



mode
transport planning

Royal UK Property Holdings LLP

1&2 Longwalk Road, Stockley Park, Uxbridge

Framework Car Parking Management Plan

October 2026







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Framework Car Parking Management Plan

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APPENDIX A Site Layout

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1. Introduction

1.1 Context

1.1.1 This Framework Car Parking Management Plan (CPMP) has been prepared by mode transport planning (mode) on behalf Royal UK Property Holdings LLP (the Applicant) to support the planning application associated with the proposed redevelopment of Plots 1 and 2, Longwalk Road, Uxbridge, within the administrative boundary of the London Borough of Hillingdon (LBH).

1.1.2 The site is located within Stockley Park, an established managed employment area recognised as a Locally Significant Employment Location (LSEL) within the LBH's Local Plan. The site is accessed via Longwalk Road, which bounds the site to the east and forms the internal spine road of Stockley Park. Longwalk Road is accessed from the A408 Stockley Road (to the west) via Bennetsfield Road, which bounds the site to the north, whilst additional units bound the site to the south.

1.1.3 The site currently comprises two office buildings with a total Gross Internal Area (GIA) of 12,267sqm and circa 380 car parking spaces. The two units are situated in the north west corner of the wider Stockley Park, adjacent to the Stockley Park access.

1.1.4 The development proposals comprise the redevelopment of the site to provide two units for flexible B2/B8/E(g)(iii) land uses with ancillary office accommodation, providing a total GIA of approximately 11,006sqm, comprising 6,052sqm within Unit 100 and 4,954sqm within Unit 200.

1.1.5 Vehicular, pedestrian and cycle access will continue to be provided from Longwalk Road. Car parking provision will be significantly reduced and reconfigured as part of the proposals, with a total of 88 car parking spaces provided across the development.

1.1.6 The proposed site layout is presented in Appendix A.

1.2 Purpose of the Document

1.2.1 The overarching purpose of this CPMP is to establish the framework for the management and operation of car parking associated with the development following occupation.

1.2.2 In particular, the CPMP sets out:

- the proposed car parking provision and its distribution across Units 100 and 200;
- the provision and management of Blue Badge, electric vehicle and car-sharing spaces;
- the proposed approach to managing employee and visitor parking;
- measures to prevent inappropriate or overspill parking within the site and wider Stockley Park estate;

- responsibilities for the day-to-day management of parking; and
- the proposed approach to monitoring and reviewing parking demand and operation following occupation.

1.2.3 This CPMP applies to both Units 100 and 200 and will inform the parking management arrangements adopted by the future occupiers of the development.

1.2.4 The CPMP should be read in conjunction with the Healthy Streets Transport Assessment (HSTA), Framework Travel Plan (FTP), Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) prepared in support of the planning application.

1.3 Report Structure

1.3.1 On the basis of the above, this CPMP is structured as follows:

- Chapter 2: Site Context.
- Chapter 3: Development Proposals.
- Chapter 4: Car Park Management Measures.
- Chapter 5: Monitoring and Review.

2. Site Context

2.1 Overview

2.1.1 This chapter provides an overview of the existing site and surrounding area, with particular consideration given to the existing access and parking arrangements relevant to this CPMP.

