

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: I support aspects of the project but have strong reservations about other parts of it. I support the revitalisation of this space and the provision of large numbers of affordable (and I hope social) housing within the development. It is important to stress, however, that the site has never housed anything like the number of proposed new residences, and there are real and substantial concerns locally as to whether the local infrastructure can properly support the proposed new volume of residents.

I understand that the council is taking action to expand the local healthcare offering. There must also be doubts about the capacity of local schools to support the development. All of that must be properly looked into.

The other big concern here is the impact of displaced parking from the loss of the former large surface car park off Manchester Road and new residents parking on neighbouring streets.

To provide some context, the Chorlton Cycleway significantly reduced the amount of parking spaces provided along both Barlow Moor and Wilbraham Roads. The changes also resulted in a series of banned movements at the main junction, Chorlton Cross, which has led to a significant increase in rat-running as motorists seek to make the movements that were banned in other ways.

The council promised local people as part of the proposals for the cycleway that they would install mitigation measures following completion of the route so as to help prevent rat-running. They did not do so. I, among others, feel seriously let down, and my support was at least in part conditional upon those measures.

On my street, rat-running is a serious problem. We now have a significantly higher volume of traffic using the road both to park (because of the loss of on-street parking on the main roads) and to avoid the ban on right turns at Chorlton Cross. Our cars are damaged routinely; traffic routinely travels the wrong way down the top end of our street, which is one-way; the road and/or pavement is occasionally blocked by anti-social parking; and a number of my neighbours' pets have been killed by speeding traffic. It is occasionally impossible to park on our road at all, which is problematic for those with young children or those who are elderly or disabled.

I am deeply concerned that this development, taken together with others that are ongoing (I am thinking in particular of the new flats on Chorlton Cross itself, which have been built without any parking provision at all), are going to further increase the pressures that we face now on a daily basis. The plans propose to provide 164 private parking spaces for 262 private residences. Official statistics show that the average number of cars owned per household (across all sizes of household) is 1.4. Therefore, the minimum number of car parking spaces one could expect to be provided so as to avoid any displaced parking onto neighbouring streets, would be 367. Simply put, our street - and others in the area - cannot handle the increased load. It is now almost impossible to find a place to park on the street that I live on. Neighbouring streets face the same problem.

While I fully appreciate that the council wishes to try to persuade residents to move away from reliance on cars, it is not fair to effectively penalise existing local residents while awaiting a change in behaviour that may not come without more robust measures from central government. It is also not fair for a developer to have the significant financial advantage of not having to provide a sufficient number of car parking spaces under present conditions all based on an expectation - that it will do nothing to help achieve - that at some future point car use may fall. Some mitigations are necessary in the short to medium term.

Our street has discussed the various options. A majority of residents are in favour of a residents parking programme. In my view, we fall into a similar category to places that neighbour other similarly busy local areas, such as the area near Burton Road and The Christie, or Ancoats. Those exist to mitigate pressures for local residents. I dread to think how bad the situation will become once this development is completed. One must keep in mind both that there are far too few parking spaces for the residents of the new scheme, but also that there will now be no large-scale surface car parking for visitors. I would expect the council to use its powers under planning legislation (s106) to require the developer to consult local residents street by street within a prescribed area around the development and to fund residents parking schemes for those areas that ask for it.

Lastly, I would hope that the council will use its powers under the planning legislation to require the developers to contribute to the wider regeneration of Chorlton District Centre, which has over the last few years become increasingly run down, especially as the developers plan to remove public access to what is presently the centre of the old precinct. Publicly accessible green space in the District Centre would be a real benefit to the area, and the council should consider making it a requirement of any planning permission that there be such public access.