

Report of the Head of Planning & Enforcement Services

Address 135 SWAKELEYS ROAD ICKENHAM

Development: Part single storey part two storey rear extension; single storey front extension and entrance porches plus raising of roof incorporating front/rear dormers and rooflights and alterations to elevations to allow for conversion of existing dwelling to 2 x two storey with habitable roofspace, 6-bed semi-detached dwelling houses with associated amenity space and parking.

LBH Ref Nos: 380/APP/2012/250

Drawing Nos: Design and Access Statement
111003/06A
111103/01
111103/05
111103/07
111103/08
Typical Cross Section
111103/04
1111/03A
1111/02A

Date Plans Received: 01/02/2012

Date(s) of Amendment(s): 01/02/2012

Date Application Valid: 07/02/2012

06/02/2012

13/02/2012

1. SUMMARY

The proposed scheme has been assessed against the relevant Council policies and the London Plan and it is considered that the proposed increase in size, scale and bulk of the original building would unduly detract from the character of the street scene and its surroundings. In addition, the proposed on-site parking layout is inadequate and is likely to raise issues of general highway safety. For these reasons, the proposal is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal, by reason of the increased bulk, mass and height of the building and the height, size, scale and design of the rear two storey extension, would not be subordinate to the original building in terms of scale, size and proportion. It would therefore fail to harmonise with the existing property, the street scene or complement the character and appearance of the surrounding residential area and is thus contrary to Policies BE13, BE15 and BE19 of the Hillingdon Unitary Development Plan (Saved Policies, September 2007).

2 NON2 Non Standard reason for refusal

The proposal has not demonstrated that satisfactory off street parking, manoeuvring and access arrangements would be provided within the site for future occupants and therefore the development would lead to potential reversing and on-street parking to the detriment of public and highway safety generally. The proposal would also result in the

provision of excessive parking. It is therefore contrary to policies AM7 and AM14 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to the Council's Adopted Parking Standards (Hillingdon UDP, Saved Policies, September 2007).

3 NON2 Non Standard reason for refusal

The development is estimated to give rise to a significant number of children of school age, additional provision for whom would need to be made in the schools serving the local area. Given that a legal agreement at this stage has not been secured, the proposal is thus considered to be contrary to Policy R17 of the Hillingdon Unitary Development Plan (Saved Policies, September 2007).

3. CONSIDERATIONS

3.1 Site and Locality

The site is a rectangular plot with an approximately 15 metres frontage to Swakeleys Road and a depth of 49m that adjoins the front garden of No. 2 Thornhill Road. The site is located at the junction of Swakeleys Road and Thornhill Road and has an area of 803 sq. metres (0.0803 hectares). The whole site, which is covered by an area Tree Preservation Order that includes 38 individually protected trees and two groups, is situated within the developed area as identified in the Hillingdon Unitary Development Plan Saved Policies (September 2007).

There is a large two storey five bedroom house on the site at present, forming part of a residential area that comprises a mix of bungalows, two-storey detached and semi-detached houses of varying sizes. The existing house forms part of a continuous frontage of two-storey houses, many substantial, and mostly set back some distance from the road along this part of Swakeleys Road, a busy local traffic route connecting Ickenham village centre to the east with the A40 and beyond to the south.

3.2 Proposed Scheme

The proposal is for a rear extension and conversion of the existing single dwelling into two semi-detached six-bedroom houses, incorporating an extended roofspace. The dwellings would each comprise a front lounge and dining room on the ground floor with a kitchen/breakfast room in the extended section at the rear; four bedrooms (one en-suite) and one bathroom on a part extended first floor and two bedrooms (one en-suite) within the extended roofspace formed under a new pitched/hipped roof across the full width. The gable end rear extension at first floor would be 8.9m wide x 5m deep.

The existing building would be extended to the rear by 5 metres in depth at ground floor across the full width but set in by 1.5m from the boundary with No. 137 Swakeleys Road. The gable end pitched roof rear extension at first floor would be 8.9m wide x 5m deep and the raised roof space (approx. 1.3m higher than the existing ridge line) would be converted into habitable accommodation by means of two front dormer windows, two on the rear elevation either side of the first floor addition and 4no. rooflights.

