PROPOSED LIDL FOODSTORE

Former Hayes Pool and Fitness Centre, Central Avenue, Hayes Town

Response to London Borough of Hillingdon Highways Comments
On behalf of Lidl UK

March 2014

CONTENTS

Appendices

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INTRODUCTION

1 Gateway TSP is instructed by Lidl UK GmbH to prepare this Technical Note to address comments received on a planning application (reference 1942/APP/2013/3565) to redevelop the former Hayes Pool to form a new Lidl foodstore. This report considers comments made by the Highway Officer at the London Borough of Hillingdon.

2 This Technical Note is structured to reflect the comments made and follows each point made in turn.

HIGHWAY OFFICER COMMENTS

3 For ease of reference, the comments provided by the Highway Officer at the London Borough of Hillingdon are provided in bold and the response provided below.

The TA is required to be amended to assess the proposed foodstore for a mix of retailers.

4 For the purpose of providing a robust assessment, given that the end user has been identified within the planning application documentations a specific Lidl assessment has been provided within the Transport Assessment. This makes use of specific Lidl user data and operational information, which is deemed appropriate for a planning application of this nature.

Sample sites used to estimate modal splits and trip rates are not considered to be directly comparable with the proposed development. This is mainly because the sample sites include Lidl stores only, which largely have higher accessibility to public transport, and the Brixton and Clapham stores are located in Inner London.

5 The sample sites represent operational Lidl stores located within London which have been subject to a multi-modal travel survey. It is fundamental that the suitability of the sites be considered in the wider accessibility context and not just based on a PTAL assessment.

6 Gateway TSP have been involved in Lidl foodstore developments for some time and are familiar with the typical travel habits of Lidl customers. There are two primary non-car modes of travel to a Lidl foodstore; access on foot or by bus. Travel to any of the surveyed foodstores by rail (including Underground/Overground/DLR) is minimal regardless of proximity to rail stations and this has been demonstrated in the surveyed data provided in Appendix G of the Transport Assessment. On this basis, reliance on the PTAL levels of the surveyed sites to determine comparability is not appropriate for this type of development.

7 Furthermore, within the DfT Guidance on Transport Assessment, 'Comparable Accessibility' is defined as "*sites with similar levels of public transport, cycling and pedestrian accessibility".* It is on this basis that all of the sampled sites are accessible by bus, on foot and by cycle and are therefore considered to represent suitable sites upon which to base this information. This is further supported by text within the TfL 'Transport Assessment Best Practice' guidance document which states that "*if observed survey data is available either by monitoring the existing site or by surveying similar developments, this should be obtained as this will give the most up to date information*".

Survey of Botwell Green Pay & Display car park was undertaken in 2009, which is considered too old for this application. Furthermore it does not take account of the Saturday peak usage.

8 To address this comment a revised traffic survey was undertaken on Friday 28th February and Saturday 1st March 2014. This survey included an in/out manual count of vehicles to the Botwell Green Pay & Display car park and an initial parking beat at the start of each survey to allow for a review of parking accumulation within this public car park. The survey is provided for reference at **Appendix A**.

9 It is noted within the survey results that there is no blue badge holder parking provided within the Botwell Green Pay & Display car park. It is noted that 6 Brown Badge spaces are provided, but these are designated specifically for Brown badge holders only.

10 A comparison between the weekday evening peak hour (identified within the Transport Assessment as 17:00 – 18:00hrs) surveys undertaken is provided in Table 1 below.

Survey Date	Weekday Evening Peak Hour		
	Arrivals	Departures	Total
2009 Survey	57	65	122
2014 Survey	31	39	70

Table 1: Botwell Green Pay & Display Car Park Survey – Weekday Evening Peak Hour Comparison

11 The 2009 survey undertaken by WSP, did not assess the network during the Saturday peak since the development was for residential dwellings. Therefore there is no basis for comparison on the car park operation.

12 The results for identified Saturday peak hour (identified within the Transport Assessment as 13:00 – 14:00hrs), indicated that there were 40 arrivals and 47 departures within this period.

