

# The Barn Hotel, Ruislip

## London Borough of Hillingdon

**HERITAGE & TOWNSCAPE VISUAL IMPACT ASSESSMENT | MAY 2023**

On behalf of Chase New Homes



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Section 1

**Introduction.**

# 1 | Introduction

1.1 This Heritage and Townscape Visual Impact Assessment provides an assessment of the significance of The Barn Hotel, West End Road (henceforth 'the Site') and the effects of the proposed development upon this significance.

1.2 This report forms part of an application for the proposed redevelopment of the Site for a residential-led scheme with associated parking and landscaping. The proposal involves the refurbishment of two listed buildings located within the centre of the Site, the demolition of all non-listed hotel buildings and housing located at the east end of the Site, as well as the construction of two 6-storey residential buildings.

1.3 The Site comprises The Barn Hotel; a complex of modern hotel buildings surrounding two Grade II listed buildings, Sherley's Farmhouse and Barn and Outbuilding to South East of Sherley's Farmhouse. The latter listed building comprises two historic structures which have been amalgamated into one through modern additions. All listed buildings have been extensively altered and extended over time. The Barn and Outbuilding has been nearly completely consumed by additions. The Site lies approximately 72m south of the Ruslip Village Conservation Area.

1.4 This report will

- Set out the relevant legislative and policy framework within which to understand the proposed development of the Site;
- Provide a proportionate and robust analysis of the Site and surrounding area's historic development;
- Describe the Site and identify relevant heritage assets, their significance and the contribution of their setting to significance;
- Assess the townscape character of the Site and surroundings.
- Provide an assessment of the potential effects to the setting of identified heritage assets and to townscape character resulting from the proposed development; and
- Undertake a visual assessment of effects on visual receptors (people experiencing views and visual amenity) using a selection of key representative viewpoints and 3D modelling software.

1.5 Research has been carried out through online research and digital archives, alongside a review of the Site's planning history. A Site visit was carried out in November 2022 to inspect the Site and the surrounding area.

1.6 The report has been produced by Iceni Projects. Specifically, it is authored by Georgina Mark BA (Hons) MSt (Cantab), Senior Consultant and Georgia Foy, Associate, with review by Laurie Handcock MA(Cantab) MSc, IHBC, Director Built Heritage & Townscape.



Figure 1.1 Aerial Map of the Site (outlined in red)  
Source: Google Maps



## Heritage Methodology

- 1.1 This report provides an assessment of the significance of identified heritage assets and the potential effects of the proposed development. It has been informed by:
- Relevant legislation, and national and local planning policy (see Section 2);
  - Local guidance documents, such as Conservation Area Appraisals and Local Lists; and
  - Best practice guidance set out in:
    - Principles of Cultural Heritage Impact Assessment in the UK (IEMA/IHBC/CiFA, 2021)
    - Conservation Principles, Policies and Guidance (Historic England, 2008)
    - Good Practice Advice in Planning Notes (Historic England, various).
- 1.2 Heritage Assets are defined in Annex 2 of the National Planning Policy Framework (NPPF) as:
- 1.3 ‘A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)’
- 1.4 The scope of this assessment is considered to be proportionate to the significance of identified heritage assets and the nature of change proposed, in line with National Planning Policy Framework (NPPF) paragraph 194.
- 1.5 The baseline was prepared using ongoing desk-based research and fieldwork undertaken in January 2023.
- 1.6 While IEMA’s Principles identifies that there is no ‘one-size fits all’ methodology for assessing impacts on cultural heritage, it provides guidance on heritage impact assessment. It identifies the need to understand cultural heritage assets by:
- 1.7 And evaluate the consequences of change by:
- Understanding change;
  - Assessing impact (on significance or contribution of setting to significance); and
  - Weighting the effect.
- 1.8 The methodology used here for ascribing the significance of the identified heritage assets draws from the approach set out in Historic England’s Conservation Principles and NPPF Annex 2 by identifying significance based on heritage value or interest. As defined in the Planning Practice Guidance (Historic Environment, para 06), the heritage interest may be:
- Archaeological;
  - Architectural;
  - Artistic; and/or
  - Historic.
- 1.9 The level of importance or contribution to importance is assessed using six criteria: high, medium, low, very low, neutral, and negative. This is set out in Table H1 in Appendix 1.
- 1.10 IEMA’s Principles clarifies that: ‘in relative terms, impacts on the cultural significance of assets of higher importance will be given greater weight than those of lower importance’ (para. B.12). This aligns with NPPF para.199 on the weighting of impacts.
- 1.11 The setting of a heritage asset is defined as:
- ‘the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’ (NPPF)*
- 1.12 Historic England’s GPA 3: The Setting of Heritage Assets (2nd Edition, December 2017) gives general advice on understanding setting and how it may contribute to the significance of heritage assets. This report follows the staged approach set out in this guidance to making decisions on the level of the contribution which setting and related views make to the significance of heritage assets.

## Townscape &amp; Visual Methodology

- 1.13 The purpose of the townscape and visual appraisals is to determine the likely townscape and visual effects of the proposal by considering a combination of the townscape or viewer’s sensitivity, and the magnitude of change that will be experienced.
- 1.14 The methodology used by Iceni Projects to assess the likely townscape and visual effects of the proposal is based on best practice guidance set out by the Landscape Institute in:
- Guidelines for Landscape and Visual Impact Assessment (GLVIA, Third Edition, 2013);
  - Townscape Character Assessment Technical Information Note (TIN 05/17, 2018); and
  - Visual Representation of Development Proposals, Technical Guidance Note (TGN 06/19, 2019).
- 1.15 GLVIA states in para. 1.1 that when identifying landscape/townscape and visual effects there is a ‘need for an approach that is in proportion to the scale of the project that is being assessed and the nature of the likely effects. Judgement needs to be exercised at all stages in terms of the scale of investigation that is appropriate and proportional.’
- 1.16 GLVIA recognises within para. 2.23 that professional judgement is at the core of LVIA/TVIA, and that while some change can be quantified, ‘much of the assessment must rely on qualitative judgements’. The Landscape Institutes Technical Committee has advised that the 2013 revision of GLVIA ‘places greater emphasis on professional judgement and less emphasis on a formulaic approach’.

## Townscape Character

- 1.17 Townscape is defined in GLVIA at para.2.7 as ‘the landscape within the built-up area, including the buildings, the relationship between them, the different types of urban open spaces, including green spaces, and the relationship between buildings and open spaces.’
- 1.18 The assessment of townscape character provides an understanding of the distinctive qualities and characteristics that make up an area of townscape, including an understanding of how a place has evolved over time. Character analysis is supported by materials such as maps, illustrations and photographs.

## Townscape Sensitivity

- 1.19 Establishing townscape sensitivity involves combining judgments about: (i) the value of the townscape character; and (ii) the susceptibility of the townscape to the change caused by the proposal.
- 1.20 The value of a townscape character area is defined in TIN 05/17 as its ‘relative importance’ to ‘different stakeholders’. Value can be influenced by a range of factors including its intactness/condition, scenic quality, rarity, representativeness, conservation interests (i.e. heritage or environmental designations), recreational value, perceptual qualities or communal associations.
- 1.21 The susceptibility of townscape character areas to change is the ability of the townscape receptor to accommodate change without undue consequences for the maintenance of the aspects of the baseline condition that are of townscape value.
- 1.22 Value and susceptibility to change will be described in line with Tables T1 and T2 at Appendix 1. Overall sensitivity will be calculated by combining the two resulting judgements.

## Visual Sensitivity

- 1.23 Assessments of visual effects focuses on the likely effects to visual receptors, i.e. people experiencing townscape views, and considers changes in visual amenity as a result of the proposal.
- 1.24 Establishing visual sensitivity involves combining judgments about: (i) the value of the view; and (ii) the susceptibility of the visual receptor to the change caused by the proposal.
- 1.25 The value attached to views relates to planning designations or their identification in tourist guidebooks, literature, art etc.
- 1.26 For visual receptors (i.e. people), susceptibility to change depends on their circumstances (location, time of day, season, length of exposure to view) and reason for being at this viewpoint (i.e. passing through while commuting or using the area for recreation).
- 1.27 Value and susceptibility to change will be described in line with Tables V1 and V2 at Appendix 1. Overall sensitivity will be calculated by combining the two resulting judgements.

Magnitude of Change

- 1.28
- The magnitude of change is considered to be a combination of (i) the size and scale of the potential change; (ii) the geographical extent of the area affected; and (iii) the duration of the change of the proposal in operation and its reversibility.
- 1.29
- Magnitude of change will be described in line with Table M1 in Appendix 1.

Overall Effect

- 1.30
- Establishing the overall effect combines judgements about sensitivity and magnitude of change. This will first be undertaken as a qualitative assessment describing the anticipated effects using professional judgement on whether the proposal would enhance or harm the key qualities that contribute to townscape character or visual amenity.
- 1.31
- This will then be summarised in a technical assessment. Judgements about sensitivity and magnitude of change will be graded as major, moderate, minor, negligible or none. Effects will then be classified as either beneficial, adverse or neutral. Where a fine balance occurs between both beneficial and adverse effects arising from the proposal, it may result in a 'neutral' effect.
- 1.32
- The approach to consolidating overall effects is tabulated in Table E1 in Appendix 1.

Visualisation

- 1.33
- The visualisations within this report have been prepared in general conformance with the Landscape Institute's TGN 06/19. This guidance identifies the following types of visualisation:
  - Type 1 - annotated viewpoint photographs;
  - Type 2 - 3D wireline/model;
  - Type 3 - photomontage/photowire;
  - Type 4 - photomontage/photowire (survey/scale verifiable).
- 1.34
- TGN 06/19 advocates a proportionate and reasonable approach, which includes professional judgement, in order to aid informed decision making.

- 1.35
- In this case, Type 2 visualisations are provided. The Type 2 visualisations (3D models) were prepared by Chase New Homes and their methodology is noted below:
  - Software used to produce visualisations: Revit & Enscape rendering software.
  - Measurement of visual context: a 350m radius surrounding the Site.
  - Visualisation data is sourced from Pro map (z mapping) received December 2022.
  - Visualisation camera height is eye level at 1.6m.
- 1.36
- Views are generally taken from street level (i.e. 1.65m above ground), from the public realm, and aim to represent a variety of distances and directions in relation to the Site, in line with best practice guidance.
- 1.37
- The baseline photographs within this report include a combination of context photographs (showing the character of the site and surroundings) and reference photographs to accompany the Type 2 visualisations. The reference photographs have endeavoured to match the location of the visualisations where possible to support the understanding the existing baseline position and potential visual effects.

Section 2

# **Planning, Legislation, Policy & Guidance.**

## 2 Planning, Legislation, Policy & Guidance

### Introduction

- 2.1 The Development Plan for the London Borough of Hillingdon sets out a framework and detailed policies to guide planning decisions and it's the starting point for considering whether planning applications should be approved. It comprises the Local Plan Part 1: Strategic Policies (adopted November 2012) and Local Plan Part 2: (adopted January 2020).
- 2.2 The National Planning Policy Framework (2021) is a material consideration.
- 2.3 Relevant guidance includes:
- National Design Guide (2021)
  - National Model Design Code (2021)
  - Historic England guidance, including Tall Buildings: Historic England Advice Note 4 (2022)

### Legislation

- 2.4 Primary legislation under Section 66 (1) of the Planning (Listed Buildings and Conservation Areas Act) 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the LPA or Secretary of State, as relevant, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest that it possesses.
- 2.5 Section 72(1) of the Act, meanwhile, states that:
- 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'

### A Vision for 2026 Local Plan: Part 1 Strategic Policies (Adopted November 2012), LB Hillingdon Council

- 2.6 This document contains the planning vision and strategy for the Borough into 2016. The policies which are listed within this which are relevant to the historic and built environment are:

#### Heritage

- 2.7 Strategic Objectives:
- 2.8 SO1: Conserve and enhance the borough's heritage and their settings by ensuring new development, including changes to the public realm, are of high quality design, appropriate to the significance of the heritage asset, and seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration

#### Policy HE1: Heritage

- 2.9 The Council will:
1. Conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes: Historic village cores, Metro-land suburbs, planned residential estates and 19th and 20th century industrial areas, including the Grand Union Canal and its features;
- Designated heritage assets such as statutorily Listed Buildings, Conservation Areas and Scheduled Ancient Monuments;
  - Registered Parks and Gardens and historic landscapes, both natural and designed;
  - Locally recognised historic features, such as Areas of Special Local Character and Locally Listed Buildings; and
  - Archaeologically significant areas, including Archaeological Priority Zones and Areas.
2. Actively encourage the regeneration of heritage assets, particularly those which have been included in English Heritage's 'Heritage at Risk' register or are currently vacant.

3. Promote increased public awareness, understanding of and access to the borough's heritage assets and wider historic environment, through Section 106 agreements and via community engagement and outreach activities.

4. Encourage the reuse and modification of heritage assets, where appropriate, when considering proposals to mitigate or adapt to the effects of climate change. Where negative impact on a heritage asset is identified, seek alternative approaches to achieve similar climate change mitigation outcomes without damage to the asset

#### Built Environment

- 2.10 Strategic Objectives:
- 2.11 SO1: Conserve and enhance the borough's heritage and their settings by ensuring new development, including changes to the public realm, are of high quality design, appropriate to the significance of the heritage asset, and seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.
- 2.12 SO2: Create neighbourhoods that are of a high quality sustainable design, that have regard for their historic context and use sustainability principles which are sensitive and responsive to the significance of the historic environment, are distinctive, safe, functional and accessible and which reinforce the identity and suburban qualities of the borough's streets and public places, introduce public art to celebrate civic pride and serve the long-term needs of all residents.
- 2.13 SO3: Improve the quality of and accessibility to, the heritage value of the borough's open spaces, including rivers and canals as areas for sports, recreation, visual interest biodiversity, education, health and well being. In addition, address open space needs by providing new spaces identified in Hillingdon's Open Space Strategy.
- 2.14 SO4: Ensure that development contributes to a reduction in crime and disorder, is resilient to terrorism, and delivers safe and secure buildings, spaces and inclusive communities.

- 2.15 SO6: Promote social inclusion through equality of opportunity and equality of access to social, educational, health, employment, recreational, green space and cultural facilities for all in the borough, particularly for residents living in areas of identified need.
- 2.16 SO8: Protect and enhance biodiversity to support the necessary changes to adapt to climate change. Where possible, encourage the development of wildlife corridors.
- 2.17 SO11: Address the impacts of climate change, minimise emissions of carbon and local air quality pollutants from new development and transport

#### Policy BE1: Built Environment

- 2.18 The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:
1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;
  2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;
  3. Be designed to include "Lifetime Homes" principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people's lives;
  4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);



- 5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;
- 6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;
- 7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;
- 8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;
- 9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;
- 10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable Homes and BREEAM.

These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments

- should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;
11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape

National Policy

National Planning Policy Framework (July 2021) (As amended)

- 2.19 In July 2018, the government published the updated National Planning Policy Framework ("NPPF"), which was again updated in February, June 2019 and July 2021. This maintains the focus on sustainable development that was established as the core of the previous, 2012, NPPF.
- 2.20 This national policy framework encourages intelligent, imaginative and sustainable approaches to managing change. Historic England has defined this approach, which is reflected in the NPPF, as 'constructive conservation': defined as 'a positive and collaborative approach to conservation that focuses on actively managing change...the aim is to recognise and reinforce the historic significance of places, while accommodating the changes necessary to ensure their continued use and enjoyment' (Constructive Conservation in Practice, Historic England, 2009).
- 2.21 Section 12, 'Achieving well-designed places', reinforces the importance of good design in achieving sustainable development, by ensuring the creation of inclusive and high quality places. This section of the NPPF affirms, in paragraph 130, the need for new design to function well and add to the quality of the surrounding area, establish a strong sense of place, and respond to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 2.22 The guidance contained within Section 16, 'Conserving and enhancing the historic environment', relates to the historic environment, and developments which may have an effect upon it.
- 2.23 Heritage Assets are defined in Annex 2 of the NPPF as: 'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).' Listed buildings and Conservation Areas are both designated heritage assets.

