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Chorlton, Manchester

# CHORLTON PRECINCT

Development Framework Summary 2017



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# WELCOME

Welcome to the consultation on the Development Framework for Chorlton Shopping Centre. Greater Manchester Property Venture Fund (GMPVF) is proposing a comprehensive redevelopment of the existing shopping centre, to bring forward a high quality mix of residential, retail, public realm and car parking.

The purpose of the consultation is to discuss the initial ideas for development. GMPVF views consultation as a key part of the development process. Prior to finalising the Development Framework for Chorlton Shopping Centre, we would like to consult with the local community, to understand issues of concern, which will assist in the formulation of development proposals in the future.

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## SITE CONTEXT

GMPVF own Chorlton Shopping Centre, located on Wilbraham Road and with prominent frontage to Manchester Road. The site is centrally located in Chorlton and benefits from proximity to public transport links and neighbouring amenities. Prior to GMPVF's ownership, the site was the subject of redevelopment proposals for a number of years. It presently comprises a 7 storey office building, 22 retail units and surface car parking for 200 cars.

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## DEVELOPMENT OVERVIEW

GMPVF intend to redevelop the shopping centre in order to address a number of aims;

- Improved public realm and environment in the centre of Chorlton, for example landscaping, paving and trees
- Enhancing the overall design of the precinct
- Revised retail unit layout and stronger interaction with the surrounding Chorlton streetscene
- Creation of a range of residential accommodation

# INTRODUCTION

The site is positioned at the core of Chorlton District Centre and is occupied by an outdated shopping precinct, a 1970's office building and a surface car park. The provision of retail space and the connectivity with surrounding streets is poor.

The size and location of the site provide an opportunity to improve pedestrian access, retail activation and the overall functioning of the centre through a high quality design.

- 1. Existing Precinct
  - 2. Costa Coffee Unit
  - 3. Precinct Courtyard
  - 4. 8-Storey Commercial Block
  - 5. Service Access
  - 6. Car Park
- Development Framework Boundary
- Chorlton Conservation Area Boundary



SITE ANALYSIS

# CHARACTER

The surrounding area reflects Chorlton's development over a long period of time, with a mix of uses and architectural styles. The immediate area has a high proportion of retail and leisure uses, while beyond this is a range of residential accommodation including houses and flats.

