



**ASHBY FARM, DUCKS HILL ROAD,  
NORTHWOOD**

**TRANSPORT STATEMENT**

*For*

**HOLLAND & HOLLAND LIMITED**

**FEBRUARY 2026**

**Doc Ref: 3024001/D/2**

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**“** Integrating  
transport & planning  
seamlessly **”**



## Document Verification

Page 1 of 1

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✓

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## 1 Introduction

### 1.1 Scope

- 1.1.1 This Transport Statement has been prepared by Clewlow Consulting Ltd on behalf of Holland & Holland Limited (“Holland & Holland”) in support of a detailed application for planning permission for redevelopment of Ashby Farm (“the Site”) where London Borough of Hillingdon (LBH) is the planning authority and highway authority. The location of the Site off Ducks Hill Road, Northwood is shown on Figure 1.
- 1.1.2 The Site has the benefit of a lawful development certificate that confirms the land and buildings as being for general storage purposes and an equestrian operation. It is proposed to redevelop the farm buildings and hardstandings on the Site to provide workshop and associated facilities for the manufacture of guns in connection with the adjacent Shooting Grounds also operated by Holland & Holland. It should be noted that the farmhouse which formed part of the original Ashby Farm does not form part of the Site.
- 1.1.3 Initial pre-application discussions with LBH identified that in transport terms two key elements relating to the Site needed to be assessed; trip generation and access design. A Preliminary Transport Statement was submitted in June 2024 and a response received from LBH in November 2024. In respect of Highways, the response stated, “The Council's Highways Authority reviewed the proposal and preliminary Transport Statement, and confirmed that the submission addresses matters relevant to the proposal with a demonstration of a lessening of use intensity as compared to the established equestrian/storage uses. As such, the Transport Statement is accepted and considered fit for purposes and it can be re-submitted as part of a forthcoming planning application.” LBH in addition requested assurance on certain design matters.
- 1.1.4 This Transport Statement accordingly retains the structure and content of the previously submitted document and provision of the requested design matters are duly confirmed.

## 1.2 Background

- 1.2.1 The Holland & Holland currently operates a gun-making facility in Kensal Rise. Its location is also shown on Figure 1. Due to the bespoke nature of the finished product, which has to be matched precisely to each client's needs, there are currently regular trips between the existing workshop and the Shooting Grounds.
- 1.2.2 For the avoidance of doubt, Holland & Holland will transfer its existing operations in full to the Site from Kensal Rise.

## 1.3 Current Situation

- 1.3.1 The access to the Site is off Ducks Hill Road and is a partly surfaced drive approximately 3-3.5m wide from a point immediately behind the back edge of the highway. Other than the farmhouse, the access only serves the Site which comprises a variety of buildings which are variously used as stables or for storage. There is also open storage on the Site.
- 1.3.2 This Transport Statement is accordingly structured as follows:
- Section 2 outlines factors relating to Holland & Holland's current operations which may be considered relevant to the planning application;
  - Section 3 considers trip generation associated with the existing and proposed uses of the Site;
  - Section 4 considers the suitability of the Existing Access to serve the Proposed Development;
  - Section 5 summarises the Transport Statement and its findings.

## **2 Existing Operation**

### **2.1 Parking and Travel**

2.1.1 As set out in Annex A, Holland & Holland advised in 2024 on the extent of movements to and from its workshop in Kensal Rise. Holland & Holland has since confirmed as of February 2026 that the parking and travel patterns relating its staff and operations have not altered. In view of the type and scale of the operation, this is as would be anticipated as no change can occur until the new workshop which is the subject of this planning application is available.

2.1.2 In summary, there are 22 staff who arrive between 6am and 9am. The average number of cars parked at the workshop is 14 plus 2 motorbikes. Half the staff (11 No) depart between 1pm and 2pm while the remainder depart either at 4pm or 6pm. On Fridays only half the staff attend and all leave by 2pm. In addition to staff movements there are an average of 4 deliveries per day.

