

Report of the Head of Development Management and Building Control Committee Report Part 2 – Application Report

Case Officer: Christopher Brady	30255/APP/2023/417
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Date Application Valid:	14.02.23	Statutory / Agreed Determination Deadline:	18.12.23
Application Type:	Full	Ward:	Ickenham & South Harefield

Applicant: **Harinder Singh**

Site Address: **279 Swakeleys Road, Ickenham**

Proposal: **Demolition of the existing house and the erection of a two storey block of flats, with habitable rooms in the roof space, consisting of 5 proposed flats (4 x two-bed and 1 x 3-bed units) and associated parking.**

Summary of Recommendation: **GRANT planning permission subject to conditions**

Reason Reported to Committee: **Required under Part 3 of the Planning Scheme of Delegation (Petition received)**



Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

1 Executive Summary

- 1.1 The application proposes the demolition of the existing house and the erection of a two-storey block of flats, with habitable rooms in the roof space, consisting of 5 proposed flats (4 x 2-bed and 1 x 3-bed units) and associated parking.
- 1.2 The application is subject to a petition containing 32 signatures in objection to the proposal. The concerns raised within the petition are set out in more detail in Section 6 of his report, but in summary include impacts upon the local highway network, insufficient parking, overdevelopment of the site, design, noise and pollution concerns.
- 1.3 In terms of parking the proposal would provide 6 communal parking spaces which is just below the maximum level that can provided in accordance with the London Plan (2021). The level of parking, access, cycle parking and potential trip generation have all been reviewed by the Local Highway Authority who have raised no objection to the proposal.
- 1.4 With regards to design, no objection has been raised relating to the intensification of the use of the site. The scale, bulk and massing is considered to respect the residential character of the area, which features large dwellings set within spacious plots, set back from the public highway that vary in architectural design.
- 1.5 In response to concerns regarding noise, whilst the proposal would result in the intensification of the use of the site, the proposal would retain the existing residential use, in an area which is residential in character. Taking this into consideration the proposal would not give rise to a significant increase in noise levels.

Due regard has been given to local residents' objections, including the petition against the application. However, it is concluded that the proposal complies with the Development Plan and no material considerations indicate that a contrary decision should be taken. The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1.

2 The Site and Locality

- 2.1 The site lies to the north of the A40 Western Avenue. It is located at the junction of Warren Road and Swakeleys Road. It also backs onto Silver Birch Close. The existing property is a two-storey detached dwelling with later extensions, including

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a rear dormer window and a detached outbuilding. Vehicular and pedestrian access is from Warren Road, although there appears to be a potentially unused secondary access at the junction of Warren Road and Silver Birch Close. It has a site area of approximately 991 square metres.

- 2.2 The local area is residential in character comprising mainly two storey detached dwellings of individual design. A notable exception is the neighbouring property at No.277 Swakeleys Road which adjoins the side to the north and is a small single storey detached dwelling.

Figure 1: Location Plan (application site edged red)



