

Hall Lane Car Park, Telegraph Way, Kirkby, L32 8RJ

Design and Access Statement for
Lidl Great Britain Limited

November 2025
Our Ref: 25-00258



Contents

1 INTRODUCTION3

2 ASSESSMENT OF THE SITE AND ITS CONTEXT4

3 DESIGN5

4 ACCESS9

5 SUMMARY11



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 planning application for the erection of two retail units (Use Class E) and associated works at a site comprising Hall Lane Car Park located off Telegraph Way in Kirkby Town Centre.
- 1.2 A DAS is a statutory requirement for major developments, or where the floor space created by the development exceeds 1,000 sq.m, 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. The DAS also explains the applicant's approach to access and how relevant Core Strategy policies have been taken into account, and how specific issues which might affect access to the proposed development have been addressed.
- 1.4 The DAS should be read alongside the Planning 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 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 Statement.
- Application Site
- 2.4 The application site generally comprises the Hall Lane Car Park and adjoining land located off Telegraph Way in Kirkby Town Centre. The site extends to 0.64ha, is generally triangular in shape and has boundaries to Hall Lane, Telegraph Way and the main town centre car park accessed from Irlam Drive. The site is located within the administrative boundary of Knowsley Council.
- 2.5 The site has been in long-term use as a public car park. The immediately surrounding area has, however, been subject to a significant town centre regeneration project, which has resulted in the delivery of a range of food and non-food retail uses, food and drink and leisure uses (Phase I). The application site forms Phase II of the regeneration scheme and has planning permission for retail use.
- 2.6 Vehicular access to the site is currently taken from Telegraph Way, with pedestrian access being available from Hall Lane, Telegraph Way and through the adjoining town centre car park.
- 2.7 Neighbouring uses include a multi-storey car park, fast food drive-thru restaurants, a gym, a large foodstore and other retail units and a shared town centre car park. A primary school is located across Hall Lane to the north, with the nearest residential dwellings being on Hall Drive and Milbrook Drive to the north east.

3 DESIGN

- 3.1 This section outlines the national and local policy relevant to design in Knowsley, followed by an assessment of the design rational 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 comprises the Knowsley Local Plan Core Strategy (adopted January 2016), with the Design Quality in New Development Supplementary Planning Document (January 2016) providing additional guidance on inclusive design.

NATIONAL PLANNING POLICY FRAMEWORK (2024)

- 3.4 The NPPF advises 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 the NPPF 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 NPPF taken as a whole.
- 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:
- Will function well and add to the overall quality of the area, not just for short term, but over the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - 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);
 - 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;
 - 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
 - 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 that 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. The Guide outlines ten characteristics which help to nurture and sustain a sense of community. The characteristics work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF.
- 3.12 Paragraph 37 the Design Guide sets out that the 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.
- 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.

KNOWSLEY CORE STRATEGY (2016)

- 3.14 Design related policy is summarised below, with a full account of policy provided in the Planning Statement.
- 3.15 **Policy CS2 (Development Principles)** identifies the key considerations that will be taken into account when assessing development proposals, which have objectives relating to sustainable economic development, reducing carbon emissions, reducing the need to travel, recognising environmental limits and making the most of resources and infrastructure.
- 3.16 **Policy CS8 (Green Infrastructure)** requires new development to contribute towards green infrastructure and to protect and, where possible, enhance biodiversity.
- 3.17 **Policy CS19 (Design Quality and Accessibility in New Development)** requires new development to achieve a high standard of design that responds to, and integrates with, local context. Proposals are also required to maintain a good standard of amenity for occupants and neighbours, and to address the challenges of climate change in terms of sustainable design, biodiversity, flood risk and energy efficiency and use of resources.
- 3.18 **Policy CS22 (Sustainable and Low Carbon Development)** identifies the measures that new development will be expected to achieve in order to a high standard of sustainable design and construction and minimise carbon emissions.

DESIGN QUALITY IN NEW DEVELOPMENT SPD (JANUARY 2016)

- 3.19 The SPD confirms that design will be a key consideration to the determination of planning applications for new development and sets out how the Council to encourage a high standard of design. General principles are set out to guide the Council's approach towards such matters as movement, density and form, landscaping and sustainability.

DESIGN RATIONALE

- 3.20 The design of the proposed retail building has been informed by two key considerations, these being the design of the retail building that was approved by the Council to be delivered in the application

site as part of the wider town centre regeneration scheme, and Lidl's operational requirements. The design rationale has, therefore, sought to adapt the previously approved design to meet Lidl's needs.

Use

- 3.21 The proposed development will comprise a building for retail use (Use Class E), which will be sub-divided to provide a non-food retail unit and a discount foodstore, to include a sales area, an in-store bakery, customer toilets, warehouse space, staff welfare facilities, a cash office and utility space. The accompanying Planning Statement confirms that the proposed use of the building is wholly suitable to this location within Kirkby Town Centre.

