

Report of the Head of Development Management and Building Control Committee Report

Case Officer: Dimitra Angelopoulou	7969/APP/2024/2451
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Date Application Valid:	02.10.2024	Statutory / Agreed Determination Deadline:	16.09.2026
Application Type:	Full	Ward:	Ruislip Manor

Applicant: **Chase New Homes Ltd**

Site Address: **The Barn Hotel, West End Road, Ruislip**

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 (hotel - C1 Use Class) for residential use (Class C3) with associated access, infrastructure and landscaping. (Planning Application linked to LBC Reference 7969/APP/2024/2452). (Amended plans and description of development change 24/04/26)**

Summary of Recommendation **GRANT planning permission subject to section 106 legal agreement and conditions**

Reason Reported to Committee: **Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**



Summary of Recommendation:

GRANT planning permission subject to the completion of a satisfactory section 106 legal agreement to secure the heads of terms set out below, and subject to the conditions as set out in Appendix 1.

S106 Legal Agreement Heads of Terms

It is recommended that delegated powers be given to the Director of Planning and Sustainable Growth to grant planning permission subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

- i. Affordable Housing: The obligation shall include an Early and Late-Stage Viability Review mechanism.
- ii. Delivery of approved listed building works:
 - Before the completion of all of Blocks A-C, the overall approved listed building works under this current application 7969/APP/2024/2451 and listed building application reference 7969/APP/2024/2452 shall have been completed.
- iii. London Healthy Urban Development Unit (HUDU) financial contribution of £94,106 to fund enhanced or new health facilities within the London Borough of Hillingdon.
- iv. Air Quality Mitigation contribution of £62,106.
- v. Carbon Offset Contribution of £64,889.
- vi. Public Open Space Contribution: A financial contribution of £95,000 for new, enhanced or improved access to open space within the London Borough of Hillingdon.
- vii. Employment/Construction Training Scheme: An Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- viii. Residential Parking Permits restriction (excluding Blue Badge holders).
- ix. Project Management and Monitoring Fee: A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparing the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning and Sustainable Growth), delegated authority be given to the Director of Planning and Sustainable Growth to refuse planning permission for the following reason:

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of Affordable Housing, Health, Delivery of the listed buildings conversion, Air Quality, Carbon Emissions, Public Open Space and Employment). The scheme therefore conflicts with Policies DMH7, DMHB 1, DMEI 2, DMEI 14, DMCI 4, DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policies H2, H4, H5, H6, HC1, E11, G4, SI1, SI2, DF1 of the London Plan (2021); and the National Planning Policy Framework (2026).'

E) That if the application is approved, that the permission is subject to the Conditions as set out in Appendix 1.

1 Executive Summary

- 1.1 The originally submitted proposal has been revised during the course of the application, following a process of consultation with Council's Officers. The revised application seeks full planning permission for the partial demolition of 1no. Grade II Listed Building and conversion of Listed Buildings to provide 3no. dwellings, along with demolition and redevelopment of the remainder of the site (hotel - C1 Use Class) for residential use (Class C3), incorporating new building blocks and dwellings that would range between two and four storeys in height to accommodate a total of 71 residential units. This would comprise 26x 1-bedroom homes (37%), 30x2-bedroom homes (42%), 14x3-bedroom homes (20%) and 1x4-bedroom homes (1%), with no affordable housing provision.
- 1.2 A total of 22 no. car parking spaces of active electric vehicle charging, including 2-7 disabled spaces are proposed, alongside provision of a new primary access off Garden Close, whilst maintaining the existing West End Road as dedicated access provision for emergency and pedestrian access purposes only with bollards demountable for fire vehicle access (with the exception of two houses of Block A). Improvements and activation to the northern public footpath are also proposed.
- 1.3 The application site measures 0.96 hectares in area and comprises the former 'Barn Hotel' with several buildings. It is situated to the south of Ruislip station and to the east of West End Road. Within the centre of the site are Grade II Listed Buildings consisting of Sherley's Farmhouse, the Leaning Barn and the

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Oak Room. It has a Public Transport Access Level (PTAL) of 4, on a scale of 0 to 6b where 6b is the highest.

- 1.4 The application site does not fall within a Town Centre or dedicated area identified for hotel growth within the Local Plan and, therefore, no objection is raised to the principle of the change of use from hotel to residential accommodation. It should be noted that the site has historically been used to provide residential accommodation according to the heritage listings. The proposals represent an efficient and appropriate re-use of previously developed land, and the principle of the proposed residential use is therefore supported.
- 1.5 The proposal for 21% family housing (equal to 14x3-bed houses and 1x4-bed house) contributes to meeting related housing needs within the borough and is a benefit of the scheme. However, following viability testing by the Council's third-party consultants, no affordable housing is proposed, subject to securing a legal agreement for Early and Late-Stage Viability Review mechanisms in the event that affordable housing could be provided in the future. In addition, the proposal would not meet the communal and private amenity space and on-site play space requirements.
- 1.6 The latest revision is an improvement to the original scheme in its character, appearance, connectivity and relationship to its immediate surroundings. It makes good use of a well-located site through a car-lite, residential-led redevelopment that maximises housing, brings the listed buildings back into viable use, and provides improvements in wider connectivity and wayfinding. It is also considered that the scheme as amended would not result in any significant impact to the amenity of surrounding residential properties.
- 1.7 Historic England is supportive of the scheme and commends the thoughtful response to context and the collaborative approach that has been taken. The densification of development around the Grade II listed buildings could make it more difficult to understand them as once rural buildings set in a spacious landscape. The proposal is therefore considered to cause less than substantial harm to the listed buildings, mainly through changes to their setting. In accordance with Policy HE6 of the NPPF (2026), where harm to the significance of a designated heritage asset is identified, that harm must be weighed against the public benefits of the proposal, including securing the long-term reuse of the listed building, which this proposal would provide.
- 1.8 Planning obligations are proposed to secure early and late-stage affordable housing viability review mechanisms and delivery of the listed building works to safeguard the heritage assets and ensure their viable use. Contributions are secured towards health infrastructure, air quality mitigation, carbon offsetting and public open space enhancement. An employment strategy and construction training scheme are to be secured alongside restricting parking permit allocations.

- 1.9 Subject to the planning conditions and obligations recommended, the proposed development is considered, on balance, acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability. When weighed against the less than substantial harm identified to the setting of the listed buildings, the public benefits of the proposal are considered to outweigh that harm. In reaching this decision, significant weight is afforded to the contribution that the proposal makes towards the Borough's housing supply (a net contribution of 71 residential units). This is particularly important because the Council has an evidenced unmet housing need as it cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 1st April 2026 confirmed a 2.5 year supply).
- 1.10 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there are considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Accordingly, the application is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

2 The Site and Locality

- 2.1 The application site, as outlined in red in Figure 1 below, measures 0.96 hectares in area and comprises the former 'Barn Hotel' with several buildings. It is currently used as temporary accommodation. It is situated to the south of Ruislip station, where a public footpath to the north offers connection via stairs, and to the east of West End Road. Within the centre of the site are Grade II Listed Buildings consisting of Sherley's Farmhouse, the Leaning Barn and the Oak Room.

Figure 1: Aerial Site Location Plan (application site edged red)



- 2.2 The northern part of the site adjacent to the Metropolitan Underground line is occupied by two buildings that are arranged in long blocks ("I" and "T" blocks). These provided the main accommodation for the hotel. The listed farmhouse, shown in Figure 2 below, were also used for accommodation purposes. To the south of the farmhouse, are the listed barn and its outbuildings - Leaning Barn and Oak Room, shown in Figure 3 below with their recent extensions - that were used as dining and reception areas. The hotel accommodation comprised 73 bedrooms.

Figure 2: Photograph of the Sherley's Farmhouse (Grade II listed) (sourced from the Heritage, Townscape and Visual Impact Assessment)



Figure 3: Photograph of the Barn and outbuildings to south-east of Sherley's Farmhouse (Grade II listed) (sourced from the Heritage, Townscape and Visual Impact Assessment)



- 2.3 The site lies within the Ruislip Town Centre Air Quality Focus Area. It has a Public Transport Access Level (PTAL) of 4, on a scale of 0 to 6b where 6b is the highest. Immediately to the south are 1-38 Gardens Close, part three and part four storey

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residential apartment blocks, and to the east are the rear gardens of the dwellings in Eversley Crescent. Immediately to the north is Ruislip Station with associated footbridge and signal box of Grade II listed and further to the north-west is Ruislip Village Conservation Area. A four-storey flatted development is located at Sherleys Court on the west side of West End Road.

3 Proposal

- 3.1 This application seeks full planning permission for the partial demolition of 1no. Grade II Listed Building and conversion of Listed Buildings to provide 3no. dwellings, along with demolition and redevelopment of the remainder of the site (hotel - C1 Use Class) for residential use (Class C3) with associated access, infrastructure and landscaping. Figure 4 below shows the proposed site plan of the proposal.

Figure 4. Proposed landscaped site plan: please note – larger versions of plans can be found in the Committee Plan Pack

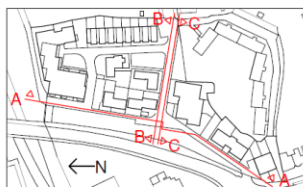


- 3.2 In particular, the proposal as amended would involve converted and new building blocks and dwellings that would range between two and four storeys in height to accommodate a total of 71 residential units together with associated landscaping, provision of a new access off Garden Close, car parking (including disabled parking bays), cycle parking, refuse stores and servicing arrangements.
- 3.3 The proposed layout would comprise the following (from south to north):
- Block A on the entrance off West End Road: 2x2-storey semi-detached houses,
 - Block B, facing West End Road: 4-storey building to provide 8 flats,
 - Block C: 3-storey building to provide 15 flats,
 - Block D: 2x 2-storey semi-detached houses, to the south of the listed barn,
 - Block E: 2x 2-storey semi-detached houses, to the south of the listed Sherley's Farmhouse,
 - Block F - listed barn converted to 2x houses; a two storey 2-bedroom house and a single storey 2-bedroom house,
 - Block G – listed farmhouse converted to 1x4-bedroom house,
 - Block H located to the rear gardens of Eversley Crescent: 2-storey terrace of 8 houses, and
 - Block K to the rear of the Ruislip station: 4-storey building to provide 31 flats.
- 3.4 The proposal would provide a mix of 26x1-bedroom homes (37%), 30x2-bedroom homes (42%), 14x3-bedroom homes (20%) and 1x4-bedroom homes (1%). As set out within the report there is no affordable housing proposed within the development due to viability.
- 3.5 Regarding the access, the proposal would be accessed for pedestrians, cyclists and, where necessary, emergency vehicles from the existing access West End Road (A4180) via the existing Wood Lane/West End Road mini-roundabout. This access would be controlled through the installation of retractable bollards across a 4.5m wide level surface. Limited vehicular access would be provided solely to serve the two units within Block A, located at the West End Road junction. Garden Close would form the main vehicular access to the development (Blocks B to K). There would be 22 car parking spaces within the centre of the site (2 of them in front of Block A, to be accessed via West End Road only). A total of 134 residents' cycle parking spaces and 3 short-stay spaces would be provided within the site.
- 3.6 The proposal would involve private gardens or balconies for all new residential units. Two landscaped open spaces would be provided; one close to the new access via Garden Close and one in front of Block K (the railway block).
- 3.7 The proposed appearance, materials and elevations are shown in Figures 5, 6, 7 and 8 below and would mainly involve brick in a range of brick tones to subtly differentiate between buildings, and metal balconies.

