

**ALDI STORES LIMITED**

**NATIONAL DISTRIBUTION CENTRE (NDC)**

**WOOD ROAD, BARDON HILL**

**TECHNICAL NOTE 12 (TN12) – RESPONSE TO COUNCIL COMMENTS**

**8<sup>TH</sup> APRIL 2025**

**1.0 Appointment of Connect**

1.1 Connect Consultants Limited is a transport planning and highway design consultancy that has been instructed by Aldi Stores Limited with regards to their National Distribution Centre (NDC), B585 Wood Road, Bardon.

**2.0 Proposed Development**

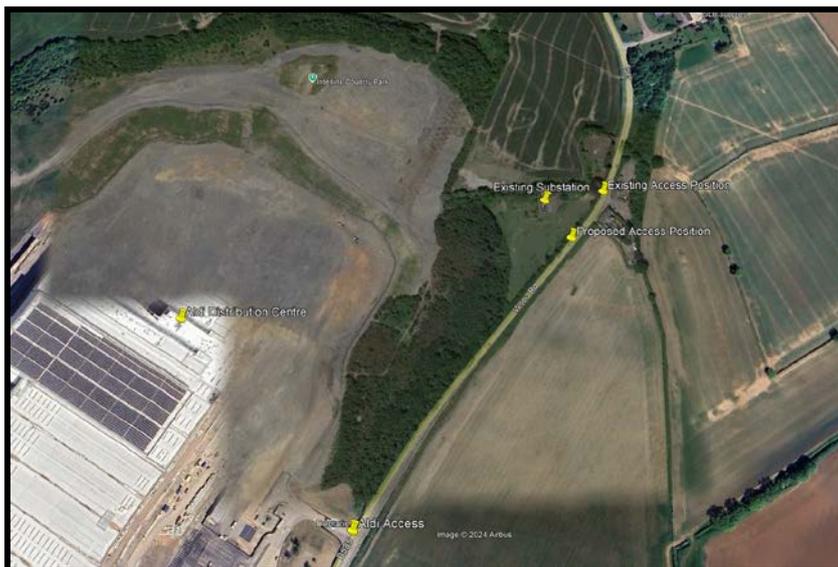
2.1 A Technical Note (TN11) dated 22<sup>nd</sup> January 2025 was produced by Connect to assist Aldi and National Grid in relation to the proposed erection of a replacement substation (Nailstone Substation), to the north-east of the Aldi distribution centre.

2.2 Access to the existing substation is provided from the B585 Wood Road c510m north of the Aldi distribution centre access junction, on the inside of a bend in the B585 Wood Road, where junction vision is restricted.

2.3 National Grid are currently proposing to provide a new sub-station with new priority junction c430m north of the Aldi distribution centre access junction, which is further from the bend in the B585 Wood Road in a location which offers improved junction visibility.

2.4 The existing and proposed access positions are shown below, and on the plan at Appendix 1.

**Figure 1 – Existing and Proposed Access Locations**



*Source: Google Earth (please note that the google image appears to be a strange and misleading combination of new and historic imagery)*

- 2.5 A planning application (local planning authority reference 25/00060/FUL) was submitted to Hinkley & Bosworth Borough Council, the local planning authority in January 2025 for the proposed substation and new access. The application was accompanied by Connect TN11.
- 2.6 Comments in relation to the proposals were received from Leicestershire County Council (LCC), the local highway authority, dated 27<sup>th</sup> February 2025.
- 2.7 This Technical Note (TN12) responds to the LCC comments.

### 3.0 Response Structure

- 3.1 The structure of this TN is to quote individual comments in the LCC Council response followed by Connect's response, using the following formatting: -
- LCC Comment – in *“Blue Quoted Italics”*.
  - Connect Response – in Black.

#### LCC Comment 1: -

*“The LHA note that the proposed access drawing is not to scale and it is therefore not possible for the width of the access to be confirmed, or to measure the visibility splay to a 1.0m offset distance from the kerb line. In addition, the proposed access radii should be detailed on the drawing.”*

#### Connect Response 1: -

- 3.2 Drawings 19105-13-D and 19105-014-D, provided at Appendix 1, are both drawn to scale at 1:250 and 1:500 respectively.
- 3.3 The proposed kerb radii of 6m at the proposed access is also shown on drawing 19105-014-D, as requested. Additional dimensions can be provided is needed.

#### LCC Comment 2: -

*“In order to ascertain passing vehicle speeds in the vicinity of the access, a handheld radar speed survey was undertaken on Friday 1st November 2024. The LHA do not hold records of a survey permit being obtained in the vicinity of the site and would not usually accept a handheld radar survey given the location. The speed survey indicates 85th percentile speeds of 49.9mph northbound and 46.9mph southbound. From this, the Applicant has calculated that based on Design Manual for Roads and Bridges guidance, that visibility splays of 2.4 x 149m would be required to the south and 2.4 x 135m would be required to the north of the access. The LHA accepts these visibility calculations.”*

#### Connect Response 2: -

- 3.4 Noted that the LHA accepts the visibility splay calculations.

LCC Comment 3: -

*"Whilst the LHA notes that the proposals would not result in an intensification in use of the site and the new access would provide greater visibility than what is available at the existing access, the LHA advises that the Applicant should demonstrate that the access is in the optimum location to achieve the maximum achievable visibility available within land under their control. For example, could the new access be located even further south to achieve greater visibility?"*

Connect Response 3: -

- 3.5 Agreed, as set out in Connect TN11, based on the negligible traffic increase associated with the new substation, the use of the proposed access which can achieve the required southern splay and provide an improvement in terms of vision looking north (when compared to the existing access) the proposal should be acceptable to LCC.
- 3.6 As detailed at Connect Response 4 below, a Stage 1 Road Safety Audit of the proposals has also not raised any concerns in terms of highway safety.
- 3.7 Therefore, the access position has not been reviewed in any further detail.

