

Report of the Head of Development Management and Building Control Committee Report

Case Officer: **Mitchell Heaven**

74971/APP/2025/780

Date Application Valid:	19.03.2025	Statutory / Agreed Determination Deadline:	10.11.25
Application Type:	Full	Ward:	Northwood

Applicant: **Mr Richard Conradi**

Site Address: **Land to rear of 18 Moor Park Road, Northwood**

Proposal: **Erection of 1no. detached bungalow, with associated parking (including installation of new vehicular crossover), landscaping, cycle parking and refuse storage.**

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 Planning permission is sought for the erection of 1no. detached bungalow, with associated parking (including installation of a new vehicular crossover) landscaping, cycle parking and refuse storage.
- 1.2 A petition with 33 signatures in objection to the development has been received. The desired outcome of the petition is for the application to be refused. Six separate representations have also been received in objection to the proposal, as well as an objection from the Northwood Residents Association. The main concerns raised include the loss of private garden, impact on the local character and street scene, neighbours' amenity, parking, impact on neighbours' trees and landscaping concerns. A full list of the matters raised in the consultation is included within Section 6 of this report.
- 1.3 Two previous applications to develop the site with a pair of semi-detached dwellings (ref. 74971/APP/2019/3169) and a two-storey 5-bedroom house respectively (ref. 21577/APP/2020/1792) have been refused with the most recent two-storey dwelling being dismissed at appeal due to the impact on the character and appearance of the area.
- 1.4 The applicant has worked cooperatively with the Local Planning Authority (LPA) through the pre-application and application processes and has provided a revised scheme that planning officers consider addresses previous concerns raised. The key changes from the previously refused applications involve a significant reduction in the overall scale of the development which would now sit more comfortably within the street scene. Officers are satisfied that the previous reasons for refusal have been satisfactorily addressed.
- 1.5 In terms of the principle of development, the revised proposal is considered consistent with the aims of policy DMH6 of the Hillingdon Local Plan Part 2 (which concerns garden and back land development) and would make efficient use of a small-scale site, making a contribution to housing stock in the area in line with strategic housing policies.
- 1.6 The site is not located within a Conservation Area or an Area of Special Local Character. The proposed dwelling is of an appropriate scale and design and would appear visually sympathetic with the character and appearance of the street scene. Its overall modest size ensures that it would maintain an intimate scale to either neighbouring property whilst also responding positively to the

street scene. Traditional materials would be used in the overall finishes with soft landscaping to the front, sides and rear of the proposed dwelling.

- 1.7 The dwelling's position set away from the boundaries and single storey design ensures it would not cause a detrimental impact on neighbouring residential amenity. Conditions are also recommended removing the right to extend under permitted development. Both landscaping and biodiversity measures would provide a 10% uplift in Biodiversity Net Gain as required.
- 1.8 The dwelling would also provide a satisfactory provision of internal and external amenity space for future occupiers. The Council's Highways Department is satisfied that the proposal would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress.
- 1.9 The proposal is therefore consistent with relevant local plan policies, and it is recommended that planning permission be granted subject to conditions. This Committee Report seeks to provide a comprehensive assessment of the full application and supporting documentation. All material planning considerations have been considered.

2 The Site and Locality

- 2.1 The application site is a rectangular block of land located within the rear garden of the corner site of 18 Moor Park Road which sits on the north-eastern corner of Moor Park Road and Grove Road. The plot currently forms part of the rear garden of No.18 and consists of a variety of soft landscaping and shrub planting. The site is not subject to any specific planning constraints, including not being located within a Conservation Area or an Area of Special Local Character.
- 2.2 The street scene along Moor Park Road and Grove Road is generally characterised by large two storey detached dwellings in a variety of ages, architectural styles and materials. The area is suburban in nature with the south-eastern end of Grove Road consisting of the rear gardens of 18 Moor Park Road and 2 Grove Road. On the opposite side of Grove Road, the site faces No. 1a Grove Road which comprises a large two storey detached dwelling house (shown in the background of Figure 5 and the foreground of Figure 7) with a similar sized plot that was granted planning permission in 2017 to replace a bungalow. Generally, there is a variety of large, detached dwellings located on the opposite side of Grove Road. Directly along the northern boundary lies an outbuilding at the rear end of the garden at No. 2 Grove Road.
- 2.3 The site has a Public Transport Accessibility Level (PTAL) of 2 (less than moderate).

Figure 1: Location Plan (application site edged red)

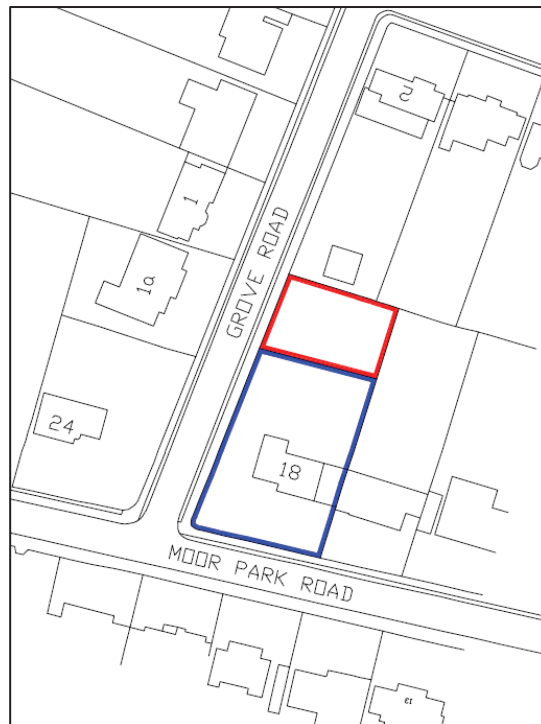


Figure 2: Aerial View of the application site in the context of the existing dwelling and the properties along Grove Road.



Figure 3: Rear garden of 18 Moor Park Road.



Figure 4 Rear Elevation of 18 Moor Park Road.



Figure 5: Within the Application Site facing towards Nos. 1A and 1 Grove Road.



Figure 6: Existing street scene with high fencing at the Application Site facing the highway.



Figure 7: Google street view showing Application Site on the right and 1A and 1 Grove Road on the left.



3 Proposal

- 3.1 The application proposes the erection of 1no. detached bungalow, with associated parking, landscaping, cycle store and refuse storage.
- 3.2 The proposal is the third application for residential development. The principal difference from the previous schemes involves the incremental reduction in overall size and scale of the proposal. The current application has been reduced to a

bungalow from the most recently proposed two-storey dwelling house which was considered excessive in overall scale given its comparatively smaller plot.

- 3.3 The proposed dwelling would have access from Grove Road directly opposite No. 1A Grove Road. The proposed dwelling would be set back a minimum 6m from the front boundary with a buffer of landscaping proposed along the frontage. The dwelling would measure 11.7m wide, 12.15m deep and would be finished with a single storey hipped roof with a maximum height of 5.4m. The materials would be finished with a multi-red facing brick with a clay tile roof. A driveway would be finished in permeable resin bonded gravel catering for cars. A rear garden would be provided with approximately 170 sqm of private amenity space.

Figure 8: Proposed Block Plan Please note – larger version of plans and elevations can be found in the Committee Plan Pack.

