

Planning application 13564/FO/2022

[REDACTED]
Mon 1/2/2023 9:24 PM

To: Jennifer Connor <[REDACTED]>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Ms Connor,

I am writing with respect to the planning application from Lidl at 550 Mauldeth Road West M21 7AA. I live at [REDACTED], which is just to the northwest of the proposed site - we would be some of the the nearest houses on this side.

I am not against having a Lidl on this site - it would provide reasonably priced supermarket access for a sizeable population.

However, having read the submitted documents I am not convinced that enough consideration has been taken of the impact on the traffic on Nell Lane and Sandy Lane.

The two documents that I have looked at in detail are the travel plan and the transport assessment.

I note that deliveries will be by articulated lorry via the Nell lane access, up to twice a day and avoiding peak customer times. I can see no undertaking that these lorries will be coming via Mauldeth Road and not over the speed humps outside our houses on Nell lane to the north west, which would be a particular noise problem at night.

The junction of Nell lane is very busy with foot traffic from Chorlton High School, Loretto College, chorlton high school south and chorlton park primary. There is a pedestrian crossing opposite the High School.

I note that Lidl consider that many supermarket journeys are multi destination, and so will not result in new journeys. I do not think that this is correct, given the lack of other shops nearby.

I anticipate that parents may choose to start dropping children off at school by car in order to combine this with a trip to Lidl, thus increasing traffic.

Currently traffic gets backed up along Nell lane as far as the junction of sandy lane at school drop off times - 8-9 am and 3-4pm. The entry to the school is a left turn as the Lidl entrance will be, but still causes congestion. In particular the afternoon times will coincide with peak times of Lidl. This will increase the pollution experienced by children walking to school.

There is no consideration taken of the possibility of increased traffic along Sandy lane. This is a common route taken by drivers when travelling from west chorlton towards east chorlton and Didsbury. Due to parked cars the road is too narrow along most of its length for two cars to pass side by side. Therefore there is a lot of cars moving in and out of passing places, making it more difficult for pedestrians to avoid them. At times there is a total block to traffic. There were plans to block off Sandy lane to ease this problem but we have heard nothing from the council recently. Sandy lane is used by children as a route to the schools, as well as the Lighthouse nursery.

I wonder if there is a better of managing the traffic - would a filter lane from Mauldeth road be possible?

I have not had time to go through the rest of the documents, but do Lidl have any plans to help with the management of rubbish in Chorlton Park? Food will be purchased in Lidl to be eaten in the park,

and unfortunately litter will be left. MacDonald's assist with litter clearances from time to time. Are there any additional bins being planned?

Thank you for your consideration.



Opposition: 135647/FO/2022 Erection of a new LIDL food store

[REDACTED]

Tue 1/3/2023 9:15 PM

To: Jennifer Connor <

[REDACTED]

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Hi Jennifer

Application: 135647/FO/2022 Erection of a new LIDL food store in Chorlton

I am writing in relation to the application above which I currently oppose because of the following

1. How will the council support surrounding neighbourhood roads to deal with the impact of a potential LIDL on top of the impact that the new cycle lanes have already had in the last few years? The traffic has already increased to unsustainable levels at peak times/school drop offs. This leads to motorists shouting, beeping horns and erratic driving. The planning permission assumes increased traffic around Mauldeth Road and doesn't mention the small neighbouring roads which are currently used as rat runs. This will only get worse if LIDL is built.
2. There are four schools in the immediate vicinity to the proposed site. The impact on children's safety walking to school hasn't been assessed specifically in relation to the increased impact of traffic on neighbourhood roads (point 1) where many children walk to school. How can this be mitigated?
3. Have any other options been looked at in Chorlton where there is already traffic, already parking and already footfall which is away from schools? Eg Barlowmoor road and the old Co-op buildings seems a more sensible option. It is also still within walking distance for all the community. This will also help reduce the impact on small neighbourhood roads.

I look forward to hearing a response

Kind regards

[REDACTED]

New Lidl (App no. 135647/FO/2022)

[REDACTED]

Mon 1/9/2023 8:30 AM

To: Julie Roscoe <[REDACTED]>

Connor <[REDACTED]>

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Hello Julie

I'm a resident near the proposed build of the new Lidl store on Mauldeth Road, Chorlton.

The only objection we have, although it is a significant one, is the placement of the car park entrance on Nell Lane.

This road is already extremely busy, with the school, traffic lights, and visitors to Hough End Hall.

At busy times the traffic stretches past Sandy Lane (which itself gets extremely busy). This makes that junction (Sandy Lane/Nell Lane) very precarious at busy times, particularly as visibility is low when pulling out of SL, looking right, down Nell Lane.

Adding more traffic to this congestion on Nell Lane would be hugely disruptive to local residents, not to mention dangerous for pupils of the two schools located nearby.

The entrance should really be placed on Mauldeth Road to mitigate this.

Thank you, I hope you consider our thoughts on the development. If you need any more info from me please let me know, my address is [REDACTED].

Thank you

[REDACTED]

Community Letter of Objection to Planning Application - 135647/FO/2022 | Erection of a new Lidl foodstore with associated car parking and landscaping | 550 Mauldeth Road West Manchester M21 7AA

[REDACTED]

Sun 2/5/2023 9:38 PM

To: Jennifer Connor [REDACTED]

[REDACTED]

📎 1 attachments (962 KB)

Community Letter of Objection to Planning Application 135647FO2022 - 7th February 2023 .pdf;

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Dear Jenifer, [REDACTED]

Please find attached a Community Letter of Objection to Planning Application - 135647/FO/2022 | Erection of a new Lidl foodstore with associated car parking and landscaping on 550 Mauldeth Road West Manchester M21 7AA.

This letter of objection represents the views of residents of Chorlton Park ward alongside parent/carers of children attending local schools and family services. This document has been supported and signed by Loreto High School Headteacher Catherine Hughes.

As a collective group we are objecting to this planning application and ask that it be refused by Manchester City Council.

I have uploaded the letter (signed by 122 signatories) as an objection on the Councils Planning Application Summary website. Please note that the attached letter includes supporting imagery and data which the website does not allow for.