LCC Comment 4: -

*"In addition, the LHA will require a Stage 1 Road Safety Audit of the site access arrangements, along with a Designer's Response to any problems raised."*

Connect Response 4: -

- 3.8 The proposed design of the Site access junction has been subject to a Stage 1 Road Safety Audit (RSA), completed by an independent, qualified Road Safety Auditor.
- 3.9 The RSA Report is provided at Appendix 2, which concludes that the audit team did not identify any areas of concern in terms of highway safety associated with the proposed access.

LCC Comment 5:

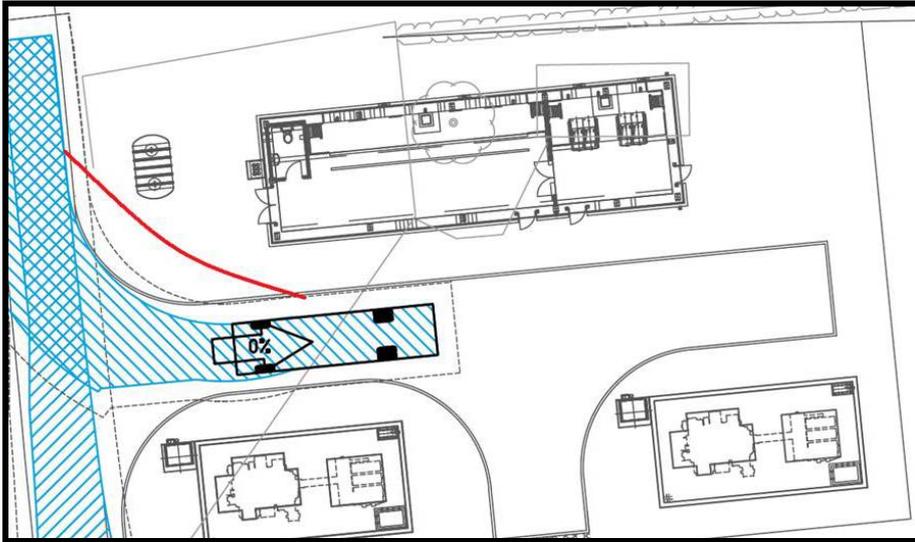
*"Swept Path Analysis (SPA) of the largest anticipated vehicle to use the site access would also be required. This would need to be at a 15kph design speed and confirmed on the drawing."*

Connect Response 5: -

- 3.10 National Grid have confirmed that during the operational phase of the development the largest anticipated vehicles will be transit vans. They have also confirmed that *"Its accepted that the larger deliveries will usually require fences to be removed or temporary hardstanding areas constructed."*

- 3.11 Swept path analysis of a 5.4m panel van is provided at Appendix 3. The track plots show that the service route through the site is satisfactory and that vans would be able to manoeuvre within the site, enabling them to arrive and depart to / from the site in forward gear.
- 3.12 Swept path analysis of a 10m rigid is also provided at Appendix 3. National Grid have also confirmed that the area near to the septic tank will be constructed so that vehicles can drive over and will have low kerbs as shown by the red line below.

**Figure 2 – Area of Hardstanding**



- 3.13 The 10m rigid track plot at Appendix 3, show that the service route through the site is satisfactory and that the HGV would be able to manoeuvre within the site (using the additional hardstanding near to the septic tank), enabling them to arrive and depart to / from the site in forward gear.

LCC Comment 6: -

*"Finally, the LHA request the Applicant confirms whether they can permanently close the existing access and re-instate this with full height kerbs. Should this be possible, the LHA suggest that a drawing is submitted detailing the proposals. Following the above information, the LHA will reconsider the site access proposals."*

Connect Response 6: -

- 3.14 In terms of the current access, it does not belong to National Grid or Aldi, they only have access rights over it. Therefore, they are unable to close it as requested by LCC.

LCC Comment 7: -

*"The Applicant has used Crashmap to identify whether any Personal Injury Collisions (PIC's) have occurred on Wood Road in the vicinity of the proposed and existing access points. The Applicant has considered between 31st October 2014 and 31st December 2022 and stated that there have been no recorded PIC's between these times.*

*The LHA holds PIC data up to the end of December 2024 and advises that one PIC has occurred within 500m either side of the existing/ proposed accesses within the last five years. This occurred at the junction of Wood Road with Battram Road and was recorded as slight in severity. This involved two vehicles travelling in opposite directions and did not appear to involve a vehicle undertaking a turning manoeuvre at the junction. On this basis, the LHA is satisfied the proposals are unlikely to exacerbate an existing highway safety concern.*

*The acceptability of the proposals would, however, be contingent on the delivery of safe and suitable access for all users as required by the National Planning Policy Framework (2024).*

Connect Response 7: -

3.15 Noted.

LCC Comment 8: -

*"The internal layout of the site is shown on National Grid drawing number LE42\_12\_0002 Rev. E.*

*Whilst the LHA accept that sufficient parking space would be available within the site, the Applicant should provide a SPA drawing which demonstrates sufficient turning space is available for the largest anticipated vehicle to the site, to ensure it can access and leave the site in a forward gear."*

Connect Response 8: -

- 3.16 As set out at Connect response 5 above, swept path analysis of a transit van and 10m rigid HGV has been undertaken.
- 3.17 The track plots show that the service route through the site is satisfactory and that vehicles would be able to manoeuvre within the site, enabling them to arrive and depart to / from the site in forward gear.

