

Planning Supporting Statement

Including Design and Access Statement

For works at 102 Nield Road, Hayes

Prepared for



By

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This statement supports Medivet's request for planning permission at 102 Nield Road Hayes. The proposal is for a side extension and relocation of the existing external stairs to be enclosed to maintain access to the first floor.

Introduction to Medivet

Medivet is a group of veterinary practices based in Watford, UK. There are approximately 400 locations across the company. They aim to provide the services required when and where pet owners need it.

With an increasing number of pets in the UK, in part due to COVID-19 lockdown, Medivet are finding many of their practices are turning away new clients and they are reviewing all premises for ongoing suitability and if there are local options for providing a more sustainable service.

Medivet currently operates from the site. The proposals allow the surgery to support local pet owners and ensure high levels of care and efficient working on site.

The Proposal

The proposed development site is 102 Nield Road, Hayes, an existing MediVet surgery.

The works proposed are to extend the property to allow for additional services to be provided and a more efficient way of working. The additional space will allow for:

- An increase in consultation rooms from two to three;
- A ground floor WC;
- A larger theatre;
- Separate dog and cat waiting areas; and
- A dispensary.

Design

Amount

46.7sqm of floorspace will be created to the side of the property which will allow for the reconfiguration of the existing building to provide the additional services listed above.

The new floor area as well as the existing ground floor area will be used as a veterinary practice within Class E of the Use Classes Order.

Layout

The layout of the property will be enhanced given the additional space provided. The internal works do not require planning permission. The site area has been considered to utilise the most appropriate overall layout.

Scale

The scale of the proposal is appropriate for the area and allows for the veterinary surgery to remain on site with additional services to support the business. The current design of the extension is not considered to have a negative impact upon neighbouring properties by way of light given the single storey proposed which is not the side of the property which borders the neighbouring property.

The staircase has been moved to the side of the property with a neighbour and is naturally two storeys in height. It is considered to be a necessary scale to enclose the stairs and make them safer.

Landscaping

No formal landscaping is proposed. Any damage to the retained grassed area will be remedied once the works are completed. The grassed area is utilised with the exercising of pets and, as such, it is important to MediVet that this area remains of a high quality.

There are no trees and shrubs on site which will be impacted by the proposed development.

Hardstanding to the front of the property is to be retained as parking for the surgery.

Appearance

The extension has been designed to replicate the existing property as closely as possible in design features and with similar materials proposed including brickwork, roof tiles and gutters and downpipes.

The proposed enclosure of the staircase will be finished with cladding of a design which is similar to the existing property. Given that the proposed development site is sat back from the neighbouring property, there is limited impact on the windows on this neighbouring side elevation and limited impact is expected on their light. It is not known which rooms the windows in the neighbouring property are located within.

A separate application will be submitted for any new advertisements as required.

Access

Vehicles

Existing parking totals four spaces, and these will be maintained through the proposed works.

Medivet have contracts in place for the collection of waste based on the existing vet practice. Deliveries and collections are undertaken by appropriate vehicles and at times where the practice is typically quieter.

Pedestrians

Public access to the surgery will remain as existing from Nield Road.

The nearest bus stop is located approx. than 100m from the property on Church Road, there are additional bus stops approx. 175m from the site on Botwell Lane. These bus stops provide access to local centres including Brentford, Hounslow, Hayes Centre, Stockley Park, Uxbridge, Hillingdon Heath and Ruislip.

Hayes and Harlington station is approx. 0.5 miles from the site and is served by the Elizabeth Line on the London Underground and Great Western Railway. The Elizabeth Line provides services to Abbey Wood, Heathrow, Shenfield and Reading. Great Western Railway services provide services into London Paddington as well as further afield into Wales and Southwest England.

A wide pavement at the front of the property allows safe access into the property.

