

Subject	Harefield Road, Uxbridge - Variation of Hours
Job No/Ref	294516-01
Date	7 April 2025

Harefield Road, Uxbridge

Transport Note – Variation of Hours

1. Introduction

1.1 Background

Ove Arup & Partners Ltd ('Arup') has been appointed by Aldi to support the proposals at Units 1 and 2, Harefield Road, Uxbridge (the 'Site'). The Site is located within the London Borough of Hillingdon (LBH) and comprises two vacant retail units and an associated car park. This Transport Note has been prepared to support a Minor Material Amendment (Section 73) application for the Site.

1.2 Planning context

A Minor Material Amendment (Section 73) application was submitted in December 2023 (application reference: 16299/APP/2023/3691) and a Non-Material Amendment (Section 96a) application was submitted in January 2024 (application reference: 16299/APP/2024/32) in relation to the Site. The applications varied the original planning permission for the Site, to enable the sale of food from the two retail units on-site. Both applications received planning permission from LBH in December 2024.

A Transport Assessment (TA, dated 19 December 2023) prepared by Arup was submitted in support of the two applications described above.

1.3 Variation of hours proposal

Condition 16 of the Section 73 planning permission for the Site (copied below) permits the two retail units to be open between the hours of 08:00 to 20:00 on Mondays to Saturdays.

"16 The premises shall not be used except between 0800 hours and 2000 hours Mondays to Saturdays. On Sundays the larger unit shall not be used except between 1000 hours and 1600 hours and the smaller unit shall not be used except between 0900 hours and 1700 hours."

REASON To protect the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies D3, SD7, D13, and D14 of The London Plan (2021) and Policy DMHB 11 of Hillingdon Council's Local Plan Part 2 (2020)."

It is proposed to vary the above Condition, to enable the opening hours of the two units to be from 08:00 to 22:00 on Mondays to Saturdays (i.e. an additional two hours in the evening). No changes are proposed for Sunday opening hours.

It should be noted that Condition 17 of the Section 73 planning permission for the Site already enables deliveries to be made up until 22:00 on Mondays to Saturdays. The hours of 08:00 to 22:00 on Mondays to Saturdays are typical opening hours for Aldi (the future occupiers of Unit 1), including the Aldi supermarket on the High Street in West Drayton and in South Ruislip, both of which are also in the LBH.

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The remainder of this Transport Note considers the impacts of the additional opening hours from a transport perspective. The key points of consideration are the proposed trips during the hours of 20:00 to 22:00 and the baseline traffic along Harefield Road during this period.