LCC Comment 9: -

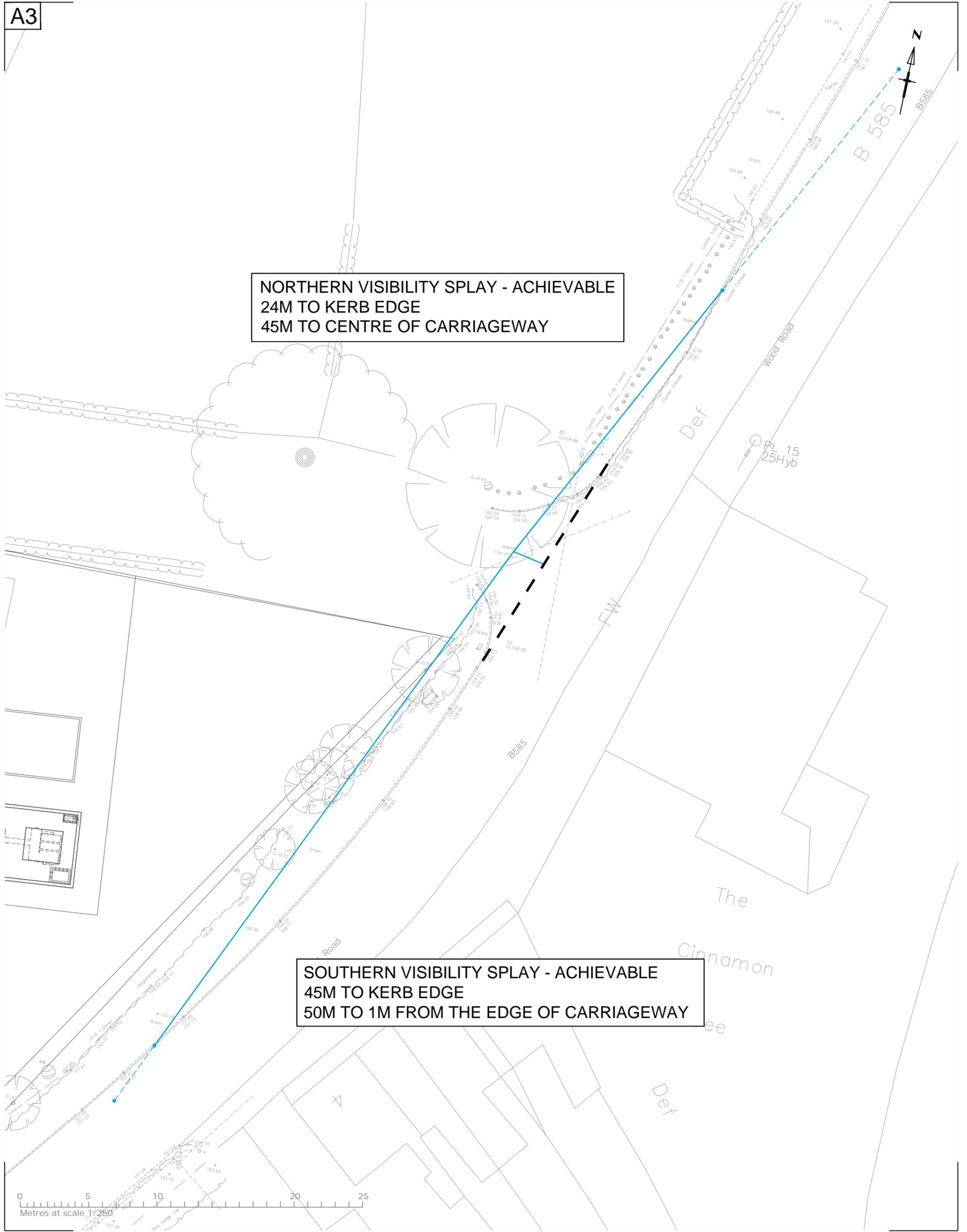
*"It is understood the construction phase will last approximately six months, with one car and four vans on site every day. There will be deliveries using HGVs throughout the build, more intensified towards the initial civil phase of the build when there will be 2 per day, whilst later in the build HGV deliveries will be made once every two weeks. It is stated that, during construction the site will attract up to 14 movements per day. Whilst construction traffic is not a material planning consideration, the LHA will require a condition for a Construction Management Plan to be provided prior to construction of the development. This would need to include details of wheel washing facilities and contractor parking.*

*The LHA do however question how HGVs would safely ingress/ egress the site through the existing access, given its location and geometry. Therefore, this should be clarified by the Applicant at this stage and demonstrated by a SPA drawing.*

Connect Response 9: -

- 3.18 Noted and agreed. The clients are happy for a Construction Management Plan to be conditioned.