- 2.24 'Significance' is defined as 'The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.'
- 2.25 The 'Setting of a heritage asset' is defined as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'
- 2.26 Paragraph 192 requires local authorities to maintain or have access to a historic environment record. This should contain up-to-date evidence about the historic environment in their area and be used to assess the significance of heritage assets and the contribution they make to their environment.
- 2.27 Paragraph 194 states that, when determining applications, local planning authorities should require applicants to describe the significance of the heritage assets affected and any contribution made by their setting. The level of detail provided should be proportionate to the significance of the asset and sufficient to understand the impact of the proposal on this significance. According to Paragraph 190, local planning authorities are also obliged to identify and assess the significance of any heritage asset that may be affected by a proposal and should take this assessment into account when considering the impact upon the heritage asset.
- 2.28 Paragraph 197 emphasises that local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

2.29	Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. It emphasises that the weight given to an asset's conservation should be proportionate to its significance, and notes that this great weight should be given irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.	well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance, alongside the separate planning practice guidance on design process and tools.	<i>inclusive and to meet the changing needs of people of different ages and abilities.</i>	local planning authorities will defer to the illustrated National Design Guide and National Model Design Code.
2.30	Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.			
2.31	Paragraphs 201 and 202 address the balancing of harm against public benefits. If a balancing exercise is necessary (i.e. if there is any harm to the asset), considerable weight should be applied to the statutory duty where it arises. Proposals that would result in substantial harm or total loss of significance should be refused, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss (as per Paragraph 201). Whereas, Paragraph 202 emphasises that where less than substantial harm will arise as a result of a proposed development, this harm should be weighed against the public benefits of a proposal, including securing its optimum viable use.	2.35 The Guide recognises that well-designed places have individual characteristics which work together to create its physical Character. It introduces 10 specific characteristics that would need to be considered when considering new development. These are: <ul style="list-style-type: none"> <li>• <b>Context</b> - An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments.</li> <li>• <b>Identity</b> - The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.</li> <li>• <b>Built form</b> - Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics.</li> <li>• <b>Movement</b> - Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character.</li> <li>• <b>Nature</b> - Nature contributes to the quality of a place, and to people's quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water.</li> <li>• <b>Public spaces</b> - The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements.</li> <li>• <b>Uses</b> - Sustainable places include a mix of uses that support everyday activities, including to live, work and play. They need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Homes and buildings</b> - Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. They meet the needs of a diverse range of users, taking into account factors such as the ageing population and cultural differences.</li> <li>• <b>Resources</b> - Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change. It identifies measures to achieve: mitigation, primarily by reducing greenhouse gas emissions and minimising embodied energy; and; adaptation to anticipated events, such as rising temperatures and the increasing risk of flooding.</li> <li>• <b>Lifespan</b> - Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan. They have an emphasis on quality and simplicity.</li> </ul>	<p>Planning Practice Guidance ("PPG") (Department for Communities and Local Government, March 2014)</p> <p>2.39 The guidance in the PPG supports the NPPF. It reiterates that conservation of heritage assets in a manner appropriate to their significance is a core planning principle. Paragraph 002 states that conservation is an active process of maintenance and managing change that requires a flexible and thoughtful approach, and that neglect and decay of heritage assets is best addressed through ensuring that they remain in active use that is consistent with their conservation.</p> <p>2.40 Paragraph 006 sets out how heritage significance can be understood in the planning context as archaeological, architectural, artistic or historic, defined as follows:</p> <ul style="list-style-type: none"> <li>• archaeological interest: As defined in the Glossary to the National Planning Policy Framework, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.</li> <li>• architectural and artistic interest: These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.</li> <li>• historic interest: An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.</li> </ul>
2.32	Paragraph 203 requires a balanced judgment for proposals that affect non-designated heritage assets, having regard to the scale of any harm or loss and the significance of the heritage asset.		2.36 MHCLG further intend to publish a National Model Design Code, setting out detailed standards for key elements of successful design. This will intend to consider the findings of the Building Better, Building Beautiful Commission and recommendations to the Government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods.	
2.33	Paragraph 206 encourages opportunities for new development within, and within the setting of, Conservation Areas and World Heritage Sites, to enhance or better reveal their significance. It requires favourable treatment for proposals that preserve those elements of the setting that make a positive contribution to the asset or which better reveal its significance.		2.37 The Guide acknowledges that quality design does not look the same across different areas of the country, for instance, that by definition local vernacular differs. MHCLG, therefore, expects that local planning authorities develop their own design codes or guides, taking in to consideration the National Model Design Code. These would be expected to set clear parameters for what good quality design looks like in their area, following appropriate local consultation.	
	<b>National Design Guide (September 2019)</b>		2.38 In support of Paragraph 130 of the National Planning Policy Framework, which states requires local authorities to refuse "permission for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides."; MHCLG expects that in the absence of local design guidance,	
2.34	In September 2019, the Ministry of Housing, Communities and Local Government (MHCLG) produced a National Design Guide illustrating how			



2.41	The PPG emphasises in paragraph 007 the importance of assessing the nature, extent and importance of a heritage asset in understanding the potential impact and acceptability of development proposals.				
2.42	Paragraph 018 explains that, where potential harm to designated heritage assets is identified, it needs to be categorised as either less than substantial harm or substantial harm (which includes total loss) in order to identify which policies in the National Planning Policy Framework (paragraphs 194-196) apply. It goes on to state that whether a proposal causes substantial harm will be a judgment for the decision-maker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest.				
2.43	Harm may arise from works to the heritage asset or from development within its setting. Setting is stated to include the surroundings in which a heritage asset is experienced, and may be more extensive than its curtilage. A thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.				
2.44	The PPG also provides clear guidance in paragraph 020 on the meaning of 'public benefits', particularly in relation to historic environment policy, including paragraphs 193 to 196 of the NPPF. The PPG makes clear that public benefits should be measured according to the delivery of the three key drivers of sustainable development: economic, social and environmental outcomes, all of which are reflected in the objectives of the planning system, as per Paragraph 8 of the NPPF. Public benefits include heritage benefits, and do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.				
		<b>The London Plan (2021)</b>			
		2.45 Regional policy for the London area is defined by the London Plan. The New London Plan has now been adopted (March 2021). The policies relevant to this application are summarised below.			
		2.46 Policy GG2 requires that proposals make the best use of land by meeting the following requirements [among others not relevant to this assessment]:  <i>'...C. proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling</i>  <i>D. applying a design-led approach to determine the optimum development capacity of sites</i>  <i>E. understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character...'</i>			
		2.47 Policy D3 requires that 'all development must make the best use of land by following a design-led approach that optimises the capacity of sites...[meaning] ensuring that development is of the most appropriate form and land use for the site'. Among other requirements, relevant to this assessment are the following:  • 1 'enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions'  • 6 'provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest'  • 11 'respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character'			
			2.48 Policy HC1 Heritage Conservation and Growth requires boroughs to develop evidence that demonstrates a clear understanding of London's historic environment. It further requires Boroughs to use this knowledge to inform the effective integration of London's heritage in regenerative change by:  a. 'setting out a clear vision that recognises and embeds the role of heritage in place-making';  b. utilising the heritage significance of a site or area in the planning and design process;  c. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place; and,  d. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.'		
			2.49 Part C - E of Policy HC 1 state that:  <i>"C. Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process".</i>		
			2.50 The Site is not within any strategic views identified in the London View Management Framework therefore policies HC3 and HC4 are not relevant.		
			<b>Policy D9 Tall buildings</b>		
			2.51 Based on local context, Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Hillingdon's Local Plan defines, 'high buildings and structures [as]		
			2.52 those that are substantially taller than their surroundings, causing a significant change to the skyline'.		
			2.53 Impacts  C Development proposals should address the following impacts:  1) visual impacts  a) the views of buildings from different distances:  i long-range views – these require attention to be paid to the design of the top of the building. It should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views  ii mid-range views from the surrounding neighbourhood – particular attention should be paid to the form and proportions of the building. It should make a positive contribution to the local townscape in terms of legibility, proportions and materiality  iii immediate views from the surrounding streets – attention should be paid to the base of the building. It should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy.  b) whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding  c) architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan  d) proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area		

## 2 | Planning Legislation, Policy & Guidance

2.54 Further clarity on the interpretation of D9 was obtained in December 2021 in London Borough of Hillingdon, R (On the Application Of) v Mayor of London [2021] EWHC 3387 (Admin), better known as the Master Brewer case, where the High Court found, contrary to widespread fears, that it's entirely possible for a tall building to come forward even if the site is not allocated as such in the local plan. Planning applications nevertheless must still comply with D9 requirements to consider visual impact on a short, medium and long-range basis; functional impact including regard for local services and transport capacity; and environmental impact, including wind, daylight and sunlight penetration, among other considerations. In light of the original direction, many feared that the court would adopt a stricter interpretation

It is acknowledged that the proposal is not within an identified tall building zone and would not therefore meet the requirements of London Plan Policy D9(B3) and Local Plan Policy DMHB 10. However, as interpreted by the Inspector in the recent Southgate Office Village Appeal (APP/Q5300/W/21/3270885), tall buildings could be acceptable outside of a tall building zone subject to the building meeting the requirements of the visual, functional, environmental and cumulative impacts part of London Plan Policy D9(c) and any local policies (SO6, HE1 and BE1). This would be in line with requirements to optimise the site capacity in NPPF para.130 and London Plan Policies GG2 and D3



Section 3

# **Historic Development of the Site and Surroundings.**

### 3 | Historic Development of the Site and Surroundings

#### Historic Development of Ruislip

##### Early History

- 3.1 Early Saxon activity in Ruislip was related to the great forest of Middlesex, within which Ruislip formed part of one of the two great enclosures. The Manor of Ruislip was recorded in the reign of Edward the Confessor as being held by one of the King's Thanes by the name of Wluuard Wit. The size of the Manor amounted to '30 hides', approximately 900 modern acres. The historic core of the settlement was around the River Pinn, Manor Farm and the Church of St Martin.
- 3.2 At the end of the eleventh century the Manor passed to the Abbot of St. Mary Bec, Hellouin, one of the largest monasteries in Europe. A small enclave of the Bec Benedictine order was established.
- 3.3 The principle residence of the area and manorial manor was at Manor Farm. Evidence of motte and bailey suggests that at the least it was a fortified manor house, or the location of an early castle and Saxon settlement. The manor of 'Ruyslepe' was gifted by King Henry VI to the Provost and Scholars of King's College Cambridge in 1461. King Henry founded the college in 1441 and the manor and Manorial lands remained in the possession of King's College until the early twentieth century.
- 3.4 Tilemaking was an early industry that flourished in the parish, with inspectors of the trade noted as making visits in 1572 where some of the tilemakers were acting illegally.
- 3.5 In the eighteenth century, the main source of employment was agriculture, which in practice had changed little since the medieval period. Many farms had a farmhouse with a small curtilage, barns, cart-shed and other outbuildings. An enclosed meadow and pasture ground would typically be located by the farmhouse, but with strips of arable scattered through the common fields, sometimes a couple of miles distant from the main farmhouse. The enclosures of the common fields and waste in Ruislip after 1806 regularised the landholdings.
- 3.6 In the eighteenth and nineteenth centuries, the woods surrounding Ruislip became a source of income for the villagers as the increasing demands for fuel of the expanding metropolis. Bundles of firewood were made up and sold on the London market. On the extensive lands of Kings College, the college agents employed a woodman to manage the felling and auctioning of prime timber.



Figure 3.1 1757 Roque Map Middlesex. The Site indicatively circled in red

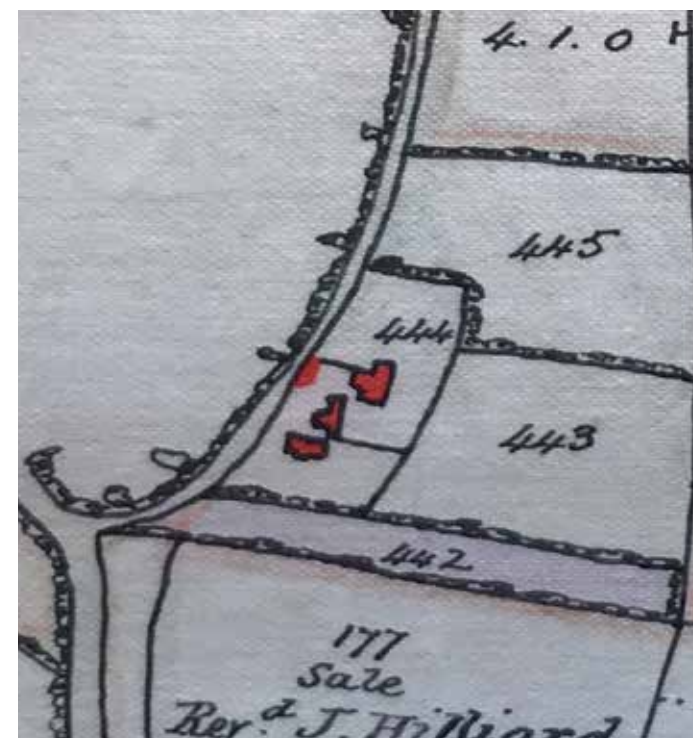


Figure 3.2 1806 Enclosure Map The Site indicatively highlighted in red

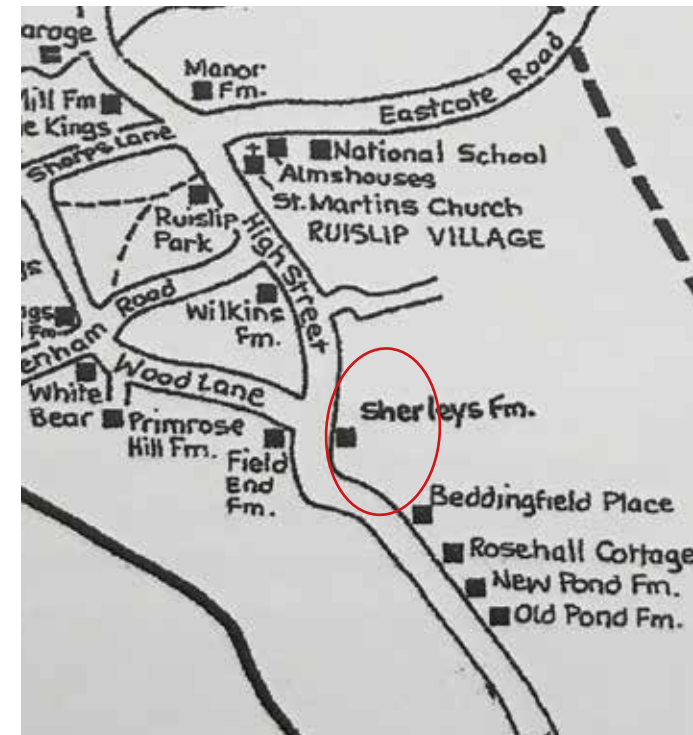


Figure 3.3 Late nineteenth century map of Ruislip, produced before the arrival of the railway there. The Site indicatively circled in red