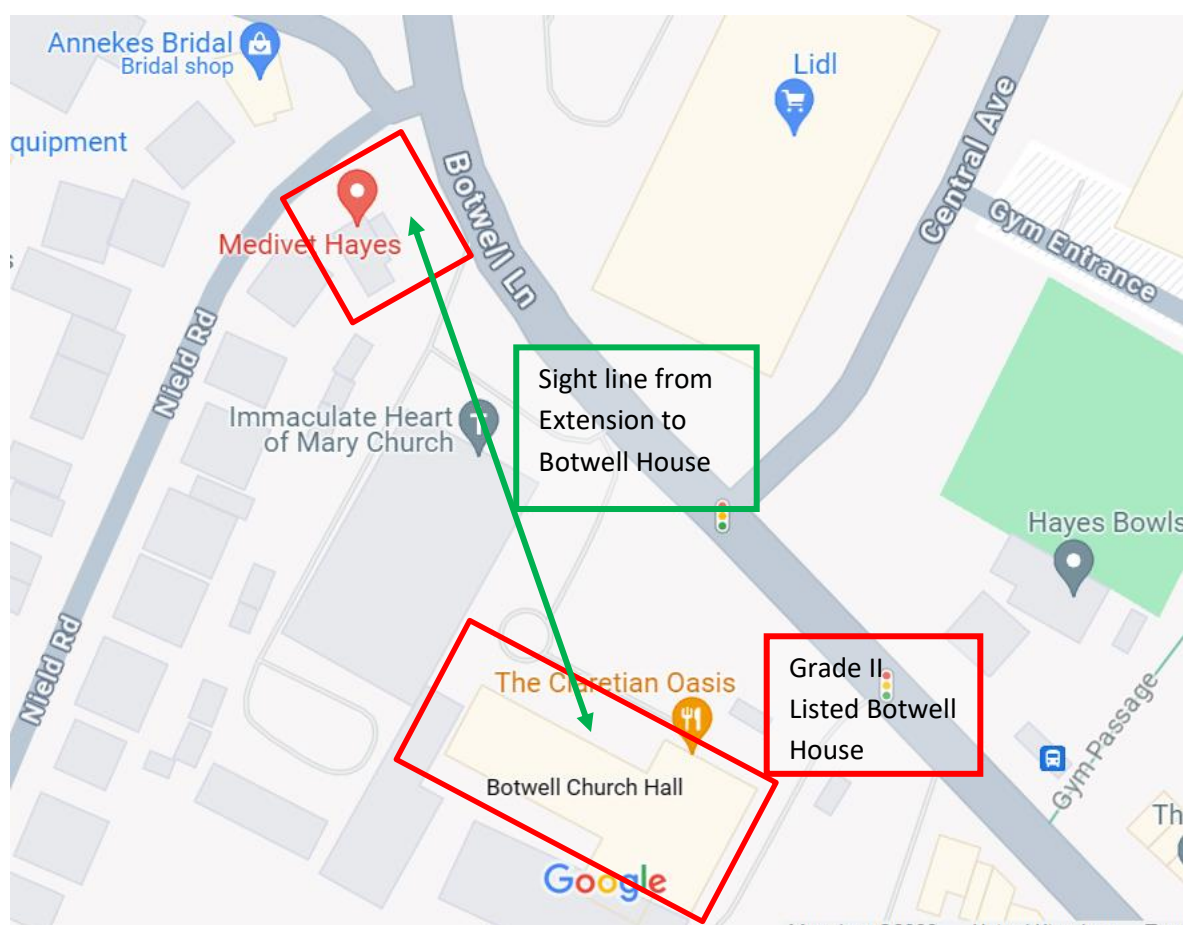
Heritage

The property is not listed or located within a Conservation Area.

It is approximately 100m from the Grade II listed Botwell House which is the nearest listed building. The proposed extension will not impact on views to or from the listed building based on the massing of Immaculate Heart of Mary Church and some significant trees around the church. Botwell House is set back from the road, behind the church which, along with the extension being one storey, it is not expected that there will be any sight lines between the proposed and the listed building.

