

Aldi Stores Limited

Proposed Foodstore/Retail Development
Claycliffe Road/Barugh Green, Barnsley

Design and Access Statement

0454 SDAR 14/10/10



Spend a little Live a lot

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1.0 Introduction

This Design and Access Statement has been prepared by The Harris Partnership Ltd (Architects) on behalf of Aldi Stores Ltd.

The requirement for Design and Access Statements has arisen in response to the need to promote better quality and more sustainable design in development – an objective embedded through PPS1: Creating Sustainable Communities (2005).

The proposal comprises:-

- Retail foodstore with associated office/B1 units.
- Associated parking facilities comprising of 119 total spaces with 75 for the foodstore and 44 for the office/B1 element. The foodstore is to include 4 no. disabled, and 4 no. parent and child spaces with 4no disabled spaces to the office/B1 site.
- Access pedestrian routes and servicing
- Structured landscaping.

This statement provides information on:

- The site and its surroundings.
- The application proposals.
- Design principles adopted in the scheme.
- Sustainability

It then appraises the design of the development scheme in the context of the site and its surroundings and concludes that the design is appropriate in this context such that a grant of planning permission on design grounds is appropriate.

The statement is to be read in conjunction with the accompanying policy and highway supporting information along with submitted reports and studies as requested to form a detailed planning package submission.

2.0 The Client

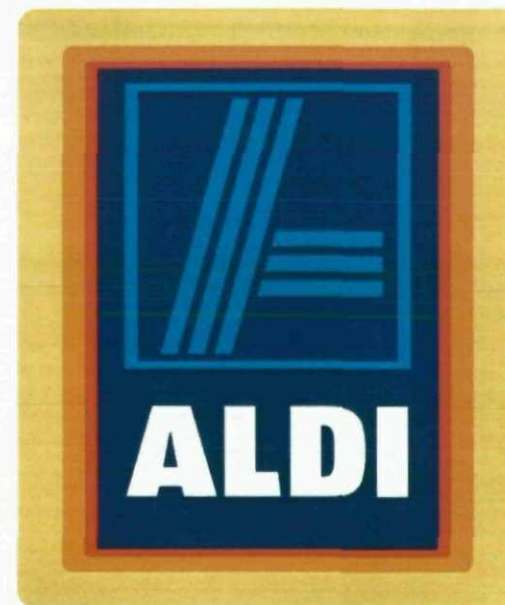
Aldi Stores Ltd

Aldi is one of the World's largest privately owned companies with over 7,000 stores across Europe, North America and Australia and we are proud to count ourselves amongst the leading global retailers.

Aldi opened its first stores in the UK in 1990 and currently operate approximately 400 stores across the Country.

The Company's corporate office is based in Atherstone in the Midlands although Regional Offices and distribution centres exist in Atherstone, Chelmsford, Darlington, Dublin, Middleton, Neston, Swindon and Bathgate.

The Darlington Regional Office opened in 1991 and covers the geographical core of North East England, split into two areas North and South Darlington. There are currently 26 stores operating in the South Darlington Region.



3.0 Design Policy and Guidance

PPS1 'Delivering Sustainable Development' (2005) places emphasis on encouraging sustainable and inclusive patterns of development through good and inclusive design. Good design gives the opportunity to reduce energy use, tackle CO2 emissions and promote sustainable patterns of development. The accessible location of the proposed local centre and the modern design of the buildings will ensure these issues are addressed.

The application conforms entirely with the essence of PPS4 'Planning for Sustainable Economic Growth' (2009) in that the proposals seek to promote economic development within a centre that will provide sustainable economic development by regenerating a brownfield site in an accessible location that will promote increased choice and competition. Design is a key consideration in the determination of an application for economic development whereby proposals should secure a high quality inclusive design.

Design policies of the adopted Barnsley UDP seek to achieve good design standards for all types of development. This statement addresses layout, scale, landscape treatment, materials, and relationships with other uses as required by the policy.

Policy CSP8; Design, from the Core Strategy Revised Preferred Options seeks to ensure that a number of criteria are considered when designing new buildings. Aldi consider that where possible, these criteria have been addressed and the proposals provide an attractive sustainable development in keeping with the surroundings.

The proposals have been carefully thought out to ensure all the above criteria are met. These issues are all addressed within this statement as well as the Planning, Economic and Retail Statement and Transport Assessment.

4.0 Site and Surroundings

The total development site extends to 10,552sqm (2.6 acres) 7,370sqm (1.82 acres) for the Aldi store with 3,182sqm (0.78 acres) to the office/B1 site.

The site is located to the west of Barugh Green Town Centre off Claycliffe Road (A637) and Barugh Green Road (A635) which is the main arterial route into Barnsley town centre. Accesses to the sites are gained off Claycliffe Road and Barugh Green Road (although this access has been fenced off).

The site is currently vacant brownfield land in a derelict and overgrown condition. The history of the site includes an A1 retail use including a Garden Centre, Petrol Filling Station, Shop and Private Residence.

The site is heavily landscaped with a mix of mature trees and self seeded trees and plants

The ownership boundary is within a larger site that includes the Chestnut Tree Public House and associated parking. Access to the site is from Claycliffe Road to the north servicing the public house and to the south from Barugh Green Road.

The site is bound to the north by Claycliffe Road with commercial/industrial properties to the opposite side of the road, to the south by Barugh Green Road with residential properties to the opposite side. To the east and west the site is bounded by further commercial/industrial properties along Barugh Green Road.

The Aldi site sits on a Plateau fronting Claycliffe Road with the office/B1 site on a plateau fronting Barugh Green Road with a level difference across the 2 sites of up to 1.5m. There is up to 4 to 5m level difference adjacent to the dyke to the west boundary.

An existing well established infrastructure and transport links to Barnsley centre exist in the area.

Site Aerial



5.0 Site Context



View & access off Claycliffe Road.



View down Claycliffe Road towards the roundabout.



View up Claycliffe Road site to the left.



Claycliffe Road with site to the left.



Surrounding buildings off Claycliffe Road.



View of the site.

5.0 Site Context



View up Claycliffe Road with the Chestnut Tree Pub to the left.



View off the roundabout at the junction of Barugh Green Road / Claycliffe Road.



View down A636 Willthorpe Road..



View down Barugh Green Road with the Chestnut Tree Pub to the right.



Fenced off access to the site from Barugh Green Road.



Barugh Green Road with the site in the background.

5.0 Site Context



Office/B1 unit's site.



Foodstore site.



Foodstore site from the Chestnut Tree Pub car park.



View of the Chestnut Tree Pub.



View of the Claycliffe Road access from the site.



Chestnut Tree Pub car park view.

6.0 Pre-Application Discussions

Prior to submission of this Planning Application, pre-application consultations were held with Local Councillors and Planning Authority representatives to discuss the development of the scheme and the impact upon the local area. A Public Presentation was also held to allow local residents to voice their opinions and/or concerns regarding the proposed foodstore.

Planning Authority

Pre-application meetings with Barnsley Council were held on the 29th January 2010 and the 13th April 2010. The meetings were held with Joe Jenkinson and Steve Kirkham from the Planning Department and Alan Starkley from Transportation.

Public Presentation

A Public Presentation was held on 24th March 2010.

The purpose of the public presentation was to interact with the local residents, offering them the opportunity to learn more about ALDI and the benefits a new store would bring to the area and to gauge the response of the local residents to the introduction of a new store.

The results of the presentation will be published as a separate document.

7.0 The Process and Design Principles

General Design Principles

The following key design principles for the development of the site have been identified from the detailed assessment of the site and surroundings, an evaluation of issues and opportunities, a consideration of planning policies and initiatives and LA guidelines which have informed the development.

- To visually enhance a vacant site which has fallen into dereliction.
- To enhance the area around Claycliffe Road and Barugh Green Road to create a strong urban space without impacting on adjacent properties.
- The proposal promotes the redevelopment and regeneration of the site through the creation of a new modern local centre to serve the Barugh Green area of Barnsley
- The creation of strong pedestrian routes through the site from the surrounding area and retain local routes.
- To add new landscaping where needed to complement the overall design.
- To retain the safe and convenient vehicular and service access to the site.
- To create a modern, well positioned and exciting addition to the local area.
- To create job opportunities for the local area.

8.0 The Scheme

8.1 Use

The development proposes a mix of a food store with office/B1 units to support the local residential community and integrate with the existing public house on the site to provide a local centre and employment use to serve the Barugh Green area.

The site is in a prominent position and includes the Chestnut Tree Public House which will remain in its current form. It is intended that Aldi will anchor the local centre with the additional office/B1 units; Aldi will provide the vital element to the scheme in terms of bringing the rest of the site forward for development.

The site benefits from an accessible location and provides a suitable opportunity for retail and employment led regeneration to serve the local community. The site is ideally located to serve the needs of residents of Barugh Green who do not currently benefit from a local centre, the closest being over 5 minutes drive away.

The site is located in an area of residential/commercial and industrial, surrounded by a mix of single and two storey buildings.

8.2 Amount

The proposal is to form an Aldi foodstore with a nett sales area of 990sq.m with additional storage, staff and office facilities of 422sq.m, totalling 1410sq.m gross internal area (1483sq.m gross external area) including 75 total no. customer and staff car parking spaces to include 4 no. disabled and 4 no. parent and child spaces, 10no cycle spaces.

In addition the scheme includes the proposal for 2no divisible office/B1 units with a nett internal area of 604sq.m and 372sq.m over 2 storeys including 44 total no. customer and staff car parking spaces to include 4 no. disabled and 10no cycle spaces.

The accommodation has been located across the site to make best use of the existing level changes, and the scale of the development is a response to the surrounding context, providing local shopping facilities and job opportunities.

8.3 Layout

The proposed site layout is informed by the existing road access, levels, dyke and culverts that run across the site.

The existing levels around the central dyke naturally split the site in two areas. The North side of the site and the larger of the two sites has been utilised for the foodstore the south side for the smaller office/B1 units.

The existing access into the Foodstore site is off Claycliffe Road and shared with the public house. The site layout and store orientation has been informed by the way in which the public can approach the site on foot, by bicycle and by car and for ease of servicing for Aldi's operational needs.

The scheme faces Claycliffe Road, providing an active frontage whilst being positioned to avoid mature trees on the site, leaving a substantial landscape strip fronting the road.

Servicing is located to the southern side of the development to maintain visual amenity of the area. The location of the car park along Claycliffe Road and combined with the public house ensures that the car park can function as a local centre car park encouraging linked trips to the other shops and services assisting the viability of the centre as a whole.

This layout has proved to be the most appropriate for accessibility, whilst at the same time minimising impact upon the local residents.

The foodstore will present new hard landscaping and DDA compliant access routes into the site. The proposed unit will create a focal point on Claycliffe Road for approaching visitors to the site.

