

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: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My principal objection is to the significant increase in traffic which this development will bring, and the negative impact on cycling and walking in the area. This is supported by Lidl's own figures and, in fact, appears to be a key factor in the financial success of the store, with many comments referring to customers being generated within a 0-5 minute drivetime.

I believe significant traffic increase will have a materially detrimental effect on road safety and air quality, whilst also contravening Council policies on climate change and sustainable transport.

Road Safety

The road from which access is obtained is a very narrow road already congested at peak hours. The site is extremely close to four schools with a further two very near, thus meaning there will be potentially thousands of school children passing by the road junction when schools open and close. Once open, many children walking to and from school may divert their journeys via the shop creating a log-jam of cars and people in one place. The 20mph speed limit is already substantially breached by many drivers every day and I fear will continue to be disregarded. More cars and children crossing roads leads to an increase in risk. The volume of extra cars indicated in Lidl's paperwork I believe will create an unacceptable level of risk to road safety.

The neighbouring streets off Sandy Lane are also more likely to become a rat-run area. When the Chorlton Cycleway was initially proposed, the Council indicated it would trial a Low Traffic Neighbourhood/Filtered Neighbourhood owing to potential rat-run issues caused by reconfiguring the Wilbraham/Barlow Moor and Sandy Lane/Barlow Moor crossroads. I understand that any trial of this will not be going ahead for some time if at all. It does not appear that the increase in traffic

through this area and on to Nell Lane as a result of that reconfiguration of the highway has been taken into account in Lidl's traffic assessment. I believe that the lack of filtering in the roads around Sandy Lane, Corkland Road and in-between will increase the potential for that area to become a rat run and thus reducing road safety overall. It should be noted that these roads are all key walking and cycling routes for accessing the local schools.

Air Quality

The increase in traffic predicted by Lidl cannot fail to have a negative impact on air quality in the neighbourhood.

Manchester Core Strategy (2012)

Lidl's application states that "Policy SP1 (Spatial Principles) sets out the key principles that will guide strategic development in the City. Policy SP1 states thatdevelopment should maximise the potential of transport infrastructure, in particular walking, cycling and public transport. Policy SP1 also aims to improve access to jobs and services by reducing the need to travel."

'Saved policies' of the Manchester Unitary Development Plan (UDP) (1995)

Lidl's application states that "Policy T1 (Sustainable Transport) states that the Council will support proposals which improve choice, promote regeneration, improve access, enhance pedestrian routes, and improve the cycle network."

This development, with its large number of parking spaces, is actively encouraging people to use cars as the main form of transport to get to the store. This is in direct contravention of the above policy on Sustainable Transport. The frequent references to 0-5 minute drivetime and large number of parking spaces also indicate the development is doing nothing to reduce the need to travel and will, in fact, be increasing journeys in the area, with an active focus on those journeys being made by car.

The Sustainable Transport policy refers to improving access, enhancing pedestrian routes and improving the cycle network. According to the proposed highway plans, the shared pedestrian and cycleway around the Nell Lane/Mauldeth Road junction will be decreased in width whilst more space is given over to cars. Again, this is in direct contravention of the policy and is making the experience for pedestrians and cyclists poorer. This is particularly inappropriate on a key school route.

Encouraging short drivetime routes of 0-5 minutes also contravenes MCC and GMCA stated policies in relation to climate change and sustainable travel.

Safe manoeuvring of customer vehicles.

Lidl's application at para 7.15 states that one of the parameters required for assessing suitability of the development is "a site that can allow for the safe manoeuvring of customer vehicles". The potential for many school children visiting the store around school opening and closing times does not appear to have been addressed in the paperwork in terms of how safe manoeuvring can happen with so many pedestrians around.

Noise

Lidl's application states that noise modelling has been undertaken and "concluded that, with the proposed 2.5m barrier included, the impact of associated noise from the proposed development would result in a low impact for the daytime and significant adverse impact for the night-time for both the closest noise sensitive receptors. It is therefore recommended that delivery hours are restricted to 07:30-20:00hrs Monday to Saturday (including bank holidays) and 09:00 - 17:00hrs on Sunday". I believe that any noise impact which is "significant and adverse" should not take place outside 09:00 - 17:00 hours on any day of the week.

Shorter trading hours

Lidl's application refers to the opening hours being shorter than the main convenience retailers or smaller independent convenience retailers, yet quotes opening hours of 07:00 - 23:00 Monday to Friday and 10:00-18:00 on Sundays. I am not aware of any local convenience stores (Tesco, M&S) or independent stores (Costcutter on Sandy Lane) being open as long as those hours Monday to Friday. They are able to open longer on Sundays owing to their size and lack of Sunday Trading restrictions, but it feels unrepresentative to claim that Lidl's opening hours are shorter than the majority of shops that will be around them.

I have also signed the community objection letter which has been submitted and I support the objection submitted by Walk Ride Chorlton.