2.2 Site Location

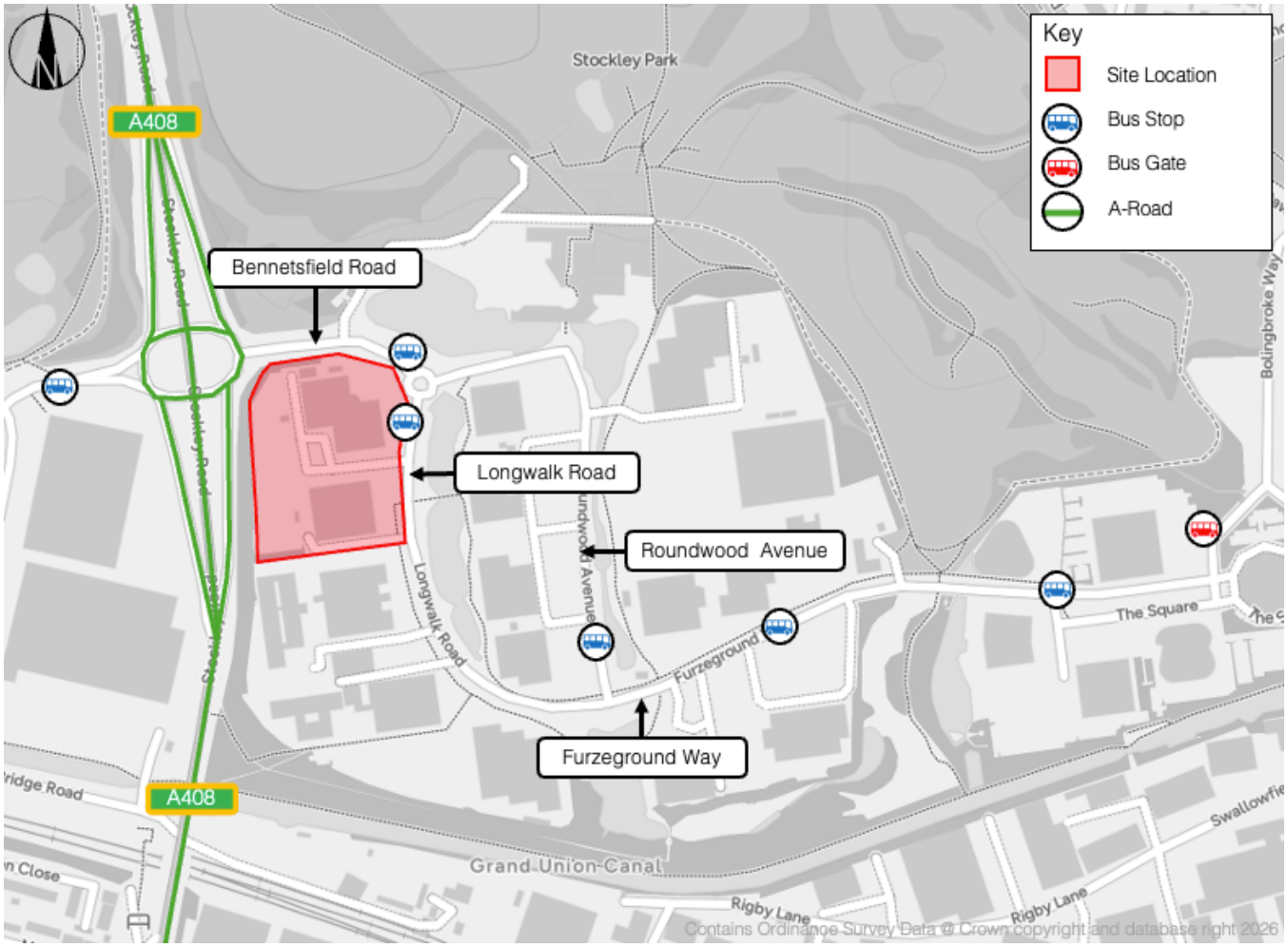
2.2.1 The site is located within Stockley Park, an established employment area recognised as a Locally Significant Employment Location (LSEL) within the LBH Local Plan. The site is located approximately 2.5km southwest of Uxbridge town centre.

2.2.2 The site is bounded by Bennetsfield Road to the north and Longwalk Road to the east, with the A408 Stockley Road located immediately west of Stockley Park.

2.2.3 Longwalk Road forms part of the internal Stockley Park road network and connects with Bennetsfield Road immediately north of the site. Bennetsfield Road provides access to the A408 Stockley Road via Stockley Park Roundabout.

2.2.4 The site location in the context of the surrounding transport network is shown in Figure 2.1.

Figure 2.1 Site Location Plan



2.3 Existing Site and Parking Arrangements

2.3.1 The site currently comprises two office buildings with a combined GIA of approximately 12,267sqm.

2.3.2 Vehicular access to the site is currently provided from Longwalk Road via two existing access points. These accesses also provide connections to the existing car parking areas associated with the two office buildings.