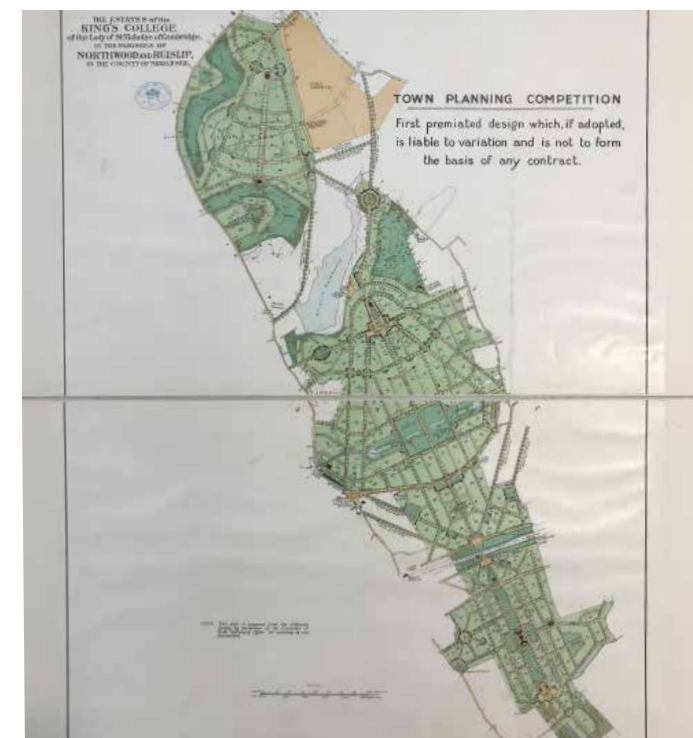


Figure 3.4 c. 1910 A & J Soutar plans for the Kings College Estate

##### Twentieth Century Development

- 3.7 A late-nineteenth century map of Ruislip produced before the arrival of the railway reveals the former function of West End Road as the town's High Street. The Site fronted onto this principle thoroughfare.
- 3.8 Ruislip Station opened on 4th July 1904. The station allowed day-trippers to come from London with speed and ease, resulting in a number of Tea Gardens opening in the vicinity, usually on an informal basis within the grounds of farmhouses, public houses and cottages. The most popular one of these was the Poplars, in the garden of a Georgian house on the corner of Ruislip High Street and Ickenham Road. The opening of the railway and the station at Ruislip was part of the Harrow to Uxbridge line, which with the suburban housing that followed gave the wider area the nickname 'Metroland'.
- 3.9 In 1904 Ruislip-Northwood, under an order from Middlesex County Council, became an Urban District. The new Urban District Council was one of the first to utilise the Town Planning Act. Early developments included those on the Park Estate with the creation of Manor Road. To prevent the sporadic building of poor quality houses, the Urban District Council created a town plan in May 1910, which received final approval in September 1914.
- 3.10 King's College Cambridge were keen to develop their lands and held a competition for the layout of the estate, which was to form the central part of the Urban District. The competition was won by the architects A&J Soutar of Wandsworth for a planned scheme along garden city design principles. Much of the historic landscape was destroyed with the execution of this scheme as well as a number of timber framed farm buildings in the area.
- 3.11 The Soutar Plan was adopted into the Town Plan in 1914. Development in Ruislip continued on a large scale. New arcades of shops were built on the High Street in the 1920s, on the former grounds of the Poplars' Tea Gardens. The Great Barns at Manor Farm were due to be demolished but were saved and transformed into Ruislip's library.
- 3.12 Some areas of Ruislip have seen later twentieth and twenty-first century development, however much of the surroundings remain as they were laid out in the 1910s, 1920s and 1930s.



### 3 | Historic Development of the Site and Surroundings

#### The Site

##### An Outlying Farm

- 3.13 The farm is first mentioned in the 'Terrier of 1565' when it is noted as being occupied by Richard Robins, located at Field End; a hamlet a third of a mile south from the historic village of Ruislip.
- 3.14 The extant buildings are thought to have been built in the late-sixteenth or early seventeenth century, although may be earlier in part. The farm appears to have been held in the Hilliard family of Cowley House and Ickenham Hall amongst their large landholdings in the area and would have housed a tenant farmer and family through most of its existence.
- 3.15 The farm was bought by Frederick Sherley in c.1860, from whom it obtained its name. The house was let to the Collins family as Farm Bailiffs from this time. It may have been the case that the family had been the tenants for some time before this date.
- 3.16 On the 1865 OS map we have the first precise and clear depiction of the farm buildings. The farmhouse is a T shaped form with main range running east-west and a second outshot running north-south. The barns and stabling to the south are comprised of an L-shaped barn with larger central section and a narrower form running towards the farmhouse, and a further narrow, probable stable block, running to the south of this. There is a further outbuilding to the west.
- 3.17 In 1894 Henry James Ewer bought Sherley's Farm, along with a number of other properties in the area. The photograph at Figure 3.9 dates from around this time, depicting one of the Collins family with his dog. The form and proportions of Sherley's Farmhouse are clearly visible, with its two gable ends and single story outshot to the south. There is a clear demarcation of the farmhouse garden, surrounded with a picket fence.
- 3.18 The image of the Collins family outside the farm, taken c.1900 [Figure 3.10], also shows this picket fence. A better view of the house is obtained, again showing the two gables, but also the fenestration, which is a mixture of sliding sashes, Yorkshire sashes and casement windows. Notably on both photographs the house is entirely rendered, with no exposed timbers.



Figure 3.7 1865 OS Map

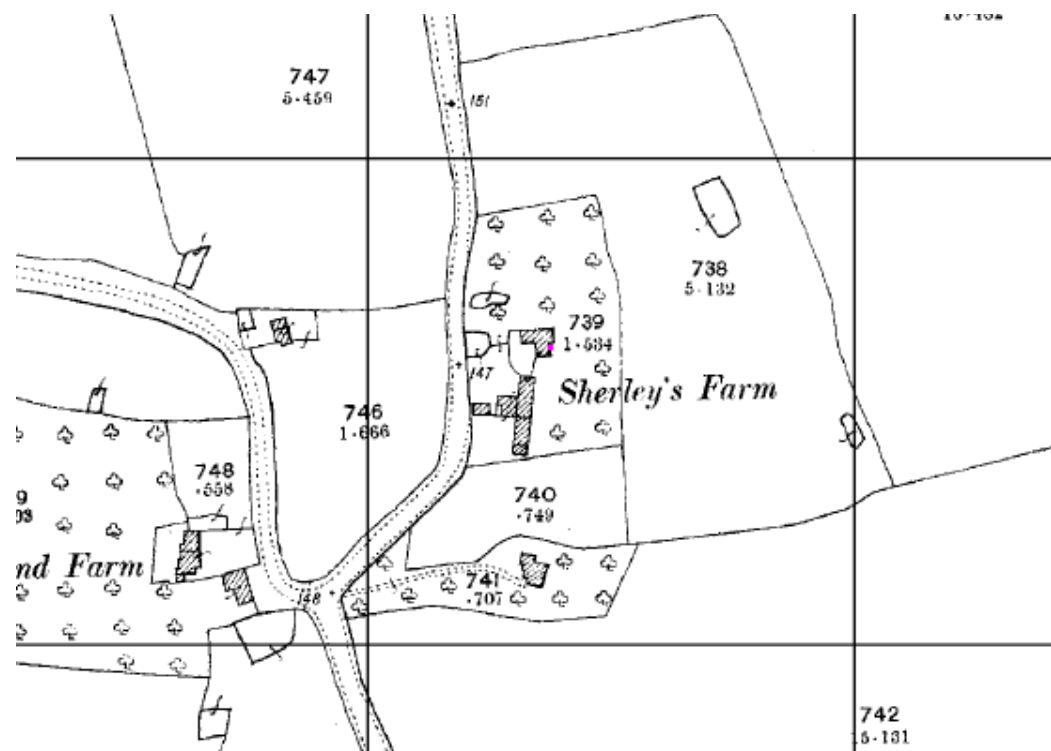


Figure 3.8 1896 OS Map



Figure 3.9 c.1890 Sherley's Farm with Mr Collins and his dog  
Source: Ruislip Through Time, by Eileen M Bowlt



Figure 3.10 c.1900 Sherley's Farm with Collins family outside  
Source: Ruislip Through Time, by Eileen M Bowlt



### 3 | Historic Development of the Site and Surroundings

- 3.19 The arrival of the railway dramatically changed the surroundings of Sherley's Farm from a rural farmhouse as seen on the 1896 OS map, to the transport-dominant and increasingly urbanised surroundings as depicted in the 1914 OS map. In 1914, the main structure of the farmhouse remained unchanged, but the barns to the western side were further joined together and the central section of barn was open to the south, indicating its use as a cart shed.

#### 1924 - 1955: Riding School and Club

- 3.20 The freehold of the farm was again sold on the death of Henry J Ewer and was described in the Middlesex Advertiser in 1924 as 'embracing an area of about 20 Acres, with important road frontages, rendering it a most attractive proposition for building development.' Later the same year, a Land Registry notice in the same paper announced the registration of Sherley's Farm under the ownership of the Metropolitan Railway Country Estates Ltd.
- 3.21 In c. 1935, the open fields surrounding the two farms at Field End began to undergo built development. Much of the land to the north of the railway was built out, whilst roads and crescents of semi-detached houses were steadily progressed to the south.
- 3.22 The farmhouse remained little changed, but the barns and stables were subdivided around this time into five distinct forms. The central barn / cart shed was subdivided into two. At this time, the farmhouse continued to be lived in by Mr Collins, however the barn and stables were used as a commercial riding school run by Mr F. Almond.
- 3.23 Such was the rapid transformation of the surroundings of the farm that just three years later in 1938 a contemporary OS map shows the Site to be totally surrounded by residential development. Eversley Crescent was fully built out and the series of flats in Garden Close were erected. The form of the Site was maintained and two more outbuildings were erected to the far south-west of the barns. The grounds of the farmhouse were maintained as orchards.
- 3.24 The farmhouse was described as in a parlous state in 1947 when the last Mr Collins who lived at Sherley's Farm died. In 1948 plans were submitted to join

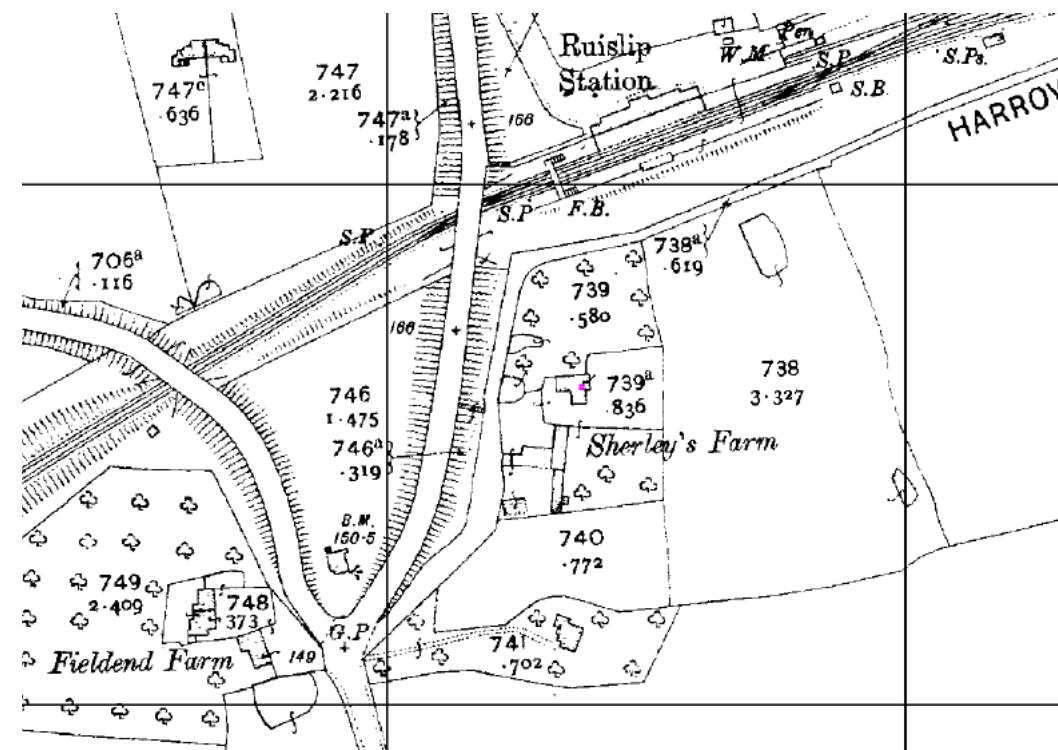


Figure 3.11 1914 OS Map



Figure 3.12 1920 Aerial Photograph of the Site  
Source: Britain From Above

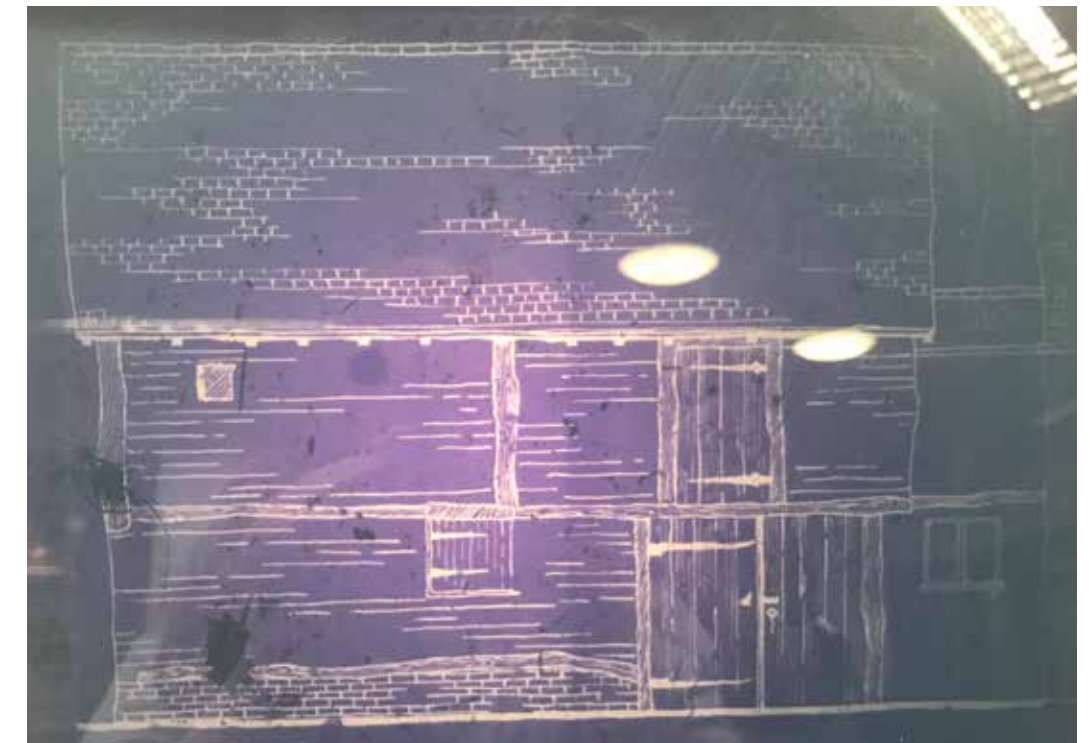


Figure 3.13 1949 application for Club Room, existing elevation of Oak Room



Figure 3.14 1949 application for Club Room, proposed elevation of Oak Room



### 3 | Historic Development of the Site and Surroundings

the farmhouse and barns to the mains sewerage. In 1949 two applications were submitted to Ruislip-Northwood Urban District, one for the addition of WC conveniences for the Riding School, and another for the 'Conversion of Barn into Club Room'.

- 3.25 Whilst the riding school was run by Mr. F Almond, the Club was run by Mr. W. Saunders. The plans for these two applications show the form of one of the barns at this date. The application includes the insertion of a floor into this room. The plans for the WCs show that the barn was a separate entity to the stable block further to the south and that they were joined only by a small link of only a single storey high.

- 3.26 The Club Room was created and part of the Site became The Barn Club. The 1930s, 40s and 50s was a period in which new clubs proliferated. Usually set up for the provision of drinking, dancing and entertainment that public houses did not provide, and often had more relaxed licensing hours than those the public houses were subject to. The new establishments also tapped into the growth of demand for nightclubs from increasingly affluent young people. In the mid-1950s the club became a popular venue for wedding receptions.

- 3.27 In 1955, an application was submitted for the erection 'of three houses or bungalows in the grounds of Sherley's Farm'. At the time the premises was described as 'house and garden, club house and stables'. It appears that at least one of these was built to the south-western portion of the Site and was known as 'The Cottage' and is extant.

#### 1956 - Present: The Barn Hotel

- 3.28 In 1956, an application was submitted by W.Saunders for the conversion of the club and farmhouse to a hotel. The accompanying note states, 'what is envisaged is that the farm should become the residential part of the hotel, leaving the club buildings to form lounge, restaurant and bar of the hotel.' It is supposed that the club buildings were formed of the two main historic barn structures and the single storey linking area, at this date.