**APPENDIX 1 – DRAWING 19105-13-D AND 19105-014-D**

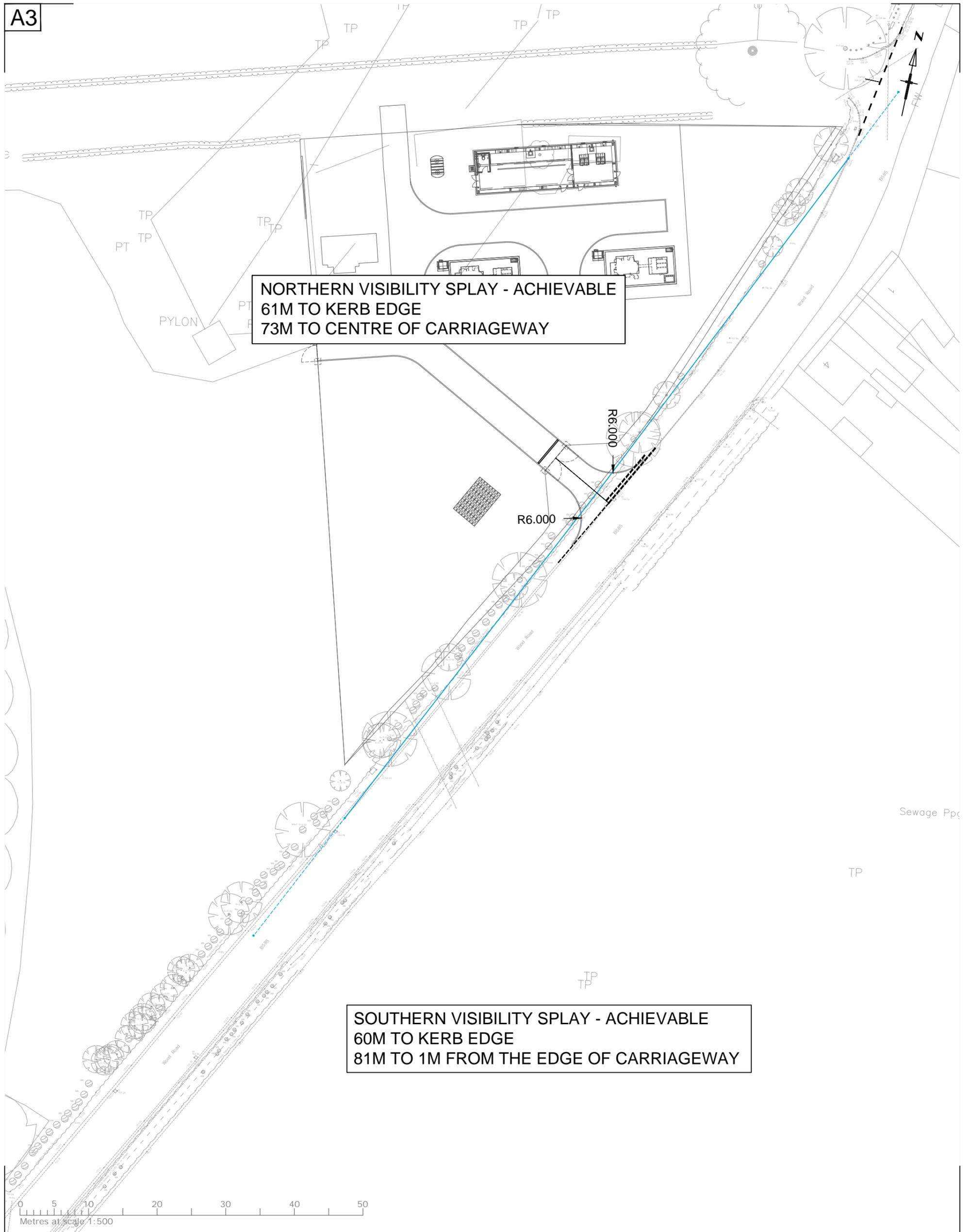


**NORTHERN VISIBILITY SPLAY - ACHIEVABLE**  
 24M TO KERB EDGE  
 45M TO CENTRE OF CARRIAGEWAY

**SOUTHERN VISIBILITY SPLAY - ACHIEVABLE**  
 45M TO KERB EDGE  
 50M TO 1M FROM THE EDGE OF CARRIAGEWAY

Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432

<p>CONNECT CONSULTANTS LTD, 78 BROAD STREET,          CHIPPING SODBURY, BRISTOL. BS37 6AG          Tel: 01454 320 220 Web: www.connect-consultants.com          Fax: 01454 320 099 Email: bristol@connect-consultants.com</p>		<p>QUALITY MANAGEMENT SYSTEM          ISO 9001 : 2015 FS 594947</p>	client	ALDI STORES LTD	scale	1:250	date	MARCH 2025
			project	PROPOSED RDC DEVELOPMENT BARDON HILL	drawn by	T.A.S	checked by	N.P.B
			title	EXISTING SUBSTATION ACHIEVABLE VISIBILITY SPLAYS NORTHERN ACCESS	drawing number	19105 - 013		
					status	PLANNING	rev.	D



Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432



CONNECT CONSULTANTS LTD, 78 BROAD STREET,  
CHIPPING SODBURY, BRISTOL. BS37 6AG  
Tel: 01454 320 220 Web: www.connect-consultants.com  
Fax: 01454 320 099 Email: bristol@connect-consultants.com



client  
ALDI STORES LTD  
project  
PROPOSED RDC DEVELOPMENT  
BARDON HILL  
title  
EXISTING SUBSTATION  
ACHIEVABLE VISIBILITY SPLAYS  
SOUTHERN ACCESS

scale 1:500	date MARCH 2025
drawn by T.A.S	checked by N.P.B
drawing number 19105 - 014	
status PLANNING	rev. D

**APPENDIX 2 – STAGE 1 RSA**



safer roads for everyone

**ALDI – National Distribution Centre,  
Wood Road, Bardon Hill, Leicestershire**

**Proposed Electrical Substation Vehicle Access**

**Section 278 Highway Works**

**Road Safety Audit Stage 1**

**on behalf of Leicestershire County Council**

**TMS Client  
Connect Consultants for Aldi Stores Limited**

**TMS Reference No: 19094**  
**Date: 21<sup>st</sup> March 2025**  
**Revision: 0**



## 1. Project Details

<b>Report Title:</b>	ALDI National Distribution Centre, Wood Road, Bardon Hill, Leicestershire Proposed Electrical Substation Vehicle Access Section 278 Highway Works Road Safety Audit Stage 1
<b>Author</b>	Darren Newbold
<b>Document Ref No:</b>	TMS Report Ref No: 19094
<b>Revision</b>	0
<b>Prepared by:</b>	TMS Consultancy
<b>On behalf of:</b>	Leicestershire County Council (Overseeing Organisation)
<b>TMS Client</b>	Connect Consultants for Aldi Stores Limited

## Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	DN/VS	20/03/2025	21/03/2025

## 2. Introduction

- 2.1 This report describes a Stage 1 Road Safety Audit carried out on the Section 278 highway works associated with a commercial development on land off Wood Road, Bardon Hill, Leicestershire.
- 2.2 The audit team members are as follows:

### **Audit Team Leader**

Darren Newbold MSc, BSc (Hons), MCIHT, MSoRSA  
National Highways Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

### **Audit Team Member**

Vicky Seaton BSc (Hons), MCIHT, MSoRSA  
National Highways Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

### **Observer**

Amelia Hill BA (Hons), GradCIHT  
Graduate Engineer, TMS Consultancy

- 2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the instruction from Rachel Luttrell, Connect Consultants.
- 2.4 The site was visited by the Audit Team on Thursday 20<sup>th</sup> March 2025 between 12.15pm and 12.45pm. The weather was fine and dry. Traffic flows were low. No pedestrian and cycle flows were observed.
- 2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.
- 2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

## 2.8 Scheme Description

The scheme consists of a new priority junction to provide access the National Grid new sub-station site. The access is to be located c430m north of the Aldi distribution centre access junction on Wood Road and is to be relocated from its existing position to improve visibility.