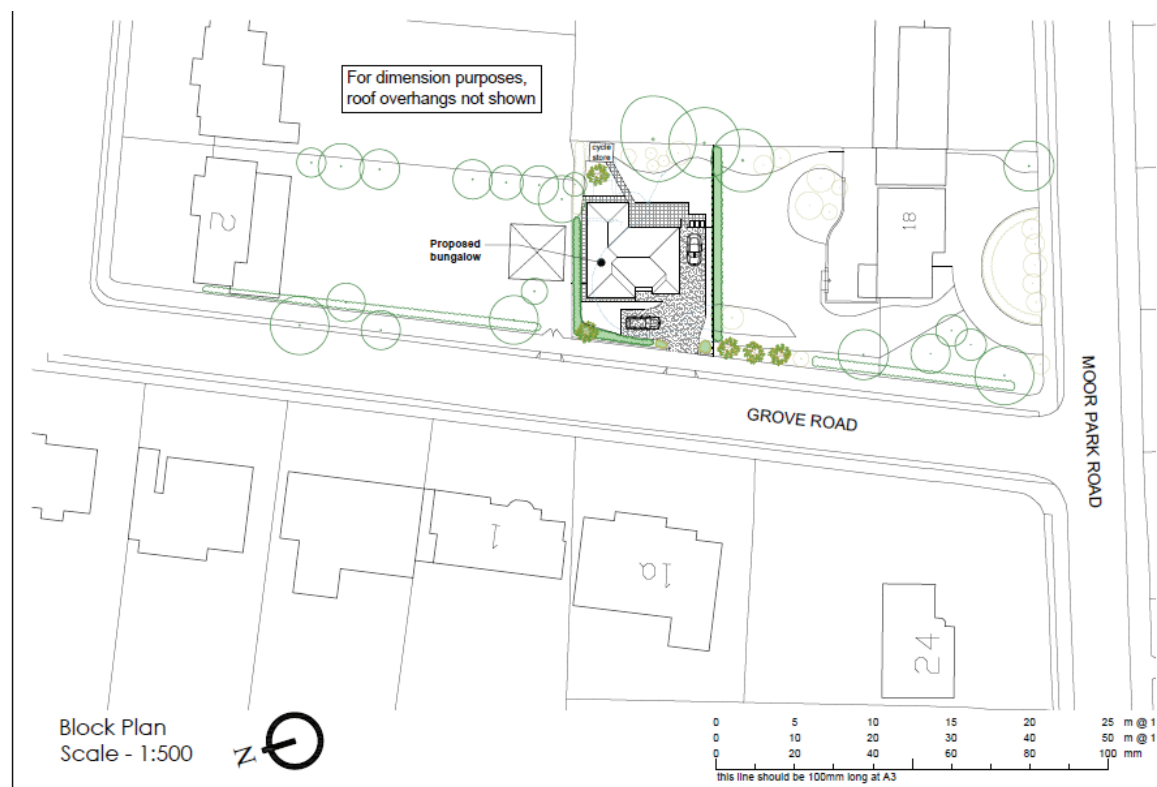


Figure 9: Proposed Street Scene Elevation Please note – larger version of plans and elevations can be found in the Committee Plan Pack.

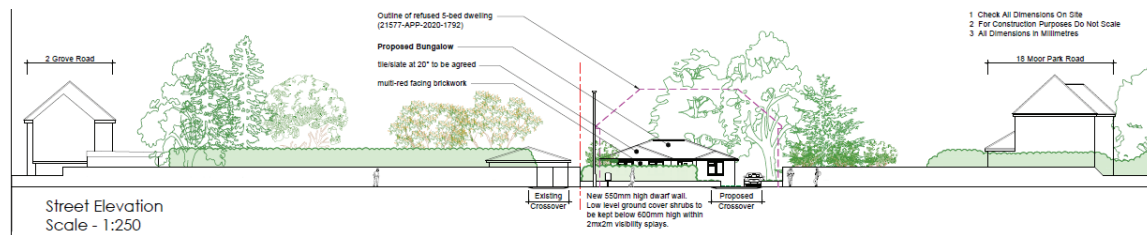


Figure 10: Proposed Floor Plans Please note – larger version of plans and elevations can be found in the Committee Plan Pack.

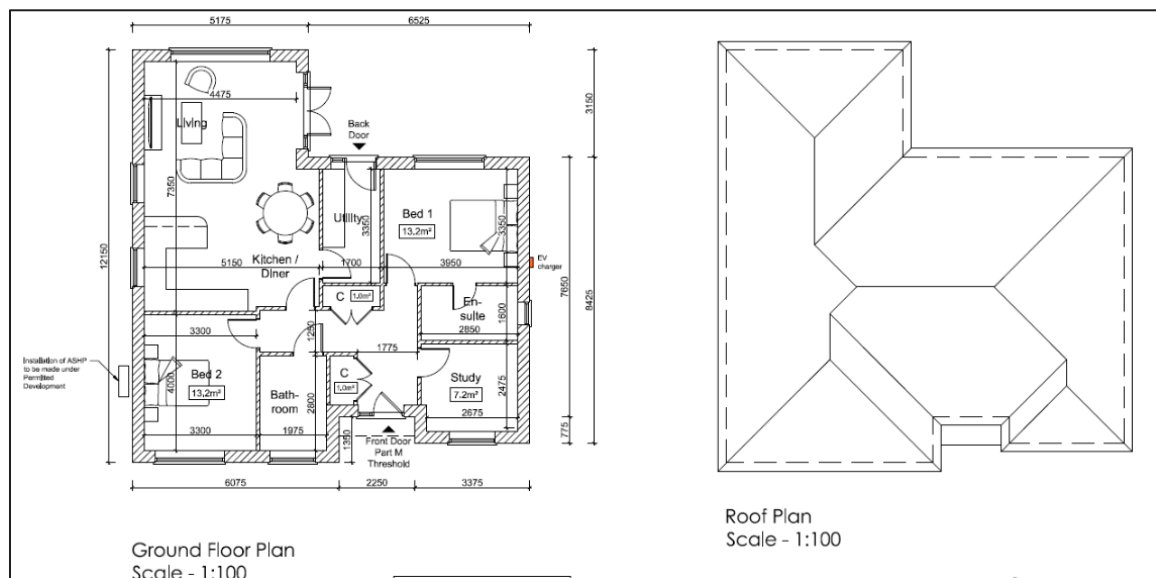


Figure 11: Proposed Elevations Please note – larger version of plans and elevations can be found in the Committee Plan Pack.



Figure 12: Proposed Landscaping Plan Please note – larger version of plans and elevations can be found in the Committee Plan Pack.



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 Application reference 74971/APP/2019/3169 was refused in 2020 for the erection of a pair of semi-detached dwellings on the site. The scheme was refused on the basis that the intensity of the development in the rear garden would have a detrimental impact on the street scene, character, and appearance of the surrounding area. It was also refused based on poor design failing to harmonise with the surrounding area; failure to provide sufficient off-street parking; failure to provide arboriculture information; and failure to provide adequate onsite amenity for future occupiers.
- 4.3 A subsequent and more directly relevant application (ref. 21577/APP/2020/1792) was refused in 2020 and dismissed at appeal (ref. APP/R5510/W/20/3264256) in 2021 for the erection of a 5-bedroom, two-storey detached dwelling on the site. The appeal considered the effect of the proposal on the character and appearance of the area. The appeal was dismissed on the basis that 'whilst the scale of the proposed development would be in-keeping with other homes in the area, the plot would be substantially smaller than other properties, with a relatively shallow frontage and limited rear garden area'. The Inspector considered that given the limited size of the proposed plot, the proposal would lead to a cramped form of development that would not reflect the existing development pattern. The Inspector further considered that the introduction of a lone dwelling would interrupt and be at odds with the existing street pattern, noting that whilst similar, No. 1A Grove Road is located at the end of a row of existing dwellings. The proposed front and rear elevations and site plan for this dismissed appeal are shown in Figures 13 and 14.
- 4.4 The applicant has engaged in pre-application discussions with the LPA, and it is considered that the revised proposal is on-balance acceptable. This revised submission significantly reduces the scale of the proposal from a 5/6-bedroom dwelling over three levels (including roof space) to a single-level, two-bedroomed bungalow. The plot size is like No. 1A Grove Road, being of a smaller curtilage, albeit with the reduction in scale, the proposed bungalow would now proportionately sit more comfortably within the smaller plot size. The site frontage is increased, with the proposed dwelling set-back from the road, more in-keeping with the existing street pattern, whilst proposing a rear garden of approximately 170sqm. Whilst this private rear garden is smaller in size to others within Grove Road, 1A Grove Road is also a smaller plot size, albeit not as proportionate to the size of the dwelling as that proposed. Therefore, the LPA considers that this reason alone (that the garden is not as big as others within the area) is not sufficient to justify a reason for refusal.
- 4.5 Given the significant reduction in scale of the proposed dwelling, it is considered that the Inspectors conclusion that the proposal would result in a cramped form of