- 3.29 The application was 'granted subject to...care being taken not to detract from the architectural character of the building which is listed as being of architectural or historic importance.' In the 1956 application an



Figure 3.15 1949 application for Club Room, proposed plan of the Leaning Barn and Oak Room with extension to the south, east and west ends shown

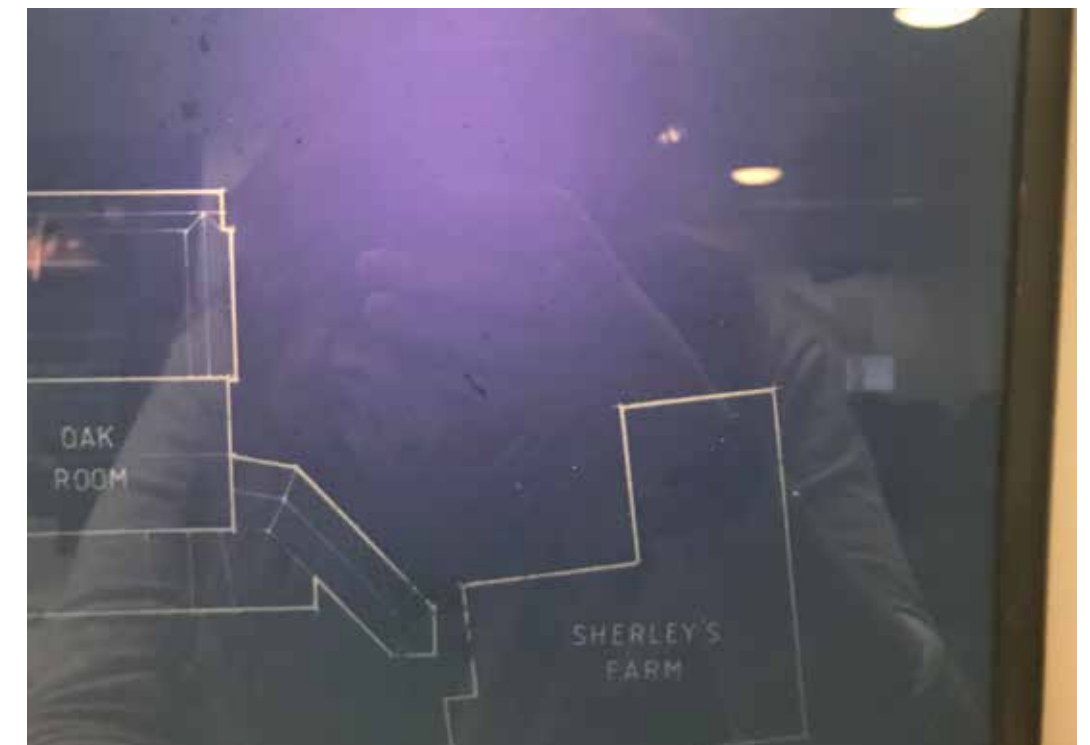


Figure 3.17 1949 application for Club Room, proposed plan, showing the single-storey extension to the north, serving to link the Oak Room with the farmhouse

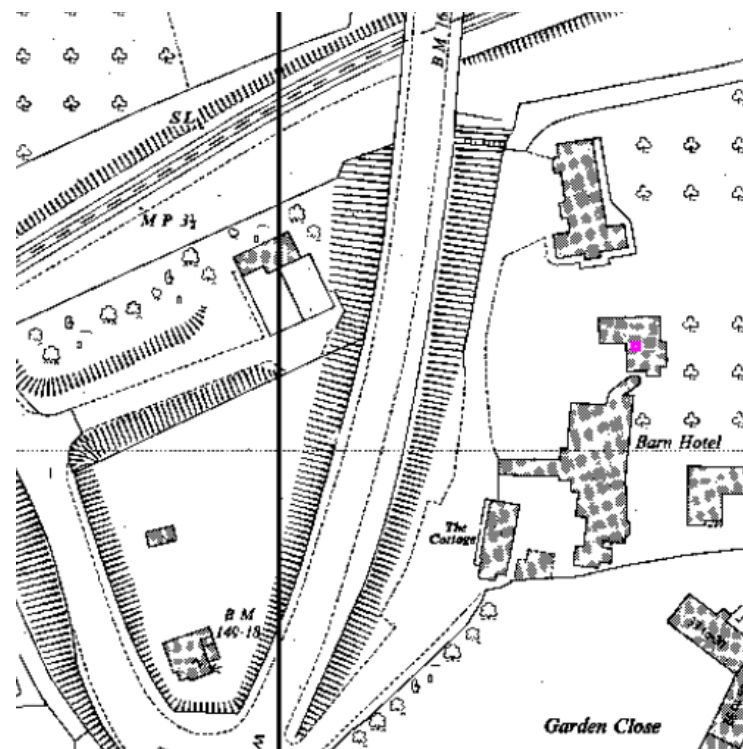


Figure 3.16 1972 OS Map

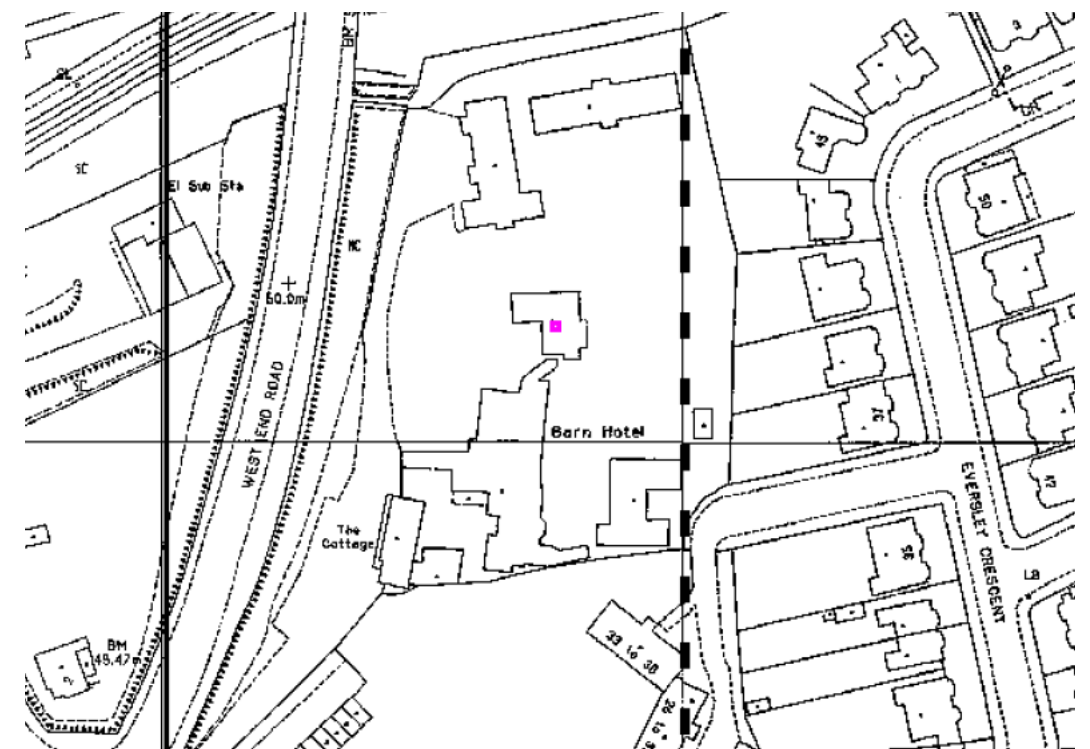


Figure 3.18 1992 OS Map

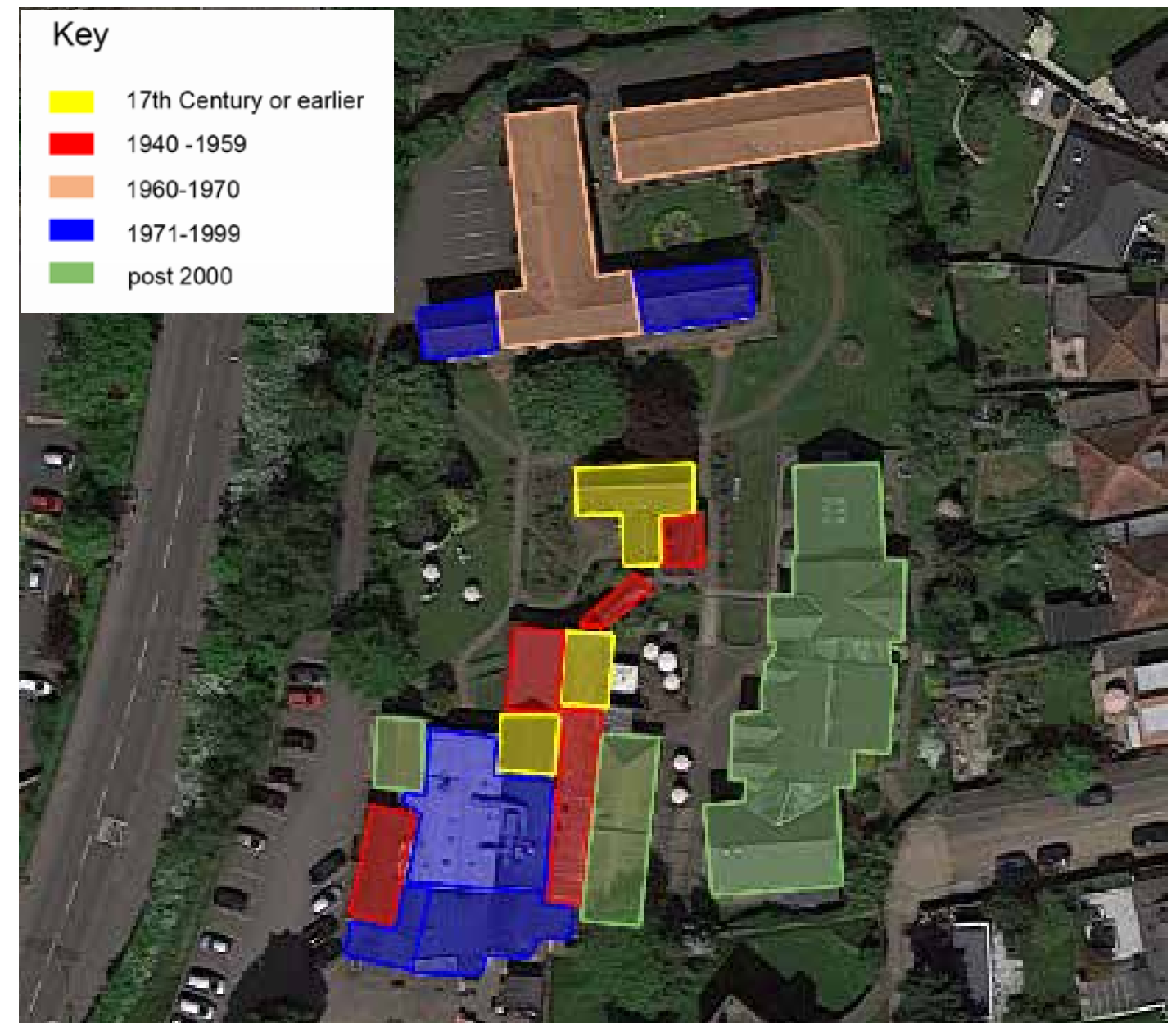
### 3 | Historic Development of the Site and Surroundings

accompanying letter outlined the *'reconstruction of the existing property'* and that parking could be increased *'in the space now occupied by the stables'*, strongly suggesting that there was the intention to demolish the stable block around this date.

- 3.30 The 1960 OS map shows the extent of the changes to the Site as it became The Barn Hotel. By this date, a link had been built from the main hotel buildings to the Farmhouse. The former stable block has either been extensively remodelled to accommodate rooms for other purposes, or has become the location of new extensions related to the hotel's function. The c.1955 'Cottage' is also clearly labelled on the OS map. Of the barn and stable buildings that were visible on the earlier OS mapping it appears that only those two main barn structures remain within the extended Hotel complex at this date.
- 3.31 A application for the erection of an accommodation block in the northern part of the Site within the orchard was approved in 1961. This application stated that *'the amenities provided by the Hotel and Restaurant will be available to residents and tenants of the flats.'* The hotel therefore were seeking to attract longer-term tenants not just transitory visitors which would generate more stable income.
- 3.32 By 1965, the OS map shows that this block had been built. In a T-plan with bay window projections and parking spaces to its western side. The map also shows a building to the east of the Site and an outbuilding to the rear of The Cottage. The main hotel building was extended on its eastern side with a narrow projection almost its full length, indicating the insertion of a corridor.
- 3.33 In 1968, an application for two new bedroom blocks were proposed within the orchard to the east of the c.1961 block. In 1970, another application was submitted to erect a block in the orchard to the east of the existing block. This was for a two storey block of 8 bedrooms and 8 bathrooms. Permission was granted.
- 3.34 A 1973 OS map shows this further block in the north part of the site as a long building sat perpendicular to the c.1961 block. The mapping further shows incremental extensions and enlargements to the southern part of the main Hotel building and further extensions to The Cottage and the detached building to the eastern part of the site.

- 3.35 The Hotel was acquired by Premier Hotels in the mid-1980s. Applications for alterations following this date, of which there were several, appear to greatly confuse the build dates of parts of the buildings, accommodation blocks and outbuildings on the site. An application was made in 1986 for modifications to the 'Twenties Block' which, as the research outlined above outlines, dates from c.1961. In 1987 permission was granted and work was carried out to extend the southern range of this block at both ends, with the extension to the east creating a form of courtyard with the block to the north.
- 3.36 The 1986 approved application also enabled works to renew and repair the farmhouse roof, for the gradual insertion of central heating into the building, external repair and redecorations including re-pointing and re-painting in non-breathable materials, updating of the interior room schemes and damp-proofing to bathrooms, and alterations to the lobby area.
- 3.37 A large number of planning applications were submitted in the late 1980s and 1990s, however it appears that very few of the schemes were carried out.
- 3.38 In 2003, the public areas of the Hotel were completely updated and some of the circulation routes and room uses were altered. A new reception area was added as well as a new restaurant. As part of the renovations conservation work was carried out to the leaning barn including the insertion of two oak uprights to stabilise the 16 degree lean of the structure.
- 3.39 In 2005 planning approval was obtained for the erection of a new two storey accommodation building in the east portion of the Site, known as Deane's Lodge, which was opened the following year.

Historic Phasing Plan



Section 4

# **Site Description and Identification of Assets.**



## 4 | Site Description and Identification of Assets

### The Site

- 4.1 The application Site comprises The Barn Hotel, which is located to the south of Ruislip Station, and to the south of Ruislip High Street. The Site is bounded by West End Road to the west, the Metropolitan Railway line to the north, Garden Close to the south and south-east, and Eversley Crescent and Willow Grove to the east. The Site sits within the London Borough of Hillingdon.
- 4.2 The Site comprises the Grade II listed assets of Sherley's Farmhouse and the Barn & outbuildings listed separately under two list entries (see Appendix), and other buildings comprising the rest of the Barn Hotel including hotel rooms, kitchen, restaurant, service areas and parking facilities.
- 4.3 The Site does not sit within a Conservation Area, however the Ruislip Village Conservation Area is located approximately 85m north of the Site, beyond the railway line. Besides the two Grade II listed assets on the Site are Ruislip Station (Grade II) and the Conservation Area.

### Identification of Heritage Assets

- 4.4 The Site is located within proximity of the following heritage assets:
1. Sherley's Farmhouse (Grade II) - located within the Site
  2. Barn and outbuildings to south east of Sherley's Farmhouse (Grade II) - located within the Site
  3. Ruislip Station with associated footbridge and signal box (Grade II) - located approximately 50m north of the Site
  4. Ruislip Village Conservation Area - located approximately 85m north-east of the Site



Figure 1.2 Heritage Assets Map. Blue = Grade II listed buildings. Green = Ruislip Village Conservation Area  
Source: Google Maps



## 4 | Site Description and Identification of Assets

### Sherley's Farmhouse (Grade II)



4.5 The general history of Sherley's Farmhouse has been discussed in section 3 with the history of the Site. More specifically, the farmhouse is timber framed with whitewashed brick nogging and roofed in plain tiles. The building is across two storeys, with a single storey extension with cat-slide roof to its south-eastern side. It appears that a substantial amount of 'restoration' was undertaken in the late 1940s / 1950s when the building became part of the Barn Hotel. This appears to have involved re-building portions of the ground floor of the building, replacing the brick nogging, and removing the exterior render to expose the timber construction. In parts, the 'timber' is illusionary, non-structural pieces of painted wood affixed to the brick. The windows have also been replaced with modern casements. Inside, the plan-form of the interior is no longer legible, due to the division and subdivision of the spaces for the provision of hotel rooms.