The front of the existing house would be extended by central porches and bay windows introduced. The parking layout within the existing surfaced front garden would be arranged to provide three parking spaces per dwelling in block paving areas, and a small planted front garden. The house nearest to Thornhill Road (No. 135) would be accessed from an existing vehicular crossover to the side and the other half, No. 135a, via the

existing gated entrance on to Swakeleys Road.

At the rear of the new dwellings, patio and garden areas of approximately 8m wide x 18m deep would be laid out, with the existing 2m high perimeter wall retained along the full length of the site boundary in Thornhill Road and around to the front.

The proposed external materials to be used in the development are render/brick walls, roof tiles to be agreed (existing are brown pantiles), white upvc windows and doors (existing are white aluminium).

3.3 Relevant Planning History

380/APP/2007/3901 135 Swakeleys Road Ickenham

ERECTION OF A TWO STOREY BUILDING (WITH ACCOMMODATION IN THE ROOF SPACE) TO PROVIDE FOR 4 TWO-BEDROOM AND 2 ONE- BEDROOM RETIREMENT FLATS, WITH ONE FRONT DORMER WINDOW AND ROOF LIGHTS ON SIDE AND REAR ELEVATIONS, 9 FRONTAGE PARKING SPACES, BIN STORE, CYCLE STORE, CHANGE OF EXISTING THORNHILL ROAD VEHICULAR ACCESS TO PEDESTRIAN ACCESS, USE OF EXISTING ACCESS IN SWAKELEYS ROAD AS MAIN ACCESS AND ALTERATIONS TO EXISTING FRONT BOUNDARY WALL TO INCLUDE METAL RAILINGS (INVOLVING DEMOLITION OF EXISTING DWELLINGHOUSE). (AMENDED DESIGN AND ACCOMMODATION)

Decision: 13-02-2009 Approved

380/APP/2008/2819 135 Swakeleys Road Ickenham

ERECTION OF A TWO STOREY BUILDING (WITH ACCOMMODATION IN THE ROOF SPACE) TO PROVIDE FOR 4 TWO-BEDROOM AND 1 ONE-BEDROOM RETIREMENT FLATS, WITH TWO FRONT DORMERS AND 1 SIDE/REAR DORMERS, 9 FRONTAGE PARKING SPACES, BIN STORE, CYCLE STORE, CHANGE OF EXISTING THORNHILL ROAD VEHICULAR ACCESS TO PEDESTRIAN ACCESS, USE OF EXISTING ACCESS IN SWAKELEYS ROAD AS MAIN ACCESS AND ALTERATIONS TO EXISTING FRONT BOUNDARY WALL TO INCLUDE METAL RAILINGS (INVOLVING DEMOLITION OF EXISTING DWELLINGHOUSE)

Decision: 13-02-2009 Approved

380/APP/2011/2655 135 Swakeleys Road Ickenham

Application for a Non-material amendment to raise a front window due to internal alterations, following grant of planning permission ref. 380/APP/2007/ 3901 dated 13-02-2009 (Erection of a two storey building (with accommodation in the roof space) to provide for 4 two-bedroom and 2 one-bedroom retirement flats, with one front dormer window and roof lights on side and rear elevations, 9 frontage parking spaces, bin store, cycle store, change of existing Thornhill Road vehicular access to pedestrian access, use of existing access in Swakeleys Road as main access and alterations to existing front boundary wall to include metal railings (involving demolition of existing dwellinghouse).

Decision: 16-12-2011 Refused

380/APP/2011/2656 135 Swakeleys Road Ickenham

Removal of condition no.20 of planning permission ref. 380/APP/2007/3901 dated 13-02-2009 to allow for no age limitation on residents (erection of a two storey building (with accommodation in the roof space) to provide for 4 two-bedroom and 2 one- bedroom retirement flats, with one

front dormer window and roof lights on side and rear elevations, 9 frontage parking spaces, bin store, cycle store, change of existing Thornhill Road vehicular access to pedestrian access, use of existing access in Swakeleys Road as main access and alterations to existing front boundary wall to include metal railings (involving demolition of existing dwellinghouse).

