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Proposed Aldi Food Store

Mafon Road, Nelson, Caerphilly

# **TRANSPORT ASSESSMENT**

**Prepared by: Entran Ltd**



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Proposed Aldi Food Store

Mafon Road, Nelson, Caerphilly

## TRANSPORT ASSESSMENT

| Revision | Date          | Notes       | Author | Checked | Approved |
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## **1.0 INTRODUCTION**

### **1.1 Overview**

1.1.1 This Transport Assessment (TA) has been prepared by Entran Ltd to detail and assess transport matters associated with a proposed Aldi Food Store served off Mafon Road, Nelson, Caerphilly.

1.1.2 The proposal comprises:

- Demolition of existing 1513 sqm GFA Co-op which has in excess of 140 car parking spaces
- No change to existing site access
- New 2000 sqm GFA Aldi
- 120 car parking spaces including 8 P&T, 5 Blue Badge, 4 active EVCP's and a further 20 passive EVCP's complete with power ready to be activated as and when required.
- 8 covered customer cycle parking spaces with a space retained internal to the warehouse for staff
- 4 Motor cycle parking spaces

1.1.3 This TA has been prepared in reference to both National and Local Policy and Plan Documents including:

- Planning Policy Wales (ed.12, February 2024)
- TAN 18 : Transport (2007)
- Active Travel (Wales) Act (2013)
- Active Travel Act Guidance (2021) and (2014)
- SPG17: Parking Standards (2011)
- Local planning guidance
- Active Travel Network Map
- Pre-application response and subsequent discussions

### **1.2 Structure of Report**

1.2.1 This report provides details of the traffic and transportation issues associated with the development proposals and addresses the following:

- The Existing Site and Surrounding Area
- Development Proposals
- Delivery and Servicing
- Trip generation
- Summary and Conclusions

## 2.0 EXISTING CONDITIONS

### 2.1 Existing Site Use and Access

- 2.1.1 The application site is located on Mafon Road adjacent to the Texaco garage in the south of Nelson and is currently a Co-op foodstore. The strategic site location is illustrated in **Figure 2.1** with the local context shown in **Figure 2.2** below.

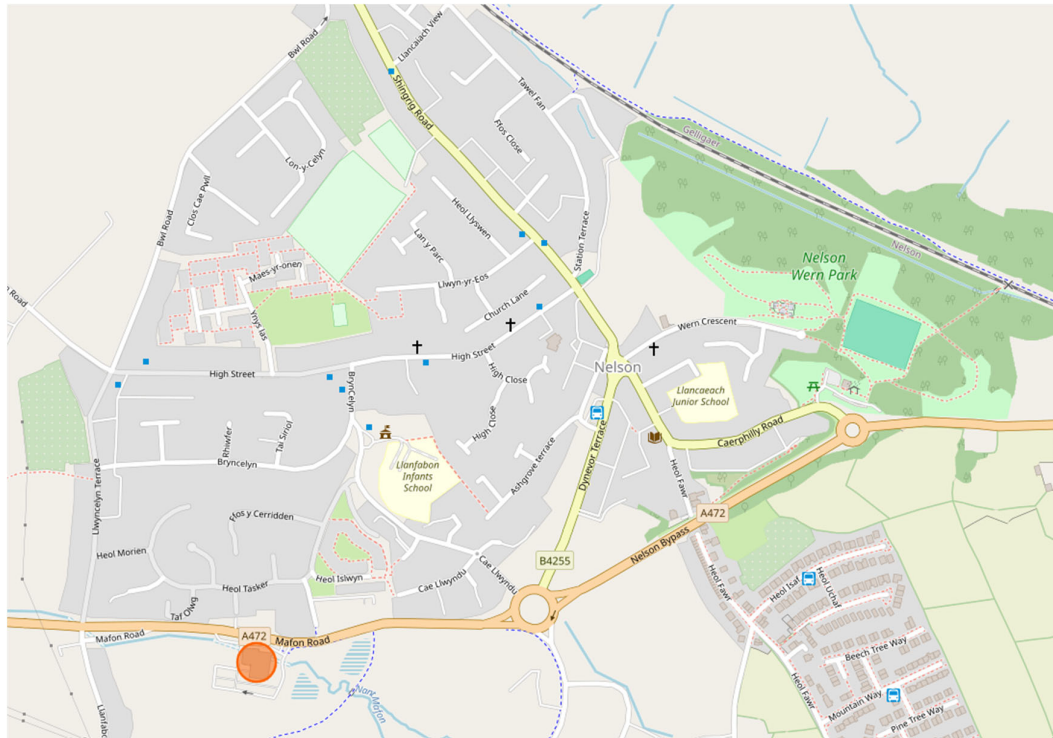
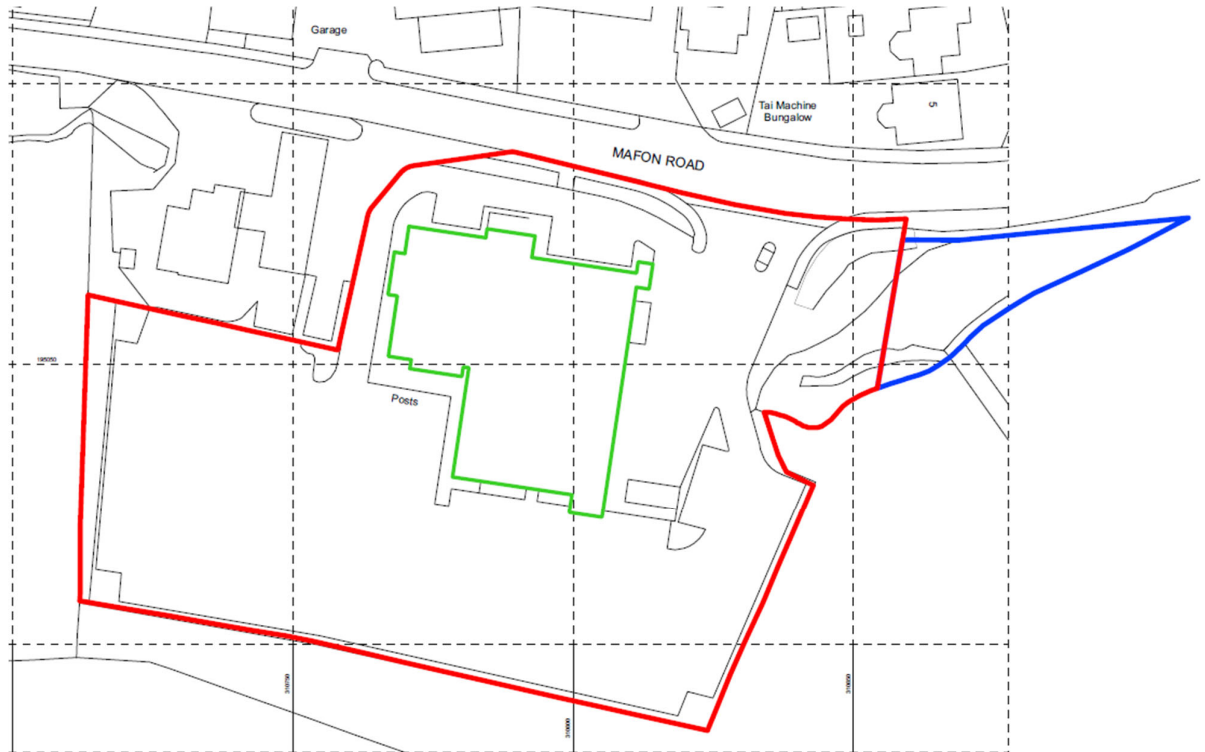


