ALDI STORES LIMITED
DISCOUNT FOODSTORE, HAREFIELD ROAD, UXBRIDGE
PARKING DESIGN AND MANAGEMENT PLAN | CONDITION DISCHARGE
11TH JUNE 2025

INTRODUCTION

This Parking Design and Management Plan (PDMP) has been prepared to discharge planning condition 10 (ii) of planning permission 16299/APP/2023/3691 which was granted on 23rd December 2024.

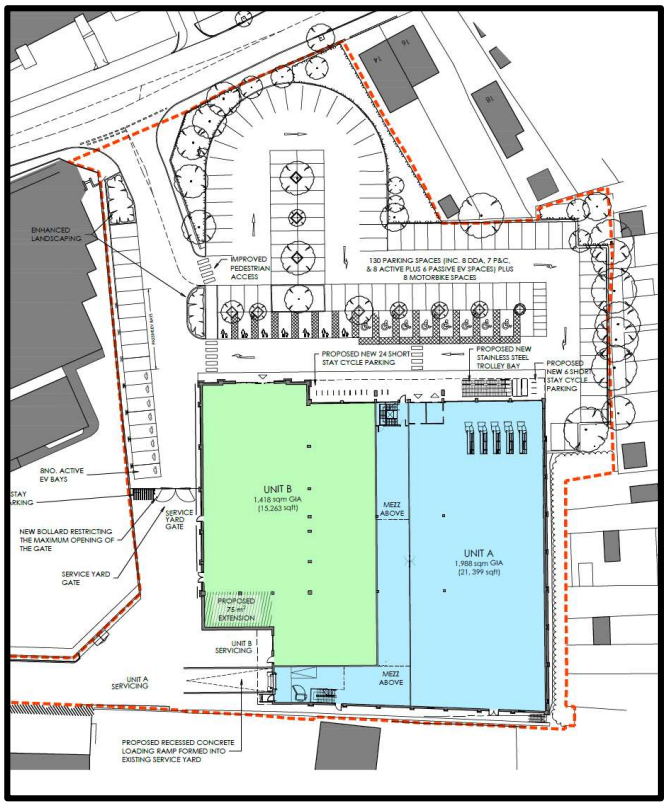
Planning condition 10 (ii) reads as follows:-

> *(ii) Prior to the commencement the development hereby approved, a Parking Design and Management Plan shall be submitted to and approved by the Local Planning Authority. The Plan shall include details of the site's Automatic Number Plate Recognition (ANPR). The approved details shall be implemented upon first use and thereafter be adhered to in perpetuity. Thereafter, these facilities shall be provided and managed in accordance with the approved Car Parking Design and Management Plan. PDECSTD (ODB 2022) 16299/APP/2023/3691 4 of 9*
>
> *REASON*
> *To ensure car parking caters for people with disabilities and is appropriately managed I accordance with Policies D5 and T6 of The London Plan (2021) and Policy DMT 1 and DMT 6 of Hillingdon Council's Local Plan Part 2 (2020).*

This PDMP has been produced to allow the above condition to be discharged.

An indicative layout of the site can be seen at **Figure 1.0**

Figure 1.0 – Indicative Site Layout



OPERATOR REQUIREMENTS

The objectives for the car park management plan are as follows:-

- To comply with Planning Condition 10 (ii).
- To provide a car park which caters for the needs of customers of the on-site retail units.
- To restrict the use of the car park by individuals not shopping at the units.

CAR AND CYCLE PARKING

The car and cycle parking provision outlined below will be provided prior to the first unit being brought into use. Car and cycle parking will be retained for use by the two units and used only in accordance with this PDMP, in perpetuity.

Car Parking

The site includes a customer car park for 130 vehicles with the following composition:

- 101 car parking spaces will be regular car parking spaces
- 7 parent and child parking spaces
- 8 car parking spaces will be for disabled users
- 8 'Active' EV spaces
- 6 'Passive' EV spaces These are regular spaces that can be converted into EV spaces in the future, should demand require this.