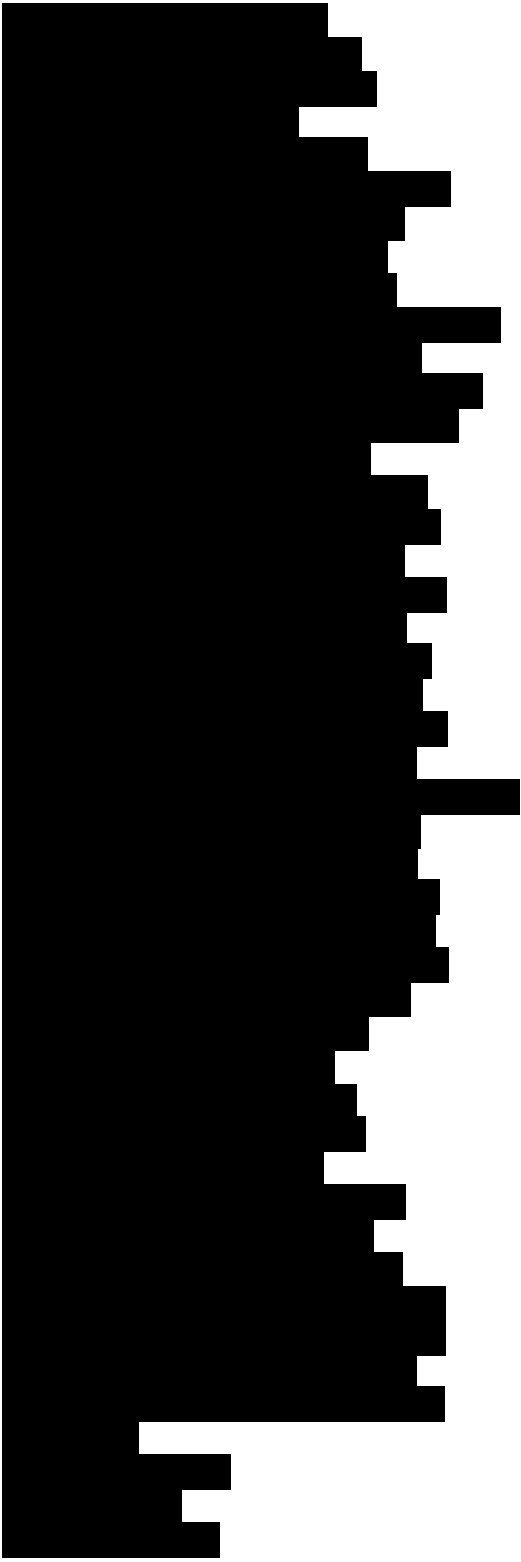
If you have any queries of questions relating to the letter please contact myself, CJ O'Neil or Julie Froud (cc'd).

Yours sincerely

[REDACTED] s - on behalf of residents, parents/carers of Chorlton Park ward.

[REDACTED]

[REDACTED]



This is a community objection (comprised of residents, parent/carers, and educational leaders) to the proposed supermarket development at Lowry House, Nell Lane, next door to Chorlton High School, opposite Loreto High, Chorlton High South, Emmeline's Pantry Family Support Charity, and Chorlton Park Primary School.

7th February 2023

This document represents residents of Chorlton Park ward alongside parent/carers of children attending local schools and family services. This document has been supported and signed by Loreto High School Headteacher Catherine Hughes. Walk Ride Chorlton are also submitting their own objection relating to the issues outlined in this document.

As a collective group we object to this planning application and ask that it be refused by Manchester City Council. We also request that when considering this planning application, the committee make a site visit (during peak school start and end hours) so that they can appreciate the unsuitability of this location including the long-standing road safety, congestion, and the pollution issues on this busy multi-school corridor.

A Summary of Our Concerns.

- ⇒ 1) The proposed drive to supermarket development will generate a considerable volume of additional traffic, especially at peak hours which will worsen road safety and air quality in an already dangerous and congested multi-school corridor.
- ⇒ 2) This site is not suitable for a large supermarket development because it is close to three large high schools, a large primary school, a foodbank, and family support charity centre. (Please see overview map in appendix 6)
- ⇒ 3) The proposal to build a large supermarket development on this site is not consistent with Manchester City Councils Active Travel strategy and other related policies and priorities.
- ⇒ 4) The application has missing information, unrealistic assumptions, and failure to properly consider the impact this development will have on the surrounding school communities demonstrates a lack of ethical consideration and conscious omission of information throughout the proposed development.

Our Concerns in Detail.

- 1) The proposed drive to supermarket development will generate a considerable volume of additional traffic, especially at peak hours which will worsen road safety and air quality in an already dangerous and congested multi-school corridor.

The proposal to build a large ‘drive to supermarket’ development premised on generating car visits is wholly unsuitable for the site which sits within a busy multi-school corridor. The planned large supermarket development will have 85 customer parking spaces accessed from Nell Lane, just 40 yards from the pedestrian entrance to Chorlton High School. The existing site is not a town centre location and so any supermarket development will require many of its customers to drive, creating significant additional traffic.

- Based on available information in the planning application and elsewhere, the new store has the car parking capacity to generate up to **300 arrivals and departures at peak hours with one car entering or leaving the site every 12 seconds**. On the company’s own figures, it will within a decade be generating more than 200 arrivals and departures in peak hours. For example, at 3-4pm on weekdays, one car will be entering or leaving the site every 17 seconds.¹ If customers grow faster than these projections in the planning application, the numbers of car movements will be even higher.
- The planning application expects that most of the car journeys will be either new or diverted journeys. This means that the majority of the car movements (65%) will be additional ones within the school zones of Chorlton High, Loreto High and Chorlton High South and within the active travel corridor leading to Chorlton Park Primary and Emmeline's Pantry - a family foodbank and child support charity. This will make existing road conditions even more, dangerous and air quality significantly worse. **On the applications projections, at peak hours by 2032 this supermarket development will generate up to 177 new and diverted car movement per hour.**
- On the basis of modelling in the application, at peak hours, just over 100 of those additional 177 movements will go along the northern section of Nell Lane leading to St Werburghs Road, which passes in front of two main entrances to Chorlton High School and the student entrance from Caddington Road².

