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## PROPOSED LIDL FOODSTORE

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

Response to London Borough of Hillingdon Highways Comments Dated 17/03/2014

On behalf of Lidl UK

March 2014

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## INTRODUCTION

- 1 Gateway TSP is instructed by Lidl UK GmbH to prepare this Technical Note, which addresses 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 an email from the Planning Officer to Lidl UK on 17<sup>th</sup> March 2014, which refers to the transport aspects of the development proposals.
- 2 Initially 11 comments on the application were received from the Highway Officer on the 26<sup>th</sup> February 2014. Gateway TSP prepared and submitted a detailed Technical Note responding to these points on 6<sup>th</sup> March 2014.
- 3 The email received on the 17<sup>th</sup> March contains transport content but provides no comment on the Technical Note submitted except to state that *“the Highway Engineer considers that the Transport Note [sic] has only addressed items 3 and 7 of his comments of the 13<sup>th</sup> Feb”*. This is misleading, since the Technical Note addressed all 11 comments raised. If the Highway Officer is not satisfied with the response provided by the previous Technical Note he should provide a clear statement in respect of each outstanding point, to provide clarity and justification. In the absence of such clarity and justification the Applicant cannot reasonably be expected to respond further.
- 4 Notwithstanding the above, the recent email correspondence identified two particular areas of the development proposals on which the LPA seeks further detail. These areas relate to the trip generation assessment of the site for a generic A1 use and secondly to the site access arrangements. Both of these points are addressed explicitly in the following sections.

## FIRST COMMENT – GENERIC A1 RETAIL USE

**Comment: The Transport Assessment focuses on the proposed foodstore based upon a Lidl retail format only, whereas any planning permission, if granted, would allow the store to be used for any food retail A1 use. It would not be expedient to restrict the use of the store to any one particular operator. The Transport Assessment should therefore be based on a generic Class A1 retail use.**

- 5 It is important to note that Lidl is identified as the end occupier for the development and the proposed site/store layout is designed to Lidl's specification. It is widely accepted good practice when preparing Transport Assessment to name and tailor a Transport Assessment if an end user is identified, since this is likely to provide a more detailed and representative assessment of the potential impacts of such a development, rather than a generic use class assessment.
- 6 Secondly, a distinction should be made in terms of the size of the proposed foodstore, since the proposed 1,407 sqm floor space fulfils a specific niche in food retailing, which is larger than 'convenience' stores but smaller than a destination 'one-stop' foodstore. The convenience stores typically have little or no car parking provision and a 'one-stop' foodstore represents a destination store such as the Tesco at Bulls Bridge or the recently consented Asda store at Millington Road.
- 7 If one considers the largest four retailers in the market (Asda, Morrison's, Sainsbury's and Tesco) they operate models of large destination supermarkets or much smaller convenience stores with a strictly limited product range. There are few examples of these retailers operating within stores with a retail floor area of the size proposed. This is apparent when reviewing surveyed stores within the TRICS/TRAVL databases.

- 8 Within TRICS (since TRAVL will be merged with TRICS as of 1/4/2014), there are only 3 foodstores surveyed within the category '01 A – Food Superstore' within a retail floor area of up to 2,000 square metres, all of which are town centre sites with no dedicated parking. The TRICS output summary of these sites is provided at **Appendix A**. These represent examples of convenience stores within a town centre environment. All larger retail floor areas within the survey results also have significant levels of parking and represent destination 'one-stop' shops.
- 9 A comparison cannot reasonably be made between the proposed discount foodstore and a mainstream ('generic') foodstore with a greater retail floor area simply because it has parking, since the smaller store will naturally limit the range of goods available, which in turn will influence customer shopping behaviour. Equally, a comparison of the proposed Lidl operation with the smaller foodstores on the TRICS database is inappropriate, since it would underestimate the number of vehicle trips due to the lower car parking provision. This demonstrates clearly that an assessment of *"any food retail A1 use"* for the proposed store is unrealistic and that the analysis set out within the Transport Assessment, using bespoke Lidl (London) trip rates, is the most appropriate and reliable indicator of likely impacts.
- 10 Notwithstanding the above, in order to demonstrate that the assessment presented in the Transport Assessment is robust for a discount foodstore, a comparison has been undertaken of the surveyed Lidl stores presented in the TA with results from a generic foodstore assessment based on surveyed sites on the TRICS database. It should be noted that within the category '01 C – Discount Food Stores' there are no surveyed sites located within London and only one within the South East (Maidstone). On this basis, to present a representative sample of discount foodstores an assessment of sites located within England has been presented. The TRICS outputs are included at **Appendix B**. The weekday vehicular trip assessment is summarised in Table 1 and the Saturday assessment in Table 2 and based on the proposed retail floor area of 1,407 square metres.