The smaller office/B1 units by nature of their size have been positioned on the smaller southern site where smaller, separate units are more desirable, this layout also creates a more aesthetic layout of a similar scale to the adjacent dwellings. A new access is provided of Barugh Green Road the two car parks have been linked via a pedestrian access only, due to the level differences across the site.

There are two existing culverted watercourses running through the southern section of the site to the central dyke. The position of the office/B1 units have been designed to avoid the two culverts.

The office/B1 layout has been organised to create an inward looking courtyard to promote the sense of a small mixed use development which also embraces the Food store by not turning its back on the development. This creates legible circulation routes around both of the developments and clear entrances and links into the buildings.

The existing substation is retained within the site. The parking is configured to allow access to the substation without disruption to the pedestrian flow around the site.

8.4 Form, Scale

The overall urban grain of the buildings in the immediate vicinity of the site is somewhat fragmented. The buildings within the vicinity are predominantly residential, commercial and industrial in scale and of varying quality the materials being largely brick, metal cladding with some white render. With this in mind, no clear architectural style is evident in the vicinity to inform the overall appearance of the new development proposal.

Taking this into account, the general reference to the scale of the new foodstore proposal will effectively be 2 storeys in height to sit alongside the nearest properties in overall mass on Claycliffe Road; the office/B1 units will also be 2 storeys height to reflect the scale of the development and the properties on Barugh Green Road.

Elevations in context

Elevation A



Elevation B



8.5 Appearance

The overall design of the proposal has been developed in a contemporary modern style, with a simple palette of materials designed to complement the nearby properties whilst also creating a crisp and sharp edition to the streetscape. The proposals will be striking and clear in overall form.

The foodstore will incorporate large elements of shopfront glazing together with an oversailing canopy line shall signify the entrance to the store facing mostly onto the primary elevations from which the public shall approach the store. High level glazing will flood light over the top of the sales area in a ribbon arrangement in line with the canopy structure and add interest to the long Northern elevation.

The white rendered façade will work alongside the softer landscaped elements around the boundary edge to provide a more complementary proposal for the site. The render will be coated to allow cleaning and prevent graffiti.

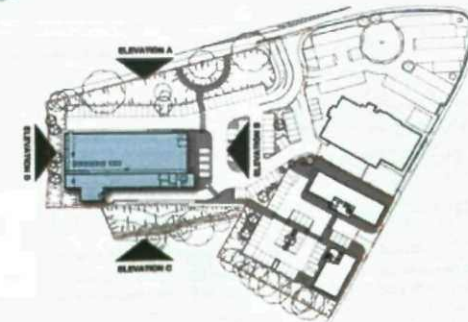
The office/B1 development reflects the contemporary style of the foodstore using similar materials of glazing, render and flat cladding panels to create a harmony between the two developments.

Elevations in context

Elevation C



Elevation D



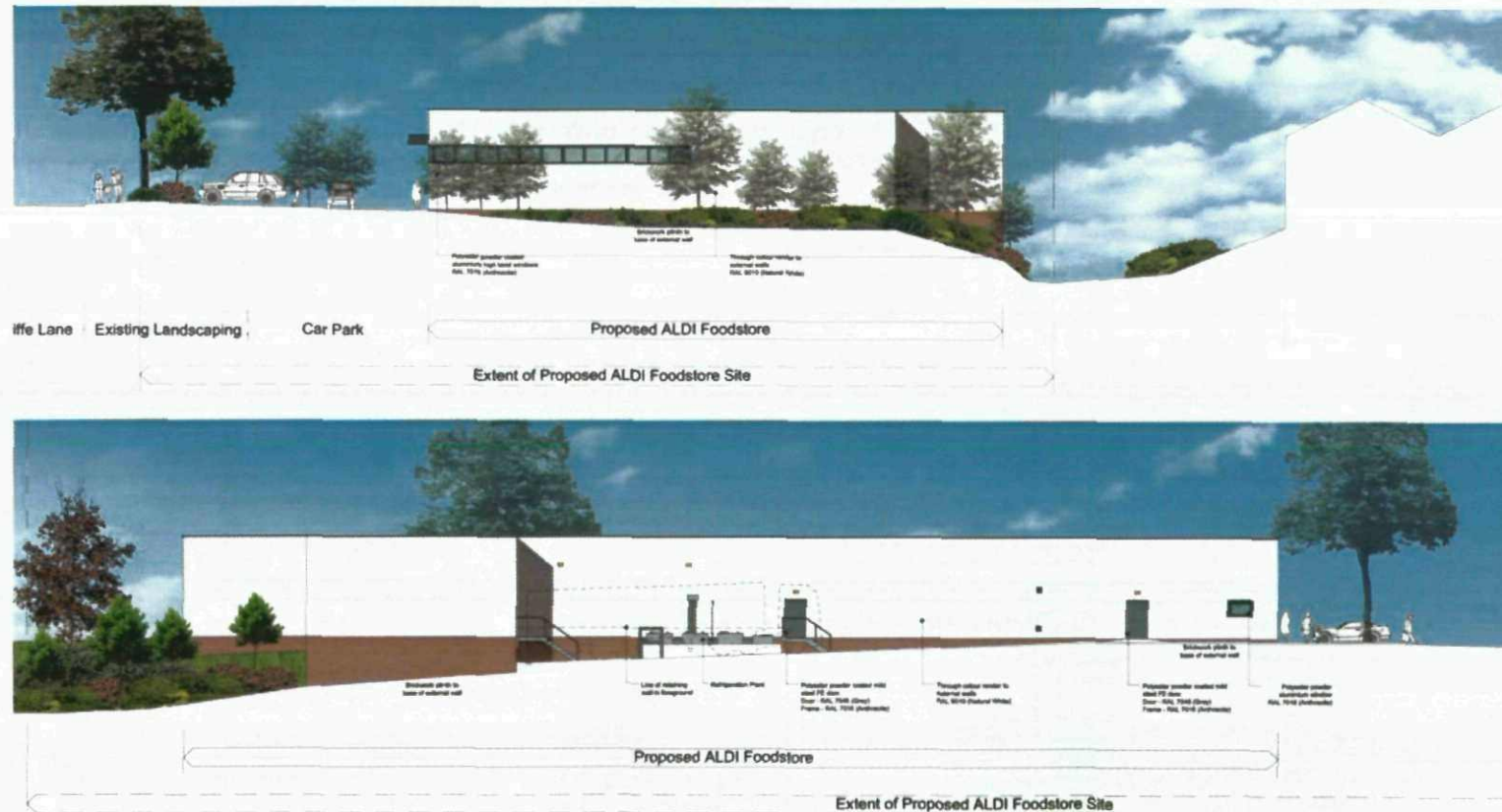
Elevations



Materials Specification

- Through colour render to external walls - RAL 9010 (Natural White)
- Polyester powder coated aluminium shop front glazing and doors - RAL 7016 (Anthracite)
- Polyester powder coated aluminium high level windows - RAL 7016 (Anthracite)
- Polyester powder coated aluminium canopy fascia - RAL 7016 (Anthracite)
- Satin polished stainless steel trolley bay rails
- Red brickwork plinth to base of external walls
- Polyester powder coated mild steel FE & Personnel doors
- Door - RAL 7046 (Grey) Frame - RAL 7016 (Anthracite)

Elevations



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3D Visual



3D Visual



3D Visual
Office / B1 Units (Indicative Only)



3D Visual
Office / B1 Units (Indicative Only)



8.6 Access

The existing vehicle and pedestrian access points from Claycliffe Road will be fully retained, a new vehicular and pedestrian access point will be provided off Barugh Green Road. The scheme will incorporate a new pedestrian link across the site connecting the office/B1, foodstore and Chestnut Tree with the existing public footpaths to the North and South boundary.

The proposal will be fully DDA compliant with a level access threshold to the store entrance with gently graded levels throughout the site to create free flowing movement. Pedestrian links are also included into the site off Claycliffe Road and Barugh Green Road to the store entrance. Contrasting tactile paving and dropped kerbs will be provided to the road crossing points giving safe access.

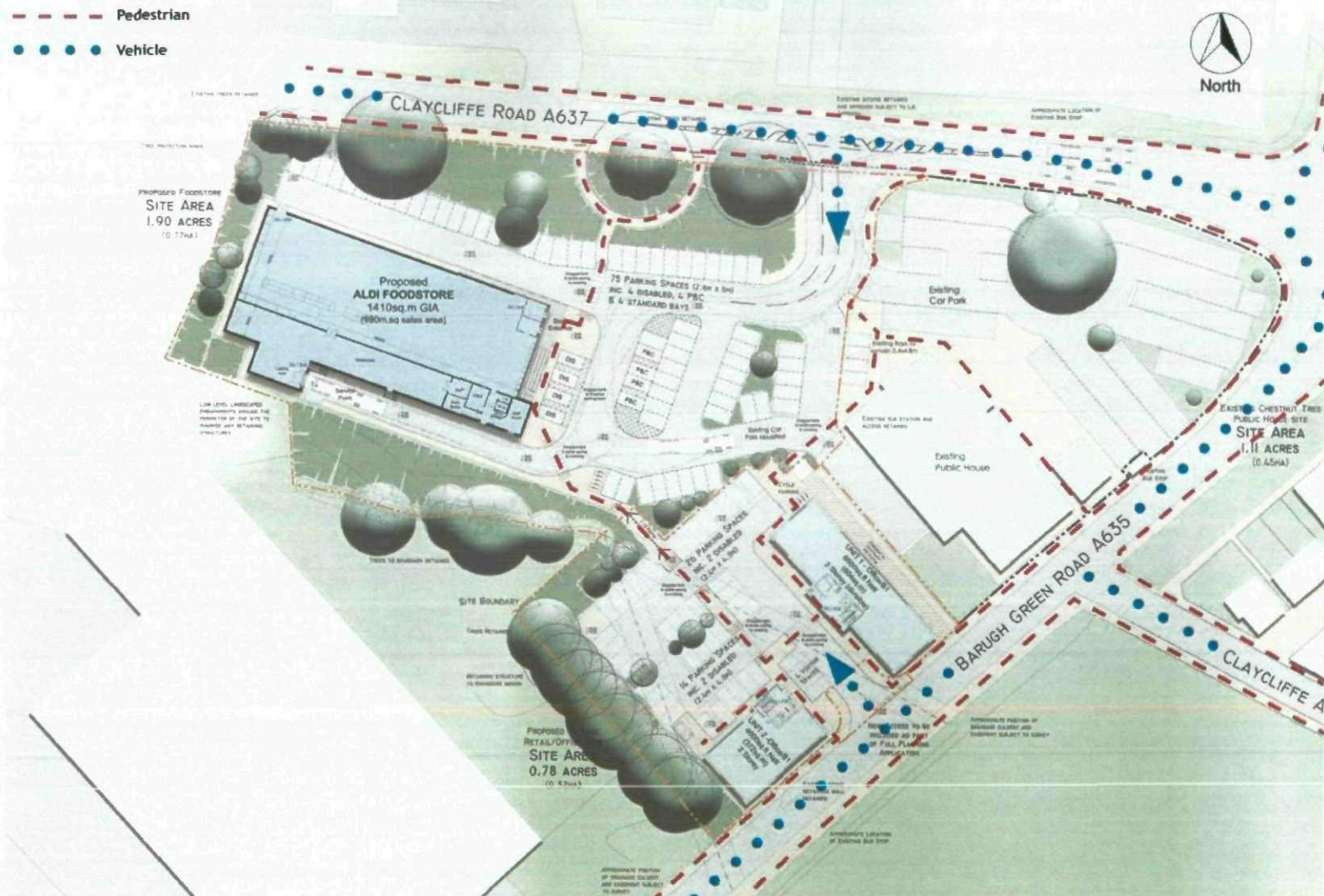
In accordance with current DDA standards, there is provision for 8 no. disabled parking spaces. The spaces will be 6m by 3.6m and level with footpaths. Disabled parking and parent and child spaces are easily accessible located adjacent to the store entrance together with a dedicated area for cyclist visitors into the site, creating 20 cycle spaces. The general car parking spaces will be 5m by 2.5m providing a more generous size to ease parking problems.

