

Ickenham Road, Ruislip, HA4 7DR

Design and Access Statement for
Lidl Great Britain Limited
February 2025
Our Ref: 22-00213



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Quality Assurance

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Planner experienced in the commercial property sector.

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1 INTRODUCTION

- 1.1 This Design and Access Statement ('DAS') has been prepared by Rapleys LLP on behalf of Lidl Great Britain Limited ('Lidl'), and is submitted in support of a full planning application submission for erection of a discount foodstore (Use Class E), with access, parking, landscaping and other associated works at Ickenham Road, Ruislip. A site location plan is attached at **Appendix 1**.
- 1.2 A DAS is a statutory requirement for major developments, or where the floor space created by the development exceeds 1,000 sqm, in line with the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.3 This DAS sets out the design principles and concepts that have been applied to the development, demonstrating how the context of the development has been appraised and how the design of the development takes the context into account.
- 1.4 Following this, the DAS explains the applicant's approach to access and how relevant Local Plan policies have been taken into account, and how specific issues which might affect access to the proposed development have been addressed.
- 1.5 The DAS should be read alongside the Planning and Retail Statement and other supporting documentation.

2 ASSESSMENT OF THE SITE AND ITS CONTEXT

2.1 This section sets out the steps taken to appraise the physical context of the application site and its surroundings.

METHODOLOGY

2.2 A desktop review of the site was undertaken to understand the existing context for the application site in relation to its surroundings. This was followed by a planning history and planning policy review was undertaken to understand the existing planning context for the site before considering the design approach to the development proposal.

2.3 A full analysis of the development proposal against national and local policy is provided in the accompanying Planning and Retail Statement.

APPLICATION SITE

2.4 The site of the proposed development, which measures approximately 0.646 ha, comprises a public house, hotel and car park, located on the north-western side of Ickenham Road, on the corner with Sharps Lane in Ruislip. The site incorporates the Local Listed War Memorial (Spitfire replica) and is located within the Ruislip Village Conservation Area. The surrounding area is predominately residential in all directions, with a roundabout junction located to the south of the site.

ACCESS

2.5 Access is from a modified access point of Ickenham Road (B466), located to the south-west of the site. Pavements are found along both sides of Ickenham Road and Sharps Lane.

2.6 A bus stop bounds the site to the south-east, with three bus stops within 100m of the site. West Ruislip Railway Station is located approximately 0.4 miles to the west of the site.

SITE CONSTRAINTS

2.7 The site falls within Flood Zone 1 and within an area with low risk for surface water flooding.

2.8 The site is within the Ruislip Village Conservation Area and hosts a Locally Listed War Memorial (Spitfire Memorial). Additionally, there are two listed buildings within 100m south of the site, the White Bear Public House (Grade II) and the Orchard Cottage (Grade II).

RELEVANT PLANNING HISTORY

2.9 A search of Hillingdon Council's online planning portal has revealed the following planning applications, which are deemed to be of relevance to the proposed development: -

REFERENCE	DESCRIPTION	DECISION
23164/A/77/0875	Alterations to elevation.	Approved 08/09/1977
23164/F/86/2198	Erection of a single-storey front extension.	Approved 02/02/1987
23164/J/88/2592	Erect of a 2-storey rear extension to form 24 room hotels with associated car parking.	Refused 17/07/1989
23164/M/92/0336	Erection of a single-storey rear extension and internal alterations (involving demolition of outbuildings)	Approved 29/04/1992
23164/APP/2000/1680	Installation of a full-size replica spitfire aircraft in front garden.	Approved 25/08/2000

REFERENCE	DESCRIPTION	DECISION
62963/APP/2007/3884	Erection of two storey rear extension to provide 14 bedrooms and conversion on first floor to provide 10 bedrooms to create a 24-bedroom hotel with restaurant at ground level (including alteration to existing façade).	Approved 17/10/2008
62963/ADV/2015/65	Installation of 3 x externally illuminated fascia signs, 4 x externally illuminated standalone signs and 1 x internally illuminated menu light box.	Approved 18/02/2016

3 DESIGN

3.1 This section outlines the national and local policy relevant to design in Hillingdon Council, followed by an assessment of the design rationale pertaining to the proposed retail development.

POLICY

3.2 The national tier of planning policy is set out within the National Planning Policy Framework (2024) (NPPF). This is supplemented by the National Design Guide.

3.3 The Local Development Plan for the Council comprises:

- London Plan (2021);
- Local Plan: Part 1 – Strategic Policies (2012); and
- Local Plan: Part 2 – Development Management Policies (2020).

NATIONAL PLANNING POLICY FRAMEWORK (2024)

3.4 The NPPF sets out that plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means:

- Approving development proposals that accord with the Development Plan without delay, or;
- Where there are no relevant Development Plan policies or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Achieving Well-designed Places

3.5 The NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development accessible to communities. It is recognised that it is important to plan positively to achieve high quality and inclusive design for all developments.

3.6 The NPPF identifies (that local planning policies and decisions should aim to ensure that developments:

- a. Will function well and add to the overall quality of the area, not just for short term, but over the lifetime of the development;
- b. Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. Establish or maintain a strong sense of place, using the arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. Create places that are safe, inclusive and accessible and which promotes health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3.7 The NPPF states that design quality should be considered throughout the evolution and assessment of individual proposals. This should include the pro-active engagement with local authorities and residents.