4.6 The setting of Sherley's Farmhouse is comprised of the main structure of the Barn Hotel complex and the ancillary structures that comprise the hotel accommodation. These buildings are particularly crowded to the south due to the link building that stretches from one of the listed barns to the projecting range of the Farmhouse. The wider setting is comprised of residential buildings along with the transport routes of West End Road to the west and the Railway to the north. The immediate setting to the farmhouse has been altered from its historic open character by the construction of extensions to the nearby barn outbuildings and other modern hotel buildings. The wider setting to the farmhouse presently comprises housing estates of one and two storey buildings, as well as taller, four storey buildings located to the north - closer to the town centre - east and south.

### Barn and Outbuildings to South East of Sherley's Farmhouse (Grade II)



4.7 Two structures within the main Barn Hotel complex are of a date earlier than the twentieth century and are considered to be the main buildings that the listing description refers to. Other parts of the main hotel building are modern extensions. The two structures are the 'leaning barn' which is a two bay timber framed barn with a queen strut roof truss. A second barn is considered to be of a slightly later date, also timber framed, but with a floor inserted in the mid-twentieth century. Both of the buildings have plain tiled roofs.

4.8 The historic open setting of these two buildings has been lost as a result of encroaching later additions to the buildings. In the case of the 'leaning barn' its form is totally surrounded by extensions. The wider setting includes Sherley's Farmhouse, and the hotel accommodation buildings.



Figure 4.1 A post-2000 conservatory extension to the Barn and Outbuildings



Figure 4.2 The historic structure of the Barn and Outbuildings is completely concealed by later additions within views of the Barn Hotel complex from the Site entrance



Figure 4.3 A cluster of brick-built additions either side of the Barn Outbuilding



Figure 4.4 The Barn and Outbuilding structures are enveloped by later additions and their historic open setting has been lost through the consumption of space by additions

Ruislip Station with associated footbridge and signal box (Grade II)



- 4.9 The station is of two main phases, the main station building with ticket office / booking hall, was built in 1904 for the Harrow and Uxbridge Railway. The station was modified in 1928 by the Metropolitan Railway, the footbridge was moved to its present location at this date and the up platform was also built at this time. The group value of the buildings are recognised in the list description which states 'It is an extremely unaltered Metropolitan station for the period and is the best preserved of its country stations.'
- 4.10 The principle setting of the station is, as expected, mainly in relation to the railway line. The wider setting is dominated by the large eight storey building of Kings Lodge to the north and west. Corinthian Court, located on Station Approach immediately opposite the station, is a four-storey building. Other 4-storey buildings are located along Pembroke Road, also within the immediate setting of the station.
- 4.11 The Site forms part of the wider setting of the station to the south, however inter-visibility is limited and the railway line provides a distinct separation between the Site and this heritage asset.

### Ruislip Village Conservation Area

- 4.12 The Site sits outside of the conservation area boundary, and is located to the south of the Conservation Area. The conservation area was established in 1969, focusing around the historic core of Ruislip. In 2009 the conservation area was extended to include some inter-war housing and the 1920s High Street development to the south and west of the originally designated area.
- 4.13 The conservation area appraisal divides the designated area into three character areas: 1. Ruislip Village Centre, which is comprised of the historic core; 2. The High Street, where the earliest shops date from 1912, and most are inter-war development; and, 3. The residential area to the west of the High Street which is formed of the planned inter-war residential roads as part of the development following the arrival of the railway, archetypal 'Metroland'.
- 4.14 Character Area 2 and 3 are the most proximal to the Barn Hotel. However, these are physically and visually divided by the railway and the embanked West End Road.

Section 5

# **Assessment of Significance.**



## 5 | Assessment of Significance

### Assessment Methodology

- 5.1 The assessment methodology used here for assessing the significance of the identified heritage assets and their settings is the framework set out in the November 2017 consultation draft of Historic England's best practice guidance document Conservation Principles. This proposes the use of three heritage interests – historical, archaeological, and architectural and artistic – in assessing what makes a place and its wider context special. These are broadly in line with the values – evidential [now archaeological], historical, aesthetic [now architectural and artistic], and communal [now part of historical] – set out in the previous, 2008 version, but are consistent with the heritage interests in the NPPF, the definitions for which are now included in the updated Planning Practice Guidance as cited above.
- **archaeological interest:** As defined in the Glossary to the National Planning Policy Framework, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
  - **architectural and artistic interest:** These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.
  - **historical interest:** An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

### The Site

- 5.2 The history of the Site outlined in Section 3 has discussed the varying ages and original functions of the buildings on the Site. These buildings and the composite parts of these buildings hold varying degrees of heritage significance. The buildings on the Site can be roughly divided into three types:
- Firstly, Sherley's Farmhouse, which is listed at Grade II in its own right for its special historical and architectural interest.
  - Secondly, the two surviving timber framed barn buildings, known as the 'leaning barn' and the 'oak room', also listed at Grade II.
  - Thirdly, the post-1949 alterations and additions to the Site.
- 5.3 **Sherley's Farmhouse** holds a high degree of heritage significance, as reflected in its national designation at Grade II. As the research into the Site has explored, the structure is of an early build date and appears to have held the function of a farmhouse for almost all of its existence, a function which has only changed in the last 50 years. It is this history from which it derives its principal heritage interest which is vested in its historic value.
- 5.4 The building also holds aesthetic value in its vernacular form and materiality, however the degree of this interest has been eroded through the 'restoration' that was conducted in the mid-twentieth century which included rebuilding in mass produced brick and the exterior application of false timber framing [Figure 5.1].
- 5.5 There exists an opportunity to better express the aesthetic and architectural value of the building's exterior through improving its current condition. For example, elements of the timber framing and brickwork, as well as many of the building's windows are in a state of disrepair, so their improvement will be a benefit to the building.
- 5.6 To the interior, whilst a large degree of historic and considerable aesthetic value is held in the framed structure, the plan-form of the interior has been substantially concealed and may have been wholly eroded.
- 5.7 Great change within the setting of the Farmhouse has occurred over the last 80 years has also eroded its



Figure 5.1 Front elevation of Sherley's Farmhouse. with porch main entrance and exposed twentieth century brickwork and false timber framing to the elevation.



Figure 5.2 Side, south elevation of Sherley's Farmhouse.. The windows and brickwork on this elevation are in a state of disrepair..

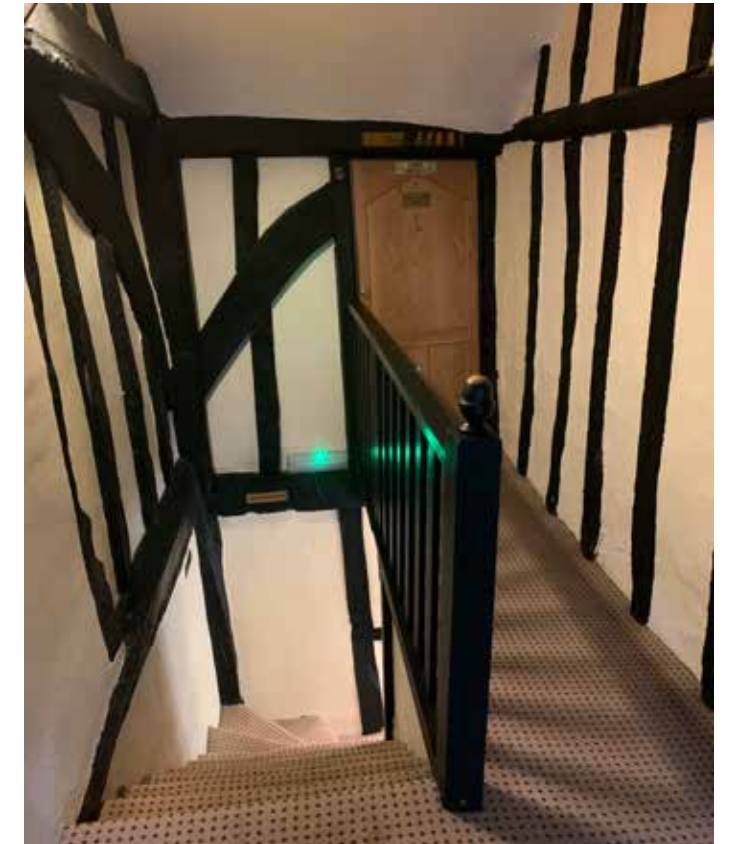


Figure 5.3 The first floor interior of Sherley's Farmhouse.. Modern alterations throughout this level include a new staircase, doors and floor finishes.



Figure 5.4 The first floor interior of Sherley's Farmhouse.. Further modern alterations throughout this level include a lighting services and bathroom finishes



## 5 | Assessment of Significance

historical value as an example of an early farmstead. Whilst much of this change was necessary and inevitable due to the growth of London and the need for housing, some of the changes in its setting has occluded the legibility of the farmhouse.

- 5.8 This illegibility of the historic farmhouse setting is caused by the presence of structures that have been built in the grounds between the farmhouse and the historic barns. In particular, the redundant link building and the c.1950s single-storey construction which links the two historic barns is considered to cause harm to the setting. These two structures push into the immediate setting of the farmhouse which would have historically had its own boundary and garden, as evidenced in the picket fence shown in historical photography and within the historic mapping.



Figure 5.5 The mid-twentieth century projecting wing extending between the Oak Room (left) and Sherley's Farmhouse (right)

- 5.9 The **two barn buildings** - the 'leaning barn' and the 'oak room' - also hold a high degree of significance, primarily for their age and group value with the Farmhouse. This is reflected in their Grade II designation. Interest is principally derived from the status of the buildings as surviving structures of the seventeenth-century farmstead, however their significance and setting has been heavily impacted by the incremental and cumulative changes associated with their conversion into the Hotel complex.



Figure 5.6 Twentieth-century additions to the barn buildings shown buttressing a historic section of the Leaning Barn which is in a state of disrepair

- 5.10 The external form of the buildings - particularly in the case of the 'leaning barn' - has been obscured by later additions. As such, an appreciation for the surviving timber-framed structure of the buildings is limited. The exterior of the buildings further fails to appropriately express their architectural interest due to the general poor condition of surviving historic fabric. For example, some modern additions to the 'oak room' are buttressing otherwise unstable historic walls.



Figure 5.7 A post-2000 conservatory addition to the barn buildings

- 5.11 As historically ancillary structures of the Farmhouse, the significance of these buildings - excluding their age and aesthetically appealing timber framed form - is derived almost entirely from their relationship with the Farmhouse. This physical relationship has been completely eroded with the cumulative extensions to the barns to produce the main building of the hotel.

- 5.12 Later additions to the barn buildings severely limit an understanding of the former arrangement of the



Figure 5.8 Interior to the modern addition to the barn buildings, serving the principal lobby entrance at the west end



Figure 5.9 Interior finishes to some later additions designed to replicate the timber structure to the Oak Room and Leaning Barn



Figure 5.10 Farmhouse and 'Oak Room' with detracting link building (centre)

barns within the setting of the historic farmstead. The twentieth-century link building between the barns and the Farmhouse detracts from an appreciation of the historic and physical relationship between these buildings. The Farmhouse would have been markedly separated from the barns.

- 5.13 The barns presently serve as the principal building on the Site, providing an arrival and reception space, as well as amenities for dining, functions and events. As a result, the former ancillary role of the barns within the built hierarchy of the Site - being subservient to the Farmhouse in both functional and architectural value - has been inappropriately elevated.

- 5.14 The elevation of these structures amongst the Site's built hierarchy has allowed for their preservation, but conflicts with an appreciation of their historical significance as ancillary, functional buildings. There is an opportunity to better reveal the historic role of the buildings through removing the detracting modern additions.

- 5.15 The **post-1949 extensions** and additional buildings on the whole possess no historic or architectural interest and are considered to detract from the significance of the statutorily listed historic farmhouse and barns.

- 5.16 These post-war buildings were erected either in relation to the Site's use as a Club, or later, in relation to its use as a hotel. Whilst this phase of the history of the Site does hold some limited interest, the appearance and location of the buildings detracts from the core significance of the Site, which is held in the age and group value of the farm buildings.

- 5.17 The style of some of these buildings, attempting to mimic a vernacular form, has in the past resulted in confusion over their respective dates and the historical significance of the buildings within the Site. The faux vernacular form of the additions aesthetically competes with surviving historic elements of the buildings.

- 5.18 In doing so, the additions limit an understanding of the building's phased development and detract from their architectural and historic interest. The later Deane's Lodge building, although not of heritage significance, works more successfully in the setting of the historic buildings by allowing for a distinctive architectural and material form, which compliments whilst contrasting.

Other Heritage Assets

Ruislip Station

- 5.19
- The core significance of Ruislip station is held within its completeness as a ‘extremely unaltered’ station within Metroland. The group value of the buildings is particularly of note, with the footbridge, booking office and structures on the up platform important for their collective value.
- 5.20
- The setting of the station contributes to its significance through providing context, for instance the working railway, the surrounding pathways to enable pedestrian commuter access and the car and bus drop off point to the front.
- 5.21
- The wider setting contributes to the significance of the station through its relationship with the residential developments of Metroland, which arose directly due to the construction of the railway and the position of the station in this location. However, the emerging character of this setting has evolved away from this Metroland character, with taller buildings having been introduced at this southern end of the town centre, surrounding the station. Most notably, the Kings Lodge building to the north-west largely dominates the setting of the station. Other taller buildings (though less so than Kings Lodge) include Corinthian Court, located on Station Approach.

Ruislip Village Conservation Area

- 5.22
- The Ruislip Village Conservation Area’s character and appearance varies along the lines of the character areas identified in the appraisal. Outside of the historic core this character and appearance is largely defined by its laid out structure as one of the ‘Metroland’ developments in the 1910s, 1920s and 1930s, with the main shopping arcades of the High Street forming the centre and to either side, residential roads of detached and semi-detached dwelling running in a perpendicular fashion. As discussed, this Metroland character has evolved over time to reveal an emerging character of greater height and density to buildings located at the south end of the town centre, just outside the Conservation Area boundary but within its setting.
- 5.23
- The Site sits outside of the Conservation Area boundary and therefore has the potential to contribute to or detract from the setting, although not the character and appearance, of the Conservation Area. The Site contributes to the setting of the Conservation Area in a very limited fashion, and arguably solely in so far as Sherley’s Farmhouse indicates in its historical form a location that was previously outside of the main settlement. Any contribution the site may have to the setting of the Conservation Area is greatly inhibited by the dividing physical and visual barrier that is provided by the railway, which sits between the Conservation Area and the Site.

Section 6

# **Townscape and Character Assessment.**



## 6 | Townscape and Character Assessment

### Surrounding Townscape & Character

#### Topography

- 6.1 Generally, the topography of Ruislip rises slightly to the north and west, while the area to the south and east remains broadly level.
- 6.2 Given the higher elevation of West End Road running along the Site's west boundary, this side of the Site lies, at mid-point, approximately 4.5m below the public pavement level, with this declining topography increasing towards the station. The Site is accessed from West End Road via a sloped driveway and a tree-lined embankment marks the steep rise in topography towards the road. The remaining area immediately surrounding the Site is broadly level.

