

Our Reference: 087688-CUR-XX-XX-T-TP-00005-P02

27 November 2025

Wythenshawe Town Centre – Car Park Strategy Note

1.0 Introduction

This Car Parking Strategy note has been prepared by Curtins on behalf of Muse Places Ltd ('Muse') to set out the overarching approach to car parking in relation to the proposed regeneration of Wythenshawe Town Centre.

This Strategy Note covers the following aspects and will be updated by Muse, as required, redevelopment within Wythenshawe Town Centre comes forward in line with Manchester City Council ('MCC') ambitions:

- Vision for Wythenshawe Town Centre
- Existing Parking Provision
- Proposed Car Parking Strategy
- Summary

The purpose of this note is to set out a parking strategy for the masterplan area to ensure a comprehensive approach is taken. It is intended that this strategy note is a 'live' document that is updated as further development plots and phases come forward.

The proposed car parking strategy has been developed in response to national and local policy which is focused on sustainable travel.

Policy Context

Of specific relevance to this strategy note is the Manchester Residential Quality Guidance (2017) document which recommends 100% car parking provision "as a starting point" outside the city centre, however it also notes that:

"Reduced on site provision may be justified on the basis of:

- *Secure cycle parking in excess of 50% provision relative to apartment numbers (4 cycle spaces per car park space);*
- *Identification of sufficient off-site capacity, within 5 minutes' walk of the development, to accommodate designated spaces associated with the development (via a long-term leasehold to be available for the life of the development);*
- *Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document;*

- *Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated; and*
- *Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme."*

Also, of relevance is the National Model Design Code – Part 2 (DLUHC, 2021) expresses a preference for unallocated car parking over allocated parking, stating that:

"Unallocated spaces are an efficient way to provide parking. A scheme provides for the average rather than the maximum level of car ownership. Its flexibility of use enables it to accommodate residents and visitors throughout the day."

2.0 Vision for Wythenshawe Town Centre

The re-imagining of Wythenshawe Town Centre is an opportunity to redefine the area which is rich in history and community. The vision is to transform Wythenshawe Town Centre into a vibrant, sustainable, and characterful neighbourhood by delivering:

- Around 2,000 new homes across a mix of tenures to meet the needs of a diverse community
- A variety of housing types, with each site designed to reflect its own identity while contributing to a cohesive sense of place
- High-quality, energy-efficient homes that promote health and wellbeing
- A mix of commercial and community spaces to create a lively and inclusive town centre
- A welcoming public realm prioritising pedestrians and cyclists, providing spaces to meet, play, and relax
- An ecologically rich landscape that enhances biodiversity and brings nature into the heart of the community

There is a strong commitment to delivering highly sustainable, energy efficient homes to lower energy costs to residents.

Illustrative Masterplan

In October 2023, MCC launched a search for a partner to support the design, delivery, and funding of new homes across Wythenshawe Town Centre. This initiative also included the revitalisation of the Shopping Centre, with the overarching goal of regenerating Wythenshawe and realising its vision for a vibrant, high-quality neighbourhood.

Following an extensive procurement process MCC selected Muse as its delivery and investment partner in August 2024 to deliver transformational investment and development across Wythenshawe Town Centre. Working closely with the Council and key stakeholders, Muse has developed an Illustrative Masterplan for Wythenshawe Town Centre, as shown below, which shows how the area could evolve over the next 10+ years:

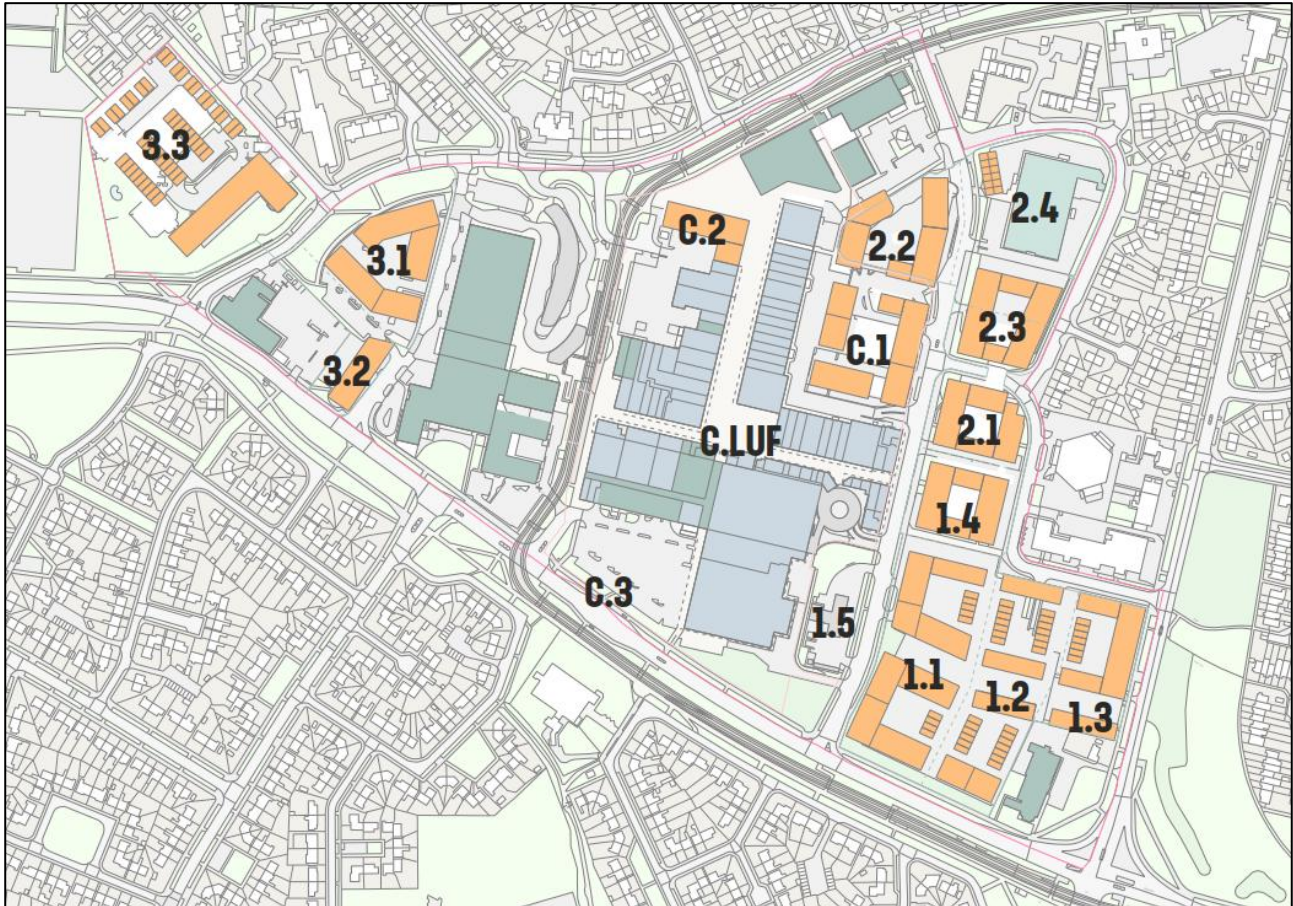


Figure 2.1 - Proposed Masterplan

Wythenshawe Multi-Storey Car Park

A key element of ensuring the successful delivery of the Masterplan involves maximising the use of sustainable travel, rebalancing car-centric roads with cycleways and footpaths, and strategically planning for parking demand now and in the future.

The existing Multi Storey Car Park ('MSCP') within the town centre will form an important part of this. The MSCP is currently underutilised and is owned by Wythenshawe Civic Regeneration LLP (a Joint Venture between Muse and MCC) as part of the wider Town Centre. The MSCP has publicly available spaces which could be used by the residents of new homes proposed as part of the Masterplan, over and above on provision, should they wish to own a car. The mechanism for securing these spaces, should they be required, would be set out within the site-specific planning application.

The MSCP has existing capacity to serve the new developments and as part of the long-term strategy for the Town Centre, the Wythenshawe Civic Regeneration LLP is planning to undertake improvement works, including enhanced security (i.e. new CCTV) and lighting upgrades.

Future Mobility Hub Proposals

Separately to this, the Net Zero Accelerator Programme is reviewing the potential to consolidate the parking strategy and establish a new Mobility Hub within the existing MSCP. The Mobility Hub would offer a variety of

active travel options and alternative transport solutions. In broad terms, the Mobility Hub could include a cycle hire and repair facility, electric vehicle hire and rapid charging stations, scooter hire, as well as taxi drop-off and general parking facilities.



Figure 2.2 - Proposed Mobility Hub

3.0 Existing MSCP Provision

The Wythenshawe Town Centre MSCP currently provides parking every day, from 07:00-22:00 Monday – Saturday and 10:00-16:00 on Sundays. The location of the MSCP is displayed in **Figure 3.1** below.