Time Period	TRICS – All England			Lidl Specific Assessment		
	Arr	Dep	Total	Arr	Dep	Total
10:00 – 11:00	63	57	120	61	57	118
11:00 – 12:00	59	57	116	66	58	124
12:00 – 13:00	61	62	123	80	77	<b>157</b>
13:00 – 14:00	63	62	125	71	67	138
14:00 – 15:00	71	66	137	74	76	<b>150</b>
15:00 – 16:00	68	72	<b>140</b>	73	79	<b>152</b>
16:00 – 17:00	59	64	123	71	71	<b>142</b>
17:00 – 18:00	53	60	113	66	74	<b>140</b>

**Table 1: Discount Foodstore Weekday Vehicular Trip Comparison**

- 11** It could be argued that the TRICS assessment presented in Table 1 underestimates the level of vehicular trips associated with a typical Lidl foodstore located within the London area. The numbers in bold have been used to add emphasis to the difference in peak arrival/departure profiles and also to demonstrate that in the assessment period, the peak hour of 140 vehicle movements is matched or exceeded over 5 of the 8 hours of survey data presented. The Transport Assessment is based on the Lidl specific assessment and, based on the above comparison, it presents a robust weekday assessment of the type of use proposed.

Time Period	TRICS – All England			Lidl Specific Assessment		
	Arr	Dep	Total	Arr	Dep	Total
10:00 – 11:00	80	64	144	86	72	158
11:00 – 12:00	79	91	<b>170</b>	92	87	<b>179</b>
12:00 – 13:00	77	80	157	98	91	<b>189</b>
13:00 – 14:00	82	84	166	87	97	<b>183</b>
14:00 – 15:00	71	63	134	87	82	<b>170</b>
15:00 – 16:00	56	68	124	85	87	<b>172</b>
16:00 – 17:00	45	68	113	83	80	163
17:00 – 18:00	34	45	79	70	84	154

**Table 2: Discount Foodstore Saturday Vehicular Trip Comparison**

- 12** In Table 2, the figures in bold have been used to emphasise the peak hour in the TRICS assessment and again to highlight that based on typical Lidl stores operating in London, the arrival/departure peak is matched or exceeded again in 5 out of the 8 hours of survey data presented. This clearly indicates that whilst the TRICS data presents a generic assessment of discount foodstores operating within England, the output trip rates are lower than the equivalent trip rates drawn from the available Lidl operational data. On this basis the travel data available for the specific end occupier provides the most robust assessment available of an A1 retail use of the size proposed.
- 13** The use of the TRICS discount foodstore category was accepted as part of proposals to alter access arrangements to a number of existing retail units at Stonefield Way, South Ruislip. These units currently operate with open class A1 use, but for the purposes of providing a robust assessment of future vehicular trip profiles, the proposal was assessed solely through the use of the TRICS discount foodstore category and was subsequently accepted by the London Borough Hillingdon.
- 14** The use of TRICS for vehicular trip generation of the proposed Lidl foodstore was also accepted at the Cowley Road, Uxbridge site.
- 15** The following list, although not exhaustive, identifies a number of other examples of locations outside of the Borough of Hillingdon whereby the use of the TRICS data has been accepted in the assessments prepared for the proposed Lidl foodstores by the identified Highway Authorities:
- Bexleyheath – London Borough of Bexley;
  - Rickmansworth – Hertfordshire County Council;
  - Shoreham – Kent County Council;
  - Sittingbourne – Kent County Council;
  - Sevenoaks – Kent County Council;
  - Dorking – Surrey County Council;
  - Maidenhead – Royal Borough of Windsor and Maidenhead;
  - Wokingham – Wokingham Borough Council;

- New Milton – Hampshire County Council;
- Littlehampton – West Sussex County Council;
- Portsmouth – Portsmouth City Council;
- Salisbury – Wiltshire County Council;
- Christchurch – Dorset County Council;
- Poole Hamworthy – Dorset County Council;
- Basingstoke – Hampshire County Council; and
- Shanklin (Isle of Wight) – Isle of Wight Council.

**16** The use of TRICS data is an accepted method of assessment for discount foodstore applications. The Transport Assessment prepared for the proposed Hayes foodstore provides a more in depth assessment tailored specifically to Lidl foodstore located within London and the results of the above comparison indicate that the projected vehicle flows are higher than a generic TRICS assessment. On this basis, a more robust assessment has been undertaken and the results as highlighted in the Transport Assessment indicate that in terms of junction capacity, the local highway network can accommodate the proposed level of diverted, pass-by, transferred and new trips in the location proposed.