13 The survey indicates that there is capacity in the Pay & Display car park throughout the Friday period between 16:00 – 19:00hrs. During the Saturday survey, there were two 15 minute periods in which the car park was full (10:30 and 11:15hrs) but these periods do not fall within the Lidl foodstore operational peak hours and due to the nature of the accumulation calculation, it is possible that the car park was not full for the whole 15 minute period. Nevertheless, for the majority of the time surveyed, there is spare capacity within the Pay & Display car park.

The TA neither lists nor properly assesses all of the major committed developments in the surrounding area. Also, the TA does not consider the re-opening of Station Road to allow through traffic.

14 Gateway TSP fundamentally disagrees with this comment, since the Transport Assessment has taken specific regard of the major developments within the surrounding area, which are identified within Section 3 of the Transport Assessment.

15 In particular, the following sites have been included:

- 4607/APP/2008/1615 and 68911/APP/2012/2983 – Lake Farm Primary School and Nursery, Botwell Lane;
- 4607/APP/2012/826 – 50 bedroom hotel, bar and restaurant, Botwell Lane; and
- 59872/APP/2012/1838 – Old Vinyl Factory Mixed-use Development, Blythe Road.

16 The only committed development in the wider area that has not had specific inclusion within the assessment is the Asda site at Millington Road since the transport related documents are not accessible on the London Borough of Hillingdon planning application portal. It is noted that the location of this site on Millington Road is unlikely to alter significantly flows along Botwell Lane, particularly as Station Road is at present a no through road arrangement. If the Highway Officer can provide the committed development flows associated with this development, these will be reviewed in light of the assessment undertaken.

17 It should also be noted that the following comment (relating to the use of TEMPRO) should also be considered here, since the assessment of both major committed developments in the area and the use of TEMPRO growth calculations represents double counting of vehicles on the surrounding highway network.

18 In respect of the Station Road proposals, at the time of preparing the Transport Assessment there was no information available on the proposals. It is noted that the public exhibition events occurred post-application submission in late December/early January. Nevertheless, there is no information provided on the London Borough of Hillingdon website to provide an indication of the implication of such proposals in terms of the baseline traffic flows along the highway network along Botwell Lane.

Traffic growth rates derived from the year of traffic surveys to the assessment years using appropriate NTM growth for traffic at the site location and local TEMPRO data should be applied to allow for the impact of planned development located outside the immediate scoping area of development (i.e. planned developments in the assessment period which are not included as committed developments).

19 It should be noted that Section 3 (paragraph 3.48 onwards) of the Transport Assessment provides details of the TEMPRO growth factors used in the assessment. The assessment undertaken includes uplifting the surveyed base flows undertaken in 2013 for both 2015 (year of opening) and 2018 (5 years post application submission) in line with the DfT document 'Guidance on Transport Assessment'.

20 The assessment uses both a TEMPRO growth factor and the identified major committed developments in the area, which represents a robust assessment of baseline flows on the surrounding network.

21 We note that the TEMPRO growth factor provides a geographically adjusted growth factor for the Hillingdon area, which theoretically includes the residential and employment trips associated with the major development (particularly the Old Vinyl Factory Site) already considered in the committed development section. On this basis, double counting of vehicles could occur within the assessment.

The Council normally requires a 5 year assessment of the PIAs; however the TA includes a 3 year assessment. Notwithstanding this shortfall, considering the result of the assessment, I would be prepared to relax our standard requirement.

22 This comment is noted. The Transport Assessment provides an updated PIA assessment similar to that prepared and submitted by WSP on behalf of the London Borough of Hillingdon in relation to the consented residential redevelopment of the site. The former assessment reviewed a 3 year PIA history, which was accepted by the London Borough of Hillingdon.

Swept paths should include a 300mm error margin around the body of the vehicle. This should apply to both delivery vehicles and cars.

23 It is not clear where in the London Borough of Hillingdon policies that this is required. A 300mm margin of error for essentially all vehicles moving within the site would represent an inefficient use of town centre site.

24 To address this comment, a 300mm margin of error has been drawn around the delivery vehicle on the swept path into and out of the site access junction onto Central Avenue. This updated swept path is provided at **Appendix B**.

Notwithstanding the above, the swept paths for delivery vehicles demonstrate that joint access on Central Avenue and the site access both are not suitable for delivery vehicles. The applicant should therefore devise

a suitable access design. It should be noted that retail stores of this size and even smaller stores typically have 4-5 deliveries each day.

