

Land South of Wallis Avenue, Rochdale, OL16 4PS

Design and Access Statement for
Lidl Great Britain Limited

July 2026
Our Ref: 25-03063



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Appendix 1 Site Location Plan

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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 (Rapleys), on behalf of Lidl Great Britain Limited (Lidl), and is submitted in support of a full planning application for the erection of a new discount foodstore (Use Class E) with associated access, car parking and landscaping at the land south of Wallis Avenue, Rochdale, OL16 4PS. 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 in conjunction with the following accompanying documents submitted as part of this planning application in support of the development proposals, namely:

Documents	Prepared by
Application Drawings	HTC Architects
Design and Access Statement	Rapleys
Planning and Retail Statement	Rapleys
Statement of Community Involvement	Royal Pilgrim Communications
Transport Assessment and Travel Plan	Cora IHT
Flood Risk Assessment and Drainage Strategy	Cora IHT
Noise Impact Assessment	Miller Goodall
Air Quality Assessment	Miller Goodall
BNG Metric and Statement	Enzygo
Ecological Impact Assessment	Enzygo
Landscape Plan	FDA
Lighting Plan	Signify
Energy and Sustainability Statement	DDA
Phase 1 and Phase 2	Remada
Crime Impact Assessment	GMP

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 review of the planning history and planning policy 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 AND SURROUNDINGS

- 2.4 The site, which has an area of approximately 0.86ha, is located to the south of Wallis Avenue, and to the north of Sir Isaac Newton Way (A6193). The site is currently vacant and consists of scrubland. The site is bound by Wallis Avenue and residential properties to the north, Michael Faraday Avenue to the east, Sir Isaac Newton Way to the south, and more scrubland and The Hornet Pub to the west.
- 2.5 The surroundings comprise a mix of uses. Residential properties are located further to the north, JD Sports Distribution Centre to the east, Kingsway Park High School to the south, and commercial and industrial units to the west.
- 2.6 The site is located in an out-of-centre location, with respect to Oldham Road / Woodbine Street Local Centre.
- 2.7 The site is located within the Kingsway Business Park, Rochdale Unitary Development Plan (2006) allocation.

ACCESS

- 2.8 Pedestrian and vehicular access is currently from Wallis Avenue to the North of the site.
- 2.9 Footways are available on both sides of Sir Isaac Newton Way and Michael Faraday Avenue. The surrounding area benefits from a good level of pedestrian infrastructure.
- 2.10 There are very frequent bus services available from bus stops in very close proximity to the site along Sir Isaac Newton Way. These bus stops provide regular services to Rochdale Town Centre.

SITE CONSTRAINTS

- 2.11 The site does not contain any listed or locally listed building. The site is not located within a Conservation Area.
- 2.12 The site is located within Flood Zone 1.

RELEVANT PLANNING HISTORY

- 2.13 A search of the 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
98/D35980	Erection Of Industrial/Commercial Units, Petrol Filling Station and Ancillary Road and Landscaping Development.	Refused 18 th March 2003
09/D52264	Outline Application With All Matters Reserved For A Proposed Business Park Comprising Buildings Within	Approved 13 th October 2009

Reference	Description	Decision
	Development Plots C To X Inclusive As Shown On The Master Plan For : General And Light Industrial Use Classes B1 & B2, Offices In Use Class B1, Distribution And Storage In Use Class B8, Research And Development Facilities In Use Class B1, Hotels In Use Class C1 , Ancillary Retail And Leisure In Use Class A1-A5 & D2, Housing In Use Class C3.	
14/00542/OUT	Outline application, with all matters reserved, for a mixed use business park comprising buildings within development plots as shown on the site location plan for General and Light Industrial Uses (Classes B1 and B2), Offices in the Use Class B1, Distribution and Storage Uses (Class B8), Research and Development Uses in Use Class B1, Car Showrooms (Sui Generis Use), Hotels in Use Class C1, Ancillary Retail and Leisure in Use Classes A1 - A5 and D2, and Residential in Use Class C3.	Approved 22 nd August 2014
23/01230/FUL	The erection of a Petrol Filling Station inclusive of 4 Jet Wash Bays, 1 Roll Over Car Wash and 12 EV charging bays, the erection of 2no. Drive-Thru units (Class E) with circulatory routes and associated car parking, landscaping, installation of substation and other works.	Refused 5 th December 2024