#### Townscape

- 6.3 The construction of the Harrow to Uxbridge branch of the Metropolitan railway provided the catalyst by which the modest settlement of Ruislip was transformed. Over a thirty year period, the settlement experienced rapid residential urbanisation on Garden City principles. This was enabled by the wholesale planned scheme, designed by A & J Soutar, for the former manorial lands owned by King's College Cambridge.
- 6.4 Ruislip's existing townscape retains much its planned arrangement, established during the 1910s-30s. This arrangement comprises a strongly delineated High Street, running from the historic settlement southwards to the station, and a series of roads leading off this with detached and semi-detached dwellings on generous plots.
- 6.5 Whilst the early twentieth-century laid out most of the road form and built grain of Ruislip, the town has continued to change to meet further demand for housing and retail premises. Most notably, infill developments comprising cul-de-sacs targeted garden spaces formerly located between the early twentieth century planned streets.
- 6.6 Most recent developments have centred around Ruislip Station and nearer to the railway line. Such developments have included the 4-storey apartment buildings of Sherleys Court and Masters Court, the development of Waitrose Supermarket on the corner of King's End Road and West End Road, and Kings Lodge (8 storeys) also on this corner. Further 4-storey

residential developments have occurred along Pembroke Road and Station Approach - including Corinthian Court - within the immediate setting of the station, and at Garden Close. Overall, there has been a general increase in the scale, height and footprint of the buildings within in this part of Ruislip.

#### Identified Character Areas

- 6.7 The following 3 character areas have been selected based on proximity to, and visual and experiential relationship with, the Site. Consideration has also been given to the identifiable and differing characters of the areas, based on attributes such as the primary activity, physical characteristics, scale of development, quality of townscape and principal land-use. Supporting the identified character areas is the survey of the Site and the surrounding area, carried out in December 2022 and February 2023. .
- 6.8 These areas are marked on the accompanying map [Figure.6.1] and are listed as follows:
  1. Northern Residential Character Area
  2. Larger Scale Retail and Residential Character Area
  3. Southern Residential Character Area



Figure 6.1 Character Areas Map. Red = The Site. Blue = Northern Residential Area. Green = Larger Scale Retail and Residential Area. Orange = Southern Residential Area  
Source: Google Maps



## 6 | Townscape and Character Assessment

### 1. Northern Residential Character Area

- 6.9 Located to the west of the Barn Hotel and west of Ruislip High Street, this area comprises some of the earliest forms of suburban development in the area.
- 6.10 Roads in this area are fairly wide and have long straight sections, providing long direct views either towards the High Street or towards further residential housing. Permeability between housing is more limited, with the often substantial properties set back from the road with front gardens or small drives.
- 6.11 Along Ickenham Road, the residential buildings largely date from the 1910s and 1920s, and whilst they are each individualistic in style have a common 'old English'/late arts and crafts architectural treatment. King's End has a greater mixture of styles and building periods, although the majority of the construction is again from the 1910s/20s.
- 6.12 Notably, many of the houses along King's End have very tall and sharply angled roofs. Some of the later development in this area is of 3 storeys, however most of the buildings are two storey with a tall ridge-line. In between King's End and Ickenham Road are examples of infill cul-de-sac development dating from the 1980s/1990s, with the housing executed in the generic style of this period.



Figure 6.4 Kings End, looking east towards the Site



Figure 6.3 Interwar house on Ickenham Road



Figure 6.2 Ickenham Road, looking west



Figure 6.5 Kings End, looking east towards the Site

### 2. Larger Scale Retail and Residential Character Area

- 6.13 This is an area comprising buildings of greater scale and height, located near Ruislip station and the railway line. King's Lodge dominates the townscape in this area, rising to 8 storeys. Located directly opposite is Waitrose supermarket; a 4 storey building with a large footprint and several blank elevations. To the south, Sherleys Court and Masters Court comprise two large blocks of retirement housing, of 4 storeys. Corinthian Court and other 4-storey buildings are also located along Station Approach and Pembroke Road.
- 6.14 All of these buildings are in contrasting architectural style. Whilst the buildings are all constructed from brick or are brick clad, they present varying tonality from dark red to London yellow. Varying roof treatments are also notable and range from hipped, pitched and flat roofs. Typically, the buildings present a contrasting elevational materiality and colour treatment at their upper levels. Coursed banding, fenestration patterns and projecting or recessed bays are also commonly adopted amongst these larger-scale buildings, presumably to mitigate their presence within the townscape.
- 6.15 The area is further characterised by transport routes, with wide roads, the railway line and the road bridge forming a substantial part of the built environment. West End Road provides both a principal transport route and line of sight through the area. It is worth noting that this line of vision is nevertheless limited by the curved form of the road. Within this part of the town, West End Road is elevated from the natural ground level and flanked by sloping banks lined with trees and shrubbery.



Figure 6.8 Approaching the Site from adjacent to Waitrose Supermarket. The scale of the 4-storey building is somewhat mitigated by the topography of the area



Figure 6.7 Masters Court (left) is a 4 storey building located adjacent to the Site (right).



Figure 6.6 King's Lodge is an 8-storey building located north of the Site, adjacent to the Grade II Listed Railway Station



Figure 6.9 View of the Site from Sherley's Court (left) and Masters Court (right) - a cluster of 4-storey residential buildings



## 6 | Townscape and Character Assessment

### 3. Southern Residential Character Area

- 6.16 Situated south and east of the Site, this area comprises residential housing located along Pond Green and stemming from Eversley Crescent. The area was primarily developed in a single-phase between 1935 and 1938 and is thereby characterised by a general uniformity of design and building grain.
- 6.17 The road form in this area is fairly sinuous at Eversley Crescent, designed around the constraint of Sherley's Farm to the west, and straightening to provide long vistas along Willow Grove and Shenley Avenue. Few front gardens remain amongst the houses as most have been fully paved for vehicular access.
- 6.18 Houses located in this area typically comprise single-storey bungalows or two-storey semi-detached residences. Houses located on Willow Grove are bungalows and maintain a low height. Other residences located along Shenley Avenue and Eversley Crescent are one and two-storeys in height with dormer extensions and commonly projecting chimneys.
- 6.19 Houses located in this area are stylistically characterised by frontages with bow or overhanging eaves. They are often constructed from red brick, with some pebble-dashed and others rendered and painted. Later 2-storey housing developments located along Pond Green are of lower architectural quality.
- 6.20 The 4-storey residence buildings located along Garden Close are included within this character area for their characterful building use. Nevertheless, these residences are much greater in height and scale. Their architectural design contrasts with other houses located in the area, being of simple brick form with regular fenestration and a flat roof.



Figure 6.10 Looking east towards Eversley Crescent from Garden Close



Figure 6.11 Residences located along Willow Grove



Figure 6.12 A tall 4-storey residential development located on Garden Close, immediately south of the Site

Section 7

**Proposed Development.**



## 7 | Proposed Development

### Description of Proposals

7.1 It is proposed that The Barn Hotel Site be redeveloped for residential use. This proposal presents an exciting opportunity to improve the Site's existing architectural and landscape quality and better express its significance as a Site of historic importance. Through its sensitive and considered approach to redevelopment, the proposal will achieve both securing the future sustainability of the Site and enhancing the significance of its listed buildings.

7.2 The proposal is described in full in the Design and Access Statement, produced by Chase New Homes, which should be read in parallel with this report. This document establishes key design objectives which include ensuring the proposed masterplan and design scheme complements the character and appearance of the Site's heritage assets.

7.3 The proposed development can be summarised as follows:

- Detractive twentieth-century extensions to the listed buildings are proposed to be demolished. This change seeks to better reveal the historic forms of the buildings and thereby facilitate a understanding of the former arrangement of the buildings within the setting of the historic farmstead.
- New additions to the listed buildings are proposed to be constructed to designs which compliment and better express the Site's architectural character and facilitate a legible appreciation of the buildings' phased development.
- All listed buildings will be upgraded for residential use. The proposals take the opportunity to improve the condition of the listed buildings' external fabric and thereby better express their aesthetic and architectural value.
- Proposed refurbishment works to the listed buildings are intended to remove detractive modern features and repair historic fabric to secure its structural integrity and enhance its architectural quality. Internal works will take care to avoid interference with historic fabric where possible and new finishes will seek to compliment or better reveal the character and appearance of the buildings.
- The proposed landscaping scheme which will reinstate areas of character and interest that draw inspiration from an understanding of the Site's historic landscape. The scheme further takes the opportunity to enhance the green boundary of

the Site and mitigate the visual presence of new buildings within the townscape.

- The scheme is led by a desire to better express the group value of the buildings and thereby enhance their significance as a legible farmstead. The immediate settings of the listed buildings will be improved by soft landscaping and expanded open grounds. Gardens with fenced boundaries will also be reinstated.
- The proposed arrangement of new buildings will maintain the existing distribution of built form within the Site. Nevertheless, the proposal takes the opportunity to reduce the presence of built form houses along Eversley Crescent while also opening up the immediate settings of the listed buildings.
- Building 1 is designed as a series of blocks which vary in height. A portion of the building's east end – located close to Ruislip Railway Station (north) – is restricted to four and two storeys in height. As such, this part of the building is not visible within the setting of the listed building.
- The proposed angled footprint of Building 1 deliberately responds to the Site boundary and settings of listed buildings within the Site. It particularly seeks to maintain open space around the north end of Sherley's Farmhouse. Building 2 has likewise been orientated away from the listed barn buildings, with its principal frontage facing westward.
- The proposed façades of the new buildings have been deliberately segmented to further break up their forms. Recessed elements and grouped fenestration serve to define bays amongst the façades and reduce the buildings' perceived scale. The east elevation of Building 2 has been particularly stepped back to reduce its presence amongst the settings of houses along Garden Close.
- To support the articulated façades, a palette of varied facing materials is proposed. Materials have been informed by the local vernacular and a light coloured finish to the upper levels of the buildings has been incorporated to further reduce their perceived height.
- An Art Deco character is incorporated into the scheme to reflect the Metroland character of Ruislip Railway and the Neo-Georgian architecture of the surrounding area.



Assessment of the Proposed Development

Townscape Assessment

- 7.4 The area immediately surrounding the Site is predominantly characterised by the residential areas located to the south and east along Eversley Crescent and Garden Close. Larger scale developments of greater height also characterise the emerging context to the Site, and include King’s Lodge and Corinthian Court to the north, Sherleys Court and Masters Court to the west and Garden Close to the south. The prominent thoroughfare of West End Road, located along the Site’s west boundary, and the railway line located immediately north also contribute to the character of the Site’s immediate setting.
- 7.5 The Site is located in a sustainable area - close to the town centre and principal transportation hub of the railway station, surrounded by an emerging context of height. Such a location is considered to present an opportunity for new development of appropriate height and density. The proposed development takes care to respond to these varying areas of character, particularly with regards to the proposed scale and positioning of new buildings. The impact of these buildings on the surrounding character and pedestrian experience of the streetscape has informed the proposal and been assessed within this report.
- 7.6 Given the height of the proposed development relative to its context, topography and the layout and building grain of the surrounding area, new buildings will be seen from most viewpoints, as detailed in the following visual appraisal in Section 8. Nevertheless, care has been taken to mitigate the impact of additional massing within these views and ensure visible elements are complimentary to and supportive of the established character. A stepped design to the massing of new buildings works with the changing topography levels between the Site and surrounding townscape to mitigate their scale and presence within views towards the Site. The building will be perceived as four-storeys in height from many viewpoints, excluding that from Eversley Crescent.
- 7.7 The most prominent visual impact of the development will be in views looking south along West End Road. The proposed development will generally sit comfortably in the streetscape in these views - which excludes any heritage assets - as illustrated in the CGIs included in Section 8 of this

- report, and in the architects’ Design and Access Statement. The proposed height of the new buildings (generally only one building will be visible at a time), achieve an improved compositional relationship with larger-scale buildings located at the west end of the road to better frame views along the road. The buildings present a high-quality design which will contribute interest to views in this location. Their considered forms - including stepped and recessed levels and flat roofs - and elevational treatment further support the directions of the gaze along the road.
- 7.8 Very limited parts to the proposed development will be visible from the setting of the Grade II listed railway station. Where the proposal will be visible - i.e. the uppermost levels of Building 1 - they are assessed to remain subservient to the station and will not alter an appreciation of it. As such, the proposal is considered to cause no harm to the setting of the railway station. Similarly, the proposed development is not considered to have an impact on the setting of the Ruislip Village Conservation Area.
- 7.9 Limited parts of the proposed development will also be visible from the residential areas along Eversley Crescent and Garden Close. Where the new taller buildings (Buildings 1 and 2) will be visible, their considered form, involving stepped profiles, and elevation treatment, involving light coloured upper levels, will mitigate the visual impact of additional massing. The limited visibility of these buildings from residences along Eversley Crescent is considered to appropriately elevate the quality of the view whilst maintaining its character.
- 7.10 Finally, the proposed new residential dwellings located along the west border of the Site is deliberately prominent within views along Garden Close. The carefully composed range of dwellings at the perceived end of the road here will fit comfortably into the prevailing streetscape and will replace the poor quality existing Site building with a more appropriate and worthy development. It is considered that this design approach is successful.

Heritage Assessment

- 7.11 The proposal takes the opportunity to improve the Site’s existing architectural and landscape quality and better express its significance as a Site of heritage value. The proposed removal of detractive later additions to the listed buildings will expose their historic fabric and thereby facilitate greater appreciation of their architectural and historic interest. The removal of these additions will furthermore support the reinstatement of the historic open setting to the buildings, and enhance the legibility of their former arrangement and role within the historic farmstead.
- 7.12 Proposed refurbishment works to the listed buildings within the Site - comprising the removal of detractive modern features and repair of historic fabric - are considered to improve the buildings’ architectural quality and better express their interest. The proposed conversion of the buildings to residential use will secure their future viability and long-term maintenance. With relation to Sherley’s Farmhouse, this change in use will reinstate the original function of the building as a private residence. These elements of the scheme are considered to be enhancements to the significance of the listed buildings within the Site.
- 7.13 In order to facilitate the enhancements to fabric and remove the existing detracting additions to the listed buildings, new development must optimise the capacity of the Site (in line with London Plan Policy GG2). To be able to provide some separation from the listed buildings, the new buildings need to occupy a smaller footprint within the Site and therefore need to achieve some height.
- 7.14 The proposed scale of the new buildings has been designed to mitigate the presence of additional massing within the setting of the listed buildings. The buildings are positioned away from the listed buildings, at the far ends of the Site, and are orientated to frame the open space immediately surrounding the buildings. The height of the proposed new buildings is intended to minimise the extent to which new massing extends within the Site grounds, and thereby facilitate a greater reinstatement of open space around the listed buildings.
- 7.15 Whilst care has been taken to ensure the design of the new buildings is responsive to the setting of the

listed buildings, the scale of additional massing within this setting is considered to impact the character of the setting. The impact on setting should take into account the existing character of the setting [suburban/taller surroundings and existing detracting hotel buildings]. As such, the proposed new buildings are considered to cause some less than substantial harm to the setting of the listed buildings.

Summary

- 7.16 On balance, harm to the setting of the listed buildings within the Site is considered to be mitigated by the proposed enhancement to both the fabric of the listed buildings (repairs and refurbishment works) and their setting (landscaping changes to reinstate the historic open setting). Overall, whilst giving ‘great weight’ to the low level of LTSH found in line with NPPF para 199, the harm is assessed to be a low level of less than substantial harm. Finally, this harm is judged to be outweighed by the public benefits promoted by the proposed development, associated with the sustainable delivery of additional housing within an existing site located close to the town centre. Such benefits include the provision of 96 homes, enhancements to the Site’s landscape, and the general optimisation of a site in a sustainable townscape location, close to the station and town centre. This conclusion is in line with NPPF paragraph 202.



## 7 | Proposed Development

### Illustrative views of the Site Interior

7.17 These images present illustrative views of the Site interior, capturing the spatial relationship between the listed buildings and new residential buildings. The views also illustrate elements of the proposed landscaping layout.



Figure 7.2 Existing illustrative view of the centre of the Site, looking from the west boundary towards the listed buildings (centre), with later additions marked in grey and modern hotel buildings located in the background in grey)



Figure 7.4 Proposed illustrative view of the centre of the Site, looking from the west boundary towards the listed buildings (centre), with Building 1 (left) and Building 2 (right)



Figure 7.1 Illustrative view of the centre of the Site, looking from the north end



Figure 7.3 Illustrative view of the Site from the Site entrance with Building 1 (background) and Building 2 (foreground)



Figure 7.5 Illustrative view of the Site from the proposed new entrance on Garden Close.