## SECOND COMMENT – SITE ACCESS ARRANGEMENTS

**Comment: The inadequacy of the access off Central Avenue and the site access, which are both not considered suitable for delivery vehicles. It is noted that the joint access also serves a public car park and would potentially provide access for residential development at the remainder of the former Hayes Pool site. Notwithstanding the swept paths submitted, there would be potential conflict between pedestrians and vehicles and reversing delivery lorries. The applicant should therefore devise a suitable access design.**

- 17** As mentioned in previous correspondence, a Lidl foodstore of this size would experience on average one delivery per day except during peak operational periods, when this could increase to two deliveries. The operations team within Lidl are familiar with this arrangement and seek to minimise any delay to customers and safety remains paramount throughout. If there was any concern from a safety or customer impact, then Lidl would neither continue to operate on this basis in existing stores nor design this arrangement into new stores.
- 18** Within the proposed site layout, the servicing area is located to the north of the main customer store entrance and away from the bulk of the store car parking which is located to the south of the store within the site. This minimises potential conflicts within the site. The service vehicle manoeuvre takes place in front of 11 car parking spaces within the car park and this will result in the temporary blocking of the access while the manoeuvre is undertaken, but will be clearly visible for anyone in the vicinity and will be of a short duration.



- 19** Further to this, a dedicated pedestrian access to the store will be provided from Central Avenue linking to the store entrance. This will be visible from Central Avenue so that pedestrians heading to the store from the north have a choice of accesses into the Lidl site. In any event, Lidl delivery drivers are required to perform manoeuvres within this type of shared arrangements all over the Lidl store network.
- 20** A similar comment in respect to servicing was raised at the application stage of the now operational Lidl store at Cowley Road, Uxbridge. It translated into a reason for refusal but was withdrawn by the Council during the course of the Appeal. For reference the approved site layout plan for the Cowley Road store is included at **Appendix C**.
- 21** This servicing strategy is the standard for new Lidl stores in London and across the country. A list, although not exhaustive, of sites within London and the South-East where this strategy has been accepted by the Local Planning Authority, the Highway Authority and in instances by Transport for London is as follows:
- Cowley Road, Uxbridge (also located within the London Borough of Hillingdon);
  - Acre Lane, Brixton;
  - Uxbridge Road, Hayes;
  - Clapham Road, Stockwell;
  - Falcon Lane, Clapham Junction;
  - Massinger Street, Elephant & Castle;
  - Vincent Lane, Dorking;
  - Lymington Road, New Milton;
  - London Road, Sevenoaks; and
  - Dover Street, Sittingbourne.
- 22** Site layout plans of the above Lidl foodstores can be provided upon request if this will be of assistance.

- 23** In respect of the future development of the remainder of the Hayes Pool site, Lidl has been provided with formal correspondence from the London Borough of Hillingdon that the principle of access directly onto Church Road is acceptable. This correspondence is provided for reference at **Appendix D**. Given this level of certainty from the LPA and the fact that there is no scheme prepared for this section, it is not appropriate to consider this as part of the development proposals. Any such development on the remainder of the Hayes Pool site would review the access arrangements as part of any transport documents prepared for such an application.

## **COMMITTED DEVELOPMENTS AND HIGHWAY ALTERATIONS**

### **Station Road Re-opening**

- 24** We understand that the London Borough of Hillingdon has been consulting on the potential to re-open Station Road as a through route. Based on information available at this stage it does not appear that this is a committed scheme and as stated in the Technical Note, there is no information available from the LPA in respect of the implications of this in terms of traffic flows in the area. Further to this, the public consultation occurred post submission of the planning application and would not therefore form part of the assessment conditions.
- 25** It is also relevant to note that the PICADY output clearly indicates that the priority junction of Botwell Lane/Central Avenue operates substantially within capacity in the 2018 assessment year, both with and without development. The development is therefore very unlikely to prejudice the reopening of Station Road in traffic capacity terms, but in any event that is a matter for the Council to consider in deciding whether or not to proceed with the re-opening of Station Road.

### **Committed Development – Asda/Industrial Units**

- 26** Gateway TSP has obtained the Transport Assessment prepared in respect of the Asda committed development (reference 32157/APP/2011/872).
- 27** The Transport Assessment prepared by Royal Haskoning stated that 73% of Asda's trade draw would be as a result of claw back trade from Tesco Extra Bullsbridge, Sainsbury's Lombardy Retail Park and Tesco Extra Glencoe Road (Yeading).

- 28** The figures provided within the Royal Haskoning Transport Assessment indicate that main impacts of the Asda development proposals will be along North Hyde Road, Millington Road, Dawley Road and a section of Station Road to access Clayton Road. There is no demonstrable impact along Botwell Lane that would need to be accounted for in the proposed Lidl foodstore Transport Assessment. Furthermore, in clawing back trade from the Sainsbury's (Lombardy Retail Park), there could be fewer vehicle movements along Botwell Lane as trip diversions will occur from this section of highway to Dawley Road.
- 29** On this basis, the committed development assessment presented in the Transport Assessment for the proposed Lidl foodstore is entirely appropriate for the type and scale of the development proposed. It has taken account of committed developments that are specific to the area to the north of the town, including a review of the major developments located to the south of the town. In addition to identifying specific committed development sites, a background growth factor derived from TEMPRO has also been applied to the survey traffic flows. Both measures combined represent a robust assessment of baseline conditions on the local highway network.