Figure 5: Illustrative Proposed Aerial view highlighting the proposed material palette – edged in red



Figure 6: Proposed Long Elevations 1



Section AA
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Section BB

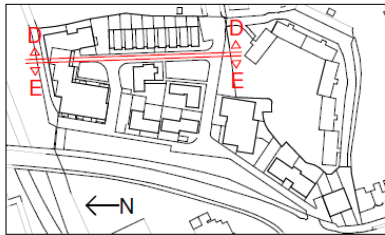


Section CC

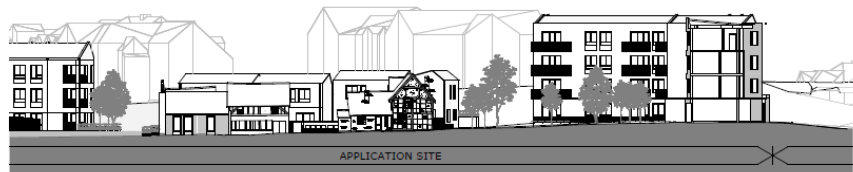
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Figure 7: Proposed Long Elevations 2

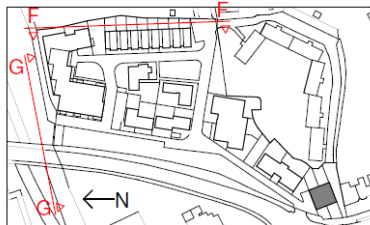


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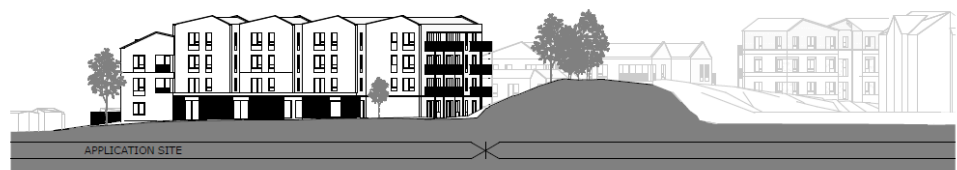


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Figure 8: Proposed Long Elevations 3



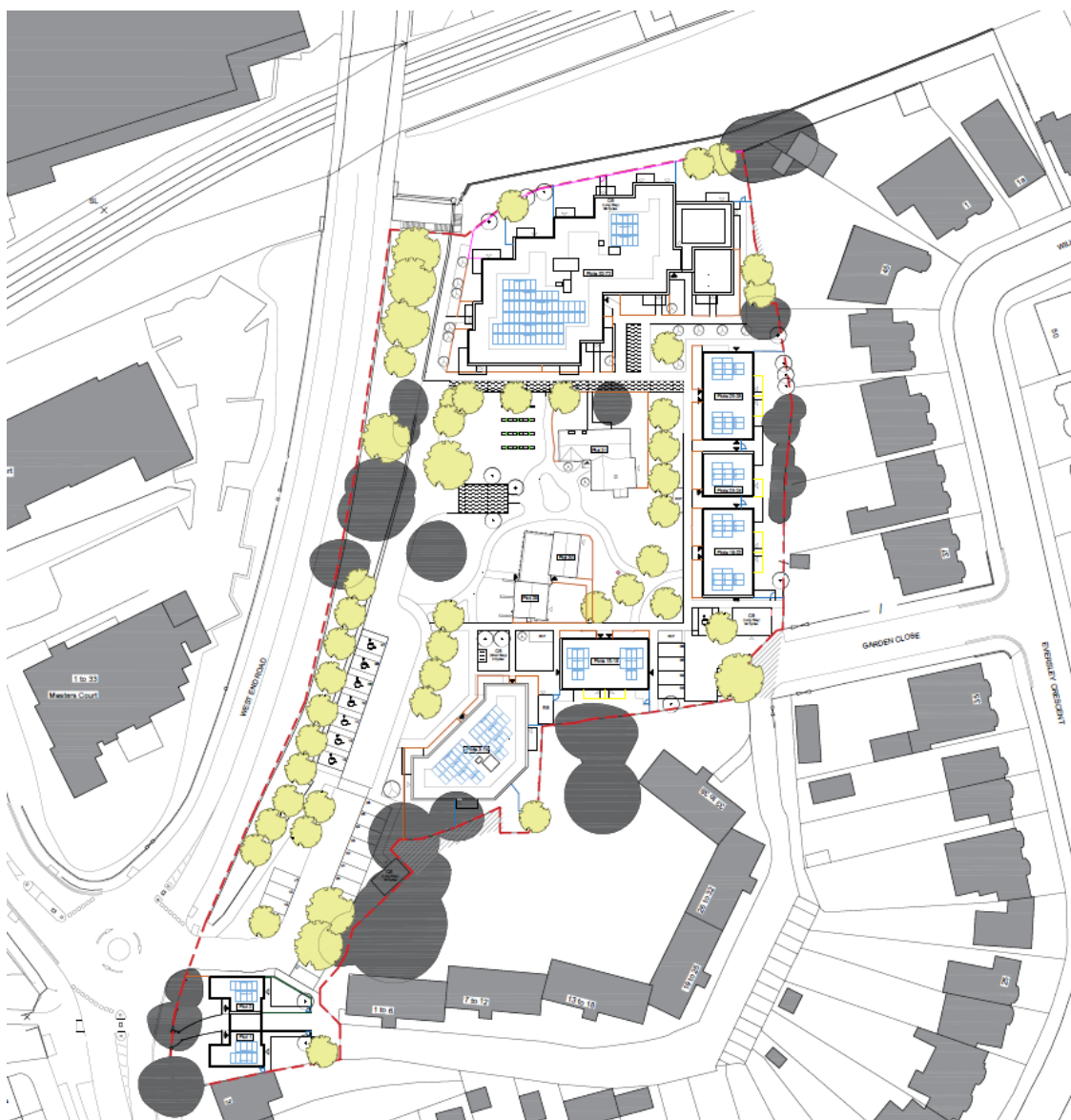
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Section GG
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3.8 During the course of the application, full amendments were agreed and submitted as part of a revised proposal. In particular, a new layout was submitted, involving fully revised blocks in shape, height and siting, and a new main access from Garden Close. The previous proposal was for 72 residential units with main access from West End Road. For completeness, Figure 9 below, shows the originally proposed site plan.

3.9 **Figure 9: SUPERSEDED – Originally proposed site plan**



4 Relevant Planning History

4.1 A list of the relevant planning history related to the property can be found in Appendix 2.

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- 4.2 Of note is the associated Listed Building Consent application referenced 7969/APP/2024/2452 which relates to the current application and is reported to the Planning Committee simultaneously. The description is as follows:

‘Listed Building Consent for the partial demolition of Grade II Listed Building and conversion of the two listed buildings from hotel (C1 Use Class) to accommodate three residential dwellings (C3 Use Class) (LBC linked to planning application reference 7969/APP/2024/2451 for the redevelopment of the remainder of the site).

- 4.3 Also of particular relevance is a listed building application referenced 7969/APP/2023/1833 was consented on 2 October 2023 for the following:

‘Listed Building Application for the partial demolition and conversion of existing Grade II Listed Buildings for residential use with associated landscaping and parking’.

- 4.4 However, this 2023 Listed Building Consent was associated with Full Planning Application referenced 7969/APP/2023/1473 for:

‘Redevelopment of the site for residential use involving the partial demolition of the existing Grade II Listed Building and conversion to 2 new residential units, demolition of surrounding buildings and erection of 2 new residential blocks with associated amenity space, landscaping and parking.’

- 4.5 The scheme proposed 96 residential units across 2 six storey blocks, 7 terraced properties and the converted listed buildings. The application was refused on 15 September 2023 for the following reasons:

- 1. ‘The proposed development by reason of its size, scale, bulk, massing, siting and design would be an inappropriate, over-development of the site that would be detrimental to the setting of these Grade II listed buildings, thus resulting in less than substantial harm to these heritage assets. Furthermore, the proposal lacks necessary detail in respect to the physical impact on and treatment of the historic fabric of the listed buildings. Thus, the level of harm to the fabric of the listed buildings, whilst less than substantial, cannot be fully determined. Consequently, the applicant has failed to demonstrate that the benefits of the proposal would outweigh the identified and potential harms. The application is therefore contrary to Policies HE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 1, DMHB 2 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020), Policy HC1 of the London Plan (2021) and Chapter 16 of the National Planning Policy Framework (2021).*
- 2. The proposed development by reason of its size, scale, bulk, massing, design, appearance, layout and visual prominence would result in a visually dominant, overdevelopment of the site, that would be at odds with the distinctive suburban character of the surrounding area, harming the visual amenity and character of the area. As such the proposal fails to accord with Policy BE1 of the Hillingdon Local Plan: Part One (November*

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2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two Development Management Policies (2020), Policies D3 and D8 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021) including paragraphs 130 and 134.

3. The proposed unit mix fails to provide sufficient family sized units, as required by the latest information on housing need in the Borough. The proposed development fails to contribute towards mixed and balanced communities and the range of housing types required within the Borough contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy H10 of the London Plan (2021).
4. The proposed cycle parking design does not conform to the London Cycling Design Standards which would result in the impractical design of cycle parking, thus reducing the level of cycle use. The application submission is therefore contrary to Policy DMT 5 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) and Policy T5 of the London Plan (2021).
5. The application fails to demonstrate that the scheme provides the necessary level of overheating mitigation to prevent the unnecessary overheating of the proposed residential units, thus resulting in poor quality and unsustainable living conditions for prospective residents. The application submission is therefore contrary to Policy SI4 of the London Plan (2021).
6. The application fails to demonstrate that the proposed development would be provided with adequate levels of daylight and sunlight amenity, thus resulting in poor quality living conditions for prospective residents. The application submission is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D6 of the London Plan (2021), and the BRE Guidelines: Site layout planning for daylight and sunlight (2022).
7. The application fails to demonstrate that suitable and appropriate sustainable drainage systems have been incorporated into the design. The application submission is therefore contrary to Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012), London Plan Policies SI 5, SI 12 and SI 13 (2021) and paragraph 169 of the National Planning Policy Framework (2021).
8. The submitted ecology report fails to provide adequate information to demonstrate that the proposed development would not result in detrimental harm to bat roosts. The application submission therefore fails to demonstrate the protection of bats and is contrary to Policy G6 of the London Plan (2021) and Policy EM7 and DMEI 7 of the Hillingdon Local Plan Parts 1 (2012) and 2 (2020) respectively.
9. The proposal fails to provide adequate provision of disabled units designed to accessible standards and therefore fails to adhere to the requirements of inclusive design. As such, the proposed development fails to accord with Policies D5 and D7 of the London Plan (2021) and Chapters 8 and 12 of the National Planning Policy Framework.

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10. *The application fails to provide adequate levels of amenity space to serve the occupants of the development, resulting in poor quality living conditions for prospective residents, contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020).*
11. *In the absence of a completed section 106 agreement, the applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (air quality mitigation, employment and construction training, carbon offset, health, travel plan and monitoring, public open space, highway improvement works, affordable housing and the prevention of future occupiers from joining the local parking management scheme). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan Part 2 Development Management Policies (2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations (2014) and Policy DF1 of the London Plan 2021).*

5 Planning Policy

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

Emerging Planning Policies

- 5.2 Policy DM4, paragraph 1, of the National Planning Policy Framework (NPPF) 2026 states:
“1. When preparing and considering development proposals, relevant policies in emerging development plans may be given weight according to:
a. The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
b. The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
c. The degree of compliance of the relevant policies in the emerging plan with the policies for plan-making in this Framework (the closer the policies in the emerging plan to the policies in this Framework, the greater the weight that may be given to them).”

Draft London Plan (July 2026)

- 5.2 The GLA are consulting on a draft new London Plan between 16th July and 15th October 2026 with the intention of replacing the previous version of the existing London Plan. Following the consultation, the draft London Plan will be subject to an independent Examination in Public before final adoption, expected in early 2028.
- 5.3 As the unresolved objections have not yet been submitted and published for decision-makers to review, limited weight can be afforded to the Draft London Plan (July 2026) at present.