2.14 Planning Application Ref. 23/01230/FUL, noted above. was refused for 5no. reasons. These reasons for refusal are summarised as follows:

1. Failure to demonstrate compliance with the Retail Impact Test set out within the NPPF and the adopted Development Plan.
2. The drive-thrus proposed would be contrary to adopted Development Plan policy aims to support healthy lifestyles.
3. 24 hour operation of the Petrol Filling Station (PFS) and drive-thru café / restaurant would have an unacceptable impact on residential amenity.
4. The application did not demonstrate the PFS would not result in pollution of groundwater.
5. The development does not achieve high quality urban design as it does not consider the site context, neighbouring uses, and is car dominated.

3 PRE-APPLICATION CONSULTATION

- 3.1 The National Planning Policy Framework (2024) (NPPF) identifies that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It is explained that good quality pre-application discussion enables better co-ordination between public and private resources, and improved outcomes for the community
- 3.2 In this context, Lidl has undertaken a pre-application consultation with both Rochdale Council and local residents. This consultation process has been extremely rewarding and has helped to refine the proposed development.

ENGAGEMENT WITH ROCHDALE BOROUGH COUNCIL

- 3.3 Prior to submitting the planning application, the applicant undertook pre-application consultation with the Local Planning Authority (LPA). This comprised a formal pre-application meeting between the applicant's development team and Tom Hiles (Principal Planning Officer). The meeting took place on 10th February 2026.
- 3.4 Written advice was received from the Council on 2nd March 2026. The advice is summarised as follows:
- **Principle of Development** – The Outline permission for Kingsway Business Park and draft Allocations DPD identify a Local Centre on the application site and adjacent site. Should the application support future development of a Local Centre, the principle of retail development would be supported. However, the layout of the proposal would raise concerns about the potential delivery of the Local Centre. Should the proposed layout remain unchanged, the scheme will be regarded as out-of-centre retail development, and the sequential and retail impact tests would apply.
 - **Design** – The site layout should be designed to facilitate the future development of the adjacent site, and a high standard of design should be achieved.
 - **Highways** – Highways raise no concerns in terms of access, servicing, parking or highways impacts. An alternative access off Sir Isaac Newton Way or Michael Faraday Avenue would not be desirable in terms of highway safety.
- 3.5 The planning application is supported with technical information and assessments that have been identified as necessary, in the pre-application feedback.

ENGAGEMENT WITH LOCAL COMMUNITY

- 3.6 The applicant has also undertaken consultation with the local community within which the application is proposed. This community consultation comprised:
- The delivery of 6,323 leaflets to surrounding addresses inviting people to view the proposals online and to provide feedback;
 - A questionnaire for residents to fill out and return via pre-paid postage;
 - A public exhibition was held at the Wellfield Working Men's Club, 1 Prince Street, Rochdale from 3pm to 7pm on 2nd June 2026; and
 - A meeting held with Ward Councillors on 12th June 2026.
- 3.7 Further details of the proposed public consultation are provided in the Statement of Community Involvement that accompanies the planning application.

4 PLANNING POLICY CONTEXT

- 4.1 National planning policy is set out within the National Planning Policy Framework (NPPF), which is supplemented by the National Planning Practice Guidance (NPPG).
- 4.2 At the heart of the NPPF 2024 is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. This means that authorities should approve development proposals that comply with relevant policies without delay. Where there is an absence of relevant development plan policies or if the policies are out-of-date, planning permission should be granted unless:
- i. *“The application of policies in this Framework that protect areas or assets of particular importance provide a strong reason for refusing the development proposed, or*
 - ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”*
- 4.3 Section 12 of the Framework (Achieving well-designed places) confirms that good design is a key aspect of sustainable development and creates better places in which to live and work. Good design also helps make development acceptable to communities.
- 4.4 The statutory Development Plan for Rochdale Borough Council is Places for Everyone (2024), Rochdale Core Strategy (2016) and the Rochdale Borough Unitary Development Plan (2006). The Greater Manchester Joint Waste (2012) and Minerals (2013) Development Plans also form part of the Development Plan, however, are not considered to be of relevance to the application.
- 4.5 The most relevant policies within the Development Plan are set out below.