Figure 2.1 – Strategic Site Location



Figure 2.2 – Local Context

2.1.2 An illustration of the existing site layout by way of the red line boundary plan is provided in **Figure 2.3** below.



**Figure 2.3 Site Boundary**

2.1.3 The existing site is currently accommodates a Co-op food shop.

2.1.4 Vehicular access to the site is currently gained via an existing Right Ghost Island T-junction with associated pedestrian crossing facilities. The existing access is illustrated at **Figure 2.4**.







**Figure 2.4 - Existing Access from Mafon Road**

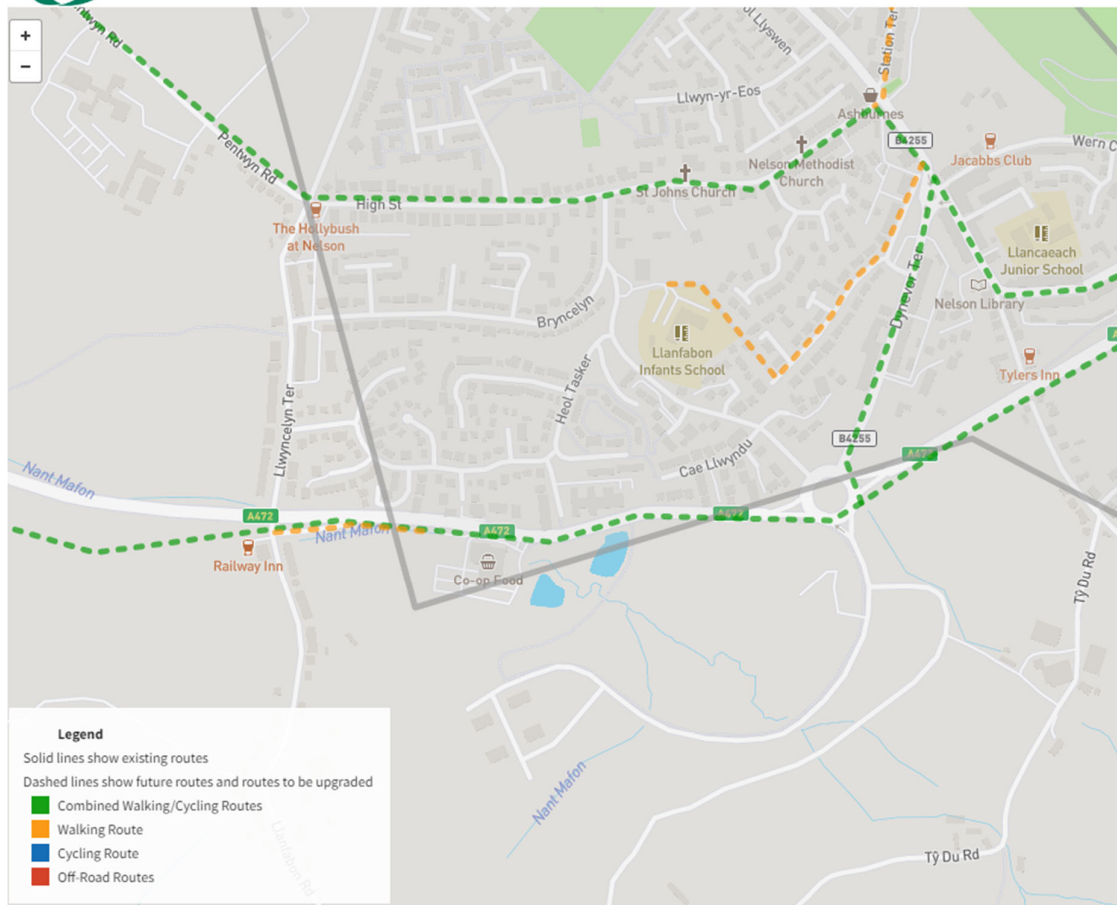
## **2.2 Existing Local Highway Network**

- 2.2.1 The site access from Mafon Road (A472) which is subject to a 20mph speed limit, is lit, has comprehensive footways along its northern flank and footways to the east along its southern flank, bus stops and a range of pedestrian crossing facilities.
- 2.2.2 Mafon Road links Nelson to Ystrad Mynach in the east and Abercynon in the west.