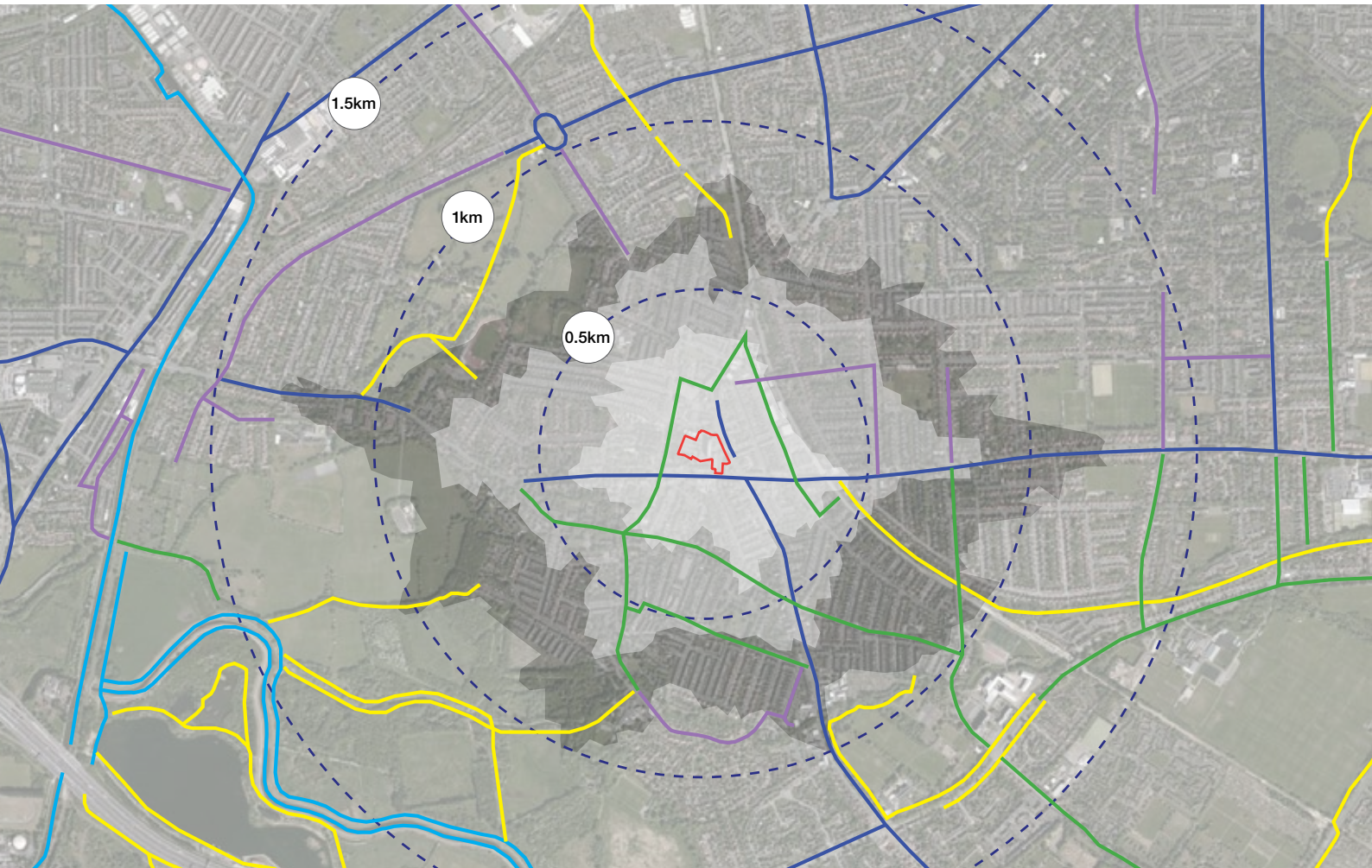


SITE ANALYSIS

# TRANSPORT CONNECTIONS







## WALKING DISTANCES & CYCLE ROUTES

-  Development Framework Boundary
-  5 Mins Walking
-  10 Mins Walking
-  15 Mins Walking
-  On Road Cycle Route – Signposted with cycling facilities
-  On Road Cycle Route – Signposted but no facilities
-  Traffic Free Cycling Route
-  Canal Townpaths – Cycling Permitted



The site is bounded on three sides by public highway and the site itself has a surface car park. There are numerous local bus services which can be accessed from surrounding streets, and a Metrolink station within a 5 minute walk. A wide range of amenities and retail facilities are within a very short walking distance.