ROCHDALE CORE STRATEGY (2016)

- 4.6 **Policy SP1 (Rochdale Borough’s role in the city region)** outlines that Rochdale Borough will contribute to the success of the Manchester city region and the North West by playing its part in the delivery of sustainable development and investment that meets national and sub regional objectives for housing and employment growth.
- 4.7 **Policy E1 (Establishing thriving town, district and local centres)** seeks to reinforce the retail hierarchy, while promoting high quality design to a scale which is appropriate to the size of the centre, taking into account the most up to date retail capacity figures.
- 4.8 **Policy E2 (Increasing jobs and prosperity)** states that Rochdale will ensure a sufficient supply of suitable land, buildings and infrastructure in the right places to support the creation and retention of successful businesses and increase the number and quality of jobs to create a more prosperous lower carbon economy.
- 4.9 **Policy E3 (Focusing on economic growth corridors and areas)** seeks to maximise growth in Rochdale town centre and Kingsway Business Park, including large, high quality serviced sites available on this major inward investment site for B1 (including B1 office), B2 & B8 and other employment uses.
- 4.10 **Policy P1 (Improving image)** requires high quality design in all new developments, and this will be particularly important in the following areas, which are crucial to the image of the borough.
- 4.11 **Policy P2 (Protecting and enhancing character, landscape and heritage)** protects and enhances the borough’s character, the distinctiveness of its town centres, housing areas and countryside, and the qualities of its landscapes, utilising the considerable potential of these assets in development and regeneration schemes.
- 4.12 **Policy P3 (Improving design of new development)** will require all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design.

Design and access statements and design briefs must include demonstration of how these design principles have been taken into account in the design of development proposals.

- 4.13 **Policy G7 (Increasing the value of biodiversity and geodiversity)** will ensure that sites and features of biodiversity and geodiversity importance are given full and appropriate recognition and protection. Opportunities for enhancing biodiversity and geodiversity, creating new sites and features of interest and improving opportunities for public enjoyment will be supported. No development should result in a net loss of biodiversity or geodiversity interest in the borough and overall development in the borough should result in a net gain.
- 4.14 **Policy G8 (Managing water resources and flood risk)** outlines that the Council will ensure that new development does not lead to any form of increased flooding locally or further downstream.
- 4.15 **Policy T1 (Delivering sustainable transport)** states that the Council will ensure accessibility for all users (prioritising low and non-carbon modes of travel in line with the Accessibility Hierarchy) focusing particularly on town centres, economic growth corridors and regeneration areas
- 4.16 **Policy T2 (Improving accessibility)** seeks to improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities.
- 4.17 **Policy DM1 (General development requirements)** lists general development requirements to ensure proposals are of high quality design and take the opportunity to enhance the quality of the area, while being compatible with surrounding land uses. Proposals will also be expected to mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary.

UNITARY DEVELOPMENT PLAN REVIEW (2006)

- 4.18 **Policy EC/7 (Kingsway Business Park)** states that the Council will strictly apply the following criteria to the development of Kingsway Business Park:
- a) A high quality of built development in an attractive landscape setting, designed to be in sympathy with the topography and location of the site;
 - b) Retention, wherever possible, of those features which provide the site with its existing character, such as trees, hedges and watercourses;
 - c) A high standard of extensive landscaping within and around the site, including “buffer zones” between the surrounding residential areas and development in the site;
 - d) The creation of new, and extension of existing, public open space and informal recreation areas, including the extension and improvement of Stanney Brook Corridor and Park under policy UG/9;
 - e) The enhancement of the recreational and leisure potential of the site, including the Canal and any new open water areas that may be created as part of the development;
 - f) The protection and enhancement of the Stanney Brook Site of Biological Importance (in line with Policy NE/2 – Designated Sites of Ecological and Geological / Geomorphological Importance);
 - g) The retention of existing ‘rights of way’ for pedestrian and cycle use. In order to enable development the diversion of ‘rights of way’ may be necessary, however their closure will only be allowed as a last resort;
 - h) The preservation and continued productive use, wherever possible, of buildings of architectural or historical interest and their local settings;
 - i) The protection, wherever possible, of existing property rights within and around the site, commensurate with the proposal;