25 The swept path analysis provided at Appendix F of the Transport Assessment indicates that the site access from Central Avenue can accommodate a 16.5 metre articulated vehicle entering the site, manoeuvring within the site and leaving the site in a forward gear. It is acknowledged that in order to make this manoeuvre the vehicle needs to make use of the full access bell-mouth, but given this is likely to occur 1-2 times per day, predominantly outside of peak operational hours, this is not considered to be unsuitable.

26 Given the size constraint of the site, it is not possible to devise an alternative servicing arrangement and the majority of Lidl stores operate with servicing arrangements taking place within the car parking area.

27 Please note that the information supplied within the Transport Assessment relating to Lidl deliveries is based on the end user's known requirements. Lidl typically requires 1 delivery vehicle per day to service the store, which may increase to 2 vehicles during busy periods.

A total of 64 car parking spaces are proposed including 3 disabled spaces and 3 parent & child spaces. The TA suggests that the proposed car parking provision is within the identified maximum parking provisions. Whereas the range of car parking is between 72 and 108 spaces for sites with a PTAL of between 4 – 2. Furthermore the average parking dwell time at this store is likely to be slightly higher as a result of linked trips with other retail uses in the town centre; consequently there would be a lower turnover of car parking spaces. Having regard to the range of car parking standards and the

additional dwell time for car parking at this store, there is a shortfall in car parking, which has not been justified.

28 The parking standards quoted are policy maxima. Given that the site has a PTAL score of 4, clearly the London Plan is recommending that such a site would provide parking towards the lower end of the stated provision, in this case a maximum of 72 spaces.

29 The proposed car park is shown with a provision of 64 spaces, 8 spaces below the maximum parking standard permit. Lidl will manage the car park to ensure that it is provided for the use of customers and not as an extension to the town's car parking offering, which in turn will limit the dwell time of cars within the car park.

30 A typical daily parking accumulation profile was provided with the Lidl store trip assessment in Appendix G of the Transport Assessment. For ease of reference, the Friday daily vehicular profile and car park accumulation is provided in Table 2, whilst the Saturday profile is provided in table 3 below.

Time Period	Friday Vehicular Profile		
	Arrivals	Departures	Accumulation
08:00 – 09:00	27	14	13
09:00 – 10:00	51	35	29
10:00 – 11:00	61	57	33
11:00 – 12:00	66	58	41
12:00 – 13:00	80	77	44
13:00 – 14:00	71	67	48
14:00 – 15:00	74	76	46
15:00 – 16:00	73	79	40
16:00 – 17:00	71	71	40
17:00 – 18:00	66	74	32
18:00 – 19:00	53	60	25
19:00 – 20:00	46	48	23
20:00 – 21:00	48	54	17

Table 2: Friday Lidl Vehicular Profile

Time Period	Saturday Vehicular Profile		
	Arrivals	Departures	Accumulation
08:00 – 09:00	37	21	16
09:00 – 10:00	53	43	25
10:00 – 11:00	86	72	39
11:00 – 12:00	92	87	44
12:00 – 13:00	98	91	50
13:00 – 14:00	87	97	40
14:00 – 15:00	87	82	45
15:00 – 16:00	85	87	43
16:00 – 17:00	83	80	43
17:00 – 18:00	70	84	32
18:00 – 19:00	67	72	27
19:00 – 20:00	43	56	15
20:00 – 21:00	35	42	8

Table 3: Saturday Lidl Vehicular Profile

31 Based on the average trip rates identified from the surveyed stores and applied to the proposed floor area of the Lidl foodstore, the vehicular arrival and departure profile that the proposed Lidl store at Hayes could attract is outlined in the above tables. The accumulation is also calculated based on the arrival and departure profile and indicates that on a typical Friday the car park would have a peak demand of 48 spaces (75% occupancy), whilst on a Saturday a peak demand of 50 spaces is predicted (78% occupancy). This leaves an element of capacity within the car park for peak trading periods and to account for potential increases in duration of stay associated with limited linked trips (to be controlled by car park management measures).