## MAJOR ROADS, METRO LINK & BUS STOP

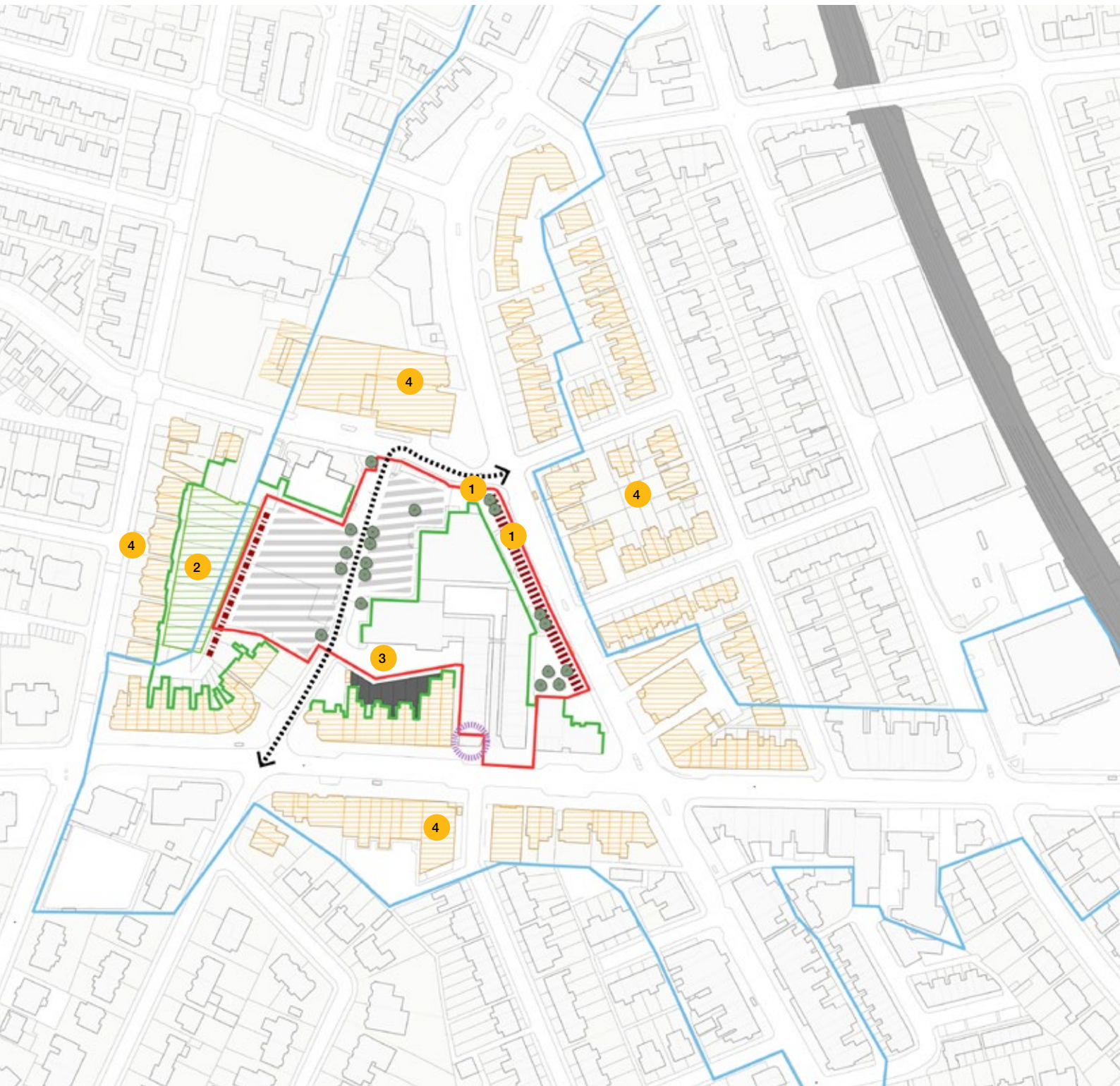
-  Development Framework Boundary
-  Bus Stop
-  Bus Station
-  Major Road
-  Metro Link
-  Metro Link Station