Amount of Development

- 3.22 The proposed building comprises a total Gross Internal Area (GIA) of 2,709m². This will be sub-divided to create a non-food retail unit of 474m² gross and a discount foodstore of 2,235m². The quantum of retail floorspace proposed is 548m² gross smaller than the scale of the retail building previously approved on this site, and for which planning permission remains extant. This extant consent, nevertheless, indicated that the amount of floorspace proposed is appropriate to the application site and its town centre setting.
- 3.23 The proposals will share existing car parking facilities with neighbouring occupiers. However, modest rearrangement of the car park is proposed to provide accessible spaces, Parent & Child spaces and motorcycle parking, together with relocated cycle parking, adjacent to the frontage of the proposed retail building. This will result in a net reduction in the total parking provision by 10 car parking spaces. The accompanying Transport Assessment confirms that this modest reduction in parking is acceptable in highway terms.
- 3.24 The amount of development proposed is suitable for the application site and the wider town centre location, as confirmed by the extant permission.

Layout

- 3.25 The layout of the proposed development, as shown on the Proposed Site Plan, directly reflects the layout of the previously approved scheme. The proposed retail building will present its main glazed shopfront towards the east, facing towards the shared town centre car park and linking to the existing pedestrian routes to and through the town centre shopping core. The proposed shop frontages will create activity and animation that will enhance the appearance and quality of these pedestrian routes.
- 3.26 The proposed layout will position the service yard to the rear of the proposed building, where it will be screened from view from the primary areas of pedestrian activity and public view. The service yard will, nevertheless, be enclosed by a timber fence and soft landscaping to mitigate its visual impact. The position of the service yard directly replicates the previously approved scheme.
- 3.27 Internally, the layout of the proposed building has been designed to meet the functional requirements of Lidl to support the efficient operation of its business model. These requirements extend into the external environment, to include the provision of a trolley bay adjacent to the store entrance and the provision of accessible and Parent & Child parking spaces as close to the store entrance as possible.
- 3.28 The proposed layout promotes legibility and natural surveillance to promote safety as well as positive visual amenity. In this context, it is considered that the proposed development is in line with national and local planning policy.

Scale

- 3.29 The proposed development comprises a single storey building that has a maximum height of 8.83m, which is commensurate with the neighbouring retail units and wider town centre environment.
- 3.30 The proposed retail building will extend to 2,709m² gross floorspace, which represents a decrease of approximately -17% when compared to the scale of the previously approved building at the application site.
- 3.31 Further details of the scale of the existing and proposed development are provided on the accompanying Proposed Elevations drawing.
- 3.32 The scale of the development is therefore considered to be in line with both the aspirations of the NPPF and the policies of the Core Strategy.

Appearance

- 3.33 The proposed elevational treatments take direct cues from the design and palette of materials of the previously approved retail building, which the Council accepted as being appropriate to this location and setting. Amendments have been made to incorporate Lidl's operational requirements, such as a more extensive glazed shopfront with a canopy over to provide a degree of shelter for pedestrians. These alterations are considered to enhance the overall appearance of the building and, therefore, are acceptable.
- 3.34 Appropriate boundary treatments are proposed to screen the service yard from view, with soft landscaping further enhancing the quality of the appearance of the site.
- 3.35 Full details of the design of the building are illustrated on the plans package which forms part of this planning application. It can be seen that the proposed development will deliver betterment to the character of the area and street scene when compared to the existing buildings on site. Given this, the proposed development fully accords with national and local planning policy.

Landscaping

- 3.36 A Landscape Plan has been submitted as part of this application, which shows the proposed introduction of new soft landscaping on the site. The soft landscaping incorporates an array of trees and shrub ground cover. The proposed landscaping scheme complements the proposed building design and provides improvements in the visual quality of the site, with the proposal introducing a material increase in trees and plants to the site when compared to the existing provision. Furthermore, the biodiversity potential of the site will be increased. The proposed development, therefore, satisfies the planning policy requirements in this regard.

4 ACCESS

- 4.1 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)

- 4.2 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 that provide the context for the assessment of development proposals.
- 4.3 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 by offering a genuine choice of transport modes to help to reduce congestion and emissions and improve air quality and public health.
- 4.4 Paragraph 115 confirms that when making decisions, 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;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; 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.
- 4.5 Paragraph 116 advises 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.
- 4.6 Within this context, NPPF paragraph 117 confirms that 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 and other 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-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

LOCAL PLANNING POLICY

- 4.7 The following policies of the Knowsley Core Strategy have regard to access and accessibility.
- 4.8 **Policy CS7 (Transport Networks)** confirms that new development proposals will be required to be accessible by a choice of modes of travel, with larger development occupying the most accessible locations. Proposals are required to be supported by a Transport Assessment and a Travel Plan.
- 4.9 **Policy CS19 (Design Quality and Accessibility in New Development)** requires new development to achieve a high standard of design that responds to, and integrates with, local context. Proposals are also required to maintain a good standard of amenity for occupants and neighbours, and to address the challenges of climate change in terms of sustainable design, biodiversity, flood risk and energy efficiency and use of resources.
- 4.10 The following saved policies of the Knowsley Replacement Unitary Development Plan also remain applicable.
- 4.11 **Policy T5 (Location of Major Traffic Generating New Development)** requires sets major development to be within safe and convenient walking distance of public transport facilities.

