

DESIGN AND ACCESS STATEMENT

46 The Drive, Ickenham, UB10 8AG

Demolition of the existing dwelling and erection of a replacement detached family dwelling with accommodation within the roofspace, together with associated landscaping, parking and amenity space.

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1. Introduction

This Design and Access Statement has been prepared in support of a full planning application for the demolition of the existing dwelling at 46 The Drive, Ickenham and the erection of a replacement detached family dwelling with accommodation within the roofspace, together with associated parking, landscaping and private amenity space.

The proposal retains the established residential use of the site as a single family dwelling. It does not create an additional residential unit. The revised design has been developed with particular regard to the spacious character of The Drive, the relationship with Nos. 44 and 48, the recently approved development envelope at No. 46, and the varied architectural character of this private residential road.

The statement should be read alongside the Rev F drawing package, including the proposed site plan, floor plans, elevations, sections, 3D views and the existing/proposed street elevation comparison.

2. Site Context

46 The Drive is a detached residential property on the eastern side of The Drive. The site contains a two-storey dwelling set back from the road with a long rear garden. No. 48 adjoins to the north and No. 44 to the south. The Council has previously described No. 48 as a two-storey detached property and No. 44 as a very wide two-storey detached property.

The site lies within the Developed Area identified by the Hillingdon Local Plan and is not within a conservation area. This is confirmed in the Council's 2026 officer report for No. 46.

The Drive is a private residential road with a distinctive but non-uniform character. The street contains substantial detached houses of differing periods and architectural expression, including traditional brick dwellings, rendered houses, neo-classical compositions, chalet forms, hipped and gabled roofs, dormers, balconies and formal landscaped/gated frontages. The common characteristics are the detached form, generous plots, front setbacks, boundary landscaping and mature vegetation rather than a single architectural style.



Example of a substantial rendered dwelling set behind mature landscaping.



Large traditional brick dwelling with a hipped roof and formal frontage.



Neo-classical/formal architectural expression within The Drive.



Traditional red-brick dwelling with roof accommodation and dormers.





These examples demonstrate that the visual character of The Drive is derived from individually designed substantial houses within landscaped plots, rather than from strict uniformity of architectural style.

3. Planning Context and Relevant Approvals

The Council's 2026 assessment of development at No. 46 identified the principal design considerations as the impact on the character of the property and surrounding area, together with the amenities of adjoining occupiers. The officer report referenced the following policies as relevant: Hillingdon Local Plan Part 1 Policy BE1, Local Plan Part 2 Policies DMHB 11, DMHB 12, DMHB 18, DMHD 1 and DMT 6, together with London Plan Policy D4.

For the present replacement dwelling, Policy DMHB 11 is particularly relevant because it requires development to have regard to scale, height, massing and bulk, adjacent structures, plot size, established street patterns, building lines, streetscape rhythm and residential amenity.

Relevant local planning history and precedents

Address / Ref.	Development	Decision / relevance	Key design point
46 The Drive 54228/APP/2026/1512	Substantial front/rear extensions, porch, Juliette balconies and roof alterations.	Approved in 2026. Material fallback/context for the scale and relationship of development already accepted on this site.	Officer accepted central front design feature, roof accommodation and 45-degree relationships.
51 The Drive 21977/APP/2013/1333	Demolition of existing house and erection of a two-storey building with habitable roofspace.	Approved subject to conditions. Useful same-street redevelopment reference.	Officer found the design in keeping with the character and appearance of the surrounding area.
41 The Drive 16664/APP/2007/2174	Demolition of existing house and erection of a substantial replacement dwelling with habitable roof accommodation.	Approved. Same-street precedent for demolition and replacement with a larger house.	Demonstrates established redevelopment of individual plots along The Drive.

Planning decisions are site-specific and these approvals do not establish a binding precedent. They are nevertheless relevant contextual evidence of the established pattern of substantial redevelopment and architectural variety along The Drive.

The 2026 officer report for No. 46 is particularly relevant. It records that the two-storey element was positioned approximately 1.7 m from the side boundary with No. 48 and that the 45-degree line was maintained, protecting outlook and daylight. The Council concluded that impacts on residential amenity would be limited and recommended approval.

4. Design Principles

The design strategy is based on five core principles:

- Retain the established single-dwelling use and detached character of the plot.
- Respect the street building line and maintain meaningful separation to adjoining properties.
- Reduce the apparent bulk of the replacement dwelling by containing upper accommodation within a hipped roof form.
- Adopt a high-quality, coherent architectural composition that responds to the varied character of The Drive rather than copying a single neighbouring house.

- Protect neighbouring amenity through careful siting, side separation, 45-degree relationships and controlled/obscure side glazing.

5. Layout & Scale

The replacement dwelling remains positioned centrally within the plot and follows the established development pattern. The Rev F drawings identify the approved building line and demonstrate the relationship to Nos. 44 and 48.

A key revision is the increased setback/separation between the proposed dwelling and No. 48. This provides a more generous side gap, reinforces the detached character of the proposal, improves the spatial relationship with the adjoining property and reduces the perceived mass when viewed from the street and from No. 48.

The revised floor areas are approximately 186.3 m² at ground floor, 186.3 m² at first floor and 86.0 m² within the loft. The reduction in the roof accommodation and the use of approximately 2.4 m principal floor-to-ceiling heights assist in controlling overall mass and height.

The upper accommodation is contained within a hipped roof rather than expressed as a conventional full third storey. The proposed roof pitch is approximately 36 degrees, with modest dormers set within the roof plane. This approach helps the roof remain visually subordinate to the two principal storeys.



Existing and proposed street elevation comparison - Rev F. The proposed dwelling remains read as a detached house within the established scale of the street.

The proposal adopts a formal traditional/classical architectural language with a symmetrical front elevation, hipped roof, central entrance feature, vertically proportioned windows, strong eaves/cornice line and restrained dormers. This approach is appropriate in a street where substantial individual houses display a wide range of architectural styles.

A restrained, high-quality material palette is proposed, comprising facing brick and/or high-quality render, stone or reconstituted-stone architectural detailing, dark slate/slate-effect roof finish, high-quality framed windows, and dark metal balustrading. Final samples and colours can be secured by planning condition if required.

A useful local reference is No. 51 The Drive, where the approved scheme used a neo-classical design based on traditional proportions, with a traditional material palette and a hipped roof with dormers. The approved context elevation at No. 51 demonstrates that a formal classical approach is already part of the broader architectural vocabulary of The Drive.



Reference: approved context elevation for 51 The Drive (Drawing 99315.P22B, 2013).

7. Access & Movement

The site remains in use as a single family dwelling and the established vehicular relationship with The Drive is retained. The frontage provides on-site parking and a clear pedestrian approach to the principal entrance.

The principal entrance is centrally located and clearly legible from the street. Internal circulation is organised around a generous entrance foyer and central stair/lift core. Level or gently graded access will be provided where practicable, with detailed thresholds and accessibility measures developed at Building Regulations stage.

As The Drive is a private road, construction access and delivery management should be carefully controlled to avoid damage to the carriageway, verges and adjoining property. The Council's 2026 permission for No. 46 specifically includes an informative concerning protection of private roads during construction.

8. Space Standards & Compliance

The dwelling provides generous family accommodation over two principal storeys with ancillary accommodation within the roof. Principal rooms have direct natural light and outlook, and the layout provides a clear separation between reception/living spaces and bedroom accommodation.

The proposal includes six bedrooms, multiple living areas, sanitary accommodation, storage, utility functions and a lift, providing a flexible long-term family home. Detailed compliance with Building Regulations, including fire safety, structure, ventilation, thermal performance and accessibility, will be addressed through the Building Regulations process.

9. Sustainability & Energy Efficiency

The replacement dwelling provides the opportunity to achieve a significantly improved environmental performance compared with the existing house. The design will incorporate a high-performance thermal envelope, efficient glazing, airtightness and energy-efficient building services.

The detailed specification will consider:

- High levels of insulation and reduced thermal bridging.
- High-performance double or triple glazing as appropriate.
- Energy-efficient heating and hot-water systems.
- Low-energy lighting and controls.
- Opportunities for photovoltaic panels positioned discreetly within the roofscape.
- Electric vehicle charging provision.
- Water-efficient sanitary fittings.
- Permeable paving and sustainable surface-water drainage where practicable.

The 2026 Hillingdon decision for No. 46 also encourages renewable energy systems and high-quality insulation, which is consistent with the approach proposed for the replacement dwelling.

Planning reference: LB Hillingdon Ref. 54228/APP/2026/1512, sustainability informative.

10. Residential Amenity

The design has been developed to protect the amenities of Nos. 44 and 48. The increased side separation to No. 48 is a positive revision and reduces the potential for overbearing impact. The proposal also retains the 45-degree relationships shown on the planning drawings.

Side-facing openings are limited and include high-level and obscure glazing where appropriate. This approach follows the principle accepted in the 2026 permission at No. 46, where side windows were required to be permanently obscure glazed in order to protect privacy.

The principal outlook from habitable rooms is directed to the front and rear of the site. The retained long rear garden provides substantial private amenity space and ensures that the replacement dwelling remains comfortably accommodated within its plot.

11. Landscape and Street Character

The landscape setting is an important component of the character of The Drive. The proposal should therefore be read together with a landscape strategy that retains existing mature vegetation where practicable and reinforces front and side boundary planting.

The frontage will balance parking with meaningful soft landscaping. New hedging, specimen trees and planted margins will soften the building, retain the green character of the road and maintain a clear distinction between the private dwelling and the private carriageway.

The photographs in Appendix A demonstrate the variety of substantial houses along The Drive and the important role played by hedging, trees, walls, railings and landscaped setbacks in creating a coherent street character despite considerable architectural variety.

12. Conclusion

The proposal represents a high-quality replacement family dwelling that responds positively to the established character of The Drive. The street is characterised by substantial detached houses of varied architectural expression within generous landscaped plots, rather than by a uniform house type.

The Rev F design has been refined to reduce bulk and improve its relationship with adjoining properties. In particular, the separation to No. 48 has been increased, the overall floor area and loft accommodation have been reduced, the roof form is controlled, and the dwelling retains meaningful side gaps and a clear two-storey appearance.

The proposed building respects the established building line, contains roof accommodation within a subordinate hipped roof, protects neighbouring privacy through controlled side glazing, and retains substantial private amenity space. The proposal therefore provides a coherent and proportionate replacement dwelling that is capable of integrating successfully within the varied architectural context of this private residential road.

Appendix A - Street Character Photographs

The following photographs were taken along The Drive and illustrate the variety of building forms, materials and architectural styles present within the street. They are included to demonstrate the established context of individually designed substantial detached dwellings set within landscaped plots.



Street character example - varied roof forms and contemporary/traditional detailing.



Street character example - substantial traditional brick dwelling.



Street character example - formal classical entrance composition.



Street character example - substantial dwelling with hipped roof and formal frontage.



Street character example - roof accommodation, dormers and landscaped/gated frontage.



Street character example - individual design and varied materials.

Appendix B - Reference Approvals

The following extracts identify the principal local planning documents referred to in this statement. Full copies should be retained with the project planning records and may be submitted as supporting contextual information where appropriate.

46 The Drive - LB Hillingdon officer report, Ref. 54228/APP/2026/1512 (2026), page identifying the site, proposal and planning history.

51 The Drive - LB Hillingdon officer report, Ref. 21977/APP/2013/1333 (2013), page identifying demolition and redevelopment with a two-storey building and habitable roofspace.

41 The Drive - Grant of Planning Permission, Ref. 16664/APP/2007/2174 (2007), for demolition and erection of a substantial replacement dwelling with habitable roof accommodation.