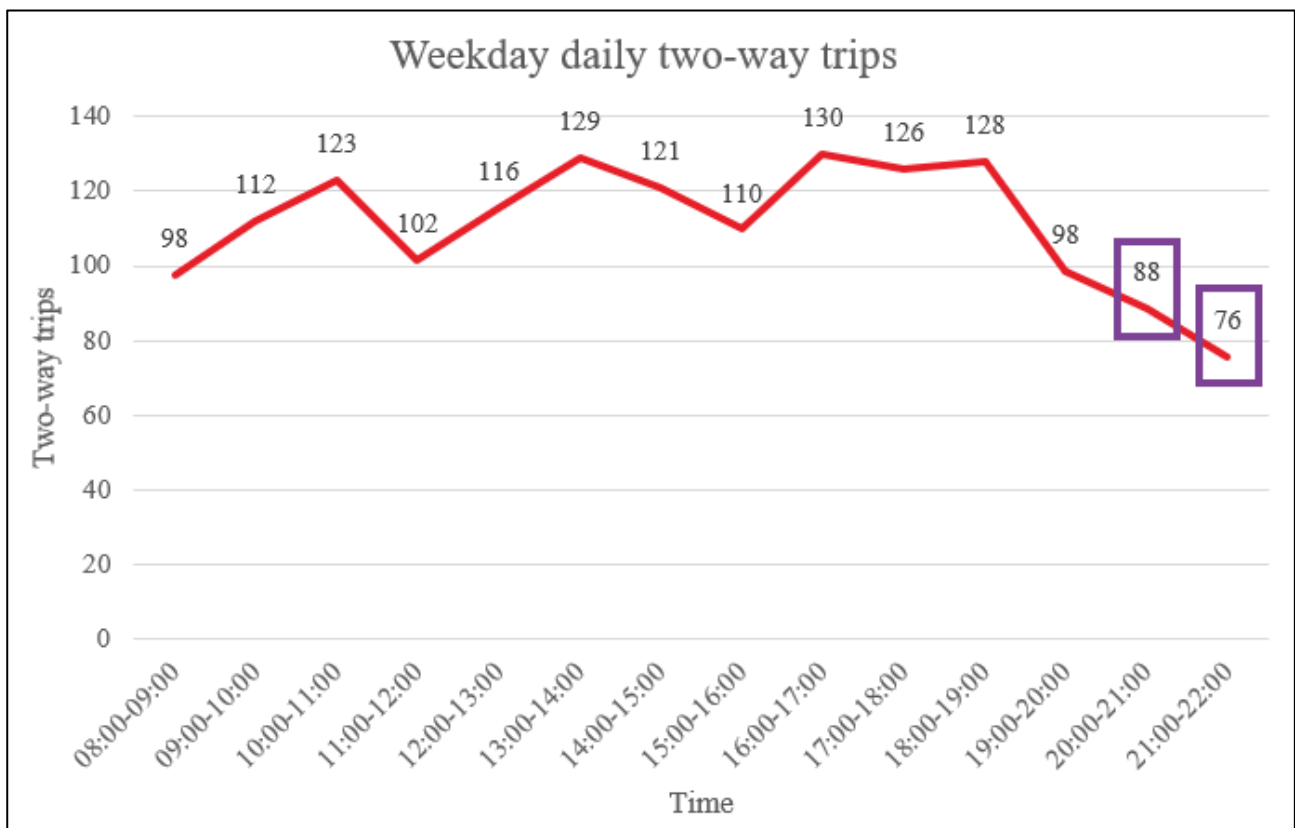
2. Assessment

2.1 Trip attraction

An assessment of the weekday highway peak hours and Saturday highway peak hour vehicular trip attraction associated with the proposals for the two retail units was provided in the 2023 TA. A robust scenario of Unit 1 being a discount food retail store and Unit 2 being a high-end food retail store was assessed in the 2023 TA, as this combination of retail uses attracted the highest trips from the scenarios tested. This assessment was undertaken using comparable surveys in the industry standard TRICS database.

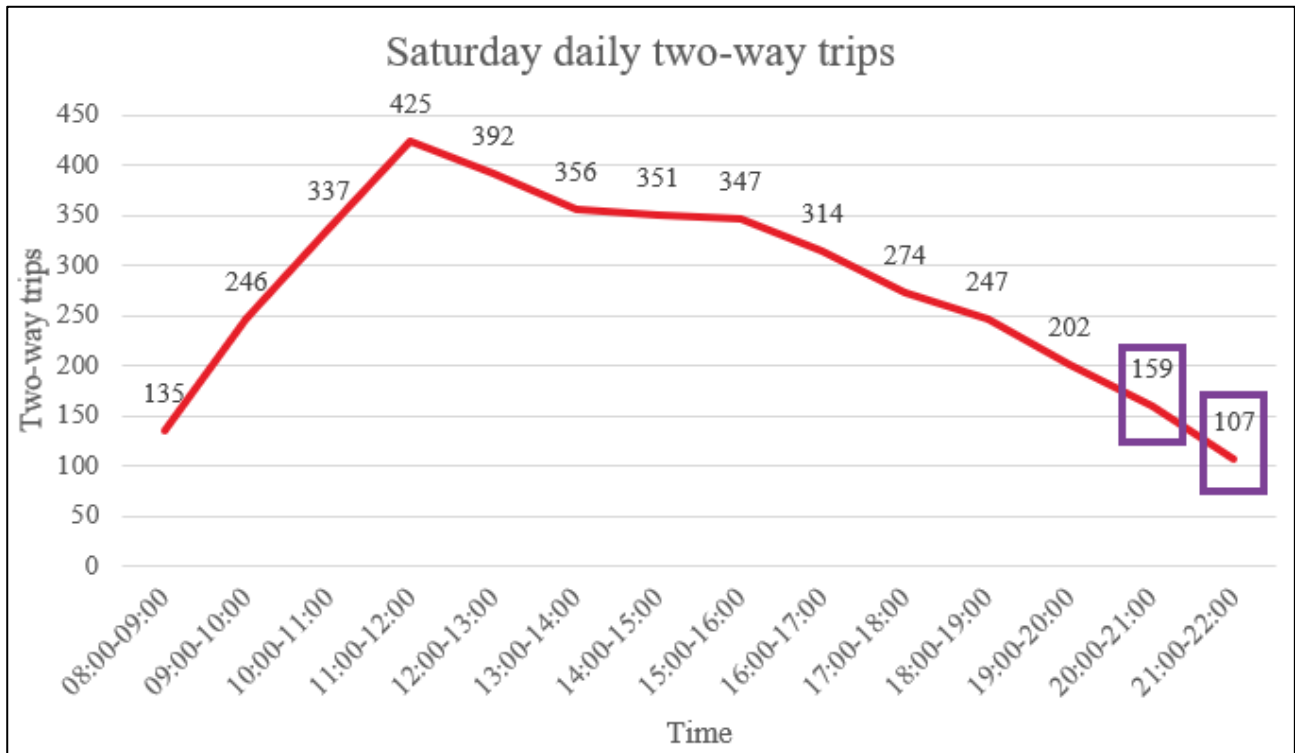
The daily profile of the total trips associated with both the retail units using the methodology described above is presented in **Figure 1** (weekday trips) and **Figure 2** (Saturday trips). The profile shows the trips for the full proposed opening hours (08:00 to 22:00), with the two additional hours (20:00 to 21:00 and 21:00 to 22:00) highlighted in purple.