Decision:

380/D/78/1210 135 Swakeleys Road Ickenham
Householder dev. (small extension,garage etc) (P)

Decision: 04-10-1978 Approved

380/E/78/1770 135 Swakeleys Road Ickenham
Details of materials in compliance with condition 2 of 380D/78/1210.

Decision: 11-12-1978 Approved

380/H/85/0326 135 Swakeleys Road Ickenham
Res.dev - Homes (childrens,O.A.Ps etc) (Full) (P)

Decision: 23-04-1985 Approved

380/L/89/2156 135 Swakeleys Road Ickenham
Retention of a first-floor rear extension

Decision: 31-01-1990 Approved

Comment on Relevant Planning History

There have been two previous planning applications under refs. 380/APP/2007/3901 and 380/APP/2008/2819 for which permission was granted in February 2009 for the demolition of the existing building and erection of a two-storey block to accommodate 4 two-bed and 2 one-bed flats; and 4 two-bed and 1 one-bed flats respectively.

These proposals were granted on the basis of their occupation by persons aged 60 years or over (or 60/55 years in the case of couples). A further application which sought to amend the internal layout of the flats from that in the approved scheme together with external alterations such as rooflights under ref. 380/APP/2011/2655 was refused in November 2011 since when the original permissions have lapsed. The applicant has indicated that he currently has no intention to re-apply for flats, although he is not prevented from doing so. Another recent application under ref. 380/APP/2011/2656 submitted in order to remove the age restriction on the flats scheme is redundant, given that the permissions have expired.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H7	Conversion of residential properties into a number of units
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
OE1	Protection of the character and amenities of surrounding properties and the local area
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction. - Replaced by LPP 5.3 (2011) Sustainable design and construction
LPP 5.13	(2011) Sustainable drainage
LPP 5.3	(2011) Sustainable design and construction

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

28 neighbouring and nearby residential occupiers have been consulted (8.2.2012). six responses have been received with the following comments:

1. out of character with original in terms of size (extensions not subordinate);
2. too large/three storeys are proposed (preferable if only two storey/3 or 4 bedrooms);
3. unbalanced/unattractive appearance of mass/roofline at rear and from Thornhill Road;
4. roof too large/ugly in appearance (should be lower);
5. loss of residential amenity by siting, bulk and appearance;
6. adverse effect on local traffic/parking at busy road junction
7. on street parking from families (including vans and lorries);
8. no access to rear of 135a from side;
9. potential to become HMO (not in keeping with neighbourhood);
10. impact on local school resources;
11. compliance with Lifetime Homes Standards/GLA space standards?

A petition of objection (with 23 signatures) on the grounds of overdevelopment of the site and loss of residential amenity has also been received.

Ickenham Residents Association object for the following reasons:

The previously proposed elevation under 380/APP/2011/2556 was compatible to the neighbouring house at No. 137, whereas these new semi-detached elevations would have a significantly raised and redesigned roof structure, and in our opinion it should be considered as an application for 3-storey dwellings. This increased height and bulk, particularly on this prominent corner plot, would in our opinion be detrimental and intrusive to the street scene.

The submitted application states this is for a pair of 2 storey semi-detached properties, but we feel it should be considered as an application for 3 storey properties. With all the external and internal changes proposed, the term conversion referred to should probably say demolition of the existing house to be replaced by these two semi-detached elevations. If the roof line could be reduced to be at least level with next door, than the front elevations might be acceptable, but the elevations to the rear, facing neighbouring properties behind this site are in our opinion overbearing and intrusive and would introduce a considerable lack of privacy to adjacent houses. The previous application 2011/2656, showing a similar design of gable with windows at the rear, might be more acceptable and reduce the bulky appearance.

For all of the above reasons we feel that this application as currently envisaged would be out of keeping with surrounding properties particularly in this prominent corner plot/position and should be refused.

Internal Consultees

HIGHWAY ENGINEER:

The level of parking provision made in the proposal exceeds the Council's maximum parking standards. However, the use of the existing vehicular accesses are acceptable.

However, the current layout indicated within both curtilages would effectively make some of the spaces inaccessible (if not actually blocked) without a significant number of manoeuvres, in order to avoid reversing out on to the highway. The number of residents vehicles associated with the occupation of a six bedroom house in addition to visitors likely to be arriving at the site would regularly exceed the practicable on-site provision and therefore drivers would be tempted to park on the road close to the junction in Thornhill Road.

