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**Chevron House,  
346 Long Lane**

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**Highway Access  
Statement**

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July 2024  
241825/ACS/AG/KBL/01

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**DOCUMENT STATUS**

Project: Chevron House, 346 Long Lane

Title: Highway Access Statement

Client: Howarth Construction

Reference: 241825/ACS/AG/KBL/01

Produced by: AG ..... Date: 19/7/24 .....

Checked by: KBL ..... Date: 19/7/24 .....

Approved by: KBL ..... Date: 19/7/24 .....

<u>Issue/revision</u>	<u>Date</u>	<u>Status</u>	<u>Issued by</u>
First	19/7/2024	For Approval	KBL

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Drawing 241825/TS/01 – Proposed Access Arrangement

Drawing 241825/TR/01 – Proposed Swept Path

## 1 INTRODUCTION

### 1.1 Scope

1.1.1 This report has been prepared in support of an application at Chevron House, 346 Long Lane, Uxbridge, UB10 9PF. The proposals seek approval for a new single access crossover to the site via a dropped kerb at the front of the building to allow entry and exit into a new office parking area / forecourt.

1.1.2 The existing tactile paving on the pedestrian footway at the crossing point to the front of the site will be retained, with the dropped kerb located directly to the north of this. No trees or hedges need to be trimmed or removed to enable access as this area of the site is entirely comprised of hardstanding.

### 1.2 Site Description and Existing Conditions

1.2.1 The site is in Uxbridge, within the London Borough of Hillingdon. Figure 1.2 below shows the location of the site.

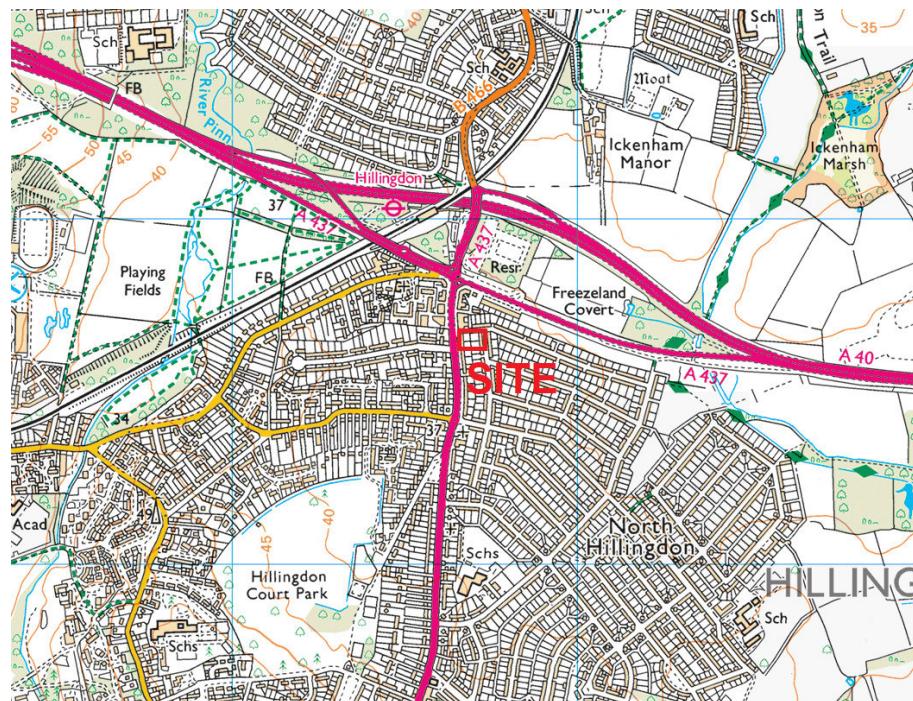


Figure 2.1 – Site Location

- 1.2.2 The site has a vehicular access, accessed via a dropped kerb to the rear of the site, which enables entry to a car park comprised of 16 spaces. The site also abuts the A437 (Long Lane) along its western perimeter and this forms part of the public highway to which this application seeks to form a new highway access point.
- 1.2.3 Long Lanes subject to a 30mph speed limit and the site is located within a controlled parking zone. To the front of the site there is currently a pedestrian footpath.
- 1.2.4 The existing site is currently occupied by a large office building with associated parking and refuse storage to the rear.