High levels of transparency and visibility will be the approach for the new development with suitable directional signage provided to the site informing visitors of the location of disabled and parent & child parking spaces. External areas will be suitably illuminated.

The foodstore will be serviced from the existing access off Claycliffe Road to the rear of the store adjacent the Southern boundary. Servicing will be via a dock leveller and dedicated service pod. Aldi operate a policy of no more than 2 articulated deliveries per day for servicing. Servicing to the office/B1 units will be from Barugh Green Road.

The site is easily accessible by public transport with existing bus stops within a short walking distance of the site.

Pedestrian & vehicular access routes



8.7 Landscaping and Boundary Treatment

A scheme of small and large shrub and tree planting has been developed to offer sculptural and screening elements to the landscape.

To the Northern boundary, a mix of low to medium shrubs provide a substantial buffer between the road and parking bays, which continues to the western edge of the development, softening the edges of the built form.

The proposed building is flanked from the west, by proposed shrub planting and to the south, by existing vegetation, enabling the foodstore to integrate with the surrounding landscape.

Silver Birch trees are proposed to the western edge to offer a semi permeable screen from surrounding development and the positioning of trees within the car park planting beds offers a contrast in scale to the low level shrubs surrounding them.

A rich mix of shrub and tree species has been specified for this scheme to provide strong bold planting statement whilst remaining sympathetic to the surrounding, existing landscape.

PLANTING SCHEDULE

Name	Abb	Height	Root	Container	Habit	Breaks	Density	Quantity	
Shrub Mix A									
Choisya ternata 'Sundance' 10%	CtS	40-60	C	5L	Bushy	7	4/m²	488no	
Euonymous fortunei 'Emerald Gaiety' 15%	EfEGa	40-60	C	3L	Bushy	5	4/m²	733no	
Euonymous fortunei 'Emerald 'n' Gold' 15%	EfEG	30-40	C	5L	Bushy	11	4/m²	733no	
Hebe 'Red edge' 25%	Hre	30-40	C	4L	Bushy	7	4/m²	1221no	
Hypericum x moserianum 15%	Hm	30-40	C	5L	Bushy	7	4/m²	733no	
Lavandula angustifolia 'Hidcole' 10%	LaH	30-40	C	5L	Bushy	7	4/m²	488no	
Santolina incana 5%	Si	20-30	C	5L	Bushy	4	4/m²	245no	
Spiria nipponica 'Snowmound' 5%	SnS	40-60	C	3L	Branched	5	4/m²	245no	
Shrub Mix B									
Acuba japonica 'Variegata' 25%	AjV	40-60	C	3L	Bushy	3	3/m²	404no	
Berberis julianae 10%	Bj	30-40	C	3L	Bushy	3	3/m²	162no	
Cornus sanguinea 15%	Csa	40-60	C	3L	Branched	3	3/m²	242no	
Cotoneaster simonsii 15%	Cs	40-60	B	/	Branched	3	3/m²	242no	
Prunus laurocerasus 'Otto Luyken' 25%	PIOL	40-60	C	5L	Bushy	5	3/m²	404no	
Salix alba vitellina 'Britzensis' 10%	SavB	80-100	B	/	Branched	2	3/m²	162no	
Name	Abb.	Form	Age	Girth	Height (cm)	Clear stem	Root	Breaks	Quantity
Trees									
Betula pendula	Bp	Standard selected	2x	10-Dec	300-350	175-200	RB	/	8no

8.8 Site Security and Crime Prevention

Our proposal has been designed with safety and crime prevention in mind. We will adopt principles of secure design wherever possible to provide a secure building and site, designing out wherever possible any problems created by the existing building layout.

The following principles have been considered when designing the building:

External Layout

- The general layout of the development is relatively simple and easy for customers to understand, and it is clear where they should and shouldn't be. Management of the site is also made easier. There are relatively few areas where criminal activity could occur unobserved.
- Most of the car parking area is well overlooked from the frontage of the building and is readily visible from the surrounding streets, allowing a good level of natural surveillance.
- Glazed areas to the front of the building are protected with ram raid bollards.
- The site has several pedestrian routes to cross the car park safely.
- Cycle storage for staff will be within the warehouse. Cycle parking for customers will be at the front of the store visible from within the store.
- The proposal will introduce new lighting columns across the site which will have flood lights fitted to give a uniform level to the car park and service area. Lights will be operated by a time clock and photocell override. Lights will be protected with covers against vandalism.
- Bin stores will be fully enclosed.
- Shopping trolleys are controlled on a coin operated system and will be secured at night to prevent theft/mis-use.
- The site boundaries will be secure to prevent access into neighbouring properties.
- Planting and vegetation in vulnerable areas will be kept to a maximum height of 1m.

Building design

- Windows will be installed to BS7950 and perimeter doors to LPS 1175 grade 3. The windows will be fixed glazing. Windows will have laminated double glazed units.
- Doors and windows are manufactured from steel with no visible external ironmongery.
- An intruder alarm will be installed to the building (Monitored).
- The entrances to the stores for customers are in an obvious position at the front facing the car park adjacent to both access Roads.
- Extensive glazing to the entrance offers an active frontage with vision to the car park.
- There are no recesses to the ground floor of the building exterior.
- There are no areas to the roof that are accessible.
- An anti graffiti coating will be applied to the rendered walls for ease of cleaning and removal of graffiti.

9.0 Environmental & sustainability statement

Aldi are committed to achieving sustainable development as part of its operations. As a group, Aldi operates an Environmental Management Policy, which has been endorsed by senior management. The objectives for achieving sustainable development as part of their operations ranges both between the day-to-day running of their retail stores, to designing sustainability initiatives within their new buildings. This statement addresses Aldi's sustainability proposals that will be built into their new developments.

Accordingly they believe that we have a responsibility to work with our design and development team in minimising the environmental effect of our work wherever and whenever the case may arise.

9.1 Sustainability themes

- **Minimise Energy Use:** the objective is to minimise energy needs in development by following a hierarchical approach to minimising energy use.
- **Sustainable Building Materials:** this theme covers a range of sustainability impacts including, minimising the energy required for producing and transporting building materials, using recycled material from local sources as far as possible and by choosing materials with a low embodied energy.
- **Sustainable Construction:** This theme covers the methods used during the construction phase to reduce disturbance and the impacts on the surrounding environment.
- **Sustainable Transport and Accessibility:** the objective is to minimise car usage and to encourage walking, cycling and the use of public transport.
- **Waste Management:** the amount of waste generated in the construction process is to be minimised following the national waste strategy: reduce, reuse, and recycle.
- **Site Management:** the objective is to ensure that the site is managed effectively to ensure that sustainability measures are implemented effectively.

The sustainability measures that are proposed as part of Aldi's development proposals have been developed in accordance with these themes. A list of the items covered is further outlined in item 8.7

Therefore the project will:-

1. Comply with all Statutory Environmental Regulations
2. Ensure that all environmental matters are taken account of in any business decision
3. Ensure that any disturbance to the environment is kept to a minimum and that the quality of life of any local inhabitants is also respected
4. Endeavour to attain a reputation for effective environmental management
5. Attempt to maintain resources which are scarce or non-renewable
6. Attempt to stop the release of emissions or pollutants that may cause damage to the environment
7. Ensure that only suppliers and sub-contractors who have a high environmental regard are used
8. Ensure that due regard is taken so that the Health and Safety risks to both employees and communities are minimised
9. Undertake an ongoing procedure review of its operations in order to minimise the environmental effect of its operations
10. We are ever mindful of our responsibility to the environment

9.2 Recycling and Waste Reduction

Aldi Stores Ltd is wholeheartedly committed to minimising all waste and if it should occur every effort will be made to recycle such materials.

9.3 Operational Waste

Aldi Stores Ltd reduces the amount of waste created by careful and efficient management and, also, provides the recycling of such waste where practicable.

Waste reduction is maximised wherever appropriate and the use of environmentally friendly cleaning agents which do not contain phosphates or CFC's.

Electrical energy and heating energy is conserved by the widespread use of time switches.

9.4 Site Waste

Strict site procedures help to keep site waste to an absolute minimum which not only helps environmentally, but also reduces costs applicable to our own operatives.

As with operational waste, every effort is made to recycle the waste. The use of nickel cadmium rechargeable batteries for tools is also encouraged. Where recycling is not possible, materials will be disposed of safely and efficiently.

All waste materials are stored in a safe and secure manner and kept in appropriate containers.

Aldi Stores Ltd utilise registered waste carriers and where substances, which we are not registered to be disposed of are involved, we ensure that only companies with the relevant waste disposal management licence are contracted.

When waste changes hands we ensure that transfer notes are completed and signed by both parties and a written description of the waste handed over.

9.5 Sustainability Issues

Where we can influence the design for the project, we will base decisions on a sustainable basis where the health and safety of the occupants can be combined with the conserving of resources for future generations. It will be about using resources efficiently with the minimum of energy consumption, to deliver a project that is flexible, durable, has longevity and, where practical, fixtures and fittings that can be re-used.

Products will be specified from suppliers/manufacturers who uphold the correct environmental codes and who source their materials from sustainable sources or approved producers.

Where possible and practical, water based paints will be used and, where not, low toxic paint will be used.

Light fittings will be of low energy type and switched on by presence detectors.

All timber, including that for formwork and studwork etc will be FSC certified and obtained from renewable sources backed by certification to current government standards.

Where possible materials and labour will be sourced locally to create energy savings.

Materials will either be of long life usage or, where there is potential for frequent changes and the item cannot be re-used, the material will be of recyclable type.

The aim is to make the building work as non-toxic as possible to the environment.