3.8 The NPPF states that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

NATIONAL DESIGN GUIDE (2021)

- 3.9 The National Design Guide (2021) sets out the characteristics of well-designed places and demonstrates what good design means in practice.
- 3.10 The guide confirms that buildings are an important component of places and proposals for built development are a focus of the development management system. However good design involves careful attention to other important components of places. These include:
- the context for places and buildings;
 - hard and soft landscape;
 - technical infrastructure – transport, utilities, services such as drainage; and
 - social infrastructure – social, commercial, leisure uses and activities.
- 3.11 The Design Guide also confirms that well-designed places have individual characteristics which work together to create its physical Character. It outlines ten characteristics which help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.
- 3.12 Paragraph 37 the Design Guide sets out that ten characteristics contribute to well-designed place, these include (inter alia); context, enhances the surroundings; identity, attractive and distinctive; built form, a coherent pattern of development; movement, accessible and easy to move around; nature, enhanced and optimised; public spaces, safe, social and inclusive; uses, mixed and integrated; resources, efficient and resilient; and lifespan, made to last.

Public Spaces: Safe, Social and Inclusive

- 3.13 Paragraph 100 confirms that planning policies and decisions should aim to achieve safe, social and inclusive public space, which: -
- include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion;
 - have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks;
 - have public spaces that feel safe, secure and attractive for all to use; and
 - have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation.

LONDON PLAN (2021)

- 3.14 **Policy D3 (Optimising site capacity through the design-led approach)** sets out that All development must make the best use of land by following a design-led approach that optimises the capacity of sites. The policy also states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness; and facilitate active travel.
- 3.15 **Policy D5 (Inclusive Design)** asserts (inter alia) that development proposals should achieve the highest standards of accessible and inclusive design.
- 3.16 **Policy D13 (Agents of Change)** states that development should follow the Agent of Change principle and minimise noise and potential other nuisances through good design, mitigation measures and sensible layout (distance, screening, sound proofing, etc...).
- 3.17 **Policy D14 (Noise)** states that development proposals should manage noise through numerous means, including; avoiding significant adverse noise impacts; applying the Agent of Change principle; the separation of noise generating and noise sensitive uses; and the application of new technology which reduces noise.
- 3.18 **Policy HC1 (Heritage, Conservation and Growth)** seeks for development proposals affecting heritage assets and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

- 3.19 **Policy G5 (Urban Greening)** requires that major developments contribute to the greening of London by incorporating landscaping, green roofs, green walls and nature-based sustainable drainage. As guidance the policy suggests that local authorities seek a 0.3 Urban Greening Factor on commercial developments.

HILLINGDON LOCAL PLAN: PART 1 – STRATEGIC POLICIES (2012)

- 3.20 **Policy HE1 (Heritage)** aims to conserve and enhance Hillingdon's distinct and varied environment, its setting and wider historic landscape.
- 3.21 **Policy BE1 (Built Environment)** seeks to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

HILLINGDON LOCAL PLAN: PART 2 – DEVELOPMENT MANAGEMENT POLICIES (2020)

- 3.22 **Policy DHMB1 (Heritage Assets)** confirms 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 it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation.
- 3.23 **Policy DMHB11 (Design of New Development)** seeks for new buildings to be designed to the highest standards and incorporate principles of good design.
- 3.24 **Policy DMHB12 (Streets and Public Realm)** sets out that development should be well integrated with the surrounding area and accessible.
- 3.25 **Policy DMHB14 (Trees and Landscaping)** states all development will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- 3.26 **Policy DMHB15 (Planning for Safer Places)** confirms 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.

4 DESIGN RATIONALE

4.1 The design rationale has been informed by the location of the site, Lidl's operational requirements for the site going forward, and how the site relates to its surrounding land uses.

Use

4.2 The proposed development will incorporate a single-storey discount foodstore (Class E) which will include a sales area, an instore bakery, customer toilets, warehouse space, staff welfare facilities, a cash office and utility space.

4.3 Further details on the principle of development are set out in the accompanying Planning and Retail Statement which concludes that the proposed development is acceptable in principle.

4.4 In this context, proposed development of the site for retail use is considered to accord fully with the aspirations set out in the NPPF, and the policies of the London Plan and Local Plan of the local area.

Amount of Development

4.5 The proposed foodstore, located within the western part of the site, will have a Gross Internal Area (GIA) of 1,825 sqm, of which 1,212 sqm will be sales area (or 'net sales area'). The sales area will incorporate an 80:20 split between convenience and comparison floorspace, meaning that around 970 sqm will be dedicated to convenience retail and 242 sqm will be used for comparison retail. The remaining floorspace will comprise 353 sqm of warehouse floorspace; and 260 sqm of ancillary space, which will comprise customer toilets, an in-store bakery, staff welfare facilities, ancillary office space and storage / utility space.

4.6 The proposed development will comprise a total of 72 car parking spaces, comprising:

- 46 'standard' parking spaces;
- 4 accessible parking bays;
- 3 enlarged bays
- 3 parent & child spaces;
- 2 'rapid' electric vehicle ('EV') bays; and
- 14 'passive' spaces (for future EV charging spaces).

4.7 The accessible parking bays and the parent & child spaces will be located close to the store entrance and trolley bay. The location of these spaces promotes safe and convenient access for those with additional access requirements.

4.8 Parking facilities will also be provided for cyclists, in the form of 12 Sheffield style bike stands beneath the canopy along the southern elevation, offering secure parking for 24 short-stay cycles. Additionally, provision for 12 long-stay cycles are provided next to the short-stay cycle bays.

4.9 A memorial garden hosting the Locally Listed Spitfire Memorial is proposed to the south of the site, providing a focal entrance point to the development site and opens the memorial to the wider public.