- j) Vehicular access to the site to be from the A664 Kingsway and from Junction 21 of the M62 Motorway only. Significant improvements to the geometric layout of M62 junction 21 will be necessary;
- k) The site to be served by a main distributor road linking the A664 and Junction 21, which should avoid, wherever possible, important natural features and buildings and minimise its impact on surrounding areas;
- l) Adequate provision for public transport to and within the site;
- m) Small scale retail, financial and other office services will be allowed to serve the needs of employees in the Business Park;
- n) The preservation and enhancement or creation of other sites/features of ecological importance (e.g. habitats) wherever possible; and
- o) Limited residential development may be acceptable provided it is appropriate in scale, location, access and design.

5 DESIGN PROPOSALS

- 5.1 This section evaluates the existing site context to inform the design and rationale for the proposed development at the site. It explains the design principles and concepts that have been applied to the design of the development in terms of use, amount, layout, scale, appearance, and landscaping.

DESIGN RATIONALE

- 5.2 The scheme proposes the following:

- A new single-storey discount foodstore will be constructed;
- A high-quality landscaping plan will be delivered; and
- The provision of 122 car parking spaces

- 5.3 The design rationale of the proposal has been informed by Lidl's operational requirements within the context of the site constraints and surrounding land uses.

USE

- 5.4 Policy advises that development proposals should aim to incorporate passive design measures through siting, design, layout and building orientation as well as ensuring that developments are designed to a high quality.

- 5.5 The proposed Lidl food store will be in Use Class E (retail). The store itself will include a sales area; warehouse delivery area; freezer room; bakery; manager's office; staff welfare facilities; and customer toilet. The development also includes associated landscaping, a car park (122 spaces), cycle parking (6 cycle hoops), and a delivery bay.

- 5.6 Further details on the principle of development are set out in Section 10 of the accompanying Planning and Retail Statement. The statement concludes that the proposed retail use is acceptable in principle. The proposed redevelopment of the site is considered to accord fully with the aspirations set out within the Local Plan, and the overarching principles of the NPPF.

AMOUNT OF DEVELOPMENT

- 5.7 The site occupies approximately 0.86 ha. The proposal will deliver a retail unit which will extend to 2,184 sq.m gross internal area, with a net sales area of 1,529 sq.m. As set out above, the Lidl site will accommodate 122 car parking spaces, including 9 parent and child parking spaces, 6 accessible parking spaces and 2 EVC parking spaces.

- 5.8 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 food store. It is therefore considered to fully accord with the Local Plan and the overarching principles of the NPPF.

LAYOUT

- 5.9 The layout of the site is shown on the Proposed Site Plan (**Appendix 2**), which illustrates that the store is proposed to be located to the west of the site, with the car park area directly to the east of the store building. The delivery bay will be located to the north of the store.

- 5.10 Vehicular access to the Lidl store will be off Wallis Avenue. A new access road will be constructed. The delivery bay is located to the north of the store, utilising the same access from the Wallis Avenue. The main entrance to the Lidl store will be angled in the south-east corner of the building. New pedestrian links will be established to allow the proposed development to be accessible from Sir Isaac Newton Way and Michael Faraday Avenue.

- 5.11 The proposed layout accords with Lidl's operational requirements and is designed to ensure good visibility into the site from the local highway network and effective functionality in terms of servicing.

- 5.12 Overall, the proposed layout is intended to promote legibility and excellent natural surveillance to promote safety as well as positive visual amenity.

- 5.13 The layout of the development is logical, sympathetic and appropriate for the site and its setting. Therefore, it is considered to be in accordance with the Local Plan, and the overarching principles of the NPPF.

SCALE

- 5.14 The scale of the development is necessary and consistent with Lidl's latest operational requirements. The new development will comprise a contemporary building with a sloping roof complementing the surrounding land uses in terms of its height and bulk.
- 5.15 Further details of the scale of the development proposed will be provided on the accompanying elevations plan.
- 5.16 The scale of the development is therefore considered to be in line with both the aspirations of Paragraph 131 of the NPPF, and with the Local Plan.

APPEARANCE

- 5.17 Paragraphs 131 and 135 of the NPPF advise that the new development proposals should be visually attractive as a result of good architecture and that design of the built environment is a key aspect of sustainable development.
- 5.18 The new Lidl building is a single-storey building, of contemporary design, and features a single height glazed curtain walling in grey and insulated metal cladding panels in white. The elevations will also feature a low level run of red bricks, with columns of brick intersecting the cladding panels. Small sections of the elevations will be fully red brick. The doors will be powder coated steel in grey.
- 5.19 The building will also have metal composite insulated roof panels with steel coping flashing along the perimeter in grey to match the cladding, and aluminium gutters and rainwater pipes. The roof of the store slopes slightly from east to west.
- 5.20 The new store will also provide a dedicated in-store bakery along with welfare facilities for staff and customers. Further details of the appearance of the proposed development can be found on the accompanying elevations plan.
- 5.21 Due to the building's high specification, distinguished quality and contemporary design, it is considered that the proposed Lidl food store will enhance the surrounding area.
- 5.22 Overall, the proposed appearance of the building will improve the overall visual amenity of the existing locality and is therefore considered to fully accord with Policies contained within the Local Plan, and the aspirations of Paragraph 131 of the NPPF.

LANDSCAPING

- 5.23 Paragraph 135 of the NPPF advises that planning proposals should be visually attractive and be complemented by appropriate landscaping.
- 5.24 The proposed development has undergone a considered and detailed landscaping design in order to assist the development in assimilating into the surrounding area and to enhance the appearance and visual amenity of the site.
- 5.25 The proposed development will incorporate landscaping along the perimeter of the site, along the boundaries fronting Sir Isaac Newton Way, Michael Faraday Avenue, and Wallis Avenue. The proposed landscaping scheme will provide a positive contribution to the street scene and wider surrounding area.
- 5.26 Overall, the proposed landscaping seeks to enhance the visual amenity of the location by providing landscaped areas across the site. The proposed landscaping forms an intrinsic element of the overall design of the development proposal and is of a high standard in line with the policy objectives. The landscaping approach is considered appropriate to the proposed use and character of the development.

- 5.27 Further details of the proposed landscaping can be found in the accompanying proposed Landscape Plan.
- 5.28 The proposed development of the site is considered to accord fully with the aspirations set out in Paragraph 135 of the NPPF, and within the Local Plan.

6 ACCESS CONSIDERATIONS

6.1 This section outlines how the issues have been addressed regarding access to the proposed development. In particular, this section addresses the following points as listed in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Accordingly, this section:

- Explains the policy adopted to access, and how the policies relating to access in relevant local development documents have been taken into account;
- States what, if any, consultation has been undertaken on the issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explains how specific issues that might affect access to the development have been addressed.

6.2 Each of these points will be addressed in turn.

PLANNING POLICY CONTEXT

6.3 The NPPF advises that the transport system should be balanced in favour of schemes that promote sustainable transport modes, to provide people with a real choice about how they travel. The document further advises that encouragement should be given to development solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support schemes that seek to encourage and facilitate the use of sustainable modes of transport.

6.4 All developments that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether:

- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;
- Safe and suitable access to the site can be achieved for all people; and
- Whether improvements can be undertaken within the transport network that effectively limit any significant impact of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of the development are severe.

6.5 When promoting developments, Paragraph 115 of the NPPF (2024) states that “it should be ensured that:

- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- 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.”

6.6 Explaining further, Paragraph 116 says 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, following mitigation, would be severe.”