- 2) This site is not suitable for a large supermarket development because it is close to three large high schools, a large primary school, a foodbank, and family support charity centre. (Please see overview map in appendix 6)

The site is adjacent to Chorlton High School, three further schools and family support charity and foodbank: Loreto High School, Chorlton Park Primary, Chorlton High South and Emmeline's Pantry. In total around (approx.) 3,000 children attend these schools and many of them travel to and from school through the multi-school corridor on Nell Lane/ St Werburghs Road/Mauldeth Rd West. The planning application proposes to establish the main entrance to the supermarket just 40 yards from the main entrance to Chorlton High within the designated school zone.

Following discussions with headteachers at local schools we are concerned that the proposed store will serve as a magnet for children from local schools. As outlined above there are currently three high schools in very close proximity to the site, with a total student population in the region of 3,600. Additionally, there are a further two schools and a primary school nearby, bringing the total school population to nearer 6,000/7,000 - the equivalent of a lower league football match crowd. We believe that the mitigations required to manage such daily crowds will be unmanageable by the schools and local community.

Nell Lane/ St Werburghs Road along with other local roads are already very busy, especially at the start and end of the school day. The roads within the school corridor have significant, complex, and well-known problems including excessive speeding, rat running and related road traffic problems. Children

¹ For full details of these estimates of additional traffic movements, see Appendix 1.

² For further details of traffic volume and movements, see Appendix 1.

have already been knocked down whilst traveling to and from school. In November 2021 there were several hit and run incidents on these roads. One hit and run near Chorlton High resulted in a 12-year boy having serious and life changing injuries³. The expected peaks in use of the supermarket development will coincide with the start and end of the school day.

High school children travel to and from school unaccompanied and statistically, are most likely to be killed or seriously injured in a road traffic accident.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442236/child-casualties-2013-data.pdf

The increase in traffic and reduction in air quality creates additional risks for school children and their families travelling to and from school on foot and by bicycle, as well as for other pedestrians and cyclists, including those accessing the very well-used Chorlton Park which is opposite the proposed store. In addition, this may further discourage students from cycling to these local schools as road conditions will become more dangerous. This will seriously undermine efforts by all the local schools to encourage active travel.

It should be noted that 80% of roadside nitrogen dioxide air pollution comes from road transport and that children are more vulnerable to breathing in polluted air (than adults) because their airways are smaller and still developing. They also breathe more rapidly than adults, meaning they take in more polluted air. Children can also be vulnerable to air pollution because they're normally closer to the ground or at face level with car exhausts for example when they walk or cycle to school.

**Around 93% of the world's children under the age of 15 years (1.8 billion children) breathe air that is so polluted it puts their health and development at serious risk. WHO estimates that in 2016, 600,000 children died from acute lower respiratory infections caused by polluted air.*

In 2020 an investigation and inquest into the death of Ella Kissi-Debrah concluded that the medical cause of death was acute respiratory failure and severe asthma because of air pollution exposure in and around her home and school environment. The concluding report states that Ella Kissi-Debrah died of asthma contributed to by exposure to excessive air pollution.

<https://www.judiciary.uk/prevention-of-future-death-reports/ella-kissi-debrah/>

3) The proposal to build a large supermarket development on this site is not consistent with Manchester City Councils Active Travel strategy and other related policies and priorities.

The planning application does not adequately recognise the importance of this location as an active and safe school travel corridor as identified by Manchester Councils Active Travel Strategy. In particular its strategic ambition to 'enable safe active travel to schools and colleges'(MCC).

The proposed large supermarket development will lock in additional car journeys, worsen air quality, and increase pollution and traffic around five large education providers in Chorlton. It will also work against the development of Chorlton as a district centre.

- The building of a new supermarket that will depend on many customers travelling by car, including generating significant new car journeys, is not consistent with Manchester City Council's [policies on the climate emergency](#), and transport nor with the [GMCA's active travel priorities](#). It will also worsen air quality around four local schools at a time when [Manchester needs to urgently improve air quality](#).

³ A summary of road traffic incidents including dangerous driving, speeding and road accidents can be found in Appendix 2.

- In addition, the development of a supermarket at this site is not consistent with Manchester City Council's Core Strategy Development Plan, which prioritises development in district centres. The Nell Lane site is not a district centre nor is it close to one. This site is also not an existing local centre or adjacent to one. According to the key spatial principle S4, developments of this scale should be in the Districts Centre.
 - The recently produced [Chorlton Vision](#) highlighted the importance of improving the centre of Chorlton and greater use of active travel and public transport for journeys in and around the area, contributing to a 'thriving' and 'sustainable community'. A new, large drive-to supermarket on the edge of Chorlton is inconsistent with these locally created priorities. There is a large site in the centre of Chorlton which is to be re-developed and this would provide an alternative that is much more conducive to active travel and public transport, as well as boosting footfall in the district centre. This option has not been adequately considered.⁴
 - St Werburghs Road/ Nell Lane has been [indicated as an 'active travel route' on the maps used in the ongoing Manchester active travel consultation](#). Creating more local traffic on this narrow road is inconsistent with recognising its current importance and potential as a major active travel route. This designation should be taken into account when considering the impact of the proposed large supermarket development.
 - The contradiction between the proposed development and the Council's Active Travel Strategy target and ambitions is flagrant. The strategy's target is to 'convert existing and future short journeys to walking and cycling' and one of its four ambitions is to 'enable safe access to schools and colleges. The increase in road traffic projected in the application, with more than 200 arrivals and departures projected at peak hours, makes access to the local schools less safe and is likely to powerfully discourage cycling to school because cyclists will have to share a busier narrow road. If this application with 85 car parking spaces were to be approved, it would raise questions about whether the Council is serious about realising its active travel ambitions.
- 4) The application has missing information, unrealistic assumptions, and failure to properly consider the impact this development will have on the surrounding school communities demonstrates a lack of ethical consideration and conscious omission of information throughout the proposed development.

Technical notes and accompanying appendices which had been omitted from the initial application were belatedly submitted in the form of a SCP consultancy report on the 30th of January. This allowed only 7 days for comment which limited robust or detailed scrutiny and/or response by interested parties. Behind the new technicalities, the SCP report continues the 'nothing to see here' approach of the original application which glossed over all the difficulties about locating a drive to supermarket on this site. The information provided with the application is not of the quality we should expect in the case of a major development. In some respects, it is grossly misleading as with its presentation of historic data on road traffic accidents. We therefore request that the SCP report be disregarded.

