

Comments for Planning Application 135647/FO/2022

Application Summary

Application Number: 135647/FO/2022

Address: 550 Mauldeth Road West Manchester M21 7AA

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

Case Officer: Jennifer Connor

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: As a parent of children attending Chorlton High School and a local resident I strongly oppose this planning application and call on Manchester City Council to protect the health and safety of its children and young people by rejecting it.

My opposition breaks down as.

1. The proposed Lidl store will generate a large volume of additional traffic into an already dangerous and congested school corridor.

This school corridor includes three large high Schools (Chorlton High School, Chorlton High South, and Loreto High). Additionally, Chorlton Park Primary School is situated on Mauldeth Rd West. The additional traffic caused by costumers driving to and from the store will worsen road safety and air quality in a large school corridor that already struggles to manage its' traffic. The Lidl store will lock in additional car journeys (between 200 and 300 per hour at peak times), worsen air quality, and increase pollution and traffic around four large schools.

This planned new store will have 85 customer parking spaces accessed from Nell Lane, just 40 yards from the pedestrian entrance to Chorlton High School. St Werburghs Rd, Nell Lane and Mauldeth Rd. West are active travel routes for thousands of children travelling to and from school. A total of 3,600 students attends the three high school. Dangerous parking and queuing traffic is a regular fixture on these roads and the additional store - drawing further traffic - will make this the school corridor completely unmanageable.

Additionally, 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 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. The infrastructure required to manage such daily crowds alongside the further risk to life from dangerous driving and pollution will be disastrous for these schools and the local community.

Lidl 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 corridor of Chorlton High, Loreto High and Chorlton High South. This will make road conditions even more dangerous and air quality significantly worse. On Lidl's own assumptions, at peak hours by 2032 the new store will generate up to 177+ new and diverted car movement per hour.

2. This site is not suitable because it is so close to the four local schools.

Nell Lane/ St Werburghs Road along with Mauldeth rd West 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 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 Chorlton High pupil was hit whilst crossing the pelican crossing on Nell Lane directly outside the school. On the same week another Chorlton High pupil was involved in a near fatal accident. The 12-year boy was placed in an induced coma and is now living with life changing injuries. On both occasions the drivers did not stop.

I should point out that none of these accidents or the ones I mention below seem to be included in Lidl's own figures of 4 slight and one serious accident over the last 5 years in the area - of which two years were lockdown with no traffic on the roads.

The accidents highlighted above, are examples of the issues on these roads and the threat to life the students navigate daily. There are numerous near misses, and it is only a matter of time that one of these near misses turn into a fatality. Please see below a brief list of accidents witnessed (by me).

- a. 18th of January 2023 12 noon collision at the junction of Nell Lane and Princess Rd
- b. The 31st of October 2022. A collision on pelican crossing outside Chorlton Hig school on Nell Lane/School Entrance Police and Ambulance in attendance.
- c. The 12th of January 2023. Hit and run destroying planters located on the school crossing - one hour later children would be crossing to St Werburghs Rd junction to Sandy Lane.
- d. The 11th of December 2021. A parked car destroyed by hit and run, on St Werburghs Rd.
- e. November 2021. Chorlton High pupil was hit whilst crossing the pelican crossing on Nell Lane directly outside the school - the driver did not stop.
- f. November 2021. Chorlton High pupil was involved in a near fatal accident - the driver did not

stop.

3. Similar Lidl planning applications have been rejected by local councils and planning authorities and this one should be too!

The expected peaks in use of the Lidl store at weekday times will coincide with start and end of the school day. The increase in traffic and reduction in air quality created by this store will cause additional risk to school children and their families travelling to and from school on foot and by bicycle. Additionally, increased road traffic and poor air pollution will seriously affect other pedestrians and cyclists, including those accessing Chorlton Park. The increase in traffic will discourage children from cycling to local schools as road conditions become more dangerous. This will seriously undermine efforts by all the local schools to encourage active travel.

*Please note that in its transport assessment document, Lidl makes no reference to the importance of this location for travel to and from any of the local schools.

Recent Lidl planning applications have been rejected at the planning stage by local councils. The reasons for these rejections directly mirror all my concerns regarding this planning proposal.

Reasons cited by councils to deny planning permission include a. dwarfing a neighbouring school and exposing children to air pollution; b. increasing traffic and air pollution; c. increasing conflict between pedestrians, cyclists, and other road users; e. increase congestion, and dangerous driving because of backed up cars queuing and the delivery vehicles entering and leaving the site.

*Please see details below.

a. 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.

b. January 2023 Lidl plans rejected in Worksop - Neighbours concerned about increased traffic, air pollution and damage to shopping trade in the town centre.

c. 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.

d. 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.

e. Sept 2022 Lidl plans rejected in Middlesbrough - 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.

In conclusion.

This site is between three large and busy High schools located on already dangerous, congested and polluted school corridor. Other local councils have wholeheartedly rejected similar planning applications by Lidl citing the same reason I have highlighted. These include:

- a. increasing traffic.
- b. dwarfing a neighbouring school
- c. exposing children to air pollution.
- d. increasing conflict between pedestrians, cyclists, and other road users.
- e. increase congestion.
- f. increase in dangerous driving.
- g. causing queuing cars to back up and disrupt and endanger school children and pedestrians.
- h. social and environmental impact of delivery vehicles entering and leaving the site.

There is, therefore, a clear precedent for Manchester City Council to protect the interests of school children and reject this planning application.