6.7 In the same character (paragraph 117), it is advocated that “within this context, applications for development should:

- “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 or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug and other ultra-low emission vehicles in safe, accessible and convenient locations.”

- 6.8 Policies T1 and T2 of the Rochdale Core Strategy (2016) set out the Council's position in relation to accessibility. The policy aims to promote a sustainable and improved transport system which is safe, reliable and convenient. The policies also require development proposals to contribute to encouraging more sustainable travel behaviour by ensuring that travel needs can be met by non-car modes.

ACCOUNT OF POLICY

- 6.9 From a review of national and local planning policy, it is clear that the provision of safe and adequate access to the site, and sustainable transport is important in the context of the development proposed. The proposal ensures that these aims are met in a number of ways.
- 6.10 The planning application is accompanied by a Transport Assessment and Travel Plan, prepared by Cora IHT.
- 6.11 The Transport Assessment has reviewed the accessibility options by different modes of transport and confirmed that the site has good levels of accessibility on foot, by cycle and by public transport. Pedestrian access provision into the site will be of a high standard to encourage customers and residents to access the site by foot from the surrounding residential areas.
- 6.12 In addition, the Transport Assessment has reviewed potential traffic generated by the proposal and reviewed the proposed parking provision requirements.
- 6.13 The Transport Assessment concludes that the proposed development will not result in any adverse impact on safety or capacity of the local highway network:
- The scheme provides a total of 122 car parking spaces;
 - 6 cycle parking hoops with a capacity for 12 cycles will also be provided for customers along the store's western elevation;
 - The site will be accessed off Wallis Avenue which will allow deliveries to satisfactorily enter, service, turn and exit the site in a forward gear;
 - The site is accessible by all non-car modes of transport; and
 - The development impact from the proposed trips on the observed junctions are minimal.
- 6.14 The Travel Plan identifies the existing transport facilities at the development site and sets out a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 6.15 In light of the above, it is considered that the proposed site layout provides safe and efficient movement for all users. The site is positioned in an accessible location which promotes access by sustainable transport, including public transport, walking and cycling. This is in accordance with national and local planning policy.