Figure 1: Weekday daily two-way trips



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Figure 2: Saturday daily two-way trips



As can be seen in the figures above, the total two-way trips during the proposed additional opening hours are substantially lower than during the peak hour of movements. The weekday trips between 20:00 to 21:00 and 21:00 to 22:00 are lower than trips during all the other hours on the weekday, and the Saturday trips are lower than trips during all the other hours except 08:00 to 09:00 on the Saturday.

The total number of trips forecast during the additional opening hours range from 76 to 159 trips per hour. This equates to one to three vehicles a minute, which is a minimal increase. Vehicles would arrive and depart from both the north and south on Harefield Road, and would dissipate quickly on various routes.

Table 1 presents a summary of the trips during the peak hour of movements and a comparison with the movements between 20:00 to 21:00 and 21:00 to 22:00 on the weekday and Saturday. As can be seen, the weekday trips between 20:00 to 21:00 and 21:00 to 22:00 are 32% to 42% lower than during the peak hour of trips, and on the Saturday are 63% to 75% lower than during the peak hour of trips.

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Table 1: Summary of peak trips and trips during additional opening hours

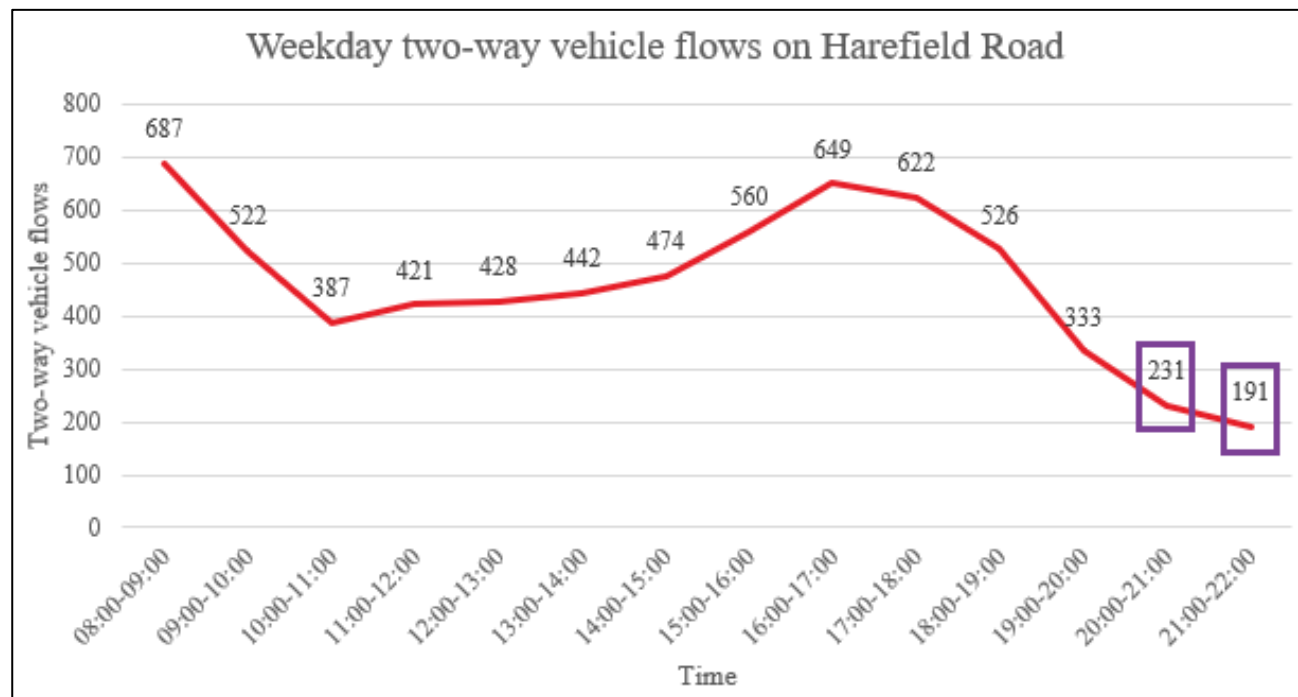
Day	Trips during peak hour of movements	Trips between 20:00 to 21:00 (% lower than peak of movements)	Trips between 21:00 to 22:00 (% lower than peak of movements)
Weekday	130	88 (32%)	76 (42%)
Saturday	425	159 (63%)	107 (75%)

2.2 Harefield Road baseline traffic flows

Traffic surveys were undertaken in October 2023 which were referred to in the 2023 TA. Automatic Traffic Counts (ATCs) were undertaken for seven days on Harefield Road, at a location around 100m to the north of the Site access junction.

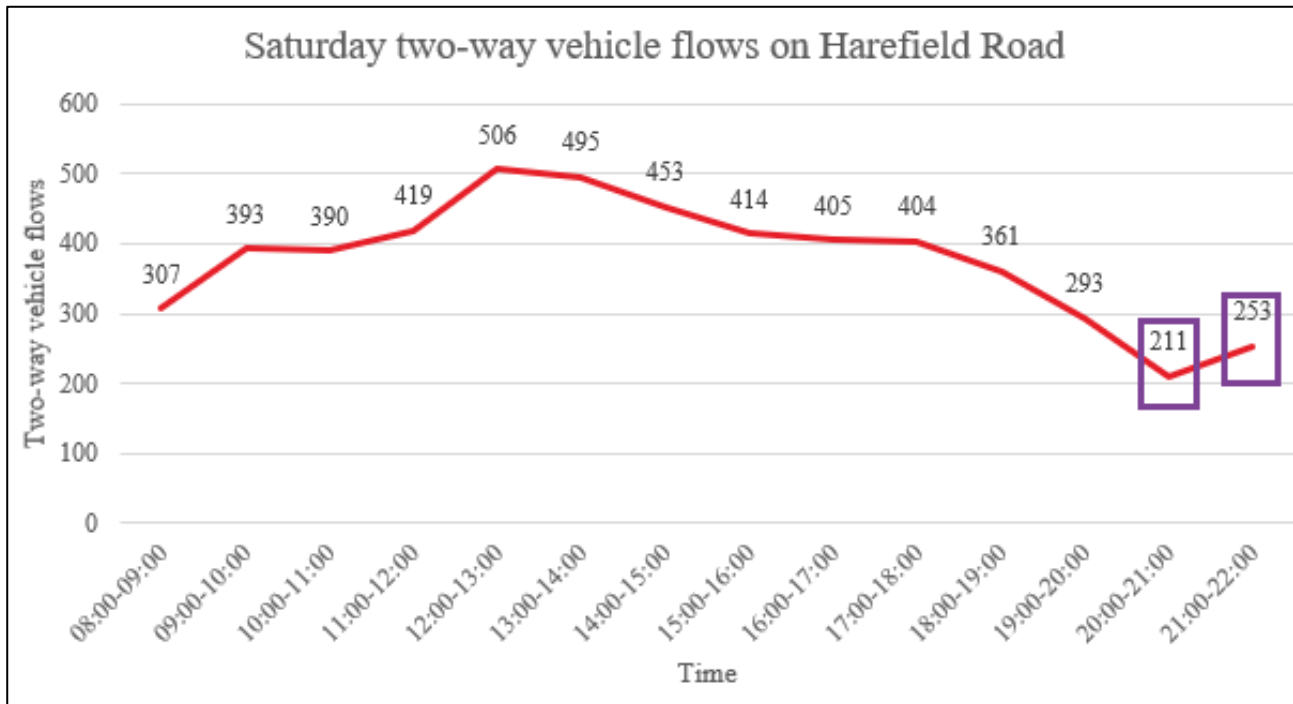
The daily profile of two-way vehicle flows on Harefield Road is presented in **Figure 3** (weekday) and **Figure 4** (Saturday). The weekday flows are an average of the flows surveyed from Monday to Friday. The profile shows the vehicle flows coinciding with the full proposed opening hours (08:00 to 22:00), with the two additional hours (20:00 to 21:00 and 21:00 to 22:00) highlighted in purple.