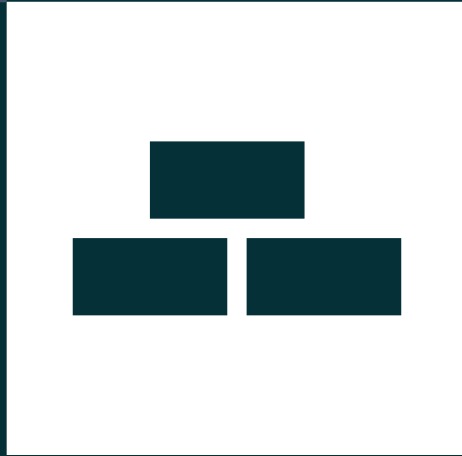
- 4.12 **Policy T7 (New Development and Walking and Cycling Routes)** requires new development to support and, where possible, enhance walking and cycling routes.
- 4.13 **Policy T8 (Transport Assessments)** advises what forms of new development will be required to be supported by a Transport Assessment and confirms that proposals that may prejudice the function of the highway network will not be supported unless appropriate mitigation is proposed.
- 4.14 **Policy T9 (Travel Plans)** states that major development will be expected to implement a Travel Plan.
- 4.15 **Policy T10 (Access for the Less Mobile)** requires new development to be designed to be inclusive throughout its lifetime.

ACCOUNT OF POLICY

- 4.16 Kirkby Town Centre is an existing transport node, and the application site is well-located to attract shoppers by non-car modes of travel.
- 4.17 Existing pedestrian footways and pedestrianised streets provide safe and direct access to the site from other parts of the town centre, with further linkages to neighbouring uses. Surfaces are generally level to ensure that access is available to pedestrians of all levels of mobility. Pedestrian crossings, to include a signal-controlled crossing over Hall Lane to the immediate north of the application site, assist pedestrian linkages to the surrounding area.
- 4.18 The nearest bus stops to the application site are located on Hall Lane, less than 150m walking distance from the entrance to the proposed Lidl store, which is well within recommended guidelines. Kirkby Bus Station is also within easy walking distance, being less than 300m to the south west of the Lidl store entrance. The accompanying Transport Assessment provides details of the bus services available and their frequency, demonstrating that the site is genuinely accessible by public transport.
- 4.19 The Transport Assessment also demonstrates how the site is accessible by bicycle from a wide surrounding area. Short stay cycle parking facilities will be located adjacent to the shopfront, which will comprise 10 no. Sheffield-type cycle stands capable of accommodating 20 cycles. The cycle stands will be located beneath the store entrance canopy, where they will be sheltered from the elements.
- 4.20 With regard to car parking, the proposed development will utilise the existing shared town centre car park adjoining the proposed building. The car park will be subject to modest re-arrangement to provide accessible and Parent & Child spaces and motorcycle parking adjacent to the shopping frontage and store entrances, to enhance accessibility. Whilst the proposals will result in a modest reduction in the total number of standard parking spaces, the accompanying Transport Assessment confirms that the residual provision is sufficient to meet operational needs.
- 4.21 The Lidl store will receive 1 or 2 HGV deliveries per day, which will be scheduled to arrive at different times during non-peak hours where possible. The delivery vehicles will also take away waste from the store on their return journey to the Regional Distribution Centre, where the waste/recyclable material is sorted and managed centrally. The delivery arrangements for the proposed non-food retail unit are not known at this stage. All deliveries will be undertaken within the dedicated service yard accessed from Telegraph Way, where they will be segregated from customer movements.
- 4.22 With regard 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.
- 4.23 In addition, Lidl routinely produces and implements Travel Plans for all new stores to promote sustainable transport choices. The application is supported by a Travel Plan, which 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.
- 4.24 Overall, the application site is located in a sustainable location that is accessible by a choice of modes of travel, and the proposed development presents an appropriate and responsible approach towards promoting accessibility by non-car modes, whilst also minimising and mitigating impacts and effects of car travel. Therefore, the proposal is considered to satisfy the requirements of the NPPF and Core Strategy policies that are identified above.

5 SUMMARY

- 5.1 This DAS identifies the design principles and concepts that have been applied to the development proposal for the erection of a retail building (Use Class E) on the Hall Lane car park site on Telegraph Way in Kirkby Town Centre. The proposed retail building will be sub-divided to accommodate a Lidl discount foodstore and a non-food retail unit.
- 5.2 The design rationale has been directly informed by the design and appearance of the previously approved retail building at this site, which has evidently been found to be acceptable by the Council in design terms. The Applicant has, therefore, sought to revise the approved design so that it meets the operational requirements of Lidl. The proposed use, amount of development, layout scale and appearance are, therefore, comparable to the previously approved building and remain acceptable in design terms. Indeed, the proposed revisions will enhance the visual appearance of the site and surrounding area.
- 5.3 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.
- 5.4 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.



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