

CASE STUDY ALDI STORES

STOAS
ARCHITECTS

2018 - ONGOING

PROJECT SUMMARY

LandScope Engineering have successfully completed integrated topographical and underground utility surveys of various Aldi sites across the Midlands. The majority of the sites were existing Aldi Stores with the requirement to expand either the store or associated car park. A number of brown-field sites were also surveyed to facilitate the design of new stores.

RESOURCES



DATA ACQUISITION

Trimble S6 Total Station
Trimble R10 GNSS Receiver
Radiodetection RD8000 Locator
UTSI GPR with TriVue antenna



PROCESSING

Autodesk AutoCAD Civil 3D
Radan 7
ReflexW
Trimble Business Center



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PROJECT PHASES

- 1 DESKTOP STUDY AND PROJECT PLANNING**
Preparation of RAMS Documentation.
Contact utility providers and obtain statutory service records.
- 2 DATA ACQUISITION**
Install survey control across site.
Acquire topographical survey detail.
Lift and document manholes.
EML tracing of utilities.
Acquire GPR data across site.
- 3 THIRD PHASE**
Post process topographical survey in Trimble Business Centre.
Complete drawing with AutoCAD.
Post process GPR data using ReflexW.
Combine data, QC and delivery.

THE DETAIL

In addition to a topographical survey, the client required a full PAS128 Type B survey to be completed for each store or site.

The first stage of the survey was to complete a desktop study to obtain all existing service records from the statutory service companies such as National Grid, Severn Trent Water and Western Power Distribution.

Whilst completing the field data acquisition, liaising with the Store Manager was crucial to ensure our impact on the day-to-day operations of the store were minimised. The majority of the survey works were within the existing customer car parks therefore health and safety was of paramount importance. All surveyors wore full highway hi-vis PPE and signage was installed to notify customers of the on-going survey works. Cones and barriers were also used to protect both the public and our surveyors from any potential danger. As an additional measure, where possible, the survey works were scheduled to coincide with off-peak hours to minimise disruption.

The latest multi-frequency GPR equipment was deployed alongside traditional EML survey techniques and all survey findings were fully coordinated within the site framework. The topographical survey was completed utilising the latest one-man robotic total stations, ensuring efficient survey practices.

enquiries@land-scope.com

www.land-scope.com