

Project Ref: 18047

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Client: Lidl UK GmbH

Location: Mottingham Road, Bromley

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1.0 INTRODUCTION

This Delivery, Servicing and Waste-Management Plan has been prepared in relation to Lidl's planning application for foodstore development on the site of the former Porcupine public house, Mottingham Rd, Bromley.

Logistically, Lidl prefer to service the store out of hours or when the store is at its quietest. However, properly managed, Lidl are able to take deliveries during the day while the store is trading normally. Flexibility in delivery times is essential to Lidl's operation, particularly if delays are experienced by the HGV en route for example.

This report outlines such an approach to the management of deliveries. It is based upon experience gained nationwide in the servicing of over 700 stores across the UK where for the vast majority of them, deliveries are taken via the customer entrance and through the store car park.

2.0 LIDL SERVICING STRATEGY

Servicing and Deliveries

Servicing for the foodstore will conform to the typical Lidl model, with an on-site dedicated servicing bay at the rear of the store accessed from the customer car park via the site access on Mottingham Road.

The servicing area has been designed to accommodate the entry, manoeuvre, reverse onto the loading bay ramp and exit in forward gear of a 16.5 metre articulated vehicle. All manoeuvres take place within the store car park.

Comprehensive swept path analyses have been undertaken for this vehicle type and these are provided within **Appendix 1**. These assessments demonstrate that the manoeuvres can be conducted satisfactorily with the vehicle entering and leaving the site in a forward gear.

A right turning HGV waiting at the site access will block through traffic but capacity assessments undertaken for peak hours on the network reveal no threat of queues occurring. As a result we conclude that such manoeuvres are capable of occurring at peak times with no threat to other traffic movements on the local highway network.

Internally, the swept paths demonstrate that there is sufficient room for the HGV to manoeuvre without risk of vehicle strikes. In the case of the proposals for Mottingham, the HGV manoeuvres are identical to many other examples of Lidl stores which are serviced from within the store car park routinely with no risk to pedestrian safety. Delivery vehicles will be enabled with reversing alarms and the infrequency of such movements mitigates heavily against any perceived risk to customers.

Lidl routinely schedule deliveries for those periods outside peak-trading hours or when the store is closed to customers completely. Logistically this makes their own operation much more efficient as staff are able to re-stock more easily when there are fewer customers in the store and deliveries arriving over night or during the early hours of the morning are less susceptible to delays on the network.

However, flexibility is key to any retailer's operation and as a result, Lidl's standard DSWMP strategy is designed to inform decision makers about the impact of deliveries if arriving when the store is at its busiest and the car park is full.

The following concerns are typical of those that have been expressed by local planning and highway authorities across the UK over recent years who are relatively new to the Lidl format.

- Concern 1

How will the arrival of the HGV be communicated to the site?

- The manager of each Lidl store is aware of the scheduled delivery time for each day and as a result prepares accordingly. In addition, the driver can telephone the site 20-30 minutes before arrival or in case of delay or any other alteration to the delivery schedule.

- Concern 2

What is the length of time deliveries are likely to take?

- Lidl deliveries are completed within a period of about 30 to 60 minutes depending on the size of the store. They are manoeuvring within the car park for only a fraction of this time.

- Concern 3

Can vehicles enter and leave the main site in forwards gear minimising reversing?

- The route for Lidl's delivery vehicles into the site, through the car park, onto the loading bay and out again has been carefully designed around a maximum legal articulated HGV. The HGV only reverses from the point at which the vehicle completes its path to the bottom end of the car park. This minimises the extent the vehicle needs to reverse to just that section onto the loading bay ramp itself;

- Concern 4

How will noise from reversing horns / sirens be controlled (as this could disrupt neighbours)?

- Lidl's delivery vehicles will either be fitted with standard reversing beepers or with white-noise reversing beepers. These can be turned off if the vehicle is delivering overnight as there will be no-one else on the site. The driver has access to the warehouse and does not need a Lidl employee to open up. In terms of the white noise alarms, the white sound is emitted directionally and is therefore instantly locatable. White sound reversing alarms work effectively at lower decibel ratings containing any noise to the area behind and immediately around the rear of the reversing vehicle;

- Concern 5

Is the loading bay at same level as the back of the vehicle (i.e. no need to roll cages up / down slopes rattling around)?

- Lidl's loading bay is ramped allowing the vehicle to reverse down directly onto the warehouse doors at finished floor level. A dock leveller eliminates any differential between the floor of the trailer and the warehouse doors. There is therefore minimal transitioning of cages between the HGV and the warehouse and as soon as the cages leave the lorry they are inside the warehouse;

- Concern 6

Are engines turned off when stationary during deliveries?

- Yes, Lidl's HGV drivers are instructed to turn off their engines during the entire time that the vehicle is stationary against the loading bay doors;

- Concern 7

Are refrigeration motors turned off during deliveries (or plugged into local electricity supply)?

- Yes, Lidl's HGV drivers are instructed to turn off refrigeration units during the entire time that the vehicle is stationary against the loading bay doors;
- Concern 8

Are drivers instructed to keep all other noises to a minimum if delivering overnight?

 - Yes, Lidl's HGV drivers are instructed to turn off all stereo equipment and be careful not to slam vehicle doors;
- Concern 9

Are staff aware, particularly during night time hours (23:00 - 07:00), not to shout etc. outside?

 - The only staff on site overnight will be the delivery driver. At all other times, Lidl employees will be required to be sensitive to their surroundings if working outside.

Monitoring

Deliveries will be monitored over the course of one month after occupation of the site.

A Lidl store typically receives one/two delivery vehicles per store per day with a maximum of two/three at peak periods such as Christmas. Waste material is taken away by the same vehicles. HGV vehicle trips will be monitored, and efforts made to remove any unnecessary HGV delivery trips to support normal business.

