



UNION4 PLANNING

Client: **APR Cars**

Site address: Land at Dell Farm Rd.
Ruislip

PLANNING, DESIGN AND ACCESS STATEMENT

April 2026

**Proposed canopy roof and
sliding access door**



UNION4
PLANNING

Document Control

Project: Proposed canopy roof and sliding access door

Client: APR Cars

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Author(s): Andy Wells

Checked By: Andy Stallan

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18 Farnham Road, Guildford, GU1 4XA
07770 678852
planning@union4.co.uk
www.union4.co.uk

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1.0 Introduction

- 1.1 This Planning, Design and Access Statement (PDAS) is submitted in support of a planning application for a canopy roof and sliding access door to the existing parking area at Dell Farm Road, Ruislip.
- 1.2 The application is accompanied by the following documents:
 - Scale drawings by DDPC Architects
 - This Planning, Design and Access Statement by Union 4 Planning
- 1.3 The above documents are considered to provide the appropriate level of information for a development of this size.

2.0 Application Site & Planning History

- 2.1 The application site is situated within the urban area of Ruislip. It is situated between Dell Farm Rd. and Abercorn Grove, south of Reservoir Rd.
- 2.2 The site is in a mixed use area, just west of Ruislip Lido.
- 2.3 It is a small site, surrounded by garages and parking serving the nearby residential properties.
- 2.4 The site is an area of hardstanding used for parking in conjunction with APR Cars (Accident and Repair Specialist), which is situated on the other side of Reservoir Rd. and is a longstanding and well respected vehicle repair workshop.
- 2.5 Adjacent to the site, to the south, is a garage court. To the north is the side elevation of a single storey outbuilding in the garden of no. 24 Reservoir Rd, which occupies the entire width of the garden. To the east is a footpath (connecting Abercorn Grove to the garage court), with car parking spaces beyond. To the west are two single garages, which are accessed via Dell Farm Road.
- 2.6 The site is also accessed from Dell Farm Road, between the garages and the outbuilding. As a result, is set back from the road and is very discrete in location.

Planning History

- 2.7 There are no recent applications for the site on the Council's website.

3.0 The Proposed Development

- 3.1 The proposed development comprises a canopy roof and sliding access door to the existing parking area.
- 3.2 The development is proposed to be constructed using similar materials to the existing garages immediately adjacent.
- 3.3 To allow natural light into the space, a length of glazed panels are proposed at high level in the eastern elevation.

4.0 Planning Policy

- 4.1 Applications for planning permission must be determined in accordance with the Development Plan, including the National Planning Policy Framework (NPPF 2024) unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchaser Act).
- 4.2 The Development Plan for the site comprises:
- The Policies and Guidance of the National Planning Policy Framework (the NPPF) and associated National Planning Practice Guidance (PPG),
 - The London Plan (2021)
 - Hillingdon Local Plan Part 1 Strategic Policies (2012)
 - Hillingdon Local Plan Part 2 Development Management Policies and Site Allocations and Designations (2020)

The NPPF and the NPPG

- 4.3 The NPPF provides the national planning policy guidance. The current version was released in December 2024 (amended 2025). This is supported by online National Planning Policy Guidance (NPPG).
- 4.4 The updated National Planning Policy Framework maintains a presumption in favour of sustainable development. This means approving proposals which accord with the Development Plan without delay.
- 4.5 Where a Plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits of specific policies of the Framework which indicate development should otherwise be restricted.
- 4.6 Paragraph 34 of the NPPF explains that policies in Local Plans should be reviewed at least once every five years. This is a legal requirement (Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012).
- 4.7 The Council has commenced a review of its Local Plan and intends to carry out public consultation on the Proposed Submission Draft Plan later this year, with submission scheduled for 2027.
- 4.8 Chapter 2 of the NPPF — Achieving Sustainable Development — includes the economic, social and environmental objectives and a presumption in favour of sustainable development. In this case, the proposed development supports the achievement of sustainable development by enhancing the built environment, supporting growth and by providing a well designed and safe place.

- 4.9 Chapter 9 – Promoting sustainable transport - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.10 Chapter 11 — Making effective use of land — " Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses,..." (119) and "promote and support the development of under-utilised land and buildings." (120(d)).
- 4.11 The proposal is supported by the NPPF, which should carry significant weight.