4.10 The amount of development proposed is considered to strike the right balance between making the most efficient use of the land whilst providing a high-quality development. It is therefore considered to fully accord with the aspirations set out in the NPPF, and the policies of the adopted local Development Plan.

Layout

4.11 Policy D3 of the London Plan, Policy BE1 of the Hillingdon Local Plan Part 1 and Policy DMHB11 of the Hillingdon Local Plan Part 2 seek to ensure that all development proposals incorporate high-quality design, which includes appropriate layout, form, and contributions to the local character.

4.12 The layout of the proposed development is shown on the Proposed Site Plan (attached at **Appendix 2**). The proposed building can be seen to occupy a position along the eastern boundary of the site and would be orientated to run parallel to the eastern boundary.

- 4.13 Vehicular access to the site, for customers and servicing, will be provided through a modified access point off Ickenham Road. In response to pre-application consultations, this has been moved southwards to improve manoeuvrability and visibility when turning onto Ickenham Road.
- 4.14 Pedestrian access to the site is proposed via the southern boundary of the site, adjacent to Ickenham Road.
- 4.15 The car park will extend out from the building to the east. The disabled parking bays for the foodstore will be located to the north of the store entrance. The parent and child bays will be located along the eastern elevation of the store and the EV charging bays will be located in the centre of the site.
- 4.16 The cycle parking will be located along the southern elevation of the foodstore.
- 4.17 The Lidl store will have a dedicated service area on the northern elevation, which will allow service vehicles to load and unload directly into the warehouse area of the store.
- 4.18 The proposed layout is designed in accordance with the operational requirements of the Lidl foodstore, a future storage operator, and planning policy. The proposed layout allows good visibility onto the site from the existing local highway network and ensures functionality in terms of access, parking and servicing. It is also considered that the proposed layout promotes legibility and excellent natural surveillance to promote safety as well as positive visual amenity.
- 4.19 In this context, is considered that the proposed development is in line with national, regional and local planning policy.

Scale

- 4.20 Policy D3 of the London Plan, Policy BE1 of the Hillingdon Local Plan Part 1 and Policy DMHB11 of the Hillingdon Local Plan Part 2 requires that development enhances local character, through (*inter alia*) appropriate scale and incorporates an appropriate scale, massing and height, which is complementary of the surrounding area.
- 4.21 The proposed development incorporates a single-storey building, with the proposed building occupying the eastern part of the site. The scale of the development is considered appropriate and necessary to the operational requirements of Lidl, whilst ensuring that the development compliments the local character and avoids unacceptable adverse impacts on surrounding amenity, in terms of overshadowing, overlooking and visual impact.
- 4.22 Further details of the scale of the existing and proposed development are provided on the accompanying Elevations Plans.
- 4.23 The scale of the development is therefore considered to be in line with both the aspirations of the NPPF and the policies of the Local Plan.

Appearance

- 4.24 The NPPF advises that planning proposals should be visually attractive as a result of good architecture. Similarly, Policy D3 of the London Plan, Policy BE1 of the Hillingdon Local Plan Part 1 and Policy DMHB11 of the Hillingdon Local Plan Part 2 requires that high-quality design is implemented to maintain and enhance the character of the surrounding area.
- 4.25 The proposed building, which is considered to incorporate an appropriate layout, density and scale, will incorporate high quality materials and a muted and coherent colour palette to sympathise with the conservation area.
- 4.26 As a result of the pre-application consultation feedback, the proposed elevational treatments will complement and enhance the aesthetic of the surrounding area and mirror the design of nearby retailers such as Waitrose (Wood Ln); whilst reflecting Lidl's corporate branding.

- 4.27 The external walls will comprise of red facing brickwork and an ivory painted render finish. The roofing will consist of red clay plain roof tiles, sympathetic to the traditional character of other buildings in the area. Aluminium framing and double-glazed panels will be used for the shopfront windows and doors.
- 4.28 Full details of the design of the building are illustrated in **Appendix 3** and within the plans package which accompanies this planning application.
- 4.29 It is considered that the proposed development incorporates clean and modern design, which is complementary of the surrounding area and enhances the visual appearance of the site. Given this, it is considered that the proposed development fully accords with national, regional and local planning policy.

Landscaping

- 4.30 Policy G5 of the London Plan, Policy BE1 of the Hillingdon Local Plan Part 1 and Policy DMHB14 of the Hillingdon Local Plan Part 2 requires that development includes high-quality landscaping and boundary treatment to enhance the setting of any development.
- 4.31 A Landscape Plan has been submitted as part of this applications, which shows the proposed introduction of new soft and hard landscaping on the site. The landscape plan shows the introduction of soft landscaping.
- 4.32 A memorial garden is proposed to the south of the site which incorporates the Spitfire Memorial. This provides an area for reflection which complements the wider Conservation Area and enhances the local heritage asset.
- 4.33 With regards to hard landscaping, the accompanying plans show that the car park area will consist of a tarmac surface designed accordingly to the relevant highway guidance.
- 4.34 Further details on the landscaping, can be found on the accompanying Landscape Plan.
- 4.35 It is considered that the proposed landscaping scheme complements the proposed building design and provide much needed improvements in the visual quality of the site. Furthermore, the biodiversity potential of the site will be increased. Given this, it is considered that the proposed development is line with local and national planning policy from a landscaping perspective.

Amenity

- 4.36 Policy D14 of the London Plan requires (*inter alia*) that development minimises the effects and levels of pollution, including noise pollution, and implements mitigation where necessary.
- 4.37 It is considered that the design and layout of the proposed development; the nature of the surrounding uses; the physical barriers, i.e. the existing highway network; and the spacing between the site and neighbouring users will ensure that the development has a minimal impact on neighbouring amenity. This is demonstrated by the noise impact assessment and air quality assessment submitted as part of this planning application.
- 4.38 Given this, it is considered that the proposed development is fully compliant with national, regional and local planning policy from an amenity perspective.