### **2.2 Trips between Workshop and Shooting Grounds**

2.2.1 As stated in the introduction, there are currently regular trips between the existing workshop and the Shooting Grounds. The journey distance between the two locations is approximately 15 miles (24km) and can typically involve around an hour's travel time in the off-peak. These journeys are self-evidently both time-consuming for the members of staff involved, due to prevailing traffic conditions even during off-peak periods, and are an inefficient use of other resources. Although a figure cannot be placed on the frequency of such trips, since they are very dependent upon the type of product and each client's needs, it is clearly advantageous for these trips to be removed from the highway network in the interests of reducing congestion and, by doing so, will improve the sustainability of Holland & Holland's overall operation.

### 3 Trip Generation

#### 3.1 Use of the Site

- 3.1.1 As stated above, the use of the Site is for enclosed and open storage and the keeping of horses. In respect of the latter, the requirements of animal husbandry for horses or ponies requires frequent visits. The frequency of visits is more if the animals kept at the Site are owned by different people. This is understood to be the case at the Site.
- 3.1.2 The total number of horses historically stabled at the Site is 23. All of the horses' needs have to be catered for on the Site including feeding and exercising.
- 3.1.3 On the basis of government advice<sup>1</sup> the likely trip generation associated with the keeping of medium-sized horses can be assessed. The horses could be owned and maintained by separate owners which would result in the need for each owner to visit the Site at least twice a day. It is more likely however that the horses, even if owned by different people, are by prior arrangement variously grouped together in order to be appropriately looked after.
- 3.1.4 There is need for at least two visits per day to the Site to inspect the horses regularly and ensure appropriate feed and water is available. Based on the total of 23 horses being stabled, it is reasonable to consider that this activity would be undertaken by approximately 6 different groups each responsible therefore for an average of 4 horses. It is reasonable to assume that those looking after the horses could live some distance away and therefore that each of these visits would be made by vehicle. This would result in 4 two-way vehicular trips each day undertaken by 6 different groups, making a total of 24 two-way vehicular trips each day.
- 3.1.5 In addition to the visits to ensure the horses' general welfare it is necessary for further visits to take place to exercise or ride the horses at separate times to the

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<sup>1</sup> Code of Practice for the Welfare of Horses, Ponies, Donkeys and Their Hybrids, DEFRA 2017

maintenance visits. If such visits took place on, say, every other day for each horse and each rider rode two horses per visit then, on average, there would be another 12 two-way vehicular trips per day.

- 3.1.6 In addition, there would need to be visits to deliver feed and water. These trips could typically require use of a specialist or larger vehicle than used for the other visits and therefore would add to the average daily trip rate. Assuming these visits occur every other day then on average a further 1 two-way trip per day would occur.
- 3.1.7 In total therefore the average daily trip rate for the use of the Site for keeping horses based on the above would be 37 two-way trips per day.
- 3.1.8 In addition there is the use of parts of the Site for storage. Operated on a commercial basis such a use on the parts of the Site not currently used for equestrian-related activity could reasonably be expected to generate around 12 two-way trips per week day. From first principles, these trips are deemed to comprise two pre-booked trips by customers in the morning and the same in the afternoon with a trip to the site for each of the pair of visits by an overseer.

Table 1 – Existing Site Trip Generation (two-way trips)

<b>Average vehicular two-way trips per day</b>			
Trip Purpose	Weekday	Weekend	<b>Weekly Total</b>
Horse Welfare	24	24	168
Horse Exercise	12	12	84
Horse Feeding	1	1	7
Storage	12	0	60
<b>Totals</b>	<b>49</b>	<b>37</b>	<b>319</b>

- 3.1.9 In total therefore it can be seen from Table 1 that the total usage of the existing Site access can at present reasonably be expected to be around 49 two-way vehicular trips per weekday and 37 two-way trips on Saturdays and Sundays.