The Transport Assessment is a key document which does not adequately engage with local conditions.

- For example, the proposed store site is very poorly served by buses and the main bus routes are quite a long walk away, making it unlikely that many customers will use public transport, unlike the centre of Chorlton. The data used on p.30 for projected increases in traffic are general

⁴ Para 8.9 of the Planning and Retail statement says Chorlton district centre is in 'very good health', apparently on the basis of a single visit but this is not coherent with the analysis in the Chorlton Vision document. For example: 'Despite its relatively positive reputation, Chorlton faces challenges and needs to keep pace with growing competition from district centres across south Manchester and Trafford. The commercial centre of Chorlton is affected by an increasingly tired and shabby street scene that has been neglected for too long.' P.2 [Chorlton-Vision-v1.pdf \(chorltonvision.co.uk\)](#)

projections and do not reflect local circumstances such as the impact of junction changes due to the Chorlton Cycleway.

- Transport assessment s4.4 suggests that a significant proportion of potential customers will be within a reasonable walking distance of the site. 2km is identified as a reasonable walking distance however, given that this site is not located at a district centre, this seems unrealistic as pedestrians will be unlikely to combine trips to the store with other local journeys. Chorlton Cross is approximately 1.4km from the site on foot.
- Burnage railway station is cited as the nearest railway station in the document. Yet this is 4.2km away and the document lists this station being served as far away as Windemere. This is not a credible contribution to this document as this in no way will offer customers a realistic transport solution – rather it appears to be part of an ill-considered, generic document.
- Transport assessment S3.5 states that Nell Lane has a 20mph limit enforced with speed bumps. Given the lack of other speed control measures, along with the general lack of signage informing drivers of the speed limit (particularly at the end of St Werburghs Road at the junction with Wilbraham Road), the 20mph limit is in fact currently inadequately enforced and mostly ignored putting pedestrians at risk even before the increased traffic levels are taken into account. Telraam data from Nell Lane and St Werburghs Road shows outside the peak hour congestion periods, vehicle speeds are regularly well in excess of 20mph.
- It is noted in the Statement of Community Involvement (and in similar terms in the Transport and Travel documents) that: ‘The site is located in a highly sustainable location and there is real opportunity for residents to travel to the site using sustainable modes of transport, walking, cycling, and using public transport.’ But there is no engagement with how to encourage sustainable travel instead of car journeys for example by limiting car parking spaces.

The Transport Assessment’s consideration of accidents is misleading because it only counts some accidents within a narrow radius of the site.

- The Transport Assessment document claims that the historic record of accidents has been investigated using the Crashmap web site (p.6). But accidents were counted only within a very relatively small area around the Nell Lane/ Mauldeth Road West junction. S3.3 states that 4 accidents (3 slight and 1 serious) occurred around the junction of Nell Lane and Mauldeth Road over the period 2017 to 2021.
- Our review of the same Crashmap website on 14/01/23 reveals 6 incidents at this already dangerous junction over the same period (5 slight and 1 serious). Moreover, we argue it is misleading to focus purely on this junction, given the additional traffic forecast in the report which will access the site via Nell Lane/ St Werburghs Road and Mauldeth Road. Extending the exercise to cover the routes likely to be taken by the additional traffic in only the very immediate locality over the same period reveals an additional 26 accidents (21 classified as ‘slight’ and 5 classified as ‘serious’).⁵
- There is also no assessment of: a) how the increased traffic generated by the proposed development will increase the risk of accidents; b) the characteristics of this site with a very high number of children travelling through this area on foot or by bike; and c) the vulnerability of young people who are much susceptible to road traffic accidents.

We therefore fundamentally disagree with the application’s argument that there is no existing road safety issue which might be exacerbated by the proposals (as claimed in Transport Assessment s3.5) Evidence in support of our position is summarised in Appendix 2.

- The Air Quality Assessment baseline is not based on actual data relevant to the local area. The submission argues that there are no significant air quality issues but does not engage with local

⁵ See Appendix 2

conditions, including the fact that there are already queues of traffic on Nell Lane and Mauldeth Road at peak hours which affects air quality, and the proposed store will only make this worse.

- The Statement of Community Involvement document gives insufficient consideration to concerns raised in the community consultation. The document notes that in a pre-application exercise, based on the applicant's inadequate and misleading information, 24% of respondents did not 'support the proposal in principle' and a further 13% were undecided. In para 4.11 there is a list of some of the concerns expressed, relating to the 'potential traffic impact' but these are not then adequately considered in the application. The overall presentation of the community consultation does not adequately reflect the comments made in responses to the submission. Based on these comments, 58% are opposed to the store, 10% are neutral and only 32% are in favour, suggesting a high level of local concern.⁶

In conclusion

As a group we have in our submission presented argument and evidence which shows that this particular location is wholly unsuitable for a drive to supermarket. The proposed drive to supermarket development at this site will substantially increase peak traffic volumes on the information supplied in the application. The deterioration in road safety and air quality in an already congested area would dramatically set back our hopes for safe active travel corridors for parents, carers and school children.

If nothing else, the number of school children in adjacent and nearby schools is cause for refusing the application.

- There are currently three high schools in very close proximity to the site, with a total student population in the region of 3,600.
- Additionally, there are a further two schools and a primary school nearby, bringing the total school population to nearer 6,000/7,000 - the equivalent of a lower league football match crowd.
- At peak times, 6,000 school children and parents all are moving around the Nell Lane/ Mauldeth Road intersection where the proposed drive to supermarket is to be sited. The proposed entrance to the supermarket is 40 yards from the main entrance to Chorlton High

The proposed development would make things worse by encouraging extra drive to traffic along the corridors around the intersection. That gets in the way of Chorlton becoming a lower carbon district with better air quality, safer streets, and active travel for children. And makes it harder for Manchester City Council to meet its strategic priorities around net zero, air quality, active travel, and stronger district centres.

We are of course not opposed to drive to supermarkets or to the expansion of discount retailers like Aldi or Lidl. The issue is simply a 'what goes where' planning issue. The proposed development site is completely unsuitable for a drive to supermarket development and relatedly, the planning application in front of the Council is negligent in that does not engages with the relevant issues we have raised and much of its generic information is not relevant or intelligible.

Signatories; residents, parent/carers, and educational leaders'

[REDACTED]

⁶ See Appendix 3

[REDACTED]

[REDACTED]



Appendix 1 – The Planning Applications Estimated Traffic Increase within the Schools’ Corridor.

The key neighbourhood issue is the amount of extra traffic at peak hours on the already congested “schools’ corridor” from St Werburghs to Nell Lane South where the peak hours of the new store (8-9 am and 3-4pm) coincide with the schools rush and the issues are the safety of school children, congestion and air quality.

Any estimate must be a matter of projections based on usage at similar sites plus assumptions. Lidl subcontracted the Transport Assessment to the SCP consultancy - <https://www.scptransport.co.uk/>. Their document promises but does not provide appendices with raw data on traffic flow. We have cross checked using reliable data on supermarket usage in outer Swansea produced for a Foundational Economy Research Limited study for Welsh Government - <https://www.gov.wales/small-towns-big-issues-independent-research-report>.

Lidl is concerned with car borne trips, but the neighbourhood issue is the number of extra arrival and departure car movements from the proposed supermarket site. Because one car trip means two movements of arrival and departure from the store. To be more precise, the neighbourhood issue is how many extra new and diverted car movements will the store generate from the 5 -10-minute drive to radius. A standard format Aldi or Lidl store of the size proposed in Chorlton is looking for 2-3 million annual visits ⁷and, in the proposed Chorlton location, pass by traffic will not sustain the store.

7

The new store has the capacity to generate up to 300 arrivals and departures at peak hours with one car entering and leaving the site every 12 seconds. On Lidl's own figures it will within a decade be generating more than 200 arrivals and departures in peak hours, so that at 3-4 pm on weekdays one car will be entering and leaving the site every 17 seconds.

The simplest reliable way of predicting maximum traffic impact is to work off the number of car parking spaces and the dwell time. From mobile phone tracking data in Wales, dwell time at Lidl stores is around 25 minutes so each space can at max be used twice in an hour. Lidl is asking for 85 car parking spaces at the proposed Chorlton site. On this basis, the Lidl store has a maximum "up to" capacity to generate more than 150 trips and 300 movements. Up to 300 movements at peak hours is a conservative estimate of the site's *potential* capacity to generate movements to and from the store.

What actual usage does Lidl project? From its usage at its other stores Lidl projects 192 movements at the weekday peak from 3-4 pm and 248 movements at the Saturday peak (table 10.2). These volumes may be exceeded at the proposed Chorlton site and traffic volumes are growing though future trends are hard to predict given current economic uncertainties. Lidl assumes a 7.5% increase from 2022-8 (*growth factor for weekday road traffic is 1.0750 i.e about 7.5% up on current volumes*) and, on this basis, a 10 % increase in traffic within a decade is reasonable, that would take peak week day movements to 211 between 3 and 4 pm and peak Saturday movements to 273. Up to 300 movements at peak hours is a reasonable way of thinking about the *actual* number of extra movements the store will generate.

On the planning applications assumptions, at peak hours the new store can then generate up to 195 new and diverted movements which are not pass by traffic; and at peak hours just over 100 of those new and diverted movements will go down the northern section of the school's corridor. Lidl omitted data on existing flows but adding 100 extra cars driving up and down the congested school's corridor at peak times will make everything worse.

The school safety, congestion and air quality impact depend largely (but not entirely) on how many of the movements on and off the site are new and diverted journeys and how many are pass by stops on existing journeys. This is not entirely so because it is at least arguable that the proposed site's access onto Nell Lane is unsafe given the site will generate a large amount of joining and exiting traffic close to the Mauldeth Rd junction.

The report assumes the split will be 65% new and diverted vs 35 % pass by (*split 30 % new, 35 % pass by and 35 % diverted*). In support, the transport assessment cites just two research studies of pass by traffic with one putting it 15-35% and the other at 72% (p27). As the proposed store is not on a major trunk route (like Sainsburys, Regent Road or Asda, Hulme) most of the traffic will be new and diverted and we can accept 65% as a basis for projections while noting the new and diverted percentage ration may well be higher.

So, let's apply the 65% new and diverted factor to the movement figures from the last section. If the site can at capacity generate 300 movements, then 65% means potentially 195 new and diverted movements. This figure is likely to be approached by actual movements at peak hours within a decade. On Lidl's projections, if traffic increases by 10 % by 2032, then the site will generate 211-273 movements at peak hours which means 138 -177 new and diverted movements.

How many of these new and diverted movements go down the St Werburghs/ Nell Lane schools corridor? More than half on Lidl's own assumptions which are that 51-55 % of all traffic will access the site via Nell Lane north/ St Werburghs Rd and the remainder divided in undisclosed proportions between Mauldeth Rd West and Nell Lane South (P 27, section 10.14). This implies an extra 100 new and diverted movements at peak hours along the northern section of the corridor.

Karel Williams, Foundational Economy Research Ltd

<https://foundationaleconomyresearch.com/>

Further Information: Lidl store format, visits, dwell time

Outside city centres Lidl and Aldi run a near standard 20 -25,000 sq ft store, Aldi is 19,000 sq ft + Lidl 18-26,500 sq ft (*The Grocer 16 Jan 2015 and 3 Dec 2021*). All their standard stores have similar turnover targets which are likely to require a similar number of visits which will be largely by car because of the continuing importance of the multi bag weekly shop. Pre-pandemic, 78% of UK consumers made a weekly big shop and the current percentage is likely to be around 75% - <https://www.thedrum.com/opinion/2018/12/06/25-uk-online-grocery-shoppers-are-shopping-their-phones-opinium-retail-tracker>. Aldi and Lidl's target is not groceries for the poor but groceries for the price sensitive car owner in a 5–10-minute drive to radius.

The Aldi and Lidl formula is a smaller store with fewer lines and cheaper prices than a full-size English supermarket store but with high turnover per sq ft . A standard Aldi or Lidl store attracts more than 2 million visits a year or 5500 a day, mostly by car to take away a basket of goods and parking up in the 85-100 space car park. Dwell time is 25 minutes or less because these are in and out transactional places set up for car users to buy a basket quickly.