5 ACCESS

5.1 This section concerns access to the site, beginning with an outline of National Policy regarding access, followed by a summary of the Local Development Plan policies concerned with access and information about access to the proposed development.

NATIONAL PLANNING POLICY FRAMEWORK (2024)

5.2 National planning policy relating to access is provided in the National Planning Policy Framework 2024 (NPPF). Promoting sustainable transport is one of the overarching aims which provide the context for the assessment of development proposals.

5.3 The NPPF advises that the planning system should actively manage transport patterns of growth in support of these objectives. As such, significant development should be focused on locations which can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. As this can help to reduce congestion and emissions and improve air quality and public health.

5.4 The NPPF confirms that when making decisions, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

5.5 The NPPF continues states that 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.

5.6 Within this context, the NPPF confirms that applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus and other transport services, and appropriate facilities that encourage public transport use;
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

LONDON PLAN (2021)

5.7 **Policy D5 (Inclusive Design)** asserts (inter alia) that development proposals should achieve the highest standards of accessible and inclusive design.

5.8 **Policy T1 (Strategic Approach to Transport)** requires all development to make the most effective use of land, reflecting its connectivity and accessibility, particularly through more sustainable means of transport.

5.9 **Policy T2 (Healthy Streets)** aims to reduce the reliance on vehicular transport and increase the number of journeys taken by cycle and by foot, by creating safe and convenient active travel networks.

5.10 **Policy T4 (Assessing and Mitigating Transport Impacts)** asserts that development proposals should demonstrate that the development can be served whilst ensuring that the transport network operates within capacity. Further, the policy requires that public transport, walking and cycling facilities are improved where necessary and unacceptable adverse impacts on the transport network are avoided.

- 5.11 **Policy T5 (Cycling)** seeks to remove barriers to cycling and create a healthy environment for cyclists. As part of this vision, the policy sets that level of cycle parking required for each type of development.
- 5.12 **Policy T6 (Car Parking)** declares that car-free development should be the starting point for all development; and confirms that all development should follow the maximum parking standards set out in Policies T6.1 – T6.5.
- 5.13 **Policy T6.3 (Retail Parking)** sets out that to make the most efficient use of land, the starting point for assessing the need for parking provision at all new retail development should be the use of existing public provision, such as town centre parking.
- 5.14 **Policy T6.5 (Non-Residential Disabled Persons Parking)** aims to ensure that all non-residential developments are served by an appropriate number of disabled parking bays, which meets the outlined design standards. For retail development, 6% of the total parking spaces should be dedicated disabled spaces, whilst 4% should be enlarged bays.
- 5.15 **Policy T7 (Deliveries, Servicing and Construction)** requires (inter alia) that development facilitates safe, clean and efficient deliveries and servicing. The policy also requires development to be supported by Construction Logistic Plans; and Delivery and Servicing Plans in line with TfL guidance. The policy also requires that safe access for pedestrians and cyclists is prioritised and maintained at all times.

HILLINGDON LOCAL PLAN: PART 1 – STRATEGIC POLICIES (2012)

- 5.16 **Policy T1 (Accessible Local Destinations)** highlights 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.

HILLINGDON LOCAL PLAN: PART 2 – DEVELOPMENT MANAGEMENT POLICIES (2020)

- 5.17 **Policy DMHB11 (Design of New Development)** seeks for new buildings to be designed to the highest standards and incorporate principles of good design.
- 5.18 **Policy DMHB12 (Streets and Public Realm)** sets out that development should be well integrated with the surrounding area and accessible.
- 5.19 **Policy DMT1 (Managing Transport Impacts)** indicates development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.
- 5.20 **Policy DMT2 (Highways Impacts)** states development proposals must ensure that safe and efficient vehicular access to the highway network is provided to the Council's standards and do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents.
- 5.21 **Policy DMT5 (Pedestrians and Cyclists)** asserts that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provide on the site connecting it to the wider network.
- 5.22 **Policy DMT6 (Vehicle Parking)** requires development proposals to comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development address issues relating to congestion and amenity.

Account of Policy

- 5.23 From a review of national and local planning policy, it is clear that the provision of safe and adequate access to the site is important in the context of this site. The proposed development provides this in a number of ways.
- 5.24 In line with local and national policy, the proposed development will be accessible by bicycle and by foot. The surrounding area has good pedestrian provision, with wide footpaths on both sides of Ickenham Road and crossing points at various locations offering access to the site by foot. With regards

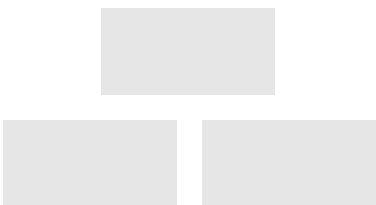
to cycle provision, the Transport Assessment, submitted as part of this application, finds that the surrounding area comprises a number of cycleways, which link the site to the surrounding area.