This can be seen on the diagram below.

As such, it is considered that there is no adverse impact on local heritage through the proposed development.



Planning Policy

Local Planning Policy is detailed within the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020). The relevant policies have been considered below.

Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012)

Policy NPPF1: National Planning Policy Framework - Presumption in Favour of Sustainable Development states that:

“When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- Specific policies in that Framework indicate that development should be restricted.”*

The proposed development is considered to be sustainable in terms of the three strands: economic, social and environmental. The works will allow for the surgery to remain in the area serving the local community and safeguarding the existing jobs on site. It is also anticipated that the development will allow for additional jobs to be created once the space is operational. The extension reuses part of the site which currently is occupied by shed like structures used as storage by the veterinary surgery requiring the least amount of grass to be lost to facilitate the extension.

Policy E2: Location of Employment Growth states that:

“The Council will accommodate 9,000 new jobs during the plan period. Most of this employment growth will be directed towards suitable sites in the Heathrow Opportunity Area, Strategic Industrial Locations (SILs), Locally Significant Employment Locations (LSEL), Locally Significant Industrial Sites (LSIS), Uxbridge Town Centre and Hayes Town Centre with a particular focus around transport nodes. The Council will promote development in highly accessible locations that delivers sustainable travel patterns and contributes to the improvement of existing networks to reduce emissions and impacts on air quality. The Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations.”

The proposed development site is located on the very edge of Hayes Town Centre, in an existing business premises. The proposed development will maintain six existing jobs with the view of expanding this by one, should the proposal be approved by the council. The site has excellent public transport links via bus, underground and railway as discussed above. With the site on the very edge of the town centre, the area is already a generally mixed use area with a range of services and retail units in amongst the residential premises.

Policy E5: Town and Local Centres states that:

“The Council will accommodate additional retail growth in established centres, in accordance with the conclusions of the latest evidence base. Growth for comparison goods will be primarily accommodated in District Centres as set out in Table 5.5. If appropriate, specific locations for growth in convenience goods will be determined through the production of the Hillingdon Local Plan: Part 2- Site Specific Allocations Local Development Document.

Planning decisions will be taken in accordance with the provisions of national guidance, particularly the sequential and impact tests. Further, more detailed policies will be outlined in the forthcoming Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document.

The Council will improve town and neighbourhood centres across Hillingdon as set out in Map 5.3, and improve public transport, walking and cycling connections to town and neighbourhood centres whilst ensuring an appropriate level of parking provision is provided for accessibility to local services and amenities. Public transport will be improved to strengthen the viability and vitality of all town centres across the borough.

Local parades will be protected, enhanced and managed to ensure they meet the needs of the local community and enhance the quality of life for local residents, particularly those without access to a car.”

A Veterinary Clinic is not classified as a retail use and as such does not need to be considered against a sequential or impact test. The site is located at the edge of the town centre so benefits from positive public transport connections without losing out on additional services required by a veterinary clinic such as designated parking and outdoor space. As such, it is considered that the proposed development is in line with this planning policy.

Policy E6: Small and Medium-Sized Enterprises (SME) states that:

“Hillingdon will encourage the development of affordable accommodation for small and medium-sized businesses in appropriate sustainable locations throughout the borough.”

It is considered that this proposed development will support this SME and, having operated in the area, can also be considered a sustainable location with the borough. The proposed development is supported by this policy.