Figure 2: Street View Image of the Application Property

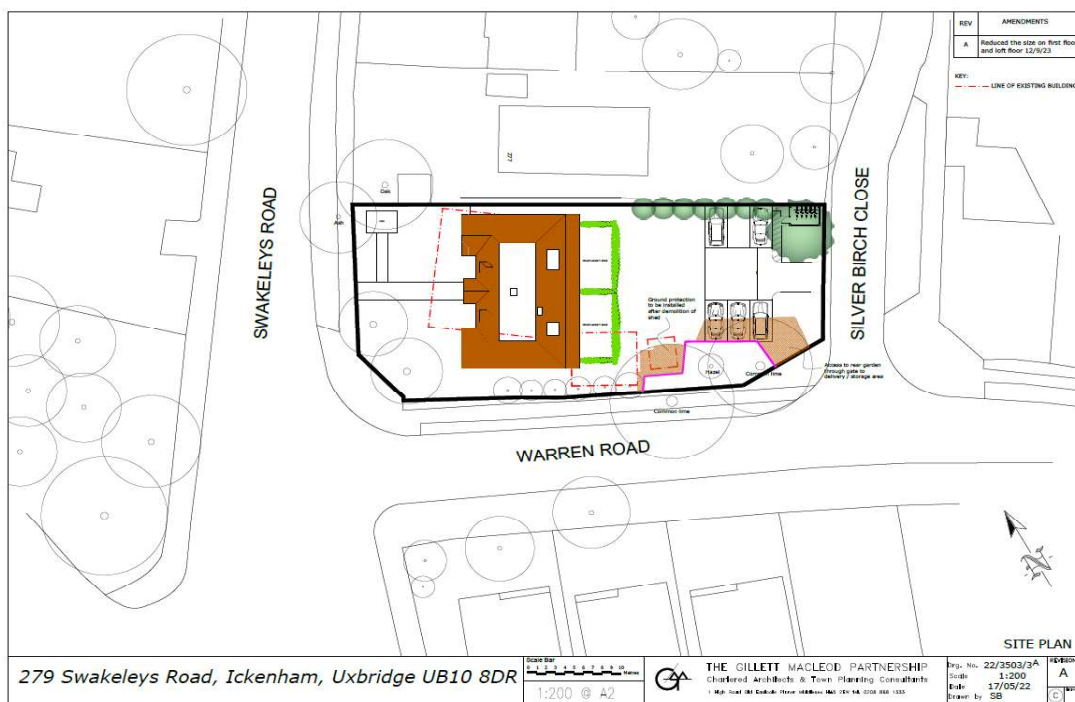


3 **Proposal**

- 3.1 The current application seeks planning permission for the demolition of the existing house and the erection of a two-storey block of flats, with habitable rooms in the roof space, consisting of 5 proposed flats (4 x two-bed and 1 x 3-bed units) and associated parking.
- 3.2 The submission of this application is in response to the previous refusal of a similar application to redevelop and intensify the use of the site. Upon submission, concerns were raised regarding the design and scale of the development which have been addressed following the submission of revised plans.

Figure 3: Proposed Plans (please note – larger version of plan can be found in the Committee Plan Pack)

Proposed Site Plan



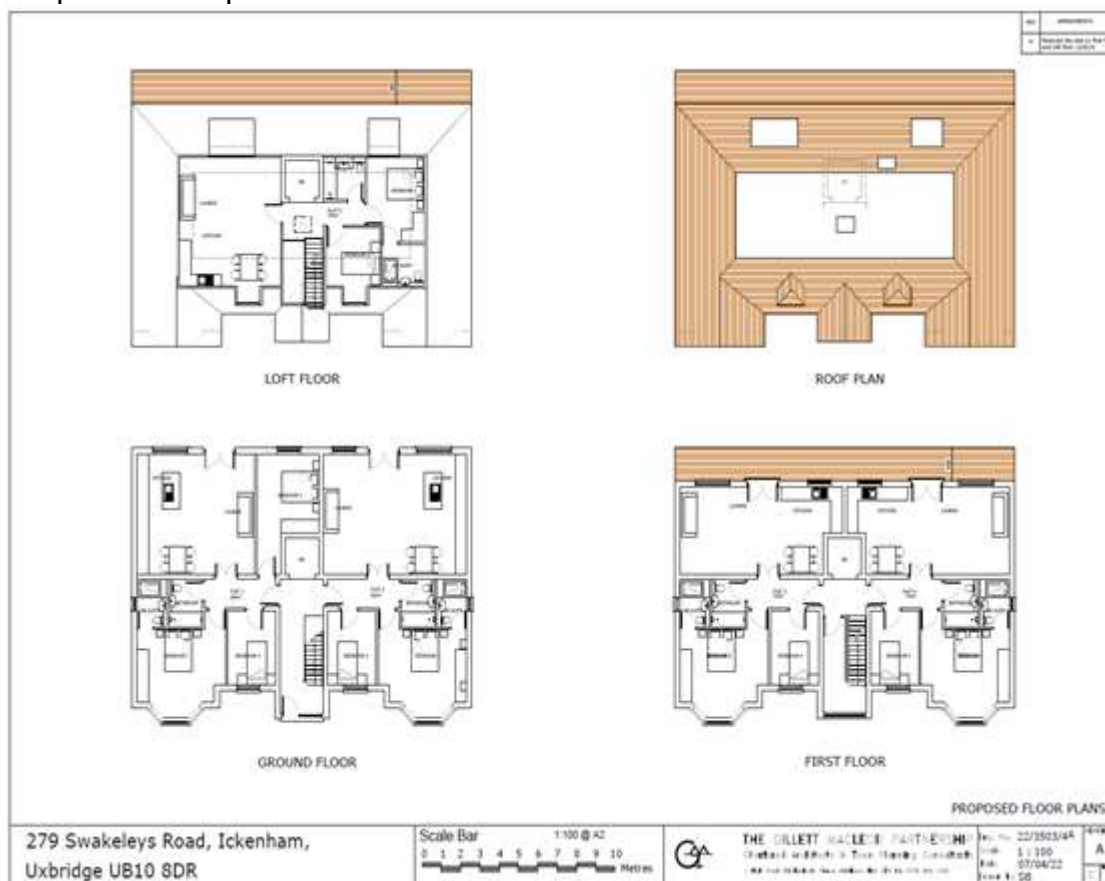
Proposed Elevations



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Proposed Floorplans



4 Relevant Planning History

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

Of specific relevance is planning ref: 30255/APP/2020/4275 for the erection of a two storey building with habitable roofspace to consist of 6 x 2- bed and 1 x 3-bed self-contained flats with parking and amenity space, involving demolition of the existing dwelling. The application was refused on the following grounds and this current application is submitted in response to the refusal:

1. The proposed development, by reason of its scale and prominence would result in an uncharacteristic form of development that would fail to harmonise with the local character of the surrounding area. The proposed development would therefore have a detrimental impact on the character, appearance and visual amenities of the area contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies D4 and D5 of the London Plan (2021) and the NPPF (2019).

