ALDI STORES LTD

BARDON HILL, B585

TECHNICAL NOTE 13 – PROJECT EXCELLENCE (LAND AT WIGGS FARM) REVIEW

21ST JULY 2025

1.0 Introduction

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), located on the B585 Wood Road in Bardon.

2.0 Project Excellence (Land at Wiggs Farm)

2.1 Project Excellence (Land at Wiggs Farm) development is a planning application to move the existing Pall-Ex facility from the northern side of Station Road, accessed via the B585 Victoria Road to a new site on the southern side of Station Road, accessed directly off Station Road to the south of the priority T-Junction with The B585 Station Road, Station Road and the B585 Wood Road.

2.2 A Transport Assessment Rev A, prepared by David Tucker Associates (DTA) and dated 14th May 2025 was submitted as part of the planning application.

2.3 Section 4.1 of the DTA TA states that the proposals for Project Excellence includes the following: -

> *The development proposes the erection of a B8 Distribution Hub with Ancillary Offices and Associated Infrastructure with a floorspace of 36,422m² that would operate within a B8 use class, on land at Wiggs Farm, Bagworth.*
>
> *Pallex are proposing to deliver a facility that would provide increases in efficiencies and capacities compared to their existing site on Victoria Road.*
>
> *The current site caters for on average 9,000 pallets per day, whereas the new facility would cater for c27,000 pallets per day.*

3.0 Comments regarding the DTA TA

3.1 Connect Consultants have reviewed the DTA TA for Project Excellence (Land at Wiggs Farm) and the following five comments have raised concern: -

Peak Hour Analysis

3.2 The DTA TA states at paragraph 5.1.7 that the "*impact assessment peaks are proposed at 07:00-08:00 for AM and 18:00-19:00 for PM, as these will have the largest impact on existing background traffic. It is acknowledged that the Pallex forecast generation is slightly higher for the 06:00-07:00 peak by c32 vehicles, however the existing background traffic at the 07:00-08:00 peak is significantly higher and therefore will ensure a more robust assessment of impact*".

1) While this statement is not challenged, the DTA TA should also consider the network peak hour periods which the Aldi Connect TA showed were between 08:00 – 09:00 and 17:00 – 18:00.

Junction Capacity Testing

3.3 The DTA TA notes at paragraph 6.2.4 that *Junction 6 and Junction 8 have been identified as part of LCC's A511 Growth Corridor Scheme. LCC has confirmed these junctions are to be implemented in the near future, and that contributions are likely required towards the scheme. Subsequently, impact assessments for these junctions will not be required under this condition, therefore impact assessments for these junctions have not been undertaken*.

2) Junction capacity tests should be provided for Junction 6 to clarify whether the improved layout will function acceptably with the Wiggs Farm development.

3.4 The DTA TA states at paragraph 6.2.9 that when the junctions were assessed, they have included the following scenarios: -

- 2024 Base
- 2030 Future Year
- 2030 Future Year + Committed Dev
- 2030 Future Year + Committed Dev + Development

3.5 The DTA TA states at paragraph 6.2.10 that the committed development is the *nearby Aldi Distribution Centre forecast development flows.*

3) The DTA TA does not specify which traffic figures have been used to assess the Aldi development as a committed development, and this should be clarified.

3.6 The DTA TA states at paragraph 6.2.10 that the *Aldi flows are demonstrated at 07:45-08:45 for AM and 17:00-18:00 for the PM peak. For robustness, these flows have been applied to the Pallex peaks, whereas in reality the Aldi flows would be lower within these periods.*

4) DTA have assumed that the 08:00-09:00 Aldi flows are the peak Aldi flows, whereas these are the Aldi flows during the network peak period. DTA need to establish the actual Aldi flows for the periods which they have assessed.

5) The junction modelling tests need to be re-run for the network peak periods.