32 On the basis of the above and considering the policy approach on car parking, the proposals at the site are policy compliant and are demonstrated to be sufficient for the anticipated demand over a typical Friday and Saturday operational period of the Lidl foodstore.

As per the Council's parking requirements, parking for motorised two-wheelers in addition to those for cars and motorcycles should be provided at the rate of 1 space per 20 car parking spaces.

33 To maximise the efficient use of space in the available site area and given that as a foodstore the number of motorcycle trips is likely to be low, it is proposed that motorcyclists will be permitted to park in available car parking spaces. This would allow sufficient manoeuvring space for the motorcycle to be parked and allows the car park to operate by offering the greatest available provision to accommodate vehicular demand.

The traffic models are not supplied with geometric diagrams and capacity/queues validation information.

34 It is not clear to what this comment refers. Within Appendix H of the Transport Assessment, the PICADY output files include junction diagrams, queue length diagrams and graphs. Further diagrams are not usually supplied with simple priority junction capacity assessments.

35 There is minimal queuing (maximum recording of 2 cars at the give-way line) occurring at the junction and it has been demonstrated to work within capacity in all assessment periods. Queue surveys were undertaken at the junction, but queues are minimal across both the Friday and Saturday periods and this is reflected within the PICADY outputs.

SUMMARY & CONCLUSIONS

36 Gateway TSP is instructed by Lidl UK GmbH to prepare this Technical Note to address comments received on a planning application (reference 1942/APP/2013/3565) to redevelop the former Hayes Pool to form a new Lidl foodstore.

37 This Technical Note provides further information and clarification on the assessment undertaken and seeks to provide the Highway Officer at the London Borough of Hillingdon with all requested information upon which the application could be determined.

Gateway TSP

APPENDICES

APPENDIX A

Botwell Green Pay & Display Car Park Survey

K&M TRAFFIC SURVEYS

DATE : FRIDAY 28TH FEBRUARY 2014

LOCATION : CENTRAL AVENUE CAR PARK, HAYES

	CENTRAL AVE CAR PARK IN		
	LIGHT	HEAVY	TOTAL
1600-1615	15	0	**15**
1615-1630	12	0	**12**
1630-1645	12	0	**12**
1645-1700	18	0	**18**
1700-1715	9	0	**9**
1715-1730	11	0	**11**
1730-1745	7	0	**7**
1745-1800	4	0	**4**
1800-1815	6	0	**6**
1815-1830	14	0	**14**
1830-1845	12	0	**12**
1845-1900	9	0	**9**
0700-1900	**129**	**0**	**129**

	CENTRAL AVE CAR PARK OUT		
	LIGHT	HEAVY	TOTAL
1600-1615	4	0	**4**
1615-1630	6	0	**6**
1630-1645	11	0	**11**
1645-1700	13	0	**13**
1700-1715	8	0	**8**
1715-1730	11	0	**11**
1730-1745	11	0	**11**
1745-1800	9	0	**9**
1800-1815	12	0	**12**
1815-1830	5	0	**5**
1830-1845	10	0	**10**
1845-1900	11	0	**11**
0700-1900	**111**	**0**	**111**

	PARKING ACCUMULATION	SPACES AVAILABLE
1600	27	30
1615	38	19
1630	44	13
1645	45	12
1700	50	7
1715	51	6
1730	51	6
1745	47	10
1800	42	15
1815	36	21
1830	45	12
1845	47	10
1900	45	12

	CENTRAL AVE CAR PARK IN		
	LIGHT	HEAVY	TOTAL
1600-1700	57	0	**57**
1615-1715	51	0	**51**
1630-1730	50	0	**50**
1645-1745	45	0	**45**
1700-1800	31	0	**31**
1715-1815	28	0	**28**
1730-1830	31	0	**31**
1745-1845	36	0	**36**
1800-1900	41	0	**41**

	CENTRAL AVE CAR PARK OUT		
	LIGHT	HEAVY	TOTAL
1600-1700	34	0	**34**
1615-1715	38	0	**38**
1630-1730	43	0	**43**
1645-1745	43	0	**43**
1700-1800	39	0	**39**
1715-1815	43	0	**43**
1730-1830	37	0	**37**
1745-1845	36	0	**36**
1800-1900	38	0	**38**

