

Planning Report

For

Household Planning Application

For

**Proposed two storey front and rear extensions, rooflights and first floor side
extension**

At

32 Ickenham Road, Ruislip HA4 7BX

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SITE AND LOCALITY:

No 32 Ickenham Road in the Ruislip Village Conservation Area as identified in the Hillingdon Local Plan and more specifically within the residential area to the west of the High Street (Character Area 3 as identified in the January 2010 Hillingdon Conservation Area Appraisal)

It is a two-storey detached dwelling with rendered walls under sloped tiled hipped roofs. The property has two crossover access points off the highway which allows ease of vehicular ingress and egress. The front 1.5m of the garage has a hipped roof, whilst the rest of the garage is set in as part of the two-storey element. The forecourt has soft landscaping and C.9m wide paved area with space for 3 parked vehicles. The front boundary has a low face brick wall.

At the rear is a substantial garden of C27m deep x 15m wide.

East of the property is No 30 and west is No 32a.

PROPOSED SCHEME:

Erection of part single storey, part double storey side, rear, front and side extensions incorporation the conversion of the garage to a habitable room.

RELEVANT PLANNING HISTORY:

12766/APP/2023/2182

Erection of part single storey, part double storey side, rear and front extensions incorporating roof alterations and conversion of loft space to habitable room with two rear dormer windows with amendments to fenestration.

Decision: 27-09-23 Refused

12766/APP/2020/1144

First floor side/rear extension and alterations to roof to include raising ridge height.

Decision: 28-05-2020 Refused

12766/APP/2005/1227 Erection of single storey part front extension and two storey side extension (involving demolition of existing garage and conservatory)

Decision: 17-06-2005 Approved

12766/B/96/1913 Erection of a single storey front, side and rear extension and construction of a new vehicular access to form an in/out driveway

Decision: 16-04-1997 Approved

HERITAGE:

Ickenham Road is in Character Area 3 of the Ickenham Conservation Area. The Road has a mix of properties mostly dating from the early 1920s onwards, albeit there are exceptions such as No 28, a substantial detached dwelling with a distinctive boundary which also encloses No 30.

Along the south side of the road are mostly rendered houses, some with black and white features and prominent chimney stacks. Nos 31, 33 and 39 are identified by slightly rustic detailing, such as half hipped gables with open soffits where rafter ends area visible.

Along the northeastern section of the road are Nos 20 and 22, 1930s houses with individually designed decorative timber detailing. To the west of these, the houses are mostly later infill developments with Nos 36, 26 and 26a identified as carefully designed modern buildings.

The low face brick garden walls, garden planting, hipped roofs, high chimney stacks and prominent gables are typical of the architectural character of the area.

DESIGN CONSIDERATIONS:

It is accepted that No 32 is an exception in terms of typical features seen within the Ruislip Village Conservation Area and described in the AECOM Ickenham Heritage and Character Assessment document. It is important to point out that the design proposals considered wherever possible features that would contribute positively to the character of the area:

- The low, red brick front garden wall which delineates the boundary between private curtilage and the public highway is maintained.
- The proposals do not exceed the existing two storeys.
- New tiled roofs are proposed as hipped to match the existing in all aspects. (no crown roofs are proposed)
- New walls will be rendered and painted cream to match the existing.
- The proposed front projection is not a gable but a copy of the existing form representing the unique character of this dwelling.
- The existing distinctive small but tall face brick chimney stack is to remain in place.

The reasons for refusal of Application Reference 12766/APP/2023/2182 were each studied and addressed as follows:

- 1) The proposed front and side extensions are subservient to the host dwelling with hipped roofs, sloped to match the existing to maintain the unique combination of roofscapes.
- 2) The main architectural features which characterise the front elevation and townscape, are kept intact: Hipped roofs, the prominent existing tall, slender, and rather quaint chimney, new windows to match the existing Georgian lead style.
- 3) The first-floor extensions are set in from the boundaries by more than 1 meter.
- 4) The rear extensions are not more than 4m deep.
- 5) The two-storey rear extension has a stepped footprint to visually break down the massing and to avoid a bulky appearance.
- 6) The pair of hipped roofs proposed at the rear contribute to the articulated character of the host dwelling and roofscape of other adjoining dwellings.
- 7) No crown roofs are proposed.
- 8) The proposed front extension is marginal and does not hamper manoeuvring of vehicles as it allows more than 6m at the narrowest point to the front boundary, ample space considering that there are two existing crossovers to the highway.
- 9) The two-storey rear extension does not affect the 45° outlook of no 30.

- 10) The first-floor side extension is set well in from the existing ground floor front elevation and has minimal visual impact.
- 11) The neighbour at No 32a is not affected by the proposed first-floor side extension in terms of daylight, sunlight, or outlook.
- 12) The proposed extensions respect the existing dwelling in terms of
- form to match the existing
 - scale is subservient
 - materials to match the existing.
- 13) The proposed sloped hipped roofs maintain a sense of openness between dwellings.
- 14) The loft is shown with conservation type roof lights and to be used for storage.

BIODIVERSITY: The material alterations do not have any effect on the biodiversity of the site.

TREE PROTECTION ORDER There are no PTO's on the site.

PARKING: Parking is not adversely affected by the proposal. There is ample space to park and to manoeuvre vehicles when they enter or leave the site.

FLOOD RISK: Flood risk was checked with the Environmental Agency and results were found:
Rivers and the sea - Very low risk
Surface water - Very low risk
Ground water - Unlikely