

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: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Parking:

The rationale behind the number of parking spaces as set out in Civic Engineers' 'Transport Assessment v1.3' is flawed in how it calculates the parking provision that required in this location (cf p.234 of the PDF document 142652_FO_2025-ES_VOL_2_TECHNICAL_APPENDICES-2699237).

P.28 of the Transport Assessment (p.263 of the PDF) states that "162 residential car parking spaces are proposed, an overall ratio of 63%. 2021 Census data shows that 42-49% of the households in the area do not own a car, therefore 51-58% of households do own a car. A parking provision of 63% is therefore appropriate to this location."

The 42-49% range relates to the Output Areas E00026104 and E00026103 which cover the proposed development site. However these output areas are mainly made up of shops and commercial premises, with small residential flats above - accommodation that has no dedicated car parking and therefore low rates of car ownership.

By contrast the Chorlton North MSOA has 73.7% car ownership, and the Output Areas that border E00026104 and E00026103 on average 67% (listed below), both higher than the provision proposed in the development. This has the potential to lead to overspill car parking into

surrounding areas, as well as dissatisfaction for the new development's residents who may find that there isn't sufficient parking on-site for their cars. The surrounding OA data for households that don't have a car is below (with corresponding car ownership in brackets)-

E00026118: 33% (67%)

E00026114: 35% (65%)

E00026115: 31% (69%)

E00026109: 38% (62%)

E00026100: 34% (66%)

E00026101: 27% (73%)

E00026107: 13% (87%)

E00026110: 51% (49%)

E00026112: 36% (64%)

Visual detriment:

I question the provision of a ten-storey accommodation block fronting onto Barlow Moor Road. This size is completely not in keeping with other buildings in Chorlton, except for Graeme House, which is to be demolished as part of this development. Why isn't the tallest building in the development not being situated in the middle of the site (as Graeme House was). This would reduce the visual impact of the development onto Barlow Moor Road. . Visually it would work better if the Block C site were 10 storeys and Blocks A and B both 6-7 storeys.

The development has moved from one of 'up to 200 homes and retail destinations' (per the initial conversation July/August 2023) to a more concentrated accommodation-focussed development, hence the proposal to extend accommodation up to 10 storeys, which is ludicrous in Chorlton as a neighbourhood, where existing accommodation is nowhere near this height in terms of storeys. The new proposed development is now for 262 units: this is an increase of c.30% in the accommodation numbers, and while it is welcomed that the plans include affordable/social housing there is no guaranteed number of these in the plans.