Policy HE1: Heritage states that:

“The Council will:

- 1. Conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes:*
 - Historic village cores, Metro-land suburbs, planned residential estates and 19th and 20th century industrial areas, including the Grand Union Canal and its features;*
 - Designated heritage assets such as statutorily Listed Buildings, Conservation Areas and Scheduled Ancient Monuments;*
 - Registered Parks and Gardens and historic landscapes, both natural and designed;*
 - Locally recognised historic features, such as Areas of Special Local Character and Locally Listed Buildings; and*
 - Archaeologically significant areas, including Archaeological Priority Zones and Areas.*
- 2. Actively encourage the regeneration of heritage assets, particularly those which have been included in English Heritage's 'Heritage at Risk' register or are currently vacant.*
- 3. Promote increased public awareness, understanding of and access to the borough's heritage assets and wider historic environment, through Section 106 agreements and via community engagement and outreach activities.*
- 4. Encourage the reuse and modification of heritage assets, where appropriate, when considering proposals to mitigate or adapt to the effects of climate change. Where negative impact on a heritage asset is identified, seek alternative approaches to achieve similar climate change mitigation outcomes without damage to the asset.”*

As discussed above, the proposed development site is not within a conservation area nor is it listed. It is in close proximity to a listed building, however, there is no expected impact on views to or from this building due to the proposed works. As such, it is considered that the proposed development is in line with this planning policy.

Policy BE1: Built Environment states that:

“The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

All new developments should:

- 1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;*

2. *Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;*
3. *Be designed to include "Lifetime Homes" principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people's lives;*
4. *In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);*
5. *Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;*
6. *Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;*
7. *Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;*
8. *Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;*
9. *Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;*
10. *Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;*

11. *In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape.*

Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.”

A number of sections of this policy are not relevant to the proposal due to it not being a major development and does not include new homes or tall buildings.

The proposed development does meet many of the sections of the policy by being of a high quality design which has taken local materials and design into consideration. Whilst the development does use some green space, which in a residential property would be considered garden space, it is a primarily commercial property and some of the grassed area has been retained for use by the veterinary clinic with the animals in their care. It is not considered that this loss will result in the loss of character in the area based on the location in close proximity to the town centre.

Policy EM1: Climate Change Adaptation and Mitigation states that:

“The Council will ensure that climate change mitigation is addressed at every stage of the development process by:

1. *Prioritising higher density development in urban and town centres that are well served by sustainable forms of transport.*
2. *Promoting a modal shift away from private car use and requiring new development to include innovative initiatives to reduce car dependency.*
3. *Ensuring development meets the highest possible design standards whilst still retaining competitiveness within the market.*
4. *Working with developers of major schemes to identify the opportunities to help provide efficiency initiatives that can benefit the existing building stock.*
5. *Promoting the use of decentralised energy within large scale development whilst improving local air quality levels.*
6. *Targeting areas with high carbon emissions for additional reductions through low carbon strategies. These strategies will also have an objective to minimise other pollutants that impact on local air quality. Targeting areas of poor air quality for additional emissions reductions.*

7. *Encouraging sustainable techniques to land remediation to reduce the need to transport waste to landfill. In particular developers should consider bioremediation as part of their proposals.*
8. *Encouraging the installation of renewable energy for all new development in meeting the carbon reduction targets savings set out in the London Plan. Identify opportunities for new sources of electricity generation including anaerobic digestion, hydroelectricity and a greater use of waste as a resource.*
9. *Promoting new development to contribute to the upgrading of existing housing stock where appropriate.*

The Borough will ensure that climate change adaptation is addressed at every stage of the development process by:

10. *Locating and designing development to minimise the probability and impacts of flooding.*
11. *Requiring major development proposals to consider the whole water cycle impact which includes flood risk management, foul and surface water drainage and water consumption.*
12. *Giving preference to development of previously developed land to avoid the loss of further green areas.*
13. *Promoting the use of living walls and roofs, alongside sustainable forms of drainage to manage surface water run-off and increase the amount of carbon sinks.*
14. *Promoting the inclusion of passive design measures to reduce the impacts of urban heat effects.”*

Veterinary clinics across the MediVet brand are seeing the impact of climate change and are having to mitigate this through the provision of Heating, Ventilation and Air Conditioning (HVAC) systems to ensure the safety of the animals in their care as well as their staff due to increasingly unpredictable weather. As such, the clinics focus on reducing their impact on the environment, where possible, and balanced with other responsibilities in providing a high level of care for clients.