In this location, at a busy junction and on a fast heavily trafficked through road with a bus stop located just beyond the gated and walled entrance on to Swakeleys Road, would represent a danger to both the general flow and safety of traffic in addition to being inconvenient to pedestrians. In these regards the proposal would be contrary to UDP Saved Policies AM7 and AM14.

TREE AND LANDSCAPING OFFICER:

The siting and layout of the development would have very limited impact on any significant landscape features or protected trees within and around the site, the nearest of which would be over 10 metres away. Subject to the standard controls on these aspects, such as the protection of trees from construction related activities the proposal would accords with UDP Saved Policy BE38.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The previously permitted schemes have established a principle for redevelopment of the site that indicates the general scale and form of development that would be considered acceptable in any subsequent proposals for the site. Whilst these were for new build and thus did not relate to the existing building as such, development of a different type (ie. detached or semi-detached dwellings) and form, including that currently being sought by extension/conversion of the existing house, may to some extent thus be considered comparable in terms of impacts on the surrounding area and neighbouring occupiers.

7.02 Density of the proposed development

The proposal, for a total of 16 habitable rooms (hr) on a 50m x 16m (0.08 hectare) site, plus an addition for the road frontage, would yield a density in the range of 135-150 hr/ha which would comply with the London Plan density standards for a suburban location such as this. The proposal for two dwellings would only result in one quarter of the site being occupied by buildings and would not have any impact on the protected trees.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The site is not within the designated Ickenham Village Conservation Area or an Area of Special Local Character. There is no archaeological impact identified.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Hillingdon Unitary Development Plan Saved Policies BE13 and BE19 seek to ensure that new development will harmonise with the existing street scene and thus complement and improve the character and amenity of the residential area in which it is located. The immediately surrounding area contains a mixture of residential development, styles and forms but predominantly comprises medium to large detached properties, semi-detached houses (including Nos. 139/139a and 141/141a Swakeleys Road on the same side) plus bungalows, notably in a row directly opposite the site, that have been built in the last

hundred years, essentially that of the single family detached dwelling house situated on a sizeable plot. Some infill development has occurred and a number of the larger original plots have been subdivided in the intervening years.

There are exceptions to this characteristic spacious layout with a comparatively more dense and urban built form close to the site. For instance, Nos. 141 to 143b (6 houses) Swakeleys Road to the west of the application site were approved as recently as the 1980's and there are others in Vinlake Avenue to the south.

The roof of the main building, as proposed to be extended, would feature hipped ends and the front elevation facing Swakeleys Road would contain one dormer window positioned centrally within the roof slope to each dwelling. This form of dwelling, the symmetry of the pair, the proportions and in particular the position and size of the dormer in the front roof slope is generally considered acceptable without detracting from the appearance of the area. The existing building lines to the front and sides, which are less than 0.5m inside the boundary with No. 137 and between 0.8m to 1.3m from the Thornhill Road boundary, would be retained and hence would not result in closure of an existing gap in the street scene in Swakeleys Road.

The square footprint of the extended building and the overall depth of the dwellings at first floor would be 14.6m deep, which compares to the existing 8.9m and the 15.6m of the previously approved scheme for flats. It is therefore considered that the increase in the depth of the upper level is acceptable. The two-storey flank wall of the existing building nearest to Thornhill Road retained in the proposal would though be unchanged in depth and there is an existing 2m high boundary wall along Thornhill Road that will partially screen the 3.3m high single-storey element of the building on this site from that road.

Whilst this side of the development would be highly visible from Thornhill Road, the 2.85m inset of the flank walls on the first floor and pitched roof would limit its immediate impact in the street scene. The overall height of 9.3 metres is greater when compared to the existing building (approx. 8.1m) but by comparison would be the same as the five flats scheme, and 0.8m lower than that of the previously approved scheme for six flats.