### **1.3 Development Proposals**

- 1.3.1 The proposals seek approval for access to the forecourt / parking area to the front of the existing office building across the public footway. A new vehicular crossover / dropped kerb will be formed as part of the proposals to allow vehicular access. The proposed site layout for the development is included in Appendix A as drawing 256/PL/100/00.
- 1.3.2 The proposals will retain the existing rear access to the office car park which will continue to serve the office building.

## **2 SITE ACCESS AND PARKING PROVISION**

### **2.1 Existing Access**

2.1.1 The site is currently comprised of an office building under the use of Howarth Contractors. The site is currently accessed to the rear from Granville Road via a crossover into a car park comprised of 16 spaces, and this access will be retained and will remain unaltered as part of the proposals.

### **2.2 Proposed Access**

2.2.1 The planning application seeks the construction of a new crossover to forecourt at the front of the site, and therefore a dropped kerb is required to allow access from Long Lane, which is the public highway adjacent to the site. The proposed driveway will serve as both an entrance and an exit for vehicles using the new parking area and has been designed to have a minimum width of 3.6m.

2.2.2 The new access will be off Long Lane via a standard driveway crossover. The public highway to which the site will connect to is subject to a 30mph speed limit. Manual for Streets (MfS) provides guidance on visibility for roads and junctions. For a 30mph road the junction visibility recommend is 43m. The achievable visibility from the access in both directions is 43m and drawing 241825/TS/01 in Appendix B shows the visibility achievable from the new site access.

2.2.3 A swept path assessment has been prepared for the proposed driveway showing how vehicles will enter and exit the site. Vehicles will turn into the parking area from Long Lane, manoeuvre within the site and leave in forward gear; however, the driveway will only have a width of 3.6m, and so access would be restricted to 1 car at a time. The vehicular tracking drawing for the development is included in Appendix B as drawing 241825/TR/01.

### **2.3 Servicing**

2.3.1 The servicing arrangements for the development remain the same and will be undertaken from Granville Road as per the current situation. Refuse collections and deliveries will park on Granville Road and load and unload to the property.

## 2.4 Site Accessibility

2.4.1 The nearest bus stops to the site are the Hillingdon Circus Stops E and F bus stops on Long Lane which are between 30m and 90m directly to the north of the site. The northbound and southbound routes are both serviced by the 278 and the U2 buses which provide access between Ruislip and Heathrow and Uxbridge and Brunel University. The frequency of the service is approximately every 10-15 minutes.

2.4.2 The nearest train station to the site is Hillingdon Underground station, which is located approximately 350m to the north of the site. This station is operated by TfL and provides underground services through the Metropolitan and Piccadilly Lines, which enable access to a range of stations across London. The Metropolitan Line service has a frequency of around 8tph while the Piccadilly Line maintains a frequency of 3tph.

### **3 TRAFFIC GENERATION & IMPACT ON TRANSPORT NETWORKS**

#### **3.1 Trip Generation**

3.1.1 The proposal is for the construction of a new access to the forecourt to the front of the existing office building for the purposes of providing additional parking spaces for staff. The proposals are likely to generate only a very small number of additional vehicular movements as there will be no increase in the footprint of the office building on the site and the parking area will only provide for a small number of vehicles. Any additional traffic is likely to be well within the anticipated daily fluctuations in traffic flows on the public highway.

#### **3.2 Existing and Proposed Use**

3.2.1 The site is currently occupied by an office building with a car park to the rear which is used by office staff. The new parking facilities at the front of the property are estimated to only generate an additional 3-4 trips per day. This is well within the daily fluctuations in traffic flows on Long Lane and so will not lead to an adverse impact on the operation of the public highway.

3.2.2 During the peak periods the proposals will generate no more than 2-3 trips so it is considered the proposals will have no material impact on the surrounding highway network.