# Section 8

## **Visual Appraisal.**



## 8 | Visual Appraisal

### View locations

- 8.1 The visual assessment considers the potential changes to visual amenity of people experiencing views (often referred to as visual receptors).
- 8.2 The approach is in line with GLVIA. It first provides a qualitative assessment of the visual effects and then provides a technical assessment in the next section.
- 8.3 The proposed selection of viewpoint locations [Figure 7.1] has been informed by fieldwork, the accessibility of view (i.e. whether publicly accessible) and the potential sensitivity of the view (i.e. proximity to heritage assets). The proposed viewpoints to be assessed are:
- View 1 – West End Road/Wood Lane, looking north-east [Visualisation Type 2 - 3D Model]
  - View 2 – Site Entrance/West End Road, looking north-east [Visualisation Type 2 - 3D Model]
  - View 3 – Masters Court/West End Road, looking north-east [Visualisation Type 2 - 3D Model]
  - View 4 – West End Road, looking south [Visualisation Type 2 - 3D Model]
  - View 5 – Railway Bridge on West End Road, looking south [Visualisation Type 2 - 3D Model]
  - View 6 – Kings Lodge/West End Road, looking south [Visualisation Type 2 - 3D Model]
  - View 7 – Ruislip Station Car Park, looking south-west [Visualisation Type 2 - 3D Model]
  - View 8 – Eversley Crescent/Willow Grove, looking west [Visualisation Type 2 - 3D Model]
  - View 9 – Eversley Crescent/Garden Close, looking west [Visualisation Type 2 - 3D Model]

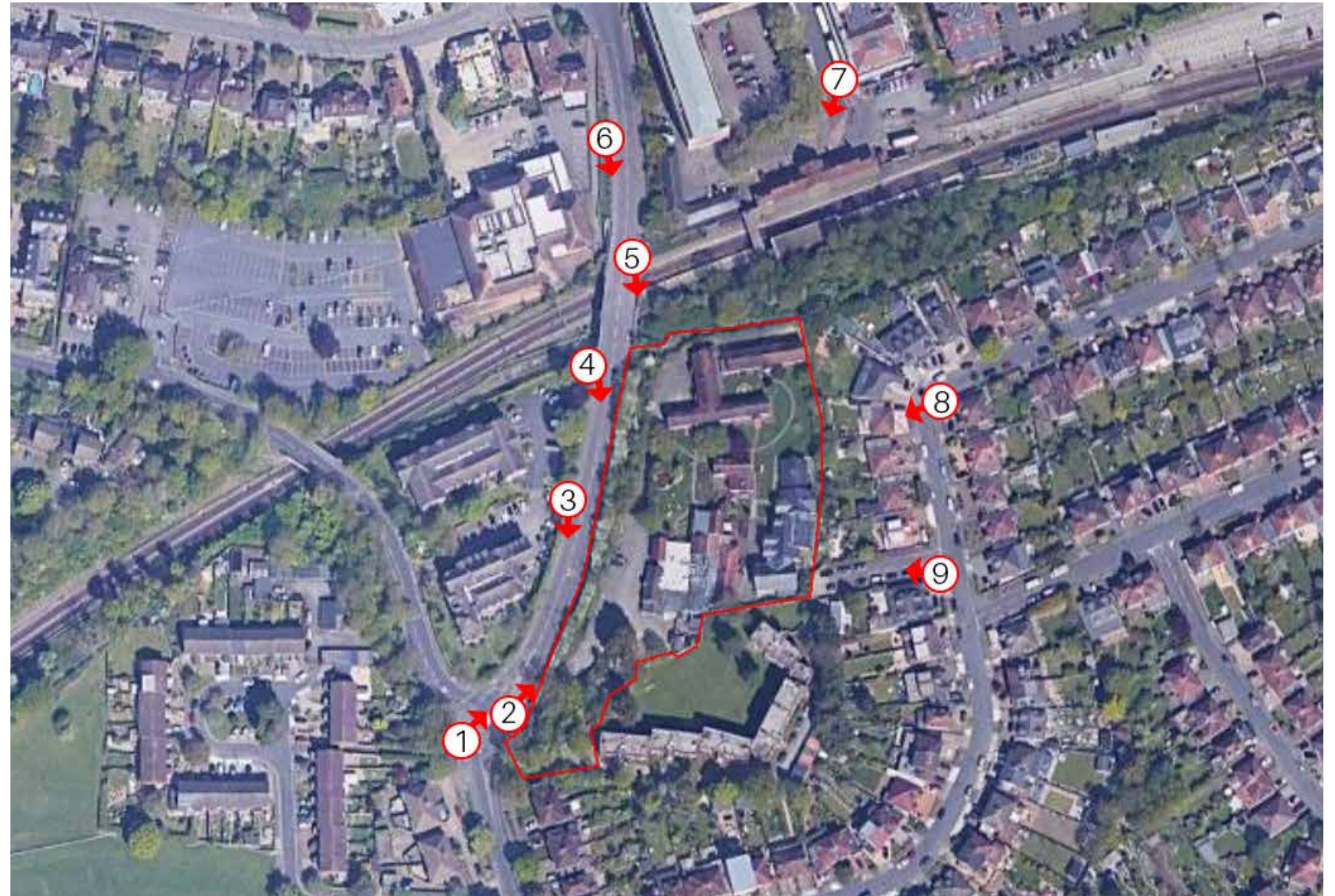


Figure 7.6 View Location Mapping



## 8 | Visual Appraisal

*Photograph of View 1 - West End Road/Wood Lane, looking north-east*





## 8 | Visual Appraisal

### **View 1 - West End Road/Wood Lane, looking north-east**

#### Existing

- 8.4 This view is characterised by the conflicting channels of vision presented along West End Road (centre) and the Site's driveway (right). Both of these channels of vision rely upon the area's street layout and green boundaries to direct the gaze. An unbalanced arrangement of built form provides further conflict to the gaze. The large-scale building of Masters Court (left) sits at an elevated position and emphasises the horizontally sloping topography of the view.
- 8.5 The viewpoint lacks a focal point and sense of depth which encourages views northward towards the town. There is an opportunity to increase the height of buildings within the Site to better balance the arrangement of building scales and appropriately frame views northward. There is also an opportunity to improve soften the landscaping of the Site's entrance to re-orientate views along West End Road.



Existing





## 8 | Visual Appraisal

### View 1 - West End Road/Wood Lane, looking north-east

#### Proposed

- 8.6 Building 2, located at the southern end of the Site, appears almost completely visible within this view. The uppermost level of Building 1 is also visible at the north end of the Site. An increase in built massing along the eastern boundary of West End Road appropriately responds to that of Masters Court to frame views along this road. Whilst the height of Building 2 is taller than Masters Court, its additional massing is sensitively integrated into the landscape of the viewpoint by being situated at a lower elevation. This arrangement contributes stability to the building grain of this viewpoint and reduces the conflicting horizontality of the topography which previously distracted from northward views.
- 8.7 Similarly, the entrance to the Site presents a softer landscaped approach which better integrates the Site into the streetscape. This landscaping treatment better emphasises the role of West End Road in directing the views northward. Nevertheless, the high-quality design of Building 2 maintains an appropriate expression of interest which alludes to the Site's significance without dominating or distracting from the view.



Existing





*Photograph of View 2 - Site Entrance/West End Road, looking north-east*





## 8 | Visual Appraisal

### **View 2 - Site Entrance/West End Road, looking north-east**

#### Existing

- 8.8 This view captures the entrance driveway into the Site. The view is framed by vegetation lining either side of the driveway. Existing buildings present within the background of the view include the later additions to the listed barn buildings and part of the roofline to the northern hotel building. No historic elements of the listed buildings are visible within this view. Likewise, no elements of the surrounding townscape outside the Site boundary are visible. The modern buildings fail to provide an appropriate focal point to the view and the current hardstanding makes no reference to the significance of the Site as a former farmstead.



Existing





## 8 | Visual Appraisal

### **View 2 - Site Entrance/West End Road, looking north-east**

#### Proposed

- 8.9 The Site is presented as an open, landscaped space in this view.
- 8.10 Both Buildings 1 and 2 are visible within this view, however other new buildings are occluded behind hedges and vegetation boundaries, thereby mitigating the impact of additional massing. Green landscaping further emphasises the space between Buildings 1 and 2 to likewise reducing their perceived scale. Building 2 is set back from the Site entrance to be located within the middle-ground of the view. As a result, the building provides a distinct point of architectural interest, yet maintains the openness of the Site.



Existing





*Photograph of View 3 - Masters Court/West End Road, looking north-east*



*Figure 8.1 Source: Google Maps*



## 8 | Visual Appraisal

### **View 3 - Masters Court/West End Road, looking north-east**

#### Existing

- 8.11 The Site is located in the left side of the view, set behind the mature hedgerow and tree planting lining West End Road. All buildings located within the Site are concealed from view.
- 8.12 The view is characterised by the form of West End Road which directs the gaze southward, away from the town. The road is lined with trees which further frame the view. Sherleys Court (right) is visible in the middleground of the view. Whilst this building is partly concealed behind the mature vegetation lining the road, its large scale and lone built form is somewhat distracting from the view.



Existing





## 8 | Visual Appraisal

### **View 3 - Masters Court/West End Road, looking north-east**

#### Proposed

- 8.13 The upper levels of Building 1 are visible in the left middleground of the view, protruding above the mature vegetation lining the east border to the road. The building lies directly opposite Sherleys Court and the introduction of built massing here contributes balance to the arrangement of built form within this view to refocus the gaze southward along West End Road.
- 8.14 Building 2 is slightly taller than Sherleys Court, however its stepped and recessed upper levels reduce the visual presence of additional massing within the view. The stepped design of the building further reflects the angled form of the roof to Sherleys Court and has an appropriate compositional relationship with this building to better frame views along West End Road.



Existing

*Photograph of View 4 - West End Road, looking south*



Figure 8.2 Source: Google Maps



## 8 | Visual Appraisal

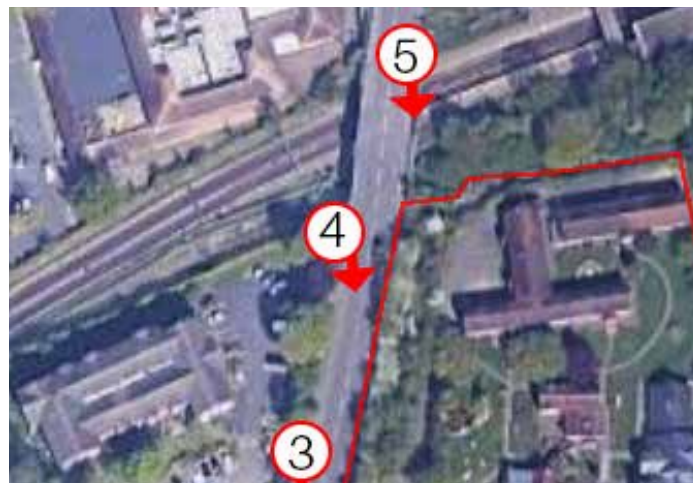
### **View 4 - West End Road, looking south**

#### Existing

- 8.15 This viewpoint captures views south along West End Road. The Site is located in the left side of the view, set behind the mature hedgerow and tree planting lining West End Road. All buildings located within the Site are concealed from view.
- 8.16 The viewpoint presents a characterfully linear composition created by the road and boundary planting. Despite the view being located in a well-developed part of the town, no built forms are captured within it due to the view's orientation, and the elevated topography of the road. There is an opportunity to add interest to the view by introducing a feature of high quality and to better activate this western frontage to the Site facing onto the street.



Existing





## 8 | Visual Appraisal

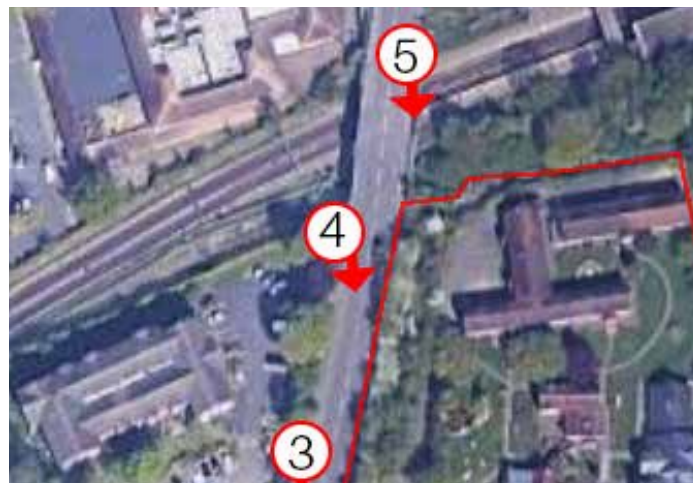
### **View 4 - West End Road, looking south**

#### Proposed

- 8.17 Glimpses of Building 1 are visible behind the mature hedgerow and tree planting lining West End Road. The horizontal character of the building's facade treatment - expressed by its window treatment, decorative banding and extended balcony lines - as well as its flat roof, emphasise the linear quality of the streetscape which directs the gaze southward.. This new high quality building will positively contribute to the streetscape experience, however its simple design and partial concealment behind existing vegetation allow the building to maintain subservience to the road.



Existing





*Photograph of View 5 - Railway Bridge on West End Road, looking south*



## 8 | Visual Appraisal

### **View 5 - Railway Bridge on West End Road, looking south**

#### Existing

- 8.18 This view captures the bridged element of West End Road which extends over the railway track and extends southward. The Site is visible in the left middleground of the view and the roofscape of the existing northernmost hotel building is visible. This plain roofscape fails to contribute a source of interest to the view. Whilst the linear form of West End Road directs the gaze southward, the low-lying elevation of the Site, emphasised by the visible roofscape of the hotel building, distracts from this view. There exists an opportunity for a larger scale development to more appropriately bound the road and better frame views southward.



Existing





## 8 | Visual Appraisal

### **View 5 - Railway Bridge on West End Road, looking south**

#### Proposed

- 8.19 The upper levels of Building 1 feature prominently within this viewpoint. The high-quality design of the building contributes a source of architectural interest to the streetscape and elevates the character of the view.
- 8.20 The building's scale is appropriate for its location at a lower elevation to the road and it provides a suitable boundary to the road. Nevertheless, care has been taken to ensure the building remains subservient to the road. The building is appropriately set back from the road and is orientated so its long west elevation runs parallel to it, thereby maintaining subservience to the existing layout of the streetscape. The form and elevational treatment of the building further responds to the linear character of the road and supports its role in directing the gaze southward. The building's horizontal emphasis, expressed by its flat roof, regular fenestration, decorative banding and materiality, reflects that of the road.
- 8.21 The proposal takes the opportunity to reinforce the boundary of the railway line by introducing height along it and providing a high-quality, active frontage here, as is typical across many locations in London. Overall, the building will enhance the quality and interest of the view whilst maintaining its character and supporting the road's role as a channel for views towards the south.



Existing





## 8 | Visual Appraisal

THE BARN HOTEL, RUISLIP

*Photograph of View 6 - Kings Lodge/West End Road, looking south*



*Figure 8.3 Source: Google Maps*



## 8 | Visual Appraisal

### **View 6 - Kings Lodge/West End Road, looking south**

#### Existing

- 8.22 The Site, as existing, is not visible from this viewpoint along West End Road. It is located in the background of the viewpoint and occluded from view by mature vegetation which bounds the road. At present, the viewpoint holds little interest. Whilst the road provides some direction to views looking southward, the viewpoint lacks a focal point for this gaze. There exists an opportunity for a high-quality development to provide such a focal point to better encourage views to the south, and elevate the interest and character of the viewpoint.



