
Hatton Cross Station Car Park: Parking Design and Management Plan

Ref: JN/JL/ITL200723-003a
Date: 20 May 2025

SECTION 1 INTRODUCTION

1.1.1 Fast Places Limited have appointed i-Transport LLP to provide transport and highways advice regarding the discharge of a planning condition, related to their planning application to install a new Electric Vehicle (EV) Rapid Charging Hub within Hatton Cross Station Car Park (Hillingdon planning reference: 49133/APP/2025/168).

1.1.2 This Parking Design and Management Plan is to discharge condition 4 of the planning permission received on 14 March 2025 from the London Borough of Hillingdon. The wording of the condition is as follows:

"No development shall take place until a Parking Design and Management Plan has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the car parking including EVCP will be managed given the loss of parking relative to the existing parking demand to ensure any deleterious impact is mitigated.

Reason: To ensure that the proposed development will provide adequate facilities in compliance with Policy T6 of the London Plan (2021)."

1.1.3 The consented development is for the installation of a new 12 space ultra-rapid EV charging hub, alongside ancillary facilities such as a toilet. The development will replace 26 spaces within the existing Hatton Cross Station Car Park.

1.1.4 The site is located off the A30 Great South-West Road and adjoins Hatton Cross Underground Station. It is placed in a triangular piece of land between Southern Perimeter Road and the A30, with its northern border being Hatton Cross station. Heathrow Airport is northwest of the site.

1.1.5 The remainder of this note sets out the parking controls now in place at the station car park, which have changed since the granting of planning permission. Ultimately, effective and well-tested parking management controls are available such that a reduction in overall parking is effectively mitigated.

1.1.6 For the avoidance of doubt, the wider car park remains the control of Transport for London (TfL) as a station car park, with a total of circa 90 spaces available once the development is implemented (of which 12 spaces are the EV charging provision). Fast Places and the proposed EV charging station operator, Fastned, are responsible for the 12 spaces only. It is for TfL to control the overall car park as it determines appropriate and will monitor overall demand, making amendments at the site as required.

1.1.7 The remainder of this document is structured as follows:

- Section 2 details the allocation of parking spaces; and
- Section 3 sets out the proposed management of on-site car parking.