9.6 Conclusion

The environmental issues facing us all are extremely important and it is evident by the aims set out in our policy document that Aldi Stores UK are fully committed to these issues.

9.7 Summary of Measures for sustainability

Main themes	Sub Theme	Proposed Measures to be incorporated into the development
Minimise Energy Use		
	Improving Building Envelope	- Improve building fabric performance by using materials with low U values. - Reduce Air Permeability for the development.
	Reducing Energy Demand	- Use high frequency ballasts on all Fluorescent and Compact Fluorescent Lamps (CFL's). - Detailed Specification of energy saving fitting for refrigeration system
	Allocation of Renewable Energy	- Re-use of waste heat from refrigeration system to heat the retail area
	Further Measures	

Main themes	Sub Theme	Proposed Measures to be incorporated into the development
Sustainable Building Materials	Material Specification	- Use of recycled and secondary aggregates where possible. - Use of timber from sustainable sources, including the reuse of timber where possible, whilst procuring new timber from sustainable sources such as FSC and PEFC sources. - Use of materials that where possible have a low embodied energy, including making firm commitments to procure materials from local sources where possible. - Procuring materials will be done with consideration to manufacturers and suppliers with accredited EMS and ISO Standards.
Sustainable Construction		- The contractors will be signed up to the relevant CCS come and comply with best practices in construction and site management. - Working hours would be restricted to ensure disturbance is minimised outside of these times.
Sustainable Transport and Accessibility		- Cycle parking for the site would be specified at appropriate frequencies if required
Water Conservation and Management	Water Use within the Retail	- A pulsed water meter would be proposed for the development to monitor water use. - 2/4 litres wc's in retail store.

Main themes	Sub Theme	Proposed Measures to be incorporated into the development
	Minimising Flood Risk	-Proposals would be put forward that would not add to the flood risk in the area. A detailed FRA would be provided for the site and proposal.
Waste Management	Construction Waste	- Recycling would occur during the construction phase where waste would be segregated and split into recyclable components. - General waste would be disposed of responsibly and sent to licensed waste handling facilities.
Reduction of detrimental Environmental Effects		- Hydrocarbon traps will be placed around the perimeter of the car park area where necessary. - The development does not include materials that are toxic to humans. - All insulation materials and refrigerants have an ODP value of 0 and a GWP of 5 or less. - Where necessary, land contamination would be remediated. - External lighting will be compliant to best practice guidelines from the Institute of Lighting Engineers (ILE) Guidance note: GN01.
Site Management	Commissioning and Handover	- A building user guide and building education would be provided as part of the development's handover.

9.8 BREEAM Assessment.

Ref	Title	Credits availabl	Credits awarded	Assumptions and rational used
Man 1	Commission	2	2	As a standard, Aldi will ensure that the first year commissioning of the development will be in line with current building regulations. Using appropriate individual to conduct commissioning and the commissioning of specialist systems.
Man 2	Considerate Constructors	2	1	Each development site is managed under the CCS. The contractor will operate under considerate constructor's scheme; will conform to at least minimum requirements.
Man 3	Construction Site Impacts	4	3	As standard Aldi will adopt best practices for monitoring construction site impacts to deliver 3 credits for this category. This will include adopting the following generic measures: • Implement best practice in respect air pollution from the site • Implement best practice policies in respect of water pollution on site • Main Contractor to have environmental materials policy • Main Contractor to operate an Environmental Management System A third credit is gained as 80% of the site timber is reasonably sourced and 100% legally sourced.

Ref	Title	Credits available	Credits awarded	Assumptions and rational used
Man 4	Building User Guide	1	1	A non-technical information pack will be supplied to Aldi staff regarding the environmental performance of the development.
Man 8	Security	1	1	The Local Crime Prevention Officer will be consulted through the Design and Planning Process.
Hea 4	High Frequency Lighting	1	1	High Frequency Ballasts will be installed on all fluorescent light fittings
Hea 5	Internal and External Lighting Levels	1	1	All internal and External Lighting Levels are to luminance levels recommended by CIBSE
Hea 9	Volatile Organic Compounds	1	1	Best Practice levels will be applied to limit emission of VOCs from internal finishes
Hea12	Microbial Contamination	1	1	Aldi do not have a standard manufacturer for their HVAC systems. The use of known major retailers is used, and the design assumes that the manufacturers of the HVAC systems used in the design conform to all the relevant health and safety practices, including AcoP, L8 - Legionnaires Disease.

Ref	Title	Credits availabl	Credits awarded	Assumptions and rational used
Hea14	Office Space	2	2	Daylight glare control, natural ventilation and provision of natural light will be provided. The development would allow thermal zoning and light controls within the office.
Ene 1	Reductions of CO ₂ emissions	15	8	The CO ₂ reduction will be site specific and depend on a variety of factors listed in detail within the body of this statement. For the generic model, a reduction of 14% from L2A 2006 is assumed. This will be subject to minor variations between sites, and through the allocation of renewable energy technologies.
Ene 2	Sub-Metering	1	1	Sub-metering of energy will be specified for different high energy use areas.
Ene 4	External Lighting	1	1	Energy efficient external lighting will be specified and light fittings are controlled in the presence of daylight.
Ene 7	Cold Storage Equipment	3	3	Refrigeration units for Aldi stores are procured from the same manufacturers and have energy saving features as standard. These include: Night blinds, sliding doors, compressor controls and low heat display lights. The backup chiller cabinet and refrigeration would also reclaim heat for the supermarket area; the aspects achieve 3 credits under assessment.

Ref	Title	Credits availabl	Credits awarded	Assumptions and rational used
Tra 1	Provision of Public Transport	5	3	This credit is site specific and as such has been assessed as an average.
Tra 2	Proximity to amenities	1	1	As all Aldi developments are in or close to town or district centres, they will always by default be within 500m of amenities.
Tra 3	Cycle Facilities	2	1	As a standard, Aldi will provide covered, secure cycle storage.
Tra 4	Pedestrian and Cycle Safety	2	2	In general, the design of the access routes to the site would permit direct access for cyclists and pedestrians
Tra 5	Travel Plan	1	1	A travel plan would be produced for the site which would be tailored to the specific needs of the development's users.
Tra 8	Deliveries and Manoeuvring	1	1	All schemes will be designed to allow safe access for delivery vehicles and there are separate storage areas for refuse, etc.
Wat 1	Water Consumption	3	3	The use of 2/4 litres low flush in retail component and clear instructions for use will be provided.

Ref	Title	Credits availabl	Credits awarded	Assumptions and rational used
Wat 2	Water Meter	1	1	A water meter with a pulsed output will be fitted.
Wat 4	Sanitary supply shut off	1	1	Proximity shut off systems will be included for the WC's.
Mat 1	Materials Specification	4	3	The external walls, roof, and the first floor storage area will be made from materials that obtain an 'A' rating from the Green Guide to specification. This will achieve a maximum of 3 credits under the scheme. Windows will consist of powder coated aluminium, achieving a 'B' rating, thus not applicable for credits.
Mat 5	Responsible Sourcing of Materials	3	1	This is site specific and dependent on the materials palette. In general, timber products will be from sustainable sources, and fully certified. This will permit 1 credit.
Mat 6	Insulation	2	1	One credit scored for Thermal Insulation being responsibly sourced.
Mat 7	Designing for Robustness	1	1	The surface of the entrance and exit to the car parks will undergo substantial vehicle and pedestrian movement. This area will be designed with robustness and durability in mind.

Ref	Title	Credits availabl	Credits awarded	Assumptions and rational used
Wat 1	Construction Site Waste Management	3	3	Two credits for non-hazardous construction waste is same as good practice levels under considerate contractors scheme. One credit for significant recycle of materials (crushed concrete, etc.) not used on site.
Wat 2	Recycled Aggregates	1	1	Significant re-use on site of recycled aggregates
Wat 3	Recyclable Waste Storage	1	1	Dedicated space on site for recyclable waste storage
Wat 4	Compactor / Baler	1	1	A waste Baler is specified as standard
LE1	Re-use of land	1	1	All sites are generally on previously developed land
LE2	Contaminated land	1	1	This is site specific; however the remediation of land to get to a suitable level for food retail use is always a part of the construction process.
LE5	Enhancing Ecology	3	1	A Professional would be appointed, if necessary and enhancement measures would be adopted for the site based on species content.
Pol 1	Refrigerant GWP- Building	1	1	No refrigerants would be used for building services cooling.

Ref	Title	Credits availabl	Credits awarded	Assumptions and rational used
	Services			
Pol 3	Refrigerant GWP - Cold Storage	1	1	All refrigerants used will have a GWP of less than 5. The use of ammonia rather than R404A refrigerant provides a more environmentally friendly solution.
Pol 4	NOx Emissions from Heating Source	3	2	This is site specific. Where gas fired heating systems are specified, the design incorporates hot water and space heating systems of NOx class 5. These efficient boilers should, at a minimum not exceed 70 mg/kWh of NOx.
Pol 5	Flood Risk	3	3	Developments are generally on sites with a low risk of flooding. Extra credit obtained as will always use attenuation or sustainable drainage where necessary
Pol 6	Minimise Watercourse Pollution	1	1	The use of oil separators/Hydrocarbon traps around the perimeter of the car park will reduce the impact of contaminates migrating from the site.
Pol 7	Night Time Light	1	1	Credit will be achieved as external lighting will be designed in accordance with Institute of Lighting Engineers (ILE) guidelines on the reduction of obtrusive light. Lighting would also be turned off when not in use.
Pol 8	Noise Attenuation	1	1	Pre completion testing will be carried out for the residential units above. These areas, situated immediately above are likely to be the most sensitive receptors.

Ref	Title	Credits availabl	Credits awarded	Assumptions and rational used
				The noise will not exceed a change of 3 dB. It is assumed that if these receptors are not adversely affected, nor will other local receptors within the area.
Man 2	Considerate Constructors	1	1	All sites will be under a considerate constructor's scheme. serfff

Issue	% Achieved	Issue (Cont.)	% Achieved
Management	9.6%	Materials	5.77%
Health & Wellbeing	10.0%	Waste	6.43%
Energy	9.88%	Land Use & Ecology	3.0%
Transport	5.54%	Pollution	7.69%
Water	3.33%	Innovation	1.0%
Overall Pre Assessment Score		BREEAM Rating	
62.24%		VERY GOOD	

9.9 Carbon Emissions.

Proposed Aldi Store, Laughton Road Dinnington

Please find enclosed our Building Regulation output document for iSBEM detailing the design stage carbon emissions information for the project.

Based on the figures our standard heating system yields an improved carbon emissions rating of 12% against the target emissions rating for the building.

In addition to this we will be installing a heat reclaim coil in the AHU recirculation system, which uses rejected heat in the refrigeration circuits from the fridges and freezers to heat the air in the heating system.