Waste Management

Waste is to be stored within the building close to the servicing bay, to enable easy collection by vehicles servicing the site.

Lidl operates a policy of reloading empty delivery HGVs with store waste to return to the depot for recycling. This reduces the number of on-site vehicle movements required. Empty pallets and TKT boxes along with waste and recycling will be returned to the warehouse on the same HGV.

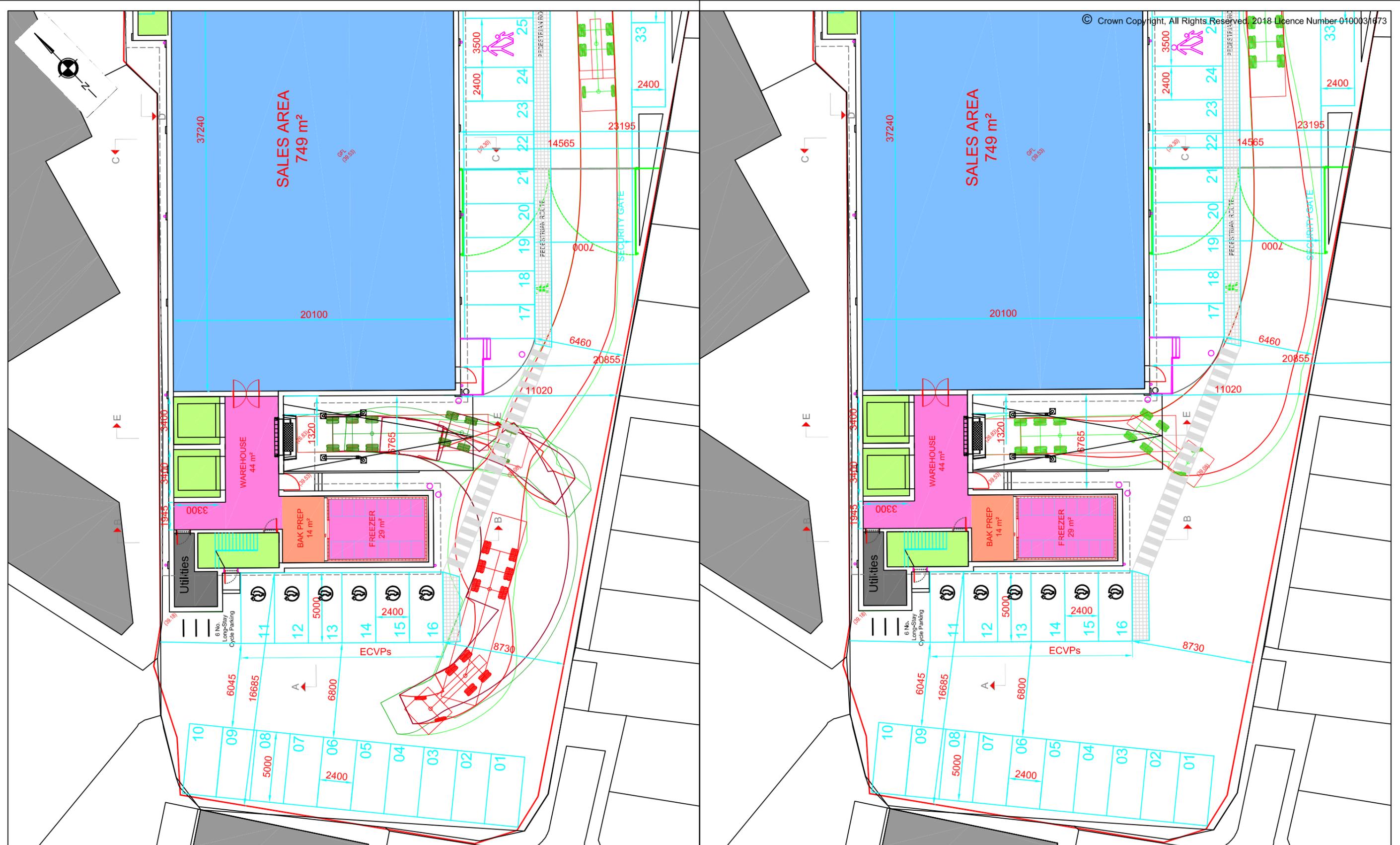
3.0 SUMMARY

The proposed Lidl store will be serviced by a 16.5m HGV from the site access on Mottingham Road. Drivers will be given precise instructions about how to access the store and manoeuvre within the car park and onto the loading bay prior to leaving the depot.

Deliveries and waste collection are part of the same operation as Lidl send delivery vehicles back to the depot loaded with recyclable waste. Deliveries and/or any waste collection will typically take place during the quietest time for the operator. Nevertheless, the store manager will manage the delivery slots, with clear instructions about delivery location and timing.

This Delivery, Servicing and Waste Management Strategy demonstrates that the proposed Lidl store can be adequately serviced without detriment to the safety of customers or staff and that as a result there is no need to control deliveries to the extent that they need to take place outside busy store trading periods.

Appendix 1



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Project Title
LIDL, MOTTINGHAM ROAD, BROMLEY
 For Lidl UK GmbH

Drawing Title
SWEPT PATHS OF MAX. LEGAL ARTICULATED HGV ONTO AND OFF LOADING BAY
 Based on Boyes Rees Dwg. 4974/AL/02

Scale
 1:250 @ A3
 Date
 06.11.2018
 Approved/Unapproved
 UNAPPROVED

By
 JRB
 Checked
 JRB
 Status
 PLANNING

Rev	Description	Date	By
A	UPDATED SITE LAYOUT DRAWING	22.01.19	JRB
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Drawing No.
SCP/18047/ATRSK10
 Revision
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