## APPENDICES

**APPENDIX A**  
**TRICS List of London Food Superstores**

Reference	Description	Town/City	Area	GFA	RFA	SPACES
CN-01-A-03	SAINSBURYS	BLOOMSBURY	CAMDEN	1710	1454	
CN-01-A-04	SAINSBURYS CEN	HOLBORN	CAMDEN	1890	1000	
KI-01-A-01	SAINSBURY'S	KINGSTON UPON THAME	KINGSTON	2650	1400	0

**APPENDIX B**

**TRICS Output – Discount Foodstore**



# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : C - DISCOUNT FOOD STORES  
MULTI-MODAL VEHICLES

## Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

## Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Retail floor area  
Actual Range: 800 to 1256 (units: sqm)  
Range Selected by User: 750 to 1256 (units: sqm)

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 27/11/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

## Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

## Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

## Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

## Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
Built-Up Zone	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

A1	6 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	990 sqm		
	Survey date: TUESDAY	27/11/12		Survey Type: MANUAL
2	MS-01-C-02	ALDI		MERSEYSIDE
	SMITHDOWN ROAD			
	WAVERTREE			
	LIVERPOOL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Retail floor area:	900 sqm		
	Survey date: MONDAY	18/06/07		Survey Type: MANUAL
3	MS-01-C-03	ALDI		MERSEYSIDE
	LAUREL ROAD			
	ELM PARK			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Retail floor area:	800 sqm		
	Survey date: WEDNESDAY	20/06/07		Survey Type: MANUAL
4	NR-01-C-01	ALDI		NORTHAMPTONSHIRE
	DALTON ROAD			
	CORBY			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1000 sqm		
	Survey date: WEDNESDAY	19/11/08		Survey Type: MANUAL
5	NY-01-C-02	LIDL		NORTH YORKSHIRE
	STATION ROAD			
	THIRSK			
	Edge of Town Centre			
	No Sub Category			
	Total Retail floor area:	1256 sqm		
	Survey date: TUESDAY	11/10/11		Survey Type: MANUAL
6	SH-01-C-01	LIDL		SHROPSHIRE
	CASTLE STREET			
	HADLEY			
	TELFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Retail floor area:	1200 sqm		
	Survey date: TUESDAY	16/06/09		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1030	0.291	3	1030	0.097	3	1030	0.388
08:00 - 09:00	6	1024	1.253	6	1024	0.635	6	1024	1.888
09:00 - 10:00	6	1024	2.945	6	1024	2.278	6	1024	5.223
10:00 - 11:00	6	1024	4.491	6	1024	4.068	6	1024	8.559
11:00 - 12:00	6	1024	4.182	6	1024	4.051	6	1024	8.233
12:00 - 13:00	6	1024	4.312	6	1024	4.442	6	1024	8.754
13:00 - 14:00	6	1024	4.491	6	1024	4.377	6	1024	8.868
14:00 - 15:00	6	1024	5.044	6	1024	4.702	6	1024	9.746
15:00 - 16:00	6	1024	4.832	6	1024	5.109	6	1024	9.941
16:00 - 17:00	6	1024	4.165	6	1024	4.540	6	1024	8.705
17:00 - 18:00	6	1024	3.759	6	1024	4.279	6	1024	8.038
18:00 - 19:00	6	1024	2.847	6	1024	3.254	6	1024	6.101
19:00 - 20:00	6	1024	1.253	6	1024	1.757	6	1024	3.010
20:00 - 21:00	2	1123	0.445	2	1123	0.668	2	1123	1.113
21:00 - 22:00	1	990	0.202	1	990	0.707	1	990	0.909
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		44.512			44.964			89.476	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected:	800 - 1256 (units: sqm)
Survey date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : C - DISCOUNT FOOD STORES  
 MULTI-MODAL VEHICLES

### Selected regions and areas:

06	WEST MIDLANDS	
	HE	HEREFORDSHIRE 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

### Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Retail floor area  
 Actual Range: 750 to 1050 (units: sqm)  
 Range Selected by User: 750 to 1256 (units: sqm)

### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 27/11/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

### Selected survey days:

Saturday 2 days

This data displays the number of selected surveys by day of the week.

### Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

### Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

### Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

A1 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000 1 days  
 20,001 to 25,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000 1 days  
 125,001 to 250,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days  
 1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count 0 days  
 Excluded from count or no filling station 2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	HE-01-C-01 EIGN STREET	ALDI	HEREFORDSHIRE
	HEREFORD Edge of Town Centre Built-Up Zone		
	Total Retail floor area:	750 sqm	
	Survey date: SATURDAY	04/03/06	Survey Type: MANUAL
2	NY-01-C-01 LAYERTHORPE	NETTO	NORTH YORKSHIRE
	YORK Suburban Area (PPS6 Out of Centre) Commercial Zone		
	Total Retail floor area:	1050 sqm	
	Survey date: SATURDAY	21/05/05	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES  
**MULTI-MODAL VEHICLES**  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	900	1.333	2	900	0.222	2	900	1.555
08:00 - 09:00	2	900	3.111	2	900	0.889	2	900	4.000
09:00 - 10:00	2	900	5.333	2	900	3.278	2	900	8.611
10:00 - 11:00	2	900	5.667	2	900	4.556	2	900	10.223
11:00 - 12:00	2	900	5.611	2	900	6.500	2	900	12.111
12:00 - 13:00	2	900	5.500	2	900	5.667	2	900	11.167
13:00 - 14:00	2	900	5.833	2	900	6.000	2	900	11.833
14:00 - 15:00	2	900	5.056	2	900	4.444	2	900	9.500
15:00 - 16:00	2	900	4.000	2	900	4.833	2	900	8.833
16:00 - 17:00	2	900	3.222	2	900	4.833	2	900	8.055
17:00 - 18:00	2	900	2.389	2	900	3.167	2	900	5.556
18:00 - 19:00	2	900	1.444	2	900	2.056	2	900	3.500
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		48.499			46.445			94.944	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

### Parameter summary

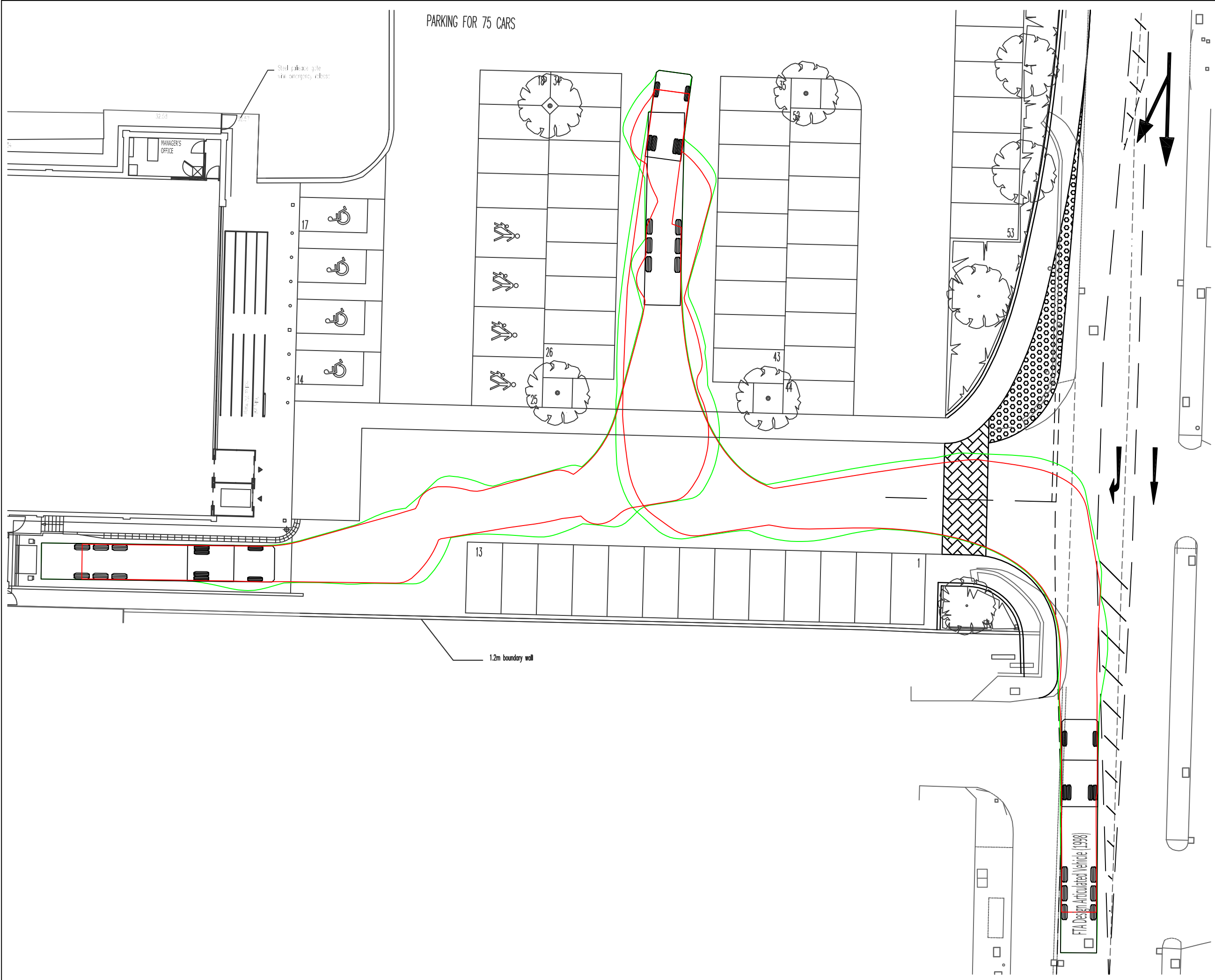
Trip rate parameter range selected:	750 - 1050 (units: sqm)
Survey date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.