As this proposed development is of a small scale, there is no opportunity to incorporate large energy saving or renewable energy systems into the development such as solar panels.

The proposed development does include the reuse of materials such as the staircase and others, where possible, and is located on the edge of the town centre reducing the requirement for private transport, however, this is not always possible when transporting pets to the clinic. The site is also located in Flood Zone 1 and is to utilise existing sewer and drainage systems to reduce the impact on groundwater run off in the local area.

Overall, it is considered that this policy would not present a reason for refusing the proposed development.

Policy EM6: Flood Risk Management states that:

“The Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF).

The subsequent Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within Flood Zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.”

The proposed development is located within Flood Zone 1 and as such, is not subject to a sequential test.

The inclusion of SUDS was considered on site, however, due to the space available, it is not possible for them to be safely included. As such, the existing drainage and sewer system will be utilised for this development.

Policy EM8: Land, Water, Air and Noise states that:

“Water Quality

The Council will seek to safeguard and improve all water quality, both ground and surface.

Principal Aquifers, and Source Protection Zones will be given priority along with the:

- *River Colne*
- *Grand Union Canal*
- *River Pinn*
- *Yeading Brook*
- *Porter Land Brook*
- *River Crane*
- *Ruislip Lido*
- *London Borough of Hillingdon*

Air Quality

All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy.

London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

Noise

The Council will investigate Hillingdon's target areas identified in the Defra Noise Action Plans, promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected.

The Council will seek to identify and protect Quiet Areas in accordance with Government Policy on sustainable development and other Local Plan policies.

The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

Land Contamination

The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

Water Resources

The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day."

In terms of water quality, the proposed development is not located on contaminated land and does not result in the contamination of local water resources. The proposed development is not considered to increase the requirements for water resources.

There is no increase in activities which will cause significant negative impacts upon the air quality of the local area.

The proposed development does not include additional noise sources which are considered to have a significant negative impact upon neighbouring properties.

As such, it is considered that the proposed development is in line with this planning policy.

Policy EM11: Sustainable Waste Management states that:

“The Council will aim to reduce the amount of waste produced in the Borough and work in conjunction with its partners in West London, to identify and allocate suitable new sites for waste management facilities within the West London Waste Plan to provide sufficient capacity to meet the apportionment requirements of the London Plan which is 382 thousand tonnes per annum for Hillingdon by 2026.

The Council will require all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

The Council will follow the waste hierarchy by promoting the reduction of waste generation through measures such as bioremediation of soils and best practice in building construction. The Council will promote using waste as a resource and encouraging the re-use of materials and recycling. The Council will also support opportunities for energy recovery from waste and composting where appropriate. The Council will safeguard existing waste sites unless compensatory provision can be made.

The Council will seek to maximise the use of existing waste management sites through intensification or co-location of facilities.”

Recycled materials will be used as much as possible through the construction of the extension including the external staircase being relocated.

The surgery has existing contracts in place for the collection of waste and recycling. It is not anticipated that the amount required for collection will significantly increase through this proposed development.

Policy T1: Accessible Local Destinations states that:

“The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision.

The Council will ensure access to local destinations which provide services and amenities. The Council will promote active travel through improvements to Hillingdon's public rights of way.”

The proposed development is an extension to an existing veterinary clinic. The extension is primarily for the improved efficiency of the property rather than substantial increase in custom.

The property has good public transport links given its proximity to Hayes Town Centre.

As such, it is considered that the proposal is in line with this planning policy.