## SITE ANALYSIS

# CONSTRAINTS

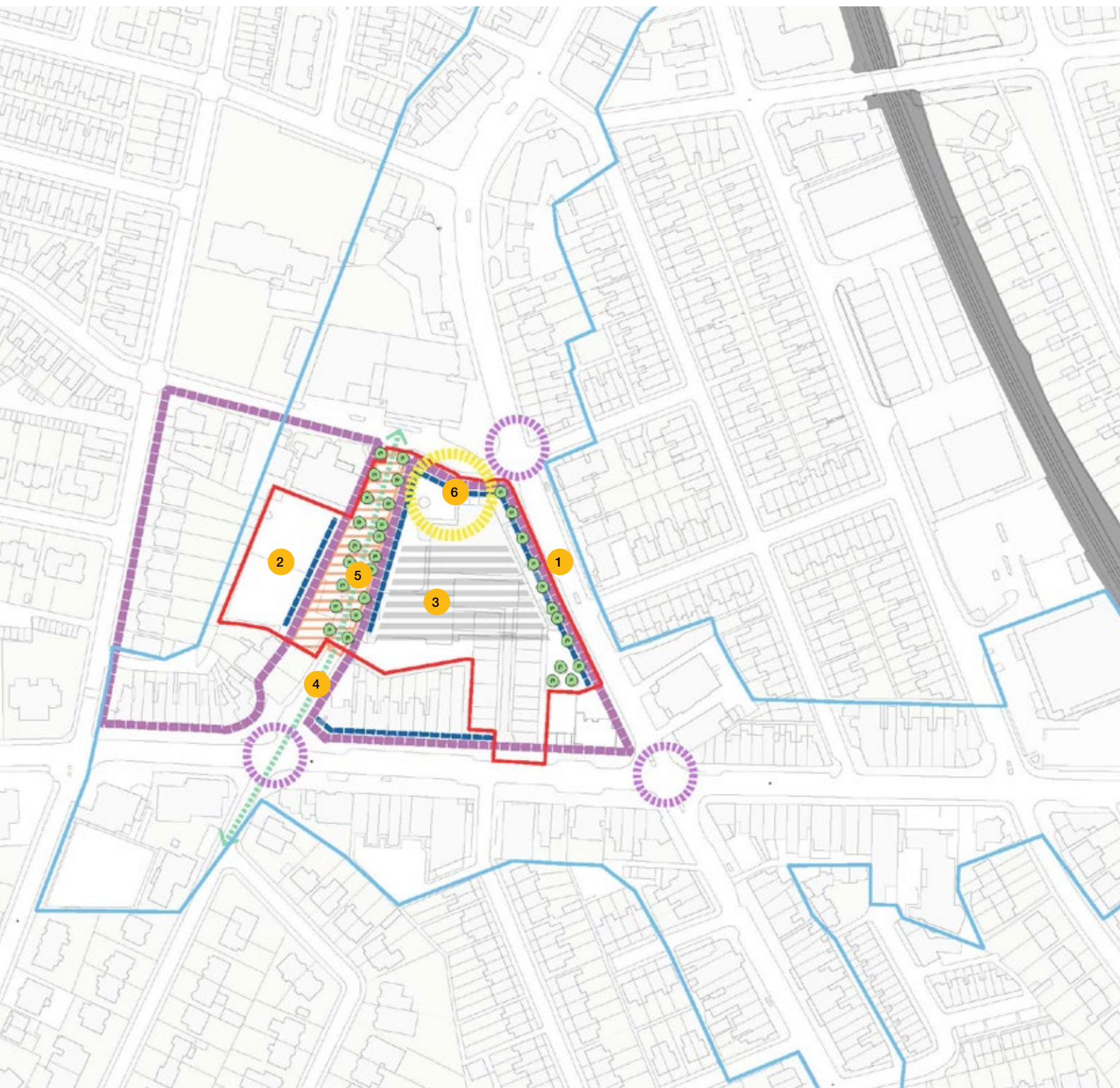
1. Lack of retail frontage on Manchester Road and poor pedestrian permeability
2. Neighbouring back gardens of properties to the west of the site
3. Service and access to the rear of buildings on Wilbraham Road
4. Surrounding built context of 2-3 storeys





# OPPORTUNITIES

1. Improved connectivity to surrounding Chorlton streetscene and active frontages on Manchester Road
2. Creation of positive residential frontage to the west of the site and a new residential street
3. Sufficient car parking provision
4. Enhance pedestrian access routes into and through the site
5. Creation of attractive public realm
6. Gateway building, drawing on the height parameter set by Graeme House



## SITE ANALYSIS

# DESIGN PRINCIPLES

We have identified the following guiding principles of any future development design. These will need to be applied to development proposals which are submitted as part of a planning application.