Figure 3: Weekday two-way vehicle flows on Harefield Road



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Figure 4: Saturday two-way vehicle flows on Harefield Road



As can be seen in the figures above, the total two-way vehicle flows during the proposed additional opening hours are substantially lower than during the peak hour of movements, and also lower than vehicle flows during all the other hours on the weekday and Saturday.

Table 2 presents a summary of the vehicle flows during the peak hour of movements and a comparison with the movements between 20:00 to 21:00 and 21:00 to 22:00 on the Weekday and Saturday. As can be seen, the weekday vehicle flows between 20:00 to 21:00 and 21:00 to 22:00 are 69% to 72% lower than during the peak hour of vehicle flows, and on the Saturday are 50% to 58% lower than during the peak hour of vehicle flows.

Table 2: Summary of peak vehicle flows and vehicle flows during additional opening hours

Day	Vehicle flows during peak hour of movements	Vehicle flows between 20:00 to 21:00 (% lower than peak of movements)	Vehicle flows between 21:00 to 22:00 (% lower than peak of movements)
Weekday	687	231 (69%)	191 (72%)
Saturday	506	211 (58%)	253 (50%)

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3. Summary and conclusion

This Transport Note has been prepared to support a Minor Material Amendment (Section 73) application for Units 1 and 2, Harefield Road, Uxbridge.

Condition 16 of the Section 73 planning permission for the Site (application reference: 16299/APP/2023/3691) permits the two retail units to be open between the hours of 08:00 to 20:00 on Mondays to Saturdays.

It is proposed to vary the above-mentioned Condition, to enable the opening hours of the two units to be from 08:00 to 22:00 on Mondays to Saturdays (i.e. an additional two hours in the evening).

An assessment of the trip attraction of the two retail units and baseline vehicle flows on Harefield Road has been undertaken. It has been demonstrated that the forecast trip attraction and vehicle flows on Harefield Road during the two additional opening hours are substantially lower than the peak hours of movements and are lower than trips / vehicle flows throughout the rest of the day (during the hours when the stores would be open).

Given that the forecast vehicle flows on Harefield Road during the additional opening hours are substantially lower than the peak hours of movements, it is considered that there would be no adverse transport impacts associated with the additional opening hours in terms of highway capacity / impacts. For similar reasons, it is also considered that there would be no adverse impact on residential amenity during the extended opening hours.

The proposed opening hours are consistent with opening hours for other Aldi stores (in West Drayton and South Ruislip) in Hillingdon, and also align with when deliveries are permitted to be made to the Site (up to 22:00). Based on the assessment undertaken in this Transport Note, the proposals are considered to be acceptable from a transport perspective.