## 3.2 Proposed Development

- 3.2.1 The proposal is to redevelop the farm buildings, excluding the farmhouse, to provide an artisan workshop for the manufacture of guns which would be linked directly to the adjacent shooting grounds. Accordingly, there would be minimal movement of finished goods off the Site via the access road while the scale of the guns being manufactured means that the materials required for the manufacture are neither bulky nor frequently delivered.
- 3.2.2 Furthermore, trips will be removed from local roads as the staff will no longer have travel between the manufacturing facility and the shooting grounds via public roads when finessing the design of the final product.
- 3.2.3 The predominant trip-making associated with the proposed workshop will be by the employees. At present there are 22 members of staff, half of whom work a 4-day week. On Fridays only half the staff are at the workshop and all employees have left by 2pm.
- 3.2.4 From the above the vehicular trip-making associated with the existing gun-making facility can be calculated. Assuming a worst case in which there is no car-sharing and all staff travel by car it can be derived that staff travel could generate an average of 44 two-way trips per weekday (Mon-Thurs) and 22 two-way trips on a Friday. There is no evidence at the existing factory that staff regularly leave the site at lunchtime by vehicle.
- 3.2.5 In practice some employees will be absent and not all employees will drive on their own or use a car. This average figure can therefore be considered an absolute upper bound estimate for staff-related trip generation.
- 3.2.6 Two or three deliveries per week of materials for use in the factory would generate an average of 1 two-way trip per weekday assuming no deliveries at weekends.

3.2.7 Other regular visits would be likely to occur due to general servicing of the premises and staff welfare which would be expected to generate two visits per weekday or 4 two-way trips per weekday.

Table 2 – Predicted Workshop Trip Generation (two-way trips)

<b>Trip Purpose</b>	<b>Mon-Thurs</b>	<b>Friday</b>	<b>Weekly Total</b>
Staff	44	22	198
Deliveries	1	1	5
Servicing	4	4	20
<b>Totals</b>	<b>49</b>	<b>27</b>	<b>223</b>

3.2.8 From Table 2 it can be seen that the zero number of two-way trips at weekends reduces the overall weekly trip generation to 223 two-way trips.

### 3.3 Summary

3.3.1 It follows from the above that the number of vehicular trips arising from the proposed use will be less than that associated with the keeping of horses as shown in Table 3.

Table 3 – Typical Daily Trip Generation Comparison (two-way trips)

<b>Day of Week</b>	<b>Existing</b>	<b>Proposed</b>	<b>Difference</b>
Monday	49	49	0
Tuesday	49	49	0
Wednesday	49	49	0
Thursday	49	49	0
Friday	49	27	-22
Saturday	37	0	-37
Sunday	37	0	-37
<b>Totals</b>	<b>319</b>	<b>223</b>	<b>-96</b>

3.3.2 The present use generates a total of around 320 two-way trips per week (due in part to the 7-day nature of caring for horses) whereas the proposed development will only generate trips during the week. Both the typical weekday and the weekly total will be less than the existing.

3.3.3 In conclusion therefore, since no intensification in the use of the Site in trip generation terms of the access will result from the proposed development, any impact in terms of highway capacity could not be considered to be severe.

## 4 Access Design

### 4.1 Visibility Splays

4.1.1 Ducks Hill Road in the vicinity of the existing access is essentially straight and is subject to a 40mph speed limit. Although the road is slightly undulating, neither these undulations nor the curvature of the road lead to any issues with visibility of the road's surface from the access junction.

4.1.2 The requirement under the Design Manual for Roads and Bridges for a 40mph road is for a desirable forward visibility of 120m or a minimum of 90m. The available sightlines at the existing access 2.4m back from the edge of the carriageway in both directions exceed 120m. This is because the combined width of the verge and footpath along the western side of Ducks Hill Road, which forms part of the public highway, exceeds 2.4m. It is noted that some cutting back of the hedge either side of the access would be advantageous however, as the lines defining the visibility splays clearly sit outside the root line of the boundary hedges and these hedges are in the control of the Holland & Holland, such cutting back will regularly take place.