The proposal, by extending mostly to the rear and only marginally on the front elevation would maintain the depth of the set back from Swakeleys Road. The maximum height of the proposed building would, however, be greater than that at the apex of the existing building whilst also introducing a hipped roof element with a raised eaves level facing Thornhill Road. This would not harmonise with the existing building and would not appear to integrate fully into the general street scene. The roof would look top heavy and give outwardly visible emphasis to the third floor created within, a feature which is not found elsewhere in the locality.

The overall height increase and new roof form across the full width of the property may be considered to be a logical conclusion to the original dwelling, which is provided with a much shallower roof section over its western half (repeated on No. 137), and to an extent still unbalances the property. However, despite being hipped away from the boundaries, the combination of this raised roof and the height of the rear addition are considered not to be subordinate to the original in scale and size would be detrimental to the street scene as it would not conform to the surrounding built context which otherwise maintains a visual coherence created by the large detached dwellings that predominate in the area.

The size and bulk of the proposal would therefore appear unduly prominent in the street scene and is considered to be unacceptable in relation to adjacent and surrounding

developments. It is thus contrary to UDP Saved Policies BE13, BE15 and B19 in this regard.

7.08 Impact on neighbours

The amenities of neighbouring occupiers are sought to be safeguarded under Hillingdon Unitary Development Plan Saved Policies BE20 (in terms of outlook/proximity), BE21 (daylight/sunlight) and BE24 (privacy). The Council's adopted Supplementary Planning Document, the Hillingdon Design and Accessibility Statement: Residential Layouts contains design guidance for new dwellings.

Adequate sunlight and daylight should be available to all habitable rooms and kitchens and to adjoining amenity space of new and existing dwellings with a minimum separation distance of 15 metres. The level of daylight received to the windows of adjoining properties should be protected, as measured by a 45 degree line taken from the centre of such windows on plan.

The orientation of the site, its corner position and the proposal for the new dwellings which would occupy broadly the same footprint and front/rear building lines as the existing house (excluding the part rear two storey extension) meets these requirements and would not result in any significant loss of daylight or sunlight to either of the two adjoining properties, No. 2 Thornhill Road or 137 Swakeleys Road.

The privacy between new and existing dwellings should be protected and a minimum distance between facing habitable room windows achieved (24m for patio areas). The proposal would contain rear bedroom windows that are approximately 18 metres from the rear boundary with No. 2 Thornhill Road, but there is extensive hedge planting that maintains a screen to that property's rear garden, notably along the rear boundary of No. 137 in addition to the group of significant protected trees including birch, oak and hornbeam, plus conifer and birch positioned towards the boundary in this corner of the site which provide both amenity and privacy between neighbouring properties and their gardens.

There are thus no serious direct overlooking issues, with the only side facing openings in either new dwelling, apart from one bathroom window facing Thornhill Road, being formed by high sill level rooflights that would provide the top bedrooms in the extended part with additional daylight and ventilation.

The extended building would project approximately 3.5m beyond the rear wall of No. 137 but still outside of a line of a 45 degree angle taken from the centre of its nearest ground and first floor habitable room windows.

Accordingly, it would be difficult to substantiate a refusal of the proposal for reasons of loss of amenity (light or privacy) or overdominance and therefore it is considered that the proposal accords with UDP Policies and HDAS in this regard.

7.09 Living conditions for future occupiers

The Council's adopted Supplementary Planning Document, the Hillingdon Design and Accessibility Statement - Residential Layouts contains design guidance for new dwellings.

The unit size of new two-storey five-bedroom+ houses should be a minimum of 101 square metres. The proposal is for dwellings of approximately 200sq.m. (No. 135) and 190sq.m. (No. 135a) respectively (excluding rooms in roof) and therefore easily satisfies this requirement.

Adequate sunlight and daylight should be available all habitable rooms and kitchens and to adjoining amenity space of new and existing dwellings. The loft spaces are to be utilized with roof lights to front and side, an dormer windows at the front to provide as much natural light to these internal areas as possible.

The proposed six-bedroom dwellings should be provided with private outdoor amenity space of at least 100 square metres. The proposal incorporates 144sqm. for both dwellings and thus complies with UDP Saved Policy BE23 and with HDAS in this respect.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The amount of additional traffic likely to be generated by a proposal and its impact on the safety of vehicle flows and pedestrian movements in the vicinity of the site generally are considered by UDP Saved Policy AM7. Under UDP Saved Policy AM14, all proposals should therefore demonstrate that there is sufficient off-street parking capacity and satisfactory arrangements within the site to meet the Council's adopted car parking standards.