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6 Consultations and Representations

- 6.1 A total of 122 no. letters were sent to neighbouring properties, site notices were displayed and an advert was posted in the local paper. The original neighbour consultation process expired on 25th October 2024, and 149 objections were received from residents. A petition in objection was also received with 66 valid signatures, from the residents of Eversley Crescent and Willow Grove. The Ruislip Residents' Association (RRA), the Ruislip, Northwood and Eastcote Local History Society and two Local Ward Councillors also submitted letters of objection.
- 6.2 Following receipt of full amended drawings and reports in 2026, full re-consultation was carried with all neighbouring properties previously notified, along with those who also responded, whilst amended site notices were posted and the application was re-advertised in the local newspaper. The revised neighbour consultation process expired on 2nd June 2026 and 67 responses were received; 66 objecting and 1 in support. A petition in objection was also received with 26 valid signatures, from the residents of the retirement Sherley's Court. The Ruislip Residents' Association (RRA), the Ruislip, Northwood and Eastcote Local History Society and two Local Ward Councillors also submitted letters of objection.
- 6.3 Representations received in response to the public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
First Consultation (October 2024)	Overdevelopment of the site, inappropriate scale, massing and design to respond to the local character.	This matter is addressed in Paragraphs 7.9 to 7.12, and 7.26 and 7.37 of the report.
149 objections received		
Petition in objection received with 66 valid signatures.	The proposal is not sympathetic to the historic buildings. At least Historic England and GLAAS should be consulted and their conditions attached. Open sightlines, heritage sensitive landscaping, and	This matter is addressed in Paragraphs 7.66 to 7.78 of the report. Please refer to Conditions 12 (Materials), 14 (Landscape), 8 (Written Scheme of Investigation) and 29 (Signage and
Ruislip Residents' Association		

(RRA), the Ruislip, Northwood and Eastcote Local History Society and Councillors Mills and O'Brien also submitted letters of objection. Second consultation (May 2026) 66 objections and 1 in support received Petition in objection received with 26 valid signatures. Ruislip Residents' Association (RRA), the Ruislip, Northwood and Eastcote Local History Society and Councillors Mills and O'Brien also submitted letters of objection.	interpretive signage to preserve the historic legibility of the barns should be proposed.	Wayfinding Strategy) as set out in Appendix 1 of the report.
	Loss of privacy and overlooking of neighbouring gardens.	This matter is addressed in Paragraphs 7.81 to 7.89 of the report.
	Boundary Fencing should be conditioned.	Please refer to Condition 14 (Landscape) as set out in Appendix 1 of the report.
	Loss of light.	This matter is addressed in Paragraphs 7.90 to 7.93 of the report.
	Noise and disturbance on neighbouring amenities.	The proposal would be for residential use in a residential area. As such, no unusual or harmful noise and disturbance would be expected as a result of this residential development.
	The revised scheme relies mainly on private gardens and balconies, with limited communal space.	This matter is addressed in Paragraphs 7.49 to 7.59 of the report.
	Parking overspill and increased traffic concerns resulting to harmful highway safety due to the new main entry being from Garden Close. Proposal should adjust to allow vehicle access from West End Rd and updated parking demand	The impact of the development on the surrounding highways network is addressed in Paragraphs 7.117 to 7.141 of this report.

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	assessment should be provided.	
	Construction traffic should be via the West End Rd access, concerns over dust and pollution from works.	A condition requiring the submission of a Construction Management and Logistics Plan would be secured by Condition 4 as set out in Appendix 1 of the report.
	Pressure on local services - Financial contributions, (CIL/S.106) to support the development of health services at the Pembroke Centre in Pembroke Rd, Ruislip and to youth recreation for neighbours, Wealdstone Youth FC and Ruislip Rugby Club.	A contribution of £94,106 would be secured through the S106 agreement towards improving local healthcare provision. A contribution would also be secured through CIL towards community infrastructure.
	Concerns over removal of trees in relation to nature and wildlife.	This matter is addressed in Paragraphs 7.105 to 7.108 of the report.
	Updated drainage and flood risk modelling should be provided to confirm that the proposed attenuation and discharge arrangements will not exacerbate flooding in surrounding streets.	This matter is addressed in Paragraphs 7.111 to 7.114 of the report.
	Fire safety and emergency access should be provided.	This matter is addressed in Paragraphs 7.64 to 7.65 of the report.

	Robust and ongoing pest control management plan should be conditioned.	This matter is covered by Environmental Health and it is not planning related.
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
Airport Safeguarding - Heathrow No objection, subject to cranes informative.	The Heathrow Airport Safeguarding comments are noted and taken into consideration as part of the planning assessment. The recommended informative has been included in Appendix 1 of the report.
Thames Water No objection subject to an informative regarding Groundwater Risk Management Permit.	The Thames Water comments are noted and taken into consideration as part of the planning assessment.
NATS (National Air Traffic Services) No objection	The NATS comments are noted and taken into consideration as part of the planning assessment.
Historic England No objection – in particular they are supportive of the proposal, considering that the application presents a good solution for the site from a heritage perspective and recommend that the Council should approve this application as any harm to significance would be limited and could be balanced favourably by the wider heritage benefits that the proposals could deliver. They recommended high quality materials condition and securing the listed building works.	The Historic England comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 12 (Materials) as set out in Appendix 1 of the report, and S106 Head of Term (ii) for securing listed building works.
Greater London Archaeological Advisory Service (GLAAS)	The GLAAS comments are noted and taken into consideration as part of the planning assessment.

No objection subject to a two-stage archaeological condition, including a public engagement, and a historic building recording condition.	Please refer to Conditions 8 (Written Scheme of Investigation) and 9 (Historic Building Recording) as set out in Appendix 1 of the report.
Transport for London (TfL) The site is not in close proximity to Transport for London Road Network (TLRN) or Strategic Road Network (SRN). However, the site borders TfL land, and falls directly south of Ruislip Station. <u>Access</u> The revised proposals reduce the vehicle dominance on the access roads into the site, which is welcomed. However, TfL have concerns regarding the northern pedestrian access and footway, particularly in relation to safety, inclusivity, and overall user experience, especially during night-time conditions. <u>Healthy Streets</u> TfL states that the conclusion of the Active Travel Zone (ATZ) assessment that no improvements are required on assessed routes are not sufficiently justified and should be revisited. The ATZ assessment does not adequately assess the northern stepped access route, which is likely alternative route to the station. An updated assessment should be completed. <u>Cycle Parking</u> The proposed quantum of cycle parking complies with relevant London Plan standards. Clarifications on the store locations for each block is required, as well as the split of cycle parking stands including the minimum 5% of stands for adapted or larger cycles as required in the LCDS (London Cycle Design Standards).	The TfL comments are noted and taken into consideration as part of the planning assessment. <u>Access & Healthy Streets</u> The applicant has submitted a response regarding the comments over the access and Active Travel Zone assessment, by stating that they are providing significant improvements in relation to the northern footpath, compared to the existing situation. This is accepted and this matter is addressed in detail in Paragraphs 7.117 to 7.125 of the report. <u>Cycle parking</u> This matter can be conditioned accordingly. Please refer to Condition 14 (Landscape) as set out in Appendix 1 of the report. <u>Car Parking</u> Noted. Please refer to Condition 19 (Parking Design and Management Plan) as set out in Appendix 1 of the report.

<u>Car Parking</u> TfL welcome the reduction in car parking at the site. A CPMP (Car Parking Management Plan) should be secured, to ensure appropriate enforcement of car parking. <u>Delivery-Servicing & Construction</u> A Delivery and Servicing Plan and a detailed Construction Logistics Plan should be secured by conditions.	<u>Delivery-Servicing & Construction</u> Please refer to Conditions 20 (Delivery and Servicing Plan) and 4 (Construction Logistics Plan) as set out in Appendix 1 of the report.
Transport for London (TfL) - Infrastructure Protection They have no objection in principle, but they have requested two conditions to ensure that the redevelopment of the site situated close to London Underground railway infrastructure would not have a detrimental impact on this infrastructure.	These comments are noted and taken into consideration as part of the planning assessment. Please refer to Conditions 10 and 15 as set out in Appendix 1 of the report.
Environment Agency No objection subject to unidentified contamination, piling and SuDS Infiltration conditions.	Their comments are noted and taken into consideration as part of the planning assessment. Please refer to Conditions 5 (Contamination), 41 (SuDS Infiltration) and 42 (Piling) as set out in Appendix 1 of the report.
Designing Out Crime Officer Recommendation that that a Secured by Design condition be attached to the development.	Please refer to Condition 26 (Secured by Design) as set out in Appendix 1 of the report.
Internal Consultation	
Contaminated Land Officer No objection subject to a condition requiring the submission of a scheme to deal with unacceptable contamination, to be submitted prior to the commencement of development.	The Contaminated Land Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 5 (Contamination) as set out in Appendix 1 of the report.

Noise Officer No objection subject to conditions to secure appropriate levels of noise for residential occupiers.	The Noise Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 32 (Noise Levels) as set out in Appendix 1 of the report.
Lead Local Flood Authority (LLFA) The LLFA noted that the proposal has sufficiently demonstrated the use of the London Plan's drainage hierarchy but requested further information from the applicant to demonstrate that the full site area of the development has been included in the drainage calculations and to provide the greenfield and existing runoff volumes.	The LLFA comments are noted and taken into consideration as part of the planning assessment. It is considered reasonable to assume that a sufficient and acceptable drainage strategy could be secured at the detailed design stage of the planning process. Accordingly, a revised final Drainage Strategy is proposed to be secured by Conditions 6 (Sustainable Drainage Scheme Details) and 23 (Sustainable Drainage Scheme Verification) as set out in Appendix 1 of the report.
Air Quality Officer No objection subject to conditions securing i) control of dust ii) control of emissions from Non-Road Mobile Machinery, and legal agreement for contribution of £62,106 to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal.	The Air Quality Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to Conditions 4 (Construction Logistics and Management Plan), 27 (Low Emission Strategy) and 33 (Non-Road Mobile Machinery) as set out in Appendix 1 of the report. Please refer to the planning obligation proposed to be

	secured under S106 Head of Term (iv).
Highways Authority The proposal's likely activity is considered relatively absorbable in generation terms and can be accommodated within the local road network without notable detriment to traffic congestion and road safety and therefore does not raise concern or specific issue. The submitted Active Travel Zone (ATZ) assessment is accepted, and no further action is therefore recommended. The proposal complies with car and cycle parking standards. Conditions regarding Parking Design Management Plan, Travel Plan, and Construction Management Plan should be attached to any decision.	The Highways Authority comments are noted and taken into consideration as part of the planning assessment. Please also refer to Conditions 4 (Construction Logistics and Management Plan), 14 (Landscape Scheme), 19 (Parking Design and Management Plan) and 21 (Travel Plan) as set out in Appendix 1 of the report.
Planning Policy Officer Loss of hotel accommodation is accepted and the gain of residential accommodation is welcomed. The revised housing mix would be slightly in excess of 20% of units being family sized and would be deemed acceptable given close proximity to Ruislip Station. Regarding affordable housing, the submitted viability assessment should be tested by a third-party consultant.	The Planning Policy Officer comments are noted and taken into consideration as part of the planning assessment.
Urban Design Officer No objection subject to conditions securing detailed landscaping strategy, boundary treatments, materials and detailing, traffic control, play space strategy detailing and lighting strategy.	The Urban Design Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to Conditions 12 (Materials), 14 (Landscape scheme), 16 (Play Strategy), 20 (Delivery and Servicing Plan), and 28 (External Lighting Strategy) as set out in Appendix 1 of the report.

Conservation Officer No objection subject to a planning obligation secured to ensure that the approved works are undertaken to the historic buildings and that they are restored so that the heritage benefits of the scheme are realised.	The Conservation Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to the planning obligation proposed to be secured under S106 Head of Term (ii).
Waste Officer Following clarification received regarding the waste and recycling capacity and collection point distance, no objection is raised.	The Waste Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to Conditions 14 (Landscape scheme) which includes refuse storage and capacity) as set out in Appendix 1 of the report.

