



The Barn Hotel, West End Road, Ruislip

LPA REFERENCE 7969/APP/2023/1473 & 7969/APP/2023/1833

**RESPONSE TO LB HILLINGDON FEEDBACK ON TFL, URBAN DESIGN AND
CONSERVATION, ACCESS, POLICY & PUBLIC OPEN SPACE**

TfL

Car parking

Response provided by Paul Basham transport consultants.

Construction

TfL Comment:

A Construction Logistics Plan (CLP) has not been submitted in support of the application and in line with Policy T7 TfL request that a draft document is submitted prior to the determination of the application, with a full version secured by legal agreement. Once submitted TfL may provide additional commentary on the construction of the proposal.

Chase New Homes response:

Policy T7 does not require a CLP prior to permission being granted. If permission is granted we accept it as a planning condition.

A CMP is requested separately as a planning condition by another consultee, which is also agreed.

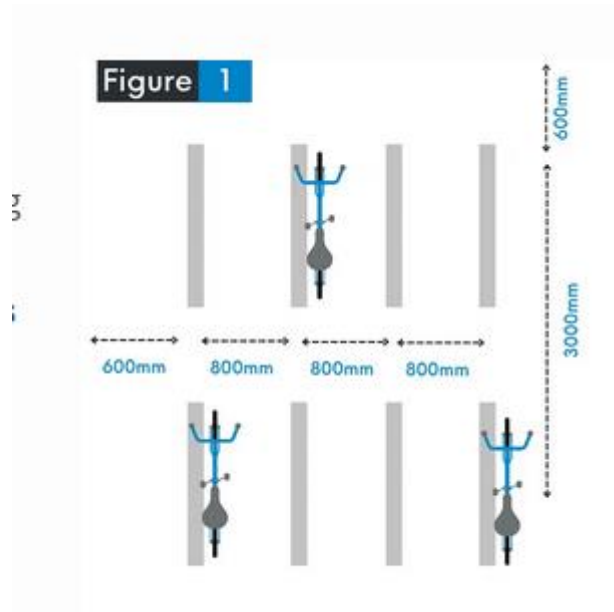
Cycle parking

TfL Comment:

However, the cycle parking is not compliant against the London Cycle Design Standards (LCDS). A minimum spacing between Sheffield stands of 1m should be achieved with a recommended width of 1.2m, currently the plans are suggesting the spacing between stands is 0.4m.

Chase New Homes response:

The spacing between stands is 0.8m not 0.4m. This is predicated upon the recommendations by the suppliers, extract from Broxap below. We have not encountered such a response from TfL before on this subject. Other suppliers also recommend 0.8m.



Having installed many hundreds of Sheffield stands on our schemes we have never encountered any issue with the spacing. At this point we consider the plans as drawn to be acceptable, but would be happy to discuss further with the Local Planning Authority if they consider otherwise.

TfL comment:

There is also a concern regarding the widths of some of the aisles and accesses with Building 1s access aisle width just 1.16m when the minimum requirement is for 1.8m. TfL request that all cycle parking is LCDS and London Plan compliant.

Chase New Homes response:

The minimum access aisle widths on the plans are 1.8m as required, with the majority of the aisles between stands being in excess of 1.8m. We are therefore compliant.

TfL comment:

In addition, it is not clear where the cycle parking is for the 7x 3 bed Terrace houses as this has not been provided on the plans.

Chase New Homes response:

Cycle parking for the houses is shown on drawing 22 0063-1 R with timber sheds in private gardens to provide cycle storage for 2 cycles each. We are therefore policy compliant.

Urban design and conservation

9.The Listed Building proposals
The Oak Room and Leaning Barn

Comment:

On the ground floor, the layout might be improved with the dining room in the new extension along with the kitchen and the study/bedroom in the Oak Room. Both small windows on the north elevation should be retained, these are 19th century/possibly early 20th century. The window on the west elevation should also be preserved, although not early it allows for light to pass into the Oak Room particularly if the new extension is kept light and open plan.

The introduction of multiple partitions into the first floor of the Oak Room cannot be supported. The room is open to the roof, the Queen post structure is visible and the framing is far better preserved than on the ground floor. Creating one bedroom possibly with a small ensuite would be lower impact and allow the historic structure to be better appreciated.

Chase New Homes response:

Please find attached amended plan number 22 0063-503 D which accommodates the requested changes and deals with the concerns raised.

Please accept this as a formal plan substitution of 22 0063-503 C.

Comment:

Large new areas of hardstanding are introduced, particularly to the north of the farmhouse which do not offset the reduction in hardstanding on the west of the site. There will be parked cars on both side of the farmhouse which would not be an enhancement.

Chase New Homes response:

While this matter is dealt with by our consultants, which we believe demonstrates acceptability, we wish to offer a planning condition that requires a high quality surface to be agreed with the LPA.

ACCESS

We are not clear if this response is from a housing officer or other department.

Clarification would be appreciated.

Comment:

The number of one bed units should be reduced to two, with the remaining 6 units provided as two bed units.

Chase New Homes response:

To request such a change would require the buildings are made larger to accommodate two-bed units instead of one-bed units, which would be a materially different scheme.

This response appears to be more of a wish list than based on policy or published guidance. If this is not the case we request that the Council meets with us to discuss further.

Comment:

A detailed floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type.

We had believed these plans to be submitted with the application. Please find attached plan numbers 22 0063 50 A and 22 0063 51 A that shows the M4(3) layouts.

We believe the above satisfies the Access comments but if the Local Planning Authority consider otherwise we request a meeting to discuss.

POLICY

We are pleased Policy recognise that the replacement of the hotel with residential use can be supported in policy terms, with the:

'greater contribution the site could make to other strategic objectives, as the proposal would result in the gain of 96 self-contained residential units (C3) on a sustainable brownfield site with good public transport access, in line with strategic policies within the Development Plan'.

We agree that this is a significant material consideration.

There is a query regarding the restaurant and conference/meeting room and if they are primary uses in themselves.

We confirm that they are ancillary uses to the hotel and the submission includes information on how the diminishment of their use due to competition has resulted in the hotel no longer being a viable proposition.

Public Open Space

Comment:

However, only a limited amount of community open space has been proposed and the applicant has not provided any clear justification as to why the proposal cannot provide onsite public open space in line with Policy DMCI 4.

Chase New Homes response:

All new homes have private amenity space which either meets or exceeds London Plan requirements.

In addition there is a landscaping plan accompanying the application which shows robust levels of planting and additional amenity areas for the apartments and a centrally located public open space with feature planting and pond.

The landscaped embankment on the western boundary will also provide a very pleasant setting for the residents.

Given the town centre location we consider the level of public open space to be generous and the proposal to be in line with policy DMCI 4.

We particularly consider this to be the case when compared with other town centre developments recently constructed nearby, such as Corinthian Court to the north on Station Approach.