Wood Road is subject to a 50mph.

## 2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

**Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated.

In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action.

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Audit Team for their information.



---

### **3. Items resulting from the Stage 1 Audit Road Safety Audit**

No road safety issues were identified with this scheme.

#### 4. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

##### **Audit Team Leader**

Darren Newbold MSc, BSc (Hons), MCIHT, MSoRSA National Highways Approved RSA Certificate of Competency Principal Engineer, TMS Consultancy
--

Signed	
Date	21 <sup>st</sup> March 2025

##### **Audit Team Member**

Vicky Seaton BSc (Hons), MCIHT, MSoRSA National Highways Approved RSA Certificate of Competency Principal Engineer, TMS Consultancy
---

Signed	
Date	21 <sup>st</sup> March 2025

##### **Observer**

Amelia Hill BA (Hons), Grad CIHT  
Graduate Engineer, TMS Consultancy

**TMS Consultancy**  
Unit 36, Business Innovation Centre  
Binley Business Park  
Harry Weston Road  
Coventry, CV3 2TX

 + 44 (0)24 7669 0900  
 [info@tmsconsultancy.co.uk](mailto:info@tmsconsultancy.co.uk)  
 [www.tmsconsultancy.co.uk](http://www.tmsconsultancy.co.uk)

## Appendix A

### Documents Examined:

- Drawing No. G19A42-SF01 Rev B
- Drawing No. LE42\_12\_0002 Rev D
- Drawing No. 19105-013 Rev C
- Drawing No. 19105-04 Rev C

### Other Information Provided:

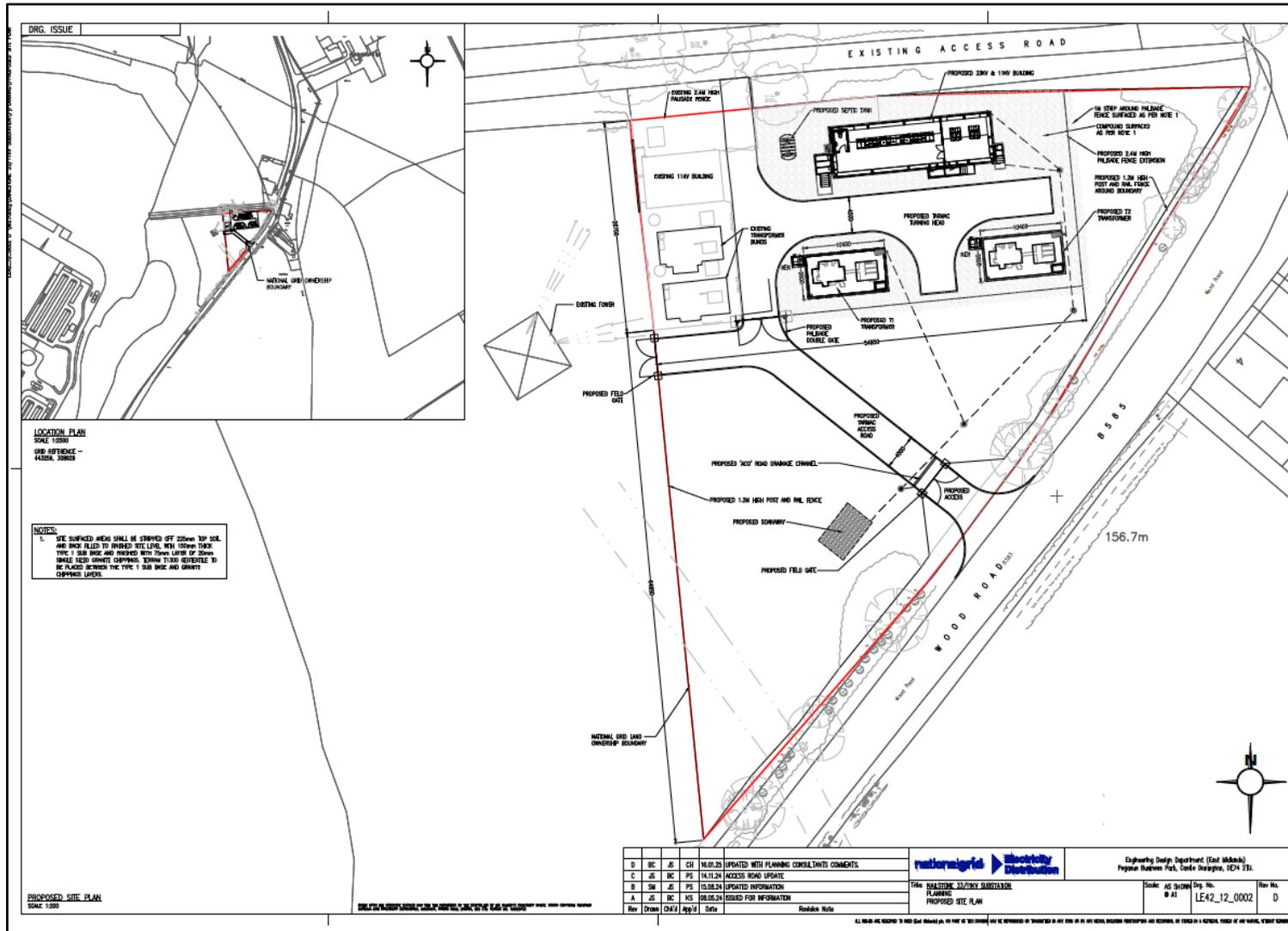
- Checklist of Information
- Technical Note