7 Planning Assessment

Land Use Principles

Loss of Hotel

- 7.1 Policy E10 of the London Plan (2021) outlines that in outer London, serviced accommodation should be promoted in town centres and within Opportunity Areas. The Local Plan: Part 2 (2020) outlines in Policy DME 5 that visitor accommodation is supported in accessible sustainable locations as defined in the Site Allocations and Designations document. This document identifies Hotel Growth locations in both Hayes and Uxbridge. Paragraph 2.24 also notes that, in accordance with national planning policy, hotel development of an appropriate scale will also be acceptable in other town centres.
- 7.2 The proposal seeks to change the use of the site from Hotel (Use Class C1) to residential (Use Class C3). As such, the proposal would result in a loss of the hotel and its ancillary uses, such as the on-site restaurant and bar. Although the proposal is not in accordance with the wider strategic objective to increase hotel accommodation across the borough, it is noted that the application site does not fall within a Town Centre or dedicated area identified for hotel growth within the Local Plan. As a result, no objection is raised to the principle of the change of use from hotel to residential accommodation.

Residential

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- 7.3 The National Planning Policy Framework (NPPF 2026) requires the Local Planning Authorities to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions, in a way that makes as much use as possible of previously developed land.
- 7.4 The London Plan 2021 encourages intensification and optimising of land subject to justification within the local context. Policies GG2 and H1 of the London Plan support the need for additional residential development within London and also encourage optimising the potential of brownfield sites for residential use, where they are compatible with the surrounding development context. In particular, Policy H1 states that this is particularly the case on sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station, such as the application site, or town centre boundary.
- 7.5 Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 - Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan (2021).
- 7.6 In line with the NPPF and Policy H1 of the London Plan, the site would represent a suitable site for the delivery of residential development which optimises the potential for housing delivery. Moreover, it is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/26 confirmed a 2.5 year supply). This contributes to an evidenced unmet housing need within the Borough. In accordance with Policy HO7 of the National Planning Policy Framework (August 2026), substantial weight should be given to the benefits of providing homes that contribute towards meeting identified housing needs.
- 7.7 For the purposes of the National Planning Policy Framework, the application site is located within a settlement. Accordingly, the proposal requires to be assessed against Policies S3 and S4 of the Framework. Policy S4 states that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects when assessed against the national decision-making policies of the Framework.
- 7.8 The proposal is considered to comply with the Development Plan. Furthermore, when assessed against the national decision-making policies of the Framework taken as a whole, the identified adverse effects would not substantially outweigh the benefits of the development. Significant weight is therefore afforded to the proposal's contribution towards addressing the Borough's identified housing needs, and the development is considered acceptable in principle. It is therefore considered that the proposals represent an efficient and appropriate re-use of previously developed land, and that the principle of the proposed residential use is therefore supported in general terms, subject to all wider implications which are assessed further below.

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Density

- 7.9 Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2. Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid-range density scales. Table 5.2 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.
- 7.10 Policy D3 (Optimising Site Capacity through the Design-led Approach) of the London Plan (2021) further requires all development to make the best use of land following a design-led approach that optimises the capacity of sites, including site allocations and offers no density matrix figures. The policy further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- 7.11 The PTAL rating for the site is 4, which identifies the area as having a good level of public transport accessibility. Table 5.2 indicates that sites within 4-6 rating should provide between 495 - 1,100 habitable rooms per hectare and between 165 - 405 units per hectare if the scheme proposes mostly flats. Using an approximate site area of 0.96 hectares, the site should provide 475-1,056 habitable rooms or 158-389 units. The proposal would provide 203 new habitable rooms and 71 new units. Whilst the development provides a density which is lower than the guidance set out within Table 5.2, the site accommodates Grade II listed buildings which makes this a very sensitive location. Significant weight is afforded to protecting the setting of the heritage assets, thus a design led approach is required, rather than a scheme which achieves the density guidelines.
- 7.12 It is also noted that these standards are only intended as a guide and density guidance has largely been superseded by the design-led approach taken by Policy D3 in the latest London Plan (March 2021). The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth and existing and planned supporting infrastructure. The policy then goes on to highlight the relevant considerations which would contribute to defining an appropriate density such as site context, amenity considerations etc. These aspects of the proposal are considered in detail within the relevant sections of this report.

Housing Mix

- 7.13 The London Plan (2021) outlines in Policy H10 that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.
- 7.14 In terms of factors specific to a site, Policy H10 also includes a need to consider the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity, such as the application site.
- 7.15 Family housing is defined within the glossary of the London Plan and outlines it must generally be of a size that has three or more bedrooms. It is worth noting that the Secretary of State directed changes to Policy H10, in order to address the need for new family housing, to prevent families from being forced to move outside of London. These changes are incorporated into the London Plan (2021).
- 7.16 The unit mix proposed is summarised below:
- 26x 1-bedroom homes (37%),
 - 30x2-bedroom homes (42%),
 - 14x3-bedroom homes (20%),
 - and 1x4-bedroom homes (1%).
- This mix includes some dwellinghouses; 14x3-bedroom dwellinghouses, 2x2-bedroom dwellinghouses and 1x4-bedroom dwellinghouses. It is of note that the revised housing mix is considered to represent a betterment from the previous scheme. There are no longer any studio units within the scheme and a lower overall provision of 1-bed homes proposed, with a higher proportion of 2-bedroom units.
- 7.17 The site's family housing provision would therefore be 21% which is acceptable, contributing to meeting related housing needs within the borough and is a benefit of the scheme. The remaining units would be 1 and 2 bedroom, which is appropriate within this location of PTAL 4. The development is therefore considered to comply with Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy H10 of the London Plan (2021).

Affordable Housing

- 7.18 As per Policy DMH 7 of the Hillingdon Local Plan (2020) and Policies H5 and H6 of the London Plan (2021), the development will need to provide affordable housing. Policy DMH 7 states that development with a capacity to provide 10 or

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more units will be required to maximise the delivery of on-site affordable housing. Subject to viability, and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with a tenure split of 70% social/affordable rent and 30% intermediate, as set out in Policy H2 of the Hillingdon Local Plan: Part 1 (2012).

- 7.19 Where an application does not meet the requirements set out in Policy H5, Part C, of the London Plan (2021) it must follow the viability tested route. Policy H4, Part B, of the London Plan (2021) also states that affordable housing should be provided on site and only provide off-site or as a cash in lieu contribution in exceptional circumstances. This is also supported by Policy DMH 7.
- 7.20 The revised scheme does not provide any affordable housing (similarly the original scheme did not include any affordable housing) and was accompanied by a Financial Viability Assessment (FVA). This FVA concluded that providing a scheme of 100% private housing falls short of delivering a recognised acceptable level of profit, and any on-site affordable housing would only reduce this profit level further, rendering the proposals unviable. This has been subject to viability testing by the Council's third-party consultants.
- 7.21 Following such assessment, there was disagreement between parties regarding the Existing Use Value (EUV) of the site. To this end, the applicant on 7 August 2026 provided a new assessment of EUV by another independent valuer. This was assessed by the Council's third-party consultants who concluded that the proposed development with 100% private housing generates a deficit of - (negative) £402,966. Given this, it is accepted that the proposal cannot provide any affordable housing. However, in the event of an approval, it is recommended that a planning obligation be secured to include an early and late stage review of the viability of the site to uplift the provision of affordable housing if shown to be viable, as defined by Policy H5 of the London Plan (2021). This is proposed to be secured under S106 Head of Term (i).
- 7.22 This policy conflict attracts negative weight in the planning balance, which must be weighed against the planning benefits of the scheme, including the provision of a range of market housing with a policy compliant mix of housing to best meet needs within the Housing Market Area.

Employment Use

- 7.23 The Barn Hotel is currently closed as a conventional hotel business and the supporting documents which include various commercial reports evidence that there is no realistic option for the conventional hotel use to resume. However, the site is currently being used as temporary accommodation within its existing lawful use class. The site accommodates designated heritage assets, and it is not uncommon for owners to utilise meanwhile uses to protect these assets from deteriorating by having them occupied. While there would have been a level of employment associated with the hotel use which will be lost, the site has no prospect of re-opening as conventional hotel and is not within a designated

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employment area. As a result, the loss of employment is accepted in principle in this instance.

- 7.24 Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. The applicant has agreed to provide an employment strategy and construction training scheme which is proposed to be secured by a Section 106 legal agreement under Head of Term (vii).

Economy

- 7.25 Chapter 7 of the NPPF (2026) states that significant weight should be placed on the need to support economic growth and productivity. It is agreed that there would be some economic benefits arising from the proposed scheme and weight is afforded to such benefits.

Design

Impact on the Character and Appearance of the Area

- 7.26 Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by the NPPF (2026) at chapter 14.
- 7.27 It should be noted that heritage matters are assessed in a subsequent section of this report, and therefore this section and assessment that follows focuses on urban design, townscape and character impact.
- 7.28 The application site is located within a mixed character area. To the north and west is an area comprising buildings of greater scale and height, located near Ruislip station and the railway line. Sherleys Court and Masters Court comprise two large blocks of retirement housing, of 4 storeys and are located immediate to the west. This 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.

- 7.29 Immediately to the east are houses located in Eversley Crescent which typically comprise single storey bungalows or two-storey semi-detached residences. Houses located on Willow Grove are bungalows and maintain a low height. Immediately to the south are 4-storey residential buildings located along Garden Close.
- 7.30 The application site adjoins Ruislip station and has therefore a transitional character as explained above. The former Barn Hotel has gradually expanded since the 1950s, altering the character of the site with the post war development to greatly outnumber the original buildings and former open rural setting of these buildings.
- 7.31 The originally submitted proposal has been revised following a process of consultation with officers. The proposal would involve a collection of residential buildings, centered around the site's heritage assets. Regarding the proposed layout of the proposal, the blocks are arranged in perimeter layout while maintaining some openness within the site. The proposed buildings are positioned to frame streets and communal spaces, whilst the listed buildings are retained and integrated within the layout, with some new communal amenity spaces created.
- 7.32 Building heights are limited to a maximum of 4 storeys, focused on the northern end of the site, closest to the railway and on the south-west end of the site, next to the West End roundabout reflecting the 4 storey developments in these areas. However, building heights are moderated towards the site boundaries, ensuring a sensitive relationship with neighbouring properties and reducing potential impacts in terms of overlooking, daylight, and sense of enclosure.
- 7.33 The key components of the development are:
- Block A on the entrance off West End Road: 2x2-storey semi-detached houses,
 - Block B, facing West End Road: 4-storey building to provide 8 flats,
 - Block C: 3-storey building to provide 15 flats,
 - Block D: 2x 2-storey semi-detached houses, to the south of the listed barn,
 - Block E: 2x 2-storey semi-detached houses, to the south of the listed Sherley's Farmhouse,
 - Block F - listed barn converted to 2x houses; a two storey 2-bedroom house and a single storey 2-bedroom house,
 - Block G – listed farmhouse converted to 1x4-bedroom house,
 - Block H located to the rear gardens of Eversley Crescent: 2-storey terrace of 8 houses, and
 - Block K to the rear of the Ruislip station: part 2, part 3, part 4-storey building to provide 31 flats.
- 7.34 The application is also supported by a Townscape Visual Impact Assessment which illustrates the level of change resultant of the development from key viewpoints. Given the surrounding area and these key viewpoints, the revised

scheme responds positively to the transitional character of the site and its sensitivity regarding the heritage assets and townscape context.

7.35 The proposal would also involve a new primary access off Garden Close, achieving a clear and legible site access from both east (Garden Close) and west via West End Road retained for pedestrian access only (apart from only vehicular access to the two entrance houses). This new primary access is considered to improve the overall connectivity and movement through the site and is an improvement to the originally submitted scheme. An additional pedestrian access point into the public footpath to the north of the railway Building K is also proposed to activate the frontage, by removing the boundary wall and replaced it with shrub planting for public realm enhancements.