## **2.3 Existing Pedestrian/Cycle Facilities**

- 2.3.1 The existing walking and cycling facilities in proximity to the proposed site have been evaluated to provide details about the current provision and help inform how these fit within the framework of Active Travel Wales.
- 2.3.2 Active Travel Wales Design Guidance with updated guidance produced in July 2021 sets out the procedures and processes to meet the goals of the Active Travel Wales Act 2013. The aim is to make active travel (e.g walking and cycling) the most attractive option for most shorter journeys, and to leave the car behind where suitable to do so. The Act requires local authorities to produce active travel maps and deliver continuous year on year improvements in active travel routes and facilities.
- 2.3.3 The Active Travel Act identifies that new development should be fully accessible by walking and cycling in relation to provision within the site and connections between the site and nearby services, facilities and active travel networks. The guidance sets out that the planning and design of the development will be led by the forecasted all mode travel demands, assess their impact on the surrounding network and design appropriate mitigation measures. The July 2021 guidance contains a wealth of details including layouts and toolkits to determine suitability of routes for inclusion into the Active Travel Network Maps (ATNM).
- 2.3.4 An Active Travel Network Map for walking and cycling has been produced for Caerphilly CBC with the related Nelson Section presented below as **Figure 2.5**. This highlights the range of current active travel routes in the local area as well as proposed future routes. This is now explored in context to existing facilities surrounding the site.





**Figure 2.5 – Active Travel Map**

2.3.5 The Active Travel Act Guidance suggests that two out of every three journeys are less than five miles in length which is an achievable distance to cycle. Table 4.1 within this guidance illustrates the range of distances that are likely to be considered by each mode of travel, this is reproduced below in **Figure 2.6**.

| Mode | Less than 1 mile | Up to 2 miles | Up to 3 miles | Up to 4 miles | Up to 5 miles | Up to 7.5 miles | Up to 15 miles |
|------|------------------|---------------|---------------|---------------|---------------|-----------------|----------------|
|      | ●                | ●             | ●             | ●             | ●             | ●               | ●              |
|      | ●                | ●             | ●             | ●             | ●             | ●               | ●              |
|      | ●                | ●             | ●             | ●             | ●             | ●               | ●              |

| Colour | Average active user likelihood                                      |
|--------|---|
| ●      | Many users likely to travel this distance for utility journeys      |
| ●      | Some users likely to travel this distance for utility journeys      |
| ●      | Few or no users likely to travel this distance for utility journeys |

Source: Active Travel Act Guidance



### Figure 2.6 – Active Travel Act Walking and Cycling Distance Ranges

- 2.3.6 The UK Design Manual for Roads and Bridges (DMRB) TD 91/05 “Provision for Non-Motorised Users” states in paragraph 2.3 that “walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances”.
- 2.3.7 Acceptable walking distances will vary considerably depending on various factors such as fitness and land topography; however, guidelines by the Institution of Highways and Transportation (IHT) state the acceptability of distances in metres to various attractions, are as follows:
- Desirable : 500m
  - Acceptable : 1,000m (12-13 mins)
  - Preferred Maximum : 2,000m
- 2.3.8 Manual for Streets usefully ‘The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present’ (MfS, Para 6.3.1).
- 2.3.9 TD 91/05 states in paragraph 2.11 that “cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles.
- 2.3.10 Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport”
- 2.3.11 The Department for Transport Document, LTN 1/04 – Policy, Planning and Design for Walking and Cycling states that the mean average journey length by bicycle is 4km.
- 2.3.12 Local Transport Note (LTN) 2/08 Cycle Infrastructure Design also details in paragraph 1.5 “Typical cycle trip distances”. In common with other modes, many utility cycle journeys are less than three miles, although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a way-marked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose”.
- 2.3.13 The key objectives of national and local policy is minimising the need to travel, reducing the proportion of journeys made by private car by making the use of public transport, making walking and cycling more attractive, influencing the location and layout/links between development to maximise the use and value of existing and planned sustainable transport investment. The goal is to make cycling and walking a realistic choice for a range of journeys encouraging access for all age groups and abilities.
- 2.3.14 All the above documents have been considered in the following subsections.

#### Walking and Cycling

- 2.3.15 Within a walk distance of 2,000m, the site is very accessible from the whole of Nelson with the surrounding residential population being circa 4,200 people.
- 2.3.16 To the benefit of pedestrians there is a good network of footpaths and footways adjacent to and surrounding the site.
- 2.3.17 As can be seen from **Figure 2.4** there is a signalised pedestrian crossing facility immediately east of the site access whilst **Figure 2.5** identifies that the footway/cycleway along the southern side of Mafon Road forms part of the Towns active travel network.
- 2.3.18 It is concluded that the site is well located with no barriers to future pedestrian and cyclist access.

## 2.4 Public Transport

### Bus

- 2.4.1 There are east and west bound bus stops within 200m of the site both of which include, bus cage, raised kerb, flag and shelter.
- 2.4.2 These stops are served by routes 78 and X38 which link the site to Pontypridd (both) and Abergavenny route 78.
- 2.4.3 Both routes pass through Nelson at 60 and 30 minutes respectively ensuring the site is accessible via public transport.
- 2.4.4 **Figure 2.7** provides an illustration of the location of the bus stops.