development has been overcome. In respect to the Inspector's concerns with the introduction of a lone dwelling on this side of the road, the significant reduction in scale and height, set-back from the road frontage as well as soft front landscaping would ensure that the dwelling would appear discreet and unobtrusive within the street scene, responding better to the unique street pattern and avoiding any harmful disruption of the street scene. The proposed scale within the street scene compared to the dismissed proposal is shown in Figure 15. Finally, while not specifically raised in the appeal decision, whilst the bungalow would be a smaller dwelling than typically within Grove Road, it is noted that No. 1A was previously a bungalow so this housing typology would not be alien to the area.

- 4.6 This full application is considered to have suitably addressed the reasons for refusal and appeal dismissed under ref. 21577/APP/2020/1792.

Figure 13: Proposed Front and Rear Elevations of previous application ref. 21577/APP/2020/1792, refused and dismissed on appeal.

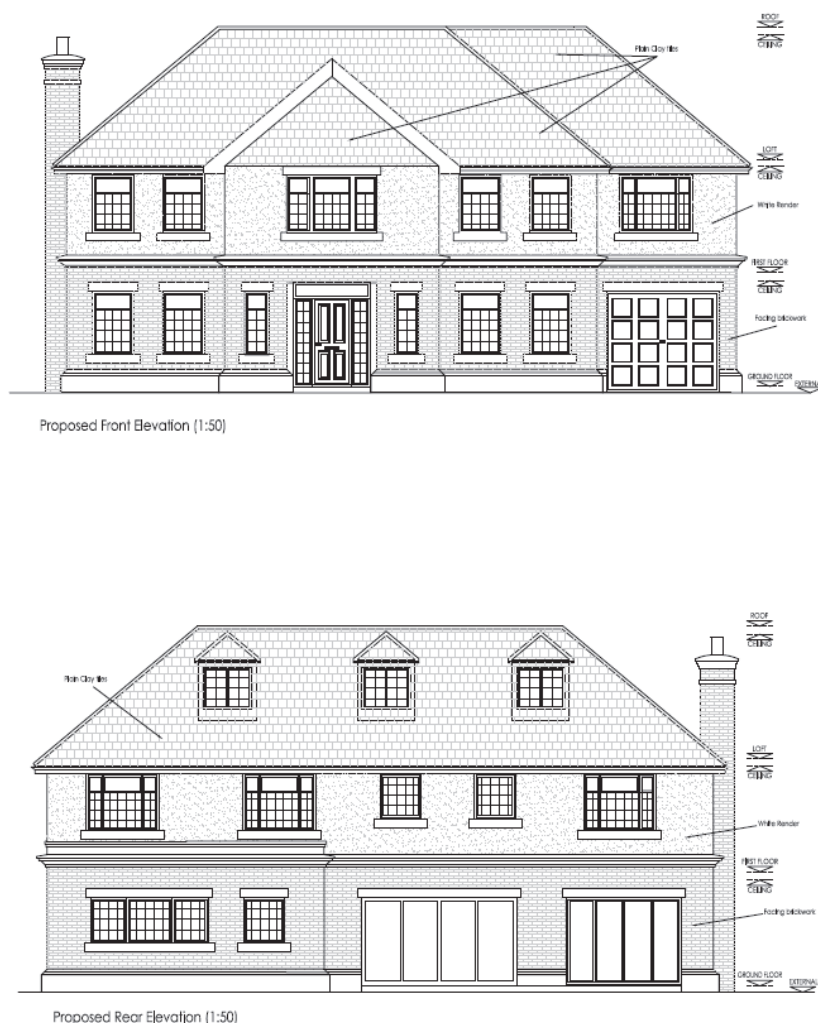
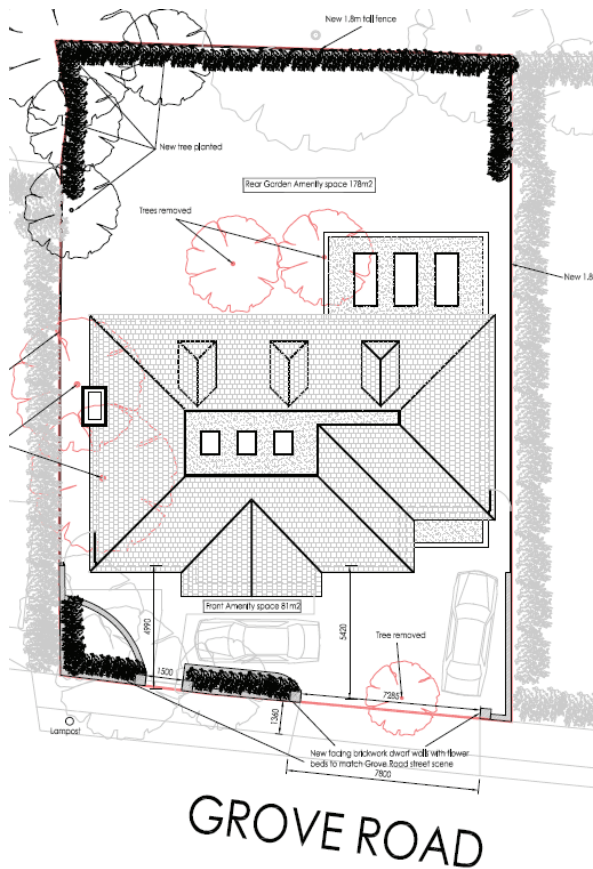


Figure 14: Proposed Site Plan of previous application ref. 21577/APP/2020/1792, refused and dismissed on appeal.



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 Seven neighbouring properties and Northwood Residents Association were consulted on the application by letter dated 07.04.25. The consultation period expired 30.04.25. Internal consultations were also sent out and a summary of the comments received are noted below in Table 2 of this Committee Report. Revised drawings to reduce the height of the proposed dwelling were received in October 2025. Given that this involved a reduction in proposed scale, it was not considered necessary to re-consult.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Internal 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 valid residents' petition with 33 signatories has been received against the application requesting refusal of the application.	I. Adverse visual impact on the street scene.	The potential impact on the street scene is addressed in the sections covering the principle of development and character and appearance of the area which is discussed at paragraphs 7.1 - 7.22 of this report.
	II. Only property on this particular side of Grove Road.	The is discussed at paragraphs 4.5, 7.9 and 7.17 of this report.
Six individual letters of objection and an objection from the Northwood Residents Association have been received.	I. Impacts the character of the streetscape through location and bungalow design which is out of keeping with the surrounding area; No existing houses on this side of Grove Road; it is not proportionate to the site; Previous permissions along Grove/Moor Park Road involved the removal of two bungalows to be replaced with large houses – this is opposite of the existing situation.	The potential impact on the character and appearance of the area is discussed at paragraphs 7.13 – 7.22 of this report.
	II. Harm due to loss of rear garden and the development contrary	This is discussed at paragraphs 7.1 – 7.12 of this report

	to Garden and Backland Development Policies; the development would set an undesirable precedent in the area.	
	III. Potential harm to neighbouring mature trees.	An Arboricultural Impact Assessment has been submitted in support of the proposal confirming no harm would befall adjacent neighbouring trees. The Council's Tree Officer has reviewed the application and provided no objection. This is discussed at paragraphs 7.54-7.60 of this report.
	IV. Neighbouring trees will cause debris on proposed external living space and may cause subsidence issues.	This is discussed at paragraph 7.58 of this report.
	V. Potential harm to residential amenities of neighbouring properties through changes to outlook, loss of natural light and increased overlooking.	The potential harm to neighbouring residential amenities is discussed at paragraphs 7.23 – 7.30 of this report.
	VI. Construction noise and disturbance would harm the residential amenities of neighbouring sites.	The development would be subject to standard construction noise and disturbance laws. A construction management plan would also be secured by condition.