SUMMARY

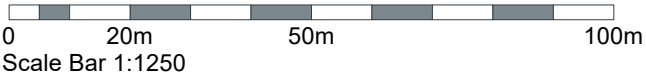
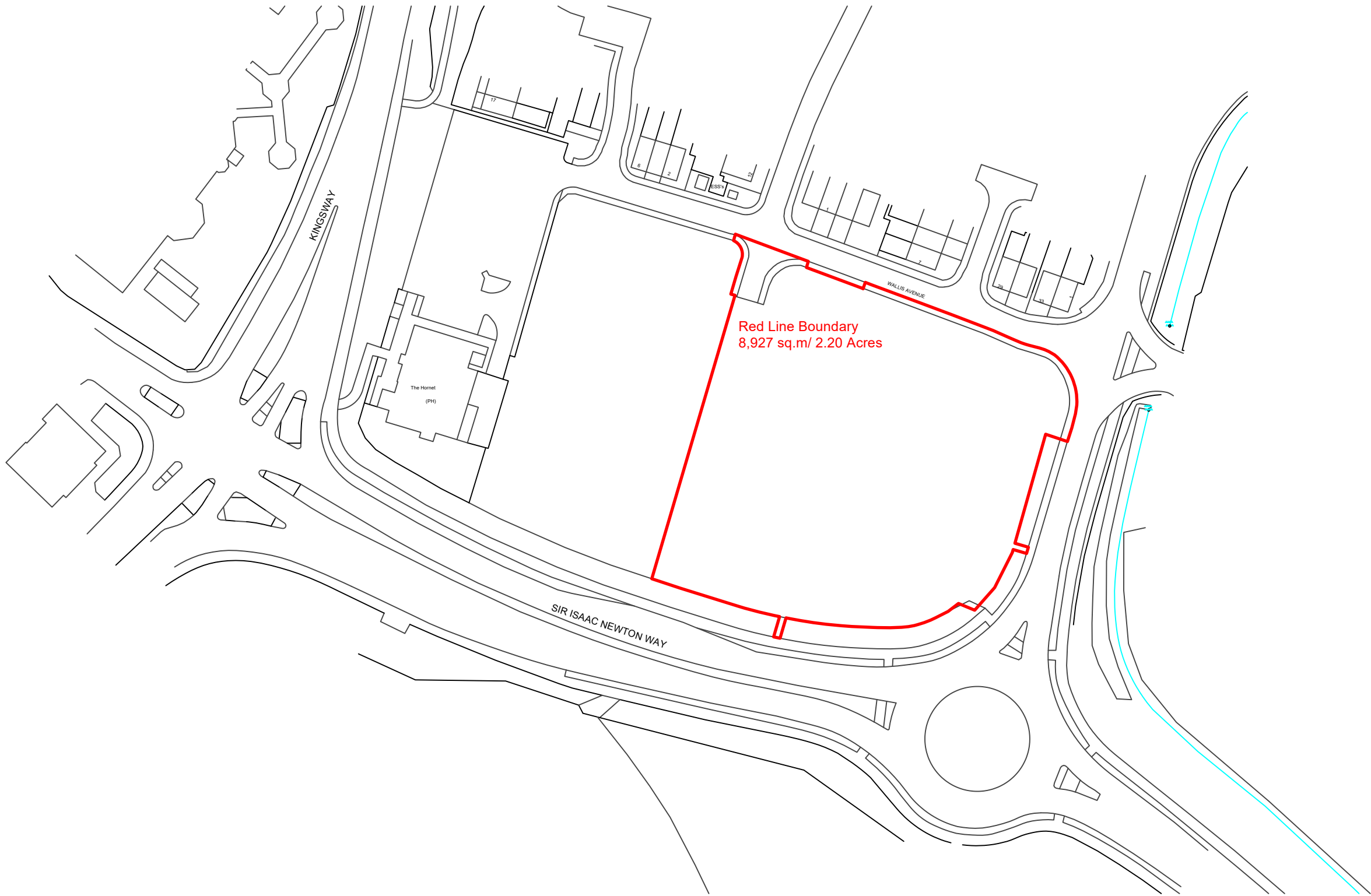
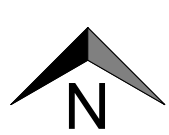
- 6.16 It is considered that the proposed development has taken full account of both national and local planning policy to ensure safe access for all and an appropriate level of parking at the site.

7 SUMMARY

- 7.1 This DAS has provided the design principles and concepts that have been applied to the development proposal for the erection of a new discount foodstore (Use Class E) with associated access, car parking and landscaping at Land south of Wallis Avenue, Rochdale, OL16 4PS.
- 7.2 The DAS has provided the design principles and concepts that have been applied to the development proposals and outlined how issues relating to access for the development have been addressed. In particular, the document sets out the following:
- The scale and layout of the proposal is appropriate in the local context;
 - The proposed parking provision is sufficient;
 - The development proposes a high-quality design that has been informed by the site constraints and surrounding area, along with Lidl's operational requirements; and
 - The proposal seeks to protect the visual amenity of the area and ensure a good standard of amenity for existing and future occupiers.
- 7.3 The design rationale has been informed by the location of the site, Lidl's operational requirements, 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, and the proposals will deliver a contemporary design which will enhance the visual appearance of the site and the surrounding area.
- 7.4 National and local planning policy as well as feedback received during the pre-application consultation have been fully taken into account in the development of the site design. Overall, the proposed scheme will enhance the site, delivering and providing safe access for all users in accordance with the relevant design and access policy guidance.

