

## Transport statement

**Date:** 24.03.2025

**Site Address:** 54 Bridgewater Road, Hillingdon, HA4 0EB

**Planning reference number:** 11329/APP/2025/149

**Description:** Change of use from a Class C4 (Small HMO) to a Sui Generis (Large HMO) for 8 people with the erection of a first-floor side and rear extension.

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## Introduction

This transport statement is prepared to support the planning application for the change of use from a Class C4 small HMO to an 8-bed Sui Generis HMO, including a first-floor side and rear extension. The purpose of this statement is to address the transport-related concerns regarding PTAL rating, cycle parking provision, and the feasibility of a car-free development.

### **PTAL Rating and Access to Amenities:**

The site is located within a distance of up to 0.4 miles from areas with a PTAL rating of 3, which indicates very good public transport availability. This proximity ensures convenient access to essential amenities, supporting the principle of sustainable travel and reducing dependency on private vehicles. The location benefits from multiple public transport options, demonstrating that the lack of on-site car parking should not be a concern, as residents will have reliable and convenient transport options.

### **Bicycle Stands:**

To promote sustainable transport choices, adequate bicycle parking will be provided in line with local planning standards. The bicycle stands have been placed in the rear garden as we believe this is the most practical and tidy solution. However, there is plenty of space to relocate them to the front if required by policy.

### **Car-Free Development:**

The site currently includes one on-site parking space. However, given the PTAL 3 rating and the site's proximity to well-connected public transport, it is reasonable to encourage a fully car-free development. To further support this, it is common practice for HMOs to include tenancy clauses discouraging car ownership. Implementing such measures, along with sufficient cycle parking and excellent public transport links, ensures that a car-free development remains a practical and sustainable solution.

## Conclusion

In summary, the site's accessibility to public transport and local amenities justifies the feasibility of a car-free development. The provision of bicycle stands, either in the rear or front garden, ensures compliance with local policies. These measures address transport-related concerns and support the planning application for the change of use to an 8-bed Sui Generis HMO. Should it be necessary, we can commission a full Transport Assessment to provide further detailed analysis.

The proposed development aligns with local and national transport planning policies, contributing positively to sustainable urban mobility. This Transport Statement should be read in conjunction with the supporting documents submitted with the planning application.