	VII. Loss of greenery would harm visual amenity.	No mature trees are proposed to be lost as part of the application and none of the vegetation on the site is protected. Nevertheless, it is noted the applicant has submitted a high-quality landscaping plan to support the application.
	VIII. Concern over further works.	The Council can only make an assessment on the works as proposed under the application. Nevertheless, it is recommended a condition removing permitted development rights for extensions to the property is added to the decision notice should permission be granted.
	IX. May increase runoff of stormwater to nearby properties.	There are no mapped flooding issues on the site. Nevertheless, a condition is recommended requiring the submission of a sustainable urban drainage strategy for approval.
Northwood Residents Association	<p>The following concerns were raised:</p> <ul style="list-style-type: none"> References the appeal decision and the introduction of a lone dwelling in this location would interrupt and be at odds with the existing street pattern – highlights the Inspectorate 	The concern regarding a lone dwelling is discussed at paragraphs 4.5, 7.9 and 7.17 of this report.

	<p>comments on the street pattern and the introduction of a new dwelling.</p> <ul style="list-style-type: none"> • Adverse impact on the street scene. • There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity, except in exceptional cases - Local Plan Policy DMH6: Garden and Backland Development. In the NRA view there is nothing in the proposed scheme that suggests an exceptional case. 	<p>The potential impact on the street scene is addressed in the sections covering the principle of development and character and appearance of the area which is discussed at paragraphs 7.13 – 7.22 of this report.</p> <p>The is discussed at paragraphs 7.1-7.12 of this report.</p>
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<p>Access Officer:</p> <p>No accessibility concerns are raised subject to the inclusion of recommended accessibility conditions.</p>	<p>The comments from the Access Officer are noted, and the relevant conditions are recommended to</p>

	be added to the decision notice in the event of an approval.
<p>Highways Officer:</p> <p>No objection. 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 and DMT 6 and London Plan (2021) policies T4, T5 and T6.</p> <p>The Highways Officer recommends inclusion of a condition and informatives relating to the provision of a Construction Management Plan and establishment of a new vehicle crossing.</p>	<p>The comments from the Highways Officer are noted and the relevant condition and informatives are recommended to be added to the decision notice in the event of an approval.</p> <p>Highways matters are discussed at paragraphs 7.35 - 7.46 of this report.</p>
<p>Trees Officer:</p> <p>No objection.</p>	<p>Noted. Trees and landscaping is discussed at paragraphs 7.54 - 7.60 of this report.</p>
<p>Waste Officer:</p> <p>No objection.</p>	<p>Noted.</p>

7 Planning Assessment

Principle of Development

- 7.1 The London Plan (2021) provides guidance on how applications for development of new dwellings and small sites should be treated within the London Region. Paragraph 1.4.5 states that 'To meet the growing need, London must seek to deliver new homes through a wide range of development options. Reusing large brownfield sites will remain crucial, although vacant plots are now scarce, and the scale and complexity of large former industrial sites makes delivery slow. Small sites in a range of locations can be developed more quickly and enable smaller builders to enter the market.' Policy H2 states that 'Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making' and 'Boroughs should recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites'. The proposal provides the opportunity for the efficient use of a

small-scale site by provision of proportionately sized housing that would make a minor contribution to the housing stock in the area.

- 7.2 Policy BE1 of the Hillingdon Local Plan: Part One - Strategic policies states that a high-quality design should be achieved in all new buildings, alterations and extensions, and states that schemes should not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas. This is supported by policy DMH6.
- 7.3 Policy DMH6: Garden and Backland Development of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020) advises there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of back land development may be acceptable, subject to the following criteria:
- i) Neighbouring residential amenity and privacy of existing homes and gardens must be maintained;
 - ii) Vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light;
 - iii) Development on backland sites must be more intimate in mass and scale; and
 - iv) Features such as trees, shrubs and wildlife habitat must be retained or re-provided.
- 7.4 The proposal involves development of a rear garden site in a residential area characterised by family housing with large undeveloped rear gardens being a prevailing characteristic. The existing garden serving No. 18 Moor Park Road is relatively unique due to its positioning and size. Situated along a corner plot with the garden running approximately 39m in length with a generous overall plot area, the site differs from the general surrounding area in that the rear garden also forms a 'side' garden with a street-facing boundary on Grove Road. The development would front Grove Road and, subject to design, has the potential to avoid or mitigate the issues relating to traditional backland development such as cramped appearance, intrusive vehicle access and loss of residential amenity. This is evidenced by the historical development of similar corner 'backland' sites and garden development in the surrounding area such as Nos. 43 and 44 Moor Park Road.
- 7.5 This approach has also been allowed by the Planning Inspectorate within a more recent allowed appeal which involved a similar plot type as the current application site (appeal ref. APP/R5510/W/24/3348490, decision dated 20th December 2024 – 2 Hilliards Road, Uxbridge). Within this appeal decision, the Inspectorate referenced the site's limited contribution to biodiversity and the site's overall location with full frontage to the highway, stating:

"The appeal site is laid to grass currently making as can be the case with suburban gardens, relatively little contribution to biodiversity. Although the appeal site is garden land, it does not have the usual characteristics of "backland" which generally refers to brownfield or

garden land having limited street frontage, whereas the plot proposed for development has a full width frontage to the highway and would appear as an acceptable introduction to the existing street scene”.

- 7.6 Given the above, the proposal whilst considered a garden development would not necessarily be considered a back land development. In this respect, whilst there is a presumption against the loss of gardens, as stated within Policy DMH6, this is due to the stated need to maintain local character, amenity space and biodiversity. As discussed within the relevant sections of this report, the proposal is considered to maintain local character, would provide acceptable amenity space for prospective (and existing) residents, and would result in a biodiversity net gain. Therefore, although the proposal would result in some loss of garden area for 18 Moor Park Road, it would still be consistent with and achieve the aims of policy DMH6. Accordingly, the principle of garden development in this instance is acceptable. Nevertheless, for completeness the proposal has also been assessed against the backland development criteria as follows.
- 7.7 As discussed in the section ‘Residential Amenity’ below, due to the size, scale and siting of the proposed dwelling, neighbouring residential amenity and privacy would be maintained by the proposed development. The proposed single-storey form avoids overlooking and maintains generous separation from neighbouring dwellings. Furthermore, boundary planting would ensure further privacy. The proposed vehicle access would not unduly impact or disturb neighbouring properties due to the site being able to front the road. Only one crossover is proposed. Parking (for two spaces) and turning are accommodated within the site, using permeable surfaces, and ensuring no adverse impact on neighbours in terms of noise or disturbance. Extensive private outdoor amenity spaces well exceeding the provision required by Policy DMHB 16 would be secured for both the host dwelling of 18 Moor Park Road and the proposed dwelling.
- 7.8 Importantly, the proposed development has been reduced in scale significantly from the previously refused scheme and would be far more intimate in mass and scale, and lower, than surrounding properties in the area. The current submission has been reduced to a single-storey bungalow with a modest footprint (100m²) and a generous private garden (170m), supported by a full biodiversity plan and landscape-led frontage treatment. The set back from the site frontage together with building-to-plot ratio would ensure that the proposed dwelling would sit comfortably amongst the adjoining neighbouring dwellings and the proposal would not read as overdevelopment.
- 7.9 Whilst the LPA acknowledges that the dwelling would sit alone on this side of Grove Road, it would face onto active frontage along the opposite side of the street. The reduction in its scale allows it to appear intimate and discreet within the street scene. Furthermore, the use of a continuous native hedgerow and soft landscaping along its frontage would ensure it would blend into the street pattern characterised by low boundary walls and soft landscaped front

gardens/boundaries. This would allow Grove Road to retain its established character of planted boundaries, with the dwelling unobtrusively glimpsed behind vegetation rather than asserting a disruptive new frontage. The single, modest crossover further reduces the visual and functional impact of the proposal.