The level of parking provision made in the proposal exceeds the Council's maximum parking standards for single family dwellings of two vehicles with parking in the curtilage. However, the use of the existing vehicular accesses are acceptable.

However, it is evident that this is not likely to be achieved in the current layout as the parking arrangement indicated within both curtilages would effectively make some of the spaces inaccessible (if not actually blocked) without a significant number of manoeuvres, in order to avoid reversing out on to the highway. The number of residents vehicles associated with the occupation of a six bedroom house in addition to visitors likely to be arriving at the site would regularly exceed the practicable on-site provision and therefore drivers would be tempted to park on the road close to the junction in Thornhill Road.

In this location, at a busy junction and on a fast heavily trafficked through road with a bus stop located just beyond the gated and walled entrance on to Swakeleys Road, would represent a danger to both the general flow and safety of traffic in addition to being inconvenient to pedestrians.

In these regards the proposal would be contrary to UDP Saved Policies AM7 and AM14.

7.11 Urban design, access and security

This has been considered in Section 7.07.

7.12 Disabled access

The proposed dwellings would meet Lifetime Homes standards.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

The siting and layout of the development would have very limited impact on any significant landscape features or protected trees within and around the site, the nearest of which would be over 10 metres away. Subject to the standard controls on these aspects, such as the protection of trees from construction related activities the proposal therefore accords with UDP Saved Policy BE38 and the Council's Supplementary Guidance HDAS: Residential Layouts in this regard.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The principle concerns raised about the proposal relate to the larger size of the new dwellings, compared to the existing house. The existing house is nonetheless in a dilapidated state of repair and in urgent need of updating and refurbishment and therefore there is an opportunity to make a positive contribution to the appearance of the street scene on both Swakeleys Road and Thornhill Road.

In terms of overall bulk and size the current proposals are similar in form and slightly reduced in scale when compared to the two earlier permitted schemes for flats. The design of this proposal also closely follows those and retains the appearance of one large dwelling on the plot. The principle difference from the existing building occurs at roof level, which is raised in overall height across the full width of the property and the rear extension. These would create the appearance of a third storey to the development, and as such would be an unusual feature in the local street scene, emphasised by its rearward projection which would be highly visible from Thornhill Road.

The comments in respect of parking and traffic are noted. However, whilst the additional number of traffic movements associated with the new dwellings could be accommodated within local traffic flows and road capacity generally, there is some doubt as to the practicalities of the internal parking arrangements within the site, with each dwelling being independently accessed with the result that the amount of space available for turning round is limited.

7.20 Planning Obligations

Due to the proposed net increase on the site in terms of the number of habitable rooms (the existing dwelling contains 5 bedrooms plus 4 other rooms; the proposed 12 bedrooms plus 6 other rooms in total) there is an identified requirement for the applicant to contribute financially to the future provision of educational facilities for the occupants of the new dwellings. This has been agreed in principle by the applicant, however as no legal agreement has been entered into a reason for refusal on this basis is recommended.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The proposed development is comparable with many aspects of the previously approved schemes for flats. The mass of the current proposal would be similar, when viewed from both Swakeleys Road and Thornhill Road and the residential use of the site would be maximised, providing appropriate living conditions for its future occupants without detriment to neighbouring amenities.

However, the current proposal seeks extensions to the original building whereas the flats scheme were for new build. This means that the proposal has also been assessed in terms of how it relates to the original building on the site, and to this end the proposed additions to the roof and at the rear would appear bulky, too high and out of proportion with the existing building.

