

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 objects to the Planning Application

Comment Reasons:

Comment: Dear Sir/Madam,

I am writing as a Chorlton resident to express my support in principle for the proposed redevelopment of the Chorlton Precinct site- in particular the inclusion of green and public spaces and the creation of new homes that will contribute towards Manchester's housing targets and rejuvenate the district centre.

However, I wish to formally object to the proposed parking provision on the grounds that it is materially insufficient for the scale and nature of the development, and risks causing long-term congestion, overspill, and disamenity for local residents and businesses.

The proposed development provides 164 private residential spaces for 262 homes, equating to a 0.63 parking ratio. Based on Trafford Council's (closest relevant figures) benchmark (1-2 beds = 1 space, 3+ beds = 2 spaces + visitors), there is a shortfall of around 150 spaces across the scheme, and less than the current 190 spaces it will replace whilst adding demand. Below I have laid out reliable sources of calculations and justifications for my concern.

1. Summary of Proposal and Context

According to the applicant's planning submission, the development will provide 262 residential

units (213 market sale, 49 affordable housing), 164 private residential parking spaces (63% ratio), 12 public spaces (8 standard, 2 accessible, 2 EV) and 6 private retail spaces. Total on-site spaces: 182. The previous precinct car park comprised approximately 190 public spaces without any associated residential demand.

2. Bedroom Mix and Car Ownership Calculation

Based on the applicant's stated housing mix and reasonable assumptions (penthouses averaging 2.5 beds), the scheme provides approximately 469 bedrooms across 262 dwellings.

3. Realistic Parking Requirement (using Trafford SPD3 benchmark)

Using Trafford Council SPD3 as a relevant benchmark (1 space per 1-2 bed dwelling, 2 per 3+ bed, and 1 visitor space per 8 homes), the total parking requirement would be approximately 316 spaces. The proposal provides only 164 residential bays, leaving a shortfall of around 152 spaces, or 134 even if including retail and public spaces.

4. Policy and Framework Alignment

- Manchester Core Strategy (2012-2027) - Policies T2 and T3 require parking in District Centres to be appropriate to local circumstances and to avoid disamenity. (Source)
- National Planning Policy Framework (2024, paras 112-113) - Requires standards to reflect local car ownership and housing mix. (Source)
- ONS Census 2021 - 73% of households in Greater Manchester own at least one car. (Source)
- Trafford Council SPD3 (2023) - Local parking standards benchmark. (Source)

5. Wider Impacts

The scheme delivers fewer total bays (182) than the previous 190 public spaces, while adding 262 new homes. This reduces public supply, increases residential demand, and risks contravening Core Strategy objectives on amenity and accessibility. Overspill parking will likely impact surrounding streets such as Nicolas Road, Barlow Moor Road, and Wilbraham Road.

6. Conclusion

I support the regeneration aims of the project and its public realm benefits, but the current parking strategy is not aligned with local policy or regional benchmarks. I therefore request that the Council refuse the application in its current form or condition approval on submission of a revised parking and transport strategy providing an appropriate number of residential and visitor spaces (approx. 316 in total) or equivalent mitigations.

Yours faithfully,

