



MEMO

**To: Planning Authority
For the Attention of Rhian Thomas**

Ref: 43721/APP/2026/871

From: Transport Planning and Development – Senober Khan

Date: 11 May 2026

Address: 13 CLAMMAS WAY, UXBRIDGE

Proposal: Subdivision of property into a 2-bedroom dwelling and a 3-bed dwelling, with associated amenity space, refuse and cycle parking. Erection of a part single storey, part two storey extension to the side and rear, conversion of roof space to habitable use to include a rear dormer and 2 roof lights.

Highways comments:

The proposal relates to the subdivision of an existing 2-bedroom dwelling into two residential units (1 x 1-bed and 1 x 2-bed), alongside extensions and associated works including provision of car parking, cycle storage, and refuse facilities. Access to the site is retained from Clammas Way, with no changes proposed to the existing vehicular or pedestrian arrangements.

The site has a PTAL rating of 1b, indicating very poor access to public transport, nevertheless the site benefits from bus stops located approx. 280m away.

Car Parking

In accordance with the London Plan, within PTAL 0-1 locations, up to 1.5 spaces per 1-2 bed unit. In this case, provision of 1.5 spaces per unit is not feasible in practical terms, and therefore 1 space per unit which the applicant is proposing, is considered acceptable and compliant.

This is further supported by:

- The presence of bus stops within approximately 280m (within the 400m threshold)
- The proposal reflecting the existing level of usable on-site parking (2 spaces)

The applicant's claim of 3 existing spaces is not accepted, as:

- The third space would obstruct pedestrian and cycle access
- This would result in a substandard and unsafe arrangement

Cycle Parking

The proposal provides 2 cycle spaces per unit, meeting London Plan requirements



However:

- Access is via a 1.07m wide side passage
- The London Cycle Design Standards (LCDS) require a minimum access width of 1.2m

As such:

- The arrangement is not compliant with the London Cycle Design Standards
- The applicant must review and revise the cycle storage and access arrangements to ensure policy compliance and adequate usability

Conclusion:

The proposal would not result in a severe impact on the highway network

Recommendation

No objection, subject to the imposition of a condition requiring the submission of revised cycle parking details.

Condition

No development shall commence until revised details of the cycle parking location have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

The details shall demonstrate that the cycle storage and access arrangements are fully compliant with the London Cycle Design Standards, including provision of a minimum access width of 1.2m.

The approved details shall be implemented in full prior to first occupation of the development and thereafter retained and maintained for the lifetime of the development.

Reason:

To ensure the provision of safe, accessible and policy-compliant cycle parking in accordance with the London Plan and the London Cycle Design Standards, and to promote sustainable modes of transport.