By utilising this system and taking into account the manufacturer's results obtained from other similar sized stores (where the coils have been installed) these systems have realised a further KgCO₂/m².annum reduction of 12%.

This would take our overall KgCO₂/m².annum reduction for this project to 26% below the target emissions rating.

The calculation is carried as follows:

Notional Building Kg CO ₂ /m ² .annum	TER Kg CO ₂ /m ² .annum	BER Kg CO ₂ /m ² .annum	Further 12% Saving with Heat Reclaim Kg CO ₂ /m ² .annum
79.2	57.2	47.5	41.8

Therefore the overall reduction is $57.2 - 41.8 = 15.4$ so $15.4 / 57.2 = 26\%$

BRUKL Output Document

Compliance with England and Wales Building Regulations Part L



Project name

Standard Aldi Store

As built

Date:

Administrative information

Building Details

Address: .

Certification tool

Calculation engine: SBEM

Calculation engine version: v3.4.a

Interface to calculation engine: ISBEM

Interface to calculation engine version: v3.4.a

BRUKL compliance check version: v3.4.a

Occupier Details

Name: Information not provided by the user

Telephone number: Information not provided by the user

Address: Information not provided by the user, information not provided by the user, information not provided by the user

Certifier details

Name: Mark Kelghery

Telephone number: 01642 808 421

Address: CAD21 Ltd, Unit 15 Helgrove Court, Cynnet Drive, Bowesfeld, Stockton on Tees, TS18 3DB

Criterion 1: Predicted CO2 emission from proposed building does not exceed the target

1.1	Calculated CO2 emission rate from notional building	79.2 KgCO2/m2.annum
1.2	Improvement factor	0.2
1.3	LZC benchmark	0.1
1.4	Target CO2 Emission Rate (TER)	57.2 KgCO2/m2.annum
1.5	Building CO2 Emission Rate (BER)	47.5 KgCO2/m2.annum
1.6	Are emissions from building less than or equal to the target?	BER <= TER
1.7	Are as built details the same as used in BER calculations?	Separate submission

Criterion 2: The performance of the building fabric and the building services systems should be no worse than the design limits

2.1 Are the U-values better than the design limits? Better than design limits

Element	U _{Limit}	U _{Calc}	U _{Limit}	U _{Calc}	Surface where this maximum value occurs*
Wall**	0.35	0.35	0.7	0.35	Z0-04/ne
Floor	0.25	0.13	0.7	0.25	Z0-06/f
Roof	0.25	0.16	0.35	0.16	Z0-04/c
Windows***, roof windows, and rooflights	2.2	1.7	3.3	1.7	Z0-04/rw/q
Personnel doors	2.2	0	3	0	"No Personnel doors in project"
Vehicle access & similar large doors	1.5	0	4	0	"No Vehicle access doors in project"
High usage entrance doors	6	0	6	0	"No High usage entrance doors in project"
U _{Limit} = Limiting area-weighted average U-values [W/(m2K)] U _{Calc} = Calculated area-weighted average U-values [W/(m2K)] U _{Limit} = Limiting individual element U-values [W/(m2K)] U _{Calc} = Calculated individual element U-values [W/(m2K)] * There might be more than one surface exceeding the limiting standards. ** Automatic U-value check by the tool does not apply to curtain walls whose limiting standards are similar to those for windows. *** Display windows and similar glazing are not required to meet the standard given in this table.					

2.2 Is air permeability no greater than the worst acceptable standard? No greater than worst acceptable standard

Air Permeability	Worst acceptable standard	This building (Design value)
m ³ /(h.m ²) at 50 Pa	10	10

2.3 Are all building services standards acceptable?

2.3a-1 MHS Euron

HVAC system standard is acceptable

Efficiency check	Limiting heat source seasonal efficiency	This building
Heat source efficiency	0.84	0.97
0.84 is the overall limiting efficiency for a single or a multiple boiler system. For a multiple boiler system the limiting efficiency for any individual boiler is 0.80.		

2.3a-2 Air Handling Unit

HVAC system standard is acceptable

Efficiency check	Limiting heat source seasonal efficiency	This building
Heat source efficiency	0.8	0.9
Limiting efficiency check applies to a forced convection heater with or without a fan complying with EN 621 or EN1020.		

2.3b- "No HWS in project, or hot water is provided by HVAC system"

2.4	Does fixed internal lighting comply with England and Wales Building Regulations Part L paragraphs 49 to 61?	Separate submission
2.5	Are energy meters installed in accordance with GIL65?	Separate submission

Criterion 3: The spaces in the building without air-conditioning have appropriate passive control measures to limit the effects of solar gains

3.1	Method of showing compliance with England and Wales Building Regulations Part L, in paragraph 64?	Separate submission
-----	---	---------------------

Criterion 4: The performance of the building, as built, is consistent with the BER

4.1	Have the key features of the design been included (or bettered) in practice?	Separate submission
4.2	Is the level of thermal bridging acceptable?	Separate submission
4.3	Has satisfactory documentary evidence of site inspection checks been produced?	Separate submission

4.4 Design air permeability

Air Permeability	Worst acceptable standard	This building (Design value)
m ³ /(h.m ²) at 50 Pa	10	10

4.5	Has evidence been provided that demonstrates that the design air permeability has been achieved satisfactorily?	Separate submission
4.6	Has commissioning been completed satisfactorily?	Separate submission
4.7	Has evidence been provided that demonstrates that the ductwork is sufficiently airtight?	Separate submission

Criterion 5: Providing information

5.1	Has a suitable building log-book been prepared?	Separate submission
-----	---	---------------------

Technical Data Sheet (Actual vs. Notional Building)

Building Global Parameters

	Actual	Notional
Area (m ²)	1295	1295
External area (m ²)	1694	1694
Weather	LEE	LEE
Infiltration (m ³ /hm ² @ 50Pa)	10	10
Average conductance (W/K)	482.65	1467.37
Average U-value (W/m ² K)	0.28	0.87
Alpha value (%)	14.97	10

Building Use

% area	Building Type
	Office
	Primary school
	Secondary school
	Further education universities
	Primary health care buildings
	Nursing residential homes and hostels
	Hospital
	Hotel
	Restaurant/public house
	Sports centre/leisure centre
	Sports ground arena
100	Retail
	Warehouse and storage
	Theatres/cinemas/music halls and auditoria
	Social clubs
	Community/day centre
	Libraries/museums/galleries
	Prisons
	Emergency services
	Crown and county courts
	Airport terminals
	Bus station/train station/seaport terminal
	Workshops/maintenance depot
	Telephone exchanges
	Industrial process building
	Launderette
	Dwelling
	Retail warehouses
	Miscellaneous 24hr activities

HVAC Systems Performance

System Type	Heat dem MJ/m ²	Cool dem MJ/m ²	Heat con kWh/m ²	Cool con kWh/m ²	Aux con kWh/m ²	Heat SSEFF	Cool SSEER	Heat gen SEFF	Cool gen SEER
[ST] No Heating or Cooling, [HS] LTHW boiler, [HFT] Oil, [CFT] Grid Supplied Electricity									
Actual	0	76.2	0	0	0	0	0	0	0
Notional	0	359.4	0	0	0	0	0	---	---
[ST] Central heating using water: radiators, [HS] LTHW boiler, [HFT] Natural Gas, [CFT] Grid Supplied Electricity									
Actual	313.9	62	100.7	0	9.2	0.87	0	0.97	0
Notional	346.4	338.9	126	0	6	0.73	0	---	---
[ST] Flued forced-convection air heaters, [HS] Air heater, [HFT] Natural Gas, [CFT] Grid Supplied Electricity									
Actual	48.2	423.5	17.2	0	0.3	0.78	0	0.9	0
Notional	55.8	818.6	20.2	0	5	0.73	0	---	---

Key to terms

Alpha value (%)	= percentage of the building's average heat transfer coefficient which is due to thermal bridging
Heat dem (MJ/m ²)	= Heating energy demand
Cool dem (MJ/m ²)	= Cooling energy demand
Heat con (kWh/m ²)	= Heating energy consumption
Cool con (kWh/m ²)	= Cooling energy consumption
Aux con (kWh/m ²)	= Auxiliary energy consumption
Heat SSEFF	= Heating system seasonal efficiency
Cool SSEER	= Cooling system seasonal energy efficiency ratio
Heat gen SSEFF	= Heating generator seasonal efficiency
Cool gen SSEER	= Cooling generator seasonal energy efficiency ratio
ST	= System type
HS	= Heat source
HFT	= Heating fuel type
CFT	= Cooling fuel type

9.10 Renewable Energy.

Overview

Below is the data from a Building Regulation output document for iSBEM showing for an Aldi store at design stage the data is based on a standard Aldi design and layout (990 store to latest building regulations, latest Aldi lighting scheme, latest heating scheme - high efficiency heating plant)

Based on the figures our standard heating system yields an improved carbon emissions rating of 12% against the target emissions rating for the building.

In addition to this we will be installing a heat reclaim coil in the AHU recirculation system, which uses rejected heat in the refrigeration circuits from the fridges and freezers to heat the air in the heating system.

By utilising this system and taking into account the manufacturer's results obtained from other similar sized stores (where the coils have been installed) these systems have realised a further KgCO2/m2.annum reduction of 12%.

This would take our overall KgCO2/m2.annum reduction for this project to 26% below the target emissions rating.

The calculation is carried as follows:

Notional Building Kg CO2/m2.annum	TER Kg CO2/m2.annum	BER Kg CO2/m2.annum	Further 12% Saving with Heat Reclaim Kg CO2/m2.annum
79.2	57.2	47.5	41.8

therefore the overall reduction is $57.2 - 41.8 = 15.4$ so $15.4 / 57.2 = 26\%$

Heat Reclaim Coil – Renewable Energy

The heat reclaim coil can produce up to 50kW of reclaimed heat from the energy used by the fridges and freezers and cold rooms when keeping the food cool or frozen. The total heating capacity of an Aldi store is 103kW (including hot water generation). This means that the heat reclaim is capable of producing 48% of the overall heating load in an Aldi store.

Below is an illustration of the energy used in a notional Aldi store figures have been derived from collected data obtained from the stores in the company's property portfolio.

Generally the energy used annually is:-

Heating (No heat recovery) = 105,000 kwh/yr

Electrical (Lighting, refrigeration, power) = 550,000 kwh/yr

Total = 655,000 kwh/yr

Manufacturer's data and data collected from Aldi sites where the Heat Recovery Coil has been installed show an 80,000kwh annual saving in consumption in stores with heat recovery installation

This equates to a 12% saving against the figures above.

10.0 Conclusion

This design statement is submitted in support of a proposal for the comprehensive and coherent development of a key site along Claycliffe Road and Barugh Green Road. Careful consideration along with extensive dialogue with the Local Community has been developed to determine appropriate locations for building layouts, massing and pedestrian routes, whilst also focusing on the existing topography, landscaping and neighbouring properties that are in close proximity to the site. The overall design proposal has also been influenced by the direct dialogue and comments received from the local community and councillors during pre application meetings and consultation.