**Figure 2.7 - Local Bus Stops**



### 3.0 DEVELOPMENT PROPOSALS

#### 3.1 Development Composition

3.1.1 As specified in Section 1, the development proposal comprises:

- Demolition of existing 1513 sqm GFA Co-op which has in excess of 140 car parking spaces
- No change to existing site access
- New 2000 sqm GFA Aldi
- 120 car parking spaces including 8 P&T, 5 Blue Bage, 4 active EVCP's and a further 20 passive EVCP's complete with power ready to be activated as and when required.
- 4 Motor cycle parking spaces

3.1.2 Cycle parking is to be provided on site totalling 8 spaces externally with staff spaces located internal to the warehouse area. The constituent design components of the proposed development layout are discussed in more detail below.

#### 3.2 Development Layout

3.2.1 A plan extract of the current proposed development layout is illustrated in **Figure 3.1** and included as architect's plans at **Appendix A**. The function of ALDI is predominately for a neighbourhood store and the infrastructure proposed is relevant, suitable and tried and tested at other consented stores.

#### 3.3 Parking

3.3.1 Caerphilly County Borough Council includes parking standards associated with Class E(a) (former A1 retail use class) are contained within LPD5. The site is located in Zone 4, and for supermarkets >2000sqm it is 1 space per 14 sqm. Cycle parking 1 stand per 500 sq.m for both long stay and short stay parking. Disabled parking should be 6% of the car park capacity.

3.3.2 The proposal is to provide 120 combined car parking spaces for ALDI at a parking ratio of 1:17 sqm such that the proposed car parking provision is in line with standards.

##### Cycle

3.3.3 8No. Cycle spaces are proposed.

3.3.4 The proposed short stay visitor cycle parking is greater than the minimum standards required (4 spaces).

3.3.5 Cycle parking would be located in proximity of the store entrance in a visible, step free and convenient location as illustrated on the Architect's plans. More details are provided in the Travel Plan which accompanies the planning application. It is noted that staff cyclist parking is internal to the warehouse in a designated area.

3.3.6 It is noted that ALDI seek to encourage travel by cycle whenever possible and in this regard will, through their Travel Plan, review the occupation of cycle stands and, if necessary and justified, introduce additional shoppers cycle parking facilities.

3.3.7 In compliance with Automated EV Bill the following allocations will be made:

- 4 live EVCPs, 20no future EVCPs
- The first two EVCP bays should be designed as accessible bays. In order to highlight that they are EVCPs the white lining of these bays will be changed to blue.

3.3.8 The New Motion EVCP cover design is shown in **Figure 3.2**.



**Figure 3.2 – NewMotion EVCP cover design**

### 3.4 Servicing

3.4.1 As per Aldi’s standard operational requirements, servicing is provided to the rear of the site. Further details are presented below in **Section 4**.

### 3.5 Transport Implementation Strategy

3.5.1 The aim of the Transport Implementation Strategy (TIS) for ALDI is to set out the measures the development proposal will support to provide travel choice and support the objectives of the Local Plan and in this regard presents:

#### Target Modal Split

3.5.2 The staff target mode split for the TIS for journeys to and from the development proposal is summarised in **Table 3.2**. The initial values are simply taken from known typical Aldi operations.

| Mode of Travel                  | Expected Initial Modal Split | 2-year Modal Split Target | 5-Year Modal Split Target |
|---------------------------------|------------------------------|---------------------------|---------------------------|
| Car Driver                      | 79%                          | 73%                       | 67%                       |
| Car Passenger, Cycle, Walk, Bus | 21%                          | 27%                       | 33%                       |

**Table 3.2 – Indicative Staff Mode Share Targets**

3.5.3 Provided the overall contribution of sustainable travel modes helps deliver the car driver target, variations from the targets for sustainable travel modes is acceptable. Indeed, in some instances it is hoped they are exceeded.

#### TIS Measures

3.5.4 The TIS aims to make the inevitable step change shift in overall travel mode across the area easier and quicker, providing travel choice for all. A Travel Plan should include the provision of up-to-date information about public transport services, timetables, and opportunities for car sharing (e.g. via a car share website).

3.5.5 The measures within the TIS, which are set out in more detail in the ALDI Staff Travel Plan, are



aimed at providing this travel choice include (In addition, all employees will receive details of the TP upon commencement of employment and a copy of the TP will be kept in the staff room).

#### Measures and Actions

- 3.5.6 The Travel Plan Co-ordinator will ensure that the Travel Plan is implemented; operating efficiently and that all the measures for encouraging sustainable travel are in place. Responsibilities include:
- 3.5.7 Promoting and encouraging travel modes other than the car, including providing information to staff via a notice board in the staff room, which will be checked every three months. Travel options will also be discussed at staff meetings;
- Ensuring that all information relating to public transport, cycling, walking and car sharing is displayed on staff notice boards and is kept accurate and up to date, as well as discussing the TP at staff meetings to continually encourage use of alternative modes than the private car;
  - Ensuring that all information relating to public transport, cycling, walking are available to customers via availability of bus timetables etc, on the packing shelf at the front of the store and that the provided information is kept accurate and up to date;
  - Promoting car sharing during both the staff interview and induction process as well as ongoing reminders from the TPC;
  - Identify employee travel habits through staff surveys;
  - Monitoring and reviewing the Travel Plan as set out in the TP;
  - Training / induction of staff to cover Travel Plan and travel options;
  - Ensuring the needs of the less mobile is incorporated in the Plan; and
  - Coordinate and monitor the TP, update as required and liaise with external bodies and other relevant developers (in discussion with CCBC) in accordance with the contents of this TP.
- 3.5.8 The measures developed on site shall be largely based on the outcomes of the initial travel survey. Some measures are essential in meeting with current standards, for example the quantity of cycle and car parking provision, other measures will be unique to the site. As such the following sections are intended to give an overview of the potential measures that could be implemented by the Travel Plan Co-ordinator if the travel survey highlights them as being appropriate.