2. The proposed car parking and functional requirement for hard surfacing, together with the footprint of the building, is disproportionate to the residual areas

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of usable soft landscaped space, with limited space for boundary planting and replacement trees. Such limited landscaped areas when combined with the need to provide external cycle and bin stores would be considered prejudicial to the character and appearance of the streetscene and wider area. As such the proposal fails to comply with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

3. The proposed development, due to its layout, fails to provide on site private or communal amenity space of a quantity and quality commensurate to the size of the proposals. Cumulatively, the shortfalls identified result in a poor quality of accommodation and residential amenity for the future occupiers contrary to Policies BE1 of the Local Plan: Part One (2012), Policies DMHB 11 and DMHB 18 of the Local Plan Part Two - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the NPPF (2019).

4. No information has been provided for a clear, well evidenced and compelling case as to why lift access cannot be provided. Therefore, the application cannot be supported because the proposal fails to comply with Policy D7 of The London Plan 2021.

5. The proposal is likely to result in a material loss of privacy for occupiers of No. 277 Swakeleys Road by reason of overlooking. Therefore, the proposal fails to comply with the aims of Policy BE1 (Built Environment) of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) and the NPPF (2019).

The application was dismissed at appeal under appeal ref: APP/R5510/W/21/3282070. The conclusion from the appeal decision are as follows:

"The proposal would result in harm arising to the character and appearance of the local area, the living conditions of future residents of the development and adjacent occupants, with no inclusive accessibility to the upper floors. It would thus lead to conflict with the development plan taken as a whole. There are no material considerations that indicate the decision should be made other than in accordance with the development plan. Therefore, for the reasons given, I conclude that the appeal should not succeed."

Since the previous refusal under planning reference: 30255/APP/2020/4275, the design of the proposed dwelling has been revised. The key changes includes:

- The proposed flats has been reduced from 7 to 5 flats.
- The bulk and scale has been reduced.
- The distance between the elevation facing Warren Road and the boundary has been increased from 2.5 metres to 3.5 metres.
- A more substantial landscape scheme is being proposed to front and rear boundary.

- The proposed dwelling has been re-orientated to have the principal elevation facing Swakeleys Road in comparison to the previous design which had the principal elevation facing Warren Road.

5 Planning Policy

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

6 Consultations and Representations

- 6.1 Neighbouring properties were consulted by letter dated 20/02/2023. The consultation period expired on 13/03/2023.
- 6.2 Representations received in response to 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
A petition of 32 signatures has been received against the application	1. Increased traffic, highway safety	Discussed in Section 7 paragraph 7.49
	2. Insufficient parking provision	Discussed in Section 7 paragraph 7.43
	3. Out of character with the street scene and surrounding area	Discussed in Section 7 paragraphs 7.7 – 7.18
	4. Overdevelopment of the site	Discussed in Section 7 paragraph 7.7 – 7.18
	5. Overconcentration of flatted developments	Discussed in Section 7 paragraphs 7.7 – 7.18
10 Individual letters of objection have been received from a total of 22 individual households	I. Highway Safety	Discussed in Section 7 paragraph 7.39 – 7.49
	II. Increase in congestion and traffic	Discussed in Section 7 paragraph 7.39 – 7.49
	III. Increase in anti-social behaviour	Whilst this is a material consideration, the proposal of flats cannot be directly

including the local resident's association		linked to an increase in anti-social behaviour Discussed in Section 7 paragraphs 7.60 – 7.63 The application proposes an increase in 4 residential units which would have a de minimus impact on local infrastructure. Discussed in Section 7 paragraphs 7.7 – 7.18
	IV. Air quality	
	V. Pressure on local infrastructure and services	
	VI. Over concentration of flats	
	VII. Development not in keeping with the surrounding area	Discussed in Section 7 paragraphs 7.7 – 7.18
	VIII. Sets a precedent for future applications	Each planning application is required to be assessed on its own merits
	IX. Negative impact upon the value of homes	This is not a material planning consideration

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<p>Ickenham Residents Association:</p> <p>We are dismayed that this application has been resubmitted even though the number of flats has been reduced and the entrance is now on Swakeleys Rd. The plot sits on the corner of Swakeleys Road / Warren Road, most probably affecting Silverbirch Close as well. This is close to a pedestrian crossing, a bus stop and is on one of the busiest roads in Ickenham which is heavily used by HS2 traffic as well.</p> <p>We are aware that the Inspectorate had removed the 10% rule allowed for flats in residential roads, but it is worrying to think of the extra traffic and parking involved, should this development go ahead. There would be a minimum of 6 cars adding to the traffic congestion, which is already at a high point at this part of Swakeleys Road. The Association strongly objects to this application.</p> <p>Internal Consultation</p> <p>Trees and Woodlands:</p>	<p>These points are addressed in Section 7 of this report.</p>

The property is situated within TPO588A which protected one Walnut onsite, which was removed sometime between 2018 and 2020 according to Google street view. The main trees of interest are situated just outside the site boundary (T7, T8 both Ash and T5 Lime) and T3 Lime just inside the site boundary.