- 5.25 The site can also be accessed by public transport, with numerous bus stops within walking distance of the site. A bus stop bounds the site to the south with three bus stops within 100m of the site. The local bus stops offers regular service, connecting the site to the surrounding area throughout the week and weekend, including on Sundays.
- 5.26 In terms of on-site access, it is considered that the proposed design and layout of the site are conducive of safe and convenient movement around the site for customer vehicles, service vehicles, pedestrians and cyclists alike. The wide aisles of the car park allow customers to easily move around the site and safely perform the manoeuvres. Meanwhile, the footpaths, walkways and marked crossings allow pedestrians and access the site in a safe manner. Given this, it is considered that the proposed layout conforms with local planning policy the NPPF.
- 5.27 Furthermore, the defined service area along the northern elevation of the store building provides space for deliveries to take place separately to the customer parking area, complying with local planning policy and the NPPF which promotes the efficient delivery of goods, whilst minimising conflict between pedestrians and vehicles.
- 5.28 As aforementioned, the proposed development will provide 72 car parking spaces comprising 46 standard car parking spaces, four accessible parking bays, three parent & child spaces, three enlarged bays, two rapid EV charging spaces and 14 passive EV spaces. This level of parking is considered acceptable in this location and in line with local planning policies.
- 5.29 Short stay cycle parking will be provided on the site. The cycle parking provision will consist of 12 no. Sheffield Cycle stands, offering secure short stay parking for 24 cycles and provision for 12 long-stay cycles. This is in line with local guidance.
- 5.30 The layout of the proposal provides adequate servicing arrangements for the store. There will be 1-2 deliveries to the store per day, with an absolute maximum of 4 during busier times such as Christmas and Easter, which will be scheduled to arrive at different times during non-peak hours where possible. Delivery vehicles are also used to remove waste from the store on their return journey to the Regional Distribution Centre where the waste/recyclable material is sorted and managed centrally.
- 5.31 With regards to the potential impact on the existing highways network, the Transport Assessment finds that the proposed development will not lead to an unacceptable adverse impact on the surrounding network.
- 5.32 Further to the above, Lidl routinely produce and implement Travel Plans for all their new stores to promote sustainable transport choices. The application is accompanied by a Travel Plan for the proposed Lidl foodstore. This sets out a strategy for setting and achieving a target modal share for staff travelling to and from the site, incentives to encourage cycling and walking, car parking management and encouragement of public transport use and car sharing.
- 5.33 Overall, the site is located in an accessible location that promotes access by sustainable transport, including public transport, walking and cycling, and the impact of the proposed development on the local highway network is negligible. Therefore, it is considered that the proposals are in accordance with the NPPF and the policies of the Local Plan identified above.

6 SUMMARY

- 6.1 This DAS has provided the design principles and concepts that have been applied to the development proposal for the erection of a discount foodstore (Use Class E) with access, parking, landscaping and other associated works at Ickenham Road, Ruislip, London.
- 6.2 The design rationale has been informed by the location of the site, the operational requirements of Lidl and a future storage occupier, and how the site relates to its surrounding land uses. It is considered the proposed use, amount of development, layout scale and appearance are acceptable in design terms to deliver the redevelopment proposals and deliver a contemporary design which will enhance the visual appearance of the site and surrounding area. Feedback regarding the preferred roof design is requested as part of this pre-application.
- 6.3 A full account has been made of national and local planning policy to ensure safe and inclusive access for all users, as well as adequate parking provision.
- 6.4 Overall, the erection of the proposed building will enhance the site delivering safe access for all users in accordance with the relevant design and access policies.

Site Location Plan



NO DIMENSIONS TO BE SCALED FROM THIS DRAWING

Rev	Date	Reference	Drawn / Chk'd
P01	2024/07/17	P01 FIRST ISSUE	AA AA



Client _____

Lidl Great Britain Ltd

Project _____

Lidl
Ickenham Road, Ruislip

Title _____

Site Location Plan

Drawing Ref. _____ Revision _____

4478-0108

P01

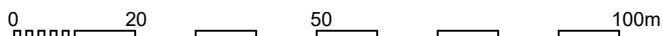
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S0

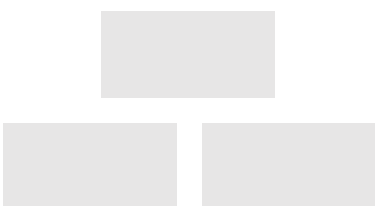
Preliminary



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Proposed Site Layout Plan





PARKING

Standard		46
Disabled	♿	4
Enlarged Bay	E/B	3
Parent & Child	👨👧	3
EVCP 22kW & 50kW DC Rapid Charging Spaces	🚗⚡	2
Passive Infrastructure for future EVCP Charging Spaces	👤	14
Total Customer Parking		72
Short Stay Cycle	🚗	24
Long Stay Cycle	🚗	12

SCHEDULE OF ACCOMMODATION - KEY

Site Area	0.646Ha (1.596 Acres)	
GIA	1,825	sq m
GEA	1,902	sq m
Sales Area	1,212	sq m
WAREHOUSE		
Warehouse	217	sq m
Bakery Warehouse	52	sq m
Additional Chillers	44	sq m
DRS Store	40	sq m
Total Warehouse	353	sq m
ANCILLARY AREA		
Bakery Prep	65	sq m
Cash Office	10	sq m
Welfare Area, wcs, etc	87	sq m
Customer WC	9	sq m
Utility	8	sq m
Circulation	32	sq m
Internal Partitions	49	sq m
Total Ancillary	260	sq m

Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

Site Plan as Proposed
Option C

Drawing Ref.