The proposal comprises of a 1483sqm (gross) Aldi foodstore, 1170sqm (gross) of divisible office/B1 units utilising a contemporary design and materials. The overall massing design is consistent with many local buildings. A strong built frontage, glazing and detailing have been proposed to ensure a high quality development that integrates successfully with the existing urban grain.

3D Visual

Office / B1 Units (Indicative Only)



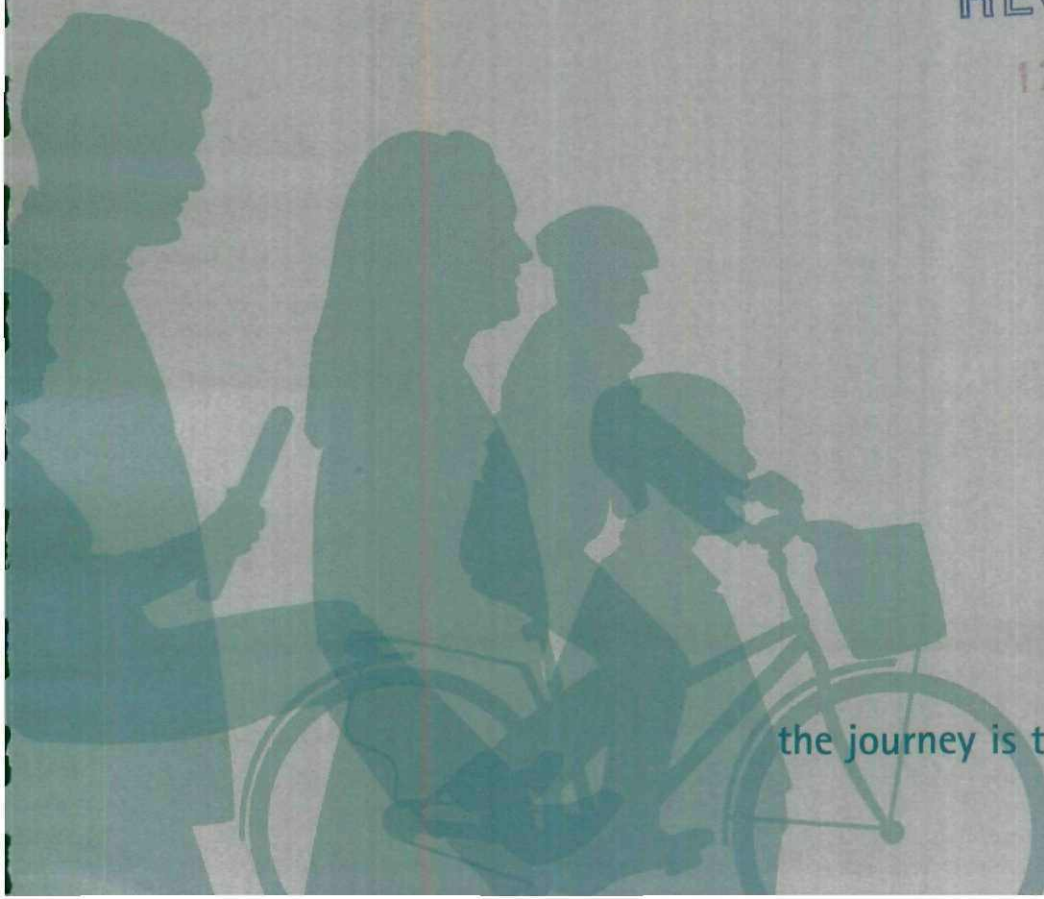
Proposed Aldi Store at Claycliffe
Road/Barugh Green Road, Barnsley

DRAFT TRAVEL PLAN

July 2010

RECEIVED

12 AUG 2010



the journey is the reward

Proposed Aldi Store at Claycliffe
Road/Barugh Green Road, Barnsley

DRAFT TRAVEL PLAN

July 2010

Project Code: n/aldibarugh.1

Prepared by: Robert Snowball

Position: Senior Transport Planner

Approved by: Chris Smith

Issue Date: 6th July 2010

Status: Issued

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APPENDICES

Appendix A - Site Layout Plan

Appendix B - Staff Travel Survey

1. INTRODUCTION

Preamble

- 1.1 This document is a Draft Travel Plan and has been prepared as part of the planning application for an Aldi food store at Barugh Green, Barnsley.
- 1.2 It is envisaged that measures within the Travel Plan will focus primarily on staff travel because, as will be discussed later, there is a good potential for a high level of staff trips to the store to be made using sustainable modes. Measures to promote sustainable modes of access to the store for customers will be provided and promoted, but it is important to note that nationally, the vast majority of trips to food retail stores are made using cars and generally as part of existing trip(as discussed in detail later).
- 1.3 A key element of any Travel Plan is a baseline travel survey of staff and customers to consider how people are currently travelling to the store and to assess which measures would encourage people to use sustainable modes. Obviously this is not possible at this stage as the store is not in existence. For this reason, a Draft Travel Plan has been prepared to accompany the Transport Assessment and it is proposed that a Final Travel Plan will be developed for the store and submitted to the Council for approval within 6 months of the store opening.

Proposed Development

- 1.4 The proposed new Aldi food store will be a purpose built, modern single storey building with a net sales area of 990m² and a gross internal floor area (GFA) of 1,410m².
- 1.5 The Harris Partnership Drawing in Appendix A shows the proposed layout of the Aldi development. As can be seen a total of 116 car parking spaces, including a total of 6 disabled spaces and 4 parent and child spaces, are proposed.

Objectives of the Travel Plan

- 1.6 The Travel Plan is a long-term strategy for reducing the dependence of single occupancy private car travel to the store. The aims of the strategy are (a) to increase the awareness of the advantages and potential for travel on sustainable modes and (b) to introduce a package of physical and management measures that will facilitate travel on sustainable modes to access the store.
- 1.7 These objectives reflect current Government policy in respect of transport.

2. ALDI TRAVEL CHARACTERISTICS

Customer Travel Patterns

- 2.1 Aldi Stores are typically a modest sized local store with a carefully selected and limited range of good quality exclusive own labels. Stores are complimentary to the existing pattern of trade both in terms of small independent shops and larger superstores.
- 2.2 Experience from existing Aldi stores reveal that a significant proportion of the customers regularly walk from the surrounding residential areas to purchase a carrier bag of food as opposed to large weekly purchases at food superstores that normally involve bulk purchases to be taken away by car.
- 2.3 Customers often also visit other shops or facilities as part of their shopping trip which may include visiting local specialist retailers such as a newsagents, butchers, etc., thus making linked trips on foot or by car and, as such Aldi can promote sustainable travel in line with Government policy.
- 2.4 Consideration of the multi-modal surveys in the TRICS 2010(a) database shows that approximately 72% of trips to discount food stores are made in vehicles (cars/vans/taxis). Out of the 28% that are made sustainably, 25% are made on foot, 2% are made using public transport and 1% are made by cycle.
- 2.5 In survey data that we have available from other Aldi stores, it can be seen that only 30% of car trips to a store were by single occupancy vehicles. It therefore appears that there is a reasonable element of car sharing taking place in terms of trips to Aldi stores.
- 2.6 In order to establish customer travel patterns to this store, a survey of a random sample of customers will be undertaken across a day following the opening of the store. The survey will be undertaken at the checkout and will comprise the following questions:
 - *How did you travel to the store today?* (with a list of options to choose from - Car (as driver by self), Car (as driver with passengers), Car (as a passenger), Bus, Taxi, Walk, Cycle, Motorcycle.
 - *Is your journey to the store today:*
 - a) solely to visit Aldi (including the other local shops)
 - b) part of another journey (e.g. journey to work)

Staff Travel Patterns

- 2.7 Aldi Stores typically employ around thirty employees at each store. All employees are part-time working on a shift pattern except for the Store Manager. The number of employees present within the store at any one point in time is dependant upon the trading pattern and flow of customers, but typically ranges between two to five at maximum. Aldi stores have advised that the majority of store staff tend to live locally to the store they work at.
- 2.8 In order to establish the travel patterns of staff at the time of the introduction of the Plan, a Staff Travel Survey (included in Appendix B) will be undertaken after opening of the store.

3. SITE ACCESSIBILITY AUDIT

Local Highway Network

- 3.1 The proposed Aldi site is located in Barugh Green, approximately 3km north-west of Barnsley town centre. The site is located between the A635, Barugh Green Road which runs along the southern boundary of the site and and the A637, Claycliffe Road which runs along the north-eastern boundary of the site. This location is illustrated in the Figure below.



Figure 3.1 – Site Location

- 3.2 Part of the site is occupied by a public house (The Chestnut Tree) whilst the remainder of the site is currently undeveloped. Immediately to the west of the site the Claycliffe Business Park is located which comprises small light industrial and warehouse units. To the north and west of this a residential area exists which is bounded by the A635, Barugh Green Road to the south, the B6428, Barugh Lane to the west and the A637, Claycliffe Road to the north.
- 3.3 On the north-eastern side of the A637, Claycliffe Road there is a mixture of warehousing, storage units and car dealerships. Similar development exists on the eastern side of Whaley Road (east of the site), whilst further east along either side of Wilthorpe Road, residential development predominates in the direction of Barnsley town centre.

Local Highway Network

- 3.4 Vehicular access into the car park serving the existing public house is currently provided from the A637, Claycliffe Road. The access takes the form of a priority junction onto the A637, Claycliffe Road. The A637, Claycliffe Road has a 40mph speed limit and is between 6m and 8m in width in the vicinity of the site with a pedestrian footway running along its northern side. Approximately 800m north-west of the site this road meets the B6428, Barugh Lane at a mini-roundabout before continuing to link with further settlements to the north-west.
- 3.5 Immediately to the east of the site the A637, Claycliffe Road meets the A635 Barugh Green Road, Whaley Road and Wilthorpe Road by means of a roundabout. Splitter islands are provided on each arm of this roundabout whilst flaring on the approach of each arm to the roundabout allows vehicles to position according to the intended direction of travel at the roundabout.
- 3.6 Whaley Road provides access to the mixture of light industrial/warehousing units, car dealerships and small offices which exist on either side of this road to the north east of the proposed Aldi site. Pedestrian footways exist on either side of this road which has a 30mph speed limit.
- 3.7 Wilthorpe Road has a 40mph speed limit and provides access to the centre of Barnsley. Pedestrian footways exist on either side of this road which is predominantly residential in character.
- 3.8 The A635, Barugh Green Road runs along the southern boundary of the site. On the approach to the roundabout there is a 40mph speed limit in operation, whilst to the east of this, the speed limit is 60mph. The signs denoting the change in speed limit are in the vicinity of the pub. This road has pedestrian footways on either side and is approximately 7.3m in width, whilst the road provides a link to settlements to the west of Barugh Green.
- 3.9 Buses operate on the local road network with the A635 Barugh Green Road, Wilthorpe Road and the A637, Claycliffe Road being part of bus routes.
- 3.10 It is considered that the proposed Aldi site has a high level of accessibility by sustainable transport modes. The descriptions below consider the accessibility by walking, cycling and public transport.