**APPENDIX C**

**Cowley Road, Uxbridge – Site Layout  
and Swept Path Analysis**




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D	Minor modifications to pedestrian crossing	27.10.11
C	Minor modifications to site layout	24.10.11
B	Minor modifications to access and site layout	18.10.11
A	Adjustments to mountable shoulder, indicative crossing and internal aisles	17.10.11

rev	description	date
client LIDL UK		
project 121 COWLEY ROAD, UXBRIDGE		
title ALTERNATIVE DELIVERIES STRATEGY: HGV ARRIVING		



53 Manor Way / Guildford / Surrey / GU2 7RR  
Tel: 01483 300715  
admin@gateway-tsp.co.uk

scale 1/250 @ A3	drawn by SG	date OCT 11
drawing number 11/0712/TK01		rev D

## **APPENDIX D**

### **LBH Principle of Access Correspondence**



Fwd: Hayes Pool  
Richard Carden  
to:  
james.barrett  
17/07/2013 12:41  
Hide Details  
From: Richard Carden <[rcarden@hillingdon.gov.uk](mailto:rcarden@hillingdon.gov.uk)>

To: [james.barrett@lidl.co.uk](mailto:james.barrett@lidl.co.uk)

1 Attachment



Hayes Swimming Pool Site Entrance (1).pdf

James

As promised, please see below

Richard

----- Forwarded message -----

From: **Syed Shah** <[sshah2@hillingdon.gov.uk](mailto:sshah2@hillingdon.gov.uk)>

Date: 17 July 2013 10:40

Subject: Re: Hayes Pool

To: Richard Carden <[rcarden@hillingdon.gov.uk](mailto:rcarden@hillingdon.gov.uk)>

Cc: James Rodger <[jrodger2@hillingdon.gov.uk](mailto:jrodger2@hillingdon.gov.uk)>, Satish Vekaria <[svekaria@hillingdon.gov.uk](mailto:svekaria@hillingdon.gov.uk)>, Steven Tarczy <[starczy@hillingdon.gov.uk](mailto:starczy@hillingdon.gov.uk)>

Richard,

Having spoken with Steve, he had misunderstood that the access is existing. There are a number of inaccuracies on the drawing; crucially the access to no. 5 is not drawn accurately. Notwithstanding this, I consider the proposed access acceptable in principle subject to a scheme being designed to be suitable for the type and location of the access and any existing access and safety issues being resolved.

Regards,

Syed

On 17 July 2013 08:05, Richard Carden <[rcarden@hillingdon.gov.uk](mailto:rcarden@hillingdon.gov.uk)> wrote:

Syed

Following the email last night with the plan, Steve Austin has confirmed that the ramp meets with the necessary requirements. No.5 has not been consulted at this stage simply because it is only an 'option' that we wish to get confirmation on in **principle** as being acceptable. No scheme has been designed nor will it be by us or the prospective buyer for this element of the site, as they are selling the site to a housing association, however, any design will basically be focused around and be sympathetic to, the access point.

On the basis of the attached, please could you confirm that in **principle** this access would be acceptable and would not in it's own right prevent a planning consent being granted.

I have a meeting with the buyer at 11am and really would appreciate a response by then

many thanks for your help

Richard

On 16 July 2013 13:29, Syed Shah <[sshah2@hillingdon.gov.uk](mailto:sshah2@hillingdon.gov.uk)> wrote:

Richard,

I had requested that the speed table and associated works be designed by a highways/traffic engineer. Could you please confirm that this has been done? There are standards for speed tables including requirements on bus routes which have to be met. The drawing needs to show the existing and proposed tables and any alternations required to existing access points etc. Have you consulted with no. 5 whose access will need to be altered as result of the proposed raised table?

It would be useful to at least have some indication of the development layout to help consider the access feasibility.

Regards,

Syed

On 16 July 2013 11:09, James Rodger <[jrodger2@hillingdon.gov.uk](mailto:jrodger2@hillingdon.gov.uk)> wrote:

For you...