London Plan

- 4.12 The London Plan was adopted in 2021 and covers the greater London area, which includes Hillingdon.
- 4.13 The London Plan seeks to deliver good growth. In the context of this very minor application, this means supporting SME's and achieving good design. The proposal achieves good design by improving safety and security to the parking area, being convenient and enhancing the external space.
- 4.14 It also provides natural daylight, whilst ensuring there would be no overshadowing of any adjacent property.
- 4.15 The proposal maintains the outlook, privacy and adequate daylight to neighbouring properties.
- 4.16 Overall, the development will enable the site and the access to it, to be fit for purpose, creating a safe and secure environment which is resilient (Policies GG6 and D11).
- 4.17 It is therefore considered that the proposal complies with the policies of the London Plan, where relevant.

Local Planning Policy

- 4.18 The site is not designated in the Adopted Local Plan. It lies within an archaeological priority area.
- 4.19 The site is laid to hardstanding. The proposal seeks to improve the poor security of the site.
- 4.20 The site has a very low risk of flooding from all sources.
- 4.21 In accordance with Policy EM1, the proposal will make the existing site more adaptable and resilient to climate change. Due to the very small scale of the site and the position of existing buildings around the site, there is insufficient space for sustainable urban drainage systems (SUDS). As a result, SUDS are not viable in this case.
- 4.22 The proposed development encloses the space, increasing the security of the existing vehicle parking area, in accordance with Policy DMHB15. The roof is no higher than the adjacent outbuilding to the north and it is designed to have the appearance of a garage, when viewed from

Dell Farm Rd. and an outbuilding when viewed from Abercorn Grove. It is characteristic of the garages and outbuilding immediately adjacent. In accordance with Policy DMHB11, it respects the local context and will use good quality materials, including matching brickwork.

- 4.23 The scale of the proposal is very small and reflects the height, mass and bulk of the adjacent structures. It does not extend beyond the existing space and maintains views across the site. As a result, there would be no impact on the streetscene and the residential character of the area would be maintained.
- 4.24 The proposed development is appropriate to the area.
- 4.25 No trees are required to be removed and the proposal would have no impact on any nearby heritage assets. The nearest heritage assets are listed buildings, which are all more than 100m away and separated by intervening built form. As a result, the proposal would have no impact on the setting of any nearby heritage asset.
- 4.26 No work that might disturb archaeological assets is proposed. As a result, the proposal complies with Policy DMHB7.
- 4.27 In accordance with Policy DMHB12 the proposed development will have the appearance of a garage and therefore improve the legibility of the space. It is well integrated with the surrounding area and accessible. It maintains the footway from Abercorn Grove to the garage court.
- 4.28 In accordance with Policies DMEI2 and DMEI14, enclosing the parking space would protect the parked vehicles from extremes of weather. This ensures that they do not get very cold, which increases emissions when the vehicles are started. The proposal is therefore considered to be at least air quality neutral.
- 4.29 As the site is entirely laid to hardstanding, there are no features of biodiversity or geological value within the site. In addition, the proposal is considered to be too small to require off-site improvements.
- 4.30 In accordance with Policy DMT1, the site is used for vehicle parking in conjunction with the APR Cars site on Reservoir Rd. which is less than 50m away. There are pavements along both Dell Farm Rd and Reservoir Rd. As a result, the site easily accessible by walking from the APR Cars site.
- 4.31 As no additional parking space (and no development that would generate additional vehicle movements), is proposed, the proposed development would have no significant adverse impact on transport, air quality or noise. Indeed, the proposed development maintains safe and efficient vehicular access to the highway network and would not result in the deterioration of air quality, noise or local amenity or safety of road users or residents. The proposal is therefore fully in accordance with Policy DMT2.

