

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:- Travel Assessment & introduction of dangerous movements

Walking & cycling are only casually picked up in the assessment, looking at the catchment rather than conditions and access.

Despite a recognition that walking and cycling will be a priority there isn't a discussion about how this can be realised.

The segregated cycleway at this location is marked only by paint and the Dickenson Road lights tends to group cyclists into waves. These groupings usually have to navigate traffic stopped within the junction who have passed through red/amber lights.

New hazards

It is likely that cyclists will be more vulnerable to left hook movements. There has been no analysis of the impact of new traffic movements or new demand to cyclist flows. This will be significant.

This lack of analysis means that no design response has been suggested as a requirement.

Design

The store design completely ignores the walking and cycling environment and prioritises parking. Contrary to policies regarding climate change but also those that cover design and context. This is at the heart of a very busy village centre, not on the edge of town.

A response that seeks to link to the back of footpath, where those using public transport or walking do not have to navigate parking should be sought.

NPPF requirements to prioritise pedestrians and cyclists - changes required.

- By extending the junction the pedestrian environment is made worse with those walking having to negotiate a wide, busy junction.
- Walking routes particularly from Fallowfield are circuitous and secondary to car parking.
- Cycle parking is not obvious, too far from the entrance, lacks proper surveillance and would fail to accommodate the turning circle or comfortable accommodation of different types of bikes, including non-standards if the parking bays were in use.
- Getting to cycle parking - cyclists would need to cross queuing traffic exiting, dismount in traffic flow and navigate the only drop kerb; that is narrow and will introduce unnecessary pedestrian conflict.
- No cycle facility is identified for cyclists turning right from the safe cycling infrastructure into the store.

Not only are facilities for walking and cycling poor, they would actually discourage people from using those methods to arrive at the store.

Looking at a similar store close by on Wilmslow Road - The Tesco Express and Lidl at the other end of Rusholme, the bike racks are used heavily and are regularly anecdotally at capacity. They are convenient and close to the entrance, serving a largely student area that use cycles in proportionally higher numbers.

The proposed store serves a similar community but has clearly been ignored here. No data has been presented to explain the lack of provision.

Without a full assessment and responsive design that centres walking and cycling I am opposed to this store that in this format will lock in unnecessary car journeys at a junction that is already widely misused and make using this route, as I do with my daughter on my bike every week, more dangerous.