to have dropped kerbs and tactile paving at the crossing across Preston Street.

AMA Response 4

Accepted. Please see AMA Drawing SK002 appended to this HTN.

DCC Comment 5

The pedestrian refuge on Preston Street is being relocated so the existing footways on both sides of the road will need to be reinstated.

AMA Response 5

Accepted. This will be delivered by 3E Consulting Engineers via a S278 Agreement.

DCC Comment 6

To make the store more visible to passing users of the cycleway, and to improve inter-visibility along the route, it would be advantageous to lower the boundary wall to the NCN72 cycleway adjoining the store site to 600mm (to match the frontage wall) or 1m maximum.

AMA Response 6

Accepted. The plans submitted with the application show that the boundary wall adjoining the store will be 60mm, please refer to the proposed site plan submitted with the application, which is also appended to this HTN for ease of reference.

DCC Comment 7

The developer should also consider creating an entrance / gap into the site in the wall on the NE side of the site near the hatched HGV access point. This would create a more direct link to the store for users of the NCN72 path approaching from the east. However, a suitable path across the car park would also need to be added to the site layout make this work.

AMA Response 7

A footpath cannot be accommodated without the loss of parking spaces. As previously discussed, the number of proposed parking spaces are considered to be sufficient for the size and type of the store, and no further loss of spaces should be accepted to accommodate a footpath.

As can be seen on the proposed site layout, a suitable pedestrian route links the proposed access to the store frontage, thus providing a convenient route into the store from Preston Street.

DCC Comment 8

To encourage modal shift to public transport, I note that the bus stops are closer to this store than previously, but that they do not have shelters. It is important for leaving customers with shopping, waiting for a bus that they have a shelter to wait in. The LHA request a contribution from the developer to provide and maintain a

bus shelter for the south-bound stop. This is an important feature to provide a better customer experience. The Contribution being sought for this is £10,000 by way of a S106 agreement.

AMA Response 8

There are no proposals to provide any improvements to the bus stops within the vicinity of the site as these are existing and already serve the residential area of Whitehaven. When taking into account the frequency of buses which serve these stops, the existing stops are considered to be suitable to continue serving local residents and shoppers.

Conclusion

Based on the information contained in this Note, it is considered that the proposed relocation would not result in any detrimental highways impact on capacity or road safety and that there are no traffic or transportation reasons as to why planning permission could not be granted.

Appended Documents

Appendix A – Cumberland Council Highways Consultation Response

Appendix B – AMA-48013-SK002

Appendix C – Proposed Site Layout

Appendix A – Cumberland Council Highways Consultation Response

Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 6 December 2023

Your reference: 4/23/2314/0F1

Dear Christopher Harrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/23/2314/0F1
Site Address: LAND AT PRESTON STREET, PRESTON STREET, WHITEHAVEN
Proposal: ERECTION OF A DISCOUNT FOOD STORE WITH ASSOCIATED ACCESS, PARKING, HARD AND SOFT LANDSCAPING AND ASSOCIATED WORKS

Thank you for your consultation on 16 November 2023 regarding the above Planning Application.

Cumberland Council as the Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) has reviewed the above planning reference and our findings are detailed below.

Local Highway Authority response:

Transport Assessment

Having reviewed the TA and considered the site location in context to the road network, bus (and rail) services cycling and walking infrastructure, , I concur with the TA that the development will have a good level of connectivity and be accessible on foot, cycle, bus and train from local destinations.

The development trips in the 2028 with development scenario, show only a marginal relative increase over the existing of a maximum of 15 two-way trips in the Saturday peak hour.

This trip impact is shown not to have any significant impact at the site junction onto Preston Street but does increase the RFC beyond 'practical capacity' on the Preston North arm at the mini roundabout. However, the RFC is still within its theoretical capacity and the predicted queue and delay is not considered to be a serious impact on existing traffic conditions by the LHA.

There are some minor improvements that could be made to the walking, cycling and bus infrastructure within and adjacent to the site that could enhance the quality of the routes

and facilities, visibility and overall customer experience. These are explained below in more detail in the Summary.

Travel Plan

The LHA welcomes the interim Travel Plan. I note the proposed measures to influence and support modal shift, and the monitoring proposals where the targets and measures can be reviewed in conjunction with the Travel Plan coordinator.

the LHA is seeking a fee of £6,600 to cover the monitoring work over the five year period of the plan. This fee will be delivered via a suitable (s106) legal agreement.

Internal Site Layout & Parking

The internal site layout has been modified and designed following early feedback from the pre-app. I note and welcome the inclusion of 'turning' spaces in the car park. The layout is suitable, and the LHA welcome the slightly larger than minimum sized spaces but the number of parking spaces does not comply with the Cumbria Design Guide Appendix 1 - Parking. The requirement should be based on the GFA (1874 m²) not net sales area, resulting in a need for 125 spaces whereas only 98 spaces are provided. I do note that the proposal is based on evidence from other sites, but the LHA require some evidence to support this allocation. Please provide evidence with a parking statement or similar, to show that the proposed provision is adequate and will not lead to customers being forced to park in an adjacent / off-site retail area car park.

The service proposals are adequate.

Cycle parking just meets the minimum standard of 8 spaces (4 Sheffield stands). The location is near to the entrance which is good but the applicant could consider additional provision for the C2C cyclists and staff who may cycle to work. The applicant should consider enhanced cycle facilities including:

- additional short stay parking and provision of long stay parking in the form of cycle lockers / hanger.
- Including provision for cargo / non-standard cycles should also be considered. (there appears to be space next to the regular cycle stands)
- The provision of cycle pump / maintenance kit for staff is identified in paragraph 7.2.7 of the Travel Plan. It is suggested the applicant considers provision of an 'off the peg' outdoor cycle maintenance station for staff and public use which could be especially useful for C2C riders.
- The applicant could consider providing changing and showering facility for staff.