4478-0105

Revision

P12

Scale - unless otherwise stated

1:500

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Status

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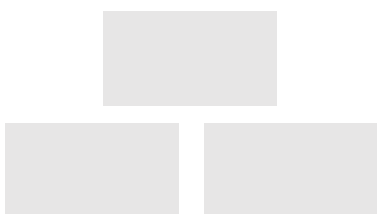
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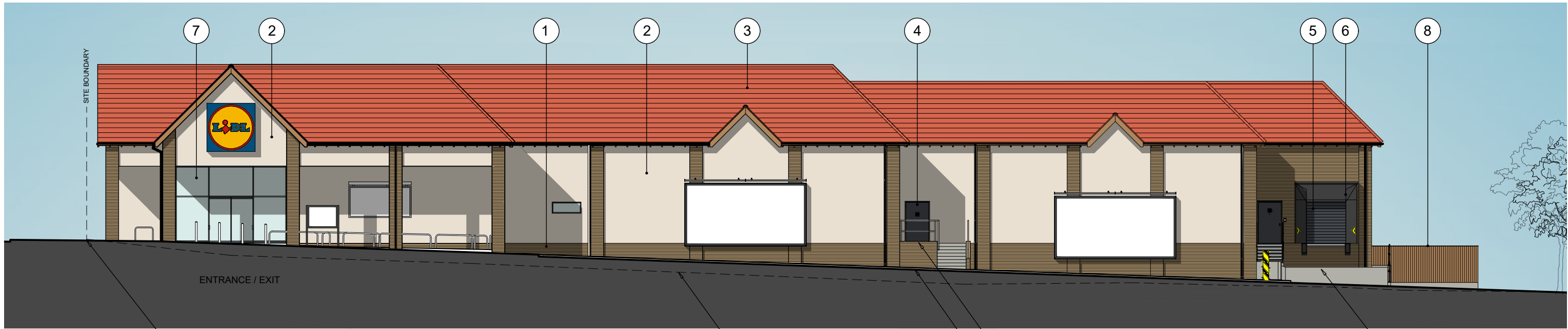
Preliminary

0 10 20 30 40 50m



Proposed Elevations





PROPOSED CAR PARK LEVELS PROVIDE LEVEL ACCESS TO PUBLIC FOOTPATH AT THIS POINT.

DASHED LINE INDICATES EXISTING SITE LEVELS.

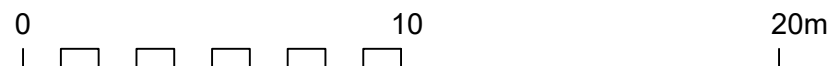
RAISED FOOTPATH TO PROVIDE LEVEL ACCESS TO FIRE EXIT DOORS.

SITE LEVELS RAISED TO ACHIEVE 3.5% GRADIENT ACROSS ENTIRE CUSTOMER CAR PARK.

DELIVERY RAMP SLOPES UP AT MAX. 6% GRADIENT.

Materials - Key to Codes

- 1 External Walls
Red facing brickwork.
- 2 External Walls
Painted render finish. Colour: Ivory.
- 3 Roof Covering
Red clay plain roof tiles.
- 4 External Doors
Steel doors and frames, powder coated internally and externally. Colour: Graphite Grey, RAL 7024 to 30% gloss finish.
- 5 Sectional Door
Delivery area insulated sectional door, 2600mm (W) x 2600mm (H). External colour: Graphite Grey, RAL 7024.
- 6 Dock Shelter
Model DSL, 3250mm x 3250mm x 500mm projection and 900mm head curtain, with galvanised steel collapsible linkarm frame. Front curtains polyester mono-filament 3mm PVC coated to both sides. Colour: Black, with safety marker stripes.
- 7 Shopfront Glazing and Entrance Lobby
Structural aluminium glazing sections by Schueco. All glazing panels to be double-glazed, 8,8 / 16 / min 8mm glass unit. Laminated inner pane. Voids argon filled. Toughened outer pane with Sunguard SN70/35HT on surface 2. Entrance pool, automatic doors, shopfront glazing and window profiles powder coated Graphite Grey, RAL 7024 on both faces, gloss finish.
- 8 Fencing
Close-boarded timber gate and fence. 2m height.



Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

East Elevation as Proposed

Drawing Ref.

4478-0400

Revision

P06

Scale - unless otherwise stated

1:200

@ A3

Status

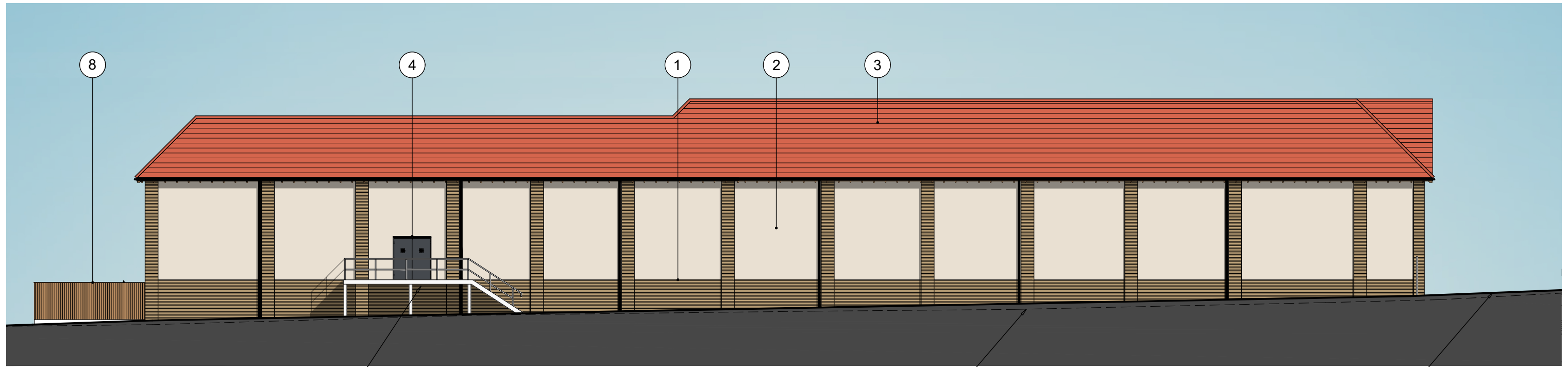
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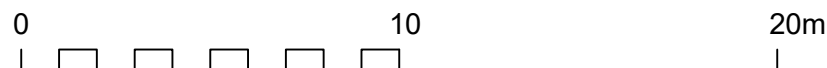
EXTERNAL FIRE ESCAPE STAIRCASE WITH DISABLED REFUGE SPACE.