A condition pertaining to tree retention and protection is proposed to be added to the decision notice should the application be approved.

No tree concerns subject to them following the tree protection plan in their design and access statement.
Highway Officer:

Naturally there would be a increase in trips generated by the development resulting in 2-3 trips being generated within the most sensitive times of the day. This is not considered to be a significant enough uplift to warrant refusal.

A full and detailed assessment of the highway material considerations is set out in section 7 of this report.

6 car parking spaces are proposed which does not breach the maximum car parking standards within the London Plan and is acceptable given the sites poor PTAL rating. The layout of the parking spaces accords with the Manual for Streets.

5 cycle spaces are indicated on the proposed plans and this needs to be uplifted to 6 in order to meet the minimum requirement.

A condition pertaining to the submission of revised cycle space provision is proposed to be attached to the decision notice should the application be approved.

The relocation of the existing access (vehicle crossing) is accepted in principle subject to a detailed design and approval of a s184 agreement.

Waste storage details are shown on the site plan but it is unclear how this will be collected given the extinguishment of the existing crossover which fronts Swakeleys Road. A refuse management shall be submitted which provides specific details of waste storage and collection in accordance with the maximum carrying and drag distances (30 m and 10m respectively).

A condition pertaining to the submission of a waste management plan is proposed to be attached to the decision notice should the application be approved.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

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Access Officer:

This proposal has been reviewed against 2021 London Plan and does not raise any accessibility concerns subject to conditions relating to step free access and M4(2) dwellings being attached to any approval.

The relevant conditions are proposed to be added to the decision notice should the application be approved.

7 Planning Assessment

7.1 Principle of Development

7.2 Although there have been several redevelopments for flats along Swakeleys Road in recent years there is not a 10% concentration within a 1 km distance. The nearest property, No. 277 adjacent to the application site, was subject of a successful appeal for the creation of flats. This was not implemented before the permission lapsed and it is not a material consideration in this regard.

7.3 Furthermore, paragraph 4.11 of the Local Plan advises that the conversion of single dwellings into more dwellings or the redevelopment of dwellings into new blocks of flats can enable more effective use of sites to be achieved. However, this type of development must seek to enhance the local character of the area.

7.4 Housing Mix

7.5 Policy DMH 2 of the Local Plan: Part Two (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. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3-bedroom properties. The application provides 4 x 2-bed and 1 x 3-bed units and therefore provides a mix of units on site in accordance with Policy DMH 2 of the Local Plan: Part Two (2020).

7.6 Policy DMH 4 of the Local Plan sets out a specific criteria for the conversion is existing residential properties into flatted developments. It seeks to prevent an overconcentration of flatted developments in order to protect local housing mix.

7.7 Design / Impact on the Character and Appearance of the Area

7.8 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

7.9 Policies BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan Part 2 – Development Management Policies (2020) 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

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quality of the public realm and respect local character. These aims are also supported by Chapter 12 of the NPPF (2023).

- 7.10 The surrounding area is predominantly characterised by large two storey detached dwellings situated on large plots, many of which have been altered or have extensions. The surrounding properties are also characterised by a variety of external finishes and roof form. Adjacent to the application site is a single storey detached dwelling.
- 7.11 Since the previous refusal under planning reference: 30255/APP/2020/4275, the design of the proposed dwelling has been revised. The key changes includes:
- The proposed flats has been reduced from 7 to 5 flats.
 - The bulk and scale has been reduced.
 - The distance between the elevation facing Warren Road and the boundary has been increased from 2.5 metres to 3.5 metres.
 - A more substantial landscape scheme is being proposed to front and rear boundary.
 - The proposed dwelling has been re-orientated to have the principal elevation facing Swakeleys Road in comparison to the previous design which had the principal elevation facing Warren Road.
- 7.12 The proposed building would sit slightly further forward from the neighbouring property at No.277 Swakeleys Road. However, it would not project rearward from this property. The revised scheme shows that the proposed dwelling would measure approximately 17 metres wide, 12.6 metres deep (at ground floor), 11.2m deep (at first floor) and 8.9 metres high.
- 7.13 The block would be set further back in the plot than the existing house and would generally respect the building line in Swakeleys Road.
- 7.14 The application site is situated on a prominent corner plot at the junction of Swakeleys Road and Warren Road. The proposal has been set in from the shared side boundary with No.277 by approximately 1 metre and 3.5 metres from the side boundary closest to properties along Warren Road in order to achieve a satisfactory setting. Given the variety of large properties in this part of Ickenham, the form of flats proposed, in particular the symmetry of the front elevation, the hipped roof, which reflects those of its neighbours and the proportions and scale, the development as amended would harmonise successfully with the street scene and complement the amenity and character of the residential area. The general building line to the front would be retained.
- 7.15 The proposed dwelling would retain the visual spacing which currently exists between the dwelling and the neighbouring properties, to assimilate with the character of the area. Reductions have also been made to the size of the property within the roof space, reducing its visual impact.
- 7.16 The previous scheme featured substantial additional bulk along Warren Road, the impact of which was criticised in the appeal decision. This element is not part of the current application, with the proposed block occupying a similar footprint to the

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existing dwelling, though it would extend further towards Warren Road. The reduction in scale along Warren Road is considered sufficient to address concerns regarding the impact of the scheme from this perspective.