7.36 The proposal has been scrutinised by the Council's Urban Design Officer who commented that this latest revision is an improvement to the original scheme in its character, appearance, connectivity and relationship to its immediate surroundings. They also added that it makes good use of a well-located site through a car-lite, residential-led redevelopment that maximises housing, brings the listed buildings back into use, and provides improvements in wider connectivity and wayfinding. To secure that these improvements are delivered, they made several recommendations that are recommended to be secured via conditions:

- i) Detailed landscaping strategy — the distribution of trees and low-level vegetation across the site, proposed species, and demonstration of growing-medium extent / depths (especially for trees). Greater detail of what improvements are being proposed for the existing West End Road embankment (e.g. recladding / signage, other).
- ii) Boundary treatments — should be conditioned as “notwithstanding” the current proposed. A colour-coded plan of boundary types across the entire site, accompanied by proposed materials and details should also be submitted.
- iii) Materials and detailing — Samples, product data sheets and precedent photographs where possible, covering surfacing, façade and discernible roof materials and details, including soffits where balconies are provided and rainwater goods where applicable.
- iv) Traffic control / management — details of any measures restricting traffic through the site (e.g. barriers), designed in keeping with the character of the scheme.
- v) Play space strategy, materials and details.
- vi) Lighting strategy.
- vii) Signage and wayfinding strategy — including signage leading to and from the station and the high street.

7.37 Subject to the recommended Conditions 11, 12, 13, 14, 15, 18, 19, 20, and 28 as detailed in the Appendix 1 of this report, the proposal would be of high quality in accordance with the relevant Policies and has addressed the points raised by the Council's Urban Design Officer.

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Residential Quality

- 7.38 Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.
- 7.39 Policy D6 of the London Plan (2021) states that housing development should be of high-quality design and provide adequately sized rooms. Table 3.1 requires the following:
- One storey 1-bed 2-person unit: minimum 50 square metres GIA;
 - One storey 2-bed 3-person unit: minimum 61 square metres GIA;
 - One storey 2-bed 4-person unit: minimum 70 square metres GIA;
 - Two storey 2-bed 3-person unit: minimum 70 square metres GIA;
 - Two storey 3-bed 4-person unit: minimum 84 square metres GIA;
 - Two storey 3-bed 5-person unit: minimum 93 square metres GIA; and
 - Two storey 4-bed 8-person unit: minimum 124 square metres GIA.
- 7.40 The proposal comprises the following detailed housing mix:
- 26 no. one storey 1-bedroom 2-person homes
 - 6 no. one storey 2-bedroom 3-person homes
 - 1 no. two storey 2-bedroom 3-person homes
 - 23 no. one storey 2-bedroom 4-person homes
 - 10 no. two storey 3-bedroom 5-person homes
 - 4 no. two storey 3-bedroom 4-person homes
 - 1 no. one storey 4-bedroom 8 person homes
- 7.41 Based on the plans submitted, all units proposed exceed the minimum internal floorspace standards.
- 7.42 In relation to the internal layout of the proposed units, at least 70% of the dwellings would be dual aspect, in accordance with Policy D6 of London Plan which seeks to maximise the provision of dual aspect dwellings, with no north facing single aspect units.
- 7.43 An internal Daylight and Sunlight Assessment has been submitted in accordance with the Building Research Establishment publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (Third Edition, published in 2022), more commonly known as 'the BRE guidelines. The report concluded that 96% of the habitable rooms achieve or exceed the guideline recommendations for the illuminance methodology, which is a very good level of daylight adherence.
- 7.44 Regarding sunlight exposure, 100% of the units contain at least one habitable room that achieves the BRE's minimum recommendations for sunlight exposure on 21st March, which is a very good level of adherence. In terms of sunlight to the proposed amenity spaces, all but one of the areas assessed achieve good levels of direct sunlight in March for at least two-hours. The additional June

assessment, when the spaces are likely to be utilised and enjoyed, demonstrates that all areas will receive at least two hours of sunlight to over half their area.

- 7.45 Therefore, the above BRE report demonstrates that the proposed development would ensure high levels of compliance with the BRE guidelines. Whilst the BRE guidelines is advisory, they provide a good indication of the standard of housing for the future occupiers.
- 7.46 With regard to interrelationship between the new dwellings, no harmful overlooking or loss of privacy would occur, since, where there is such a potential, the proposed windows are either at angle or serve secondary windows or there is a road intervening the dwellings. As such, no harmful overlooking or loss of privacy is considered to occur for future occupiers. Condition 14 will ensure that adequate hard and soft landscaping would be provided, especially in habitable areas close to a public footpath, where loss of privacy could occur.
- 7.47 Bin storage areas are proposed at ground floor level, in two communal areas to the north and south, serving the blocks of flats, and in front of each dwellinghouse. Following further clarification provided in relation to the proposed capacity of refuse and recycling storage, the Council's Waste Officer raises no objection. This capacity is recommended to be secured by Condition 14.
- 7.48 Overall, given the above considerations, the proposal is considered to provide a sufficient level of quality of accommodation.

Amenity Space

- 7.49 Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the standards set out in Table 5.3. In summary, each unit type should provide at least the following levels of amenity space:
- 2 and 3-bedroom houses: 60sqm,
 - 4-bedroom houses and larger: 100sqm,
 - 1-bedroom flats: 20sqm,
 - 2-bedroom flats: 25sqm, and
 - 3-bedroom flats and larger: 30sqm.
- 7.50 At the same time, the London Plan Policy D6 requires that each new flat is provided with a minimum amenity space of 5sqm for 1 to 2-person flats with an additional 1 sqm for each additional person.
- 7.51 The proposed development would provide 71 residential units. This would require the following amenity space provision:
- 26 no. 1-bedroom flats x20sqm: 520sqm
 - 28 no.2-bedroom flats x25sqm: 700sqm
 - 2 no. 2-bedroom housesx60sqm: 120sqm
 - 14 no. 3-bedroom housesx60sqm: 840sqm
 - 1 no. 4-bedroom housex100sqm: 100sqm.
- Total: 2,280sqm

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7.52 Based on the proposed plans the following amenity space is proposed:

Block A

1 x 3 bed houses = 57sqm

1 x 2-bed houses = 60sqm

Block B

8x2-bedroom flats

170sqm communal amenity space

Each flat has a private balcony or private garden of 7-9sqm

Block C

13x1-bedroom flats

2x2-bedroom flats

Approximately 210sqm communal amenity space

Each flat has a private balcony or private garden of 5-7sqm

Block D

1x3-bedroom house =61sqm

1x3-bedroom house =48sqm

Block E

1x3-bedroom house =76sqm

1x3-bedroom house =50sqm

Block F – Listed barn

1x2-bedroom house = no provision

1x2-bedroom maisonette = 81sqm

Block G – Listed farmhouse

1x4-bedroom house = 134sqm

Block H

8x3-bedroom houses; each has a private rear garden between 33-50sqm

Block K

13x1-bedroom flats – each with private balconies of at least 7sqm

18x2-bedroom flats – each with private balconies of at least 7sqm

- Total combined amenity space: 1,678

7.53 The proposed development, even when taking into account the communal amenity space, would provide below the private amenity space required by Hillingdon Plan policy which is weighed against the scheme. However, it is acknowledged that the proposal incorporates listed buildings that are converted for a viable use and the scheme meets the London Plan's amenity space standards.

Play Space

- 7.54 London Plan Policy S4 (2021) requires residential developments to provide good quality, accessible play space for all ages, with a minimum of 10 sqm of play space per child. This space must offer a stimulating environment, be safely and independently accessible from the street, form an integral part of the neighbourhood, incorporate trees or greenery, be overlooked for passive surveillance, and not be segregated by tenure. These requirements are reinforced by the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation, which maintains the 10 sqm per child benchmark, requires on site provision for under-fives, and emphasises that play facilities must not be tenure separated. At the local level, Hillingdon Local Plan Part 2 Policies DMCI 5 and DMHB 19 apply the borough's child yield calculations alongside the London Plan standards, including the 10 sqm per child requirement and a 400-metre accessibility standard to equipped play areas. In areas identified as play space deficient, new development is expected to provide additional play provision to meet benchmark standards.
- 7.55 Based on the GLA's Population Yield Calculator, the proposal would require 215.8 square metres of play space on-site. The proposal would provide no dedicated play space and this weighs against the scheme. It would only include some informal play features within the green areas in front of the converted listed barn. As a result, it was considered as to whether a financial contribution in lieu of this provision would be required. It is noted that within 500 metre walking distance is Shenley Park which has a well-equipped playground. Whilst this is not sufficient, it was considered that a generous public open space contribution, as detailed in the section below, would serve to cover both shortfalls of the proposal. It should also be noted that financial contributions not only need to meet the NPPF tests but also need to be weighed against the viability considerations. In this case adding an additional contribution for playspace would place further unnecessary viability pressure on the delivery of the scheme and in light of the contribution towards public open space which is to be secured is not considered necessary to mitigate harm.

Public Open Space

- 7.56 London Plan Policy G4 (2021) requires development proposals to deliver publicly accessible open space, particularly in areas of open space deficiency. Hillingdon Local Plan Part 1 Policy EM4 (2012) seeks to safeguard, enhance and expand the Borough's network of open spaces, supporting carbon capture, active lifestyles and access to open space within walking distance of homes, with a presumption against any net loss of open space. Major developments are expected to contribute to new or improved provision. Complementing this, Hillingdon Local Plan Part 2 Policy DMCI 4 (2020) supports major residential schemes only where they provide new or enhanced open space that meets the needs of future occupiers and helps address deficiencies in quantity, quality or accessibility. New open space should integrate with wider green networks, and in town centres may take the form of civic space. Proposals that fail to provide

appropriate, well-located and high-quality open space, or that would result in inadequate or unsuitable provision, will be resisted.

- 7.57 Using a 20 square metres per person requirement (based on 2.0 ha per 1,000 people required by London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)) and estimated 190 occupants (based on 2.67 average household size in Hillingdon (as of 2011 census) to reflect that they will never be full at the same time), the development should provide 3,800 square metres of publicly accessible open space.
- 7.58 The proposed plans indicate that no publicly accessible open space is to be provided. If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required. In the context of the proposed development, it is considered appropriate that contributions are sought for the enhancement of existing public open space within the Borough. Based on the Planning Obligations Supplementary Planning Document (July 2014), the sum calculated equals £95,000. The applicant is agreed to this contribution.
- 7.59 Subject to a Section 106 agreement securing a financial contribution in accordance with the above (S106 Head of Terms (vi)), the proposal would accord with Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) and Policy G4 of the London Plan (2021).

Accessibility

- 7.60 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) specifically requires at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' with the remaining dwellings to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 7.61 The proposed development would deliver 7no. M4(3) units, equating to 10% of all units in accordance with policy requirements. The remainder (86%) of new build dwellings would be delivered as M4(2) with the exception of the listed building conversions which are only possible as M4(1). The delivery of these units is secured via Condition 31. Subject to this, the proposal would therefore accord with Policies D5 and D7 of the London Plan (2021).

Security

- 7.62 Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. This is supported by Policy D11 of the London Plan (2021).
- 7.63 A Secured by Design condition has been recommended by the Designing Out Crime Officer to achieve appropriate accreditation. Subject to Condition 26, the

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proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

- 7.64 Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in fire safety terms.
- 7.65 A Fire Statement has been submitted, prepared by a suitably qualified assessor and demonstrates consideration of fire safety principles early in the development process. The London Fire Brigade have been consulted but have not submitted any specific comments. The compliance with the submitted Fire Statement is proposed to be secured by Condition 30. Subject to this condition, the proposed development would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

- 7.66 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty on the Local Planning Authority, requiring that in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 7.67 The NPPF (2026) states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. London Plan Policy HC1 states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities.
- 7.68 Policy DMHB 1 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where, among others, it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF.
- 7.69 The site accommodates the Grade II listed Sherley's Farmhouse, which dates back to the early 17th Century. The historic farmstead at the heart of the site is an important remnant of the medieval village of Ruislip prior to the arrival of the railway and subsequent Metro-land development in the early twentieth century. It is of a traditional timber-framed construction that is 2-storey in height with a single storey extension with catslide roof to its south-eastern side, and L-shaped in plan with irregular fenestration. The external framing has been painted black

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with the masonry infill painted white. The building is finished with an old, tiled roof. Internally, the building still retains much of its original timber framing and its bay configuration can still be clearly discerned along with other features of interest. The asset derives significance from its architectural and historic interest as a seventeenth-century farmhouse. This interest is limited, however, by the extensive evidence of alteration to the asset's historic fabric, layout and use.

7.70 There are two Grade II Listed barns to the southeast of the farmhouse which are believed to date back to the late 16th or early 17th Century. The 'Leaning' Barn formed of two-bays and constructed from traditional timber framing with queen strut roof truss has been restored. The other barn (the Oak Room) is also a traditional timber-framed construction and has had a later floor installed. The barns have been extended and joined extensively with later single-storey extensions of little or no architectural interest to provide facilities and function rooms for the running of the hotel. The asset derives significance from its architectural and historic interest as a pair of seventeenth-century farm buildings. This interest is severely limited, however, by the extensive alteration to the asset's historic fabric and layout, and, most notably, it's near complete envelopment by unattractive and poor quality modern extensions.

7.71 The proposal involves both the conversion of the listed buildings for residential use along with the removal of modern extensions to the listed barn buildings, and the introduction of additional residential buildings impacting on the listed buildings' setting. The detailed internal and external works to the listed buildings are assessed under the associated Listed Building Consent application referenced 7969/APP/2024/2452 which is also reported to the Planning Committee. It is noted that a heritage plaque is proposed to be installed within the communal amenity space in front of the listed buildings.

7.72 Historic England is supportive of this proposal and, in particular, stated that;

'The impact of the proposals on their significance would be mixed. The removal of existing unsympathetic extensions and their sensitive conversion would have a clear positive effect. Whilst their setting is already compromised, the densification of development around them could make it more difficult to understand them as once rural buildings set in a spacious landscape.'

However, we note that the revised design offers a considerable improvement on the scheme as originally submitted. The layout, scale and particularly the varied roofscape design would help to ensure that the listed buildings appear well integrated with the development as a whole, whilst creating a more sympathetic setting for them.

We commend this thoughtful response to context and the collaborative approach that has been taken. The ambitions of the National Planning Policy Framework's policies on well-designed places (Ch.12) and heritage (Ch.16) could be satisfied in our view. The success of the scheme will rely on high quality materials and detailing; you may also wish to consider requiring the retention of the scheme designers for its implementation.

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Historic England recommends that your Council should approve this application unless it finds that other planning considerations indicate refusal. Any harm to significance would be limited and could be balanced favourably by the wider heritage benefits that the proposals could deliver. We therefore consider that the application presents a good solution for the site from a heritage perspective.'

- 7.73 Conditions 12, 13 and 14 are therefore recommended accordingly to secure high-quality materials and detailing.
- 7.74 Similarly, the Council's Conservation Officer is supportive of this revised scheme, provided that a planning obligation is secured to ensure that the approved works are undertaken to the historic buildings and that they are restored so that the heritage benefits of the scheme are realised. This has been agreed by the applicant and is proposed to be secured under S106 Head of Term (ii). Historic England requested a similar planning obligation, along with a phasing plan condition to ensure that conservation of the listed buildings takes place in the first phase. However, the scheme is not proposed in phases and as a result such a condition is not required. It is considered that the legal obligation would suffice to ensure that the listed building works are implemented.
- 7.75 Based on the above assessment by Historic England and the Council's Conservation Officer, the proposal is therefore considered to cause less than substantial harm to the listed buildings, mainly through changes to their setting. In accordance with Policy HE6 of the NPPF (2026), where harm to the significance of a designated heritage asset is identified, that harm must be weighed against the public benefits of the proposal, including securing the long-term reuse of the listed building. These can be identified as follows:
- i. Repair and long-term maintenance secured through viable reuse;
 - ii. Removal of intrusive modern extensions to the listed buildings, revealing their historic fabric and form;
 - iii. The sustainable delivery of additional housing on a previously developed site located close to the town centre and adjacent to the station;
 - iv. Provision of 71 homes to meet housing needs, with focus on family housing via 3-bedroom flats/houses;
 - v. Enhancements to the site's landscape setting and quality, by replacing hardstanding areas with green spaces;
 - vi. Providing an activated frontage onto the northern footpath and new access off Garden Close to increase the safety and usability and general enhancement to permeability of the area through new routes within the site;
 - vii. The applicant has committed to secure the delivery of the works to the listed buildings through the Section 106 Agreement, ensuring the continued conservation, restoration and reuse of these Grade II listed buildings.

- 7.76 It is noted that no affordable housing is proposed, along with no play space and sufficient amenity space. These material considerations weigh against the proposed development. However, as previously stated, the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/2026 confirmed a 2.5 year supply) and therefore has an evidenced unmet housing need. Positive weight is therefore afforded to the contribution of the proposal towards meeting the Borough's identified housing needs.
- 7.77 As a result, the above public benefits are considered to outweigh that harm, and the proposal therefore satisfies the requirements of the NPPF and relevant London Plan heritage policies.
- 7.78 It is also noted that the proposal is not considered to result in harm to the significance of the nearby Grade-II listed 'Metroland' Ruislip underground station or Ruislip Conservation Area, given its separation distance.

Archaeology

- 7.79 The Greater London Archaeological Advisory Service (GLAAS) commented that Sherley's Farm was part of Field End, a small hamlet which formed part of a cluster of dispersed rural settlements around the manorial centre at Ruislip. For Greater London, Ruislip has a remarkable concentration of surviving medieval and early post-medieval buildings, historic landscape and archaeology. The presence of three listed farm buildings - two of which are now believed to have 16th century origins - indicates that the site has archaeological interest. There is potential for further discoveries from the built fabric during conversion, including for example from the use of dendrochronology to date the timber frames. There may also be buried archaeological remains associated with the post-medieval farm.
- 7.80 GLAAS have advised that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. As such, they recommend a two-stage archaeological condition. This would consist of a Stage 1 Written Scheme of Investigation (WSI) to be submitted to and approved by the Local Planning Authority in writing. If heritage assets of archaeological interest are identified by Stage 1 then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. They also recommended that this condition include a public engagement, along with a separate historic building recording condition. Subject to Conditions 8 and 9 to safeguard the archaeological interest on this site, the proposal would be in accordance with the NPPF (2026) and Policy DMHB 7 of the Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

- 7.81 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.82 Paragraphs 5.38-5.41 of the Hillingdon Local Plan: Part 2 (2020) state that a minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In addition, the Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight.

Outlook, privacy & overlooking

- 7.83 The assessment would be undertaken for each Block as follows:
- 7.84 Block A
The proposed two storey dwellings are situated at a similar layout as the adjoining no.3 West End Road dwelling, with Garden Close intervening between these houses, and as such no loss of outlook or privacy would occur on this neighbouring property. Regarding the 4-storey block of flats to the east, the proposed dwelling would have first floor habitable rooms at a separation distance 14-16m overlooking the first floor side elevation windows of flats 1-6 Garden Close. However, the positioning of the new dwelling would be at a slight angle and as such, it limits the significance of the direct overlooking to a degree whereby the outlook and privacy is not considered to be compromised at such level to warrant a reason for refusal on these grounds. In addition, two native trees are proposed to be planted at the rear garden of these new dwellings, limiting to some extent the potential overlooking.
- 7.85 Block B
The proposed four storey apartment block B would be situated at a full angle with the 4-storey block at Garden Close to the east with separation distances ranging from approximately 11m to 30m. In addition, some off-site trees provide screening to the east. Given the angled positioning, it is considered, on balance, that no significant loss of privacy or outlook or overbearing presence is considered to occur to these flats.
- 7.86 Block C
The proposed three storey apartment block C would overlook the 4-storey block of flats at Garden Close. Due to the perimeter shape of this block of flats at Garden Close, the separation distances would vary from 20-36m. The closest 20m separation distance is at an angle. As a result, no loss of privacy or overlooking or overbearing presence is considered to occur to these flats.

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- 7.87 Blocks D, E, F and G
These blocks are located within the middle of the site and would not, therefore, cause any harmful loss of privacy or outlook to any neighbouring properties.
- 7.88 Block H
As these proposed two storey houses and their associated habitable windows would be in excess of 21m from the nearest neighbouring properties on Eversley Crescent to the east, the houses are considered to cause no harmful loss of privacy, outlook or overlooking to neighbours.
- 7.89 Block K
This block of flats would be part two, part three storey closest to the houses on Eversley Crescent to the east, with habitable windows overlooking the houses. Due to the shape of these houses on Eversley Crescent, the separation distance would be between 15m-22m. To avoid overlooking and loss of privacy to occur, this east elevation of Block K is proposed to have obscured glazed windows. Condition 25 is recommended to secure this.

Loss of light & overshadowing

- 7.90 A Daylight and Sunlight Assessment has been submitted in accordance with the Building Research Establishment publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (Third Edition, published in 2022), more commonly known as 'the BRE guidelines'. The report concluded that 96% of the habitable rooms achieve or exceed the guideline recommendations for the illuminance methodology, which is a very good level of daylight adherence.
- 7.91 For daylight, the results of the assessments demonstrate that 95% of the neighbouring windows and 99% of the neighbouring rooms meet the BRE's guideline values which is an excellent level of adherence to the guidelines. Where there are a small number of windows or rooms outside of the guideline recommendations for daylight, adequate daylight availability remains when both the vertical sky component and daylight distribution assessments are considered in conjunction with one another as the BRE advise. For sunlight, 100% of the rooms assessed achieve the BRE guideline values for both annual and winter sunlight, which is an excellent level of adherence.
- 7.92 Regarding sunlight to surrounding gardens, the results of the two-hour sun contour test confirm that all of the neighbouring amenity spaces assessed in Eversley Crescent would exceed the BRE's guideline values in the proposed condition, either experiencing fractional changes or no change in the area which receives two hours of sunlight or experiencing slight increases in sunlight availability. It is also of note that Block H would relate to two storey dwellings and would replace existing hotel buildings on the boundary with Eversley Crescent properties, resulting in no significant change regarding the existing situation of overshadowing.

- 7.93 Overall, subject to the recommended Conditions 14 and 25, it is considered that the scheme would not result in any significant impact to the residential amenity of surrounding residential properties. The scheme is therefore considered to comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

- 7.94 Policies D13 and D14 of the London Plan (2021) states that development should reduce, manage and mitigate noise to improve health and quality of life. This can be done by separating noise generating uses from noise sensitive uses. Mitigation can also be secured through screening, layout, orientation, uses and materials. This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).
- 7.95 A Noise Impact Assessment has been submitted and assessed by the Council's Noise Specialist. It is considered that sufficient information has been provided to conclude that the development would achieve an acceptable noise environment for future occupants. Subject to Condition 32 ensuring compliance with the necessary noise limits, the proposal would accord with Policies D13 and D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Air Quality

- 7.96 Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard and improve air quality to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2026) at chapter 17.
- 7.97 The application site is located within the Ruislip Town Centre Air Quality Focus Area. The proposed development, due to its size and location, would add to current exceedances of the nitrogen dioxide annual mean limit value within this sensitive area as a result of traffic emissions. The proposal is also not air quality neutral in terms of traffic emissions.
- 7.98 As advised by the Council's Air Quality Officer, the level of mitigation required for traffic emissions associated with the proposed development is £62,106. Planning conditions pertaining to a Low Emission Strategy, control of dust and emissions from construction and demolition, and control of Non-Road Mobile Machinery are also required. Subject to the planning obligation (S106 HOTs (iv)) and Conditions 4, 27 and 33, the proposal would accord with Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 1 of the London Plan (2021).