Aldi and Lidl run neighbourhood drive to supermarkets not convenience stores like the Coop or full size supermarkets by Tesco, Asda or Sainsbury. The large supermarket or superstore will be much larger, located off a trunk route or major intersection and will have 7 -14 million visitors a year. As the table below shows, even in the UK's largest super stores, like Asda on the Swansea Enterprise Park, dwell time from parking up to driving away is under 30 minutes.

As part of a project for Welsh Government, the FERL consultancy obtained mobile phone tracking data on supermarket usage from a commercial provider of big data: The most relevant data covers four edge of town supermarkets in an outer district of Swansea which has a population of nearly 250,000. The data is for 2020, a Covid year but dwell time is fairly stable in recent years. In the cases below Aldi dwell time year on year + 5% 2020 vs 2019 or Lidl dwell time – 7.9% 2020 vs 2019

Firm	Format	No of annual visits	Dwell time
Lidl	Compact supermarket	1.9 million	20
Aldi	Compact supermarket	3.0 million	22
Tesco	Large supermarket	8.6 million	24
ASDA	Superstore	14.8 million	29

Appendix 2 – Traffic accident data

S3.3 states that 4 accidents (3 slight and 1 serious) occurred around the junction of Nell Lane and Mauldeth Road over the period 2017 to 2021. The report uses the Crashmap website, however, review of the same site on 14/01/23 reveals 6 incidents at this already dangerous junction over the same period (5 slight and 1 serious). Moreover, we argue it is misleading to focus purely on this junction, given the additional traffic forecast in the report which will access the site via Nell Lane and Mauldeth Road. Extending the exercise to cover the routes likely to be taken by the additional traffic in only the very immediate locality over the same period reveals.

	Slight	Serious
Junction St Werburgh's Road/ Wilbraham Rd	3	1
St Werburgh's Road South/ Nell Lane North	3	2
Nell Lane South (as far as Princess Parkway)	6	1
Mauldeth Road West (between Nell Lane and Alexandra Road)	5	1
Mauldeth Road West (between Barlow Moor Road and Nell Lane – including junction)	4	0

Source – Crashmap 2017-21

This data does not include an additional recent accident at the junction of Nell Lane and Sandy Lane which occurred 12th and 18th January 2023 or any data from 2022. Additionally, this data includes the two years of lockdown when the schools were closed and there was very little traffic was on the roads.

We fundamentally disagree with the report's conclusion that there is no existing road safety issue which might be exacerbated by the proposals (as stated in s3.5) as is shown by these figures.

Dangerous Driving, Speeding, Serious Risk to Safety.



31st October 2022. A collision on pelican crossing, Nell Lane/School Entrance.



11th December 2021. A parked car hit and run, St Werburghs Rd.



12th January 2023. Hit and run destroying planters located on the school crossing, St Werburghs Rd junction to Sandy Lane.

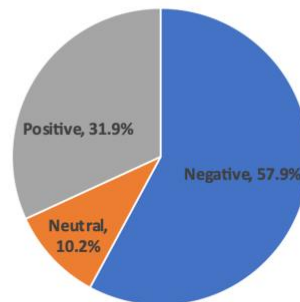


Daily example of morning traffic around the school corridor, St Werburghs Rd, Caddington Rd, Sandy Lane and Nell Lane.

Appendix 3 - Statement of Community Involvement.

Some of the conclusions proclaiming the acceptance of the proposals by locals are not credible. This is most clearly demonstrated in para. 5.3 (page 9) “It is clear that the principle of development is supported by the local community, and that the content of the planning application reflects the comments made by the Council during the pre-application discussions”. If the author were to progress to Appendix 3 of their own document they would read feedback from locals that this statement defies logic.

Neighbourhood Survey Feedback
(statement type by individuals who wrote comments)



Data collated from actual statements found within the Statement of Community Involvement document , Appendix 3 (page 21) – Schedule of Comments and Response.

If strip out the neutral statements - that means 64% were negative statements towards the development.

- Main negative comments were around traffic and concerns around schools.
- Main positive comments were around affordability and proximity

Conclusion: This analysis appears counter to the suggestion that there is a majority of neighbourhood support for this development.

Appendix 4 - Examples of rejected store planning applications.

Lidl store applications are not always successful. Below are some recent examples of applications which have been rejected at the planning stage and the reasons for those rejections.

Many of the rejections mirror our concerns including: 1. dwarfing a neighbouring school and exposing children to air pollution; 2. increasing traffic and air pollution; 3. increased traffic will increase conflict between pedestrians, cyclists, and other road users; 4. It will increase congestion, and dangerous driving because of backed up cars queuing and the delivery vehicles entering and leaving the site.

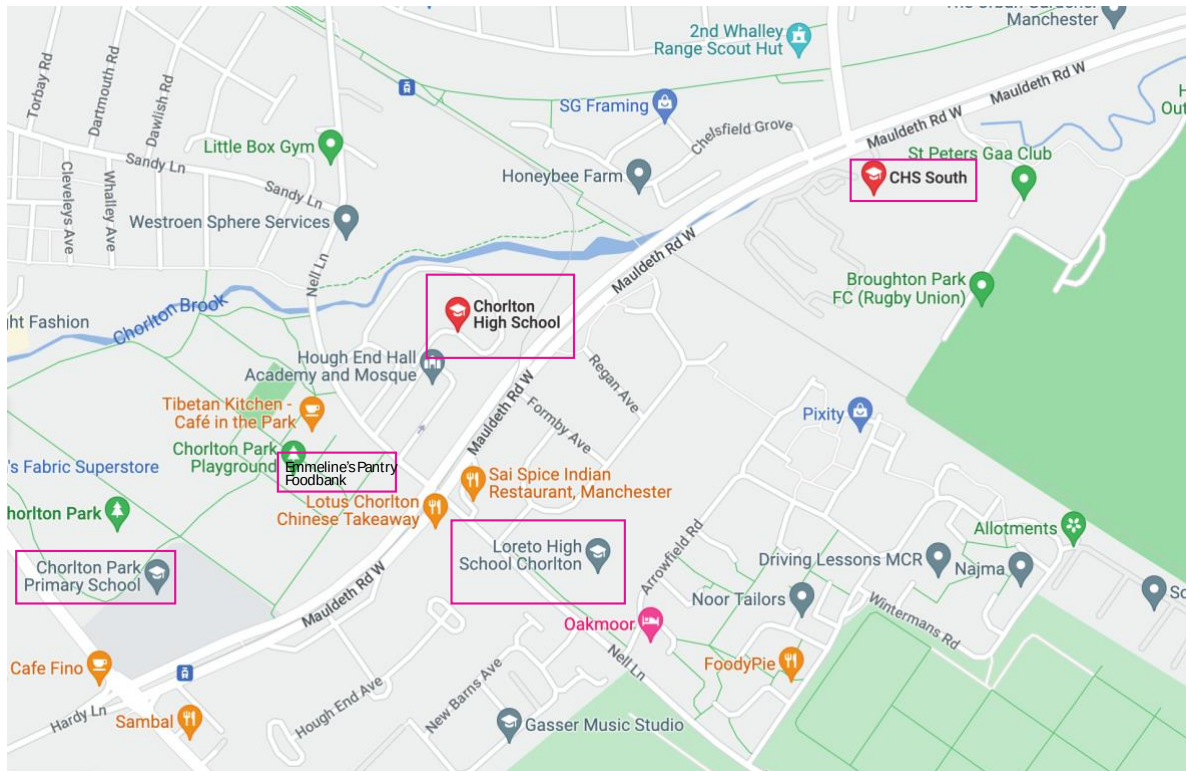
1. December 2022 Lidl plans rejected in Eastleigh - New store plans rejected amid fears it would **dwarf a neighbouring school and expose children to air pollution.**
2. January 2023 Lidl plans rejected in Worksop - Neighbours concerned about **increased traffic, air pollution** and damage to shopping trade in the town centre.
3. July 2021 Lidl plans rejected in Salford - The plans show potential for **conflict between pedestrians, cyclists and other road users.** Complaints about the dominance of car parking in the plans.
4. May 2022 Lidl plans rejected in Market Deeping - The new store would be a blow to businesses in the town's main shopping area; **impact on district centres.**
5. Sept 2022 Lidl plans rejected in Middlesborough - **Increased congestion around the site, increased danger of backed up cars queuing, the delivery vehicles entering and leaving the site** would potentially block traffic on the main road.

Appendix 5 – Litter & Advertising Billboards.

No mention of the control of litter has been observed in any of the documents – this is likely to be a considerable issue given the amount of schoolchildren in the area daily. Additionally the advertising billboards – x 3 at side of building is not suitable for a residential area or indeed in keeping with the proclamations around using materials and brickwork in keeping with Hough End Hall.



Appendix 6 – Map showing local schools and community centre.



Comments on planning application: 135647/FO/2022

[REDACTED]

Mon 2/6/2023 7:37 PM

To: Planning <[REDACTED]>

Cc: Jennifer Connor <[REDACTED]>

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

To whom it may concern:

Planning Reference: 135647/FO/2022

Erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping

Please find attached comments from Walk Ride Chorlton (WRC) on this planning application.

WRC wishes to object to the very car-centric nature of this proposed development, not to the concept of a new food store in this part of Chorlton. We believe the proposal is of detriment to those who wish to walk or cycle in the local area and its car-dominant nature runs counter to Manchester City Council (MCC) and GMCA policies and commitments. Specific points and our responses are listed in the attached document.

Many thanks.

[REDACTED]

Planning Reference: 135647/FO/2022

Erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping

Walk Ride Chorlton response

Walk Ride Chorlton (WRC) is a local sub-group of Walk Ride GM (<http://walkridegm.org.uk/>).

We are an active community group who want to create a sustainable and healthy Chorlton by making it safer and easier to walk or cycle. Our supporters group has approximately 280 members from the local Chorlton community.

WRC wishes to object to the very car-centric nature of this proposed development, not to the concept of a new food store in this part of Chorlton. We believe the proposal is of detriment to those who wish to walk or cycle in the local area and its car-dominant nature runs counter to Manchester City Council (MCC) and GMCA policies and commitments. Specific points and our responses are listed below.

1 Inappropriate car-centricity of development

Lidl's proposal approach is almost entirely based around customers arriving at the store by private car. Throughout the documentation Lidl repeatedly refer to their customer catchment being a "5-minute drive time". E.g. "Lidl's locational strategy is based on stores in urban areas serving a catchment typically equating to a 0-5-minute drive-time from the chosen site."¹

1.1 WRC response

We believe that this contradicts MCC and GMCA's policies to reduce reliance on the private car and to reduce the use of a car for short journeys within the city.

GMCA transport and travel priorities state: "The aim is ... to connect every neighbourhood and community, while helping people be less dependent on cars. In doing so it should help tackle societal problems ... – an obesity epidemic, air quality issues and streets that are often clogged with motor traffic during peak hours." (<https://www.greatermanchester-ca.gov.uk/what-we-do/environment/transport-and-travel/>)

MCC's Zero Carbon commitments specifically encourage residents to "leave the car at home" and state that MCC can support its carbon commitments because "...we have powers and influence over a range of important areas such as planning..." (https://www.manchester.gov.uk/info/500002/council_policies_and_strategies/3833/zero_car_bon_manchester)

Greater Manchester Active Travel Public Health Manifesto states: "...short car trips are a prime area for switching to active travel. 30% of trips under 1km in Greater Manchester are

¹ Document 2135112, Planning and Retail Statement, and throughout the proposal.

made by car...". (<https://www.gmhsc.org.uk/wp-content/uploads/2020/09/GM-Active-Travel-Public-Health-Manifesto.pdf>)

2 Additional local traffic and effect

The application states, with regard to local motor traffic to the development: "It has been assumed that 30% of trips will be entirely new to the local highway network in this location." ²

2.1 WRC response

We believe this is detrimental to walking and cycling in the area. MCC's stated commitment to promoting active travel requires, among other things, reducing levels of motor traffic. Increased motor traffic is intimidating and discourages walking and cycling opportunities, particularly for the young or vulnerable.

3 Infrastructure alterations: negative effect for active travel

Nell Lane is proposed to be widened at the entrance to the site. The proposal states the following:

"Nell Lane is approximately 7.3m wide along the frontage of the application site with footways on both sides that are circa 4.5m wide and wide enough for shared cycle and pedestrian use." ...

"The Applicant will deliver improvements to Nell Lane and the site access to address the following key issues:-

...Retain 3m-wide shared cycle/footways along both sides of Nell Lane between the site access and Mauldeth Road West;

...Widen Nell Lane to 9m to enable a ghost-island right turn pocket..." ³

3.1 WRC response

The stated changes are very clearly not "improvements" for pedestrians and cyclists who will be subjected to the current 4.5m. shared path becoming a 3m. shared path on both sides of the road.

In addition, there is inconsistency in the description of the proposed shared walking and cycling provision on Nell Lane. MCC appears to believe that "Vehicle access is provided from Nell Lane where three-metre wide shared cycle/footways **are retained on both sides...**" ⁴ However, in the response to the MCC and TfGM comments (in the same document), the applicant states "No shared use proposed across the access...". If no

² Document 2135105, Transport Assessment, section 10.12.

³ Document 2135105, Transport Assessment, section 6.4.

⁴ Document 2174677, Technical Notes Responding to Highways Comments; Appendix 1; MCC Memorandum from Jennifer Connor to Andrew Connell, 11 January 2023.

shared use is proposed across the site access, then this suggests an unexplained break in the shared cycle/footway provision along one side of Nell Lane.

Overall, this suggests a possibly significant degradation in the pedestrian and cyclist experience in the local vicinity, including on a key route to and from Chorlton High School.

4 Inappropriate use of Nell Lane

The proposal's expectation is that it "results in circa 45% to 49% of all Lidl traffic being routed to and from Mauldeth Road West and Nell Lane south, depending upon the particular peak hour and the remainder via Nell Lane north of the application site."⁵

4.1 WRC response

Based on the proposal's stated expectation, more than half of the site's traffic will be passing Chorlton High School and the residential area on Nell Lane and St. Werburgh's Road. This is already known to be a problematic 20mph road (issues with rat-run speeding and pavement parking have been raised with councillors by WRC and local residents many times). Most importantly, it is a key route to and from the several schools in the vicinity. We do not consider that encouraging additional traffic on this road is acceptable; it will discourage active travel for school journeys, not least because of the proposed reduction by one third of the width of the shared footpath and cycleway directly outside Chorlton High School and the loss of a length of shared cycle/footway (see item 3 above).

5 Related road changes in the vicinity

The Chorlton Cycleway is currently under construction and will run through the centre of Chorlton. As part of the related road re-design, several right-turns are being banned for motor traffic and MCC anticipates that this could have an effect on traffic in residential areas, including in south-east Chorlton on the streets bordering Nell Lane and St. Werburgh's Road (Sandy Lane etc.).

The Lidl development proposal appears to make no reference to these changes to road layouts which are already under construction, nor of the changed traffic flows which MCC expects could result from them. It does not appear that the interplay between these different elements has been assessed.

5.1 WRC response

In its Chorlton Cycleway post-consultation update of 16 July 2021, MCC committed to trial filtering and mitigation measures on residential streets, including Sandy Lane and nearby, to prevent potential negative impact:

"After discussion with local councillors, a decision has been made to continue to install all of the proposals and mitigating measures set out in the consultation, but on a temporary trial basis, during which time traffic counts and speed measurement will be done."

(<https://web.archive.org/web/20210716181349/https://secure.manchester.gov.uk/info/20002>

⁵ Document 2135105, Transport Assessment, section 10.14.

[4/consultations_and_surveys/8077/manchester_to_chorlton_cycleway_area_3_consultation/4\)](#)

Although MCC has currently stepped back from its original commitment to trial mitigation measures in the south-east residential area of Chorlton, MCC states that it remains committed to monitoring traffic after construction of the cycleway to assess whether negative impacts need to be mitigated: “Traffic counts and speed measurements will show whether elements of the new cycleway are having a positive or negative impact on the surrounding area.”

(https://www.manchester.gov.uk/info/500352/roadworks_and_closures/7840/manchester_to_chorlton_cycle_way/6)

However, no evidence is provided in the planning application on whether the cumulative effect of the cycleway-related road changes and the proposed Lidl development have been assessed for their impact on these residential areas, nor how MCC will distinguish the effects in any monitoring.

We object to this not having been adequately commented upon or assessed.

6 Inadequate commitment to active travel

The proposal states, “...85 car parking spaces provided on site... Five staff car parking bays will also be provided in a dedicated staff parking area to the rear of the store.” This makes a total of 90 car-parking spaces, for customers and staff. By comparison: “Cycle parking will be provided on site in the form of five Sheffield cycle stands which will provide space for up to 10 bicycles. The cycle stands will serve both employees and customers.”⁶

6.1 WRC response

We consider this inadequate support for or promotion of active travel, and out of keeping with MCC’s stated policies.

Throughout the proposal, there is no real engagement with or encouragement of active travel. The Travel Plan states that it focusses on employees’ travel, not customers’ travel: “As with other retail travel plans, the main emphasis will be on the journeys made by employees as it is difficult to influence the general public, particularly on journeys involving the carriage of heavy or bulky goods.”⁷

We call upon MCC to insist upon a much bolder vision for this or any other similar development. Already there are major businesses in the city carrying out deliveries by cargo bike (e.g., Amazon) and this and similar approaches could reduce reliance on the private car. The proposal’s lack of vision on this shows an unwillingness to engage with MCC’s Zero Carbon ambition and commitments.

We note and support TfGM’s request in response to this application: “In order to maximise the benefits of the site’s location in relation to active travel, it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle. This

⁶ Document 2135105, Transport Assessment, section 5.4.

⁷ Document 2135104, Travel Plan.

should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.”⁸

We also note and support TfGM’s recommendation regarding provision of cycle parking in this application: “TfGM would recommend that the proposed level of cycle parking should be significantly increased.”⁸

⁸ Document 2174677 Technical Notes Responding to Highways Comments; Appendix 1; TfGM letter from Claire Smallman, 11 January 2023.