TOTAL MARKED BAYS IN CAR PARK	
REGULAR PARKING BAYS	51
BROWN BADGE HOLDERS	6
TOTAL MARKED BAYS	**57**

K&M TRAFFIC SURVEYS

DATE : SATURDAY 1ST MARCH 2014

LOCATION : CENTRAL AVENUE CAR PARK, HAYES

	CENTRAL AVE CAR PARK IN		
	LIGHT	HEAVY	TOTAL
1000-1015	16	0	**16**
1015-1030	19	0	**19**
1030-1045	14	0	**14**
1045-1100	16	0	**16**
1100-1115	20	0	**20**
1115-1130	20	0	**20**
1130-1145	14	0	**14**
1145-1200	16	0	**16**
1200-1215	19	0	**19**
1215-1230	6	0	**6**
1230-1245	17	0	**17**
1245-1300	12	0	**12**
1300-1315	5	0	**5**
1315-1330	14	0	**14**
1330-1345	7	0	**7**
1345-1400	14	0	**14**
1400-1415	9	0	**9**
1415-1430	10	0	**10**
1430-1445	4	0	**4**
1445-1500	6	0	**6**
0700-1900	**258**	**0**	**258**

	CENTRAL AVE CAR PARK OUT		
	LIGHT	HEAVY	TOTAL
1000-1015	15	0	**15**
1015-1030	15	0	**15**
1030-1045	15	0	**15**
1045-1100	16	0	**16**
1100-1115	19	0	**19**
1115-1130	25	0	**25**
1130-1145	20	0	**20**
1145-1200	12	0	**12**
1200-1215	17	0	**17**
1215-1230	7	0	**7**
1230-1245	15	0	**15**
1245-1300	15	0	**15**
1300-1315	13	0	**13**
1315-1330	9	0	**9**
1330-1345	9	0	**9**
1345-1400	16	0	**16**
1400-1415	8	0	**8**
1415-1430	10	0	**10**
1430-1445	12	0	**12**
1445-1500	8	0	**8**
0700-1900	**276**	**0**	**276**

	PARKING ACCUMULATION	SPACES AVAILABLE
0700	52	5
1015	53	4
1030	57	0
1045	56	1
1100	56	1
1115	57	0
1130	52	5
1145	46	11
1200	50	7
1215	52	5
1230	51	6
1245	53	4
1300	50	7
1315	42	15
1330	47	10
1345	45	12
1400	43	14
1415	44	13
1430	44	13
1445	36	21
1500	34	23