### 4.2 Access Width

4.2.1 The existing access to Ashby Farm is approximately 3-3.5m wide. As a result, if a vehicle is waiting to exit the access it is necessary for a vehicle wishing to enter to wait on the carriageway of Ducks Hill Road until the exiting vehicle has turned onto Ducks Hill Road. Although the speed limit on Ducks Hill Road is only 40mph it is still disruptive to traffic flow if the scenario described above occurs.

4.2.2 Accordingly, as shown in Figure 2, it proposed that for a length of 10m back from the edge of the carriageway, the access to the Site will be widened to a minimum of 5.5m thereby allowing a typical vehicle to wait to exit without obstructing the path of an entering vehicle. This improvement is proposed notwithstanding that future traffic flows will tend to be tidal with a series of entries in the morning and exits in the evening peak periods.

- 4.2.3 So that the possibility of two vehicles waiting to exit is further mitigated, it is also proposed to include a passing place part way along the access road. A second vehicle wishing to exit would then be able to wait in the passing place until the first vehicle had turned onto Ducks Hill Road rather than waiting immediately behind the vehicle in front and potentially blocking a vehicle from entering fully.
- 4.2.4 It is anticipated that a Section 278 Agreement under the Highways Act 1980 will provide a suitable basis for the upgrade of the access to the Site.

### **4.3 Summary**

- 4.3.1 It follows from the above that the existing access is in a suitable location to serve the proposed development, notwithstanding that there will be no discernible increase in use, and that it can be improved in order to assist traffic flow along Ducks Hill Road using appropriate planning powers.

## **5 Other Design Matters**

### **5.1 Electric Vehicle Charging Points (EVCP's)**

5.1.1 In line with the Local Plan: Part 2 Policy DMT 6 (Appendix C), the car parking on the Site will include a minimum of 5% 'passive' and 5% 'active' EVCP provision..

