ROYAL UK PROPERTY HOLDINGS LLP, STOCKLEY PARK

STATEMENT OF COMMUNITY INVOLVEMENT

Prepared for Royal UK Property Holdings LLP

October 2026

Documentation Production Record			
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Contents

1.0	INTRODUCTION AND BACKGROUND	4
2.0	POLICY BACKGROUND AND CONSULTATION	5
3.0	OVERVIEW OF ENGAGEMENT	7
4.0	FEEDBACK AND COMMENTS RECEIVED	12
5.0	CONCLUSION	13

Appendices

A	COPY OF THE EXECUTIVE SUMMARY SENT IN FEBRUARY
B	COPY OF THE CONSULTATION INVITE LETTER AND THE CONSULTATION AREA
C	COPY OF THE EXHIBITION BOARDS

1.0 INTRODUCTION AND BACKGROUND

This report has been prepared by DevComms in relation to the stakeholder engagement undertaken in support of a planning application by Royal UK Property Holdings LLP (The applicant), who are bringing forward proposals for the redevelopment of the vacant office buildings 1 & 2 Longwalk Road.

The applicant's proposals would represent a significant long-term investment to reintroduce active employment to this part of Stockley Park.

The emerging proposals comprise modern, energy-efficient industrial and logistics scheme with a total GIA of 11,006 sqm, providing flexible B2/B8 floorspace with ancillary office accommodation.

DevComms is a dedicated property communications consultancy which specialises in stakeholder engagement on new development proposals. DevComms has undertaken stakeholder engagement on behalf of the applicant.

2.0 POLICY BACKGROUND AND CONSULTATION

2.1 National Policy

The National Planning Policy Framework (NPPF 2026) recommends that developers engage with local communities during the pre-application stage, referred to as 'frontloading'. Paragraph 39 of the NPPF states:

"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community".

Local Planning Authorities are to encourage developers to engage with the local community, even when not required by law, before submitting applications (NPPF paragraph 40). Early pre-application consultation with statutory consultees is also supported in the NPPF (paragraph 41).

2.2 Local Policy

Hillingdon London Borough Council's Statement of Community Involvement was adopted in 2021. It sets out the ways in which the council will consult with local stakeholders surrounding development. It also states the ways in which the Council itself would like to be consulted by developers.

6.5.1 "Whilst not mandatory, the Council encourages applicants to engage with the owners / occupiers of neighbouring land / premises and wider community at the earliest stage of preparing their development proposal (pre-application stage) where it will add value to the process and the outcome."

2.3 Best Practice

In addition to the requirements and advice in the NPPF and the Council's SCI, DevComms and the applicant have sought to ensure all materials prepared to reflect the following best practice principles:

- Prepare 'plain English' clear, concise, and understandable briefing material.
- Make information and material accessible to the local community.
- Publicise the proposals and online consultation.
- Contact the local community and individuals likely to have most interest in the proposals - to explain the approach to consultation, provide a briefing on the proposals and seek their feedback.

2.4 Data Protection

A privacy statement was included on the paper feedback forms which detailed how collected data would be used. This detailed that in undertaking public engagement with the local community, Development Communications Limited is a registered Data Controller under the General Data Protection Regulations (GDPR).

At all times, processing of personal data is carried out in accordance with GDPR regulations, with the feedback form providing an 'opt-in' and 'opt-out' option and information on respondents' rights under GDPR.

Only data required for the purposes of the consultation was requested on the feedback form.

The feedback collected during the engagement exercise is held by DevComms and will only be used for the purposes of consultation and research on the proposals. The feedback received is detailed in this Report on Community Engagement submitted to Hillingdon London Borough Council and has been anonymised. Consultation respondents will only be contacted again in the future in relation to the application proposals if they have explicitly stated that they would like to be kept updated.

3.0 OVERVIEW OF ENGAGEMENT

3.1 Political Engagement

Local political representatives were sent email briefings on the 4 February 2026. Emails introduced political representatives to the proposals with an executive summary attached. As well as an opportunity for a meeting with the team.

The below political representatives received emails:

- Danny Beales MP
- Councillor Ian Edwards (Leader of Hillingdon Council)
- Councillor Jonathon Bianco (Deputy Leader of Hillingdon Council)
- Councillor Steve Tuckwell (Cabinet Member for Planning, Housing and Growth)
- Bassam Mahfouz (London Assembly for Ealing and Hillingdon)
- Councillor Peter Curling (Hayes Town Ward)
- Councillor Janet Gardner (Hayes Town Ward)
- Councillor Raju Sansarpari (Hayes Town Ward)

Subsequently a meeting was held with Cllr Steve Tuckwell and Julia Johnson (Director of Planning, Regeneration and Environment) on the 17th February 2026.

A copy of the executive summary sent in February can be found in Appendix A

3.2 Stakeholder engagement

After the initial briefing to political representatives, the applicants proposals were forwarded to the CEO of Hillingdon Chamber of Commerce as well as West London Chambers of Commerce.

As a result, a Teams meeting was held on the 10 March 2026 with Amar Nota CEO of Hillingdon Chamber of Commerce. On the 24th March 2026 an in-person meeting was held with Alan Rides CEO of West London Chamber of Commerce.