#### TP Measures

- 3.5.9 Due to the changing characteristics of the development over time it would be ineffective for the TP to specify TP measures or funding for measures that may not be required, Nevertheless, funding will be made available for the implementation of measures should the need arise through the monitoring process. In this regard therefore, required measures must be determined by reference to travel surveys and importantly, an understanding of the factors that would motivate staff to alter their travel behaviour. The programme of surveys and monitoring therefore not only needs to identify travel behaviour but also attitudes to travel and key motivators for change.
- 3.5.10 Notwithstanding this, the TP's measures are divided into sub-categories:
- Hard measures – these are infrastructure provision or improvements;
  - Soft measures – these are management measure, incentives, marketing initiatives etc;
  - Secured measures – these are measures that will be implemented; and
  - Failsafe measures – these are an 'arsenal' of measures available to the TP Coordinator to be chosen according to survey feedback so that resources can be targeted towards those measures found to be most effective.
- 3.5.11 The following tables describe both secure and failsafe measures per mode. Secure measures are those that will be adopted prior to recruitment of staff or as part of the build process, with the failsafe measures being those that could be introduced should the need arise.
- 3.5.12 In addition, all employees will receive details of the TP upon commencement of employment and a copy of the TP will be kept in the staff room.





### Measures to encourage walking

| Hard measures   |  |
|---|--|
| Secured   | Failsafe   |
| <ul style="list-style-type: none"> <li>• Good on-site lighting;</li> <li>• Lockers;</li> <li>• New footway across store frontage</li> </ul>   | <ul style="list-style-type: none"> <li>• Additional pedestrian signage;</li> </ul> |
| Soft measures   |  |
| Secured   | Failsafe   |
| <ul style="list-style-type: none"> <li>• Marketing – promoting walking in all written and electronic material - Travel pack</li> <li>• Notice board in staff room displaying the above</li> </ul> | <ul style="list-style-type: none"> <li>• Personalised Travel Planning.</li> </ul>  |

### Measures to encourage cycling

| Hard measures  |  |
|--|--|
| Secured  | Failsafe   |
| <ul style="list-style-type: none"> <li>• Good on-site lighting;</li> <li>• 8 external prominent and covered cycle parking spaces via Sheffield loops– usage to be monitored – via the TP</li> <li>• Provision for in-store cycle storage facilities for employees convenient to staff room</li> <li>• Implement the Government backed cycle purchase scheme (Aldi standard)</li> </ul> | <ul style="list-style-type: none"> <li>• Additional cycle parking</li> </ul>   |
| Soft measures  |  |
| Secured  | Failsafe   |
| <ul style="list-style-type: none"> <li>• Marketing – promoting cycling in all written and electronic material - Travel pack</li> <li>• Notice board in staff room displaying cycle routes to and from the development</li> </ul>   | <ul style="list-style-type: none"> <li>• Negotiated discount with local bike shop;</li> <li>• Personalised travel planning.</li> </ul> |

### Measures to encourage public transport use

| Soft measures |          |
|---------------|----------|
| Secured       | Failsafe |
|               |          |



|  |  |
|--|--|
| <ul style="list-style-type: none"> <li>Marketing – promoting the use of public transport in all written and electronic material; Travel pack (including bus routes and bus/train timetable info)</li> <li>Travel notice board in staff room displaying bus timetables</li> </ul> | <ul style="list-style-type: none"> <li>Personalised travel planning;</li> <li>Investigate bus discounts for staff</li> </ul> |
|--|--|

**Measures to encourage car sharing**

| Hard measures  |  |
|--|--|
| Secured  | Failsafe   |
| <ul style="list-style-type: none"> <li>Marketing – promoting car sharing in all written and electronic material as well as interview and induction process</li> <li>Guaranteed ride home (emergency only)</li> </ul> | <ul style="list-style-type: none"> <li>Personalised travel planning</li> </ul> |

**Table 3.3 - Summary of Travel Plan Measures**

- 3.5.13 The Travel Pack (to be agreed with CCBC) will contain information on the alternatives to single-occupancy car use available to staff including;
- comprehensive walking and cycling route maps linking the site to local infrastructure including shops, residential areas and bus station
  - Bus maps and timetables as well as leaflets describing the health benefits of cycling and walking;
  - contact details of the Travel Plan Co-ordinator for the site; and
  - Useful resources such as Journey Planner website to enable people to plan their own journeys.
- 3.5.14 Travel Packs will be issued to all staff as part of their induction process. Staff will also be advised of the Travel Plan and Pack during the interview process.



## **4.0 DELIVERY AND SERVICING**

### **4.1 ALDI Company Specific Servicing Arrangements**

- 4.1.1 ALDI, as a company, operate the following specific servicing arrangements and working practices.
- 4.1.2 A store in Nelson, as per Aldi's other stores in South Wales will be serviced from Aldi's Regional Distribution Centre (RDC) in Cardiff.
- 4.1.3 Between 30-50 staff (27 FTE) are employed at each store, comprising a Store Manager, Assistant Store Manager and Store Assistants, although only a proportion and not all staff are present on site at all times.
- 4.1.4 Delivery routes are planned to minimise distances travelled by each vehicle and maximise efficiency of goods per delivery. This practice is economically prudent for Aldi but also sustainable by virtue of reducing vehicle kilometres travelled. Each vehicle will visit between 1 and 6 stores per trip depending on the nature of the delivery and the geographical location of the stores.
- 4.1.5 On average each store will have only two deliveries by articulated lorry per day plus a modest number of smaller vehicles delivering locally sourced fresh produce. This compares with an average of 6 to 10 articulated lorries and up to 20 subsidiary vehicles (including HGVs) per day usually associated with the larger supermarkets.
- 4.1.6 Each store manager will have an allotted time each day by which the main delivery will have taken place. Each driver is furnished with a mobile phone and is able to inform the distribution centre if any delay is likely. However, this is very rare and allocated delivery times are consistently met by the distribution teams.
- 4.1.7 Delivery practices are identical at each store and follows a tried and tested arrangement with no issues. Goods delivery is a one-man function carried out by the driver. The vehicle is reversed down the delivery ramp to the loading bay which is fitted with a "dock leveller" to provide a flush ramp from the floor of the lorry to the floor of the storage area.
- 4.1.8 The driver gains access to the building by means of a "driver's door" located next to the loading bay. The driver opens the roller shutter door from within the building then unloads the goods directly into the storage area. The driver is then responsible for locking the shutter and the side door before leaving. Contact with the store manager is only required where site specific special arrangements dictate.
- 4.1.9 The daily HGV delivery arrival journey will normally take place outside peak highway network hours as well as peak store trading hours;
- The standard delivery period is 30 minutes;
  - Vehicular access to the delivery ramp will be through the car park;
  - Aldi's service vehicles benefit from operational safety improvements including;
  - Rear Cameras;
  - Audible Warning Systems; and
  - Reversing Object Sensors.
- 4.1.10 ALDI has a long-established approach of ensuring minimal off-site impacts to neighbours and aims to be a responsible neighbour developing good relationships within the community and ensuring any disturbances are kept to a minimum.

### **4.2 Site Specific Operational Requirements**

- 4.2.1 Aldi, as a company, operate the following specific servicing arrangements and working practices:
- The store will normally be served by two HGV's and a number of smaller vehicles per day, which will unload their goods using a dock leveller adjacent to the store building;



- Access for service vehicles will be from the site access via Princess Way Roundabout and the spur road;
- HGV movements would be infrequent and measured in speed;
- Turning and reversing manoeuvres all undertaken within the on-site service area;
- Egress in a forward gear;
- The daily HGV delivery arrival journey will normally take place outside peak highway network hours but not during night time hours; and
- The service yard would be located at the rear of the store on the southern boundary of the site as illustrated in Figure 3.1.

4.2.2 The swept path of the HGV internally and the ALDI dock leveller is illustrated in **Appendix A**.





## 5.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

### 5.1 Introduction

- 5.1.1 As described in Chapter 3 of this report, it is proposed to develop this site for an Aldi discount food store of 2000sqm.
- 5.1.2 This will replace an existing discount food store of 1513sqm.

### 5.2 Impact

- 5.2.1 As the proposed land use designation is unchanged the potential impact of the development on the local highway is determined by evaluating the amount of traffic that may be generated resultant of the increase in GFA, which in this instance is 487sqm.
- 5.2.2 **Table 5.1** summarises the expected weekday impact, based on the TRICS database.

| Discount Foodstore |                      |            | 487 sqm   |                          |            |       |
|--------------------|----------------------|------------|-----------|--------------------------|------------|-------|
| Weekday            |                      |            |           |                          |            |       |
| Time               | Trip Rate (per unit) |            |           | Traffic Flows (per unit) |            |       |
|                    | Arrivals             | Departures | trip rate | Arrivals                 | Departures | Trips |
| 0800-0900          | 2.376                | 1.545      | 3.921     | 12                       | 8          | 19    |
| 1700-1800          | 2.709                | 2.543      | 5.252     | 13                       | 12         | 26    |
| Daily              | 38.434               | 38.486     | 76.92     | 187                      | 187        | 375   |

**Table 5.1 – Proposed ALDI Trip Generation – (additional GFA over existing)**

- 5.2.3 The above **Table 5.1** demonstrates that with an increase in GFA of 487sqm the proposed impact on the local highway network will be approximately 19 two-way trips on the AM peak hour, 26 two-way trips in the PM peak hour and 375 two-way trips daily.
- 5.2.4 In this regard, the proposed increase in GFA and its impact on the local highway network with regard to vehicle trips has been considered and concluded to be negligible and that no further analysis is required.
- 5.2.5 TRICS data is attached as **Appendix B**.



## **6.0 SUMMARY AND CONCLUSIONS**

### **6.1 Summary**

- 6.1.1 This Transport Assessment (TA) has been prepared by Entran Ltd to detail and assess transport matters associated with a proposed Aldi Food Store served off Mafon Road, Nelson, Treharris.
- 6.1.2 A summary of the key information contained in this report is set out as follows:
- 6.1.3 The proposal comprises:
- Demolition of existing 1513 sqm GFA Co-op which has in excess of 140 car parking spaces
  - No change to existing site access
  - New 2000 sqm GFA Aldi
  - 120 car parking spaces including 8 P&T, 5 Blue Bage, 4 active EVCP's and a further 20 passive EVCP's complete with power ready to be activated as and when required.
  - 8 covered customer cycle parking spaces with a space retained internal to the warehouse for staff
  - 4 Motor cycle parking spaces
- 6.1.4 The site includes for a Staff Travel Plan and a Transport Implementation Strategy;
- 6.1.5 Proposed discount foodstore trip generation rates have been obtained from latest TRICS surveys to form a reasonable and robust estimate of the expected development traffic.
- 6.1.6 The proposed development would not lead to any significant nor severe impact on the junctions of the local highway network, which would remain within capacities for both the opening and future year horizon.
- 6.1.7 Adequate car parking is proposed, commensurate with the needs and expected operation of the development proposal, to avoid overspill onto local roads but to avoid over-provision for the private car. The proposed parking levels are in line with local standards and is based on extensive local experience at other ALDI stores and is similar to existing stores that have either been built, are being built, have planning or in planning with no objection from highways development control. Secure cycle parking spaces for the discount food store would be provided in excess of the local maximum standards together with safe access for pedestrians.
- 6.1.8 Servicing would be consistent with ALDI's tried and tested approach and with local policy in mind; the site access will be designed to provide safe and efficient access for turning of service vehicles and will tie into the identified highway access improvements. Tracking has been undertaken to confirm access by an articulated HGV to and from the servicing area in a forward gear.

### **6.2 Conclusion**

- 6.2.1 The information presented in this TA Report has been presented to help Caerphilly County Borough Council review the likely effects of the proposed development on the surrounding transportation network.
- 6.2.2 Based on these findings, the development proposals are not expected to lead to any localised material off-site highways issues on the adjacent transportation network. It is therefore concluded that the impact has been fairly and reasonably addressed and there should be no reason for highways related objection to the proposed development.





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# Appendix A







**Key**

- Site Application Boundary
- TM Denotes tarmac finish
- CC Denotes concrete surface finish
- CS Denotes concrete slab finish
- GR Denotes gravel finish
- BP Denotes block paving, herringbone pattern
- CP Denotes conservation paving, colour charcoal grey
- SL Denotes landscaped area with misc planting within application area. Refer to separate soft landscaping proposals
- ↻ Denotes parking space with electric vehicle charging point
- ↻ Denotes parking space with infrastructure installed for the future conversion to electric vehicle charging point (20no in total)
- T Existing trees. Refer to separate arboricultural report
- T Proposed trees
- 2.0m high timber acoustic grade fence
- 1.8m high timber close boarded fence
- 1.2m high timber post and rail fence
- 450mm high timber knee rail
- Vehicle restraint barrier
- 141700 Existing site level
- 141730 Proposed site level
- LP Denotes lighting column
- HDB Heavy duty bollards
- New stainless steel anti ram bollards

**Annotations**

- 1 Site access retained as existing
- 2 Aldi pole sign subject to separate advert consent application
- 3 Existing headwall to culvert running under car park
- 4 Possible future location for electric sub station (subject to agreements with statutory provider)
- 5 Pedestrian route to store
- 6 Covered trolley bay
- 7 Parent & Child spaces
- 8 Disabled spaces
- 9 Active EVCP spaces
- 10 Cycle parking
- 11 Loading bay ramp and bin store
- 12 External plant area enclosed by 2.5m high palisade fencing
- 13 Service yard
- 14 Staff parking
- 15 Motorcycle parking
- 16 Maintenance access to headwall
- 17 Route of existing culvert (line between existing pipe openings)

**Car Parking Numbers 120**

Typically 2.6m x 5.0m spaces

|                |    |
|----------------|----|
| STANDARD       | 95 |
| DISABLED       | 5  |
| PARENT & CHILD | 8  |
| ACTIVE EVCP    | 4  |
| STAFF          | 8  |
| MOTORCYCLE     | 4  |
| BICYCLE        | 8  |



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Do not scale this drawing

Project: Mafon Road, Nelson, Caerphilly  
 Client: Aldi Stores Ltd

| Date       | Drawn                      | Purpose/Status |
|------------|----------------------------|----------------|
| 30/01/2024 | JS                         | PLANNING       |
| Scale      | Checked                    | Paper Size     |
| 1:250      | GS                         | ISO A1         |
| Filename   | 200413 Planning Master.vwx |                |

PO3 12/02/2024 JS GS Project description updated. Future EV's banked together. Acoustic fence to plant enclosure moved further west. Proposed site levels added.

PO2 08/02/2024 JS GS HGV tracking added. Notional easement to culvert under car park removed.

| Rev | Date | By | Ap | Note |
|-----|------|----|----|------|
|     |      |    |    |      |

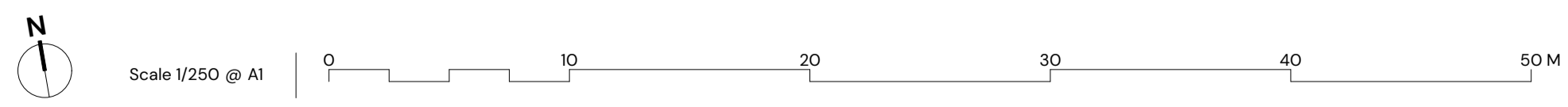
Drawing Title: **Proposed Site Plan**

Project Number/Drawing Number: **200413-1310**

Check all dimensions and levels on site

Revision: **P03**

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## Appendix B



Calculation Reference: AUDIT-337901-240205-0203

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : C - DISCOUNT FOOD STORES  
TOTAL VEHICLES

Selected regions and areas:

|    |                           |        |
|----|---------------------------|--------|
| 02 | SOUTH EAST                |        |
|    | WS WEST SUSSEX            | 2 days |
| 03 | SOUTH WEST                |        |
|    | SM SOMERSET               | 1 days |
| 05 | EAST MIDLANDS             |        |
|    | NN NORTH NORTHAMPTONSHIRE | 1 days |
|    | NT NOTTINGHAMSHIRE        | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 1616 to 2440 (units: sqm)  
 Range Selected by User: 1000 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

|           |        |
|-----------|--------|
| Tuesday   | 1 days |
| Wednesday | 1 days |
| Thursday  | 2 days |
| Friday    | 1 days |

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 5 days |
| Directional ATC Count | 0 days |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town                       | 4 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Industrial Zone  | 3 |
| Development Zone | 1 |
| No Sub Category  | 1 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | 7 days - Selected |
| Servicing vehicles Excluded | 1 days - Selected |

Secondary Filtering selection:

Use Class:

E(a) 5 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 3 days |
| 10,001 to 15,000 | 1 days |
| 25,001 to 50,000 | 1 days |

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 2 days |
| 100,001 to 125,000 | 1 days |

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 4 days |

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Petrol filling station:

|   |        |
|---|--------|
| Included in the survey count              | 0 days |
| Excluded from count or no filling station | 5 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

|           |        |
|-----------|--------|
| Not Known | 1 days |
| Yes       | 3 days |
| No        | 1 days |