- 4.32 Finally, the extension will assist in clearly defining public and private space at the site access, which is currently unclear.
- 4.33 The proposed extension has been designed to protect the amenity of neighbouring residential occupiers by ensuring there would be no overlooking or loss of privacy.
- 4.34 The outlook from all neighbouring properties would remain with the proposed development in place. Regarding the sense of enclosure, it is asserted that the proposed development would provide a more appropriate means of addressing the public realm in this area, achieving an enhancement in the sense of security and appropriate proportions for the space.
- 4.35 The proposed development is single storey and would not result in the overshadowing of any neighbouring property. There would also be no loss of sunlight or daylight to any neighbouring property.
- 4.36 The proposed extension would have no impact on traffic movement.

5.0 Design & Access Statement

- 5.1 This is a minor planning application for a canopy roof and sliding access door to the existing parking area on the site.

Design

- 5.2 The proposal has taken into account the Council's Accessible Hillingdon Supplementary Planning Document and proposes development that complies with relevant local planning policy.
- 5.3 It has been designed to provide a simple addition that improves the safety, security and sustainability of the site, whilst reflecting its existing form and proportions. It provides a significant improvement in the security of an area that is poorly overlooked, due to the existing arrangement of built form.
- 5.4 The site is set back from any road and its location is very discrete. The proposed facing materials will match the existing.

Amount

- 5.5 The application proposes a single sloping roof, extending across the entire site, with a single sliding garage door for access. The roof aligns with the height of the existing adjacent structures.
- 5.6 The proposal has no impact on off-street parking.

Scale

- 5.7 This is a very minor development comprising a canopy roof and sliding access door. The roof height will align with that of the outbuilding to no. 24 Reservoir Road and slope down to the height of the garage court to the south.
- 5.8 The proposed development maintains neighbour amenity in all respects.
- 5.9 It is also in proportion to the existing garages and maintains the character and appearance of the area.
- 5.10 The proposed design would not adversely affect the outlook from neighbouring properties, or residential amenity.

Appearance

- 5.11 The proposed development respects the character of the area through its low height and the use of materials, which match those in the immediate area.
- 5.12 The simple form aligns with the existing design elements around the site and respects the appearance of the area.

Layout

- 5.13 The site is situated adjacent to a garage court (to the south), with garages to the west, an outbuilding to the north and parking to the east. Between the site and the parking to the east is a path, providing access from Abercorn Grove to the garage court.
- 5.14 The site is set back from any road and enclosed by existing buildings.
- 5.15 The proposed development would maintain the character, appearance and amenity of the area. It achieves this as it has little to no visual impact on any nearby residential property.

Use

- 5.16 There is no change to the existing use of the site, which is for vehicle parking.

Access

- 5.17 Access to the site will remain as existing from Dell Farm Rd.
- 5.18 The proposal encloses existing parking space only. It does not create any new floorspace and no additional parking spaces are proposed. There would be no impact on parking, or any requirement for additional parking space.
- 5.19 The proposal will have no impact on the access to neighbouring properties. Indeed, as noted above, it is asserted that it will better address the immediate area, providing an enhancement to safety and security of the space, which is little overlooked.

6.0 Conclusion

- 6.1 The proposed development comprises of a sympathetically designed and proportioned canopy roof and sliding door to the existing parking area. The development is designed to provide an improvement in the safety and security of parked vehicles whilst maintaining the character and appearance of the area.
- 6.2 The site is set back from the road and is very discrete in location. As a result, a low monopitch roof over the site is appropriate in this case.
- 6.3 Due to its position and orientation, the proposed development would have no adverse impact on residential amenity or the character and appearance of the area.
- 6.4 The size and scale of the proposal is in proportion to the existing garages and outbuilding adjacent.
- 6.5 The proposed development complies with all relevant planning policies and delivers an improvement in the sustainability and adaptability of the site. It also delivers an improvement in the security of a poorly overlooked area, enhancing the safety and security of the space and the immediate area.
- 6.6 The site comprises previously developed land in the urban area with no planning policy constraints restricting the proposed development. It is asserted that the principle and detail of the proposed development is acceptable, subject to the use of external materials that match those existing.
- 6.7 It is asserted that there are no material considerations that indicate the development should be restricted. The scheme fully complies with relevant planning policy and is considered entirely acceptable. As a result, the material considerations weigh in favour of the proposal. Accordingly, the application can be approved without delay.

Appendix 1: Photographs

1. Existing access to the site



2. View of site from Abercorn Grove