- 7.17 There were also concerns previously about the extent of plot coverage by buildings and hardstanding for vehicles. The Inspector noted that the "presence of soft landscaping character that is visible from outside the site positively enhances the area". On the current scheme, the reduction in area covered by development has allowed an increase in landscaping. There would be a unified amenity space to the rear of the building whilst the parking area to the front and side of the house at present would be replaced by landscaping. A carpark would be created at the rear of the site for 6 vehicles, accessed from Silver Birch Close, and it is noted that rear parking is not a feature of the area. However, the area of the site covered by soft landscaping would increase from approximately 480sqm to 620sqm, and this would be particularly visible to the more prominent front and side of the site. Existing trees would be retained. Overall, subject to an acceptable planting scheme being secured by condition alongside tree protection measures, the proposed landscaping of the site weighs in favour of the current application.
- 7.18 In addition to the above, conditions have been added to ensure that the dwelling is of an appropriate material finish. Taking into consideration the sites surroundings, the above analysis, recommended conditions, the proposed development is considered to be acceptable and to have an acceptable impact on the character and appearance of the area. The proposal, therefore, complies with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the NPPF (2021).
- 7.19 Residential Amenity
- 7.20 Policies DMH 5, DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seek to ensure a satisfactory relationship with adjacent dwellings with no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers.
- 7.21 Policy D14 of the London Plan (2021) requires that proposals minimise noise pollution and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated.
- 7.22 Impact on the neighbouring property at No. 277 Swakeleys Road:
- 7.23 The proposed development would sit slightly forward than the neighbouring property at No.277 Swakeleys Road but would not project further rearward from this neighbour. The closest part of the proposal would be set away from the shared side boundary by approximately 1 metre. Whilst noting that side facing windows are served at No.277, given that the existing building line extends beyond these windows, it is not considered that the proposed dwelling would further exacerbate

harm on light levels to what currently exists on site. Side facing windows are proposed to face towards No.277, however these windows serve non-habitable rooms (en-suite rooms). To ensure no adverse impact on neighbour amenity, an obscure glazing condition requiring the windows to be obscured glazed and non-opening up to 1.8 metres of the finished floor level would be secured to these windows.

- 7.24 It is no longer proposed to put habitable room windows facing towards No.277, so the reason for refusal on the previous scheme regarding the impact on the amenities of that property is addressed.
- 7.25 Impact on the neighbouring properties along Warren Road:
- 7.26 The proposed development would be set in approximately 3.5 metres from the side boundary closest to the properties along Warren Road, given the sufficient separation distance, in comparison to the previous scheme of 2.7 metres, it is not considered to have a detrimental impact on loss of light, loss of privacy or would appear visually overbearing.
- 7.27 The proposal introduces additional windows to the front and rear elevations, including Juliette balconies, which would provide elevated views of the surrounding properties front and rear gardens. However, these windows would provide similar views to the existing windows at first floor. In addition, the Juliette balcony, would not provide a platform to directly step out onto. Therefore, it is considered that the proposal would not have a detrimental impact on privacy.
- 7.28 Having regard to the above, it is considered that the proposed development would not unduly impact on the living conditions of neighbouring occupiers. It would therefore comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), in this respect.
- 7.29 Quality of Residential Accommodation (Internal and External)
- 7.30 Policy D6 of the London Plan (2021) requires that all housing should be of high-quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of all Londoners without differentiating between tenures.
- 7.31 Policy DMHB 16 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020) requires that all housing developments should have an adequate provision of internal space in order to provide an appropriate living environment
- 7.32 The proposed development comprises the following internal accommodation:
- 7.33 Flat 1: 89 square metres
Flat 2: 81 square metres
Flat 3: 73 square metres
Flat 4: 73 square metres