S278 Works / offsite Highway works

The LHA consider that the footway along the whole site frontage (up to No.1 Ginns) should be resurfaced due to the invasive works required to build the junction, construct the retaining / boundary wall, reinstate unused dropped kerbs and put in new dropped kerbs. The wide granite kerbs should be replaced by standard concrete kerbs. This work will need to be delivered by way of a S278 agreement.

We note the steps proposed for the cut down from Preston Street opposite the Asda entrance but agree that due to the level changes, this is acceptable, and there is the main access, which is accessible, nearby.

The main access needs to have dropped kerbs and tactile paving at the the crossing across Preston Street.

The pedestrian refuge on Preston Street is being relocated so the existing footways on both sides of the road will need to be reinstated.

Opportunities, Off-site Contributions to Mitigate Impact and Enhancements to Proposal for Customers

To make the store more visible to passing users of the cycleway, and to improve inter-visibility along the route, it would be advantageous to lower the boundary wall to the NCN72 cycleway adjoining the store site to 600mm (to match the frontage wall) or 1m maximum.

The developer should also consider creating an entrance / gap into the site in the wall on the NE side of the site near the hatched HGV access point. This would create a more direct link to the store for users of the NCN72 path approaching from the east. However, a suitable path across the car park would also need to be added to the site layout make this work.

To encourage modal shift to public transport, I note that the bus stops are closer to this store than previously, but that they do not have shelters. It is important for leaving customers with shopping, waiting for a bus that they have a shelter to wait in. the LHA request a contribution from the developer to provide and maintain a bus shelter for the south-bound stop. This is an important feature to provide a better customer experience. the Contribution being sought for this is £10,000 by way of a S106 agreement.

Summary

The LHA supports the proposal. The site layout and access arrangements are substantially acceptable, save for a few omissions and further detail we require as listed below:

1. Confirmation on the extent of footway resurfacing (including kerb and traffic island removal and reinstatement) on Preston Street. A S278 extents drawing will be useful.

2. Dropped kerb crossing detail and locations on a plan at site access
3. Details of the reinstatement locations of the footways etc
4. Additional parking (car and cycle) as considered necessary
5. Any changes to the NCN72 site access arrangements and boundary wall details
6. Response to the S106 financial contribution request for a bus shelter

Lead Local Flood Authority response:

I note that the site is in Flood Zone 1 and not shown to be at risk of any type of flooding.

The LLFA have no objections to the surface water drainage strategy. I note that it includes the necessary attenuation storage, discharge flow control, positive drainage and treatment infrastructure to comply with the SUDS manual. As the proposal replicates the greenfield run-off, this design can be seen as a betterment over the existing scenario which is an impermeable / tarmac surface. This proposal could in fact reduce the flood risk downstream marginally.

However, I note that a Climate Change factor of 45% has been used to model rainfall. For this kind of development in this location, the Climate Change factor should be 50%.

The only element / information lacking from the checklist (Appendix 7 of the CDDG) is an exceedance flow diagram.

There is a Main River (Pow Beck) and a UU owned sewer running through the site, requiring diversions. The developer should discuss these matters with the Environment Agency and United Utilities respectively to ensure their approval is given and any necessary permits and approvals are obtained.

LLFA Conclusion:

Please provide:

- revised calculations with Climate Change = 50%
- Exceedance flow diagram

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management

Appendix B – AMA-49013-SK002



VEHICLE PROFILE		
Client: ALDI STORES LTD Project: PRESTON STREET WHITEHAVEN Drawing No: SD Scale: 1:500 Rev: -		

 ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS				
P1	Preliminary - Initial Issue	-	-	
Client: ALDI STORES LTD Project: PRESTON STREET WHITEHAVEN Site Layout: 0470-PA-XX-00-DR-A-PM_00_10_00-00002 REV P03 Drawing: PROPOSED PEDESTRIAN CROSSINGS VISIBILITY SPLAYS				
Drawn By:	Date:			
RID	18/01/2024			
Checked:	Scale:			
SD	1:500	A3		
Drawing No.	Rev.			
AMA/48013/SK002	-			

Appendix C – Proposed Site Layout



REFER TO LANDSCAPE ARCHITECT'S DRAWING FOR DETAILS OF SOFT LANDSCAPING

SITE AREA (Store Plot)	10080 sq m	2.49 ac
STANDARD PARKING BAYS	2.5 x 5.0m	86
ACCESSIBLE PARKING BAYS	3.7 x 6.2m	5
PARENT & CHILD PARKING BAYS	3.0 x 5.0m	9
TOTAL PARKING BAYS		100

ALDI Building	
GROSS EXTERNAL FLOOR AREA (incl. loading bay, lobby, canopy)	2127 sq m
GROSS INTERNAL AREA (incl. loading bay & lobby)	1916 sq m
NET SALES AREA (incl. lobby)	1356 sq m

Client:
Aldi Stores Ltd.

Project Title:
Aldi - Whitehaven

Project Address:
**Preston Street
Whitehaven**



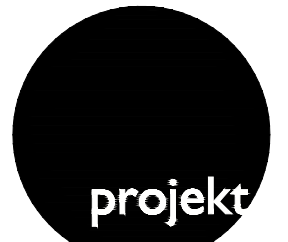
Drawing Title
Proposed Site Plan

Job No.	Originator	Zone	Level	Type	Role
0470	PA	XX	00	DR	A
System Classification		Drawing No.	Suitability	Revision	
PM_40_50-21-0002		S4	P01		
Drawn	Checked	Date	Scale	Size	
Adel	MJ	2023-10-09	1:250	A1	

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