
ALDI STORES LIMITED

GAZELLE CLOSE, WINNERSH

TN02 – RESPONSE TO PLANNING CONDITIONS 16, 19, AND 24

30TH JULY 2026

1.0 Introduction

- 1.1 Connect Consultants Limited is a firm of highways, traffic and transportation planning consultants that has been instructed by Aldi Stores Ltd in relation to their permitted Aldi foodstore on Gazelle Close in Winnersh, Berkshire.
- 1.2 The planning application for the proposed Aldi discount foodstore was granted planning permission via a call-in decision on 27th October 2025 (LPA reference: 230099; PINS reference: APP/X0360/V/24/3339712).
- 1.3 A Transport Assessment (TA), dated December 2022, was produced by Entran Ltd to support the planning application, along with a TA Addendum, dated February 2023, and two subsequent technical notes: TN1 and TN2.
- 1.4 A Technical Note (TN01) which was produced by Connect on 5th January presents a junction capacity assessment of the proposed layout of the A329 Reading Road / Gazelle Close junction which features both left and right-turn exit lanes.
- 1.5 A Car Park Management Plan, Delivery and Servicing Plan and a Travel Plan were produced by Connect, all dated 3rd March 2026.
- 1.6 This Technical Note (TN02) responds to comments received from Wokingham Borough Council (WBC) highways in relation to the Aldi site. It should be read in conjunction with the Connect TA and the aforementioned reports.

2.0 Response Structure

- 2.1 The structure of this TN is to quote individual comments from WBC, followed by Connect's response, using the following formatting: -
 - WBC Comment – in *"Blue Quoted Italics"*.
 - Connect Response – in Black.

3.0 Condition 16 – Parking Management Plan

WBC Comment

"Condition 16 – Parking Management Plan

The car park will be managed and enforced by specialist parking management system and has a maximum stay of 1.5 hours, with clear signs to inform the carpark users. Number plate recognition system is to be used to record the entry and exit of vehicle.

It is suggested that potential measures will be taken 'if there is an excessive number of non-customers using the car park', which is too generic for monitoring. The applicant is required to specify what is the trigger points for mitigation measures. Proactive measures on monitoring disabled spaces, parent and child spaces and cycle parking are being expected. Similarly, the applicant shall specify the details of measures and the corresponding triggers to be carried out for different outcome of the CCTV surveys.

The applicant is required to confirm/clarify the following:

- No parking will be allowed outside the parking spaces to ensure service / delivery and turning areas to be kept clear from any parking or obstruction.*
- The applicant will be expected to provide measures on scenario if the parking demand is overspilt to the public highway.*
- All parking spaces will remain unallocated for all site users.*
- If any parking spaces / areas are dedicated to staff, the applicant shall provide a plan to clearly indicate the positions of those parking.*
- Details of the delivery and servicing area.*
- Details on how staff parking will be recognised, as some staff will be permitted for parking and being exempted from the maximum period of stay."*

Connect Response

- 3.1 The car park management plan has been updated with consideration of the above comments.
- 3.2 It should be noted that permission has been granted on the basis of 123 vehicle parking spaces compared to the 93 spaces suggested by the maximum parking standards (with reference to the Transport Assessment which accompanied the planning application). On this basis it seems unlikely that oversubscription of the car park would occur, other than non-customer parking and excessive overnight parking, both of which are capable of being controlled using the 'Parking Eye' management system as described in the Parking Management Plan.
- 3.3 It is in Aldi's interest to operate the car park efficiently for customers and staff, and therefore no specific thresholds have been set to trigger any interventions which allows for an element of discretion to be applied by Aldi management staff such as the store manager.

4.0 Condition 19 – Travel Plan

WBC Comment

"Condition 19 – Travel Plan

The applicant proposes to reduce the travel mode of driving from 75% to 70% on driving over 5 years. As commented previously, the applicant shall clarify if there are any parking spaces / areas dedicated to staff. The proposed parking arrangement can unlikely reserved staff parking spaces for 70% staff driving to work.

As the site is located at a sustainable location, the applicant shall review the initial baseline and 5 years target of travel modes for this proposal."

Connect Response

- 4.1 As indicated in the revised Parking Management Plan, staff will be permitted to park in the car park, and all parking spaces will be unallocated.
- 4.2 The proposed store aims to limit the number of staff drivers to work, albeit car-sharing involving a pool of staff members may be encouraged.
- 4.3 Aldi are a member of the government's 'Cycle to Work' scheme and actively encourage existing and new members of staff to participate through a wide range of measures, which the Travel Plan Coordinator is free to investigate. These mitigations are not limited to discounted bus pass, secure lockers for storage of wet clothes/umbrellas, Bicycle/car share User Group (BUG), liaise with the local authority and the local bus operators etc.
- 4.4 The example Census baseline has been updated to relate to the 2021 Census data for the Middle Super Output Area of Wokingham 009 which indicates 67.9% of trips to work by 'car driver alone', and the 5% (absolute) reduction targets have been updated.

5.0 Condition 24 – Delivery and Servicing Plan

WBC Comment

"Condition 24 – Delivery and Servicing Plan

The applicant suggests that three to four HGV deliveries using articulated lorries / rigid vehicles will be expected per daily. The applicant shall clarify the proposed delivery routes of those vehicles to ensure they will not pass-through town centre and have the least impacts to the residential area. The applicant shall be aware of the weight, height and width restriction on the surrounding road network.

Deliveries are confirmed to be aligned with Condition 5, to avoid the peak traffic peak, and to utilise a servicing booking system, which is welcomed. However, it shall be noted that the peak hours of the highway network are 8am-9am and 5pm-6pm from Monday to Friday.

The HGV booking system and accreditation schemes in use, whenever applicable, shall be specified.

Details of delivery, servicing and HGV turning area shall be provided in a labelled plan. Swept path analysis of the 16.5m long articulated lorries shall be demonstrated."

Connect Response

- 5.1 The following text responds to the above comment. The Delivery and Servicing Plan dated 3rd March 2026 has also been updated to reflect the comments. This will be submitted to WBC alongside this note.
- 5.2 An Aldi store is serviced using articulated lorries up to 16.5m long and rigid vehicles up to 12m long.
- 5.3 Aldi delivery HGVs will travel to the site via the Showcase Roundabout (B3270 / A3290 Reading Road). From here, the B3270 leads to the A329(M)/ A3290 c.500m north.
- 5.4 Delivery vehicles will drive through the site's internal road up to the southern boundary of the site and reverse into the loading dock. The anticipated departure route for HGV's will be to head west from the site and use the Showcase Roundabout to connect to the A3290(M) and M4.
- 5.5 However, the route might vary if delivery vehicles also service other Aldi stores. For example, driving from the store to the A329(M) / A3290 junction and connecting to an Aldi store accessed from the A3290 / London Road.
- 5.6 The preferred route for the Aldi delivery HGVs will be to arrive at the proposal site from the north via the A3290(M) and M4. The preferred exit route for the HGV will be to turn left out of the site and proceed back to A3290(M). Delivery drivers will be instructed not to travel via constrained roads.
- 5.7 As noted, the site layout has been assessed for goods and refuse vehicle manoeuvres based on a 16.5m articulated truck and 11.2m refuse vehicle. Drawings of the swept path assessment are provided at Appendix 1 of the updated Delivery and Service Plan.
- 5.8 The track plots show that the route through the Site is satisfactory and that service vehicles will be able to manoeuvre within the site, enabling them to arrive and depart in forward gear.