## Complete the Retail Grain –

introduce active frontages and improved public realm to Manchester Road. Have regard to the extent of current retail provision and market requirement in determining the redeveloped retail provision.



## Complete the residential grain –

creation of a new streetscape of active ground floors and natural surveillance to encourage a safe pedestrian environment.



## Complete the Urban Block –

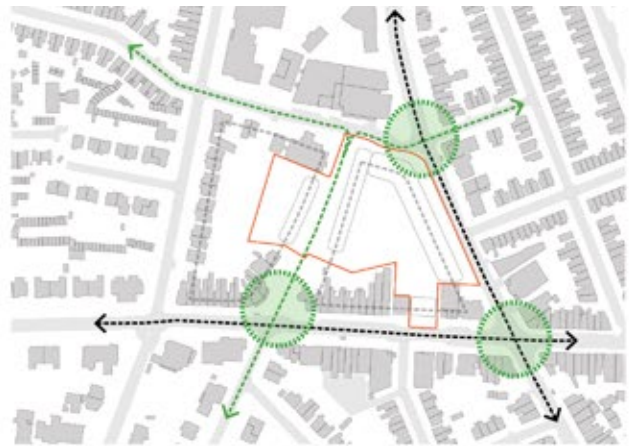
there are a variety of boundaries to the site which require sensitive consideration, including the rear gardens on the western boundary of the site and the properties fronting Wilbraham Road.



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### **Pedestrian Permeability –**

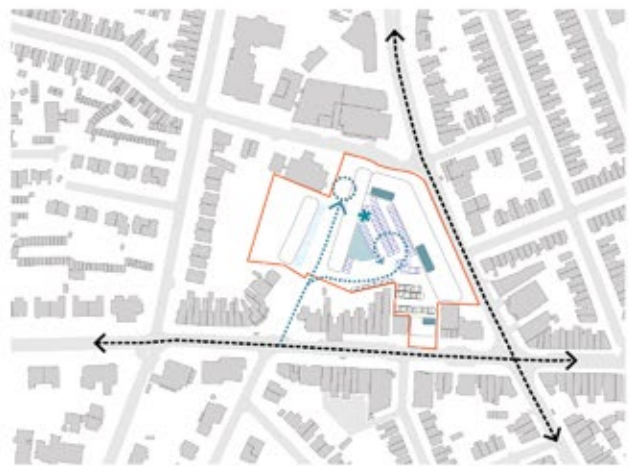
creation of a clean and safe pedestrian route through the site, with revised vehicular access for access to the car park, residential units and servicing of retail units.



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### **Servicing, Cycles and Intelligent Parking –**

consolidation of car parking in an improved facility. Car parking numbers will be subject to analysis of demand and the mix of uses. Sustainable modes of transport should be encouraged. Recycling and efficient waste collection should be facilitated.



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### **Landscape & Daylight –**

provision of an attractive and well maintained environment through a combination of hard and soft landscaping. Orientation of living spaces to maximise direct light.



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### **Designation of Scale –**

scale and massing should respond to the existing building heights in the current development and the surrounding streets.



# DEVELOPMENT PROPOSAL

The Development Framework will support a high quality, medium-density development responding to the existing uses, built context and infrastructure. It will propose a new residential-led mixed-use scheme that will enhance the residential and retail offer.

