

ALDI STORES LIMITED

DISCOUNT FOODSTORE, HAREFIELD ROAD, UXBRIDGE

PARKING DESIGN AND MANAGEMENT PLAN | CONDITION DISCHARGE

08TH JANUARY 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

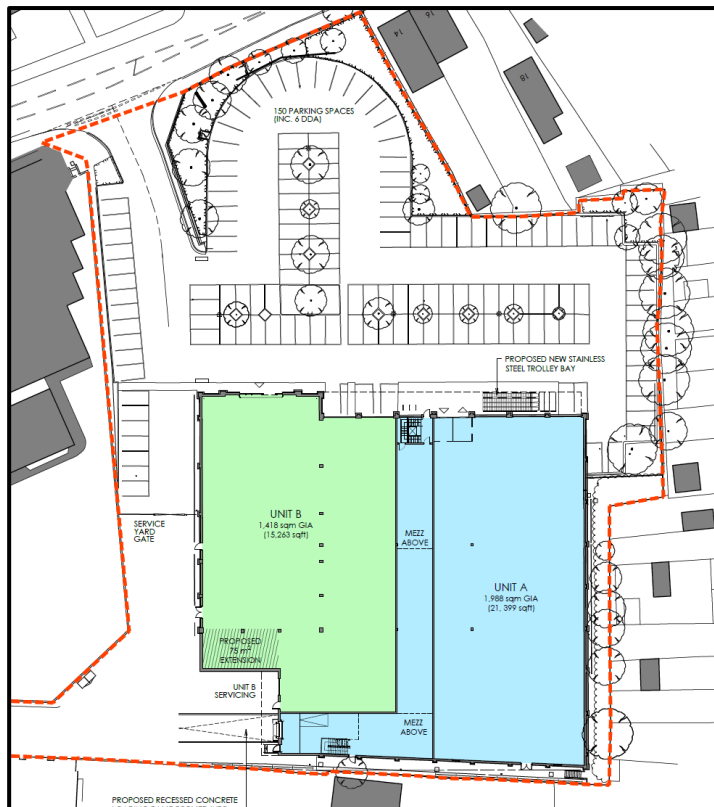
REASON

To ensure car parking caters for people with disabilities and is appropriately managed in 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 150 vehicles with the following composition:

- 130 car parking spaces will be regular car parking spaces (measuring 5.0m x 2.5m)
- 6 car parking spaces will be for disabled users (measuring 6.2m x 3.7m)
- 8 'Active' EV spaces (measuring 5.0m x 2.5m)
- 6 'Passive' EV spaces (measuring 5.0m x 2.5m). 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. 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.

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.

If there is an excessive number of non-customers using the car park, a terminal will be installed in the units which requires customers to validate their vehicle registration. This would enforce the restriction to customers only.

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.



MONITORING

The operators will monitor the usage of the car park using data from the Parking Eye system which will provide details of the car park occupancy on an hourly basis throughout the week.

Staff will monitor the use of disabled parking spaces and seek to prevent incorrect use.

Staff will monitor the usage of the cycle parking stands and consider additional provision if demand exceeds supply.

Ongoing monitoring of the EV spaces will be undertaken by interrogating usage data, and the proportion of EV charging spaces will be increased over time as demand requires it, taking into consideration the store's electrical power constraints.

QUEUING

The operation of the car park will be passively monitored by staff.

If it is observed that drivers are waiting in aisles while spaces are available in the car park, or waiting close to the car park access, management measures may need to be introduced to resolve any issues.

REVIEW OF MANAGEMENT MEASURES

The management system will be reviewed six months after the opening of the second unit and thereafter on an annual basis. In addition, the management of the car park will be reviewed at any time should it be apparent to the operators that the car park management system is not meeting its objective. Any necessary approvals will be obtained from the relevant authority before any amendments are implemented.