Policy CI1: Community Infrastructure Provision states that:

“The Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:

- 1. Resisting of the loss of community facilities, and where the loss of these facilities is justified it will seek to ensure that resulting development compensates these uses to ensure no net loss;*
- 2. Supporting the retention and enhancement of existing community facilities;*
- 3. Supporting extensions to existing schools and the development of new schools and youth facilities;*
- 4. Encouraging the development of multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location;*
- 5. Promoting innovation in service provision and recognising that there are a range of modes appropriate for providing for all sections of the community;*
- 6. Requiring development to contribute towards the provision of community facilities to meet the needs of new communities and mitigate impacts on existing communities;*
- 7. Locating libraries, health facilities, police facilities, leisure facilities and community centres in town centres or other accessible locations to maximise community access, sustainable transport and build a sense of local community identity;*
- 8. Ensuring new facilities demonstrate how they will tackle climate change, in line with Policy EM1;*
- 9. Providing facilities and services that are accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status; and*
- 10. Implementing a borough-wide Community Infrastructure Levy (CIL) to fund community infrastructure provision.”*

The proposed development supports an existing, inclusive community facility which is in a sustainable location.

A CIL Liability form is submitted with this application.

Hillingdon Local Plan Part 2 - Development Management Policies (adopted 2020)

Within this planning policy, Hayes is allocated as a district centre. The proposed development site is located on the edge of the Hayes Town Centre allocation.

Policy DMTC 1: Town Centre Developments states that:

- A. “The Council will support ‘main town centre uses’ where the development proposal is consistent with the scale and function of the centre. Town centre development will need to demonstrate that:*
 - i. adequate width and depth of floorspace has been provided for the town centre uses; and*
 - ii. appropriate servicing arrangements have been provided.*

- B. *Residential use of ground floor premises in primary and secondary shopping areas and in designated parades will not be supported.*
- C. *Proposals for 'main town centre uses' in out of centre locations will only be permitted where there is no harm to residential amenity.*
- D. *The Council will:*
 - i. *expect proposals for 'main town centre uses' to demonstrate that there are no available or suitable sites in a town centre where an edge of centre or out of centre location is proposed, using a sequential approach; and*
 - ii. *consider the effect of the proposal, either individually or cumulatively on the vitality and viability of existing town centres.*

Development proposals in out of centre and edge of centre locations, which exceed 200 sqm of gross retail floorspace, or 1,000 sqm of combined main town centres uses, will require an impact assessment."

A veterinary clinic is not a typical town centre use as it is not a traditional retail use and partly due to the need for outside space for looking after the animals as well as requiring dedicated parking for the site. There is no ground floor residential as part of the development.

The site is an existing site and there will be no overall increase in any negative impact on the residential amenity of the area. The extension is not of a size which requires an impact assessment.

As such, it is considered that the proposed development is in line with this planning policy.

Policy DMTC 3: Maintaining the Viability of Local Centres and Local Parades states that:

- A. *"The Council will protect and enhance the function of local centres and local shopping parades by retaining uses that support their continued viability and attractiveness to the locality they serve.*

In considering applications for changes of use of shops the Council will ensure that:

- i. *the local centre or shopping parade retains sufficient essential shop uses to provide a range and choice of shops appropriate to the size of the parade, and its function in the Borough shopping hierarchy;*
- ii. *at least of 50% of the local centre or shopping parade is retained as Use Class A1 shops; and*
- iii. *the surrounding residential area is not deficient in essential shop uses."*

The proposed development maintains the viability of Hayes as it does not use an available retail unit to provide the services required. This allows for any available unit within the town centre to remain a typical town centre use.

Policy DMH 1: Safeguarding Existing Housing states that:

- A. *“The net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.*
- B. *The Council will grant planning permission for the subdivision of dwellings only if:*
 - i. *car parking standards can be met within the curtilage of the site without being detrimental to the street scene;*
 - ii. *all units are self contained with exclusive use of sanitary and kitchen facilities and provided with individual entrances and internal staircases to serve units above ground floor level;*
 - iii. *adequate amenity space is provided for the benefit of residents; and*
 - iv. *adequate living space standards are met”.*

There is no loss of residential properties as a result of this proposal. There is no subdivision of the existing unit. As such, it is considered that this policy is not a reason for refusal of this planning application.