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Flat 5: 71 square metres

- 7.34 Each flat proposed would exceed the floorspace requirements set out in Policy D6. Furthermore, habitable rooms within the property would have access to outlook and natural light with all the rooms having associated bathrooms/en-suite bathroom facilities. The internal living accommodation afforded to new residents is considered to be acceptable. A kitchen and lounge area is proposed per flat providing communal space for residents. It is therefore considered that future residents of the proposed building would have a satisfactory internal living accommodation.
- 7.35 Accordingly, the proposal is considered to comply with Policy D6 of the Hillingdon Local Plan, Policies DMHB 14, DMHB 5, DMHB 14, DMHB 16 and DMHB 18 of the Hillingdon Local Plan Part Two (2020).
- 7.36 Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Table 5.3 of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) states that flats with two-bedrooms should have a minimum of 25 square metres of private usable amenity space.
- 7.37 The proposal would provide approximately 261 sqm of private amenity space for the occupiers of the property. It is considered that the proposed development would provide the future occupiers of the proposed dwellings with external private amenity space provision that is of a sufficient size, usability and functionality, in accordance with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020). The two ground floor flats would have their own private spaces immediately next to their rear windows, ensuring that their privacy would be protected.
- 7.38 The dispersed and disjointed amenity space on the previous scheme lacked functionality, and this was one of the reasons for refusal. The compact and unified amenity space to the rear of the building in the current scheme overcomes this concern.
- 7.39 Highways and Parking
- 7.40 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.
- 7.41 These aims are also supported by the NPPF (2023) at Chapter 9, which states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

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7.42 Car Parking

7.43 The plans illustrate that six off-street parking will be located to the rear of the site and is therefore acceptable in this regard, being less than the 7-8 maximum under the parking standards. As noted by the Highways Officer, given the low Public Transport Accessibility of the site, this level of parking is acceptable. Parking controls on neighbouring streets would limit overspill parking. A parking allocation plan would be secured for the flats. The internal arrangement of the car park would meet best practice.

7.44 Cycle Parking

7.45 The plans illustrate cycle storage will be located to the rear of the site and is considered acceptable subject to a condition securing full details.

7.46 Vehicular Access

7.47 The highways officer notes that the removal of the existing access via Warren Road and its replacement with one from Silver Birch Close is acceptable in principle. Visibility plays to the new access would be secured by condition.

7.48 Trip Generation

7.49 As noted by the Highways Officer, the increase in trip generation would be marginal and could be absorbed by the local network without a significant impact on traffic congestion or road safety.

7.50 Electrical Vehicle Charging Provision:

7.51 No details on vehicle charging points have been submitted as part of this application, however, in the event of an approval, details on electric vehicle charging points would be secured via a condition, with 20% 'active' provision and the rest as passive.

7.52 Waste and Recycling

7.53 The plans illustrate adequate refuse storage will be located to the front of the site which is considered to be acceptable. However, no details have been provided which indicate how the refuse and recycling will be collected. Whilst an objection has not been raised to the location of the bin store, this requires details regarding the management and collection to be provided to ensure that residents are not subjected to overflowing waste and the appropriate carrying/drag distances are met. As such a condition pertaining to the submission and approval of a waste management condition is recommended to be attached to the decision notice.

7.54 Construction Management Plan

7.55 A Construction Management Plan would be secured by condition given the scale of the development.

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7.56 The Highway Authority has been consulted and does not raise an objection to the proposed development, subject to conditions. The proposal is considered to comply with Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.57 Noise

7.58 Policy D14 of the London Plan (2021) requires that proposals minimise noise pollution and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated.

7.59 The intensification of the site will bring about limited additional comings and goings of people and associated impacts that arise with people living independently from one another. Despite this, the increase in terms of noise levels will likely be minimal. Given the large separation distances between the detached dwellings along Warren Road, this is unlikely to result in any adverse impacts in terms of noise and disturbance to neighbouring occupiers of Warren Road, Silver Birch Close and Swakeleys Road.

7.60 Air Quality

7.61 Local Plan Policy DMEI 14 states:
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 in order to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2023) at chapter 15.

7.62 The application site forms part of the declared Hillingdon Air Quality Management Area and sits circa 200m to the east of the Swakeleys Road Air Quality Focus Area.

7.63 Given that there would not be a significant increase in vehicle movements to and from the site and there would be an increase in the area of soft landscaping on the site, it is not considered that there would be an adverse air quality impact from the development sufficient to warrant refusal.

7.64 Accessibility

7.65 Policy D5 and Policy D7 of the London Plan (2021) aims to provide suitable housing for London's diverse population including disabled people, older people and families with young children.

7.66 The proposed plans introduce a lift to facilitate the future occupiers at ground, first and loft floor. In the event of an approval, a condition would be secured to ensure the development complies with Building Regulation M4(2). Also, a condition would

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be secured requiring submission of plans to demonstrate step-free access via all points of entry and exit. Subject to such conditions, the proposed development would comply with Policies D5 and D7 of the London Plan (2021).

7.67 The absence of a lift formed a refusal reason for the previous scheme, which has now been overcome.

7.68 Security

7.69 The proposed development is not considered to compromise the security of the application site or adjoining sites.

7.70 Trees and Landscaping

7.71 Policy D5 of the London Plan (2021) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

7.72 Policy DMHB 14 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020) requires that all development retains or enhances existing landscaping, trees, and biodiversity.

7.73 The trees within and surrounding the application site are subject to Tree Preservation Orders (TPOs). Existing trees on site would be retained. The Council's Trees and Woodlands Officers were consulted and raised no objections subject to compliance with the tree protection plan.

