
46 THE DRIVE, ICKENHAM, UB10 8AG

Planning Statement

Application Site	46 The Drive, Ickenham, UB10 8AG
Proposal	Demolition of the existing dwelling and erection of a replacement detached family dwelling with accommodation within the roofspace, together with associated parking, landscaping and amenity space.
Local Planning Authority	London Borough of Hillingdon
Date	30 September 2026

1. Introduction

This Planning Statement has been prepared in support of a full planning application for the demolition of the existing detached dwelling at 46 The Drive and the erection of a replacement detached family dwelling. The replacement dwelling remains a single residential unit within the established residential plot and does not introduce an additional dwelling to the site.

The submission follows a detailed review of the site, the varied architectural character of The Drive, the relationship with Nos. 44 and 48, the recent planning history at the application site, and other relevant development along the same road. The revised design has been deliberately refined to reduce overall bulk, maintain a clear two-storey character with accommodation contained within the roof, and increase the separation to No. 48.

The application is supported by existing, approved and proposed drawings, street elevations, three-dimensional views and a Design and Access Statement. These documents demonstrate the relationship of the replacement dwelling to its plot, neighbouring properties and the wider streetscene.

2. Site Context and Proposal

The application site lies on the eastern side of The Drive in Ickenham. It currently contains a detached two-storey dwelling set back from the road with a long rear garden. Hillingdon Council has previously described No. 48 to the north as a two-storey detached property and No. 44 to the south as a very wide two-storey detached property. The site lies within the Developed Area and is not within a conservation area or an Area of Special Local Character.

The Drive is a private residential road with a notably varied built character. The road contains detached houses of differing ages, architectural languages, materials and roof forms, including traditional brick houses, rendered dwellings, neo-classical compositions, substantial hipped roofs, gables and dormers. The common character is therefore not architectural uniformity, but the presence of individually designed detached dwellings set within generous landscaped plots.

The proposed replacement dwelling is arranged over two principal storeys with additional accommodation within the roof. Revision F provides approximately 186.3 m² at ground floor, 186.3 m² at first floor and 86.0 m² within the loft. A hipped roof at approximately 36 degrees, modest dormers, strong eaves line and symmetrical front composition are used to control the perceived scale of the building.



Figure 2: Examples of the varied architectural character and landscaped frontages along The Drive (site photographs, September 2026).

3. Planning Policy Context

The application falls to be determined in accordance with the statutory development plan unless material considerations indicate otherwise. The principal policy documents relevant to the proposal are set out below.

3.1 National Planning Policy Framework 2026

The National Planning Policy Framework published in August 2026, together with the detailed Chapter 14 decision-making design policies published in September 2026, places context and high-quality design at the centre of development management. Policy DP3 requires proposals to respond to the history, character and features of the site and its setting and to integrate with and enhance their surroundings. It also recognises that contextual design does not preclude innovation or change where appropriate.

3.2 The London Plan 2021

The London Plan forms part of the statutory development plan for Hillingdon. Policies D3 and D4 promote a design-led approach and require development to respond positively to local context. Policy D6 addresses housing quality and standards, while Policy SI 13 requires sustainable drainage to manage surface water as close to source as possible and to follow the drainage hierarchy.

3.3 Hillingdon Local Plan

The most relevant local policies include Policy BE1 of the Hillingdon Local Plan Part 1 (Built Environment) and Policies DMHB 11 (Design of New Development), DMHB 12 (Streets and Public Realm), DMHB 14 (Trees and Landscaping), DMHB 18 (Private Outdoor Amenity Space), DMT 2 (Highways Impacts), DMT 6 (Vehicle Parking), DMEI 9 (Flood Risk) and DMEI 10 (Water Management, Efficiency and Quality) of the Hillingdon Local Plan Part 2 (2020).

Policy DMHB 11 is of particular relevance. It requires new development to be designed to high standards and to harmonise with its context, taking account of scale, height, mass and bulk, plot size and width, plot coverage, building lines and setbacks, rooflines, streetscape rhythm, gaps between buildings, architectural composition, detailing and neighbouring amenity.

4. Principle of Development

The principle of continued residential use is established. The proposal replaces one detached dwelling with one detached dwelling and therefore retains the existing C3 residential use and the established pattern of family housing on The Drive.

The site is within the Developed Area, is not within a conservation area and the existing dwelling is not identified in the submitted material as a designated heritage asset. The proposal therefore falls to be considered primarily in relation to design, character, neighbour amenity, access, parking, landscaping, sustainability and drainage.