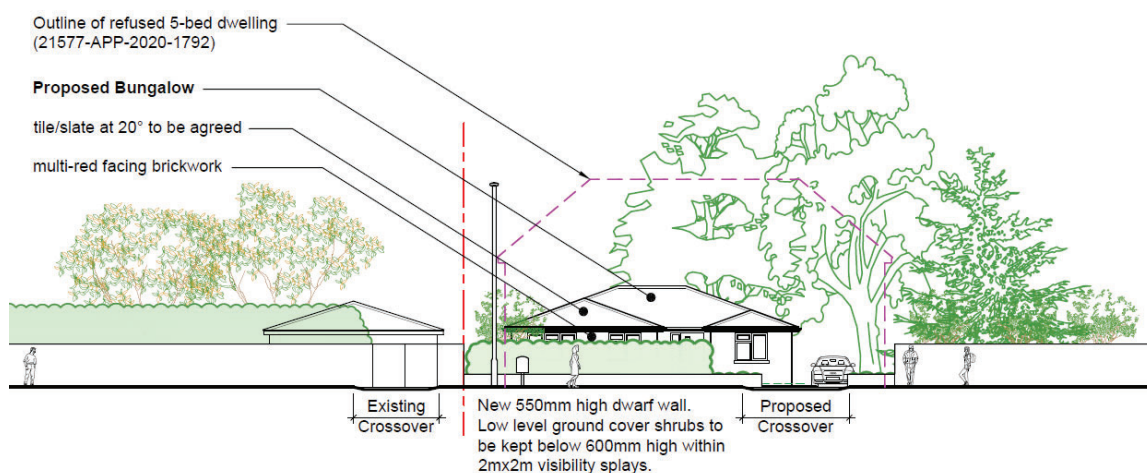
- 7.10 The reduction to a single-storey form would ensure that the dwelling is subordinate in mass and scale to surrounding properties. The modest roof profile and careful use of materials drawn from No.18 would provide visual continuity with the host property and wider area. The dwelling would read as a discreet, context-sensitive addition rather than an obtrusive insertion within the street scene.
- 7.11 Whilst the proposal would result in the loss of some mature shrubs on the site, the development would still achieve Biodiversity Net Gain (BNG) improvements on the site thereby evidencing that the green coverage and ecological value of the site would be improved by the application. A landscaping scheme has been submitted in support of the application that includes new specimen tree, shrub and hedgerow planting and an accompanying BNG matrix has confirmed over 10% Biodiversity Net Gain would be achieved by the proposal. This would secure native hedgerow planting, new canopy trees, and rain garden features in line with policies DMH6(iv) and DMHB14. The result is a demonstrable net gain in landscape quality and ecological value. As such, the landscape values and biodiversity of the site would be improved by the proposal.
- 7.12 Overall, it is therefore considered that the principle of the proposed development regarding the relevant housing policies, including Policy DMH 6 is acceptable. These policies can be read in full in the Committee Report Part 3 - Policy Appendix.

Design and Impact on the Character and Appearance of the Area

- 7.13 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. Policy BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), and policies DMHB 11 and DMHB 12 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 quality of the public realm and respect local character. These aims are also supported by Chapter 12 of the NPPF (2024).
- 7.14 The houses within the immediate area are defined by their painted rendered exterior and spacious plots with ample frontages. The properties are comfortably positioned within their respective plots with ample gaps between the built forms, maintaining a sense of rhythm along the road as well as providing a sense of openness to the street scene.

- 7.15 The previous two-storey 5-bedroom dwelling was refused and dismissed at appeal on the basis that it would not reflect the existing development pattern and would cause unacceptable harm to the character of the area. The revised application is markedly smaller in scale, being only single-storey and two-bedroomed, constituting a significant reduction in bulk and scale in comparison to the previous scheme. The current proposal represents a significant reduction in both scale and massing when compared to the previously refused and dismissed two-storey (plus roof space accommodation) scheme. By adopting a single-storey bungalow form with a modest footprint, the proposed dwelling now sits comfortably within its plot and avoids the cramped appearance that formed the basis of the earlier refusal.
- 7.16 The amended smaller sized bungalow would be proportionately more in keeping with the size of the proposed plot and has been setback from both side boundaries to retain a reasonable (2m+) spaciousness between plots. The revised dwelling has been setback further from the frontage (approximately 6m), providing an improved sense of spaciousness along the street frontage. The rear garden would have an approximate area of 170sqm which, while smaller than the surrounding gardens, is still considered to be extremely spacious and very generous for the proposed 2-bedroom dwelling. The reduction in height and footprint to single storey bungalow would significantly reduce the visual mass of the dwelling and the impact on the character of the area. Overall, it is considered that the significantly reduced scale of the proposal would not lead to a cramped form of development. The dwelling would sit comfortably within the site and street scene, maintaining a good relationship with the boundaries of both 18 Moor Park Road and 2 Grove Road.

Figure 15: Comparison of scale within the proposed street scene between the previously refused application which was dismissed on appeal (ref. 21577/APP/2020/1792), and the current application.



- 7.17 The previous dismissed appeal found that the introduction of the lone two-storey 5-bedroom dwelling would cause unacceptable harm to the street scene. In comparison, the proposed bungalow would be approximately 40% smaller in footprint (116sqm gross external floor area vs 195sqm), approximately 29% narrower (11.7m vs 16.4m wide) and less than half the height (approximately 4m vs 8.65m high). The revised proposal is therefore significantly different in scale and appearance and would have a markedly reduced impact on the character and appearance of the area. The smaller bungalow would be far more subordinate on the streetscape and have a significantly reduced visibility in combination with the proposed landscaping treatment. This is highlighted in the image 11 above where the dotted pink line shows the extent of the previous refused scheme which extended significantly both higher and wider than the current scheme.
- 7.18 Given this significant reduction in overall scale together with the subservient form of the dwelling, it is Officers view that a dwelling along this side of the Grove Road would not impact immediate character. The bungalow form in this context offers a gentle transition in scale, avoiding undue dominance and delivering a discreet and sympathetic addition to the street. The design demonstrates that variety in form which has been carefully amended would enrich rather than erode the character of an area. The green landscape frontage would also add to Grove Road's established character with glimpses of the built form behind. The smaller bungalow would also relate to the adjacent outbuilding for No.2, which already projects a limited sense of built form to the Grove Road frontage. Furthermore, it is noted that similar garden development has occurred on other sites in the area without including 43 and 44 Moor Park Road.
- 7.19 The proposed bungalow design would differ from other dwellings in the immediate area on Moor Park Road and Grove Road, in so far as it would be single storey, however as the area is not a conservation area or an area of special local character, the introduction of the bungalow typology/design alone into the streetscape would not unduly harm the character of the area. It is also noted that 1A Grove Road was formally a bungalow, so this housing typology is not alien within this area. Local character is derived not only from building height but also from spaciousness, landscaping, and rhythm of development. The proposal maintains generous separation from neighbouring properties, provides a substantial private garden area, and reinforces Grove Road's planted boundary character through a continuous native hedgerow. These measures ensure that the proposal integrates positively with its context.
- 7.20 The low profile of the dwelling, set behind a row of planting, ensures that it would remain recessive within the street scene and does not compete visually with the larger two-storey dwellings on Moor Park Road. The bungalow design would be subordinate and smaller than other dwellings in the area and therefore would not be seen as obtrusive or dominant within the streetscape. The somewhat 'standard' bungalow design is considered conventionally attractive and would be visually pleasing and not harmful to the streetscape.