7.74 As noted above, it is considered that the expansion of the proportion of the site covered by soft landscaping has the potential to improve the ecological value of the site. Details would be secured by condition.

7.75 Ecology

7.76 Whilst there has now been a formal adoption of the biodiversity net gain policies within the NPPF, for minor scale applications the requirement to deliver a 10% net gain is applicable to applications which have been validated from 02.04.24. As this application was validated prior to this date there is no formal requirement to provide a 10% net gain.

7.77 Flooding and Drainage

7.78 Policy SI12 and SI13 of the London Plan (2021) require, in summary, that flood risk is minimised and mitigated, and that surface water runoff is managed close to source.

7.79 Policy DMEI 9 and Policy DMEI 10 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020) require, in summary, that flood risk is mitigated and proposals that increase the risk of flooding or which fail to make adequate provision to control surface water runoff will be refused.

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7.80 The application is in Flood Zone 1 (low risk) and is not in a critical drainage area. In accordance with Policy DMEI 10, a condition would secure details of sustainable drainage measures.

7.81 Sustainability

7.82 Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

7.83 Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets.

7.84 The proposed development is of a minor scale therefore whilst the principle of SI 2 (carbon reduction) is applicable, the London Plan Policy applies more specifically to major scale applications. The applicant is not required to submit an Energy Statement with the application or demonstrate a policy level of onsite savings. Notwithstanding this point, the modern construction of the development would be considered as providing sufficient energy savings itself and therefore the development would comply with the principles of the carbon saving development plan policies.

7.85 Airport Safeguarding

7.86 The proposed development would not extend beyond the height of the existing building and would remain a two-storey building therefore would have no impact upon airport safeguarding.

7.87 Land Contamination

7.88 The site is not located within an area identified as being subject to potential land contamination.

8 **Other Matters**

Human Rights

8.1 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 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

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- 8.2 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

- 8.3 The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

The proposal involves the erection of 5 new dwellings (an uplift of 4 from the existing situation) and is therefore CIL liable.

9 Conclusion / Planning Balance

- 9.1 The reduction in scale and footprint of the development, the increase in soft landscaping, the introduction of a lift, the consolidation of amenity spaces and the removal of windows facing towards neighbouring properties have served to overcome the reasons for refusal on the previous scheme on this site.
- 9.2 The development would have an acceptable unit mix, including one family sized three-bedroom unit, and would make a contribution to the supply of housing in the borough. The development would be acceptable in highway and amenity terms and may result in an increase in the ecological value of the site due to increased soft landscaping.
- 9.3 Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1 (below).

10 Background Papers

- 10.1 Relevant published policies and documents taken into account 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.

APPENDICES

Planning Application

30255/APP/2023/417

Appendix 1: Recommended Conditions and Informatives

Conditions

1. HO1 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers; 22/3503/1, 22/3503/5 Rev A, 22/3503/4 Rev A, 22/3503/3 Rev A and Design and Access Statement dated 10th February 2023.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3. HO4 Materials

No development above ground level shall take place until details of all materials and external surfaces (associated with the proposed development) have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4. HO6 Obscure Glazing

The first floor side window(s) facing No. 277 Swakeleys Road and Warren Road shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the

5. NONSC Construction Management Plan

Prior to development commencing, a demolition and construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vi) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6. COM9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

- 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100), which include the provision of pollution absorbing planting
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for a minimum of 6 cycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policies within the London Plan (2021).

7. SUS8 **Electric Charging Points**

Prior to the occupation of the development, the applicant shall submit a Car Parking Management Plan to the Council for approval confirming that one car parking space would be allocated to each of the dwellings. Two of the parking spaces shall have active electrical vehicle charging points and the others shall be installed with passive electrical charging. The development shall be carried out in accordance with the approved details and maintained as such for the lifetime of the development.

REASON

To encourage sustainable travel in accordance with Policy T6.1 of the London Plan (2021).

8. RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork

shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'.

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

9. NONSC Non Standard Condition

The development shall be carried out and maintained in full accordance with the Tree Report within the Design and Access Statement dated 10th February 2023.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

10. NONSC Non Standard Condition

Prior to first occupation of the premises a Waste Management Plan shall be submitted to and approved by the Local Planning Authority. The plan shall include:

- details to demonstrate that the carrying distance for occupiers of the development is no more than 30 metres
- details of the location and method of collection which should include a drag distance of no more than 10 metres

REASON

To ensure that the proposed development complies with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

11. NONSC Details of step free access

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

12. NONSC Non Standard Condition

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan (2021).

13. A38 Surface Water/Sewage Disposal

No development above ground level shall take place until a scheme for the provision of sustainable water management and water efficiency shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. Provide details of water collection facilities to capture excess rainwater;
- v. Provide details of how rain and grey water will be recycled and reused in the development;
- vi. Provide details of how the dwelling will achieve a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the optional requirement defined within Approved Document G of the Building Regulations).