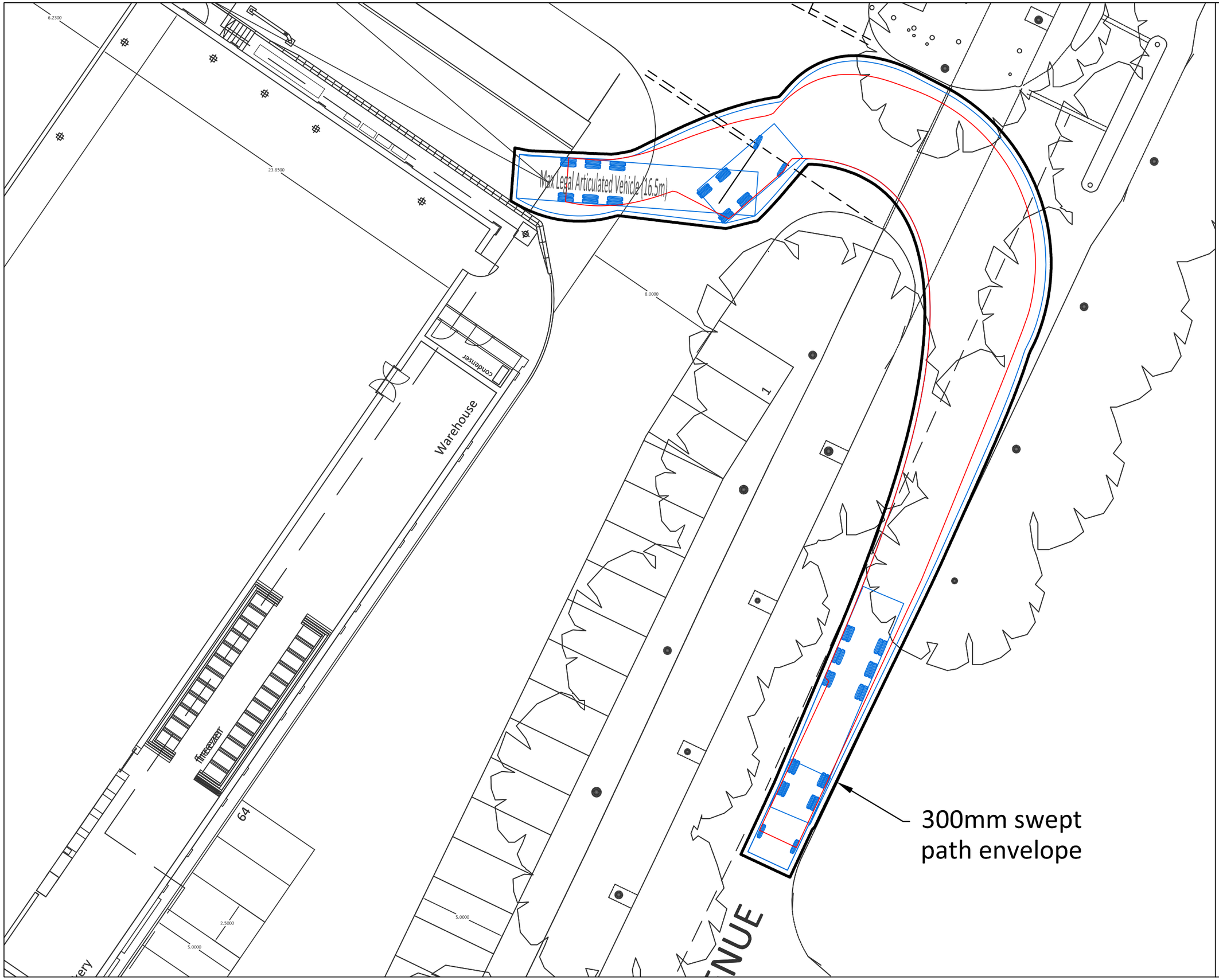
	CENTRAL AVE CAR PARK IN		
	LIGHT	HEAVY	TOTAL
1000-1100	65	0	**65**
1015-1115	69	0	**69**
1030-1130	70	0	**70**
1045-1145	70	0	**70**
1100-1200	70	0	**70**
1115-1215	69	0	**69**
1130-1230	55	0	**55**
1145-1245	58	0	**58**
1200-1300	54	0	**54**
1215-1315	40	0	**40**
1230-1330	48	0	**48**
1245-1345	38	0	**38**
1300-1400	40	0	**40**
1315-1415	44	0	**44**
1330-1430	40	0	**40**
1345-1445	37	0	**37**
1400-1500	29	0	**29**

	CENTRAL AVE CAR PARK OUT		
	LIGHT	HEAVY	TOTAL
1000-1100	61	0	**61**
1015-1115	65	0	**65**
1030-1130	75	0	**75**
1045-1145	80	0	**80**
1100-1200	76	0	**76**
1115-1215	74	0	**74**
1130-1230	56	0	**56**
1145-1245	51	0	**51**
1200-1300	54	0	**54**
1215-1315	50	0	**50**
1230-1330	52	0	**52**
1245-1345	46	0	**46**
1300-1400	47	0	**47**
1315-1415	42	0	**42**
1330-1430	43	0	**43**
1345-1445	46	0	**46**
1400-1500	38	0	**38**