----- Forwarded message -----

From: **Richard Carden** <[rcarden@hillingdon.gov.uk](mailto:rcarden@hillingdon.gov.uk)>

Date: 16 July 2013 11:02

Subject: Hayes Pool

To: James Rodger <[jrodger2@hillingdon.gov.uk](mailto:jrodger2@hillingdon.gov.uk)>

James



I have a meeting with LIDL tomorrow and really need to know if your highways chaps are happy with our proposal - could you get some feedback and advise, many thanks

--

Kind Regards

**Richard Carden**

Development and Disposals Surveyor

Corporate Property Services

Residents Services

Borough of Hillingdon | 4N/11 Civic Centre | High Street | UXBRIDGE | UB8 1UW

Tel: 01895 277279

--

James Rodger

Head of Planning, Sport and Green Spaces

Residents Services

London Borough of Hillingdon

Civic Centre, High Street

Uxbridge UB8 1UW

Tel: 01895 277468

--

Regards,

**Syed Shah**

Highways Development Manager

Planning Services (Transportation)

Residents Services

Civic Centre, London Borough of Hillingdon

Tel: 01895-250230

E-mail: [sshah2@hillingsdon.gov.uk](mailto:sshah2@hillingsdon.gov.uk)

--

Kind Regards

**Richard Carden**

Development and Disposals Surveyor

Corporate Property Services

Residents Services