## Appendix B

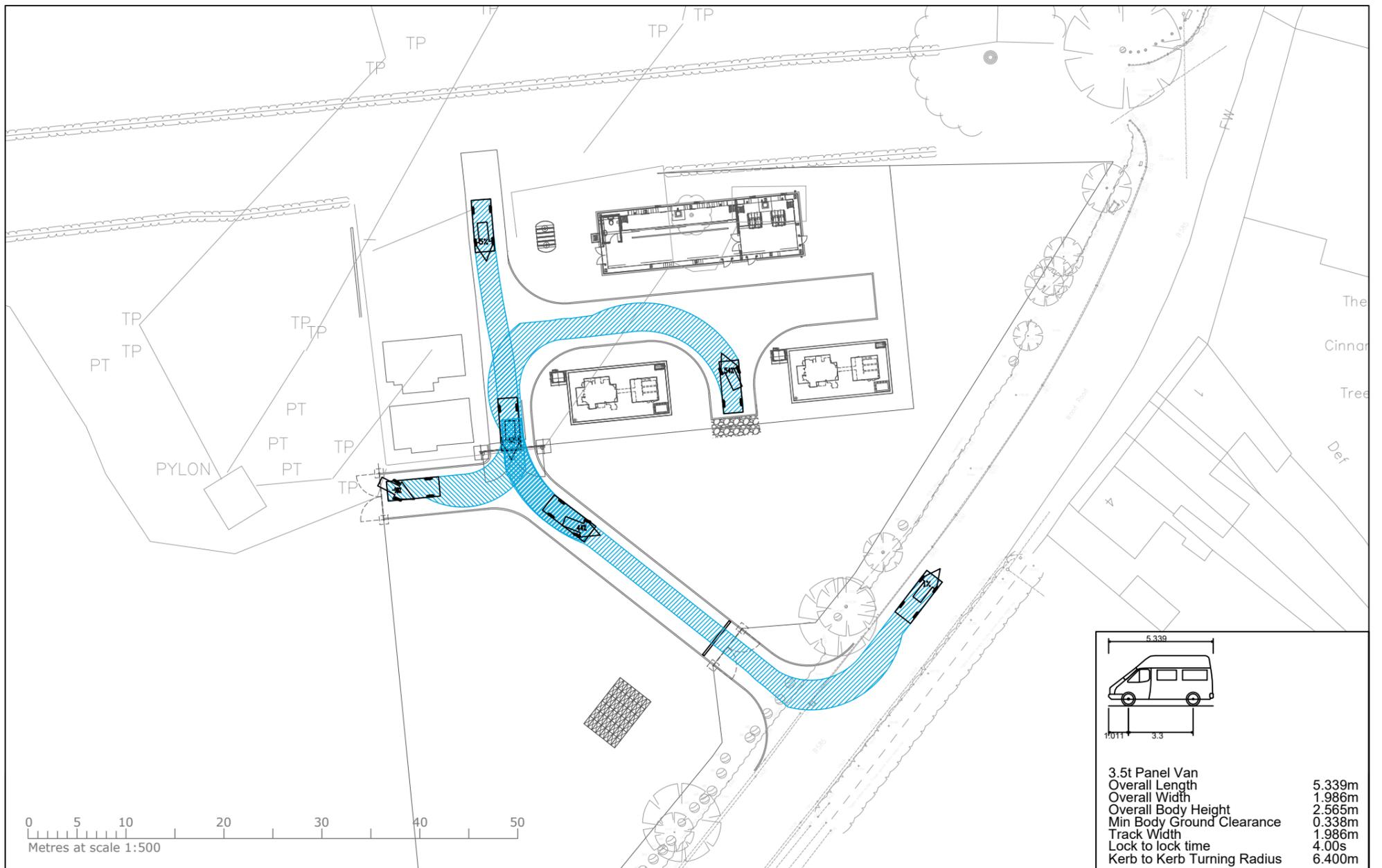
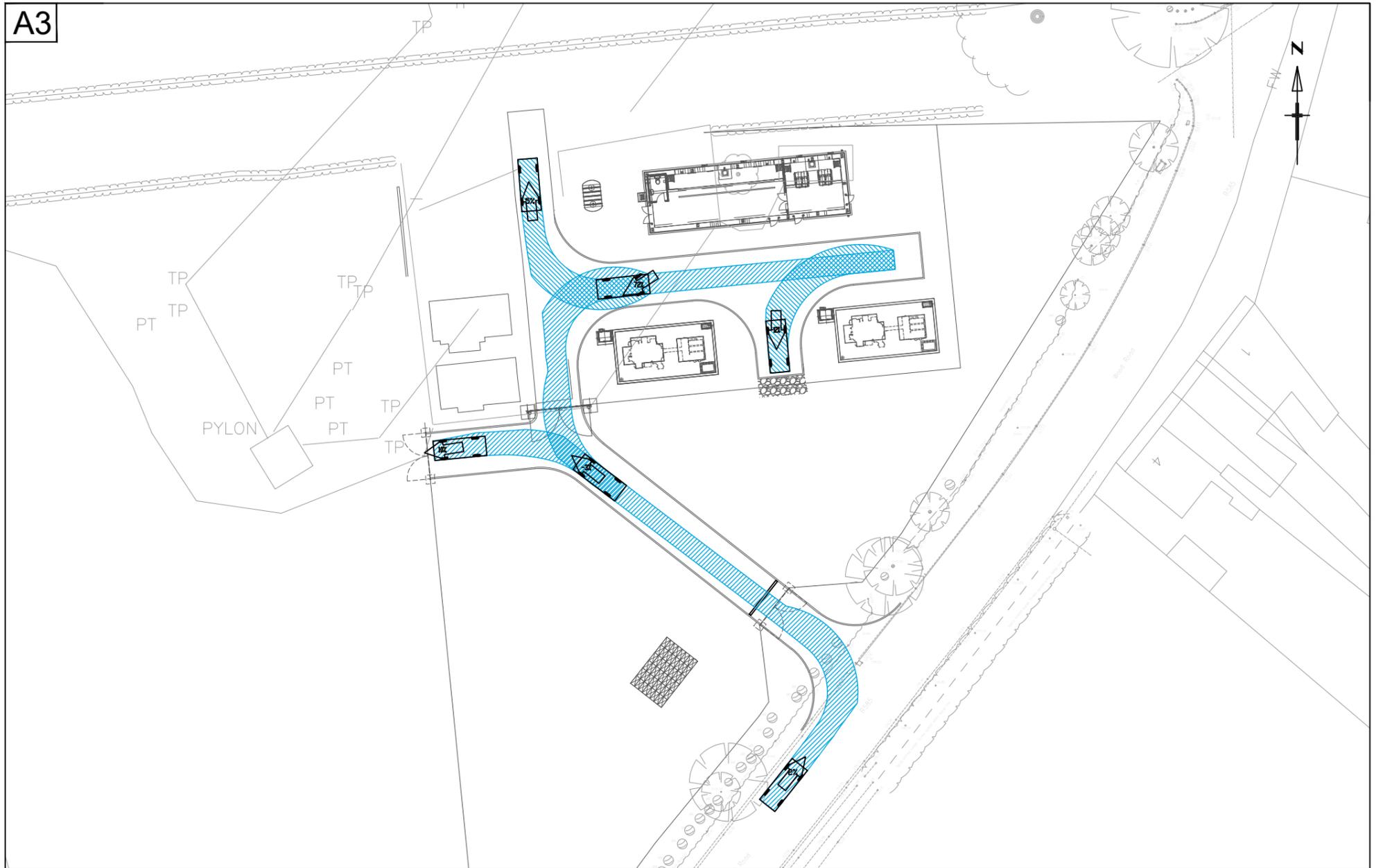
Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:





**APPENDIX 3 – SWEEP PATH ANALYSIS**



Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432

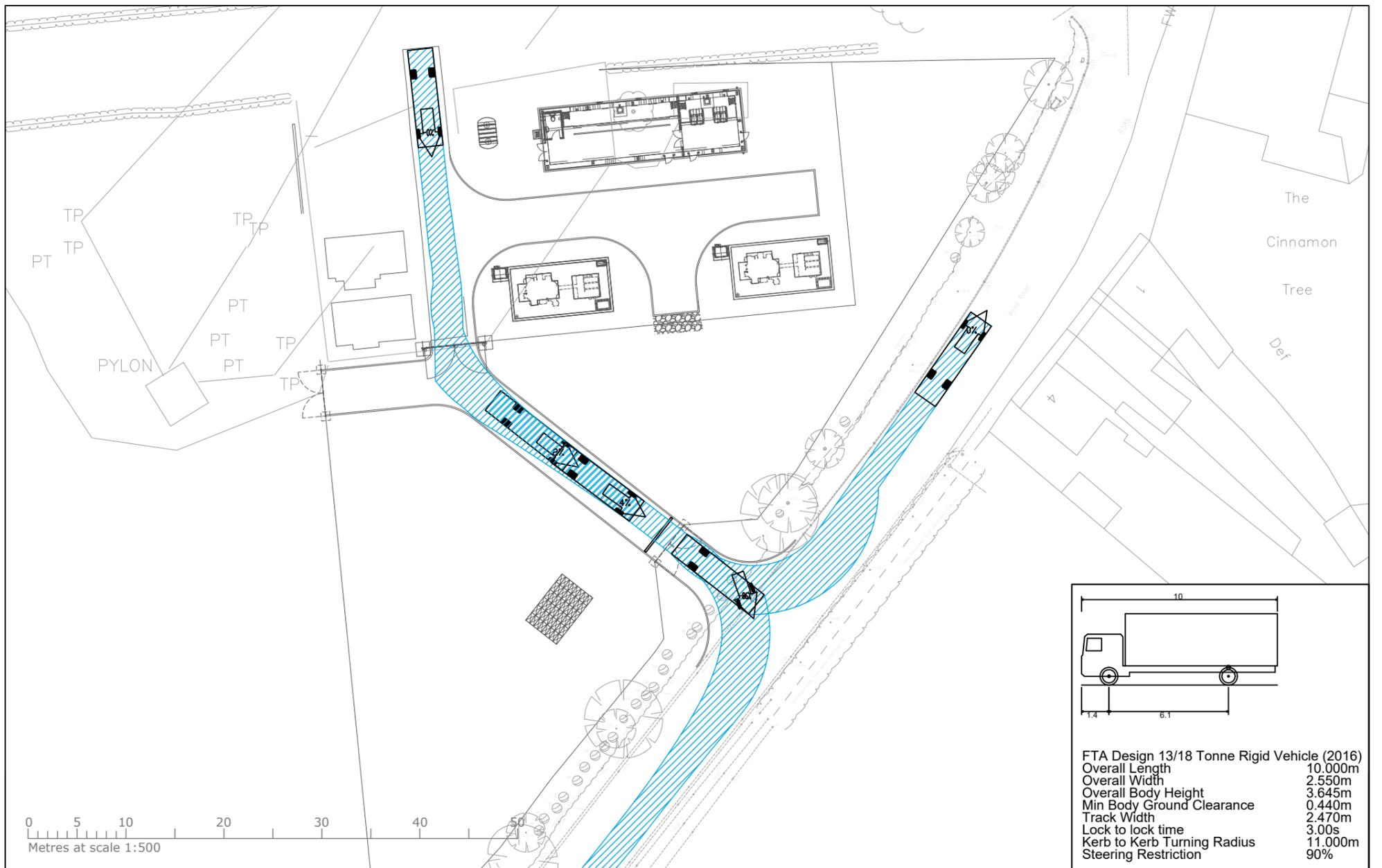
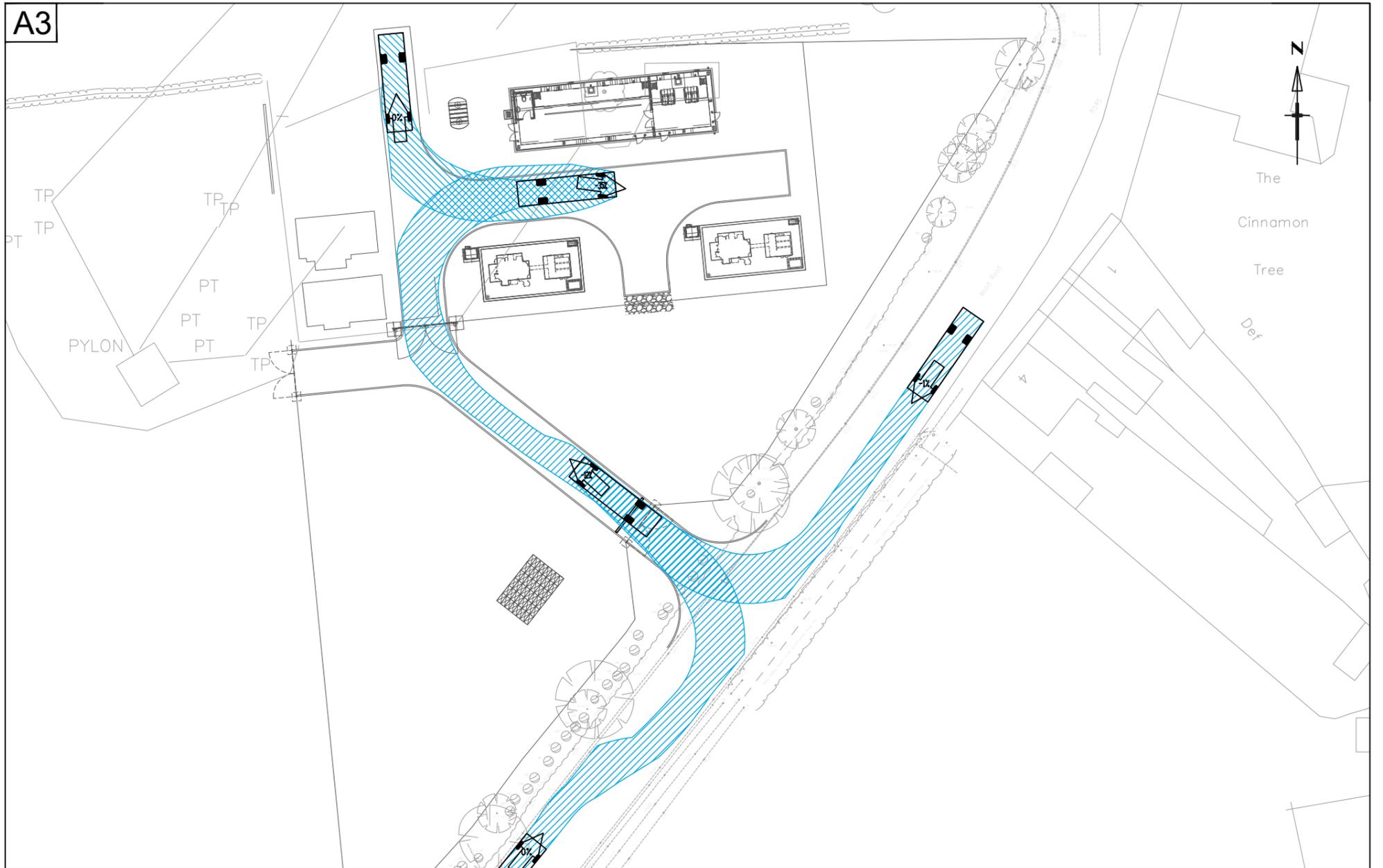


CONNECT CONSULTANTS LTD, 78 BROAD STREET,  
CHIPPING SODBURY, BRISTOL. BS37 6AG  
Tel: 01454 320 220 Web: www.connect-consultants.com  
Fax: 01454 320 099 Email: bristol@connect-consultants.com



client <b>ALDI STORES LTD</b>	scale <b>1:500</b>	date <b>MARCH 2025</b>
project <b>PROPOSED RDC DEVELOPMENT BARDON HILL</b>	drawn by <b>T.A.S</b>	checked by <b>N.P.B</b>
title <b>PROPOSED EMERGENCY ACCESS SWEEP PATH ANALYSIS 3.5 TONNE PANEL VAN</b>	drawing number <b>19105 - TR004</b>	status <b>PLANNING</b>
		rev.

A3



Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432



CONNECT CONSULTANTS LTD, 78 BROAD STREET,  
CHIPPING SODBURY, BRISTOL. BS37 6AG  
Tel: 01454 320 220 Web: www.connect-consultants.com  
Fax: 01454 320 099 Email: bristol@connect-consultants.com



client  
**ALDI STORES LTD**  
project  
**PROPOSED RDC DEVELOPMENT  
BARDON HILL**  
title  
**PROPOSED EMERGENCY ACCESS  
SWEEP PATH ANALYSIS  
FTA DESIGN 10M RIGID VEHICLE**

scale <b>1:500</b>	date <b>APRIL 2025</b>
drawn by <b>T.A.S</b>	checked by <b>N.P.B</b>
drawing number <b>19105 - TR003</b>	
status <b>PLANNING</b>	rev. <b>A</b>