DASHED LINE INDICATES EXISTING SITE LEVELS.

SITE LEVELS RAISED TO ACHIEVE 5% GRADIENT ACROSS MEMORIAL GARDEN.

Materials - Key to Codes

- 1 External Walls
Red facing brickwork.
- 2 External Walls
Painted render finish. Colour: Ivory.
- 3 Roof Covering
Red clay plain roof tiles.
- 4 External Doors
Steel doors and frames, powder coated internally and externally. Colour: Graphite Grey, RAL 7024 to 30% gloss finish.
- 5 Sectional Door
Delivery area insulated sectional door; 2600mm (W) x 2600mm (H). External colour: Graphite Grey, RAL 7024.
- 6 Dock Shelter
Model DSL, 3250mm x 3250mm x 500mm projection and 900mm head curtain, with galvanised steel collapsible linkarm frame. Front curtains polyester mono-filmant 3mm PVC coated to both sides. Colour: Black, with safety marker stripes.
- 7 Shopfront Glazing and Entrance Lobby
Structural aluminium glazing sections by Schueco. All glazing panels to be double-glazed, 8.8 / 16 / min 8mm glass unit. Laminated inner pane. Voids argon filled. Toughened outer pane with Sunguard SN70/SSHT on surface 2. Entrance pod, automatic doors, shopfront glazing and window profiles powder coated Graphite Grey, RAL 7024 on both faces, gloss finish.
- 8 Fencing
Close-boarded timber gate and fence. 2m height.



Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

West Elevation as Proposed

Drawing Ref.

4478-0401

Revision

P06

Scale - unless otherwise stated

1:200

Status

S0

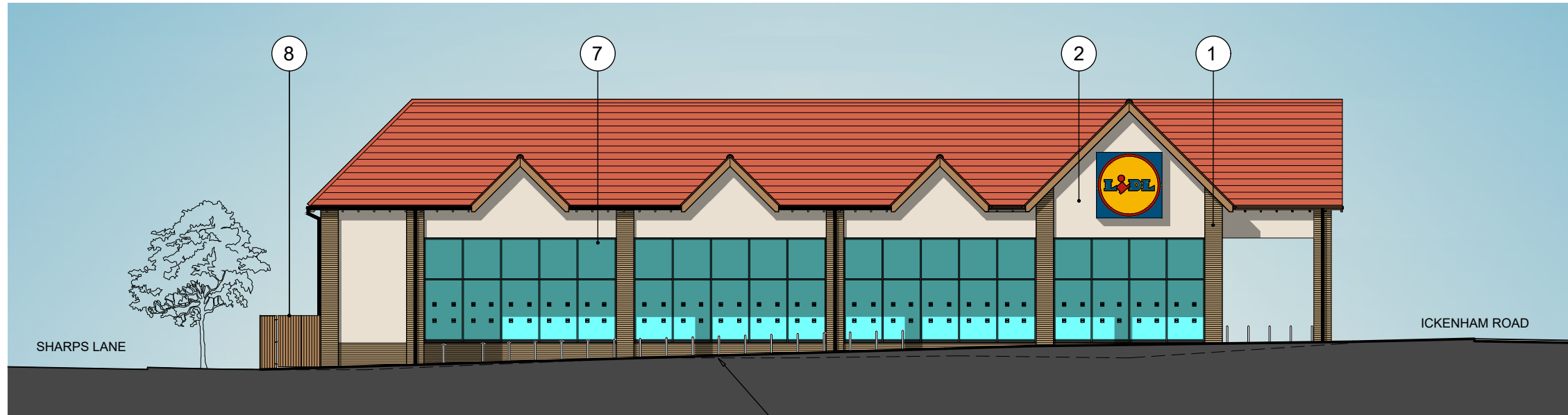
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Preliminary



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DASHED LINE INDICATES EXISTING SITE LEVELS.

Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

South Elevation as Proposed

Drawing Ref.

