



Transportation Planning : Infrastructure Design

Technical Note 03
Responding to Councillor David Cartwright's
Highways-Related Comments

Proposed New Lidl Foodstore
Mottingham Road,
London Borough of Bromley

Lidl Great Britain Limited

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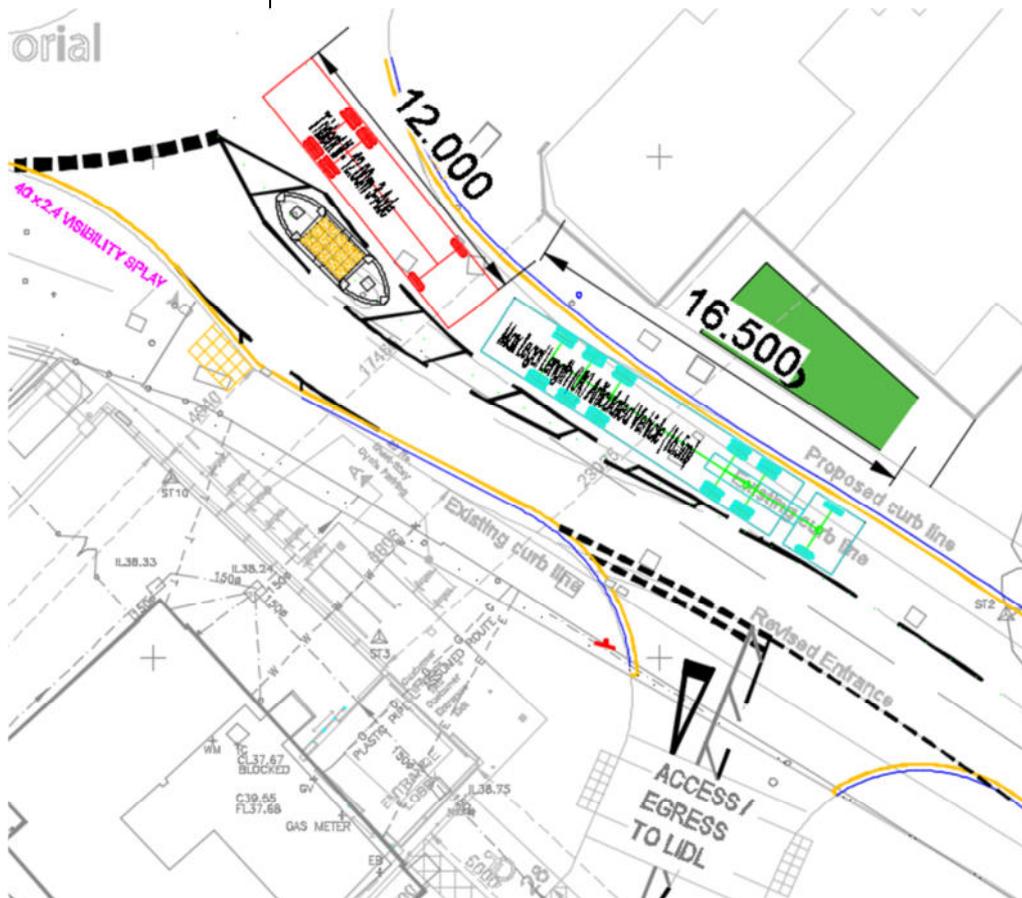
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1.0 INTRODUCTION

1.1 This Technical Note has been prepared in response to the six highways-related questions raised by Councillor David Cartwright at the 18th March 2020 committee meeting at which Lidl's application for development on the site of the former Porcupine PH, 24 Mottingham Road, was deferred.

Item	Questions raised by Councillor David Cartwright	SCP Response
1	<p><i>The rear of a large delivery lorry sticking out into the roundabout in the likely event that it is unable to immediately turn into the store.</i></p>	<p>In the event that an HGV does approach the site from the north-west, the following image clearly shows that it can position itself at the site access such that a gap of at least 12m will exist between it and the roundabout. This is sufficient for a single-decker bus or for two cars to store.</p> <p>In reality, the HGV will approach the site via the A20 and Court Road and will therefore turn left into the site and turn right out.</p>



2	<i>Large delivery lorries manoeuvring within the public car park and attempting to exit the site.</i>	<p>Visibility standards in the UK are dictated by the position of the driver within the vehicle. In a typical car, the driver will be sitting around 2.4m back from the give-way line. This 2.4m measurement is known as the “x-distance”.</p> <p>By contrast, an HGV driver sits much further forward in the cab due to the engine being beneath or behind him. The driver’s eye line is therefore only around 1m from the front of the vehicle. The driver also sits much higher. Combined, the height and forward position of the driver provide excellent visibility both forwards and laterally. At the site access, the driver will have a commanding view of oncoming traffic from both directions and his rear view mirrors will provide sufficient visibility of the areas down both sides of the vehicle.</p> <p>Lidl service around 95% of their stores in the UK and abroad via the customer car park, and often while the store is open and trading normally. Lidl’s safety record is excellent in this regard.</p>
3	<i>The narrowing of the road way through widening the existing pedestrian refuge</i>	<p>There is no narrowing of the road between the enlarged crossing and the footway. The footway on the north side of Mottingham Road has been narrowed by about 0.6m to ensure that the eastbound lane can continue through at almost exactly the same width. In fact, the improved lane will be 0.2m wider than it is now. The footway, while narrower, is still over 2m wide which is the UK standard.</p>
4	<i>The issue of the disappearing street lamp</i>	<p>The repositioned street lamp has not currently been shown on the general arrangement drawing because its final location is a matter for the council’s street lighting design team to agree at detailed design stage. The column could simply be moved back towards the back of footway in its current position, or it could be sited a minimum of 0.45m from the new edge of carriageway, or it could move closer to the roundabout and the crossing. It will definitely be retained as part of the Mottingham Road improvement scheme and there is no inherent design flaw in the submitted general arrangement drawing that would prohibit the street lighting column from being repositioned.</p>
5	<i>The issue of the utilities and mains</i>	<p>The issue of utilities and mains services under footways when widening the road will be picked up at detailed design stage. Both the adopting</p>

	<p><i>services under the pavement where re-alignment would take place.</i></p>	<p>highway authority and the affected utility company will insist upon sufficient depth of carriageway construction to ensure that the area of new carriageway can cater for the heaviest vehicles allowed on UK roads without affecting underground services. Where necessary, if utilities have to be lowered to cater for increased construction depth, or diverted away from the running carriageway into the retained footway at their current depth, the costs of such alterations will be borne by Lidl.</p> <p>This is standard practice in the detailed design of new or improved roads in the UK and technical approval from the adopted highway authority will not be forthcoming until Lidl have proved that utility diversions have been properly allowed for.</p>
6	<p><i>The effect of increased demand for parking and the potential reduction of local parking spaces.</i></p>	<p>The sufficiency of Lidl’s parking proposal was accepted by the inspector into the 2015 appeal. He agreed with Lidl that there was enough parking both on and off-site to cater for Lidl’s requirements. The appeal was supported by parking-beat surveys undertaken across an area defined as being within an easy walking distance of the site. These parking-beat surveys were repeated for the 2018 application across an identical area and the same results were obtained. At peak times for Lidl, there were a sufficient number of spaces available on-street and within a suitable walking distance of the store.</p> <p>There is therefore no doubt that parking provision both on site and within the local area is sufficient for Lidl’s and the community’s needs.</p>