A particularly relevant recent local precedent is 4 The Drive. Planning permission 39148/APP/2024/2509 was approved on 11 March 2025 for the demolition of the existing dwelling and erection of a two-storey five-bedroom detached dwelling with habitable roofspace. A subsequent minor material amendment (39148/APP/2025/2078) was approved on 15 October 2025. This provides recent evidence that replacement detached dwellings with habitable roofspace can form an acceptable part of the evolving character of The Drive, subject to site-specific assessment.

5. Planning History and Material Planning Context

The planning history demonstrates that the application site has been subject to substantial residential alterations and that Hillingdon has recently accepted a materially enlarged dwelling envelope at No. 46.

Reference	Proposal	Decision	Relevance
54228/APP/2026/1512	Part single/part double-storey front and rear extensions, Juliette balconies, porch, side windows and roof alterations.	Approved 26 Aug 2026	Establishes a substantial recently approved fallback envelope and confirms acceptability of the 45-degree relationship and neighbour amenity measures.
54228/APP/2026/1511	Single-storey outbuilding to rear garden.	Approved 13 Aug 2026	Confirms continued residential investment and use of the rear garden.
54228/APP/2016/1438	Gated boundary treatment to front.	Approved 9 Jun 2016	Existing gated frontage forms part of the established site context.
54228/APP/2013/333	Basement with indoor swimming pool and rear games-room outbuilding.	Approved 15 May 2013	Demonstrates history of substantial residential accommodation at the site.
54228/99/1747	Single-storey rear extension.	Approved 11 Oct 1999	Historic enlargement of the dwelling.

The 2026 officer report is especially material. It records that the two-storey element adjacent to No. 48 was approximately 1.7 m from the side boundary and that the 45-degree line was respected, with no unacceptable impact on outlook or daylight. Revision F increases the separation to No. 48 further, representing a positive improvement in the spatial relationship with that neighbour.

Figure 3: Hillingdon delegated officer report - 46 The Drive, application 54228/APP/2026/1512 (approved August 2026).

6. Relevant Development Along The Drive

The Drive has an established history of redevelopment, substantial enlargement and individually designed detached houses. The following examples are material as contextual evidence rather than as direct determinants of the present application.

6.1 41 The Drive - 16664/APP/2007/2174

Planning permission was granted on 6 September 2007 for demolition of the existing house and erection of a four-bedroom part two-storey/part three-storey dwelling with habitable accommodation in the roofspace, together with associated works. This provides an established example on the same road of complete redevelopment for a substantial replacement house.

6.2 51 The Drive - 21977/APP/2013/1333

The 2013 application at No. 51 proposed demolition of the existing detached dwelling and erection of a substantial two-storey building with accommodation in the roofspace. The officer report concluded that the design would be in keeping with the character and appearance of the surrounding area and would not be harmful to neighbouring amenity. The associated design material described The Drive as containing large detached properties in generous plots and noted that no single architectural style dominates the road.

The No. 51 scheme is also relevant to the architectural approach. Its design adopted a neo-classical language with traditional proportions, a central entrance, hipped roof and dormers, demonstrating that formal classical architecture forms part of the accepted variety found along The Drive.

6.3 4 The Drive - 39148/APP/2024/2509

The 2025 permission for demolition of the existing dwelling and erection of a two-storey five-bedroom detached dwelling with habitable roofspace is a recent replacement-dwelling precedent on the same road. It reinforces the principle that The Drive can accommodate individually designed replacement houses where scale, siting, roof form and neighbour relationships are appropriately resolved.

7. Design and Layout Considerations

The replacement dwelling has been designed as a substantial but clearly detached house that sits within the established plot rather than filling it. The design approach responds to the key assessment criteria in Policy DMHB 11: plot width, building line, gaps, scale, roofline, architectural composition and neighbouring amenity.

7.1 Scale, Massing and Roof Form

- Revision F reduces the principal floor areas to approximately 186.3 m² at ground floor and 186.3 m² at first floor, with approximately 86.0 m² contained within the loft.
- The building reads as two principal storeys with roof accommodation rather than as a conventional three-storey house.
- The approximately 36-degree hipped roof and modest dormers reduce the apparent roof mass and maintain a domestic roof profile.
- The front elevation uses a strong horizontal eaves line and symmetrical composition to provide visual order and reduce the perception of bulk.