Trees and Landscaping

- 7.99 Policies G1 and G5 of the London Plan (2021), DMEI 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard existing trees and deliver high-quality landscaping to enhance amenity, biodiversity and green infrastructure. These aims are also supported by the NPPF (2026) at chapter 19.
- 7.100 The application site includes 46 trees. The proposed development requires the removal of 21 Category C tree, mainly within the middle of the site. The significant tree cover would be retained. In particular, the linear collection of trees along West End Road would be retained and would be enhanced with further new trees. It is considered that the loss of these Category C trees would not have a detrimental impact on the visual character of the local area. Tree protection measures are proposed to retain and safeguard the remaining trees. This is proposed to be secured by Conditions 38 and 39.
- 7.101 The proposal includes the planting of 35 no. new native trees and 60 no. new ornamental trees. This amounts to a net gain of 14 no. native trees and 60 new ornamental trees. The scheme of new planting would bolster the retained trees, reinforcing the tree-lined street of West End Road, would integrate trees around the access and parking areas, and would provide tree planting within the garden spaces. The location of the proposed trees is therefore considered to positively contribute to the character of the site.
- 7.102 The final details of hard and soft landscaping are proposed to be secured by Condition 14 to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Urban Greening Factor

- 7.103 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for residential development is 0.4.
- 7.104 The applicant has calculated that the scheme would achieve an Urban Greening Factor score of 0.6 which exceeds the target score of 0.4. It is noted that the Council's Urban Design Officer commented that it is not clear whether the greening within the public realm and under communal management has only been taken into account and this needs to be clarified. Subject to final confirmation of the final Urban Greening Factor score under Condition 14, the proposal would be in compliance with the London Plan.

Biodiversity

- 7.105 The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% BNG from January 2024. Policy N2 of the NPPF (2026) also states that development proposals should consider the environmental qualities of land proposed for development, including habitats, landscape character and the natural beauty of the countryside, and identify opportunities for those qualities to be conserved or enhanced, including through requirements for biodiversity net gain where these apply. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).
- 7.106 The Biodiversity Net Gain (BNG) Assessment submitted states that the development is anticipated to result in -6.71% loss on-site of habitat and +49.5% gain in hedgerow provision. The applicant states that the required 10% gain in BNG would be achieved off-site as allowed by the Environment Act 2021. Whilst this weighs against the proposal, it is noted that the proposal would provide adequate housing, viable use of the listed buildings and, as explained above, the tilted balance now applies for Hillingdon. As such, whilst the off-site BNG provision is the last resort in the Environment Act 2021, it is, on balance, accepted in this instance. The final details of a Biodiversity Net Gain Scheme which will also include off-Site Biodiversity Credits or Statutory Credits would be secured by Condition 7.
- 7.107 The submitted Ecological Impact Assessment also assessed the presence of bats and concluded that bats existed for foraging/commuting, but not for roosting. The report proposes some small-scale species enhancement measures, such as integrated bat boxes (e.g. Vivara or similar), suitable for a range of bat species, to be installed into the fabric of the buildings. It also recommends a condition regarding no removal of hedgerows, trees to take place between 1st March and 31st August to avoid active birds' nests. These measures are recommended to be secured by Conditions 17 and 40.
- 7.108 Subject to such conditions, the proposal is considered, on balance, to accord with the NPPF (2026), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk

- 7.109 Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision for flood risk and surface water flooding mitigation will be refused.
- 7.110 The application site is location in Flood Zone 1, meaning that the site is at a very low risk of fluvial flooding. The development is therefore considered to accord

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with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

Drainage

- 7.111 Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).
- 7.112 The Environment Agency assessed the submitted Drainage Strategy, along with the Phase 1 contaminated land study, as they stated that groundwater is sensitive at this site because it is located within a Source Protection Zone 3 (SPZ3) and it is also underlain by Secondary A Lambeth Group bedrock with Principal Chalk at depth. They raise no objection subject to conditions securing previously unidentified Contamination, SuDS Infiltration of surface water into ground and piling. These are proposed to be secured by Conditions 5, 41 and 42.
- 7.113 The Drainage Strategy has been reviewed by the Council's Lead Local Flood Authority who have raised no fundamental concerns, subject to some points of clarification in relation to drainage calculations area and greenfield and existing runoff volumes. It is considered reasonable to assume that a sufficient and acceptable drainage strategy could be secured at the detailed design stage of the planning process. It is also noted that Thames Water have raised no objection in respect of drainage considerations. Accordingly, a revised final drainage strategy is proposed to be secured by Conditions 6 (Sustainable Drainage Scheme Details) and 23 (Sustainable Drainage Scheme Verification).
- 7.114 Subject to conditions, the proposed development is considered to comply with Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy SI 13 of the London Plan (2021).

Land Contamination

- 7.115 Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that development on potentially contaminated sites shall assess conditions and demonstrate that the site can be safely remediated. Planning conditions and S106 legal agreements can be used to secure the appropriate level of detail required.
- 7.116 A Phase 1 Contaminated Land Study has been submitted for consideration and is considered sufficient and acceptable for the initial stage of the planning process as assessed by the Council's Contaminated Land Officer. Condition 5 is proposed to secure further details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

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Transport

- 7.117 Policies T4, T6, T6.2 of the London Plan (2021), DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety. These aims are also supported by the NPPF (2026) at chapter 15, including Policy TR6 of the NPPF (2026) which states that developments should only be refused if they would have a severe adverse impact on the transport network, or an unacceptable impact on highway safety.
- 7.118 According to the TfL webCAT planning tool, the site has a good Public Transport Accessibility Level (PTAL) rating of 4. The surrounding roadways are generally devoid of parking controls with the exception of double yellow lines present on nearby Wood Lane.

Trip generation, Access & Active Travel Zone

- 7.119 The Council's Highways Authority accepts that the anticipated vehicular trip generation impact on the highway at the established West End Road access during the most crucial and sensitive morning and late afternoon/early evening peak traffic periods would be likely to vary and increase as compared to the current Hotel related use. On that basis, it is proposed to create a new vehicular access point from Garden Close (currently dormant) which lies adjacent to the site whilst the established West End Road access would be dedicated access provision for emergency and pedestrian access purposes only with bollards demountable for fire vehicle access (with the exception of Block A).
- 7.120 The Council's Highways Authority considers that a principal advantage of this arrangement would be an inherent benefit in operational and safety grounds as any additional traffic burden on West End Road would effectively cease which given the high status 'classified' nature of this heavily trafficked roadway is welcomed. Similarly, TfL welcomes that the revised proposal would reduce the vehicle dominance on the access roads into the site.
- 7.121 Overall, the Council's Highways Authority conclude that, although this level of imposition would alter the use profile at this relatively dormant access/egress location, such a predicted level of activity burden would be considered relatively inconsequential in terms of overall base-line traffic imposition terms on the unclassified Garden Close/ Eversley Crescent roadways. Hence the proposal's likely activity is therefore considered relatively absorbable in generation terms and can be accommodated within the local road network without notable detriment to traffic congestion and road safety and therefore does not raise concern or specific issue.
- 7.122 To this end, Condition 18 is recommended to ensure that this new primary pedestrian/vehicular access located to the east via the publicly adopted section

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of Garden Close has been constructed and ready for use prior to first occupation of the development. In terms of delivery post-permission, it should be noted that the new roadway off Garden Close would need to satisfactorily be connected with the public roadway and be constructed to an appropriate council standard under a S278 (Highways Act 1980) agreement at the applicant's/developer's expense.

- 7.123 On the access matter, TfL had concerns over the northern pedestrian access and footway particularly in relation to safety, inclusivity, and overall user experience, especially during night-time condition, and requested clarifications on how the scheme will ensure the route is safe, welcoming and accessible for all users at all times of the day, in line with London Plan Policies T2 and T4, the Mayor's Violence Against Women and Girls Strategy, and Good Growth by Design Guidance.
- 7.124 Similarly, TfL requested that an updated Active Travel Zone assessment is undertaken to include day and night assessment of the northern stepped access route, which is likely alternative route to the station. The Council's Highway Authority who visited the site accept the submitted Active Travel Zone assessment and required no further action on this matter.
- 7.125 The applicant responded that the proposal includes improvements to the northern public footpath via two new permeability routes including a step free pedestrian route through the site to West End Road and on to the station, therefore addressing the existing issue of the stairs. The applicant also stated that the existing boundary wall to the public footpath is also removed and visual connections are created into the development, overlooking is increased and the route becomes part of a managed residential environment. This response is accepted and Condition 11 is recommended to ensure that these improvements to the public footpath are undertaken prior to first occupation.

Car Parking

- 7.126 Policy T6.1 of the London Plan (2021) states that Outer London sites with a PTAL rating of 4 should not exceed a maximum of 0.5-0.75 spaces per dwelling for both 1 to 2 bed dwellings and 3+ bed dwellings. This requires a maximum of 36-54 car parking spaces.
- 7.127 A total of 22 no. car parking spaces are proposed for residents, in accordance with London Plan Policy T6.1. The Council's Highways Authority and TfL both accept this standard and requests a condition to secure car parking allocation. The details of these car parking spaces are proposed to be secured by a Parking Design and Management Plan (Condition 19). In addition, S106 Head of Term (viii) has been agreed with the applicant to ensure residential Parking Permit Restrictions.

Accessible Car Parking

- 7.128 Policy T6.1 of the London Plan (2021) requires 3% of dwellings to be provided for disabled persons from the outset, with capacity to provide an additional 7%. This would require the provision of 2no. disabled persons parking bays from the outset and 5no. additional disabled persons parking bays should they be required.
- 7.129 The development proposes 7no. disabled persons parking bays and it would therefore comply with London Plan Policy T6.1, in total. Both TfL and Council's Highways Authority welcome this. However, the Council's Highways Authority requested that, given the unpredictability of any future 'take-up' demand for disabled compliant spaces, a demand led approach, via a 'Parking Design Management Plan', should be applied via 2 disabled spaces and capped at a level of 10% of the total number of residential units. They stated that this strategy should be applied to help avoid a reduction of available parking capacity for new occupiers from the onset of occupation by virtue of eradicating unnecessarily vacant/underused spaces which is clearly unproductive. Condition 19 is therefore recommended to include this demand led approach.

Electric Vehicle Charging Points (EVCPs)

- 7.130 Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. Policy T6.1 requires the provision of 20% of spaces with active electric vehicle chargers (EVCPs), with the remainder of spaces made passive.
- 7.131 The applicant confirms that all 22 spaces are to be designated as 'active' provisions which is fully policy compliant and therefore welcomed by both TfL and the Council's Highways Authority. Condition 14 is recommended to secure this in compliance with London Plan Policy T6.

Cycle Parking

- 7.134 Policy T5 of London Plan (2021) requires 1.5 cycle spaces per 2-person 1 bedroom dwelling and 2 spaces per all other dwellings, along with 2 short-stay visitor cycle spaces for 5 to 40 dwellings, and thereafter 1 space per 40 dwellings. The proposal would therefore require 129 residents' cycle spaces, and 3 visitors' cycle spaces.
- 7.135 The development as amended would provide 134no. secured and covered cycle in two separate clusters to the north and south, and within the front areas of the proposed dwellings, along with 3 visitor's cycle spaces, exceeding the London Plan standards. Both TfL and the Council's Highways Authority welcome this but requested further detailed design drawings demonstrating compliance with London Cycle Design Standards, including layout, access routes, security, and usability. This is recommended to be secured by Condition 14. Subject to this, the proposed cycle parking provision is therefore acceptable and in accordance with London Plan.

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Motorcycle/Scooter Parking

- 7.136 The Council's Local Plan: Part 2 (2020) standard requires that 1 motorcycle/scooter parking space per 20 parking spaces is to be provided within new development and hence this should be inclusive to this proposal. 1 space is therefore required and, although this has not been confirmed or indicated by the applicant, this aspect can be secured by way of planning Condition 22.

Travel Plan

- 7.137 A detailed and finalised Travel Plan is proposed to be secured via Condition 21.

Transport for London (TfL) Infrastructure

- 7.138 The site borders TfL land as it is situated directly south of Ruislip Station. TfL's Infrastructure Protection Team has been consulted and raised no objection subject to two conditions, requesting specific detailed design to be submitted prior to demolition and sub-structure commencement to ensure that the development does not impact on existing London Underground/DLR transport infrastructure. Subject to Conditions 10 and 15, the proposal would be in accordance with Policy T3 of the London Plan (2021) and Sustainable Transport Walking and Cycling London Plan Guidance 2022.