## 4 SUMMARY

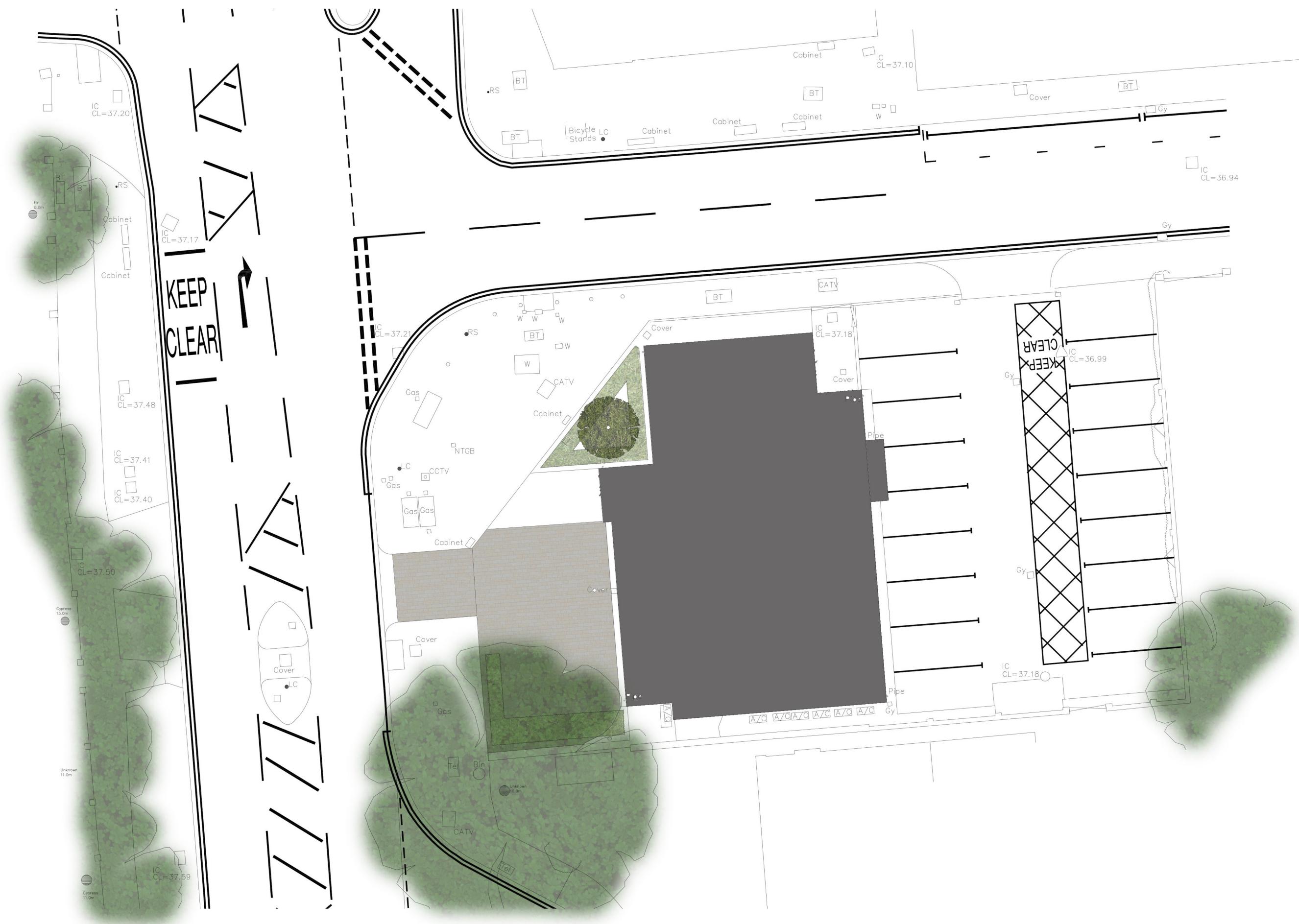
4.1.1 The site is located at Chevron House at the intersection between Long Lane and Granville Road in the London Borough of Hillingdon. The proposal involves the construction of a new access driveway and forecourt at the front of the site to accommodate vehicles used by office staff. The area of the site proposed for the construction of the new driveway is already comprised of hardstanding and so there will be little change to the existing site in the way of design and landscaping. However, a dropped kerb will be required to allow vehicular access from Long Lane.

4.1.2 Visibility from the access to the left and right is considered suitable for the speed of the traffic on Long Lane and in line with the recommendations of Manual for Streets. The proposals will generate a negligible increase in traffic, so will not have any material impact on the highway network.

4.1.3 Given the above it is concluded that the proposed development will provide suitable arrangements to allow safe access for all users of the site and for these reasons we believe the application should be approved.