- 7.21 Overall, the revised design of the proposed development would integrate acceptably within the streetscape. While the introduction of a dwelling would be atypical along this side of the street, its reduced scale allows the development to sit more sympathetically with the existing built form. A level of openness would remain along the frontage due to the single-storey height thereby ensuring the leafy character. Furthermore, the proposed landscaping plan would improve the biodiversity value and landscaping quality of the site, which goes some way in mitigating the loss of the garden landscaping. It is recommended a condition removing permitted development rights for the dwelling be added to the decision notice in the event of an approval to ensure future extensions and outbuildings can be assessed for their acceptability to prevent any undue harm to the character of the streetscape in the future in accordance with Policy DMHB 11.
- 7.22 It is considered that the proposed development would comply with the overarching aims of 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 (2024).

Residential Amenity

- 7.23 Policy DHMB 11 of the Hillingdon Local Plan Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. An assessment of the potential impact on neighbouring residential amenity is discussed as follows.
- 7.24 It is considered that there would be no undue harm to the residential amenities of No.2 Grove Road to the north of the site. The new dwelling would be setback a minimum of 2m from the shared side boundary, over 38m from the rear façade of the dwelling at No.2 and be single storey in height. It would further be separated and partially screened from the rear garden and rear façade of No.2 by the existing outbuilding in the rear garden of this neighbouring property. As such, the proposed dwelling would not be visually dominant or overbearing and would not unduly harm the outlook from or daylight and sunlight access to No.2 Grove Road.
- 7.25 While two new habitable windows are proposed to face No.2 Grove Road, these would be at ground-floor level and face onto the existing 1.8m high visually impermeable fence between the two properties which would readily screen overlooking. Regardless, it is further noted that the two proposed side windows would face towards a blank windowless façade of the rear outbuilding at No.2, ensuring that there would be no adverse harm to the privacy of these residents.
- 7.26 It is considered there would be no undue harm to the residential amenities of No.16 Moor Park Road to the east of the site. The new dwelling would be setback 7.7m to 10.6m away from the shared boundary and would be single storey in

height. As such, the dwelling would not be visually dominant or and would not unduly harm the outlook from or daylight and sunlight to No.16. Two new habitable windows are proposed to face the very rear garden of No.16. However, as above, the ground floor height of the windows and proposed 1.8m high boundary treatment would readily screen any potential overlooking, ensuring that there would be no adverse harm to the privacy of No. 16 Moor Park Road.

- 7.27 To the south, the new dwelling would abut a buffer of hedging along the shared boundary with No. 18 Moor Park Road. A separation distance of approximately 25m would be maintained between the flank wall of the bungalow and the main rear wall of this neighbouring site. This separation distance would ensure that the development would not appear overly dominant or lead to loss of daylight, sunlight or privacy concerns to this neighbouring property.
- 7.28 It is considered there would be no undue harm to the residential amenities of opposing properties across Grove Road to the west. The proposed dwelling would be well separated from these properties on the other side of Grove Road. Due to this extensive separation and intervening highway, there would be no undue harm to outlook, daylight & sunlight access, privacy and other residential amenities of these properties.
- 7.29 While there would be some additional noise, and comings and goings generated by the proposed new dwelling, these disturbances would be in keeping with the existing residential environment and therefore would not unduly harm any residential amenities of neighbouring properties.
- 7.30 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).

Quality of Residential Accommodation (Internal and External)

- 7.31 Regarding internal accommodation, Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) sets out the same gross internal area space standards set out in the technical housing standards - nationally described space standard (2015). Policy DMHB 16 of the Local Plan (2020) aligns with this policy.
- 7.32 The proposed development comprises a 2-bedroom dwelling with an open plan living / kitchen / dining area. The dwelling would meet all internal space standards of the London Plan (2021) and all habitable rooms would have an adequate source of light and outlook. As such the proposed development complies with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Local Plan (2020).

- 7.33 With regard to external amenity space, Policy DMHB 18 of Local Plan (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3, which requires a 2-bedroom house to provide a minimum of 60 square metres of private genuinely usable amenity space.
- 7.34 The proposed dwelling would have a private rear amenity space of 170sqm and the existing dwelling would retain a private rear garden in excess of 500sqm. These gardens would be of a sufficient size, usability and functionality, in accordance with Policy DMHB 18 of the Hillingdon Local Plan (2020).

Highways and Parking

- 7.35 The Highways Officer has reviewed the proposal, including the proposed access and parking arrangements, and has no objection to the application subject to the inclusion of conditions.

Parking

- 7.36 Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network. London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.
- 7.37 The maximum requirement as per the overriding regional standard demands in the region of up to 1 space. The plot would potentially accommodate in the region of 2-3 informally laid out spaces and although such provision technically exceeds the parking standard, it is considered acceptable in this specific case as, in the main, the internal hardstanding area allows for vehicles to enter and leave the envelope in a forward gear which is considered beneficial on operational and safety grounds. This also reduces the potential for untoward on-street parking displacement onto the local roadways resulting from the higher dependency on the private motor car due to the relatively poor PTAL rating.

Cycle Parking

- 7.38 In terms of cycle parking there should be a provision of two secure and accessible spaces to conform to the adopted borough cycle parking standard. This quantum is to be provided within a store located at the rear of the proposed dwelling which is considered as an acceptable arrangement.

Electric Vehicle Charging Points (EVCP)

- 7.39 In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this particular case, 1 'active' space should be provided in order to future proof for anticipated demand which is confirmed by the applicant. This would be secured by condition.

Vehicular Access Provision

- 7.40 The proposed vehicle crossover is considered acceptable in principle and should conform to the council's maximum allowable width for crossing provisions as stipulated within the council's 'Domestic Vehicle Footway Crossover' Policy (2022). Final designs would be arranged post-permission, and it should be noted that the crossing would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) all at the applicant's/developer's expense. This would also apply to all works linked to the adjustment of the on-street resident's parking bay fronting the proposed crossover which would also be incorporated within this process at full cost to the developer. Appropriate conditions and informative have been included in this recommendation.
- 7.41 In safety terms effort should be made to maintain a low frontage wall treatment onto Grove Road in order to help ensure conformity to the relevant mutual inter-visibility sight-line requirements. In order to assist with improving sight-lines at the site entrance for vehicles and pedestrians, it is therefore recommended that the front boundary wall height should not exceed 0.6m to achieve the aim of improved visibility. The proposed boundary wall is marginally below this height requirement which indicates conformity. A condition has been included to ensure the provision and maintenance of visibility splays.

Vehicular Trip Generation

- 7.42 Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) requires the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.
- 7.43 The proposal would clearly increase traffic generation from what is a dormant site. However, statistically, peak period traffic movement into and out of the site would not be expected to rise beyond 1-2 two-way vehicle movements during the peak morning and evening hours. This potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

- 7.44 Refuse collection would take place via Grove Road. In order to conform to the council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. A storage area is depicted to the side of the build which therefore marginally exceeds this parameter. However, it is assumed that an informal on-plot management regime by new occupiers would be established to ensure that any refuse is positioned towards the frontage on collection days. There are no further observations.

