

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: I am happy to see the provision of a low cost supermarket in the Chorlton area, however, I have concerns regarding the consequences of increased motor traffic within the neighbouring residential areas, in particular Sandy Lane and its adjoining streets. This I would expect to be highlighted by any traffic impact assessment carried out as part of the application.

I am also concerned about the possibility of servicing vehicles for the site using the Sandy Lane area. There are already issues with HGVs using Sandy Lane which can often cause congestion.

Sandy Lane was one of the earliest streets to be traffic calmed in Manchester in the mid 1990s, prioritised due to the number of injury accidents, especially to pedestrian children. Sandy Lane is predominantly used by school students en route to Chorlton High School, Chorlton Park Primary School, Loreto High School, and the new Chorlton High School South. It also hosts the National Cycle route 60 as signposted on Sandy Lane, linking the Trans Pennine Trail with the Fallowfield Loop.

Of particular concern would be the combination of traffic accessing the Lidl development, along with the displaced traffic from the four banks junction of Wilbraham Road and Barlow Moor Road which is due to be modified as part of the City's cycle infrastructure improvements. The modifications to the junction include proposals to reduce turning movements which will likely see increased motor traffic using Corkland Road, Zetland Road, St Annes Road, Hartington Road, Torbay Road, Dawlish Road and Sandy Lane amongst others. I would be interested to know whether a traffic impact assessment took into account the changes at the Wilbraham Road and Barlow Moor Road junction also.

Any increase in traffic will be on top of the increasing and inappropriate levels of motor traffic which cuts through the residential area already, increasing the risk to the previously mentioned vulnerable users, both cyclists and child pedestrians.

Therefore, unless the increased risk to the safety of pedestrians and cyclists along Sandy Lane and its adjoining streets is not addressed as part of the planning approval, by such mitigating measures as for instance, the funding or part funding of a Low Traffic Neighbourhood in the Sandy Lane area, removing through motor vehicle traffic, then I cannot support the proposal.