Construction Logistics Plan and Delivery and Servicing Plan

- 7.139 The Council's Highways Authority comments that the applicant has submitted vehicle 'swept path' exercises and it has been demonstrated that the internal roadway served by the established and new site aperture allows for acceptable access to all of the parking spaces and can satisfactorily cater for service, refuse collection and emergency vehicles (fire tenders) without measurable hindrance by allowing such vehicles to enter and leave the site in a forward gear thereby conforming to established best practice.
- 7.140 TfL requested that a Delivery and Servicing Plan be appropriately secured to include and support active freight and to also manage the use of moped style deliveries to the site to ensure parking of moped deliveries are appropriate. This is proposed to be secured under Condition 20. A Construction Logistics Plan is also proposed to be secured under Condition 4.

Transport Conclusion

- 7.141 Subject to the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

Sustainable Development

CO2 Emissions

- 7.142 Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the development proposed. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure major development proposals as net zero-carbon by reducing greenhouse gas emissions in operation and minimising energy demand in accordance with the energy hierarchy. These aims are also supported by the NPPF (2026) at chapter 5.
- 7.143 The proposed development follows a fabric-first approach, using individual monobloc air source heat pumps (ASHP), water cylinders fitted in new flats, Air source heat pumps (ASHP) fitted to the new houses and refurbished Grade II listed buildings, Photovoltaic panels (PV) mounted on flat roofs of the new buildings. The development as identified in the submitted energy statement is estimated to achieve a 68% reduction in CO2 emissions compared to 2021 Building Regulations. The proposal would therefore meet the minimum 35% reduction on site required by policy SI 2 of London Plan but would not comply with the net zero-carbon target of this Policy.
- 7.144 Given that there is a zero-carbon requirement, the applicant has made a commitment to ensure the shortfall is met via payment to the Hillingdon's Carbon Offset Fund. A Section 106 legal obligation will secure £64,889 at a cost of £95 per tonne of carbon over a 30-year period. This is proposed to be secured by the corresponding S106 Head of Term (v). An Energy Monitoring, Recording and Reporting Plan is also to be secured by Condition 24. Subject to such condition and planning obligation, the development would accord with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020).

Energy Infrastructure

- 7.145 Policy SI 3 of the London Plan (2021) states that major development proposals should make provisions to connect into district heating networks, thereby utilising secondary heat sources.
- 7.146 The Energy Statement submitted states that the proposal is located approximately 4km away from the nearest planned district heat network. It also states that as the development is relatively small, the heat network serving only the development would not benefit from the economy of scale and therefore the system's running costs would be higher when compared to individual heating systems, concluding the connection to district heating to be impractical and unfeasible. This is accepted. However, Condition 34 would be secured to ensure that the development will connect in the event that a closer district heating network becomes available in future and should it be viable to do so. Subject to such a condition, the development would comply with Policy SI 3 of the London Plan (2021).

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Overheating

- 7.147 Policy SI 4 of the London Plan (2021) states that development should minimise adverse impacts on the urban heat island and reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.
- 7.148 As set out in the Dynamic Overheating Report, the London Plan cooling hierarchy has been used to assess the risk of overheating in the homes proposed. Passive mitigation measures have been explored, including window design maximising openable area and reducing instances of fixed glazing to increase natural ventilation and reduce solar gain, solar control glazing, mechanical ventilation with heat recovery (MVHR), and where necessary due to noise risk considerations, air tempering (also known as peak lopping) units connected to the MVHR system to allow for mitigation when window-opening is constrained. It is considered that the information submitted is sufficient and, subject to compliance Condition 37, the proposal would accord with Policy SI 4 of the London Plan (2021).

Digital Connectivity

- 7.149 Policy SI 6 of the London Plan (2021) requires that development provides ducting space for full fibre connectivity.
- 7.150 Condition 35 is proposed and would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to the recommended condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

8 Other Matters

Airport Safeguarding

- 8.1 Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
- 8.2 The site is located outside of the safeguarded areas for Heathrow Airport and RAF Northolt. National Air Traffic Services (NATS) and Heathrow Airport Safeguarding have confirmed no safeguarding objection to the proposed development subject to cranes informative. Condition 4 is proposed securing construction details by planning condition, including details for the use of any cranes. Subject to such a condition, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Infrastructure

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Infrastructure Assessment

- 8.3 Policy D2 of the London Plan (2021) states that an unallocated site that may cause planned infrastructure capacity to be exceeded might need to provide additional infrastructure proportionate to the development. This can only be identified through an infrastructure assessment during the planning application process.
- 8.4 In respect of the impact upon infrastructure, the proposal will generate Hillingdon and Mayoral CIL contributions to fund the provision of infrastructure. A comprehensive set of planning obligations are also to be secured by a Section 106 legal agreement. Accordingly, the proposal is considered to be in accordance with Policy D2 of the London Plan (2021).

Health

- 8.5 National, regional and local policies require planning decisions to promote healthy, inclusive communities by supporting healthy lifestyles, aligning with local health and wellbeing strategies, and providing sufficient health and social infrastructure. The London Plan emphasises addressing health inequalities and ensuring developments positively impact physical and mental health, while Hillingdon's Local Plan highlights the Borough's pressing need for additional healthcare facilities to meet population growth and changing demographics. This includes the NPPF (2026), Policy GG3 of the London Plan (2021), Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) and supporting paragraphs of the Hillingdon Local Plan: Part 2 (2020).
- 8.6 In particular, paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.
- 8.7 Accordingly, the HUDU Planning Contributions Model has been used to assess the health service requirements and cost impacts of that floorspace, equal to £94,106. This contribution is proposed to be secured by S106 Head of Term (iii).

Environmental Impact Assessment

- 8.8 The proposed development does not constitute EIA development as per The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Human Rights

- 8.9 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard

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has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.10 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

Planning Obligations

- 8.11 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 8.12 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:
- i. necessary to make the development acceptable in planning terms;
 - ii. directly related to the development; and
 - iii. fairly and reasonable related in scale and kind to the development.
- 8.13 The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.
- 8.14 On the basis of the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions for the matters outlined in the Heads of Terms contained in the *Summary of Recommendation* section at the beginning of this report. These are listed in summary below:
- i. Affordable Housing: The obligation shall include an Early and Late-Stage Viability Review mechanism.
 - ii. Delivery of approved listed building works:
 - Before the completion of all of Blocks A-C, the overall approved listed building works under this current application 7969/APP/2024/2451 and listed building application reference 7969/APP/2024/2452 shall have been completed.

- iii. London Healthy Urban Development Unit (HUDU) financial contribution of £94,106 to fund enhanced or new health facilities within the London Borough of Hillingdon.
- iv. Air Quality Mitigation contribution of £62,106.
- v. Carbon Offset Contribution of £64,889.
- vi. Public Open Space Contribution: A financial contribution of £95,000 for new, enhanced or improved access to open space within the London Borough of Hillingdon.
- vii. Employment/Construction Training Scheme: An Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- viii. Residential Parking Permits restriction (excluding Blue Badge holders).
- ix. Project Management and Monitoring Fee: A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

Community Infrastructure Levy

- 8.15 As from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019), subject to indexation. The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.
- 8.16 In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space, subject to indexation.
- 8.17 If approved, the final CIL liability would be set out in the CIL Liability Notice following determination of the application in line with the CIL Regulations. This would be issued following a full review of all the information available to the Council's Planning Obligations Team at that time.

9 Conclusion / Planning Balance

- 9.1 The originally submitted proposal has been revised during the course of the application, following a process of consultation with Council's Officers. The revised application seeks full planning permission for the partial demolition of 1no. Grade II Listed Building and conversion of Listed Buildings to provide 3no. dwellings, along with demolition and redevelopment of the remainder of the site (hotel - C1 Use Class) for residential use (Class C3), incorporating new building blocks and dwellings that would range between two and four storeys in height to accommodate a total of 71 residential units. This would comprise 26x 1-bedroom

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homes (37%), 30x2-bedroom homes (42%), 14x3-bedroom homes (20%) and 1x4-bedroom homes (1%), with no affordable housing provision.

- 9.2 A total of 22 no. car parking spaces of active electric vehicle charging, including 2-7 disabled spaces are proposed, alongside provision of a new primary access off Garden Close, whilst maintaining the existing West End Road as dedicated access provision for emergency and pedestrian access purposes only with bollards demountable for fire vehicle access (with the exception of two houses of Block A). Improvements and activation to the norther public footpath are also proposed.
- 9.3 The application site measures 0.96 hectares in area and comprises the former 'Barn Hotel' with several buildings. It is situated to the south of Ruislip station and to the east of West End Road. Within the centre of the site are Grade II Listed Buildings consisting of Sherley's Farmhouse, the Leaning Barn and the Oak Room. It has a Public Transport Access Level (PTAL) of 4, on a scale of 0 to 6b where 6b is the highest.
- 9.4 The application site does not fall within a Town Centre or dedicated area identified for hotel growth within the Local Plan and, therefore, no objection is raised to the principle of the change of use from hotel to residential accommodation. It should be noted that the site has historically been used to provide residential accommodation according to the heritage listings. The proposals represent an efficient and appropriate re-use of previously developed land, and the principle of the proposed residential use is therefore supported.
- 9.5 The proposal for 21% family housing (equal to 14x3-bed houses and 1x4-bed house) contributes to meeting related housing needs within the borough and is a benefit of the scheme. However, following viability testing by the Council's third-party consultants, no affordable housing is proposed, subject to securing a legal agreement for Early and Late-Stage Viability Review mechanisms in the event that affordable housing could be provided in the future. In addition, the proposal would not meet the communal and private amenity space and on-site play space requirements.
- 9.6 The latest revision is an improvement to the original scheme in its character, appearance, connectivity and relationship to its immediate surroundings. It makes good use of a well-located site through a car-lite, residential-led redevelopment that maximises housing, brings the listed buildings back into viable use, and provides improvements in wider connectivity and wayfinding. It is also considered that the scheme as amended would not result in any significant impact to the amenity of surrounding residential properties.
- 9.7 Historic England is supportive of the scheme and commends the thoughtful response to context and the collaborative approach that has been taken. The densification of development around the Grade II listed buildings could make it more difficult to understand them as once rural buildings set in a spacious landscape. The proposal is therefore considered to cause less than substantial harm to the listed buildings, mainly through changes to their setting. In

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accordance with Policy HE6 of the NPPF (2026), where harm to the significance of a designated heritage asset is identified, that harm must be weighed against the public benefits of the proposal, including securing the long-term reuse of the listed building.

- 9.8 Planning obligations are proposed to secure early and late-stage affordable housing viability review mechanisms and delivery of the listed building works to safeguard the heritage assets and ensure their viable use. Contributions are secured towards health infrastructure, air quality mitigation, carbon offsetting and public open space enhancement. An employment strategy and construction training scheme are to be secured alongside restricting parking permit allocations. A project management and monitoring fee would also be secured to manage and monitor the planning obligations.
- 9.9 Subject to the planning conditions and obligations recommended, the proposed development is considered, on balance, acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability. When weighed against the less than substantial harm identified to the setting of the listed buildings, the public benefits of the proposal are considered to outweigh that harm. In reaching this decision, significant weight is afforded to the contribution that the proposal makes towards the Borough's housing supply (a net contribution of 71 residential units). This is particularly important because the Council has an evidenced unmet housing need as it cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 1st April 2026 confirmed a 2.5 year supply).
- 9.10 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there are considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Accordingly, the application is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

- 10.1 Relevant published policies and documents considered in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillington.gov.uk.

10.2 This report has been prepared with reference to background papers including those listed below, which have been relied upon to a material extent in its preparation and are available for public inspection, subject to any necessary redaction for exempt or confidential information:

10.3 Internal consultee comments:

- Contaminated Land Officer
- Noise Officer
- Lead Local Flood Authority (LLFA)
- Air Quality Officer
- Highways Authority
- Planning Policy Officer
- Urban Design Officer
- Conservation Officer
- Waste Officer

10.4 External consultee comments:

- Airport Safeguarding – Heathrow
- Thames Water
- National Air Traffic Services (NATS)
- Historic England
- Greater London Archaeological Advisory Service (GLAAS)
- Transport for London (TfL)
- Transport for London (TfL) - Infrastructure Protection
- Environment Agency
- Designing Out Crime Officer