The EV chargers will be rated at up to 22kw. The EV provision is aligned with conditions 25 (i) and 25 (ii) of the 23rd December 2024 decision notice.

Cycle Parking

A total of 30 customer/short-stay cycle spaces are provided, consisting of 'Sheffield' stands and covered by a canopy, in a block of 24 and 6 spaces, respectively.

A total of 20 staff/long-stay cycle spaces are also provided. These spaces take the form of a two-tier 'Cardiff' stand. The stands are located within a cycle shelter.

CAR PARK CONTROLS AND DURATION OF STAY

The car park will be managed with a 90-minute maximum duration of stay for customers only. The management system will not permit users to return for a subsequent car park visit for 4 hours. Details of the management system, including the maximum duration of stay, will be clearly signed to users of the car park, broadly as per the format given at **Figure 2.0.**

The maximum stay will be managed using the 'Parking Eye' car park management system. 'Parking Eye' is an Automatic Number Plate Recognition system which identifies vehicles on both arrival and departure by identifying the number plate and subsequently determining the duration of stay of each vehicle by comparing arrival and departure times.

The restriction of the use of the car park to customers of the on-site retail units will be managed using a terminal at the store exit which customers will only be able to access by entering the store, and passing through the checkouts. After purchasing their shopping, customers will validate their parking by entering their vehicle registration into the terminal.

On-site signage will state that the use of the car park is for customer parking while visiting the on-site stores only.

Therefore, the car park will be only available for customers, will have a maximum parking duration limit, and will be signed to indicate that its use is only permitted by customers who are actually on-site.

The operators' delivery vehicles, and the vehicles of other suppliers, will be exempt from the Parking Eye parking restrictions.

The system will provide the discretion for Aldi to cancel any fines or other charges where they are considered to be inappropriate or contrary to the objectives to serve customers. For instance, if a customer genuinely needs to park for longer than 90 minutes to shop on-site.

More information can be obtained at: - www.parkingeye.co.uk

Figure 2.0 – Example Car Park, Parking Eye signage.

CAR PARK MONITORING AND REVIEW

Aldi will appoint an independent traffic survey company to install video cameras that capture traffic activity around the site entrance including the car park access road/aisle and the Harefield Road/Site access junction. The cameras will operate for at least the first eight weeks after store opening.

This independent company will analyse the recordings each week and record any instances of Aldi customer cars queuing on Harefield Road. A queueing event is defined as being when one or more cars, that are seeking to enter Aldi's site, are stationary on Harefield Road for one minute or more as a result of the entrance to Aldi being obstructed by queuing traffic.

The independent company shall issue a report simultaneously to the council the Council and Aldi including a link to the video files so that any queuing events can be reviewed. The report will detail the following:-

- The start and end time of any queues of one minute or more in duration
- The physical queue length
- The queue duration (determined from the start and end time)
- The queue frequency (determined from the number of events per hour)
- The queue direction (right turn in or left in)
- Queue screen shots from the video

The trigger for intervention shall be the occurrence of six or more queuing events within any 60-minute period over a 24-hours for 14 consecutive days.

If queuing, as defined above, is shown to occur above the level which triggers and intervention, Aldi will then review their own Parking Eye data to establish the car parking occupancy at the time of the queueing.

If the Parking Eye data shows the car park was over 85% occupancy at the time of the queuing, with the agreement and approval of the HA, Aldi will implement some or all the following measures as appropriate. There may be a first tranche of operational/management measures which if unsuccessful would be followed by a second tranche that targets parking demand.

Tranche One. Management measures.

- Surveys to determine if the car park is being used by people that are not Aldi customers or customers that park for a longer period than necessary to complete their shopping, i.e. customers parking then visiting the town centre.
- Signage to indicate the car park is full.
- Signage directing customers to under-utilised areas of the car park.
- Implementing traffic restrictions.
- Altering the car park layout to improve operational efficiency.

Tranche Two. Parking demand reduction

If after implementing the above queuing on Harefield Rd persists then the applicant shall undertake the following.

- Introducing/increasing the minimum spend in store that qualifies for free parking.
- Reducing the maximum time that allows free parking before charging apply begins.