Site Location Plan





Rev.	Date	Description	Drawn

htcarchitects
York Place Studio
8 Britannia Street
Leeds
LS1 2DZ
T: (0113) 244 3457
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client
Lidl GB Ltd.

project
Kingsway, Rochdale

drawing title
Location Plan

date
March 2026

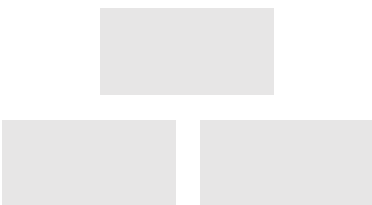
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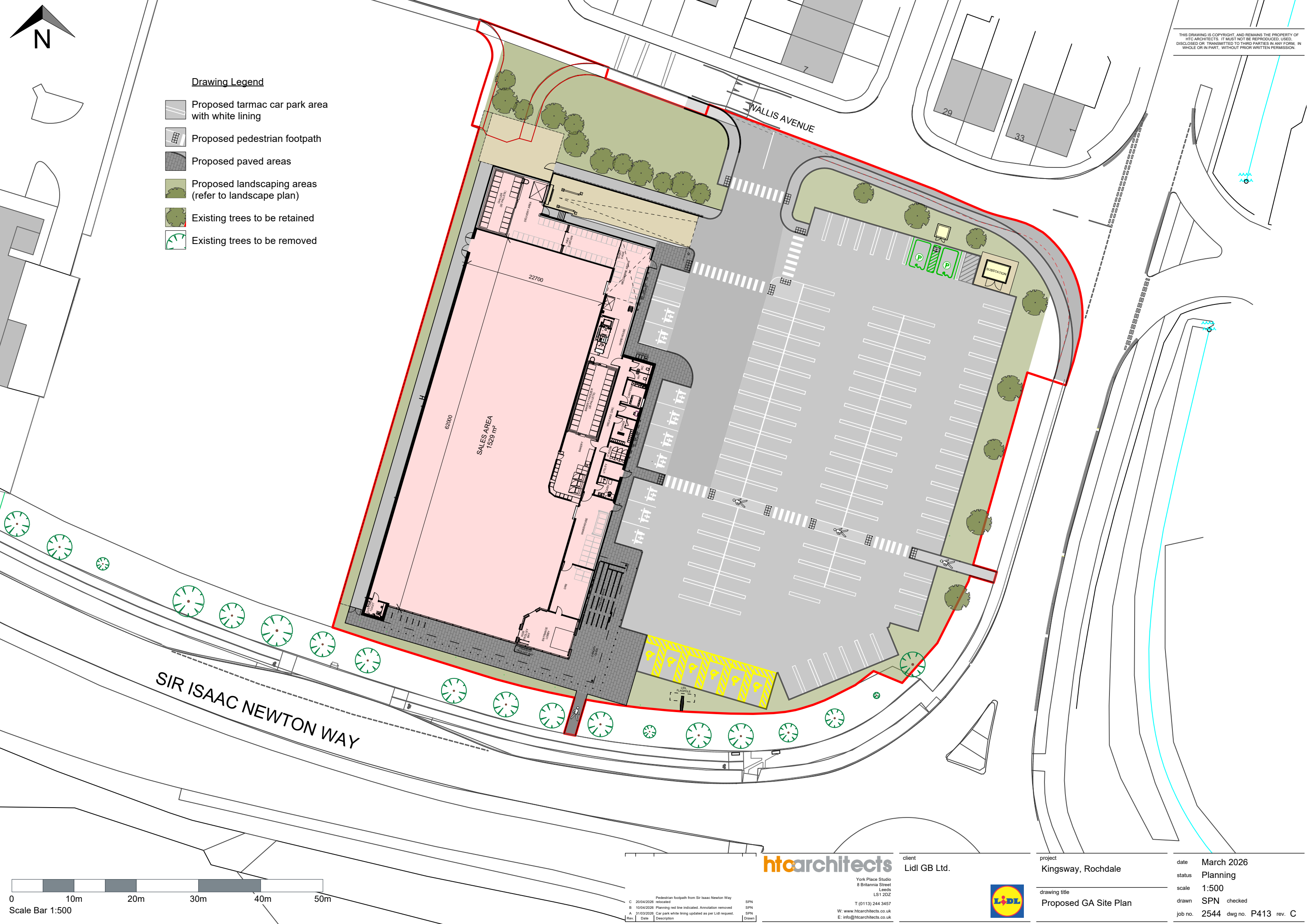
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drawn
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job no. **2544** dwg no. **P400** rev.

Proposed Site Layout







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