## APPENDIX A

Drawing 256/PL/100/00 – Proposed Layout



Project  
**Chevron House**  
**Long Lane**  
Client  
**Howarth Contractors Ltd**

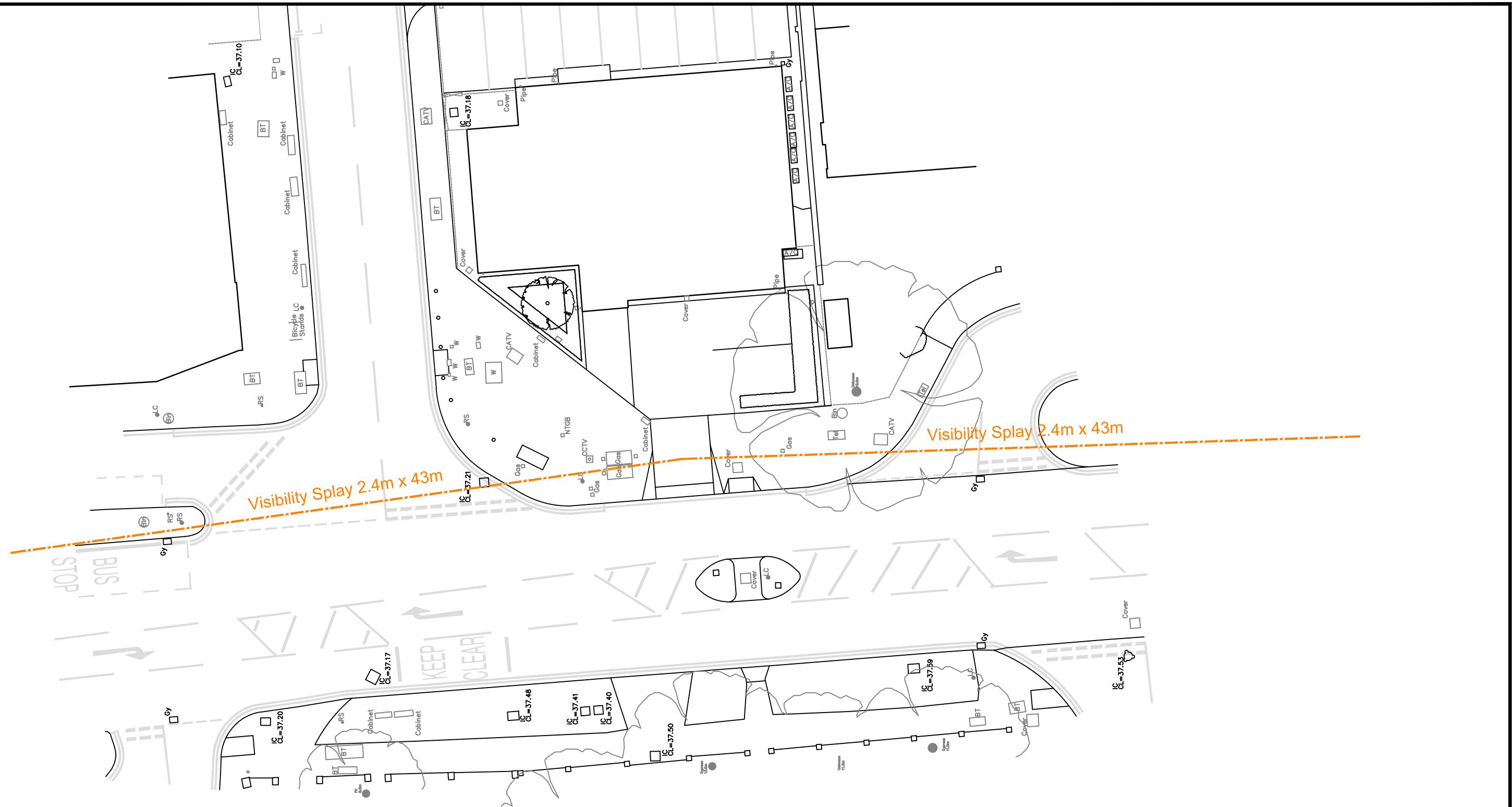
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Project No	Drawing Title			Scale
256	DWG Type	DWG No	Rev	
PL		100	00	1:200
Date	Drawn		Checked	Status
23/04/24	BW		SM/DG	Provisional

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## APPENDIX B

Drawing 241825/TS/01 – Proposed Access Arrangement



# Howarth Construction

Chevron House  
346 Long Lane

## Proposed Access Arrangement & Visibility

SCALE 1:200

DRAWN BY K

PRJ No. 241825

DWG No. 241825/TS/0

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Drawing 241825/TR/01 – Proposed Swept Path



Howarth  
Construction

Chevron House  
346 Long Lane

Proposed  
Swept Path  
4.7m Long Estate Car

SCALE 1:200

DRAWN BY KL

PRJ No. 241825

DWG No. 241825/TR/01

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