



Proposed Lidl Store, Wakefield Road, Mapplewell.

EJSA Associates
Consulting Engineers

Car Park and Service Management Plan

1 Purpose:

Lidl Great Britain Limited have obtained planning permission from Barnsley Metropolitan Borough Council (BMBC) to develop a new Foodstore at a site on Wakefield Road, Mapplewell.

Part of the development proposals are to marginally widen Wakefield Road, and to create a new right turning ghost island layout to access the site. Vehicular and pedestrian routes through the site are clear and obvious, and the pedestrian route from Wakefield Road to the store entrance is provided with "zebra" crossing type markings and dropped kerbs.

The purpose of this Car Park and Service Management Plan is to detail the servicing requirements at the Lidl foodstore, and to demonstrate how they will be managed across the customer car park. This includes any tasks to be carried out by staff at the store, and any potential effects on the operation of the store and its immediate surroundings.

This Car Park and Service Management Plan relates only to the Lidl Foodstore.

2 Delivery Routes:

It is anticipated that all deliveries will be under the direct control of Lidl Great Britain Limited. Third party carriers are not envisaged.

Deliveries will be able to approach the site from any direction on Wakefield Road. They will observe the normal rules of the Highway and enter the site when safe to do so as traffic and other Highway users dictate. Similarly, all exits from the site will be under normal traffic rules - sightlines for vehicles and non-motorised users have been provided by Lidl, and approved by BMBC. Wakefield Road is of sufficiently high standard to accommodate the service vehicles without detriment to other road users. Their return journey will be available on the same route.

The use of the site, to the loading bay, by HGV's has been "tracked" using industry standard software and the new kerblines etc have been set such that no HGV collisions will occur with any site feature or car parking spaces. In particular, the site is laid out so that there are no car parking spaces which will have to be "free" so as to allow the HGV to successfully execute its standard manoeuvres.

Lidl drivers will be briefed to ensure that they are aware that the route to the loading bay is through the customer car park, including a reversing manoeuvre.



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3 Delivery Times and Store Opening Times:

The planning consent restricts the store opening hours to between the hours of 08.00 to 22.00 Monday to Saturdays and for 6 consecutive hours between 10.00 and 18.00 on Sundays and Bank Holidays. Deliveries shall only take place between 07.00 and 23.00.

Therefore, it is possible that deliveries will take place while the store is open, and therefore, while the car park is in use.

4 The Normal Lidl Delivery:

It is normally anticipated that there will be only one Lidl Delivery per day to the store, although this may increase at certain times of the year such as the run-up to Christmas when more than one delivery could occur. A 16.5m long articulated lorry would be expected.

It is not anticipated that there will be any other deliveries, other than by Lidl.

It is anticipated that the Lidl delivery will take place out of peak hours on the surrounding road network as this will improve the reliability and efficiency of the delivery journey. However, this cannot be guaranteed. If deliveries take place coincident with network peak hours, the Lidl delivery vehicle will be able to mix with general traffic without creating any noticeable additional hazards.

If the Lidl delivery takes place during store opening hours, there will be customers and their cars using the access junction and within the car park itself. The access and egress of customers and their vehicles is controlled by the same traffic rules that will control the service vehicle's movements, and so there will be no conflict. Given the straight forward nature of the service route through the car park, such that it does not impinge upon any car parking spaces, it is perfectly acceptable to allow the delivery to take place. Obviously, with cars and customers frequenting the car park, the service vehicle driver will have to take extra care and be even more vigilant than at other times. The service vehicle's reversing "bleepers" will be turned on under these circumstances - there is no problem of disturbing surrounding residential properties with these "bleepers" as they are too far away. Experience at other stores, where the service vehicle has to pass through the car park, as well as reversing into the loading bay, shows that the manoeuvre can be undertaken entirely safely.

The delivery vehicle will enter the site in forward gear. The delivery driver will be able to execute his turning manoeuvre wholly within the car park such that the vehicle can reverse to the loading doors (checked by Autotrack assessment of the site). The delivery driver will unlock the loading bay doors and transfer the "cages" of goods into the "Delivery Area". He will then load his lorry with "cages" of waste materials, such as paper and packaging, which the



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store staff have packed and left in the Delivery Area. He will then lock the loading bay doors. The service vehicle will then exit the site in forward gear.

5 Car Parking Duration:

The duration of customer parking in the Lidl car park will be not limited, unless evidence of abuse becomes apparent, In such cases it will be limited to 90 minutes to attempt to prevent the abuse. Automatic Number Plate Recognition (ANPR) equipment would be installed by Lidl to control the duration of parking in the Lidl car park. 90 minutes is considered sufficient time for customers to complete their Lidl shopping. Any driver breaching the 90 minute maximum parking duration will be issued with a Penalty Notice. The ANPR system is likely to be managed by a third party acting on Lidl's behalf.

6 Undertakings by Lidl Great Britain Limited:

- To make reasonable endeavours to ensure that all delivery and service vehicles use the loading bay area.
- To make reasonable endeavours to ensure that the manoeuvres of all delivery and service vehicles follow that shown on the drawings submitted as part of the planning application so that all service vehicles turn into, and exit, the site in a forward gear.
- To make reasonable endeavours to ensure that all deliveries and servicing are carried out in a conscientious manner with due regard to the amenity of the surrounding residential area.
- To monitor the general operation of the delivery and servicing regime to check that no issues arise.
- To make reasonable endeavours to ensure that servicing takes place in an efficient way whereby the number of service vehicle movements to and from the store are minimised.
- To notify the Local Planning Authority (BMBC) prior to any changes to this plan.

February 2019.