
FW: 7969/APP/2024/2451 - The Barn Hotel

From Katie Crosbie <KCrosbie@hillingdon.gov.uk>

Date Thu 14/11/24 2:00 PM

To Applications Processing Team <applicationsprocessingteam@hillingdon.gov.uk>

Dear Operations

Please can you register these comments from TfL against the above application.

Kind regards

Katie

From: Thomas Gebbett <ThomasGebbett@tfl.gov.uk>

Sent: 06 November 2024 12:01

To: Katie Crosbie <KCrosbie@hillingdon.gov.uk>

Cc: Jack Holmes <JackHolmes@tfl.gov.uk>

Subject: 7969/APP/2024/2451 - The Barn Hotel

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Hi,

Hope all is well,

I sent this case to Pedro Rizo on the 24th October, however we have noticed that he has since left Hillingdon. Just wanted to make sure you have our comments.

Thanks,

Tom

TfL Reference: HLDN/24/13

Borough Reference: 7969/APP/2024/2451

Location: The Barn Hotel, West End Road, Ruislip, HA4 6JB

Proposal: Partial demolition of 1no. Grade II Listed Building and conversion of listed buildings to provide 3no. dwellings. Demolition and redevelopment of the remainder of the site for residential use with associated infrastructure, public open space and landscaping.

The site is not in close proximity to the Transport for London Road Network (TLRN) or Strategic Road Network (SRN). However, the site borders TfL land, and falls directly south of Ruislip Station.

The site is served by 7 bus routes (398, U10, 114, 331, H13, U1, and E7) within 380m (5-minute walk) of the site. In addition, the site is within 350m (4-minute walk) of the Ruislip London

Underground Station which is served by the Piccadilly and Metropolitan lines. Consequently, the site has a PTAL of 4 on a scale of 0 to 6b, where 6b is the highest.

Transport for London (TfL) has the following comments:

Construction:

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

Healthy Streets and Active Travel Zone (ATZ):

As identified in Policy T2 of the London Plan, all developments should seek to deliver improvements that support the Mayor's Healthy Streets approach. The Healthy Streets approach seeks to improve air quality, reduce congestion and make attractive places to live and work. There are ten Healthy Streets indicators which put people and their health at the heart of decision making and aim to result in a more inclusive city where people choose to walk, cycle, and use public transport. An ATZ assessment has been completed, but TfL's position is that the ATZ conducted is extremely light touch, the routes should go to the medical practice, the nearest open space, and places of worship as a minimum. The conclusions that the ATZ on the 2 routes chosen have identified is poor. The ATZ claims that both routes have no possible improvement measures identified apart from cycle advance stop lines. TfL strongly disagree that the two routes chosen have little to no improvement needed, and request a more detailed ATZ assessment to be undertaken, which highlights the worst sections of each routes and provides possible improvement measures. The new ATZ assessment should also include a night-time ATZ as well as the daytime assessment. Once an updated ATZ assessment is conducted TfL will provide additional comments, and TfL will support the London Borough of Hillingdon in securing any appropriate improvements where necessary.

Trip Generation:

The TRICS assessment demonstrates that the proposed development is anticipated to generate 6 trips in the AM peak, 15 trips in the PM peak and 128 trips across the 12-hour period. The proposed development is expected to result in a net decrease in the AM peak (-5), and a net increase in the PM peak (+6).

Car Parking:

A total of 26 car parking spaces will be provided on site. The proposed parking provision indicates 0.36 spaces per dwelling, which is below the maximum parking levels for outer London PTAL level 4. The proposal also includes 8 of the 26 spaces being disabled person parking spaces. This is a provision of 1 disabled person space for 11% of dwellings which is greater than the 3% initial provision needed to conform with London Plan Policy. The proposal also involves 100% of the spaces being provided with active electric vehicle (EV) charging, which is in line with the London Plan Policy.

Cycle Parking:

The proposed development provides 125 long-stay cycle parking spaces, which is 1 space more than the 124 required to be in line with London Plan Policy. Long-stay cycle parking is provided in 3 separate secure cycle stores. One cycle store that is for the use of units 1-14 provides 23 spaces, another cycle store for the use of units 15-31 provides 32 spaces, and the final cycle store for units 32-72 provides 68 spaces. Although the quantum of long-stay cycle parking is London Plan compliant, the spread across the cycle stores means that units 32-72 will have an under provision of 3 spaces, which is not compliant with London Plan Policy T5.

In addition, the documents provided have no information regarding the type of cycle parking and whether accessible or enlarged cycle spaces will be provided. London Plan Policy T5 states that *'Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.'* TfL requests that improved plans highlighting the type of cycle parking are provided prior to determination. The cycle parking should be designed in line with London Cycle Design Standards (LCDS) guidance.

The development proposes 3 short-stay cycle parking, this quantum is in line with London Plan Policy. TfL requests that the short-stay cycle parking is LCDS compliant.

Travel Plan:

The Travel Plan targets a 9% decrease in single occupancy vehicle use to 50% of the journeys. This target is not ambitious enough and need to meet with the Mayors Transport Strategy (MTS) target of towards 80% sustainable travel. The Travel Plan should be secured via legal obligation.

Delivery and Servicing:

The Delivery and servicing strategy appears appropriate. A full Delivery and Servicing Plan should be secured via condition.

TfL requests that the London Underground Infrastructure Protection is consulted prior to determination, due to the proximity to London Underground assets and infrastructure.

Kind Regards,
Tom

Tom Gebbett (he/him/his)

Assistant Area Planner (West Team)

Spatial Planning I Customer and Strategy

thomasgebbett@tfl.gov.uk

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