Policy DMHB 1: Heritage Assets states that:

- A. *“The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:*
 - i. *it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;*
 - ii. *it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;*
 - iii. *it makes a positive contribution to the local character and distinctiveness of the area;*
 - iv. *any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;*
 - v. *the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;*
 - vi. *buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and*
 - vii. *opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.*
- B. *Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.*

- C. *The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.*

As previously discussed above, there is no negative impact on nearby listed buildings and is not located within a Conservation Area.

Policy DMHB 11: Design of New Development states that:

- A. *“All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:*
- i. harmonising with the local context by taking into account the surrounding:*
 - *scale of development, considering the height, mass and bulk of adjacent structures;*
 - *building plot sizes and widths, plot coverage and established street patterns;*
 - *building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;*
 - *architectural composition and quality of detailing;*
 - *local topography, views both from and to the site; and*
 - *impact on neighbouring open spaces and their environment.*
 - ii. ensuring the use of high quality building materials and finishes;*
 - iii. ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;*
 - iv. protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and*
 - v. landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.*
- B. *Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.*
- C. *Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.*
- D. *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.”*

High quality design has been considered throughout the proposed development. The scale is appropriate for the area with a one storey extension away from neighbours and the necessary two storey enclosure of the external staircase for safety reasons. The proposed materials are designed to match the existing property across all elements including brickwork and the roof tiles proposed. The extension allows for a more efficient use of the internal layout which aims to make the clinic more sustainable in the long term. The storage of waste and recycling is to remain as existing with no significant extra materials to be created through use of the proposed development.

Policy DMHB 13: Shopfronts states that:

- A. *“New shopfronts and alterations to existing shopfronts should complement the original design, proportions, materials and detailing of the building of which it forms a part and the surrounding street scene.*
- B. *The Council will resist the removal of shopfronts of architectural or historic interest, particularly those listed on the Register of Locally Listed Buildings.*
- C. *New shopfronts must be designed to allow equal access for all users.*
- D. *Inset entrances on shopfronts should be glazed and well-lit to contribute to the attractiveness, safety and vitality of the shopping area and avoid blank frontages to the street.*
- E. *Blinds, canopies and shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its setting. External security grilles will not normally be permitted, unless they are of good quality design.*
- F. *In order to improve and maintain the quality of the public realm, the design of shopfronts should be of a high quality, taking into consideration:*
 - i. *retention and maintenance of active shopfronts at all times;*
 - ii. *the relationship between the shopfront and upper floors;*
 - iii. *the relationship with surrounding shopfronts and buildings;*
 - iv. *the use of materials which are appropriate to and enhance the character of the local area; and*
 - v. *the value of existing architectural and historic features.”*

The existing shopfront is to be retained through the development, although this is not a traditional shopfront with a large display window. Any new advertisements will be applied for under a separate Advertisement Consent application. As such, it is considered that the proposed development is in line with the requirements of this planning policy.

Policy DMHB 14: Trees and Landscaping states that:

- A. *“All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.*

- B. 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 particularly in areas deficient in green infrastructure.*
- C. Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.*
- D. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision."*

No trees or hedges are lost through the proposed development. The greenspace around the property is retained where possible and are considered an important part of the clinic which uses the space to support the animals in their care.

Policy DMHB 15: Planning for Safer Places states that:

"The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement.

Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i. providing entrances in visible, safe and accessible locations;*
- ii. maximising natural surveillance;*
- iii. ensuring adequate defensible space is provided;*
- iv. providing clear delineations between public and private spaces; and*
- v. providing appropriate lighting and CCTV.*

The proposed development is not thought to have any negative impact upon the safety of the local community. New windows along Nield Road, will somewhat increase natural surveillance of the street, however, the existing walls and any cars in the parking spaces will mean that views of the street are limited.

