

## **TRANSPORT/HIGHWAY APPRAISAL**

|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <b>Reference</b>      | 16568/APP/2026/703                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Location</b>       | HOLLAND AND HOLLAND SHOOTING SCHOOL<br>& ASHBY FARM DUCKS HILL ROAD<br>NORTHWOOD                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Proposal</b>       | Demolition of existing site buildings (excluding the retained central timber-framed barn), removal of existing hardstanding including the menage, change of use of part of the land to a workshop use (Use Class E(g)(iii)), and redevelopment of previously developed land to provide a workshop building with associated parking, hard and soft landscaping, formation of a pond, regrading of land levels, improvements to the existing access, sustainable drainage measures, and on-site biodiversity net gain enhancements. |
| <b>Case Officer</b>   | Sally Robbins                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Recommendation</b> | <b>GRANT</b> (subject to the conditions listed below)                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

### **Site Characteristics & Background**

The site is situated off Ducks Hill Road (designated as a classified Road) in Northwood, and the smallholding partially consists of a professional shooting range to the north with Ashby Farm to the south. The catalyst for the proposal is based on the consolidation of externalised 'Gun school' workshop/training facilities which are to be relocated from Kensal Green to this site. The new footprint would replace the existing 'Ashby Farm' buildings/barns that accommodate 'animal husbandry' provisions for horses/ponies. An estimated level of 22 staff would be affiliated to the revised site operation that would operate from Monday to Friday in lieu of current 7-day activities.

There are two vehicular access points on Ducks Hill Road (DHR) with the northern access dedicated to the shooting grounds with the southern aperture serving Ashby Farm. A new internal 'thru-site' access pathway is proposed to link the main H & H reception building to the area of redevelopment (Ashby Farm).

The site is remote from public transport connections with a public transport accessibility level (PTAL) of 1a hence dependency on private motor transport to and from the site vehicle by patrons and staff is expected to remain further amplified by the 'vehicle borne' nature of the proposal's planning use-type.

### **Transport Statement (TS)/Predicted Traffic Generation**

The proposal requires a transport comparison and examination of the current and proposed usage frequency profiles and resultant impacts of the proposal in terms of anticipated traffic generation and imposition on existing base-line traffic flows. This information has been presented.

The applicant has satisfactorily demonstrated that average two-way daily vehicular trips would not exceed the current level of activity by the 'animal husbandry' operation during the working week - Monday to Friday with, by comparison, a full cessation of activity during the weekend. It is noted that levels of expected daily/weekly service vehicle attendance has also been submitted suggesting up to 4 vehicle deliveries per day which does not raise any measurable concern.

### **Parking Provision**

The shooting range workshop/training facilities is categorised as a 'Sui-Generis' planning use class and there is no prescribed local or regional parking standard that can be applied.

The proposal has therefore been appraised on an individual basis by way of analysis of the anticipated/predicted daily/weekly use profiles (including staff and training related activities), which has determined the necessary level of 'whole site' on-plot parking provision. 22 spaces have therefore been indicated (inclusive of 2 disabled compliant bays) which is considered acceptable in terms of satisfying predicted site related demand.

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

In line with the Local Plan: Part 2 Policy DMT 6 (Appendix C), within any final total parking quantum there is a requirement for a minimum of 5% 'passive' and 5% 'active' EVCP provision. **Therefore 1 space per provision is required which can be secured via planning condition.**

### ***Disabled Compliant Parking***

In accord with the parking standard - 10% of any final parking quantum should be disabled compliant and this quantum has been confirmed on plan.

### ***Cycle Parking***

There are no specific local or regional parking standards that can be applied to this use class however, a select area with the car park has been identified by the applicant. It is considered that the most appropriate 'best match' alternative regional standard - E(g) use class - 'light industry and research and development', should be applied in this case resulting in a total of 1 space per 250m<sup>2</sup> (GIFA) 'long stay' & 1 space per 100m<sup>2</sup> (GIFA) 'short stay' secure and

accessible spaces being incorporated within designs. As presented, this aspect can be delivered which is therefore considered acceptable.

### ***Motorcycle (M/C) Parking***

The Local Plan: Part 2 DMT 6 policy and parking standard requires new developments to provide one motorcycle/scooter parking space per 20 car parking spaces. The applicant has dedicated a specific area which is considered a satisfactory arrangement that can accommodate up to 2-3 M/C spaces.

### **Adequacy of Internal Roadways including proposed 'thru-site' link path**

The suitability of the existing/revised internal access road should be demonstrated as being 'fit for purpose' in terms of operational width/alignment for all users of the site envelope which includes for any necessary accommodation of service/refuse/emergency vehicles. Reference should be made to the DfT (Manual for Streets (MfS) circa 2007) best practice for new development road and parking layouts guidance, ensuring that a satisfactory road-width and alignment is achieved. The same also applies to achieving a satisfactory and suitable turning area for all vehicles entering/leaving the site. All the above requirements have been met within the submission.

The proposed marginal widening of the existing 'east/west' segment of the 'Ashby farm' access road to a width of 3.7m also incorporating a 5.5m wide 'passing place' and commensurate access enhancement at the junction with DHR is welcomed in the context of allowing all vehicles including larger service-related delivery/refuse/emergency vehicles to occur without undue impediment within the envelope. The adjustment related to the main access/egress point with the public highway is required to satisfactorily marry the junction with the public roadway and this aspect would be arranged post permission by way of formal agreement i.e. a S278 (Highways Act 1980) agreement (or suitable alternative arrangement) at the applicant's expense.

Hence on balance, there is no 'in-principle' objection to the alterations to the existing farm roadway leading from DHR and provision of a new access 'link' path connecting the 'farm' area to the existing H&H site, but it is accepted there may be issue raised with the provision on 'green belt' impact grounds.

### **Vehicular Access Points/Visibility Splays**

The main vehicular access point on DHR should be confirmed as being 'fit for purpose' in terms of safety for all users of the highway particularly given the 50 MPH speed limit restriction on DHR.

There should therefore be a demonstration of satisfactory access/egress sight-lines (in both directions on DHR) at the main aperture which should conform with the relevant mutual inter-visibility sight-line requirements, as per guidance contained within "Highways England's" –

Design Manual for Roads and Bridges (The Design of Crossovers and Changeovers - Appendix 1 Geometric Design Table), between vehicles leaving and entering the site and vehicles/pedestrians on Ducks Hill Road. This aspect has been satisfactorily addressed/demonstrated by the applicant; hence no further comment is raised.

### **Travel Plan**

In line with established guidance afforded by Transport for London (TfL), a TP is recommended. It will be a key tool in moving toward sustainable travel and mitigating impacts on the local public realm and represents a long-term strategy for managing travel modes related to staff. **Reference to a travel plan encouraging travel modes such as car sharing has been made but no detail has been provided hence a suitable planning condition is required.**

### **Construction Logistics Plan (CLP) and Phasing Regime**

A detailed CLP is a requirement given the scale of proposal. In essence a fully detailed CLP will be required to demonstrate the above aim of imposing least material harm to the highway network at all times during construction given the overall physical constraints and sensitivities of the surrounding local road network. **It will need to be secured under a suitable planning condition.**

### **Conclusion**

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

**END**

Highway Authority (11/05/2026)