



**TOWN AND COUNTRY PLANNING ACT 1990  
CONSTRUCTION OF TWO ADDITIONAL STOREYS TO EXISTING  
TWO STOREY OFFICE BUILDING  
BROOK HOUSE, 54A COWLEY MILL ROAD, UXBRIDGE UB8 2QE**

**TRANSPORT STATEMENT  
MAY 2026**

Introduction

1. This statement has been prepared to accompany a full planning application for the construction of two additional storeys to the existing two-storey office building at Brook House, 54a Cowley Mill Road, Uxbridge UB8 2QE. The application is submitted on behalf of Ranola Properties Ltd, the landowners.
2. The application drawings which have been prepared by JPB John Broderick Architects comprise:

10401-100-P3 – Location Plan (1:1000@A3)  
10401-151-E – Existing Block Plan and Parking Layout (1:200@A3)  
10401-251-F – Proposed Block Plan and Parking Layout (1:200@A3)  
10401-705-P3 – Existing Ground and First Floor Plans (1:100@A1)  
10401-710-P2 – Existing Elevations (1:100@A1)  
10401-815-P7 – Proposed Ground and First Floor Plans (1:100@A1)  
10401-816-P6 – Proposed Second and Third Floor Plans (1:100@A1)  
10401-817-P6 – Proposed Roof Plan (1:1000@A1)  
10401-820-P7 – Proposed Elevations (1:100@A1)  
10401-821-P3 – Proposed Section (1:100@A2)

### Description of Development

3. Brook House is a two-storey office building which provides serviced offices to a range of small and medium sized local businesses. The use of Brook House for offices was confirmed by a Lawful Development Certificate 48338/A/93/1455 granted in October 1993.
4. Planning permission 48338/APP/2007/198 for an additional storey was approved by the Council on 18 April 2007 but never implemented. Since then, higher density and taller developments have been constructed on the opposite side of Cowley Mill Road. This is considered in the 'character of area' section below.
5. The proposal seeks to provide additional floorspace as part of an overall upgrading of the existing building. The proposal is to construct two additional storeys with the top storey (third floor) set back with a reduced floor plate.
6. The existing building comprises 1847m<sup>2</sup> GIA over two floors. The proposals would create a net gain of 1645m<sup>2</sup> GIA additional office floorspace over the two new floors. The proposals include a reconfigured layout to provide a total of 70 no. parking spaces for the existing and proposed office floorspace to comply with London Plan standards, including 3 no. spaces for disabled persons and 8 no. electric vehicle charging points, the introduction of 24 no. long term cycle spaces for staff and 7 no. short term cycle spaces for visitors, and additional waste/recycling bin storage capacity.
7. The proposals include a general refurbishment of the building. This will involve replacing the existing external metal cladding system, which has a rather dated and tired appearance, with new brick and glazed elevations. The proposed brick colour would be a mixture of red and cream brick to match the existing commercial buildings on the adjoining Brook Business Centre, which is also owned by the same applicants (see area edged blue on the location plan submitted with the application). The refurbishment of the building would also include a new front canopy feature.

Parking and servicing arrangements

8. London Plan Policy T6.2 (Office Parking) and Table 10.4 (Maximum office parking standards) set maximum office parking standards. In Outer London boroughs the maximum standard is up to 1 space per 100m<sup>2</sup> GIA (or 1 space per 50m<sup>2</sup> GIA in Outer London locations identified through a DPD where more generous standards apply but the current DPD pre-dates the more recent London Plan).
9. Paragraph 10.5.16 to the London Plan notes that the provision of office parking has the potential to induce habitual car travel even where alternatives to the car exist and thereby impacting on the Mayor's target for 80% of trips to be made by public transport and active travel. For these reasons the London Plan seeks to keep car parking provision to a minimum. Applying these standards the existing and proposed office floorspace (combined total of 3493m<sup>2</sup>) would require 35 spaces.
10. It is acknowledged that it would be unreasonable and impractical to limit occupants of the existing offices who use the current parking provision to the same extent as future occupants of the proposed new floorspace.
11. A parking survey undertaken in October 2025 and daily experience of the level of use (JPB Architects, the scheme architects, are based in Brook House) shows the existing 79 spaces in the car park is significantly underused. The following photographs were taken during the 06/10/2025 parking survey:









12. A weekly parking count survey (undertaken in mid-morning as the typical peak time and outside periods of school holidays or public holidays) showed the following:

| Date             | Occupied Spaces | Available Spaces | % Availability |
|------------------|-----------------|------------------|----------------|
| Mon 06/10/2025   | 48              | 31               | 39%            |
| Tue 07/10/2025   | 46              | 33               | 51%            |
| Wed 08/10/2025   | 43              | 36               | 47%            |
| Thurs 09/10/2025 | 37              | 42               | 54%            |
| Fri 10/10/2025   | 32              | 47               | 58%            |
| Average          | 41              | 38               | 52%            |

13. The average occupancy rate for the serviced offices on the site is around 85%. This is in line with an average occupancy rate for serviced offices across London of about 84% (Source: Instant Group Research, March 2024). Even if the surveyed parking numbers are pro-rated up to assume a theoretical full occupancy (which rarely happens given the nature of serviced offices) this suggests a maximum existing parking demand of around 55 spaces (assuming maximum surveyed demand of 47 spaces and 85% occupancy). Applying the London Plan standards to the proposed new floorspace of 1638m<sup>2</sup> requires a maximum of 16 additional spaces. This gives a combined maximum requirement of 71 spaces. The proposals provide 70 parking spaces. There are currently no properly laid out disabled spaces or electric vehicle charging points (EVCPs) in the existing car park. The proposal includes 3 no. disabled spaces and 8 no. EV charging points.
14. London Plan Policy T5 (Cycling) and Table 10.2 (Minimum cycle parking standards) indicate that cycle parking should be provided at a minimum standard of 1 space per 150m<sup>2</sup> GEA for long-stay (employees) and 1 space per 500m<sup>2</sup> for short stay (visitors). There is currently no dedicated cycle parking serving Brook House. Applying the standards to the combined total of 3493m<sup>2</sup> existing and new floorspace would require 24 long stay spaces and 7 short stay spaces. The proposed layout includes covered and secure provision for 24 long stay spaces and provision for 7 short stay cycles near the front entrance to comply with the London Plan standards.
15. The site is less than 100 metres from bus stops in St Johns Road (First Bus Service 3 Slough – Langley – Iver – Cowley – Uxbridge – 2 buses every hour weekdays and hourly at weekends) and about 500 m from bus stops on Cowley Road (Chiltern View PH stop, LT Routes 222 and U5). Uxbridge Underground Station and Uxbridge centre are about 1500 metres or 15 minutes' walk to the northeast.
16. The proposal therefore provides a reduced parking provision in accordance with London Plan policy objectives but new and enhanced provision for both electric vehicles and cycle parking which fully complies with the London Plan cycle

standards. This approach to reducing car demand and encouraging non-car modes of travel complies with London Plan Policy E1 (Offices) which supports new office provision and refurbishment by focussing new developments in existing office clusters including existing urban business parks and taking steps towards greater transport sustainability of these locations.

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