

Transport statement

Date: 03.06.2024

Site Address: 54 Chapel Lane, Uxbridge, UB8 3DS

Planning reference number: 13428/APP/2024/992

Description: Change of use from C4 House in Multiple Occupation(HMO) to SUI
Generis HMO(6 persons to 8), with associated cycle parking,
following the erection of a single-storey extension to the rear

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Introduction

This transport statement is prepared to support the planning application for the change of use from a C4 small HMO to a 7-bed sui generis HMO. The purpose of this statement is to address the concerns raised by the transport department regarding the PTAL rating and bicycle stands.

PTAL Rating and Access to Amenities:

Although the site has a PTAL rating of 1, it is situated within 300 meters of a PTAL level 3 zone. This proximity to a higher PTAL zone provides excellent travel links to essential amenities, as highlighted in the Pre-App report. The report concludes that the site enjoys good access to local amenities, which significantly enhances its connectivity.

Bicycle Stands:

From the Mayor of London's Parking Addendum to chapter 6-cyclist parking, it is stated that where it is not possible to provide adequate cycle parking within residential dwellings, boroughs are encouraged to engage with developers that propose innovative alternatives that meet the objectives of these standards. This may include options such as providing the required spaces in secure, conveniently located, on-street parking such as bicycle hangars.

The proposal in this case has adequate cycle parking space within the curtilage of the residential dwelling, at the rear, which would leave the street scene and the front garden free from unsightly structures and clutter. The proposed location at the rear would be secure, easily accessible and free from vandalism.

The London Borough of Hounslow in a need to address residential cycle parking stated that for many residents, the lack of secure and easily accessible bike storage can be a barrier towards using their bike on a regular basis.

The proposed cycle storage by virtue of its location at the rear of the building would ensure security of the bikes to be used by the residents with easy access.

The proposed bicycle storage would have the quality of being weather resistant and lockable with a secure lock interface, providing resistance and other safety measures.

The proposal has been reconfigured to take care of easy access through the front door and straight through the corridor with clear passage to access or store the bikes at the rear of the building.

Car-Free Development:

While the transport department expressed concerns about the feasibility of a car-free development given the PTAL rating, the officer's conclusion about the site's good access due to its proximity to a PTAL 3 zone supports the viability of a car-free approach. Additionally, it is common practice for HMOs to include a clause in tenancy agreements to discourage car ownership, and we may include such a clause if deemed necessary. This measure, combined with the availability of good public transport and adequate cycle parking, will ensure that a car-free development is practical and sustainable for residents.

Conclusion

In summary, the proximity to a PTAL 3 zone enhances the site's accessibility to amenities, justifying the proposed car-free development. The relocation of bicycle stands to the front area, if required, will meet the necessary standards. These measures address the transport department's concerns and support the planning application for the change of use to a 7-bed sui generis HMO.

Therefore, the proposed development is considered to comply with local and national biodiversity planning policies and will not negatively impact the ecological value of the site.

This Biodiversity Statement should be read in conjunction with the supporting documents submitted with the planning application.