Accessibility on Foot

- 3.11 In terms of pedestrian facilities, national and local guidance requires sustainable access be given a high priority with regards to development.
- 3.12 There are various guidelines relating to journey distances which people are prepared to make on foot;
- 3.13 IHT Guidelines for Providing Journeys on Foot states;
- *"The average length of a walk journey is 1km. This differs little by age or sex and has remained constant since 1975/76."*
- 3.14 Places, Streets & Movement guidelines state;
- *"A priority for planners should be to enable people to have access to local facilities on foot or by bicycle. Ideally this should mean a local shop for daily needs within five to eight minutes walk (400m) of home. If possible there*

3.15 Planning Policy Guidance Note 13 – Transport states:

- 3.16 PPG13 – A Guide to Better Practice, considers:**

3.17 Based on the above a 1km walking catchment for the proposed site is shown in the Figure below.



Figure 3.1 – 1km Walking Catchment

- 3.18** Pedestrian movement in the area is assisted by the presence of streetlighting and a 1.5m wide footway on the north side of the A637, Claycliffe Road. This is accompanied by a footway on the south side of the A637, Claycliffe Road between the site access and the roundabout to the east. This footway leads into the site which will be accompanied by a footway on the western side of the access.
- 3.19** Splitter islands and dropped kerbs are present on all arms of the A637, Claycliffe Road/Whaley Road/Wilthorpe Road/A635, Barugh Green Road roundabout. Footways and streetlighting are also provided on both sides of Whaley Road, Wilthorpe Road and the A635, Barugh Green Road. These also provide access to nearby bus shelters.

- 3.20 On site pedestrian facilities are also proposed to aid movement within the site and encourage linked walking trips between the different elements of the site. These are discussed in further detail in Section 5.

Accessibility by Cycle

- 3.21 PPG13 (March 2001) states that cycling “has clear potential to substitute for short car trips, particularly those under 5km”. The extent of a 5km catchment is shown below.
- 3.22 The catchment includes Barnsley as well as other settlements, including Mapplewell, Kexborough, Cawthorne and Silkstone.



Figure 3.2 – Cycling Catchment Area

- 3.23 Whilst there are no specific cycling facilities in the immediate local area, cycle parking provision is included as part of the development proposals. This is discussed in further detail in Section 5.

Accessibility by Public Transport

- 3.24 Bus stops are located both on the A635, Barugh Green Road and the A637, Claycliffe Road. The Barugh Green Road bus stops have shelters, seating and timetable information provided and are located between 90m (westbound) and 140m (eastbound) from the proposed Aldi store entrance. Timetable information is provided at the stop on Claycliffe Road, this being located approximately 90m from the proposed Aldi store entrance
- 3.25 The bus stops are well within the normal maximum walking distance (300-400m) considered acceptable according to The Institution of Highways and Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' [2000].
- 3.26 The Table below provides details of bus service frequencies.

No.	Route	Frequency (Mins)			
		Mon-Fri	Sat	Sun	Eve
18	Barnsley – Gawber – Wilthorpe – Barugh Green Road – Mapplewell- Staincross	60	60	-	-
92/ A	Barnsley – Gawber – Barugh Green Road - Cawthorne	60	60	120	60 until 21:00
93	Barnsley – Gawber – Barugh Green Road - Darton	60	60	-	-
95/ A	Barnsley – Wilthorpe – Barugh Green Road – Darton - Kexborough	30	30	60	60

Table 3.1 – Bus Service Frequencies

- 3.27** The Table above demonstrates a high level of bus service frequency with 5 buses an hour being provided during the day (Monday to Saturday) and available in very close proximity to the site.

4. OPERATION OF THE TRAVEL PLAN

- 4.1** Aldi Stores Limited will appoint a member of staff as Travel Co-ordinator to implement and administer the Travel Plan.
- 4.2** Administration of the Travel Plan involves the maintenance of the necessary systems, data and paperwork, consultation and promotion. The duties are permanent and regular updating of the Plan document is part of the responsibility of the nominated person.
- 4.3** The Travel Co-ordinator will be responsible for the administration of the Plan, the implementation of the Plan measures, the initial staff and customer travel surveys and for on-going monitoring and review of the Plan.
- 4.4** The Travel Plan will mainly focus on measures relating to staff travel as there is good potential for a high proportion of staff to travel to the store using sustainable modes. It may also be likely that there is greater potential in achieving a mode shift in promoting sustainable modes to staff as compared to customers, because as discussed, the nature of food retailing is that the vast majority of trips to food stores by customers are made in cars.
- 4.5** However, this does not necessarily mean that all car trips are unsustainable – as also discussed, the nature of an Aldi store means that there is potential for linked trips with other retail (especially in this location given the additional small non-food retail units proposed as part of the development) and it can also be seen that there is a significant amount of shared trips in cars to Aldi stores. Aldi will take some actions to promote sustainable access for customers but, in reality, the effectiveness in terms of achieving a large modal shift will probably be limited.
- 4.6** A filing system will be established and maintained, for recording all correspondence relating to the Travel Plan, the results of periodic monitoring and the results of each annual review. The Store Travel Co-ordinator will be responsible for this system.
- 4.7** It is proposed that a Staff Travel Survey and a Customer Travel Survey will be undertaken annually, in order to inform the annual monitoring and review of the Travel Plan (discussed later in this document).

5. TRAVEL PLAN TARGETS

- 5.1** Appropriate SMART targets will be set within the Final Travel Plan for the site (in discussion with Barnsley Metropolitan Borough Council) based upon the initial staff and customer travel surveys. The targets will be monitored and reviewed annually following the annual monitoring survey.
- 5.2** The major objective of the Travel Plan is to effect a reduction in the use of private cars for single occupancy trips. A suitable indicator of the success of the Plan is therefore the modal split of travel.
- 5.3** At an Aldi store it should be noted that the small number of employees makes it possible that there could be significant bias in any survey results and therefore setting an appropriate mode split target could be difficult and also subject to large variations on a daily basis. However, an appropriate target will be set in the Final Travel Plan, based upon staff travel survey results.
- 5.4** In terms of customer trips, it is known that the majority of trips to the store are likely to be made using a car. Aldi will promote the use of sustainable modes through measures such as those described below, but in reality Aldi will only be able to have a limited effect on how people travel. For this reason, we do not propose setting a target for the mode share of customer trips.
- 5.5** Other less direct objectives of the Plan are to increase the awareness of staff about the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Plan, measured by the volume and type of feedback from staff members, both at the outset and as the strategy evolves.
- 5.6** Consideration of the initial travel surveys and discussion with Barnsley Metropolitan Borough Council will inform the setting of targets for inclusion within the Final Travel Plan.

6. TRAVEL PLAN MEASURES

Introduction

- 6.1** This section of the Travel Plan considers the potential for promoting various sustainable modes and outlines the specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Plan.
- 6.2** As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Co-ordinator will be free to investigate other potential initiatives in light of particular circumstances when the store opens and the results of staff and customer travel surveys.

Walking

- 6.3** There is great potential for promoting walking as a means of accessing the store. This could include new trips to the store, but as discussed there is potential for a significant amount of linked trips.
- 6.4** In terms of promoting walking as a means of accessing the store, then the following measures would be considered.
- Displaying information and advice concerning safe pedestrian routes to the store within the store in a location accessible to staff and customers.
 - The staff area will be provided with coat hooks and a seat to enable staff to get changed;

Cycling

- 6.5** Consideration of the multi-modal surveys in the TRICS 2010(a) database show 1% of trips to Aldi store are likely to be made by cycle.
- 6.6** The following measures to promote cycling as a means of accessing the store could be promoted:
- Displaying information and advice concerning safe cycle routes within the store in a location accessible to staff and customers.
 - Advertising the store's cycle parking facilities to customers through signage.
 - The staff area will be provided with coat hooks and a seat to enable staff to get changed;
 - Staff that cycle to work will be able to store their cycles in the store's storage area providing a secure environment;

Public Transport:

- 6.7** Consideration of the multi modal surveys in the TRICS 2010(a) database shows 2% of trips to Aldi are made using public transport. Indeed, data from three stores where we have information about the modal split of travel, Hartlepool Teesbay, Sunderland

and Retford, show the levels of public transport use as 0.6%, 1.2% and 4.2% respectively.

- 6.8 Therefore, despite the fact that the store is located in an area that is highly accessible using public transport, we do not envisage a significant level of public transport use by either staff or customers at the store.
- 6.9 Nevertheless, Aldi will look to promote the use of public transport for accessing the store through measures such as:
- Displaying up-to-date details of bus services, including bus stop locations, route information and service frequencies, within the store in a location accessible to staff and customers.
 - Providing details of ticketing options to both staff and customers.

Taxis

- 6.10 Taxis have an important role in providing for staff trips when other modes of transport may not be available. It is also usual practice for a store to provide a free phone service to enable customers to call a taxi when leaving the store. This enables the use of a sustainable mode for at least part of the journey. This facility could also be used by staff if necessary.
- Access to telephone will be provided (free of charge) for those wishing to contact the nominated taxi or private hire operator.

Car Sharing

- 6.11 As described earlier, a significant amount of customers already car share for their trips to Aldi stores. However, this obviously occurs on an informal basis and in reality, there is little that Aldi are able to do to promote this to customers.
- 6.12 For staff however, car sharing represents a relatively convenient alternative form of travel. An Aldi Store generally has up to a maximum of 12 employees. At any normal point during the operational day the number of staff working within the store ranges between two to five staff, as staff work to a shift pattern during the working day. Therefore there is probably limited potential for promoting car sharing, but where feasible the store's travel coordinator will seek to promote it.

Servicing and Deliveries

- 6.13 Aldi operate a closely managed servicing arrangement for each of its stores. One daily-articulated vehicle arrives at each store to deliver a load of mixed goods assembled at a centralised distribution depot. During unloading, the back of the vehicle is at floor level, enabling the driver to unload the stores quickly into the dedicated storage area. The delivery has previously been pre-packed onto pallets.
- 6.14 Stores are constructed with a delivery ramp, sheltered canopy and dock leveller system which means products can be unloaded without any external activity, such as forklift trucks, scissor lifts or cages, and in less than half the time. The delivery system is unique to Aldi and extremely efficient compared to other food retailers.
- 6.15 Aldi are now rationalising the delivery of frozen goods, with the introduction of articulated vehicles able to carry frozen, chilled and mixed goods simultaneously,

further enabling the potential to reduce deliveries. Thus the single daily-articulated vehicle will usually be the only vehicle of this type visiting each store.