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London Plan (2021).

14. B11 Visible for Private Access

The vehicular access points hereby approved shall be provided with 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

The development shall not be occupied until the above works have been implemented in accordance with the above specifications.

REASON

In the interests of highway and pedestrian safety in accordance with Policy DMT 2 of the Hillingdon Local Plan: Development Management Policies (2020).

15. B12 Closure of Existing Access

No building or use hereby permitted shall be occupied or use commenced until drop kerbs has been installed at the carriageway edge and a vehicle cross-over constructed across the footway fronting the site in accordance with the approved plans and the footway reinstated to full kerb height where any vehicle crossovers are redundant.

REASON

In the interests of pedestrian safety and accessibility in accordance with Policy DMT2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

16. B3 Fencing to Protect Root Areas

Prior to works commencing on site, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, groups of trees and other vegetation to be retained during construction work, shall be submitted to and approved by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres and shall be erected prior to any demolition, removal of topsoil, and commencement of building operations and retained in position until development is completed. The land so enclosed shall be kept clear of all dumping, materials, machinery and cement mixing and the existing soil levels not altered or disturbed. No fires shall be lit on the land so enclosed.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

Informatives

1. I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should

ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

2. I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

3. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act

incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

4. I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G1	(2021) Green infrastructure
LPP H1	(2021) Increasing housing supply

LPP H10	(2021) Housing size mix
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

Appendix 2: Relevant Planning History

30255/APP/2004/1516 279 Swakeleys Road Ickenham

ERECTION OF A PORCH WITH CANOPY ACROSS FRONTAGE OF PROPERTY, AND FRONT GATES

Decision: 13-07-2004 Approved

30255/APP/2005/1010 279 Swakeleys Road Ickenham

CONVERSION OF ROOFSPACE TO HABITABLE ACCOMMODATION INVOLVING INSTALLATION OF REAR FACING DORMER WINDOW

Decision: 23-05-2005 Approved

30255/APP/2005/1717 279 Swakeleys Road Ickenham

CONVERSION OF ROOFSPACE TO HABITABLE ACCOMMODATION INVOLVING CHANGE OF ROOF FROM HIP END TO GABLE END

Decision: 08-08-2005 Approved

30255/APP/2005/247 279 Swakeleys Road Ickenham

CONVERSION OF ROOFSPACE TO HABITABLE ACCOMMODATION INVOLVING INSTALLATION OF SIDE AND REAR DORMER WINDOWS

Decision: 16-03-2005 Refused

30255/APP/2005/3194 279 Swakeleys Road Ickenham

ERECTION OF SINGLE STOREY REAR EXTENSION AND INSTALLATION OF AN ADDITIONAL REAR DORMER WINDOW

Decision: 10-01-2006 Approved

30255/APP/2006/1448 279 Swakeleys Road Ickenham

ERECTION OF A SINGLE STOREY GARDEN OUTBUILDING FOR USE AS A GYM/STORE AND INSTALLATION OF INWARD OPENING GATES WITH TWO BRICK PIERS 2.0M HIGH (INVOLVING THE DEMOLITION OF THE EXISTING DETACHED GARAGE SITED DIRECTLY BEHIND THE PROPOSED GATES AND PIERS).

Decision: 21-07-2006 Approved

30255/APP/2006/169 279 Swakeleys Road Ickenham

ERECTION OF A SINGLE STOREY REAR EXTENSION

Decision: 29-03-2006 Approved

30255/APP/2006/341 279 Swakeleys Road Ickenham

ERECTION OF A SINGLE-STOREY REAR EXTENSION AND INSTALLATION OF A
VEHICULAR CROSSOVER (INVOLVING CLOSURE OF EXISTING CROSSOVER)

Decision: 13-03-2006 Withdrawn

30255/APP/2020/2413 279 Swakeleys Road Ickenham

Erection of a two storey building with habitable roofspace to consist of 6 x 2-bed and 2 x 1-bed self-contained flats with parking and amenity space, involving demolition of existing dwelling.

Decision: 30-09-2020 Withdrawn

30255/APP/2020/4275 279 Swakeleys Road Ickenham

Erection of a two storey building with habitable roofspace to consist of 6 x 2-bed and 1 x 3-bed self-contained flats with parking and amenity space, involving demolition of existing dwelling.

Decision: 21-04-2021 Refused **Appeal:** 13-01-2022 Dismissed

30255/B/93/1039 279 Swakeleys Road Ickenham

Installation of a 2 metre high wall on Swakeleys Road

Decision: 05-08-1993 Approved

30255/PRC/2020/51 279 Swakeleys Road Ickenham

Demolition of existing building and construction of new building to provide 1 x 3 bed, 4 x 2 bed and 4 x 1 bed self contained flats with associated parking and amenity space

Decision: 15-04-2020 Objection

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G1	(2021) Green infrastructure
LPP H1	(2021) Increasing housing supply

LPP H10	(2021) Housing size mix
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking