

# 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: The appendices to the PLANNING AND RETAIL STATEMENT appear to be missing, impacting on my ability to sensibly comment. In particular the 5-minute drivetime map which would be illuminating to consider. If people are only driving 5 minutes to Lidl, and we are truly encouraging sustainable modes wherever possible, how is a car park of this size appropriate? What is the overlap with other Lidl stores, including ones not yet built (eg Fallowfield Retail Park)? Similarly Appendix 4 is missing, and this would be interesting again to compare with the adjacent catchment areas, which may include the Lidl already given permission at Fallowfield Retail Park.

However, from the documents i have been able to assess thus far; the location of the store away from Wilmslow Road itself seems to contradict all of the quoted guidance and policy which should encourage active and sustainable modes (walking, cycling, public transport) by not providing active frontage on Wilmslow Road.

Has the Linsig modelling taken any account of the significant volumes of cyclists using this route - particularly in the PM Peak, there is heavy southbound traffic flow. Vehicles entering the Lidl carpark would have to wait for southbound cyclists to pass before entering which is likely to cause issues with traffic flow through the junction. I was not able to identify any counts or acknowledgement of the cycling volumes along this corridor in the lengthy Transport Assessment. Similarly the Transport Assessment, while pointing out (some of) the many buses which pass this location seemingly suggests there is no impact to the buses from the significant rearrangement of the junction to accommodate the development. This seems to be a significant oversight of the Transport Assessment given the importance of this junction's operation to the bus network in South Manchester. The existing junction is already quite complex with linked signals between Platt Lane and Dickenson Road, as well as pedestrian signals. When this site was operating as a bus

depot, the buses entered and exited without any specific traffic signals.

The lack of active frontage (i.e. the shop entrance directly accessible from Wilmslow Road for those on foot, including those who are travelling by bus, without needing to traverse the carpark) means that this development will not encourage walking, cycling or public transport to the site. A small rearrangement of the site so that there is active frontage would go a long way to encouraging sustainable travel to the site. Pedestrians (including bus passengers) could enter directly from Wilmslow Road. To correctly tap into the 'just passing' market, this site should cater for those on buses and those cycling past the site, both of which are an incredible number of potential customers. The fact that pedestrian access is not mentioned aside from in the context of 'existing footways' - as evidenced by historic Google Street view images, there are no existing footways here, both entrances were always vehicular.

The design and access statement claims that the layout provides a positive street scene because of the elevation facing the car park (5.10). It is hard to envisage that 'active street frontages' as required by 'promoting healthy and safe communities' (NPPF #96) means users of the car park, as opposed to pedestrians, cyclists and bus passengers passing the site. The layout should be active street frontage, not active car park frontage.

NPPF #115 states that sustainable transport modes are 'prioritised'. There has been no priority for walking and cycling given this design. Such priority could include proper active frontage such as is included in the Fallowfield Sainsbury's where the main entrance is facing the street and is exceptionally well utilised by people walking, cycling or catching the bus. Bus passengers who have alighted (or will board at) the southbound bus stop have to walk further than their desire line to enter the site at the vehicular entrance rather than have a direct entrance further south. No priority has been given to pedestrian or cycle movements within the scheme or neighbouring areas. Cycle parking is not provided as close to the entrance as possible. The specific details of the cycle parking do not indicate spacing, meaning it is not possible to comment on whether the provision is suitable. Wider and non-standard bikes should be accommodated by ensuring the stands are sufficiently spaced from both each other and the wall (or any other barrier).