

Ocado Retail Limited
Titan Court,
3 Bishop Square,
Hatfield Business Park,
Hatfield,
Hertfordshire,
AL10 9NE

Date: 01th August 2016

Dear Sirs,

Re: The regeneration of the Land East of Bessemer Road, Welwyn Garden City, AL7 1HJ to provide a new retail Aldi foodstore (A1) with associated parking, servicing and landscaping with application reference 6/2016/1058/FULL (the "Application")

Thank you for your letter dated 24th June 2016 in respect of the application. As the transport consultancy acting on behalf of Aldi Stores Ltd we would like to take the opportunity to respond to highway related 'requests for consideration' presented in the aforementioned correspondence. The outlined 'requests for consideration' were as follows:

- *"Traffic flow and volume of vehicles on the local roadways and road network generally;*
- *Access to Ocado's hub is not impeded specifically;*
- *Noise and environmental emissions which would affect the amenity of our workplace; and*
- *Dust emissions from the construction works which would affect the operation of our equipment and integrity of our products."*

The submitted Transport Assessment (TA) - including subsequent addendums, assessed the impact of the proposed development on the local highway network.

It concluded the development would have a negligible impact, with development traffic demonstrated to be fully accommodated within tested junctions in the immediate vicinity without significant delay.

Included in the submitted TA was a sensitivity test where a proportion of the development traffic utilised the shared access with Ocado as well as the left in/left out; primarily, the shared access would be used as a service access for the proposed Aldi Store. Aldi Stores typically receive no more than 3 deliveries per day and would service the store using the shared access road on Bessemer Road. A total of 3 articulated vehicles utilising the shared access throughout a typical day is not considered severe and would not be expected to impede Ocado operations, this would be similar to the units on the industrial estate receiving one additional delivery per day. The shared access junction was tested as a T-stagger with junction with Bessemer Road and the Business Park site access opposite, using the industry standard junction modelling software PICADY. It is predicted that during the weekday and Saturday peak hour scenarios no vehicles are predicted to be queuing at the shared access. Therefore, access to Ocado's hub is not predicted to be impeded as a result of development related traffic.

In recent correspondence with Hertfordshire County Council (HCC), the possibility of providing an all movements priority junction on Bessemer Road has been explored and is seen by HCC as preferential to the 'left in left out' junction arrangement installed at present. Should the proposed site access progress it would serve to further discourage customers from using the shared access to turn right onto Bessemer Road, and therefore reduce the number of vehicles using the shared access road in relation to the proposed development. Nevertheless, even when a proportion of development traffic is modelled using the shared access, delay to vehicles on the shared access arm is not observed. Given an 'all movements' priority junction at the site access is favoured by all parties, the impact on Ocado's operation is predicted to further reduced as vehicles would now be able to turn right out of the proposed site access.

As with all Aldi Store developments all efforts are made to reduce the impact of construction on adjacent land uses. This can be achieved through employing a Construction Management Plan (CMP). The latter is commonplace and strives to effectively reduce the impact of construction related traffic on adjacent land uses and immediate highway network. It is pertinent to mitigate any impact construction may have on Ocado's operation and therefore any effort that could reduce the proposed developments impact will be explored.

As part of a discussion with Mr Little of Mollyrose Surveys, we are investigating a measure to control non-essential vehicles from using the industrial estate access.

To conclude, traffic as a result of the proposed development has been demonstrated to result in nil detriment to the local highway network and respective site accesses. Revised site access proposals further reduce the propensity for development related traffic utilising the shared access road and therefore minimising any impact to Ocado operations as a result. All efforts will be sought to minimise the impact of construction related traffic on the operation of Ocado, with measures such as a construction management plan being employed. It is pertinent that development proposals have the least impact on adjacent land uses, given the above, it is expected the proposed development will not impede operations at the Ocado, both during the construction and occupation of the site.

Yours sincerely,

James Athersmith
Transport Planner

email: james@exigoprojectsolutions.co.uk

cc: Mr C Carter

cc: Michael Little

cc: Rob Scadding

cc: Grace Mollart