2.3.3 The existing development provides circa 380 car parking spaces across the site. The existing level of parking provision therefore reflects the site's historic office use and represents a significant quantum of parking relative to that proposed as part of the redevelopment.

2.3.4 The proposals will substantially reduce the amount of car parking provided within the site, with the existing circa 380 spaces replaced by 88 spaces associated with the proposed development. The proposed parking arrangements and their management are considered further within Chapters 3 and 4.

2.4 Wider Stockley Park Parking Context

2.4.1 Stockley Park operates as a managed business park, with access, parking and vehicle movement within the estate subject to established management arrangements.

2.4.2 Parking on the internal Stockley Park road network is controlled, including through double yellow line restrictions within the vicinity of the site and accesses to individual units. These arrangements restrict indiscriminate on-street parking and assist in maintaining clear routes for vehicles travelling through the estate.

2.4.3 The existing estate management arrangements provide an established framework for managing parking behaviour within Stockley Park and are relevant to the management of parking associated with the proposed development.

3. Development Proposals

3.1 Overview

3.1.1 This chapter provides an overview of the development proposals, including the proposed site layout, access arrangements and vehicle and cycle parking provision.

3.2 Development Proposals

3.2.1 The development proposals comprise the redevelopment of the two existing office buildings to provide two units for flexible industrial, storage and distribution uses (B2/B8/Class E(g)(iii)) with ancillary office accommodation.

3.2.2 The development will provide a total GIA of approximately 11,006sqm, comprising:

- **Unit 100:** 6,052sqm GIA; and
- **Unit 200:** 4,954sqm GIA.

3.2.3 The proposals include the reconfiguration of the site to provide appropriate vehicular, pedestrian and cycle access, car and cycle parking, and dedicated servicing arrangements for each unit.

3.2.4 The proposed site layout is shown in Figure 3.1 and provided in Appendix A.

Figure 3.1 Proposed Site Layout



3.3 Stockley Park Access and Parking Management

3.3.1 Stockley Park operates as a managed business park, with access, parking and vehicle movement within the estate subject to established management arrangements.

3.3.2 Access to Stockley Park is monitored from a security lodge located at the principal entrance from Bennetsfield Road. The security lodge provides an established management presence at the point of entry to the business park and assists with the wider management of vehicles entering and leaving the estate.

3.3.3 Parking within Stockley Park is also controlled, with double yellow line restrictions provided along the internal road network, including in the vicinity of the site and accesses to individual units. These restrictions prevent indiscriminate on-street parking and assist in maintaining clear routes through the estate.

3.3.4 The wider estate management arrangements therefore provide an established mechanism for identifying and addressing inappropriate parking within Stockley Park. Future occupiers of the development will be expected to cooperate with the Stockley Park estate management team in relation to parking matters where necessary.

3.4 Vehicular Access

3.4.1 Vehicular access to the development will continue to be provided from Longwalk Road, with the two existing access points retained as part of the proposals.

3.4.2 The northern access will provide access to the central internal access road, which will serve the rear service yards and the parking associated with Unit 100. The southern access will provide access to the parking associated with Unit 200.

3.4.3 The access and internal circulation arrangements have been designed to accommodate the anticipated vehicle requirements of the proposed development, with further detail provided within the HSTA and DSP.

3.5 Pedestrian and Cycle Access

3.5.1 Pedestrian access will be provided from the existing footways on Longwalk Road, with an internal pedestrian network providing connections to the entrances of Units 100 and 200 and the associated parking areas.

3.5.2 Cycle access will also be provided from Longwalk Road, with cyclists able to access the dedicated cycle parking facilities within the development.

3.5.3 Further details regarding pedestrian and cycle accessibility and measures to encourage travel by sustainable modes are provided within the HSTA and FTP.

3.6 Vehicle Parking

3.6.1 The development proposals will provide a total of 88 car parking spaces, equating to approximately one space per 125sqm GIA. This represents a net reduction of approximately 292 spaces when compared with the circa 380 spaces currently provided at the site.

3.6.2 The proposed parking provision is substantially below the existing level of provision and has been developed with regard to the nature and scale of the proposed uses and the relevant parking standards. Further consideration of the parking strategy and policy compliance is provided within the HSTA.

3.6.3 The 88 spaces will be distributed between Units 100 and 200 as summarised in Table 3.1.

Table 3.1 Car Parking Provision

Unit	Total Car Parking Spaces	Of which are Blue Badge	Of which are Electric Vehicle Charging	Of which are Car Sharing
Unit 100	47	3	13	2
Unit 200	41	3	13	3
Total	**88**	**6**	**26**	**5**

Note: Blue Badge, EV charging and car-sharing spaces form part of, and are not additional to, the overall provision of 88 car parking spaces.

3.6.4 The 88 car parking spaces will be split between the two units, with Unit 100 benefiting from 34 parking spaces to the front of the unit and 13 to the rear of the unit. Unit 200 will benefit from 41 spaces, all of which will be provided at the front of the unit. The London Plan Policy T6.5 requires 5% of the total amount of workplace car parking spaces to be allocated as disabled bays. The proposals include six blue badge bays, three attributed to each unit, aligning with the standards set out within the London Plan.

3.6.5 The proposed car parking provision also includes 26 electric vehicle charging points (of which six will be allocated to the disabled bays), equating to 30% of car parking bays being allocated for electric vehicles. In addition, 6% of the total parking provision will be allocated to car sharing bays to actively encourage car sharing among future users of the site.

3.6.6 The proposed parking provision at the site reflects the future use of the site and demonstrates how the development proposals seek to encourage sustainable travel to the site, whilst also meeting operational requirements and policy standards.

3.7 Cycle Parking

3.7.1 A total of 68 cycle parking spaces will be provided, comprising 54 long-stay and 14 short-stay spaces. Long-stay cycle parking will be provided in secure and sheltered facilities, with the existing provision comprising sheltered Sheffield stands and the remaining long-stay cycle parking provided in the form of sheltered two-tiered racks. Short-stay provision will be provided in the form of sheltered Sheffield stands.

3.7.2 To encourage cycle travel, a total of six showers will be provided within the amenity building to the north of the site, including changing facilities and approximately 63 lockers. An accessible shower facility will be provided for each of the units.

3.7.3 The management and promotion of cycle travel is considered further within the FTP.

3.8 Servicing and Delivery Strategy

3.8.1 Dedicated servicing areas will be provided to the rear of both units to accommodate delivery and servicing activity separately from the principal employee and visitor parking areas.

3.8.2 Unit 100 will be provided with eight loading bays, whilst Unit 200 will be provided with seven loading bays.

3.8.3 A separate DSP has been prepared in support of the planning application, which sets out the proposed arrangements for the management of delivery and servicing activity associated with the development.

4. Car Park Management Measures

4.1 Overview

4.1.1 This chapter sets out the measures that will be implemented to manage car parking associated with the development, with the overarching aim of ensuring that the available parking provision is used effectively and does not result in inappropriate or overspill parking within the site or wider Stockley Park estate.

4.1.2 Given the multi-unit nature of the development, the day-to-day management of parking associated with Units 100 and 200 will be the responsibility of the respective occupiers. Future occupiers will also be expected to liaise with the Stockley Park estate management team where necessary in relation to parking matters affecting the wider estate.

4.1.3 Each future occupier will be provided with a copy of this CPMP and will be responsible for implementing the relevant measures set out within it.

4.2 Allocation and Management of Parking

4.2.1 Car parking will be allocated between the two units in accordance with the provision set out in Chapter 3, comprising 47 spaces associated with Unit 100 and 41 spaces associated with Unit 200.

4.2.2 Each occupier will be responsible for managing its allocated parking provision, including its use by employees and visitors.

4.2.3 Employees and visitors will be expected to park within designated parking spaces and will not be permitted to park on the internal access road, within areas required for vehicle manoeuvring or in locations which could obstruct servicing or emergency access.

4.2.4 The respective occupiers will be responsible for communicating the parking arrangements to employees and visitors, including the location and appropriate use of Blue Badge, electric vehicle and car-sharing spaces.

4.3 Blue Badge Parking

4.3.1 Six Blue Badge parking spaces will be provided across the development, comprising three spaces associated with each unit.

4.3.2 The Blue Badge spaces will be retained for use by eligible users and will not be available for general employee or visitor parking.

4.3.3 The use of the Blue Badge spaces will be monitored as part of the wider monitoring arrangements set out in Chapter 5, allowing demand to be reviewed following occupation.

4.4 Electric Vehicles

4.4.1 A total of 26 EV charging spaces will be provided across the development, comprising 13 spaces associated with each unit. This includes the six Blue Badge spaces, which will also benefit from EV charging provision.

4.4.2 EV charging spaces will be appropriately identified and their use managed by the respective occupiers to ensure that the charging infrastructure remains available for its intended purpose.

4.4.3 Demand for EV charging will be monitored following occupation, with the need for any changes to the management or future provision of charging infrastructure reviewed having regard to observed demand.

4.5 Car Sharing

4.5.1 Five dedicated car-sharing spaces will be provided across the development, comprising two spaces associated with Unit 100 and three spaces associated with Unit 200.

4.5.2 The dedicated spaces will be retained for vehicles being used for car-sharing journeys, helping to encourage more efficient use of the available parking provision and reduce single-occupancy car travel.

4.5.3 Employees will be encouraged to use the existing easitSHARE car-sharing scheme available to Stockley Park occupiers. The scheme provides a database through which employees can identify colleagues undertaking similar journeys and arrange shared travel.

4.5.4 The car-sharing spaces and easitSHARE scheme will be promoted through the measures set out within the FTP, with use of the dedicated spaces monitored as part of the wider parking monitoring arrangements.

4.6 Visitor Parking

4.6.1 Visitor parking will be accommodated within the overall parking provision associated with each unit and managed by the respective occupier.

4.6.2 Given that the future occupiers are not currently known, the precise arrangements for managing visitor parking will be determined by each occupier having regard to its operational requirements. This may include visitor registration or other appropriate arrangements where necessary.

4.6.3 Visitors will be provided with appropriate information regarding the location of available parking and will be expected to park within designated spaces.

4.7 Prevention of Overspill and Inappropriate Parking

4.7.1 Employees and visitors associated with the development will be expected to use the designated parking provision within the site and will not be permitted to park on internal access roads or within areas required for servicing, manoeuvring or emergency access.

4.7.2 Parking on the wider Stockley Park internal road network is subject to existing estate-wide controls, including double yellow line restrictions which prevent indiscriminate on-street parking. The wider estate road network will therefore not provide an alternative means of accommodating parking demand associated with the development.

4.7.3 Future occupiers will be expected to make employees and visitors aware of the parking restrictions applying within the site and wider Stockley Park estate.

4.7.4 Where inappropriate or overspill parking associated with the development is identified, the relevant occupier will investigate the issue and liaise with the Stockley Park estate management team where appropriate.

4.8 Additional Management Measures

4.8.1 The initial parking management arrangements will be reviewed following occupation, having regard to observed parking demand and any issues identified through the monitoring process set out in Chapter 5.

4.8.2 The DSP submitted alongside this CPMP sets out the management arrangements for the rear service yards. Consideration will be given to the potential interactions between car parking and HGV parking within the service yard associated with Unit 100. These interactions will be monitored and managed appropriately to minimise the potential for conflict and ensure the safe and efficient operation of the service yard.

4.8.3 Where recurring parking management issues are identified, additional measures will be considered by the relevant occupier in liaison with the site owner and Stockley Park estate management team where appropriate.

4.8.4 Depending on the nature of the issue identified, additional measures could include:

- further communication with employees and visitors regarding parking arrangements;
- review of employee and visitor parking arrangements;
- introduction of vehicle registration or permit arrangements;
- additional signage or demarcation;
- increased promotion of car sharing and other sustainable travel measures through the FTP; and

- where necessary, more formal parking management or enforcement arrangements.

4.8.5 Any additional measures introduced will be proportionate to the nature and extent of the parking issue identified.

4.8.6 Wider measures intended to reduce reliance on single-occupancy car travel, including public transport, car club and other sustainable travel initiatives available through easitSTOCKLEYPARK, are set out within the FTP.

5. Monitoring and Review

5.1 Monitoring

5.1.1 This CPMP will remain a live document following occupation of the development and will be reviewed alongside the monitoring arrangements established through the FTP.

5.1.2 Parking demand and operation will be monitored following occupation of the development, with parking surveys coordinated with the FTP baseline and subsequent monitoring surveys where practicable.

5.1.3 Monitoring will include consideration of:

- overall parking occupancy associated with each unit;
- demand for Blue Badge parking spaces;
- demand for EV charging spaces;
- use of dedicated car-sharing spaces;
- inappropriate parking within the development;
- any reported overspill parking on the wider Stockley Park road network; and
- any parking-related issues raised by the occupiers or Stockley Park estate management team.

5.1.4 Monitoring will be undertaken by the relevant occupiers/site management in conjunction with the Travel Plan Coordinator (TPC), with liaison with the Stockley Park estate management team where appropriate.

5.1.5 The monitoring of parking demand will be undertaken alongside the FTP monitoring programme to provide a coordinated assessment of parking demand and employee travel behaviour.

5.2 Review and Remedial Measures

5.2.1 The results of the monitoring will be reviewed to identify any recurring parking management issues and to establish whether the measures set out within this CPMP remain appropriate.

5.2.2 Particular consideration will be given to the overall utilisation of the available parking provision, demand for specialist parking spaces and any evidence of inappropriate or overspill parking associated with the development.

5.2.3 Where monitoring identifies recurring parking management issues, appropriate additional measures will be considered by the relevant occupier in liaison with the TPC and Stockley Park estate management team where appropriate.

5.2.4 Depending on the nature of the issue identified, additional measures may include those set out within Chapter 4, including changes to employee or visitor parking arrangements, additional communication or signage, more formal parking controls and enhanced promotion of sustainable travel measures through the FTP.

5.2.5 Any changes to the parking management arrangements will be proportionate to the nature and extent of the issue identified and will be incorporated into future updates of the CPMP where appropriate.

5.2.6 The commitment to review and amend the CPMP could be secured through a planning condition binding on the future occupiers of the units. Any amendments to the parking arrangements would be subject to written approval from the LBH prior to implementation.

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APPENDICES

APPENDIX A

Site Layout

Schedule of Accommodation

Unit 100		
Warehouse Area	55,359 ft²	5,143 m²
Ground Floor Core	1,410 ft²	131 m²
Ground Floor Escape Stair	291 ft²	27 m²
First Floor Office	8,084 ft²	751 m²
Total GIA Area	**65,144 ft²**	**6,052 m²**

Unit 100		
Warehouse Area	56,554 ft²	5,254 m²
Ground Floor Core	1,518 ft²	141 m²
Ground Floor Escape Stair	323 ft²	30 m²
First Floor Office	8,428 ft²	783 m²
Total GEA Area	**66,823 ft²**	**6,208 m²**

Unit 200		
Warehouse Area	44,455 ft²	4,130 m²
Ground Floor Core	1,098 ft²	102 m²
North GF Escape Stairs	291 ft²	27 m²
South GF Escape Stairs	291 ft²	27 m²
First Floor Office	7,190 ft²	668 m²
Total GIA Area	**53,325 ft²**	**4,954 m²**

Unit 200		
Warehouse Area	45,510 ft²	4,228 m²
Ground Floor Core	1,141 ft²	106 m²
North GF Escape Stairs	323 ft²	30 m²
South GF Escape Stairs	323 ft²	30 m²
First Floor Office	7,535 ft²	700 m²
Total GEA Area	**54,832 ft²**	**5,094 m²**

Total GIA Area	**118,469 ft²**	**11,006 m²**
Total GEA Area	**121,655 ft²**	**11,302 m²**

Site Area	**6.26 acres**	**2.53 ha**



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