### **5.2 Accessible Parking Provision**

5.2.1 In accordance with the LBH parking standard, 10% of car parking on the Site will be accessible.

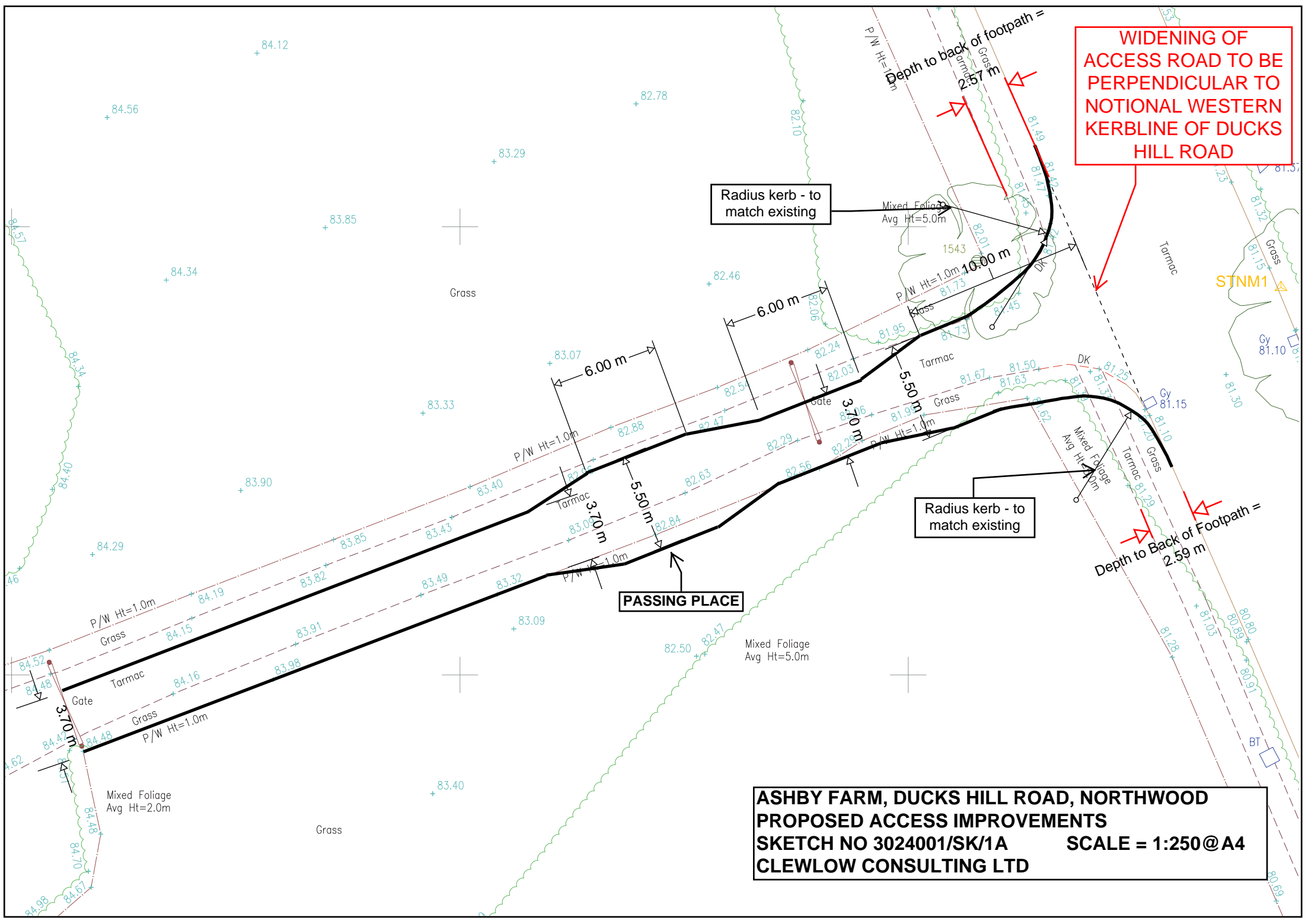
## 6 Conclusion

- 6.1.1 This Transport Statement shows that there will be no intensification of the Site in terms of trip generation and that improvements can be made to the access, notwithstanding the lack of intensification of its use. The closure of the Holland & Holland's existing operation in Kensal Rise also provides the opportunity to remove current trips from the highway network.
- 6.1.2 This Transport Statement demonstrates that the Proposed Development cannot be considered to have a severe impact and accordingly there is no reason that a transport-related objection to the planning application would be justified.

## FIGURES



**WIDENING OF  
ACCESS ROAD TO BE  
PERPENDICULAR TO  
NOTIONAL WESTERN  
KERBLINE OF DUCKS  
HILL ROAD**



Radius kerb - to match existing

Radius kerb - to match existing

PASSING PLACE

**ASHBY FARM, DUCKS HILL ROAD, NORTHWOOD  
PROPOSED ACCESS IMPROVEMENTS  
SKETCH NO 3024001/SK/1A SCALE = 1:250@A4  
CLEWLOW CONSULTING LTD**

## **ANNEX A**

### **Existing Operations**

## Simon Clewlow

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**From:** [REDACTED]@hollandandholland.com>  
**Sent:** 25 March 2024 12:15  
**To:** simon@clewlowconsulting.com  
**Cc:** [REDACTED]  
**Subject:** Holland & Holland Gun Making Facility

Morning Simon,

A few details on the number of staff cars at the factory.

Daily number of staff cars at the factory is between 13 and 15 plus 2 motorbikes.

Typical time of arrival

7 x 06:00  
2 x 06:30  
7 x 07:00  
4 x 08:00  
2 x 09:00

Departures

11 x depart between 13:00 & 14:00  
5 x 16:00  
5 x 18:00

Fridays see only 50% of the staff attend and all are gone by 14:00

Looking at the staff clocking no one drives off site for lunch or during lunch breaks.

We have on average 4 deliveries a day

- Royal Mail
- Parcel Force
- Amazon
- Another small delivery van

Hope this helps.

[REDACTED]  
[REDACTED]  
Chief Operating Officer

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