TOTAL MARKED BAYS IN CAR PARK	
REGULAR PARKING BAYS	51
BROWN BADGE HOLDERS	6
TOTAL MARKED BAYS	**57**

APPENDIX B

Revised Site Access Swept Path Analysis



rev	description	date

client

LIDL UK

project

BOTWELL LANE, HAYES

title

SWEPT PATH ANALYSIS
16.5m ARTICULATED HGV
EXITING THE SITE WITH
300MM ENVELOPE

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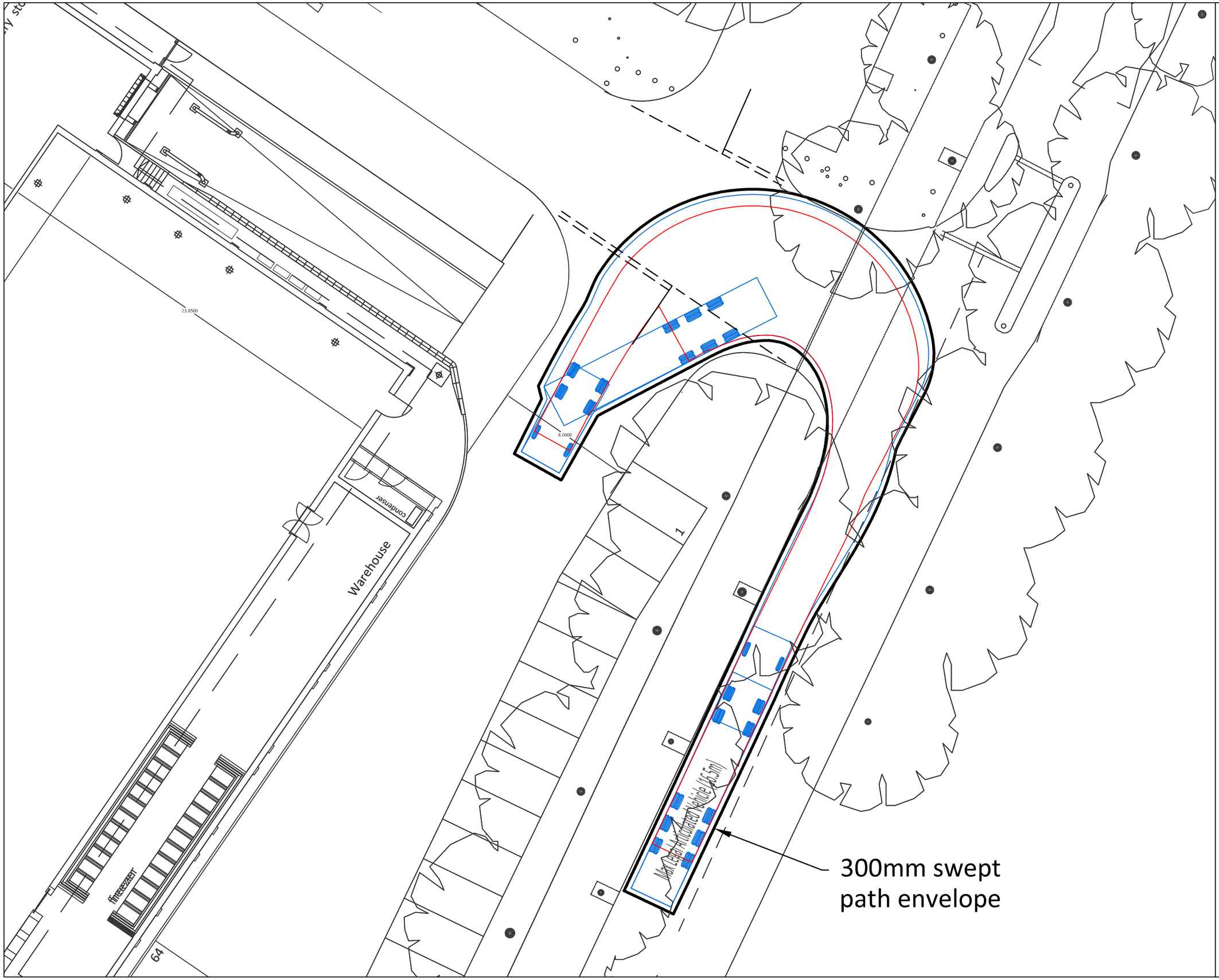
scale	drawn by	date
1/200 @ A3	LF	MAR 14

drawing number	rev
13/0409/TK13	



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A	Site layout modified	18.11.13

client

LIDL UK

project

BOTWELL LANE, HAYES

title

SWEPT PATH ANALYSIS
16.5m ARTICULATED HGV
ENTERING THE SITE

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scale	drawn by	date
1/200 @ A3	SG	OCT 13

drawing number	rev
13/0409/TK10	C