- 6.16** Deliveries from other suppliers, in small to medium sized rigid vehicles, are confined to one daily vehicle bringing fresh bread, and one daily vehicle bringing milk supplies. These vehicles normally arrive prior to the commencement of trading.

7. MONITORING AND REVIEW

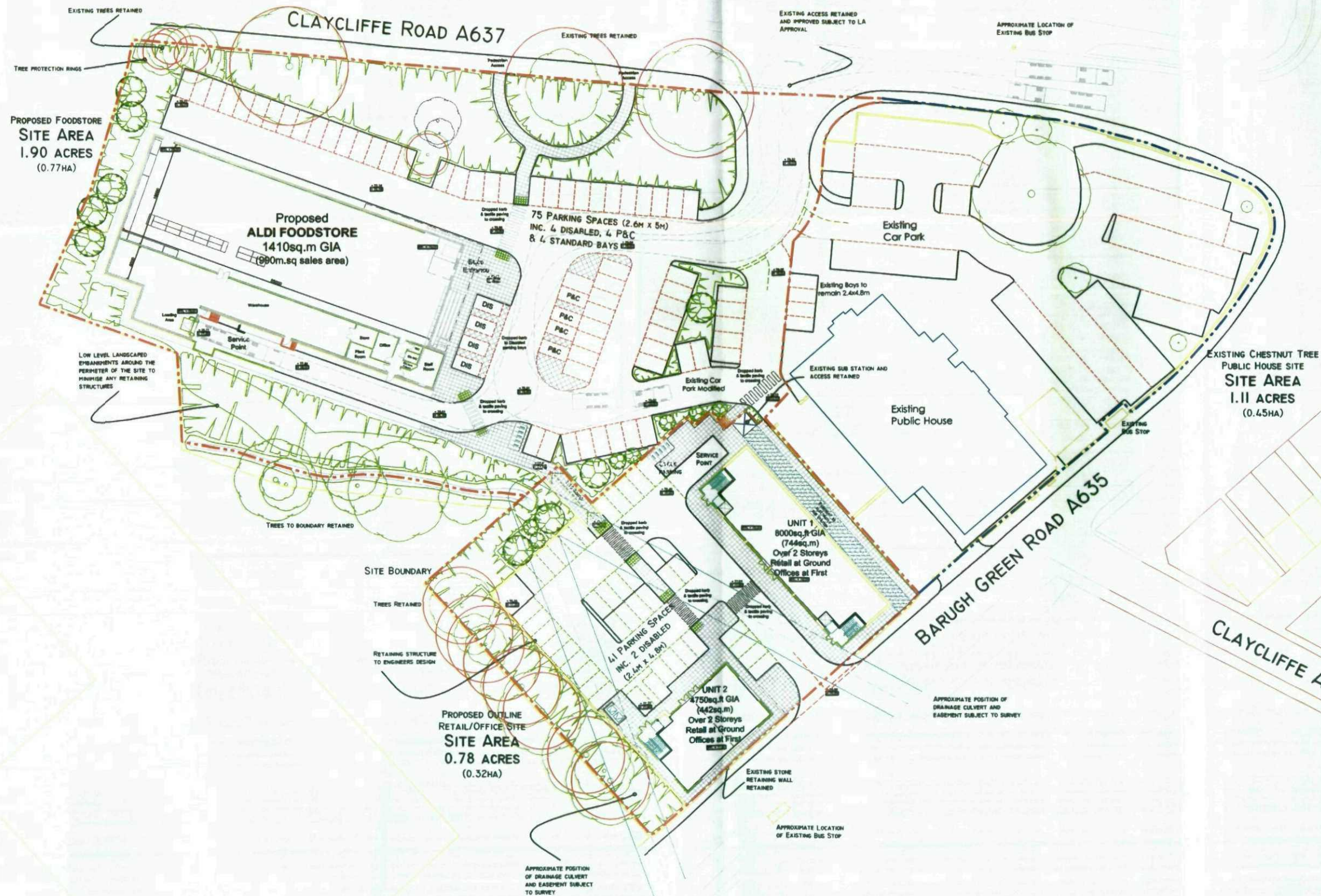
Monitoring

- 7.1** A programme of monitoring and review has been designed to generate information to evaluate the Travel Plan. Monitoring and review will be the responsibility of the Travel Co-ordinator.
- 7.2** The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence.
- Monitor the level of usage of staff cycling and motorcycling;
 - Monitor the level of staff car parking and car sharing;
 - Monitor demand for additional cycle and motorcycle parking for staff;
 - Record comments received from store management and from staff relating to the operation and implications of the Plan.
- 7.3** Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to the planning authority.

Annual Review

- 7.4** Each year, on or about the anniversary of the introduction of the Travel Plan, the Travel Co-ordinator will review the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement of the details of the Plan.
- 7.5** The major element of the review will involve the re-issue of the staff and customer travel surveys. The re-issue of the surveys offers the opportunity to gather new information about wider staff attitudes to travel. Analysis will also yield updated modal split information for comparison with data derived at the introduction of the Plan, free of seasonal bias.
- 7.6** The Travel Co-ordinator will compile a Review Report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be filed for record, with copies provided to the planning authority.
- 7.7** A consideration of how the Travel Plan has performed in relation to set targets will be made. The review of the Travel Plan will then be undertaken based upon this and will seek to build upon areas that have been successful and also consider whether there is any room for improvement within the Travel Plan.

APPENDIX A
Site Layout Plan



Revisions	A	Outline site units updated	22.06.10 JB
Project Title	Proposed ALDI Foodstore Claycliffe Road Barugh Green BARNESLEY		
Client	ALDI Stores		
Status	PLANNING		
Scale	1:500	Drawing Size	A2
Drawn By	JDB	Checked By	NJC
Date	06-2010		
Drawing Title	Proposed Site Layout		
Job-Dwg No	0454-15		Rev A

THE HARRIS PARTNERSHIP WAKEFIELD
251, Johns North, Wakefield, WF1 3QA
T. 01924 291 800 F. 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER
1st Floor Dale House, 35 Dale St,
Manchester M1 2HF
T. 0161 238 8555 F. 0161 244 5809

THE HARRIS PARTNERSHIP MILTON KEYNES
The Old Rectory, 79 High Street
Newport Pagnell, MK16 8AB
T. 01908 211 577 F. 01908 211 722

THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 5BY
T. 0118 950 7700 F. 0118 956 8642

THE HARRIS PARTNERSHIP
ARCHITECTS

www.harrispartnership.com

APPENDIX B
Staff Travel Survey

COLLEAGUE TRAVEL TO WORK SURVEY

"Hello – Aldi are developing Travel Plans for its employees. A new Travel Co-ordinator will be appointed who will be helping staff to arrange their travel to and from work, looking at the potential for things such as better bus services, facilities for cyclists and car sharing.

To help get us started, can you find a few minutes to complete this questionnaire.

Just return to me, or place the completed questionnaire in one of the Travel Plan boxes

Thanks – **Name of Travel Co-ordinator** - ask me all about it "

1. Your Name

2. Gender

Male ☐

Female ☐

3. What time do you usually start and finish work? (Please indicate whether it's am or pm)

Start Time am/pm

Finish Time am/pm

If you work any additional shifts (e.g. weekends) please indicate the start / finish times and days of these below.

4. Please tick if you know about any of the following:-

a) Bus routes to your workplace ☐

b) Cycle Routes to your workplace ☐

c) Pedestrian routes to your workplace ☐

d) Other (please specify) ☐

5. Does your mode of travel vary on a daily basis?

Yes ☐

No ☐

6. How do you usually travel to work and approximately how long does the journey take? (please mark only one answer)

Mins

a) Car driver on your own ☐

b) Car with other ☐

c) Motorbike ☐

d) Bicycle ☐

e) Walk ☐

f) Bus ☐

g) Train ☐

h) Other (please specify) ☐

7. Which do you occasionally use instead of your usual form of transport?

Mins:

a) Car driver on your own ☐

b) Car with other ☐

c) Motorbike ☐

d) Bicycle ☐

e) Walk ☐

f) Bus ☐

g) Train ☐

h) Other (please specify) ☐

8. If you use a car to get to work, what are the main reasons? Please mark a '1' for highest priority and '2' for second highest priority (mark no more than two answers).

a) Car essential to job *please explain below* ☐

b) Dropping/collecting children ☐

c) Guaranteed/ flexible journey ☐

d) Health reasons ☐

e) Personal security ☐

f) Lack of alternative ☐

g) Cost of other travel ☐

i) Don't like using public transport ☐

h) Other (please specify) ☐

continued overleaf

COLLEAGUE TRAVEL TO WORK SURVEY

9. Which of the following changes would most encourage you to car share? (tick no more than two)

N.B. If you already car share, which would you most like to see?

- a) Help finding a car share partner ☐
- b) Free taxi home in the event of an emergency ☐
- c) Assistance in getting home if let down by partner ☐
- d) Reserved car parking for car sharers ☐
- e) Would not be willing to car share ☐
- f) Other (please specify) ☐

10. Which of the following changes would most encourage you to use public transport for your journey to work? (tick no more than two)

N.B. If you already use public transport, which would you most like to see?

- a) More accessible bus routes ☐
- b) More frequent services ☐
- c) Discount tickets/travel passes available from work ☐
- d) More convenient bus stop locations ☐
- e) Better connections with bus/train stations ☐
- f) Easier timetable/route information ☐
- g) Would not be willing to use public transport ☐
- h) Other (please specify) ☐

11. Which of the following changes would most encourage you to cycle to work? (tick no more than two)

N.B. If you already cycle, which would you most like to see?

- a) The provision of safe, well lit, cycle paths ☐
- b) Improvements to existing cycle paths ☐
- c) More information about local cycle paths ☐
- d) Improved cycle parking ☐
- e) Improved changing facilities and lockers at work ☐
- f) Having a Bicycle User Group at work ☐
- g) Would not be willing to cycle to work ☐
- h) Other (please specify) ☐

12. Which of the following changes would most encourage you to walk to work? (tick no more than two)

N.B. If you already walk, which would you most like to see?

- a) Better lighting & security ☐
- b) Safer crossings / pedestrian priority on journey to work ☐
- c) Would not be willing to walk to work ☐
- d) Other (please specify) ☐

13. Please list any incentives that may encourage you to walk, cycle or use public transport for your journey to work:-

14. Have you any other comments you wish to make?

15. Full Home Postcode

16. Age (please tick one only)

- a) Less than 25 ☐ b) 25-34 ☐
- c) 35-44 ☐ d) 45-54 ☐
- e) Greater than 55 ☐

17. Do you have a disability that affects your travel arrangements?

Yes ☐ No ☐

18. How does your disability affect your choice of mode of transport?

END OF QUESTIONNAIRE – THANK YOU

Thanks for Completing the Questionnaire

All information will remain confidential