4478-0402

Revision

P06

Scale - unless otherwise stated

1:200

Status

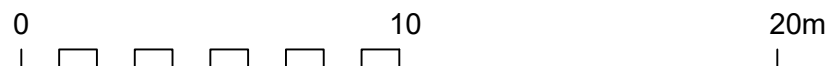
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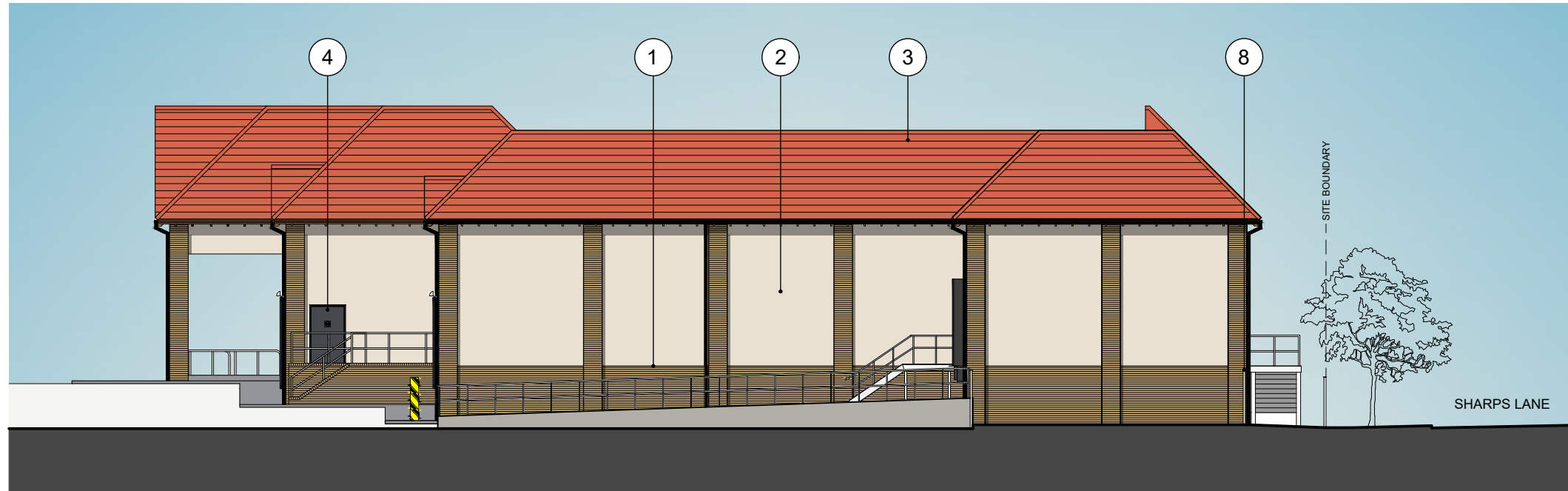
Preliminary

Materials - Key to Codes

- 1 External Walls
Red facing brickwork.
- 2 External Walls
Painted render finish. Colour: Ivory.
- 3 Roof Covering
Red clay plain roof tiles.
- 4 External Doors
Steel doors and frames, powder coated internally and externally.
Colour: Graphite Grey, RAL 7024 to 30% gloss finish.
- 5 Sectional Door
Delivery area insulated sectional door; 2600mm (W) x 2600mm (H).
External colour: Graphite Grey, RAL 7024.
- 6 Dock Shelter
Model DSL, 3250mm x 3250mm x 500mm projection and 900mm head curtain,
with galvanised steel collapsible linkarm frame. Front curtains polyester mono-
filament 3mm PVC coated to both sides. Colour: Black, with safety marker stripes.
- 7 Shopfront Glazing and Entrance Lobby
Structural aluminium glazing sections by Schueco. All glazing panels to be
double-glazed, 8.8 / 16 / min 8mm glass unit. Laminated inner pane. Voids argon
filled. Toughened outer pane with Sunguard SN70/SSHT on surface 2.
Entrance pod, automatic doors, shopfront glazing and window profiles powder
coated Graphite Grey, RAL 7024 on both faces, gloss finish.
- 8 Fencing
Close-boarded timber gate and fence. 2m height.

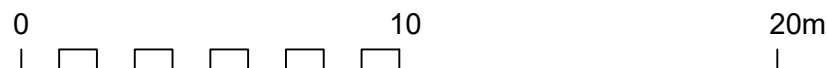


Rev	Date	Reference	Drawn / Chk'd
P01	2025/01/10	P01 FIRST ISSUE.	AA AA



Materials - Key to Codes

- 1 **External Walls**
Red facing brickwork.
- 2 **External Walls**
Painted render finish. Colour: Ivory.
- 3 **Roof Covering**
Red clay plain roof tiles.
- 4 **External Doors**
Steel doors and frames, powder coated internally and externally. Colour: Graphite Grey, RAL 7024 to 30% gloss finish.
- 5 **Sectional Door**
Delivery area insulated sectional door; 2600mm (W) x 2600mm (H). External colour: Graphite Grey, RAL 7024.
- 6 **Dock Shelter**
Model DSL, 3250mm x 3250mm x 500mm projection and 900mm head curtain, with galvanised steel collapsible linkarm frame. Front curtains polyester mono-filament 3mm PVC coated to both sides. Colour: Black, with safety marker stripes.
- 7 **Shopfront Glazing and Entrance Lobby**
Structural aluminium glazing sections by Schueco. All glazing panels to be double-glazed, 8.8 / 16 / min 8mm glass unit. Laminated inner pane. Voids argon filled. Toughened outer pane with Sunguard SN70/SSHT on surface 2. Entrance pod, automatic doors, shopfront glazing and window profiles powder coated Graphite Grey, RAL 7024 on both faces, gloss finish.
- 8 **Fencing**
Close-boarded timber gate and fence. 2m height.



Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

North Elevation as Proposed

Drawing Ref.

4478-0406

Revision

P01

Scale - unless otherwise stated

1:200

Status

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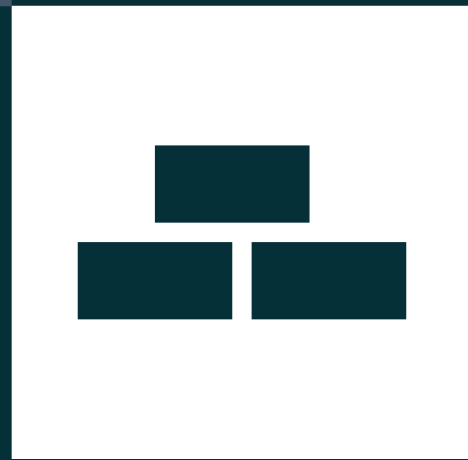
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