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 5 days |
|-----------------|--------|

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

|   |   |           |          |                        |
|---|---|-----------|----------|------------------------|
| 1 | NN-01-C-01<br>SAXON WAY WEST<br>CORBY<br>GREAT OAKLEY<br>Edge of Town<br>Development Zone | ALDI      |          | NORTH NORTHAMPTONSHIRE |
|   | Total Gross floor area:   |           | 1924 sqm |                        |
|   | Survey date:  | TUESDAY   | 14/06/22 | Survey Type: MANUAL    |
| 2 | NT-01-C-01<br>CHAPEL LANE<br>BINGHAM  | LIDL      |          | NOTTINGHAMSHIRE        |
|   | Edge of Town<br>Industrial Zone   |           |          |                        |
|   | Total Gross floor area:   |           | 2440 sqm |                        |
|   | Survey date:  | FRIDAY    | 15/07/16 | Survey Type: MANUAL    |
| 3 | SM-01-C-01<br>SEAWARD WAY<br>MINEHEAD   | LIDL      |          | SOMERSET               |
|   | Edge of Town<br>No Sub Category   |           |          |                        |
|   | Total Gross floor area:   |           | 2247 sqm |                        |
|   | Survey date:  | THURSDAY  | 22/06/17 | Survey Type: MANUAL    |
| 4 | WS-01-C-03<br>NEWLANDS ROAD<br>BOGNOR REGIS   | LIDL      |          | WEST SUSSEX            |
|   | Edge of Town<br>Industrial Zone   |           |          |                        |
|   | Total Gross floor area:   |           | 2125 sqm |                        |
|   | Survey date:  | THURSDAY  | 23/09/21 | Survey Type: MANUAL    |
| 5 | WS-01-C-06<br>FOUNDRY LANE<br>HORSHAM   | LIDL      |          | WEST SUSSEX            |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone                                     |           |          |                        |
|   | Total Gross floor area:   |           | 1616 sqm |                        |
|   | Survey date:  | WEDNESDAY | 07/09/22 | Survey Type: MANUAL    |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 487 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|                     | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 01:00 - 02:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 02:00 - 03:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 03:00 - 04:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 04:00 - 05:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 05:00 - 06:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 06:00 - 07:00       | 1        | 1616     | 0.681     | 3.315               | 1          | 1616     | 0.000     | 0.000               | 1        | 1616     | 0.681     | 3.315               |
| 07:00 - 08:00       | 5        | 2070     | 0.580     | 2.823               | 5          | 2070     | 0.213     | 1.035               | 5        | 2070     | 0.793     | 3.858               |
| 08:00 - 09:00       | 5        | 2070     | 3.082     | 15.007              | 5          | 2070     | 2.183     | 10.632              | 5        | 2070     | 5.265     | 25.639              |
| 09:00 - 10:00       | 5        | 2070     | 3.796     | 18.488              | 5          | 2070     | 3.516     | 17.124              | 5        | 2070     | 7.312     | 35.612              |
| 10:00 - 11:00       | 5        | 2070     | 4.820     | 23.475              | 5          | 2070     | 4.357     | 21.217              | 5        | 2070     | 9.177     | 44.692              |
| 11:00 - 12:00       | 5        | 2070     | 5.226     | 25.451              | 5          | 2070     | 4.965     | 24.181              | 5        | 2070     | 10.191    | 49.632              |
| 12:00 - 13:00       | 5        | 2070     | 5.506     | 26.815              | 5          | 2070     | 5.574     | 27.144              | 5        | 2070     | 11.080    | 53.959              |
| 13:00 - 14:00       | 5        | 2070     | 5.651     | 27.521              | 5          | 2070     | 5.777     | 28.132              | 5        | 2070     | 11.428    | 55.653              |
| 14:00 - 15:00       | 5        | 2070     | 5.419     | 26.392              | 5          | 2070     | 5.699     | 27.756              | 5        | 2070     | 11.118    | 54.148              |
| 15:00 - 16:00       | 5        | 2070     | 5.883     | 28.650              | 5          | 2070     | 5.757     | 28.038              | 5        | 2070     | 11.640    | 56.688              |
| 16:00 - 17:00       | 5        | 2070     | 5.458     | 26.580              | 5          | 2070     | 5.410     | 26.345              | 5        | 2070     | 10.868    | 52.925              |
| 17:00 - 18:00       | 5        | 2070     | 5.381     | 26.204              | 5          | 2070     | 5.419     | 26.392              | 5        | 2070     | 10.800    | 52.596              |
| 18:00 - 19:00       | 5        | 2070     | 3.893     | 18.959              | 5          | 2070     | 4.473     | 21.781              | 5        | 2070     | 8.366     | 40.740              |
| 19:00 - 20:00       | 5        | 2070     | 2.347     | 11.432              | 5          | 2070     | 2.821     | 13.737              | 5        | 2070     | 5.168     | 25.169              |
| 20:00 - 21:00       | 5        | 2070     | 1.536     | 7.480               | 5          | 2070     | 2.048     | 9.973               | 5        | 2070     | 3.584     | 17.453              |
| 21:00 - 22:00       | 5        | 2070     | 0.251     | 1.223               | 5          | 2070     | 0.609     | 2.964               | 5        | 2070     | 0.860     | 4.187               |
| 22:00 - 23:00       | 5        | 2070     | 0.000     | 0.000               | 5          | 2070     | 0.116     | 0.565               | 5        | 2070     | 0.116     | 0.565               |
| 23:00 - 24:00       |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| <b>Total Rates:</b> |          |          | 59.510    | 289.815             |            |          | 58.937    | 287.016             |          |          | 118.447   | 576.831             |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 1616 - 2440 (units: sqm)  
 Survey date range: 01/01/15 - 19/11/22  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*