Construction Management Plan

- 7.45 A full and detailed construction management plan would be a requirement given the constraints and sensitivities of the local road network in order to avoid/minimise potential detriment to the public realm. This would be secured via planning condition.

Conclusion

- 7.46 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 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Noise

- 7.47 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.
- 7.48 The site would be used in an exclusively residential capacity. Therefore, in terms of the operational phase of the proposed development (occupation of the dwelling), no significant issues are raised by the proposal in respect to noise.
- 7.49 Given the built-up residential nature of the area, a Construction Management Plan would be necessary to minimise noise and other emissions caused during the construction phase as far as practicable. This would be secured by Condition.

Flooding Risk/Critical Drainage Area

- 7.50 Policy DMEI 9 requires all new development to adequately manage flood risk. Policy DMEI 10 requires all new development proposals to include water

efficiency measures, including the collection and reuse of rainwater and grey water.

- 7.51 The application site is not located within a Flood Zone 2 or 3 or at risk of surface flooding. A SuDS Drainage Strategy has not been submitted in support of the application however a new soakaway in the rear yard has been shown on the proposed drawings. It is therefore recommended that a condition is included requiring provision of a drainage strategy for review and approval to ensure the development is in accordance with Policy DMEI 9.

Accessibility

- 7.52 Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires at least ten percent of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.
- 7.53 The Councils Access Officer has been consulted on the application and has no objection to the proposed development in terms of accessibility subject to securing conditions pertaining to ensuring step free access to the dwelling and requiring certification of compliance with M4(2) accessibility regulations prior to occupation of the dwelling. These conditions have been included in the recommendation, and provided compliance, the development is in accordance with Policies D5 and D7.

Trees and Landscaping

- 7.54 Policy DMHB 14: Trees and Landscaping of the Hillingdon Local Plan Part Two (2020) states that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit, and will be required to provide tree surveys and protection plans where proposals might affect existing trees. It also states that development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity.
- 7.55 The site is not subject to specific tree protections or located within a Conservation Area. There are several mature trees located on neighbouring sites in proximity to the site boundaries. However no mature trees located on the rear of the site itself.
- 7.56 An Arboricultural Impact Assessment, prepared by GHA trees Arboricultural Consultancy, has been submitted in support of the application. Of the six individual trees and groups of trees surveyed (within and on neighbouring properties adjacent to the site), 2 have been identified as Category B, 3 as Category C and one tree as Category U. The report confirms that no trees are proposed for removal, and "the proposed site layout and all of its associated structures allows for the healthy retention of all of the trees on the site itself, and within nearby adjacent sites". The proposal requires the removal of a small number of relatively

insignificant (C Category) shrubs and domestic hedges, which taking into account the proposed biodiversity net gain, would not have an adverse impact on the local and wider landscape.

- 7.57 The Council's Tree Officer has reviewed the application and confirmed no objection with the proposal or concern over the health of neighbouring trees. A condition has been included requiring compliance with the tree protection measures specified in the submitted Arboricultural Impact Assessment, including that protective fencing is in place prior to commencement of the development.
- 7.58 Whilst concerns have been raised through the representation received that the location of adjoining trees could lead to debris and subsidence issues to the future residents of the property. The dwelling would be set away sufficient distance from these neighbouring trees and would not cause harm to their long-term stability given the positioning. As the dwelling would remain outside the root protection area, it is not envisaged that the neighbouring properties' trees would affect the structural stability of the dwelling. There is also a responsibility on owners where the trees are located for general maintenance and safety of the tree and ensure it does not pose a hazard if it is diseased, unstable, dangerous.
- 7.59 The applicant has submitted a high-quality landscaping plan in support of the proposal, which is welcomed by Officers. The plan includes planting of mixed new native hedging, new ground cover shrubs and new specimen trees which would contribute to the visual quality and biodiversity of landscaping on the site. Overall, the landscaping plan is of a suitable quality that would improve the site frontage relationship along the street as well as its relationship with adjoining neighbours.
- 7.60 It is recommended a condition is added to the decision notice requiring the landscaping scheme to be implemented by the end of the first planting season following occupation of the dwelling to ensure the development is in accordance with Policy DMHB 14.

Biodiversity Net Gain

- 7.61 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It became mandatory for small sites on 2 April 2024. Developers must deliver a BNG of at least 10%. This means a development will result in more or better-quality natural habitat than there was before development. The landowner is legally responsible for creating or enhancing the habitat and managing that habitat for at least 30 years to achieve the target condition.
- 7.62 Policy 15 of the National Planning Policy Framework (2024) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

- 7.63 Paragraph 6.28 of Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features.
- 7.64 Biodiversity net gain assessments have been submitted in support of the application confirming both habitat and hedgerow units would be improved by over 10% in line with BNG requirements by the proposed landscaping.
- 7.65 The findings indicate that the existing baseline calculation for habitat and hedgerow units amount to 0.0858 and 0.300 units respectively. No existing watercourse units are present on the site. Post development, the number of habitat and hedgerow units on the site would increase to 0.1014 and 0.0860 units respectively. This would represent a post development increase of 18.15% for habitat units and 186.63% for hedgerow units.
- 7.66 On the basis of the BNG report, the figures demonstrate that the habitat/hedgerow units being put back into the site would be increased to the front, along the sides and to the rear garden. The landscaping works would be a better-quality arrangement than the existing site circumstances and given their locations within the perimeter of the boundary, the LPA are satisfied that the management of these areas can be maintained over a 30-year cycle as required. The improvement on the existing BNG value is therefore accepted and a condition has also been attached to ensure that the BNG would be managed and monitored as required by the statutory regulations.
- 7.67 As such, the application would be able to provide a 10% increase in biodiversity. Accordingly a condition and informative have been included in the recommendation requiring a written 30-year Habitat Management Plan (HMP) for the site to be submitted to and approved in writing by the Local Planning Authority.

Waste Management

- 7.68 Policy DMHB 11 Part (d) of the Hillingdon Local Plan (2020) states that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours. To conform with the Council's 'waste-collection' distance parameter of 10 metres, refuse, recycling and food waste would need to be deposited kerbside on collection day.
- 7.69 The proposed plans show provision for refuse and recycling storage within the rear garden that would of an adequate size, accessible for collection, and be discreetly screened from the street and neighbours. The prospective residents of the proposed dwelling would deposit the refuse kerbside on collection day.

Sustainability

- 7.70 Policy DMEI 2 of the Hillingdon Local Plan (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets. Policy DMEI 10 requires development to utilise no more than 110 L of water per person per day.
- 7.71 The proposed development is of a minor scale therefore whilst the principle of SI 2 (carbon reduction) is relevant, the London Plan Policy applies more specifically, to major applications. The applicant is therefore not required to submit an energy statement with the application or demonstrate a policy level of on-site savings. Notwithstanding, 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.
- 7.72 A water efficiency calculation confirming the water usage of the dwelling has not been submitted in support of the application. However, it is recommended that a condition is added to any grant of permission requiring the proposed dwelling to utilise no more than 110L of water per person per day to ensure the development is in accordance with Policy DMEI 10.
- 7.73 The proposal would therefore be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Land Contamination

- 7.74 Policy DMEI 12 of the Local Plan (2020) states that for sites identified as being at potential risk of land contamination, relevant reports should be submitted to demonstrate that there would be no harm to the health of occupants. The application site is not located on contaminated land. Therefore, a survey is not required nor are conditions pertaining to the submission of further information.

Fire Safety

- 7.75 Policy D12 of the London Plan states that all developments must achieve the highest standards of fire safety. The proposal is for a single storey bungalow that would have a street frontage. There would be unobstructed outside space on the road to accommodate fire appliances and to serve as an evacuation assembly point. It is considered that the design of the proposal would enable effective evacuation were it required. The application is therefore considered to be in general accordance with Policy D12 of the London Plan.