Existing





## 8 | Visual Appraisal

### View 6 - Kings Lodge/West End Road, looking south

Existing

- 8.23 Part of the upper levels of Building 1 are visible within the background of this view. The building is an appropriate scale to successfully provide a focal point to the view and encourage the gaze southward, whilst remaining subservient in scale. Additional built massing within this view resulting from Building 1's presence is mitigated through the elevation treatment of the building. Most notably, the two-tone materiality between the building's upper and lower levels reduces its visual presence and sensitively integrates it into the surrounding streetscape and green boundary. This high-quality building contributes interest to the view and improves the pedestrian experience of the streetscape.



Existing





*Photograph of View 7 - Ruislip Station Car Park, looking south-west*



*Figure 8.4 Source: Google Maps*



## 8 | Visual Appraisal

### **View 7 - Ruislip Station Car Park, looking south-west**

#### Existing

- 8.24 The Site, as existing, is not visible from this viewpoint within Ruislip Station Car Park. It is set behind the Station building, which is located in the middle ground of the view and serves as a focal point and point of interest.



Existing





## 8 | Visual Appraisal

### View 7 - Ruislip Station Car Park, looking south-west

#### Proposed

- 8.25 A small but almost imperceptible part of the north elevation of Building 1 is visible in the background of this view. The additional built form in the view is very limited and is considered to sensitively integrate within the built arrangement of the view.
- 8.26 The uppermost level of Building 1 - of which a part will be visible in the background - is light in materiality to mitigate the visible presence of the building. Furthermore, the simple profile of this part of the building, including its flat roof, does not distract from an appreciation of the listed Station and maintains its role as a visual focal point. The perceived height of Building 1 is slightly lesser than the Station building and therefore remains subservient to it and further maintains the Station's role as a point of interest.



Existing





*Photograph of View 8 - Eversley Crescent/Willow Grove, looking west*





## 8 | Visual Appraisal

### **View 8 - Eversley Crescent/Willow Grove, looking west**

#### Existing

- 8.27 The Site is not visible from this viewpoint as in reality it is concealed by houses located along Eversley Crescent.
- 8.28 This view is dominated by the linear arrangement of houses lining Eversley Crescent. The regular, low heights and plain forms of the buildings fail to contribute interest to the view or provide an appropriate focal point. The view lacks depth and its uninteresting composition provides no indication of the topography of built arrangement of the surrounding townscape.



Existing



## 8 | Visual Appraisal

### **View 8 - Eversley Crescent/Willow Grove, looking west**

#### Proposed

- 8.29 The Site is visible within the background of this view, with the upper levels of Building 1 and Building 2 partially visible beyond the row of houses.
- 8.30 The considered arrangement of these new buildings results in a perceived fluctuation in building heights within the Site. This variation in height draws the gaze across the view from north to south, evoking a sense of movement which reflects the layout of the town. The scale and arrangement of the buildings further evokes a new sense of depth amongst the view. In doing so, the taller elements of the proposal respond to the urban hierarchy of the surrounding area, being located within an area where tall buildings are appropriate - close to the station and town centre - and expressing this within the view.
- 8.31 Particular care is taken to ensure the new buildings contribute interest to the view without dominating or overshadowing the existing houses. The uppermost levels are stepped and reflect the angled profile of the houses characterfully pitched roofs. Nevertheless, the buildings possess flat roofs which are simpler in form and are non-distracting and thereby architecturally subservient to the houses.



Existing





*Photograph of View 9 - Eversley Crescent/Garden Close, looking west*



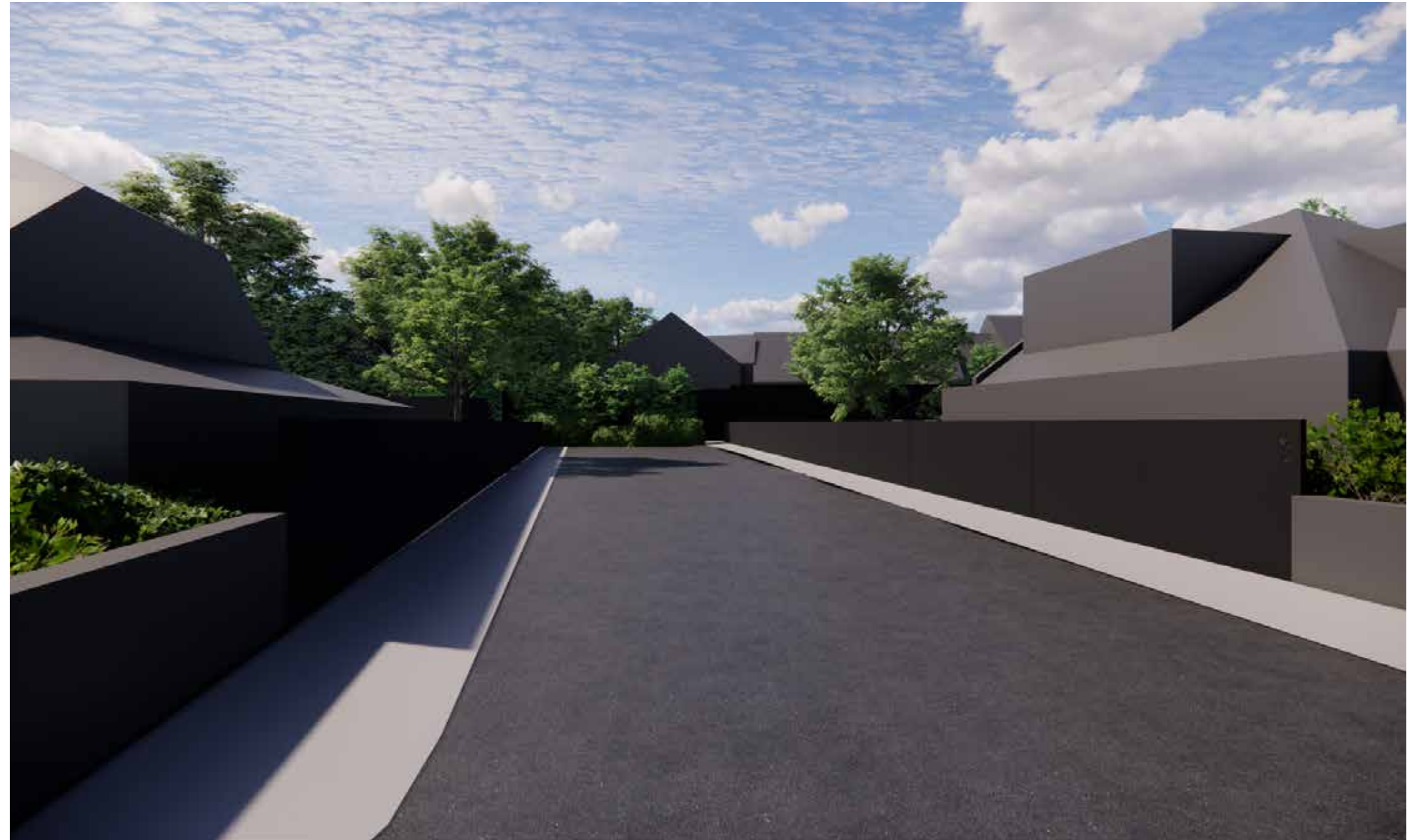


## 8 | Visual Appraisal

### **View 9 - Eversley Crescent/Garden Close, looking west**

Existing

- 8.32 At present, the perceived west end of Garden Close (the road sharply curves to the left) presents an irregular and unkept treescape, behind which the Site is located. The rear elevation of the Site's eastern residential building bounds this part of the road, yet its plain frontage fails to contribute a point of interest. There is little compositional value to this view of the end of the road; extremely limited interest arises from the side elevations of houses lining either side of it.



Existing





## 8 | Visual Appraisal

### **View 9 - Eversley Crescent/Garden Close, looking west**

#### Proposed

- 8.33 The proposed development would terminate the view with two high quality new buildings. The Ash building will appropriately front onto the road and contribute much needed activation to this side street. The building's height and design is reflective of existing houses located along Garden Close and Eversley Crescent, thereby celebrating the established character of the area whilst improving its architectural quality.
- 8.34 Building 2 is visible within the background of the view. It is perceived to be located in line with the road and its taller height and high-quality design encourages the gaze along the road. The additional massing of the building within this view is nevertheless mitigated by its considered design. This design incorporates stepped and recessed levels and a decorative horizontal emphasis supported by a selective colouring.



Existing



# Section 9

## **Conclusion.**



- |   |  |  |
|---|--|--|
| <p>9.1 This Heritage and Townscape Visual Impact Assessment has been produced by Iceni Projects on behalf of Chase New Homes to support an application for the redevelopment of the Site.</p>   |  | <p>the townscape's urban hierarchy by focusing height and density in an area close to the town centre and railway station - an area which is appropriate for such development.</p> |
| <p>9.2 The assessment has considered the legislative and policy context in which to determine possible heritage and townscape impacts arising from the proposal to redevelop the Site for residential use. It has reviewed and set out the historic development of the Site and of Ruislip more widely, utilising archive material and relevant historical mapping. The setting and significance of the Site has been identified and appraised, along with the character and appearance of Ruislip Village Conservation Area.</p>   | <p>9.7 Whilst the proposed height of new buildings is considered to be responsive to the built character of the surrounding townscape, its associated increase in the built massing of the Site has been assessed to cause some harm to the settings of listed buildings within the Site. On balance, this harm is considered to be mitigated by the proposed enhancement to both the fabric of the listed buildings (repairs and refurbishment works) and their setting (landscaping changes to reinstate the historic open setting). Overall, whilst giving 'great weight' to the low level of LTSH found in line with NPPF paragraph 199, the harm is assessed to be a low level of less than substantial harm.</p> |  |
| <p>9.3 The proposal takes the opportunity to redevelop a site in a sustainable townscape location and the assessment undertaken illustrates that it is responsive to the emerging character of scale and density within the surrounding area. The assessment has also judged the proposal to demonstrate consideration for the heritage sensitivities of the Site, most notably the settings of designated assets located both within and outside its boundary.</p>   | <p>9.8 Finally, this harm is judged to be outweighed by the public benefits promoted by the proposed development, associated with the sustainable delivery of additional housing within an existing site located close to the town centre. This conclusion is in line with NPPF paragraph 202.</p>   |  |
| <p>9.4 The proposal appropriately opens up the settings of the listed buildings within the Site through the demolition of non-historic hotel buildings and the removal of modern additions. It incorporates a well-considered landscaping scheme which supports the partial reinstatement of the building's historic open and green setting. Proposed enhancements to the settings of the buildings are further supported by the proposed refurbishment of the buildings themselves. Such benefits to the listed buildings are in keeping with policies SO1 and HE1 of Hillingdon's Local Plan.</p> | <p>9.9 Overall, the proposed development is compliant with policy set out in the London Borough of Hillingdon's Local Plan, 2012. The proposed development is of a high quality sustainable design which demonstrates regard to the heritage context of the Site. A such, it is compliant with Policy HE1 Heritage of the Local Plan. Similarly, the proposed development demonstrates respect for the local townscape and its distinctive character, thereby complying with BE1 Built Environment of the Plan. It is further judged to be compliant with relevant policies in the NPPF, and in alignment with the statutory requirements under the Planning (Listed Buildings and Conservation Areas) Act 1990.</p>   |  |
| <p>9.5 In order to facilitate the enhancements to fabric and remove the existing detracting additions to the listed buildings, new development must optimise the capacity of the Site (in line with London Plan Policy GG2). Nevertheless, care has been taken to maximise separation from the listed buildings and facilitate reinstatement of open space within their immediate settings. The new buildings will occupy a smaller footprint within the Site and as a result, will be taller.</p>  |  |  |
| <p>9.6 The proposed scale of new buildings is responsive to the emerging character of the surrounding townscape. Taller elements within the Site support</p>  |  |  |

# Appendix

## **Statutory List Entries.**



Sherley’s Farmhouse (THE C17 BARN MOTEL)

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1358418

Date first listed: 06-Sep-1974

List Entry Name: SHERLEY’S FARMHOUSE (THE C17 BARN MOTEL)

Statutory Address: SHERLEY’S FARMHOUSE (THE C17 BARN MOTEL), WEST END ROAD

Details:

1. 5018 WEST END ROAD (East Side) RUISLIP Sherley’s Farmhouse (The C17 Barn Motel) TQ 08 NE 41/444 II GV 2. C17 timber-framed house. 2 storeys, L-shaped with irregular fenestration. Visible framing with whitewashed brick filling. Old tiled roof. 2--and 3-light modern casements.

Sherley’s Farmhouse and the barn and outbuilding forms a group.

BARN AND OUTBUILDING TO SOUTH EAST OF SHERLEY’S FARMHOUSE (THE C17 MOTEL)

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1080139

Date first listed: 06-Sep-1974

List Entry Name: BARN AND OUTBUILDING TO SOUTH EAST OF SHERLEY’S FARMHOUSE (THE C17 MOTEL)

Statutory Address: BARN AND OUTBUILDING TO SOUTH EAST OF SHERLEY’S FARMHOUSE (THE C17 MOTEL), WEST END ROAD

Details

1. 5018 WEST END ROAD (East Side) RUISLIP Barn and Outbuilding to south-east of Sherley’s Farmhouse (The C17 Barn Motel) TQ 08 NE 41/445 II GV 2. Late C16 or early C17 2-bay barn, timber framed with queen strut roof truss, somewhat restored. Later C17 2-bay structure to north, also timber framed, with queen post roof truss. Painted brick filling, old tiled roofs. Group value with Sherley’s Farmhouse. Some modern extensions to east.

Sherley’s Farmhouse and the barn and outbuilding form a group.

RUISLIP STATION WITH ASSOCIATED FOOTBRIDGE AND SIGNAL BOX

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1380983

Date first listed: 04-Aug-2000

List Entry Name: RUISLIP STATION WITH ASSOCIATED FOOTBRIDGE AND SIGNAL BOX

Statutory Address: RUISLIP STATION WITH ASSOCIATED FOOTBRIDGE AND SIGNAL BOX, STATION APPROACH

Details

Railway station with associated footbridge and signal box. 1904, for the Harrow and Uxbridge Railway, modified 1928 by Metropolitan Railway. Buff brick with orange bands and a replacement tile roof (c. 1990). Range of single storey single depth buildings on the downside of the line with a later building on the up platform. The yard elevation has a central gable projecting forward with the doorway flanked by windows. All have segmental heads, the windows are 2 over 2 sashes with a 6 pane toplight, rendered imposts with gauged brick arches, and keystones. Orange brick decoration in the gable above. Plain entrance canopy on brackets. Wings on either side of this, to the left with five windows of similar type but without keystones, the two windows closest to the entrance are paired. Additional small wing to the left of this with one more window. The wing to the right has two pairs of windows as before and then two small lavatory windows, the additional wing has more small windows. Orange cornice band round the building. Two ridge stacks to left and one on right (one demolished on right). The platform elevation has similar features, and a seven bay canopy on cast iron columns carrying brackets with quatrefoils in the spandrels and steel beams supporting a replacement corrugated sheeting roof. The interior of the booking hall is full height with the roof supported on wide queen post trusses. Standard wrought iron lattice girder footbridge with added roof, the base is infilled on either side. The bridge dates from 1904, but was moved to its present site in 1928.

Up platform building is later as is demonstrated by early photographs of the station. It has plain brick walls with a canopy on steel supports. It dates from 1928 (photographs in Ruislip Library show it under construction in that year, along with the bridge alterations). Signal box at the north end of the up platform. 1904, restored c.1990. Apparently disused but little changed. Yellow brick locking room with timber frame above and a hipped slate roof. Entrance door up a timber staircase flanked by 6-pane windows. The track elevation is of three bays but the windows are now blocked by diagonal boarding as below. Eaves supported by curved brackets; external stack to rear. Interior not inspected but the lever frame is said to remain. This building has group value with the rest of Ruislip station. History: Ruislip station was built by the Harrow and Uxbridge Railway in 1904. The line was worked from the beginning by the Metropolitan Railway who took over the company in 1905 and converted the line to electric traction. It was vested in the London Passenger Transport Board in 1933. It is an extremely unaltered Metropolitan station for the period and is the best preserved of its country stations.



Delivery | Design | Engagement | Heritage | Impact Management | Planning  
Sustainable Development | Townscape | Transport

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