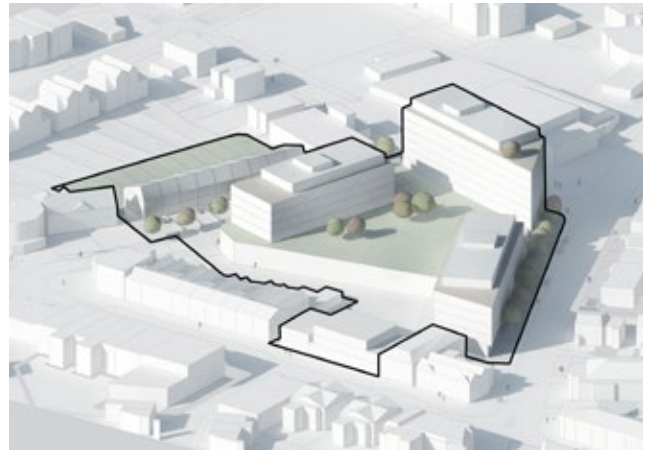
- The provision of new town houses and promotion of a new, safe and attractive residential street to complement the urban grain.
- The reuse of an existing access off Wilbraham Road to provide vehicular access into, but not through the site.
- Promotion of pedestrian and cycling-friendly permeability throughout the site extending from Wilbraham Road to Nicolas Road.
- New car parking arrangements.

View 1 — New Residential Street (From Wilbraham Road)



**Image**

Illustrative Massing  
Aerial View



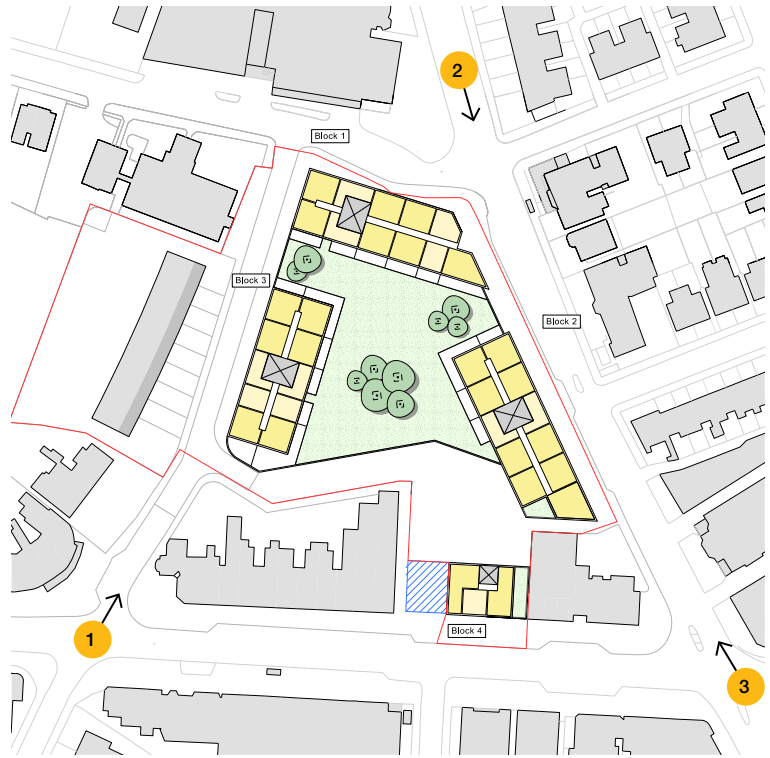
- The provision of new residential apartments that respond to Manchester's ambitions for quality housing with a range of accommodation whose massing is appropriately arranged and scaled throughout the site.
- Promotion of sustainable travel encouraging walking and cycling with the provision of compliant cycle storage and safe routes through the site.

**View 2** — Manchester Road (View South Toward Four Banks)



**Views**

- 1. New Residential Street (From Wilbraham Road)
- 2. Manchester Road (View South Toward Four Banks)
- 3. Manchester Road (View North From Four Banks)



- The provision of new retail floor space along Manchester Road to integrate with the District Centre.
- Creation of an attractive environment through quality landscaping and tree planting.

The Development Framework will support a high quality, medium-density development responding to the existing uses, built context and infrastructure. It will propose a new residential-led mixed-use scheme that will enhance the residential and retail offer.

**View 3 — Manchester Road (View North From Four Banks)**



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# NEXT STEPS

The Public Consultation will run from 16th October to 15th December 2017. We welcome your comments and your responses to the Consultation Questions.

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