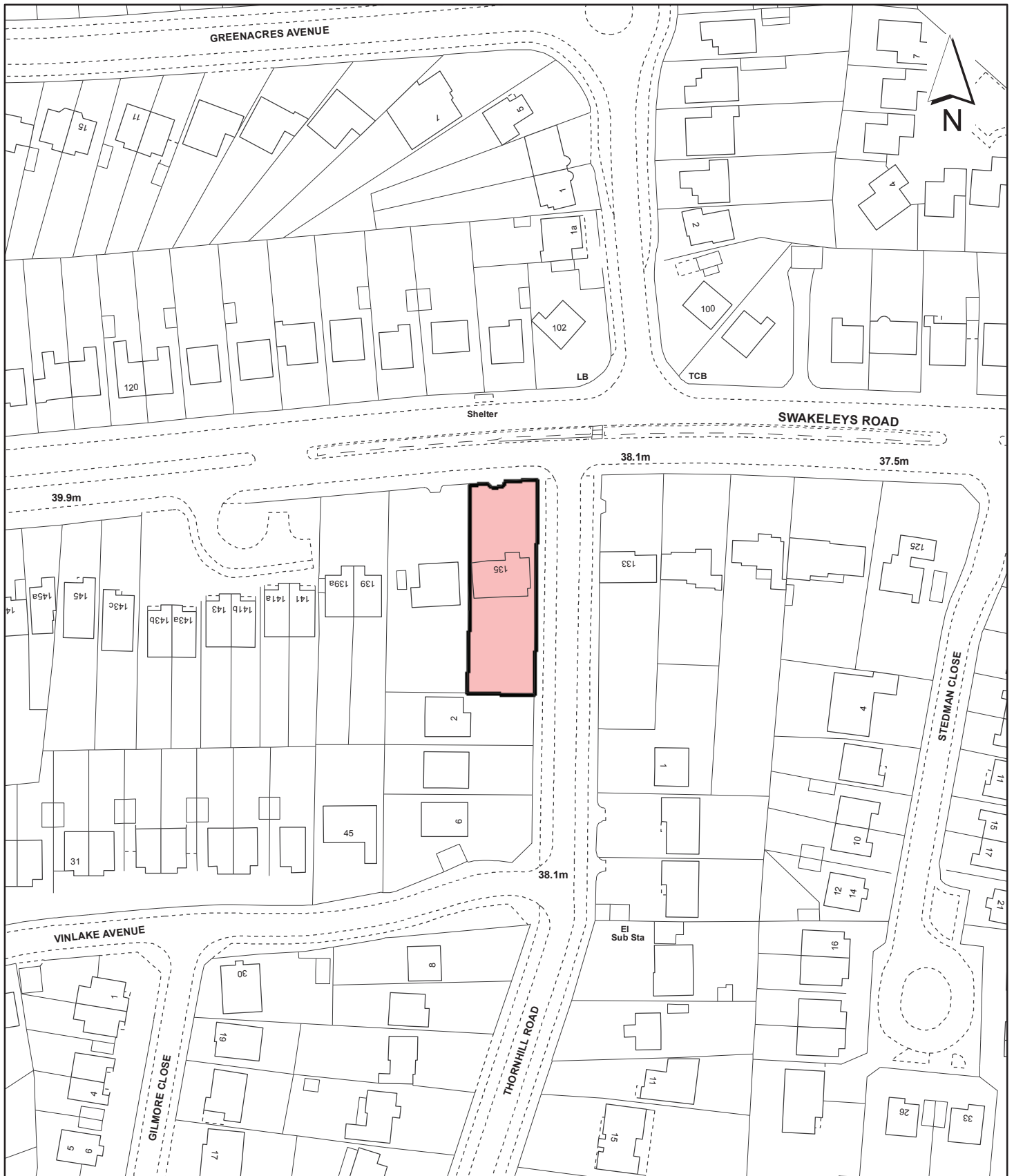
There is also considerable doubt as to whether the parking arrangement indicated would be practicable and given the size of the dwellings, this is likely to represent insufficient parking and would therefore be unsatisfactory.

11. Reference Documents

Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007)
Hillingdon Design & Accessibility Statement(HDAS):Residential Extensions
Hillingdon Design & Accessibility Statement(HDAS):Residential Layouts
The London Plan 2011

Contact Officer: Daniel Murkin

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**135 Swakeleys Road
 Ickenham**

Planning Application Ref:

380/APP/2012/250

Planning Committee

North

Scale

1:1,250

Date

**March
 2012**

**LONDON BOROUGH
 OF HILLINGDON**
 Planning,
 Environment, Education
 & Community Services

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



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