3.3 Pre-Application with Hillingdon London Borough Council and Historic England

As part of the consultation phase, representatives of the applicant undertook detailed pre-application engagement with Hillingdon London Borough Council as well as Historic England.

A pre-application enquiry was submitted on 7 October 2025, followed by a meeting on 26 November 2025. The London Borough of Hillingdon issued written pre-application advice on 3 February 2026 (ref. 79646/PRC/2025/143), raising concerns on the principle of development, heritage and character, amenity, noise and highways.

Following that advice, the proposals were developed further and the design team met Historic England in April 2026 to discuss the architectural response to the Registered Park and Garden. That meeting directly informed revisions to the landscape, roof form and elevational treatment. A revised scheme was submitted to the Council on 27 July 2026, incorporating substantial reductions in height, footprint and site coverage and a significantly enhanced landscape strategy. Meetings were then held on 29th July and 5th August with the Council and Historic England.

Full details of the feedback received by the Council and Historic England are set out within the Planning Statement.

3.4 Second Stage Engagement in July and August

A second round of engagement occurred in July 2026, with the emails informing political representatives of the changes to the proposals during pre-application discussions with statutory consultees. Emails also included invitations to the public exhibition where councillors could meet the project team.

Due to recent elections that occurred in May 2026, some of the local representatives had changed or had moved roles. This therefore meant that the update emails also acted as briefing emails to those who were newly elected or had since moved role.

The below political representatives received emails:

- Danny Beales MP
- Councillor Steve Tuckwell (Leader of Hillingdon Council)
- Councillor Nick Denys (Cabinet Member for Planning, Housing and Growth)
- Bassam Mahfouz (London Assembly for Ealing and Hillingdon)
- Councillor Raju Sansarpari (Hayes Town Ward)
- Councillor Navnit Dhesi (Hayes Twon Ward)
- Councillor Stuart Mathers (Hayes Town Ward)

Hayes Town Ward members received follow up emails with further details including the exhibition boards that were displayed at the drop-in event.

Stockley Park Board

Representatives of the applicant met with the Stockley Park Management Board on 11 August 2026 to update the Board on the proposals ahead of the public consultation event.

The Board engaged positively in the discussion and expressed support for the proposals in principle. Members recognised the difficulties freeholders face on the park and noted their involvement in the original Stockley Park visioning exercise, which explored and promoted alternative land uses on the park. Members were also aware of the challenges in the current office market and indicated a willingness to support the proposals where possible.

The only matter raised was the type and frequency of vehicle movements associated with the proposals. The applicant agreed to provide further information on this after the meeting.

3.5 Local Businesses

A two-page A4 letter was circulated by hand drop postage to approximately 58 addresses on 12 August 2026 to Stockley Park members. The letter informed local businesses of the proposals and provided background on the applicant.

The letter introduced local businesses to the proposals as well as inviting them to the upcoming drop-in exhibition, the letter also provided contact details for local businesses to contact the project team.

A full copy of the A4 letter and the consultation area can be found in Appendix B.

3.6 Drop-in Exhibition

On 26 August 2026 a drop-in exhibition occurred at 2 Longwalk Avenue, Stockley Park. From 11:30 – 14:30 with local businesses and workers able to attend at any time that suits them. The timings were designed for those who worked at Stockley Park to attend during their lunch break.

The event was advertised via a hand drop mailing to the surrounding areas. All relevant representatives that received email briefings received invitations to the drop-in event including:

- Danny Beales MP
- Councillor Steve Tuckwell (Leader of Hillingdon Council)
- Councillor Nick Denys (Cabinet Member for Planning, Housing and Growth)
- Bassam Mahfouz (London Assembly for Ealing and Hillingdon)
- Councillor Raju Sansarpari (Hayes Town Ward)
- Councillor Navnit Dhesi (Hayes Twon Ward)
- Councillor Stuart Mathers (Hayes Town Ward)
- West London Chamber of Commerce
- Hillingdon Chamber of Commerce

The event contained members of the project team as well as a total of 8 project boards that were situated around the room. A full copy of the exhibition boards can be found in Appendix C.

Despite the drop-in being publicised to business at Stockley Park via letter, and email invitations to politicians and stakeholders, some of which providing positive RSVPs, the drop-in event was attended by a representative of Hillingdon Chamber of Commerce.

Image of drop in session display



3.7 Information Office

As part of the consultation period, residents were able to provide feedback via a dedicated freephone at 0800 080 3266. Residents could also email the team at churchill@devcomms.co.uk .

For those without access to the internet or with additional needs, hard copies and accessible versions of all material were available on request. The use of a dedicated phone line and Freepost address ensured the consultation was open to people who may not have access to the internet. Our consultation website was also accessible, including ScreenReader compatible.

4.0 FEEDBACK AND CHANGES TO THE PROPOSALS

The proposals have undergone changes and refinement since its initial inception and initial email briefings in February 2026.

The proposals have changed in regard to design after discussions with Historic England, the building form was revised to present as a single-pitched roof that is visible above the parapet. This design approach is more in keeping with the character and the original design features of the surrounding buildings within Stockley Park.