Borough of Hillingdon | 4N/11 Civic Centre | High Street | UXBRIDGE | UB8 1UW

Tel: 01895 277279

--

Regards,

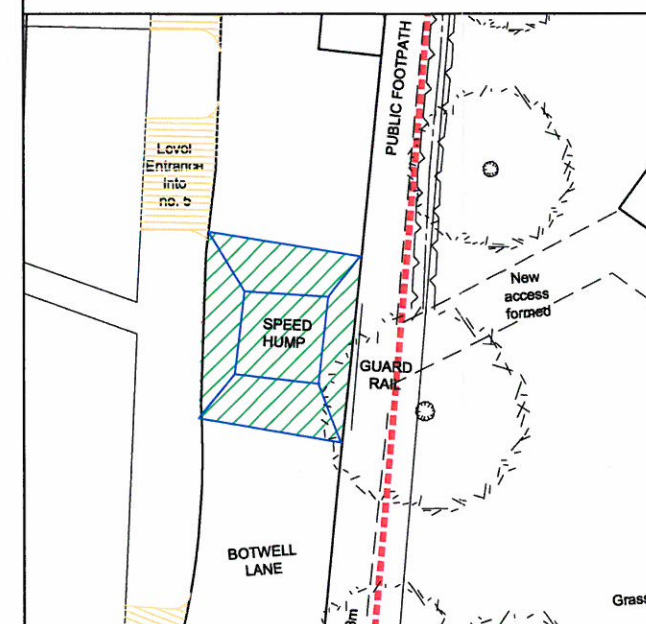
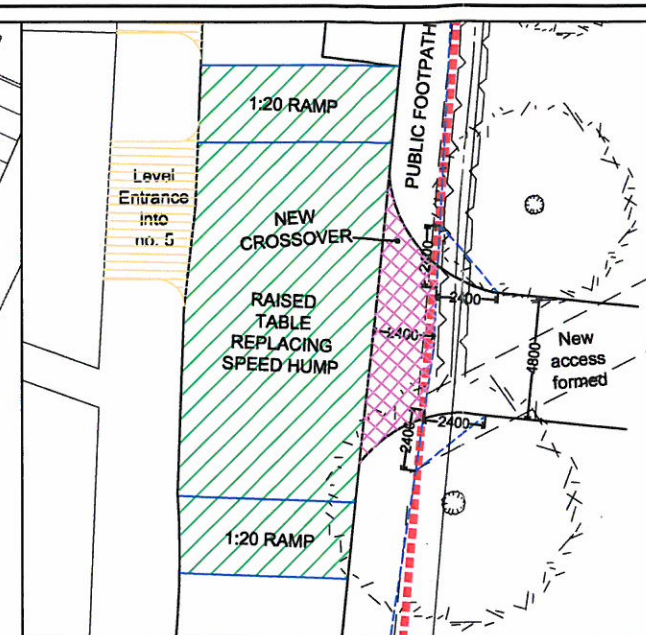
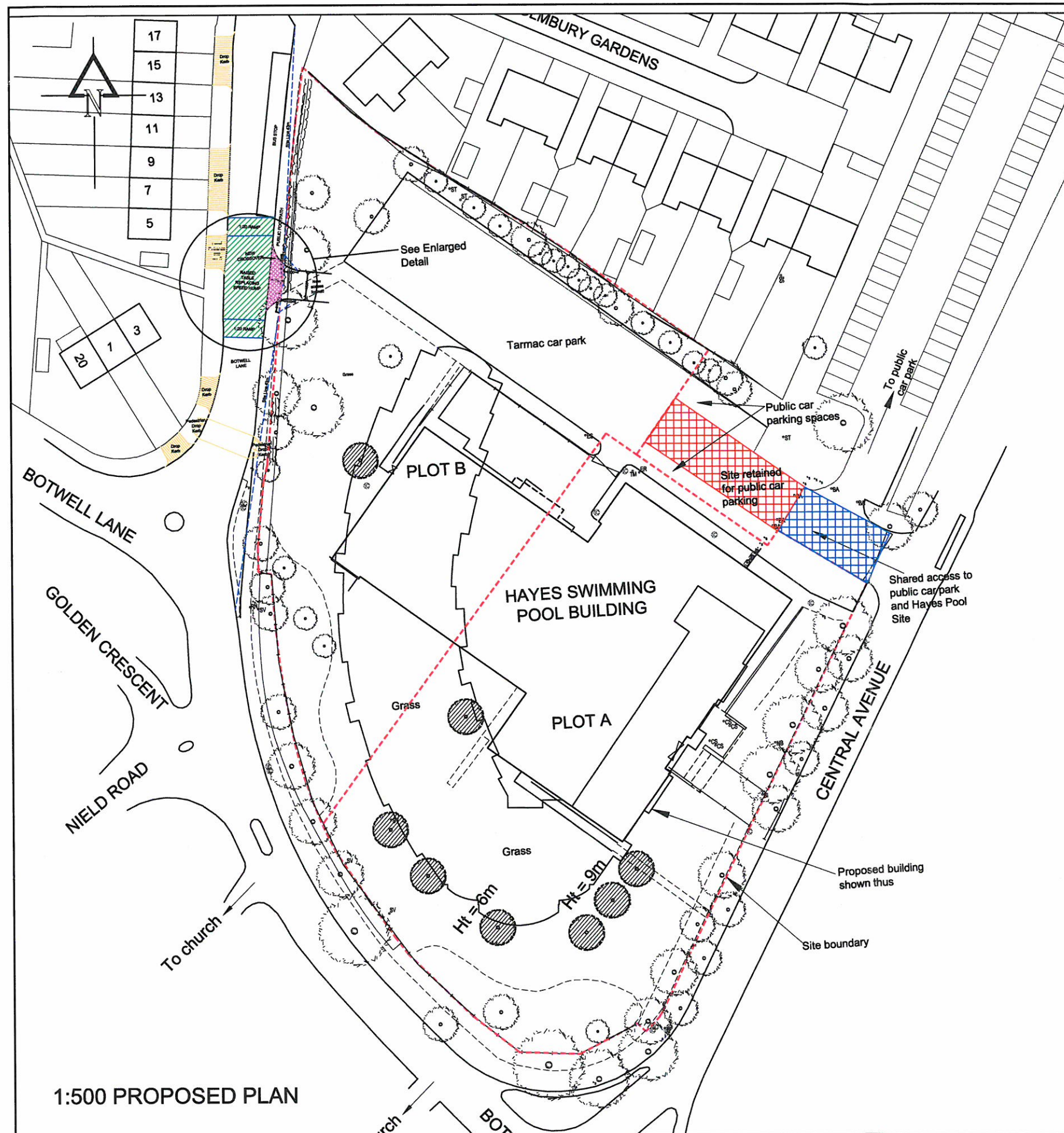
Syed Shah  
Highways Development Manager  
Planning Services (Transportation)  
Residents Services  
Civic Centre, London Borough of Hillingdon  
Tel: 01895-250230  
E-mail: [sshah2@hillington.gov.uk](mailto:sshah2@hillington.gov.uk)

--

Kind Regards

**Richard Carden**  
Development and Disposals Surveyor  
Corporate Property Services  
Residents Services  
Borough of Hillingdon | 4N/11 Civic Centre | High Street | UXBRIDGE | UB8 1UW  
Tel: 01895 277279





NOTES

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

**DO NOT SCALE FROM THIS DRAWING**

-	-	-	-
Rev	Revision notes	Initials	Date



**HILLINGDON**  
LONDON

**CORPORATE PROPERTY & CONSTRUCTION GROUP**  
4N/11, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW

Tel: 01895 250 111  
Fax: 01895 277 224

PROJECT  
HAYES SWIMMING POOL SITE

DESCRIPTION	AMOUNT
NEW SITE ENTRANCE OFF CHURCH ROAD FOR PLOT B	10.00

SCALE 1:500 & 1:200	DRAWN BY ST	CHECKED BY SV	DATE 04/07/13
DRAWING No. 2009D25/P/22			REV. -