SECTION 2 SITE CONTEXT

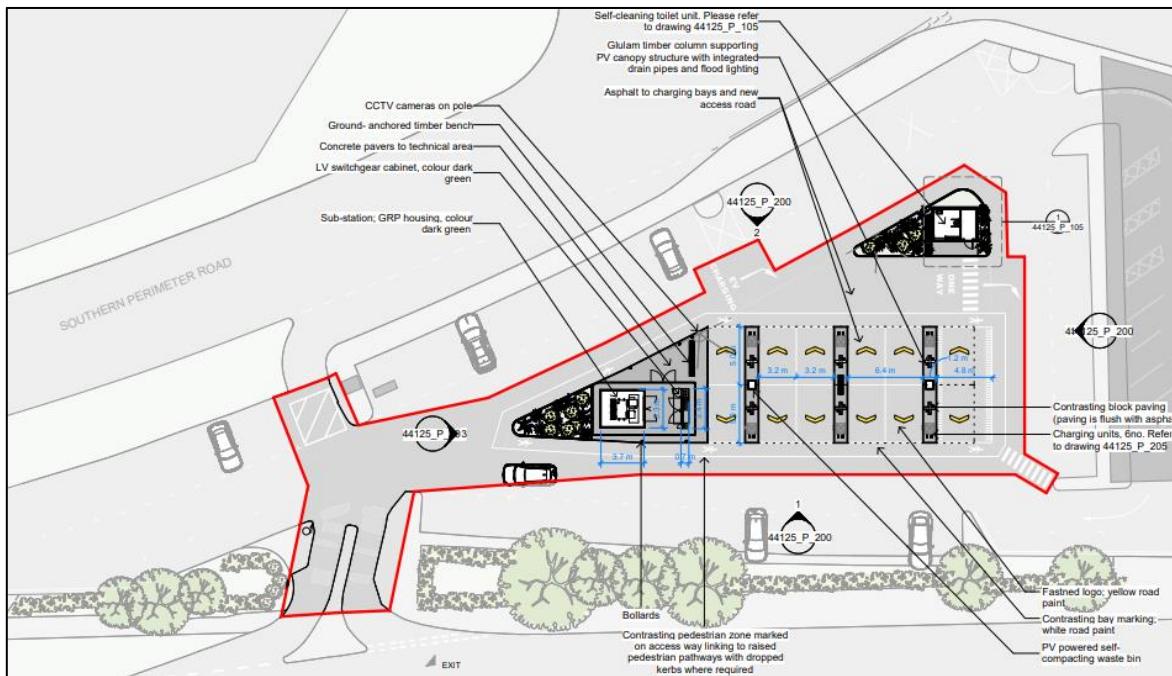
2.1 Existing Site Layout

- 2.1.1 The site is currently a circa 100-space car park with access taken directly from the A30 Great South-West Road in the form of a left-in left-out only arrangement and serves as a station car park for the neighbouring Hatton Cross Underground Station.
- 2.1.2 There is an additional access from Southern Perimeter Road in the form of a left-in slip road, however, this access is currently closed (i.e. the site currently actively takes access to/from Great South-West Road only). An informal drop-off area is also located within the car park and adjacent Hatton Cross station.

2.2 Consented Site Layout

- 2.2.1 The consented development is to be constructed within the central parking area of the site. It is set to remove 26 spaces from the circa 100-space car park, leaving a reduced general parking capacity of circa 80 spaces, plus the 12 EV spaces.
- 2.2.2 Additional changes to the site layout include indicative walking routes and crossing points to facilitate access to the toilet and the pedestrian entrances to the site (in the event that drivers wish to leave the site for a short period while their vehicle is charging).
- 2.2.3 An extract of the consented site layout is shown in **Figure 2.1** overleaf, with the full plan included at the end of this report.

Figure 2.1: Consented Site Layout (Extract)



Source: Fastned UK Ltd

SECTION 3 MANAGEMENT AND MITIGATION

3.1 Parking Control

3.1.1 The wider car park site is controlled by Saba, on behalf of TfL. Parking is paid for by phone only, as there are no onsite ticket machines, with a flat daily rate of £15.50 (Monday – Friday) and £11.00 (Saturday & Sunday). The daily rate applies from 4:30 AM to 4:29 AM the following morning, regardless of actual duration of stay.

3.1.2 In the period between the granting of planning permission and this discharge of condition application, TfL and Saba have made changes to the management and operation of the car park. The site now operates automatic number plate recognition (ANPR) technology to accurately record duration of stay, car park utilisation and automated checking of number plates against the database of vehicles which have purchased a right to park in the validity window.

3.1.3 To supplement this, additional visits by parking attendants will still occur, with roles/responsibilities to include ensuring the car park is clean and tidy and to check for unlawful parking such as out of bay or in an accessible bay without displaying a blue badge. Enforcement will be taken should a vehicle be found having not purchased a right to park at the site, is out of bay and/or is parked in a blue badge space without displaying a valid blue badge.

3.1.4 Those using the EV charging hub will be exempt from paying the parking fee as a full charge is typically provided in 45 – 60 mins, with a 75-minute grace period to be introduced for these customers. This information will not be overtly promoted to other uses of the car park and is expected to take the form of notifications via the Fastned mobile application ('app') and on-site signage specific to the EV charging area. This will indicate charging should be completed within 60 minutes. It will also highlight if vehicles move to another space in the car park, a right to park should be purchased.

3.1.5 The app also enables Fastned customers to check availability of chargers, thus reducing the likelihood of vehicles waiting for spaces to become available and assisting with the site's efficient operation.

3.1.6 The ANPR will also allow Saba and TfL to accurately assess and identify the demand to the car park by providing data on duration of stay and total visits. This is a notable improvement on the previous system which only provided information as to the number of tickets bought. This will enhance the management of the car park and increase the data available to TfL to best assess the management needs of the site, which will be regularly reviewed, including following completion of the Fastned works.

FIGURE

