



Outlook

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**FW: TfL Consultation response (app ref: 7969/APP/2024/2451) - The Barn Hotel**

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**From** Planning <planning@hillingdon.gov.uk>

**Date** Wed 10/6/26 1:45 PM

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

**Cc** Dimitra Angelopoulou <DAngelopoulou@hillingdon.gov.uk>

Hi APT,

Please could this consultee response be uploaded to the case file.

Kind regards,

**Christopher Lamb**

Planning Officer

Planning and Sustainable Growth

Residents Services

Hillingdon Council



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**From:** Jack Holmes <JackHolmes@tfl.gov.uk>

**Sent:** 02 June 2026 14:28

**To:** Planning <planning@hillingdon.gov.uk>

**Cc:** Dimitra Angelopoulou <DAngelopoulou@hillingdon.gov.uk>

**Subject:** TfL Consultation response (app ref: 7969/APP/2024/2451) - The Barn Hotel

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**FAO: Dimitra Angelopoulou**

**TfL Ref:** TFL/2026/1281

**LPA Ref:** 7969/APP/2024/2451

**Address:** THE BARN HOTEL WEST END ROAD RUISLIP

**Proposal:** The partial demolition of the Grade II Listed Building and conversion of the Listed Buildings to accommodate 3 residential units and the replacement of the existing hotel buildings (C1 Use Class) with new building blocks

Thank you for consulting TfL Spatial Planning on the above application. TfL have previously provided comments on this application (dated: 24.10.2024). In addition, TfL previously responded to a different application ref: 7969/APP/2023/1473 on this site. That application was refused by LB Hillingdon on 11 reasons.

It is understood that revisions have been made to the application since TfL provided comments in October of 2024. TfL's updated comments can be found below:

#### **Healthy Street and Active Travel:**

A limited Active Travel Zone assessment has been conducted, which appear largely qualitative, with limited evidence of a robust methodology. The conclusion 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. This omission is a key gap in the evidence base and must be addressed, including within the night assessment. Noting the residential aspects of the development routes towards the nearest school, green space, and place of worship should be conducted. Once an updated assessment has been completed TfL will support the London Borough of Hillingdon in securing financial contributions or works in kind to secure improvements, in line with London Plan Policy T2.

A night time assessment has not been conducted. A night assessment and an expanded day time assessment should be completed prior to determination of the application. TfL have provided additional guidance regarding night time assessments, which can be found here: <https://content.tfl.gov.uk/night-time-atz-advice-revbapr2025.pdf>.

#### **Access:**

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. The current stepped access restricts use by people with limited mobility, wheelchair users, and those with pushchairs. Opportunities to improve accessibility should be explored where feasible, notwithstanding constraints posed by the adjacent A4180 embankment.

The access point is currently a poor quality environment which would not feel safe for users at all times of the day. These concerns are particularly acute for women and girls, who are disproportionately affected by perceptions of personal safety in the public realm. The development presents an opportunity to enhance this key connection to the station and town centre through improved design, including high quality lighting, clear wayfinding, and appropriate landscaping.

In addition, the northern footpath currently suffers from limited natural surveillance from the proposed blocks due to the lack of ground floor activation, which further contributes to safety concerns. Activation of block K would improve natural surveillance to the northern footpath and enhance perceptions of safety across the northern boundary access and route.

As such, the current proposals are not consistent with the Mayor's Violence Against Women and Girls Strategy, which emphasises the importance of designing public spaces to be safe, well-overlooked, and inclusive for women and girls. Clarifications should therefore be provided 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.

**Car Parking:**

TfL welcome the reduction in car parking at the site. The proposed quantum of 22 car parking spaces, including 7 accessible parking spaces complies with London Plan policy T6. TfL welcome that 100% of the car parking spaces will be provided with Active EVCP (Electric Vehicle Charging Points), this should be appropriately secured. A CPMP (Car Parking Management Plan) should be secured, to ensure appropriate enforcement of car parking, with concerns regarding the possibility of pavement parking on the estate without appropriate enforcement.

**Cycle Parking:**

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 applicant should provide detailed design drawings demonstrating compliance with LCDS, including layout, access routes, security, and usability. The distribution of cycle parking across the site should minimise travel distances and ensure convenient access for all units.

**Deliveries and Servicing:**

A Delivery and Servicing Plan (DSP) should be appropriately secured. This should look to also manage the use of moped style deliveries to the site to ensure parking of moped deliveries are appropriate. Measures to include and support active freight should also be considered.

**Construction:**

A CLP (Construction Logistics Plan) should be secured by condition.

**London Underground Infrastructure Protection:**

Given the site is in close proximity to LU assets Infrastructure Protection should be consulted [SMBLocationEnquiries@tfl.gov.uk](mailto:SMBLocationEnquiries@tfl.gov.uk) if they have not already been consulted. Any concerns from LUIP should be addressed.

**The above matters should be addressed prior to determination**

Kind regards,

Jack

**Jack Holmes (he/him)**  
**Area Planner (West) | Spatial Planning**  
**Transport for London**

Email: [jackholmes@tfl.gov.uk](mailto:jackholmes@tfl.gov.uk)



For more information regarding TfL Spatial Planning, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>



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