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

- 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 1st August 2014. The Hillingdon CIL charge for residential developments is in addition to the Mayoral CIL charge. CIL rates are index linked. The proposal involves the erection of a new dwelling and is therefore CIL liable if planning permission is granted.

9 Conclusion / Planning Balance

- 9.1 On balance, the proposed development would have a satisfactory impact on the character and appearance of the area and would not give rise to any undue harm to neighbouring amenities, or the local highway network. Good quality living accommodation would be provided for future residents.
- 9.2 The proposal is considered to comply with the Development Plan and no material considerations indicate that a contrary decision should be taken. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

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@hillingdon.gov.uk.

Hillingdon Planning Committee – 5th November 2025

PART 1 – Members, Public & Press

APPENDICES

Planning Application

74971/APP/2025/780

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 Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans;

L1233/LP Rev A - Site Location Plan

L1233/11 Rev A - Proposed Block Plan and Street Elevation

L1233/12 - Proposed Site Plan

L1233/13 Rev A - Proposed Floor and Roof Plans

L1233/14 Rev B - Proposed Elevations and Sections

L1233/19 - Proposed Landscaping Plan

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. COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Tree Survey Arboricultural Impact Assessment Ref GHA/DS/160444:25 dated 6th June 2025

Planning Statement dated March 2025

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan Part 2 (2020)

4. COM7 Materials (details)

Notwithstanding the submitted details, no development shall take place until details of all materials and external surfaces, 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).

5. NONSC Construction Management Plan (details)

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.
- (vii) 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. RES15 Sustainable Water Management (details)

Prior to above ground works commencing the applicant must provide a Sustainable Water Management Strategy for the development which should include a SUDs Strategy and a Water Usage Report confirming the development will not utilise more than 110L of water per person per day. Thereafter, the development must be undertaken in accordance with the strategy 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 S12 and 13 of the London Plan (2021).

7. RES9 Landscaping, car parking & refuse/cycle storage (details)

No development shall take place until a detailed landscape scheme prepared in accordance with the submitted 'Biodiversity Masterplan ref:L1233/19', 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),
- 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 at least two cycles.
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including 1 parking space served by an active electrical charging point)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

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

Thereafter the development shall be carried out and maintained in full accordance with the approved details. The approved hard landscaping shall be implemented prior to first occupation of the dwelling hereby approved and maintained for the lifetime of the development. The approved soft landscaping shall be implemented before the end of the first planting season following first occupation and maintained in accordance with the approved landscape maintenance schedule.

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 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

8. NONSC BNG Condition (details)

No development shall take place on any part of the site until a written 30-year Habitat Management Plan (HMP) for the site has been submitted to and approved in writing by the Local Planning Authority.

The approved HMP shall be strictly adhered to, and development shall commence and operate in accordance with it.

The HMP should, as a minimum, include:

- a) Description and evaluation of the features to be managed.
- b) Aims, objectives and targets for management.
- c) Description of the management operations necessary to achieving aims and objectives.
- d) Prescriptions for management actions.
- e) Preparation of a works schedule, including an annual works schedule.
- f) Details of the monitoring needed to measure the effectiveness of management.
- g) Details of the timetable for each element of the monitoring programme and;
- h) Details of the persons responsible for the implementation and monitoring.
- i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage.

REASON

To ensure the development delivers a Biodiversity Net Gain within the borough and secures the protection and effective management of the remaining habitat on site in accordance with Policy 15 of the National Planning Policy Framework, Policy G6 of The London Plan, and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part 2 Development Management Policies.

9. NONSC Step Free Access (details)

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. The measures implemented as approved shall be retained thereafter.

REASON

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

10. NONSC Accessible Dwellings (details)

The dwelling 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.

11. A3 Trees Retained

Trees, hedges and shrubs shown to be retained on the approved tree survey plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority (LPA).

Any trees, hedges and shrubs severely damaged during construction, seriously diseased or dying shall be replaced by one of a size and species to be agreed in writing with the LPA. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or ground work shall be agreed in writing with the LPA.

New planting should comply with BS 3936 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Such work or planting shall be completed within 8 months of the commencement of the development or such period as agreed in writing by the LPA.

REASON

The trees and other vegetation makes a valuable contribution to the amenity of the area therefore their deliberate damage or loss should be prevented and their unintentional damage or loss mitigated in order to accord with policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020).

12. TL3 Protection of Trees

The development hereby approved shall be carried out strictly in accordance with the recommendations contained within the approved 'Tree Survey and Arboricultural Impact Assessment, ref: GHA/DS/160444:25, dated 6th June 2025'.

Prior to the commencement of any site clearance or construction work, the tree protection fencing and ground protection measures identified in the report shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and

5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020).

13. RPD5 Restrictions on Erection of Extensions and Outbuildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouse(s) nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity or harm to the character and appearance of the area in accordance with Policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan - Part Two (2020).

14. RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

15. H3 Vehicular access - construction

The dwelling hereby approved shall not be occupied until the vehicular means of access has been constructed in accordance with the approved plans. Thereafter, the vehicular means of access shall be retained and kept open for users of the dwelling.

REASON

To ensure the provision of a safe and convenient access for vehicular traffic, prior to occupation in accordance with the Hillingdon Local Plan: Part Two (2020).

16. RES23 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 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 above the height of 0.6m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy DMT 2 of the Hillingdon Local Plan Part 2 (2020).

Informatives

1. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

2. 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.

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. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of

Liability Notice) to the Council at planning@hillington.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

5.

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be the London Borough of Hillingdon.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
 - (i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
 - (ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
 - 4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015)

where:

- i) the application for planning permission was made before 2 April 2024;
- ii) planning permission is granted which has effect before 2 April 2024; or
- iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of

the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

6. 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway.

The proposed vehicular crossover should conform to the council's maximum allowable width for crossing provisions as stipulated within the council's 'Domestic Vehicle Footway Crossover' Policy (2022). Final designs would be arranged post-permission, and it should be noted that the crossing would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) all at the applicant's/developer's expense.

The crossover would also require an amendment to the Traffic Management Order (TMO) that regulates parking and waiting restrictions on Grove Road. The amendment process is undertaken separately to the planning process, and the applicant is therefore advised to engage with the Local Highway Authority at the earliest opportunity.

For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

7. 147 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.

8. 115 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.

Appendix 2: Relevant Planning History

21577/APP/2020/1792 Land To Rear Of 18 Moor Park Road Northwood

Erection of a detached 5 x bed dwelling with associated parking and amenity space with new crossover to Grove Road.

Decision: 16-09-2020 Refused **Appeal:** 13-07-2021 Dismissed

74971/APP/2019/3169 Land To Rear Of 18 Moor Park Road Northwood

The erection of a new pair of semi-detached dwellings, together with the formation of two new vehicle crossovers onto Grove Road

Decision: 22-01-2020 Refused

74971/PRC/2019/156 Land To Rear Of 18 Moor Park Road Northwood

Erection of pair of semi-detached dwellings together with the formation of two new vehicular crossovers onto Grove Road

Decision: 08-11-2019 Objection

74971/PRC/2024/163 Land To Rear Of 18 Moor Park Road Northwood

Erection of Detached bungalow with associated parking and landscaping

Decision: 28-10-2024 Pre-App Advice
Given

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.H1	(2012) Housing Growth

Part 2 Policies:

DMH 6	Garden and Backland Development
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
DMEI 2	Reducing Carbon Emissions
DMEI 10	Water Management, Efficiency and Quality
DMEI 9	Management of Flood Risk
DMEI 7	Biodiversity Protection and Enhancement
DMT 5	Pedestrians and Cyclists
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth

LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H2	(2021) Small sites
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes

