

Comments for Planning Application 142652/FO/2025

Application Summary

Application Number: 142652/FO/2025

Address: Chorlton Square Shopping Centre Barlow Moor Road Manchester M21 9AQ

Proposal: Erection of 6 no. residential buildings of 10, 8, 6 and 4 storeys in height to provide up to 262 residential dwellings (Use Class C3) with ground floor commercial uses (Use Class E (a-e)); infrastructure works including electric substation and associated utilities works, basement and ground level car parking, service yard, vehicular and pedestrian accesses; together with public realm works and hard/soft landscaping following the demolition of the existing buildings and structures on site.

Case Officer: Robert Griffin

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: Dear Sir/Madam,

Although I welcome proposals to redevelop the site of the precinct and regenerate an area which requires significant improvement, I do have significant concerns regarding parking and access

Parking:

I currently live on an adjacent street to the proposal where we have had significant issues with parking from previous years. This has included several instances of my and my neighbours drive being obstructed with people parking their cars in order to visit local shops and our cars being blocked in. This is despite a single white line and dropped kerb outside our house. This was especially problematic when the precinct was operational with shops. I have significant concerns that the additional of >250 homes and new commercial units will negative impact existing residents parking on adjacent roads by prospective residents of the new development.

Although there is parking included in the site, this is only a fraction of the total number of new dwellings and does not factor the increases number of visitors to residents to the proposed new residential, instances where a single dwelling has >1 car and also commercial units. There are only 12 proposed public car parking spaces which is likely to lead to 'overspill' of cars into adjacent streets.

With respect to a few technical points, there are flaws in the SLR environmental statement appendices with respect to car parking. This is contained within the transport assessment v1.2. There is likely to be a significant overestimation of the amount of existing available parking spaces (page 13 of transport assessment, page 246/547 of the overall document) due to the fact that this was recorded immediately prior (10-11th October 2024) to the Manchester Half Marathon (12th October 2024). The Half Marathon route is immediately next to the proposed development (on two bordering roads) with significant disruption to parking and road closures prior to and during the event. As a result of the marathon, there are a number of road closures around the proposed development and there is a risk that your car may be "trapped" on the Sunday during the marathon for several hours. Therefore, local residents opt to move their car out of the affected area prior to the weekend to avoid disruption to their travel plans. This overestimation of available car parking spaces contained in the report is likely to underplay existing pressures on parking for existing residents of nearby streets. Choosing this date to record parking spaces is rather unfortunate timing.

This leads to the second flaw with the SLR report which underestimates the existing pressure on parking. Over the course of 2023-2024, the commercial units of the Chorlton Precinct gradually become vacant prior to the precinct closing all together. This is with the exception of Costa Coffee. By the time that the parking survey was conducted (October 2024), there were no commercial operations ongoing within the Precinct. Therefore, the demand on parking spaces within the car park and from residential streets were not representative of the actual situation when the precinct had shops within it. It is stated by SLR on page 28 of transport assessment v1.2 (page 261/547 of the overall document) that, "At this time, the available capacity on surrounding streets can accommodate town centre parking demand. Note that this analysis doesn't include the Morrisons car park which provides 2-hour parking. It is therefore concluded that parking provision proposed is adequate." This statement is underpinned by flawed evidence and overstated conclusions. There is already extreme pressure on existing parking and the development will undoubtedly exacerbate this.

Proposal: I would propose that the roads adjacent/opposite the new site become permit only parking to negate the risk of residents of the new proposal parking on local side streets.

Risk of antisocial behaviour:

A smaller detail, given the increased footfall around the development could risk the rise of antisocial crime. Given the Victorian origins of many of the neighbouring properties, there are an abundance of small alleyways that could be potential sources of antisocial behaviour as a result of patrons of new commercial units. e.g. these secluded and dark alleyways could be an area of public urination at the detriment of existing residents. The SLR report also neglects the the most direct walking route from the commercial units on Manchester Road to the Tram is via Selborne/Keppel/Warwick and Albany Road. There are already police reports about antisocial behaviour from these small alleyways.

Proposal: Alley gating for those small alleyways that are not already gated would dramatically reduce this risk.

Kind regards,