



Transport Planning & Design

Surrey Technology Centre
40 Occam Road
Guildford
GU2 7YG
Tel: 01483 685220

James Barrett
Lidl UK GmbH
London North Property Office

BY EMAIL

Our Ref: LF/13/0409
Your Ref:

17 July 2014

Dear James

PROPOSED LIDL FOODSTORE, BOTWELL LANES, HAYES - ALTERNATIVE ACCESS TRANSPORT SUMMARY

We understand that the London Borough of Hillingdon are prepared to accept the principle of the new access arrangement on Central Avenue, subject to a Stage 1 Road Safety Audit and an update on the transport implications of the revised layout arrangement.

The new access arrangement onto Central Avenue (as shown in Drawing 13/0409/SK04A) will result in the net loss of two car parking spaces from the proposed Lidl car park. The revised level of car parking proposed is 62 spaces, of which 3 are parent & child spaces and 6 are shared Blue/Brown badge holder spaces. This level of provision remains within the maximum permissible standards identified within the London Plan.

The Technical Note (March 2014) prepared by Gateway TSP in response to the London Borough of Hillingdon Highway Officer comments provide typical Friday and Saturday hourly arrival/departure and parking accumulation profiles for the proposed Lidl foodstore based on other Lidl foodstores located within London. Table 2 of the Technical Note identified a peak parking accumulation of 48 spaces occurring on a Friday between 13:00 – 14:00 hours. The assessment was also undertaken for a typical Saturday operation and presented in Table 3, which indicated a peak parking accumulation between 12:00 – 13:00 hours with a demand for 50 parking spaces. Both the Friday and Saturday parking accumulation profiles indicate that typical demand for the Lidl foodstore could be accommodated within a revised site layout incorporating 62 parking spaces.

Servicing for the foodstore would be undertaken from the new access on Central Avenue and vehicle swept paths have been prepared with the Highway Officer's requested 300mm envelope included to indicate that the manoeuvre is possible and the vehicle can enter and leave the network in a forward gear (as shown in Drawing 13/0409/TK14A).

On the basis of the above, it is not considered that the revised layout or the reduction in overall parking provision would result in a material impact on the surrounding highway network operation with the car park able to accommodate typical Lidl foodstore peak operational demand and incorporate then

entry and manoeuvrability of a service vehicle within the site. All of the previous Transport Assessment conclusions remain valid.

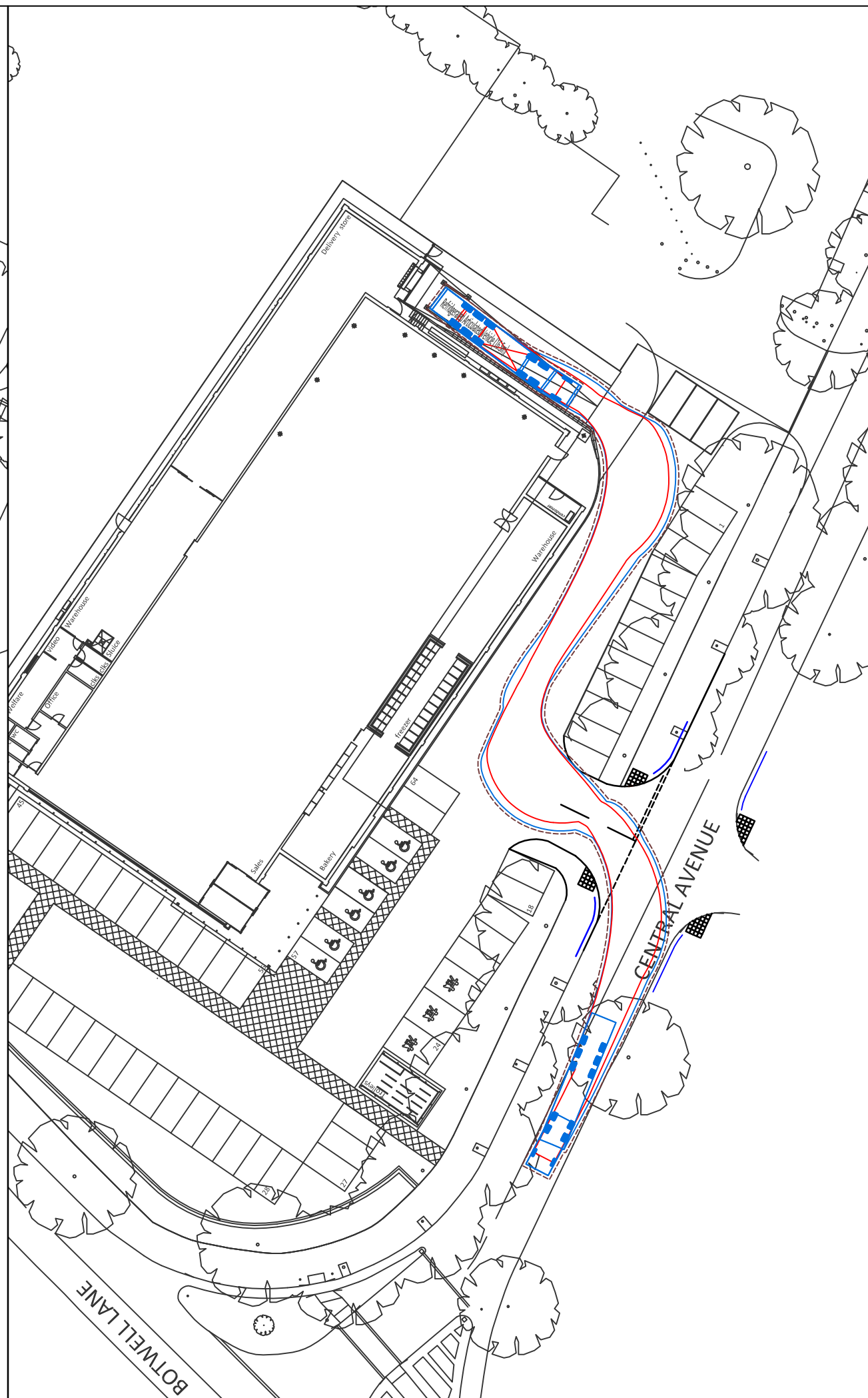
Yours sincerely

A handwritten signature in blue ink, appearing to read "L Fitzgerald", written over a light blue rectangular background.

Laura Fitzgerald
Principal Transport Planner

email lfitzgerald@gateway-tsp.co.uk

enclosure



client
LIDL UK

title	16.5 METRE ARTICULATED VEHICLE ENTERING AND LEAVING ALTERNATIVE ACCESS
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