

Comments for Planning Application 142775/FO/2025

Application Summary

Application Number: 142775/FO/2025

Address: Lidl Food Store 263 Wilmslow Road Manchester M14 5LN

Proposal: Erection of discount food store (Use Class E) with associated car parking and landscaping.

Case Officer: Steven McCoombe

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Planning Objection to Application SV6DVGBCLXB00

I object to this application on the following planning grounds:

1. Car-centric layout undermines sustainable planning objectives

The proposed development is fundamentally car-led in both layout and function. The building is set back behind a large surface car park, creating an inactive frontage and vehicle-dominated environment. This design undermines Manchester's strategic goals for modal shift, carbon reduction, and place-making.

By prioritising car access and parking over walking, cycling, and public transport, the proposal directly conflicts with Core Strategy Policy T1, the Greater Manchester Transport Strategy 2040, and TfGM's Travel Choices Strategy, all of which seek to reduce car dependency and support behaviour change towards sustainable modes. The layout also fails to reflect the principles of transit-oriented development, despite the site's excellent connectivity to public transport.

2. Lack of active frontage and poor urban integration

The inactive street edge-caused by the building's deep setback and car park frontage-contravenes Core Strategy Policy DC14 and the GM Streets for All Guide, which emphasise the importance of active, pedestrian-scale frontages. This undermines the surrounding public realm and contributes to poor integration with the local area. It represents a missed opportunity to create a walkable, welcoming development that reinforces the city's urban character. The nearby Lidl at 3-4 Wilmslow

Road offers a more appropriate example of how a retail unit can contribute positively to street activity.

3. Inconsistency with climate commitments and zero-carbon objectives

The scheme contradicts Manchester's climate emergency declaration and its commitment to become a zero-carbon city by 2038. Transport emissions are one of the largest contributors to the city's carbon footprint, and car-dominated development such as this locks in long-term emissions and obstructs the Council's decarbonisation pathway. The proposed layout also falls short of the ambitions set out in the Manchester Local Plan Issues Consultation 2020, which promotes low-carbon growth, compact neighbourhoods, and people-first design.

4. Missed opportunity to promote inclusive and sustainable access

Rather than supporting a mix of travel modes and inclusive access, the development embeds car use into the site's design and creates severance for those arriving by foot or cycle. This is in direct tension with the Manual for Streets, which advocates for layouts that prioritise people over vehicles. Given the site's accessibility to frequent bus and Metrolink services, this is a poor use of urban land and a failure to deliver the kind of connected, sustainable development that national and local policy require.

Conclusion

The application fails to meet a number of key planning objectives and policy requirements due to its fundamentally car-centric design. I urge the applicant to revisit the proposal with a focus on:

- * Reducing the level of car parking
- * Bringing the building line forward to create an active street frontage
- * Embedding active travel, climate resilience, and inclusive access into the core layout and function of the scheme