The addition of the enclosed staircase will allow for safer access to the first floor compared to the existing set up.

Policy DMEI 2: Reducing Carbon Emissions states that:

- A. "All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.*
- B. All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.*

C. Proposals that fail to take reasonable steps to achieve the required savings will be resisted.

However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall."

The proposed development includes carbon reduction through enhancing the facilities in the local area, reducing the need for travel by staff and clients if a relocation to get the space was required. Where possible, the clinic reduces demand for mechanical heating and cooling which can contribute to CO2 emissions. Any further contributions to reducing CO2 emissions are not possible due to the size of the site and clinic.

Policy DMEI 7: Biodiversity Protection and Enhancement states that:

- A. "The design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement.*
- B. If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.*
- C. All development alongside, or that benefits from a frontage on to a main river or the Grand Union Canal will be expected to contribute to additional biodiversity improvements.*
- D. Proposals that result in significant harm to biodiversity which cannot be avoided, mitigated, or, as a last resort, compensated for, will normally be refused."*

There is no loss of high quality biodiversity through the proposed development. A small amount of turf is lost to allow for the development. The site is not located within an area designated as having additional features which could be affected by the development. As such, it is considered that the proposed development is in line with this planning policy.

Policy DMT 1: Managing Transport Impacts states that:

- A. "Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*
 - i. be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*

- ii. *maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
- iii. *provide equal access for all people, including inclusive access for disabled people;*
- iv. *adequately address delivery, servicing and drop-off requirements; and*
- v. *have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*

B. *Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."*

The site is located in an area with good public transport links via bus, underground and train. There are no dedicated cycle paths on nearby roads, however, they are wide enough to allow for cycling to and from the clinic.

There are existing contracts in place to allow for safe deliveries and collections to the site including waste and recycling.

There is no expected significant impact on transport in the local area compared with the existing. The works are not to allow significant increase in clients to and from the site but to increase the efficiency of working on site.

As such, it is considered that the proposed works are in line with this planning policy.

Policy DMT 2: Highways Impacts states that:

"Development proposals must ensure that:

- i. *safe and efficient vehicular access to the highway network is provided to the Council's standards;*
- ii. *they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*
- iii. *safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;*
- iv. *impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and*
- v. *there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."*

The existing vehicle access from the highway is retained and not amended through the proposed development. As discussed above, there is no expected significant negative impact upon the local highways through additional journeys created by the proposed development.

Policy DMT 5: Pedestrians and Cyclists states that:

- A. *“Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:*
 - i. *the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*
 - ii. *the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;*
 - iii. *the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and*
 - iv. *the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.*
- B. *Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.”*

Safe, direct and inclusive access is included as existing for the site and will not be altered through the proposed development works.

Cycle parking can be discussed based on requirements on site. It is unlikely that visitors will use a bicycle to attend the site as it would be a difficult method to transport pets to the site. The client is happy to discuss these requirements with the Council including the appropriate location for cycle parking on site.

Policy DMT 6: Vehicle Parking states that:

- A. *“A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.*

The Council may agree to vary these requirements when:

- i. *the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
- ii. *a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

B. All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."

The parking standards set out that there should be a maximum of two spaces per consulting room, with the addition of one consulting room as part of this application, the total consulting rooms would be three. The site provides four parking spaces which is below the six maximum set by the requirements of the planning policy. As such, it is considered that the proposed development is in line with the requirements of this planning policy.

Overall, it is considered that the proposed development is in line with local planning policy as detailed above.

Conclusion

We consider that the proposed works are sustainable and will have a positive economic and social impact in the area ensuring that the areas pets can be supported near where they live. The additional services which the surgery will be able to offer with this additional floorspace will mean that the surgery does not have to look for new premises which may be some distance from the existing depending on property availability.

As such, we consider that planning consent should be given.