7.2 Building Line and Side Separation

The proposed dwelling has been positioned having regard to the established and recently approved building line. Clear side gaps are maintained to both boundaries so that the building continues to read as a detached house. Importantly, the revised design increases the separation to No. 48 compared with the earlier scheme. This improves the spatial relationship with the neighbour, reduces perceived mass when viewed from the street and reinforces the open character between buildings.

7.3 Architectural Character

The proposal adopts a traditional/classical architectural language with a central entrance, vertically proportioned windows, hipped roof, modest dormers and restrained stone detailing. This approach is not intended to replicate any single neighbouring house. Instead, it responds to the established pattern of individually designed dwellings on The Drive, where traditional, neo-classical and contemporary architecture coexist.

7.4 Street Scene

The submitted street elevation demonstrates the proposed dwelling in direct relationship with Nos. 44 and 48. The replacement house remains within the general height range of the neighbouring built form and retains visual separation to either side. The proposal therefore contributes a new individual dwelling to a street already characterised by architectural variety.



Figure 6: Existing and proposed street elevation comparison,

8. Residential Amenity

The proposal has been developed with particular regard to the relationship with Nos. 44 and 48. The revised side spacing, controlled side fenestration and use of high-level/obscure glazing reduce opportunities for overlooking and help protect privacy.

The earlier 2026 approved scheme was assessed by Hillingdon as respecting the 45-degree relationship to both neighbours. The officer report found that the two-storey element adjacent to No. 48 would not cause unacceptable concerns for outlook or daylight. Revision F increases the separation to No. 48 and therefore improves upon that aspect of the approved relationship.

The main habitable-room outlook is directed to the front and rear. Side-facing openings are limited and can be secured as obscurely glazed/non-opening below an appropriate height where necessary, consistent with the approach taken by the Council on the 2026 permission.

9. Access, Parking and Transport

The proposal retains the established residential access arrangement from The Drive and continues to provide off-street parking within the frontage. The site is already served by a gated access and the replacement dwelling does not introduce an additional residential unit or materially intensify the use of the access.

The frontage should be detailed so that vehicle accommodation is balanced with soft landscaping, boundary planting and a clear pedestrian route to the principal entrance. This will maintain the landscaped setting characteristic of The Drive while providing practical parking provision.

The Drive is a private road. Construction traffic and deliveries will therefore need to be carefully managed to avoid damage or obstruction, consistent with the informative attached to the 2026 permission. A proportionate construction management approach can be secured if required.

10. Sustainability and Drainage

As a replacement new-build dwelling, the proposal provides an opportunity to deliver a substantially more energy-efficient building envelope than the existing house. The detailed design will incorporate high levels of insulation, high-performance glazing, efficient heating and hot-water systems, low-energy lighting and water-efficient fittings. Opportunities for renewable or low-carbon technologies can be incorporated where compatible with the final technical design and roofscape. Surface-water management will be developed in accordance with Policy DMEI 10 and London Plan Policy SI 13. The drainage strategy should prioritise management of rainwater close to source through appropriate SuDS measures, which may include permeable surfacing, infiltration where ground conditions permit, attenuation and rainwater reuse. The objective will be to avoid increasing off-site surface-water runoff and to provide a maintainable drainage solution for the lifetime of the development.

Soft landscaping and new planting will complement the drainage strategy by retaining permeability, improving the setting of the dwelling and maintaining the green character of the road.

11. Conclusion

The proposal retains the established residential use of the site and replaces one detached house with one high-quality detached family dwelling. The principle of a replacement dwelling is consistent with the residential character of The Drive and is supported by recent and historic examples of redevelopment on the same road.

Revision F has been specifically refined to address scale and neighbour relationships. The floor area and loft accommodation have been reduced, the roof form remains subordinate, clear side

gaps are retained and the separation to No. 48 has been increased. The submitted street elevation demonstrates that the house sits comfortably within the varied scale and architectural character of The Drive.

The recent 2026 approval at No. 46 is an important material consideration. It establishes that substantial enlargement, roof accommodation and a two-storey relationship close to the neighbouring properties were acceptable in principle, subject to the detailed controls identified by the Council. The replacement dwelling rationalises the form into a coherent new building while improving the side relationship to No. 48.

Taken as a whole, the proposal provides a contextual, well-composed and sustainable replacement dwelling that respects the established building line, maintains the detached and landscaped character of the plot, protects neighbouring amenity and responds positively to the varied architectural identity of this private residential road.