As part of further design refinements and to reduce the visual impact of the building, the clear internal height was reduced from 15m to 12.5m. This reduction has enabled the building to sit more naturally within its context and respond more sensitively to the surrounding built environment.

5.0 CONCLUSION

In order to ensure that the local community was fully briefed and provided with an opportunity to comment on the plans, a detailed public engagement was carried out.

The following politicians were contacted during the earlier consultation phase prior to the May 2026 elections -

- Danny Beales MP
- Councillor Ian Edwards (Leader of Hillingdon Council)
- Councillor Jonathon Bianco (Deputy Leader of Hillingdon Council)
- Councillor Steve Tuckwell (Cabinet Member for Planning, Housing &Growth)
- Bassam Mahfouz (London Assembly for Ealing and Hillingdon)
- Councillor Peter Curling (Hayes Town Ward)
- Councillor Janet Gardner (Hayes Town Ward)
- Councillor Raju Sansarpari (Hayes Town Ward)

The following politicians were contacted after the May 2026 elections –

- Danny Beales MP
- Councillor Steve Tuckwell (Leader of Hillingdon Council)
- Councillor Nick Denys (Cabinet Member for Planning, Housing and Growth)
- Bassam Mahfouz (London Assembly for Ealing and Hillingdon)
- Councillor Raju Sansarpari (Hayes Town Ward)
- Councillor Navnit Dhesi (Hayes Twon Ward)
- Councillor Stuart Mathers (Hayes Town Ward)

Stakeholders contacted included -

- West London Chamber of Commerce
- Hillingdon Chamber of Commerce

The consultation included a consultation invite mailing to businesses the consultation was directly advertised to 58 addresses adjacent to the site via a

letter delivered via handrop. The consultation culminated in a public drop-in session which was held on site on the 26 August 2026.

Going forward the applicant is committed to continuing to engage with the local community and to work together to resolve concerns as far as possible.

APPENDIX A

COPY OF THE EXECUTIVE SUMMARY SENT IN FEBRUARY

APPENDIX B

COPY OF THE CONSULTATION INVITE LETTER AND THE CONSULTATION AREA

APPENDIX C

COPY OF THE EXHIBITION BOARDS

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Registered in England and Wales No. 10620906.
Registered Office: As above
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APPENDIX A

COPY OF THE EXECUTIVE SUMMARY SENT IN FEBRUARY

ZINC

LONGWALK 1 & 2

Stockley Park

KEY MESSAGES | FEBRUARY 2026

Zinc Real Estate, the developer for the vacant buildings at 1 & 2 Longwalk Road, is bringing forward proposals to make a significant long-term investment and reintroduce active employment uses to this part of Stockley Park.

The proposals respond to sustained vacancy and changing market conditions which, if left unaddressed, risk undermining the Park's long-term economic resilience and its ability to fund the ongoing care, management and stewardship of the Grade II listed parks and gardens. By aligning the offer at 1 & 2 Longwalk Road with current market demand, the proposals seek to protect and renew Stockley Park, ensuring it remains competitive, attractive and sustainable for the future.

EXECUTIVE SUMMARY

- Stockley Park is a unique employment location, distinguished by its Grade II listed parks and gardens, whose long-term care depends on active occupation and investment.
- Sustained office vacancy (currently approx 57%) presents a real risk to the Park's economic resilience and its ability to fund the maintenance and stewardship of its listed landscape.
- Demand for out-of-centre office space has declined structurally, particularly for older, less energy-efficient buildings such as 1 & 2 Longwalk Road.
- Without intervention, the reliance on an office led employment likely to prolong vacancy at Stockley Park and further undermine the park's long-term resilience.
- The proposals seek to introduce a modern, high-quality industrial and logistics offer, responding to current market demand and supporting skilled, technology-led employment.
- The proposed logistics buildings would be bespoke for Stockley Park, with a landscape-led, pavilion-style approach that reflects the Park's character rather than shed style industrial development.
- The scheme secures long-term investment, focused on identified local employment needs that will restore economic activity and enabling continued funding for the care of the listed parks and gardens.

ABOUT ZINC DEVELOPMENTS

Zinc Real Estate is a specialist asset and development management company with a strong track record of delivering complex, high-quality, design-led commercial projects across the UK and the Netherlands, ranging from refurbishments to new-build developments.

Zinc remains actively involved throughout the full lifecycle of its assets, overseeing both development and long-term management. As such, Zinc has a vested interest in ensuring that the proposals at 1 & 2 Longwalk Road are commercially resilient, sensitively designed and supportive of the long-term future of Stockley Park as a whole.

MARKET CONTEXT AND THE FUTURE OF STOCKLEY PARK

Stockley Park was originally conceived as a premium business environment, distinguished by its landscaped setting, strong amenity offer and Grade II listed parks and gardens. The long-term stewardship of the parks and gardens is fundamental to the Park's identity and success.

Since the pandemic, structural changes in the office market have had a disproportionate impact on out-of-centre business parks. Working patterns have shifted fundamentally, with occupiers increasingly seeking modern, energy-efficient office space in accessible, amenity-rich town and city centre locations. Demand for out-of-town office accommodation, particularly older, less energy-efficient buildings, has therefore declined markedly.

These changes are clearly reflected at Stockley Park. The Park currently experiences an office vacancy rate of approximately 57%, compared with a borough-wide average of 16.8%. Buildings such as 1 & 2 Longwalk Road, constructed in the early 1990s, no longer align with occupier expectations in terms of sustainability, flexibility and location. Despite sustained and active marketing, 1 Longwalk Road has remained vacant for approximately three years and 2 Longwalk Road for approximately six months, demonstrating a structural market issue, with little to no prospect of securing an office occupier.

Prolonged vacancy of units at Stockley Park detracts from the park's vitality and, critically, do not contribute to service charges that fund the maintenance and management of the listed parks and gardens, wider estate functions and contributions to local charities.

In recognition of these changing circumstances, the Stockley Park Board, Stockley Park Estates Company Ltd (SPECL) and the London Borough of Hillingdon have been discussing a refreshed long-term vision for the Park. The emerging Local Plan is expected to recognise the need for greater flexibility in employment land designations, enabling established employment locations such as Stockley Park to respond to changing market conditions while remaining economically productive.

Without intervention, the current position represents a genuine risk to the future success of Stockley Park.



Aerial annotated view of Stockley Park

THE VISION

Zinc's vision is underpinned by the current market realities and is focussed on introducing employment uses that better reflect current demand while retaining high-quality jobs at Stockley Park.

The vision is for a significant investment to redevelop 1 & 2 Longwalk Road to deliver a modern, high-quality industrial and logistics offer (Use Classes B2/B8).

Contemporary industrial and logistics uses are increasingly technology-led and employment-rich, supporting activities such as advanced manufacturing, clean-tech operations, airport-related logistics, research and development. These uses provide skilled, well-paid jobs and play a critical role in London's wider economy.

The Council's Employment Needs Evidence Base (2023) identifies a significant shortfall in industrial floorspace across the borough, with a requirement for between 168,014 sqm and 192,587 sqm. This is supported by Local Plan Policy DME1, which encourages a range of employment-generating uses, including industrial and R&D, within Locally Significant Employment Locations such as Stockley Park.

A market assessment prepared for Zinc by Montagu Evans confirms that demand for high-quality, purpose-built industrial and logistics space remains strong, but that there is a shortage of new, energy-efficient stock coming forward in Hillingdon.

Stockley Park's strategic location close to Heathrow Airport and M25, with excellent multimodal transport links and access to a skilled labour pool, makes it particularly well suited to a carefully designed logistics offer.

While logistics buildings are typically associated with shed style developments, Zinc's approach is for a bespoke design for Stockley Park, reflecting the Park's established pavilion-style buildings and landscaped setting, avoiding generic industrial typologies and reinforcing the Park's distinctive identity.

By securing long-term occupation and investment, the proposals will support the ongoing upkeep and stewardship of Stockley Park's listed landscape, ensuring that its character is protected rather than eroded by continued vacancy.

THE PROPOSALS

Zinc's proposals comprise the redevelopment of the long-term vacant office buildings at 1 & 2 Longwalk Road to deliver a modern, energy-efficient logistics scheme with a total GIA of 10,984 sqm, providing flexible B2/B8 floorspace with ancillary office accommodation.

The proposals are for a bespoke landscape-led design, ensuring that new development responds to and reinforces Stockley Park's established character.

The architecture draws on the Park's pavilion-style buildings and clustered forms, integrating development sensitively within the landscaped setting.



Indicative site plan

KEY ASPECTS INCLUDE:

- Two high-quality commercial buildings (up to 18.5m in height), designed in accordance with the emerging Design Code
- A pavilion-inspired, clustered layout within a landscaped environment
- Active frontages to Longwalk Road to support animation and passive surveillance
- Servicing to the rear, with 6 loading bays for Unit 100 and 5 for Unit 200
- Approximately 90 parking spaces (reduced from c.380), screened by planting
- Over 25% EV charging provision and accessible bays
- A sustainability-led approach targeting BREEAM 'Outstanding', reduced embodied carbon and material re-use
- Retention and enhancement of boundary planting, boulevard trees, SuDS and drought-resistant species
- Retained access from Longwalk Road with a new internal spine road

ZINC

FOR MORE INFORMATION

J.MALLINSON@DEVCOMMS.CO.UK | 07584 680 787

APPENDIX B

COPY OF THE CONSULTATION INVITE LETTER AND THE CONSULTATION AREA


Stockley Country Park
Stockley Rd
Dawley Rd
Princes Park Ln
Beechwood Ave
Botwell Common Rd
Barra Hall Rd
Lake Farm Country Park
Weston Walk
Busy Bees at Heathrow
STOCKLEY PARK
Stockley Rd
Dawley Rd
Mulberry Cres
Briar Way
Lavender Rise
Blyth Rd
Trevor Rd

10th August 2026

BY POST ONLY

Dear Sir or Madam,

Invite - Drop-in exhibition on the future of 1 & 2 Longwalk Road, Stockley Park

We are writing on behalf of Zinc RE about proposals for the future of 1 & 2 Longwalk Road, at Stockley Park. We want to invite you to a drop-in exhibition where you can see the emerging plans and share any views.

Both buildings have stood largely vacant for some time, reflecting a wider, structural decline in demand for older out-of-centre office space since the pandemic. Zinc is proposing a long-term investment to bring them back into active use, helping to keep Stockley Park competitive and to sustain the ongoing care of its Grade II listed parks and gardens.

The proposals would redevelop the two buildings for modern industrial and logistics use, with a bespoke, landscape-led design that reflects the Park's established pavilion-style character rather than typical industrial forms. Uses of this kind are increasingly technology-led, spanning advanced manufacturing, tech and research & development, and support skilled, well-paid employment. The intention is to return two long-term vacant buildings to active, high-value use, reinforcing Stockley Park's standing as a premium employment location.

The plans also include additional planting and new trees, and are expected to generate fewer vehicle movements than the previous office use, with service vehicles kept to the site's entrance rather than routing through the Park.

We would value the chance to talk you through the proposals in person, ahead of a planning application being submitted to London Borough of Hillingdon.

Event details

Date: Wednesday 26 August 2026

Time: 11.30am to 2.30pm — drop in whenever suits you

Venue: 2 Longwalk Avenue, Stockley Park

P.T.O

There's no need to book. Members of the project team will be on hand throughout to answer questions and hear any comments.

If you'd like to attend but the timing is difficult, or you have any questions in the meantime, please contact me at j.mallinson@devcomms.co.uk or on 07584 680 787.

We look forward to seeing you.

Yours faithfully,



James Mallinson
On behalf of Zinc RE

APPENDIX C

COPY OF THE EXHIBITION BOARDS

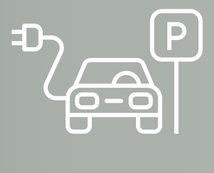
OVERVIEW

Zinc RE, the developer for the vacant 1 & 2 Longwalk Road, is bringing forward proposals for a significant long-term investment to reintroduce active employment to this part of Stockley Park.

The proposals respond to sustained vacancy and changing market conditions which, if left unaddressed, risk undermining the Park's long-term economic resilience and its ability to fund the ongoing care, management and stewardship of the Grade II listed parks and gardens.



10,984 sqm of B2/B8 uses with office space



88 car parking spaces with +25% EV charging



42 cycle parking spaces



14 delivery bays



All electric energy strategy



BREEAM Excellent



95 new trees



Approx 400sqm increase in soft landscaping

AT A GLANCE

- **Stockley Park is a unique employment location,** distinguished by its Grade II listed parks and gardens, the long-term care of which depends on active occupation and investment.
- **Sustained office vacancy** (currently approx 57%) presents a real risk to the Park's economic resilience and its ability to fund the maintenance and stewardship of its listed landscape.
- **Demand for out-of-centre office space has declined structurally,** particularly for older, less energy-efficient buildings such as 1 & 2 Longwalk Road.
- **Without intervention,** the reliance on office led employment is likely to prolong vacancy at Stockley Park and further undermine the park's long-term resilience.
- **The proposals seek to introduce a modern, high-quality industrial & logistics offer,** responding to current market demand and supporting skilled, technology-led employment.
- **The proposed logistics buildings would be bespoke for Stockley Park,** with a landscape-led, pavilion-style approach that reflects the Park's character rather than shed style industrial development.
- **The proposals have been shaped through detailed pre-application engagement** with the London Borough of Hillingdon and Historic England. In direct response, the height and massing of the buildings have been reduced and the roof form revised, so that the development sits more sensitively within the Park's listed landscape.
- **The scheme is expected to reduce vehicle movements at the site** compared with the previous office use, while delivering a net increase in soft landscaping, substantial new tree planting and biodiversity net gain.
- **The scheme secures long-term investment,** focused on identified local employment needs that will restore economic activity and enabling continued funding for the care of the listed parks and gardens.

MARKET CONTEXT

Stockley Park was originally conceived as a premium business environment, distinguished by its landscaped setting, strong amenity offer and Grade II listed parks and gardens. The long-term stewardship of the parks and gardens is fundamental to the Park's identity and success.

Since the pandemic, structural changes in the office market have had a disproportionate impact on out-of-centre business parks. Working patterns have shifted fundamentally, with occupiers increasingly seeking modern, energy-efficient office space in accessible, amenity-rich town and city centre locations. Demand for out-of-town office accommodation, particularly older, less energy-efficient buildings, has therefore declined markedly.

57% **Stockley Park office vacancy rate**

16.8% **Hillingdon average vacancy rate**

1 & 2 Longwalk Road, which were constructed in the early 1990s, no longer align with occupier expectations in terms of sustainability, flexibility and location. This is reflected in the inability to secure a tenancy, resulting in long-term vacancy.

1 Longwalk Road	2 Longwalk Road
5 years since 2021	1 year

Prolonged vacancy of units at Stockley Park detracts from the park's vitality and, critically, do not contribute to service charges that fund the maintenance and management of the listed parks and gardens, wider estate functions and contributions to local charities.

In recognition of these changing circumstances, the Stockley Park Board, Stockley Park Estates Company Ltd (SPECL) and the London Borough of Hillingdon have been discussing a refreshed long-term vision for the Park. The emerging Local Plan is expected to recognise the need for greater flexibility in employment land designations, enabling established employment locations such as Stockley Park to respond to changing market conditions while remaining economically productive.



Annotated aerial plan of Stockley Park

SITE CONSTRAINTS



Site constraints plan

01 Existing Trees and Vegetation

Buildings adjacent to water which aim to add value by providing a development with open frontages onto a designed landscape.

02 Central Vehicular Access

Car park access to rear away from lake views and screened by hornbeam hedging and with swedish white green canopy trees between spaces.

03 Underground Services

Pedestrain routes around and across lakes. Willows and wetland trees to lakesides.

04 Corner Feature Landscaping

Existing landscaping to the north-eastern corner of 1 Longwalk Road to be retained.



Proposed site plan

Zinc RE's proposals are underpinned by current market realities and is focussed on introducing employment uses that reflect current demand to retain high-quality jobs at Stockley Park.

The vision is for the redevelopment of the long-term vacant office buildings at 1 & 2 Longwalk Road through a significant investment.

The emerging proposals comprise modern, energy-efficient industrial and logistics scheme with a total GIA of 10,984 sqm, providing flexible B2/B8 floorspace with ancillary office accommodation.

While logistics buildings are typically associated with shed style developments, Zinc RE's approach is for a bespoke landscape-led design, reflecting Stockley Park's established pavilion-style buildings and landscaped setting, avoiding generic industrial typologies and reinforcing the Park's distinctive identity.

Contemporary industrial and logistics uses are increasingly technology-led and employment-rich, supporting activities such as advanced manufacturing, clean-tech operations, airport-related logistics, research and development. These uses provide skilled, well-paid jobs and play a critical role in London's wider economy.

1. Loading Dock
2. Central 'Spine' Road
3. Parking
4. Disabled Parking + EV Charging
5. Social Area - Pool + Seating
6. Cycle Stands
7. Wood Pile Habitat Features
8. Retained Boundary Planting
9. Retained Tree Planting

LOCAL INDUSTRIAL & LOGISTICS NEED

The Council's Employment Needs Evidence Base (2023) identifies a significant shortfall in industrial floorspace across the borough, with a requirement for between 168,014 sqm and 192,587 sqm. This is supported by Local Plan Policy DME1, which encourages a range of employment-generating uses, including industrial and R&D, within Locally Significant Employment Locations such as Stockley Park.

A market assessment prepared for Zinc RE by Montagu Evans confirms that demand for high-quality, purpose-built industrial and logistics space remains strong, but that there is a shortage of new, energy-efficient stock coming forward in Hillingdon.

Stockley Park's strategic location close to Heathrow Airport and M25, with excellent multimodal transport links and access to a skilled labour pool, makes it particularly well suited to a carefully designed logistics offer.

A SUSTAINABLE LOCATION

The site is located within an established industrial area, with a good level of existing pedestrian and cycle infrastructure, bus stops on the immediate vicinity and well located to local and strategic road networks. Rail services are accessible by walking, cycling or buses.

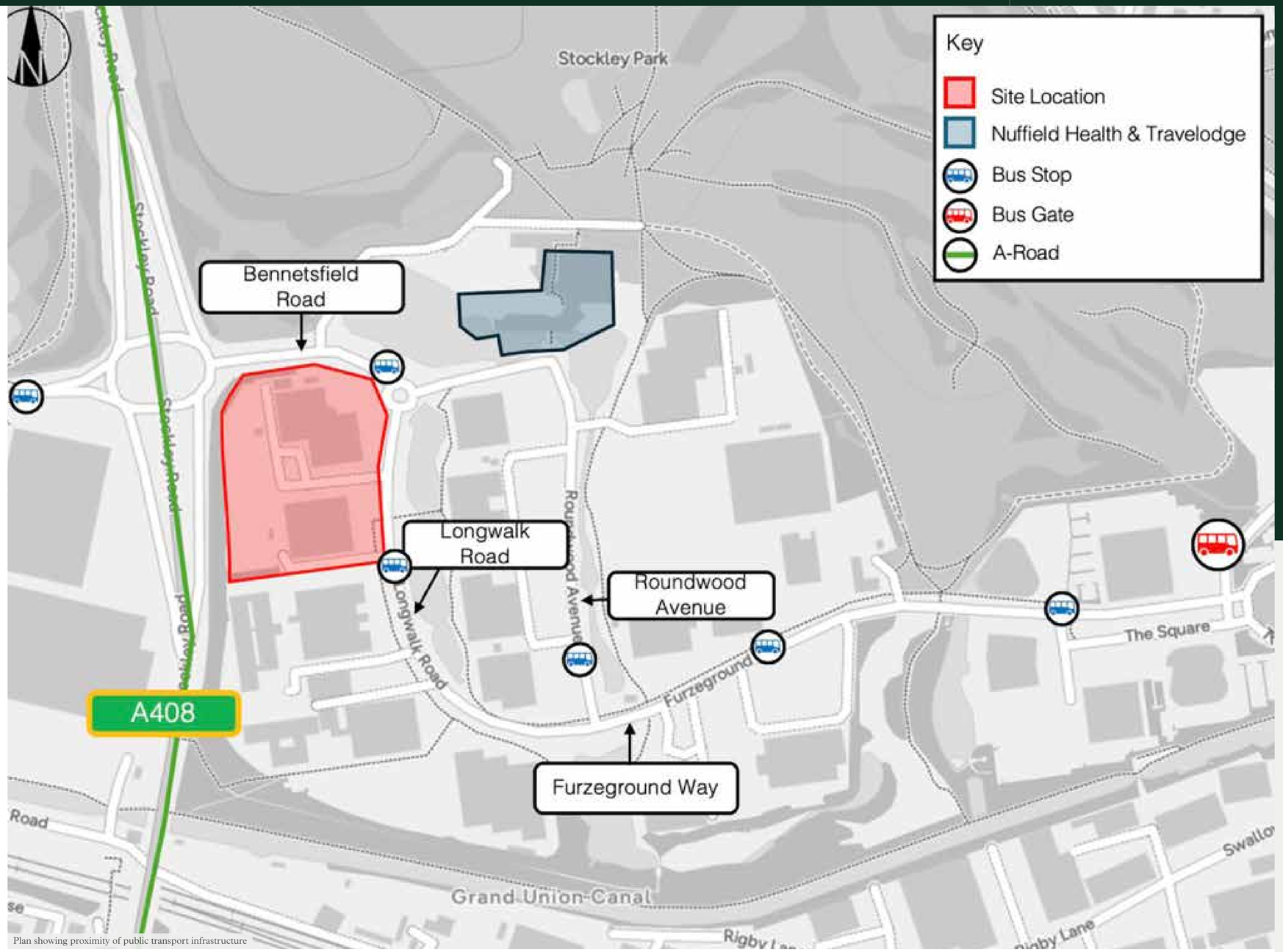
KEY TRANSPORT ELEMENTS

- **Access to the site** will remain in line with the existing arrangements, via Longwalk Road.
- **The two units are located close to the Stockley Park site entrance** and as such HGVs would not need to route through the wider park to access the site.
- **The proposals will reduce the car parking provision** from 380 to 88 spaces.
- **A minimum of 42 cycle spaces** will be provided, in line with the London Plan requirements.
- **14 service/delivery bays will be provided** at the rear of the site to meet the operational requirements.

TRAFFIC IMPACT

The proposed development is likely to reduce both total person and vehicle movements at the site when compared to the existing office use.

While HGV traffic is likely to increase, the units are located at the Stockley Park site entrance and HGVs would not route through the wider park. The site has excellent access to the strategic road network to accommodate HGV traffic



Plan showing proximity of public transport infrastructure

88 car parking spaces with +25% EV charging

42 cycle parking spaces

14 delivery bays

The current buildings at 1 & 2 Longwalk are key gateway buildings and architecturally represent an early 1990s design. The entrance core arrangement features large expanses of glazed curtain walling and generous double-height atria, creating a strong sense of arrival.



1 Longwalk main entrance



2 Longwalk main entrance



Existing design character at Stockley Park









Indicative elevations of proposed building at 1 Longwalk



Indicative elevations of proposed building at 2 Longwalk

PROPOSED DESIGN

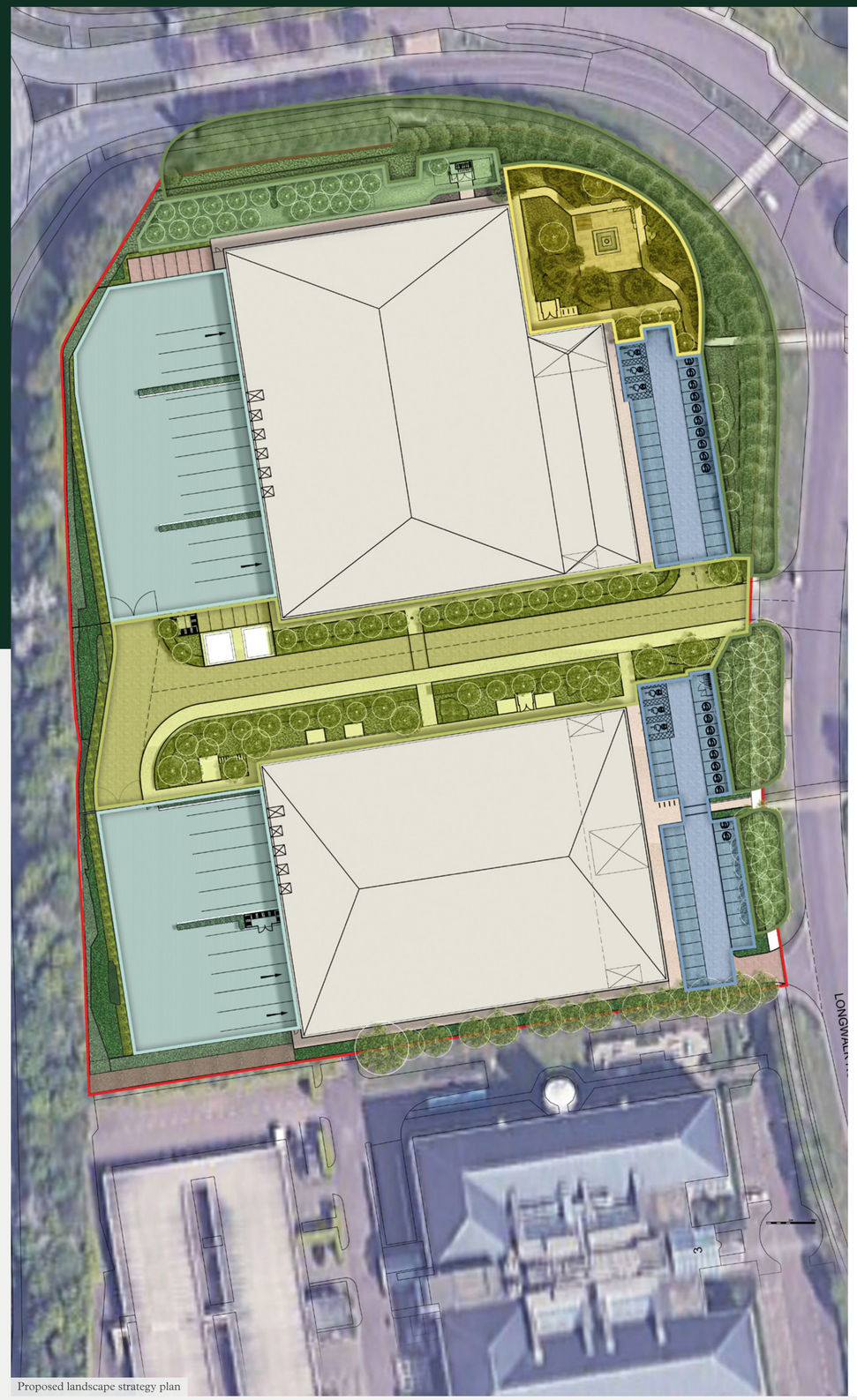
Following on from discussions with Historic England, the building form was revised to present as a single-pitched roof that is visible above the parapet. This design approach is more in keeping with the character and the original design features of the surrounding buildings within Stockley Park.

As part of further design refinements and to reduce the visual impact of the building, the clear internal height was reduced from 15m to 12.5m. This reduction has enabled the building to sit more naturally within its context and respond more sensitively to the surrounding built environment.

LANDSCAPE PROPOSALS

LONGWALK 1 & 2
Stockley Park

ZINC



Proposed landscape strategy plan

Social Space







Heritage Buffer





Habitat Focus Zone



Central Spine







Car Parking Frontage

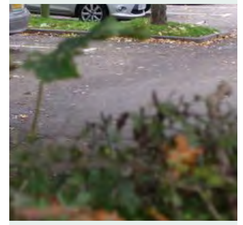






Service Yards







Indicative landscape precedent images

SOCIAL SPACE

Enhanced amenity space for workers to enjoy, including immersive and vibrant planted areas, social seating and sculptural elements to reflect the wider park.

HERITAGE BUFFER

Retained avenue tree-line with enhanced ground vegetation to celebrate original masterplan concept.

CENTRAL SPINE

Tree-lined vehicle access with rain gardens along hard road surfaces to positively manage water.

CAR PARKING FRONTAGE

Active and welcoming arrival space softened with varied planting and positively managing water through rain gardens along parking surfaces and permeable materials.

SERVICE YARDS

Surrounded by ecological and structural planting borders including native defensive buffer planting to site perimeter and rain gardens along hard surfaces.

HABITAT FOCUS ZONE

Habitat features in a diverse ecological soft landscape including natural hibernaculas and native planting to support local fauna.

KEY ASPECTS

- **Two high-quality commercial buildings,** with single pitched roofs and which have evolved following engagement with Historic England.
- **Active frontages to Longwalk Road** to support animation and passive surveillance.
- **Retention and enhancement** of boundary planting, boulevard trees, SuDS and drought-resistant species
- **A net increase in soft landscaping** (from approximately 5,800 sqm to approximately 6,200 sqm), with 95 new trees proposed, and a minimum 10% biodiversity net gain
- **Retained access from Longwalk Road** with a new internal tree-lined spine road.
- **Servicing to the rear,** with a total of 14 loading bays.
- **Approximately 88 parking spaces** (reduced from c.380). Over 25% EV charging provision and accessible bay, together with 42 cycle parking spaces.
- **A reduction in total vehicle movements** compared with the existing office use - Servicing traffic does not route through the Park given the site's location at the Stockley Park entrance.
- **A sustainability-led approach** targeting BREEAM 'Excellent'.
- **An all-electric energy strategy,** including air source heat pumps, rooftop photovoltaics and a fabric-first approach to the building envelope.

By securing long-term occupation and investment, the proposals will support the ongoing upkeep and stewardship of Stockley Park's listed landscape, ensuring that its character is protected rather than eroded by continued vacancy.



Indicative CGI

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