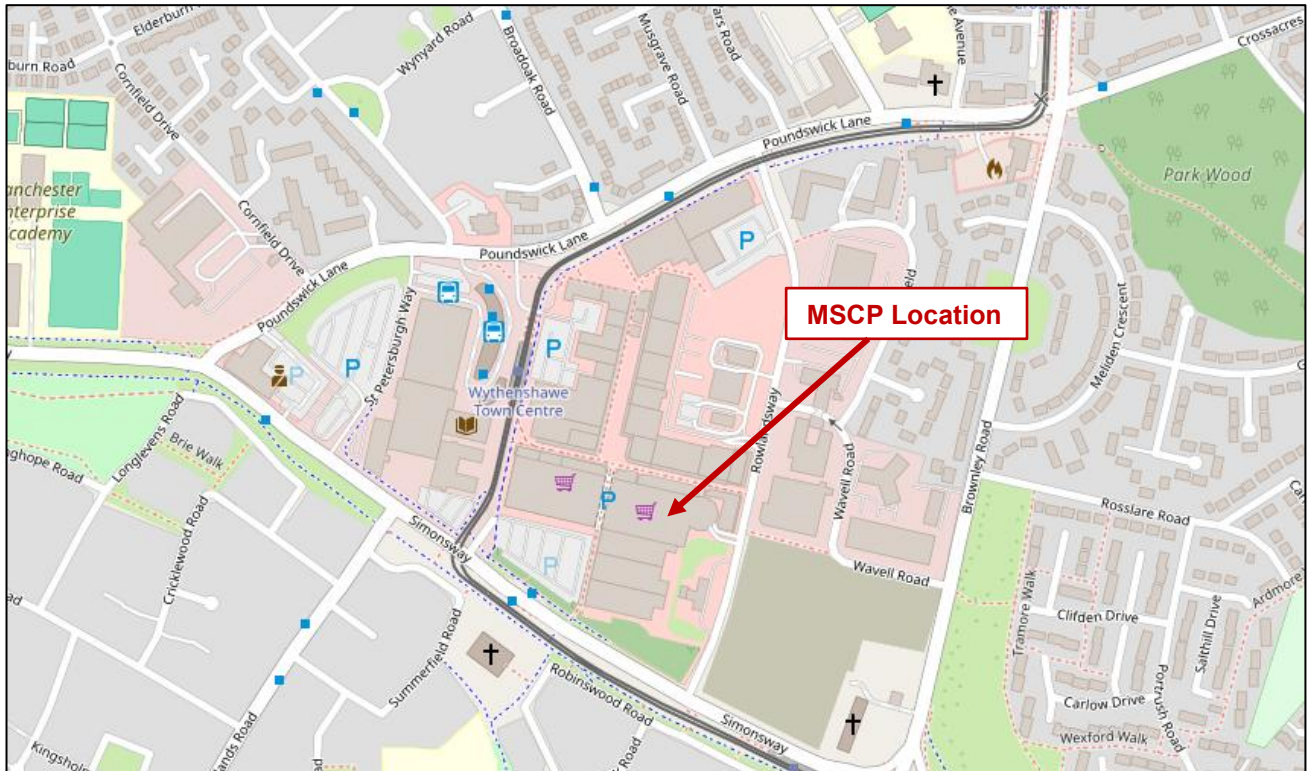


Figure 3.1 - Existing MSCP Location

There are two access points to the MSCP, via Rowlandsway and Fleming Road (ASDA Surface Car Park). The MSCP can be accessed from Fleming Road via the Simonsway signalised junction.

The ASDA surface car park entrance only allows access to a small portion of undercroft ground floor spaces within the MSCP.

It is understood that Levels 2 and 3 are not available as they have been infilled with the shops that front out onto the Town Centre High Street. Parking is free for ASDA customers on levels 5-7. Floors 8-13 are occupied by private airport parking.

It is understood that there are 410 publicly available bays located on floors 4-7.

From Rowlandsway, the MSCP is accessed by a single lane spiral ramp to the upper levels. The MSCP access joins Rowlandsway at a priority junction. The exit lane extends for c.20m from the give way line to the spiral ramp. This means that there would be space for c.3 vehicles to queue at the Rowlandsway junction without having to stop on the exit ramp.

Existing MSCP Car Parking Survey Results

This section contains detailed analysis of MSCP car park usage across a 7-day survey period.

Streetwise were commissioned as an independent surveyor to conduct a car park accumulation study in August 2025 (Thursday 21st August – Wednesday 27th August). Whilst the survey was conducted during the school holiday period, the capacity analysis is considered to be representative of typical demand.

The car park survey indicates that there are 410 publicly available bays located on floors 4-7.

Table 3.1 provides a summary of the MSCP's maximum occupancy across the busiest weekday (Wednesday 27th August), Saturday 23rd August, and Sunday 24th August. This shows the extent of demand for car parking under the existing arrangement (410 publicly available spaces) during the hours of 07:00 – 19:00.

Table 3.1 – MSCP Maximum Occupancy Summary

	Start	Max Occupancy	Max Occupancy (%)	End
Wednesday	28	243	60%	44
Saturday	23	109	27%	19
Sunday	14	74	18%	23

Table 3.1 above shows that on the busiest weekday (Wednesday 27th August); the number of vehicles parked within the MSCP was 28 at 07:00. The maximum occupancy peaked at 243 vehicles (60%) at 12:45 – 13:00, before decreasing to 44 by 19:00. This means that during the busiest period there was spare capacity for 167 vehicles.

On Saturday, the number of vehicles parked within the MSCP was 23 at 07:00. The maximum occupancy peaked at 109 vehicles (27%) at 13:15 – 13:30, before decreasing to 19 by 19:00. This means that during the busiest period there was spare capacity for 301 vehicles.

On Sunday, the number of vehicles parked within the MSCP was 14 at 07:00. The maximum occupancy peaked at 74 vehicles (18%) at 11:00 – 11:15, before decreasing to 29 by 19:00. This means that during the busiest period there was spare capacity for 336 vehicles.

Table 3.1 above shows that the existing MSCP is underutilised even across 410 publicly available bays on Levels 4-7.

Figures 3.2 – 3.4 further present this spare capacity, showing the occupancy across the entire 07:00 – 19:00 for Wednesday, Saturday, and Sunday.

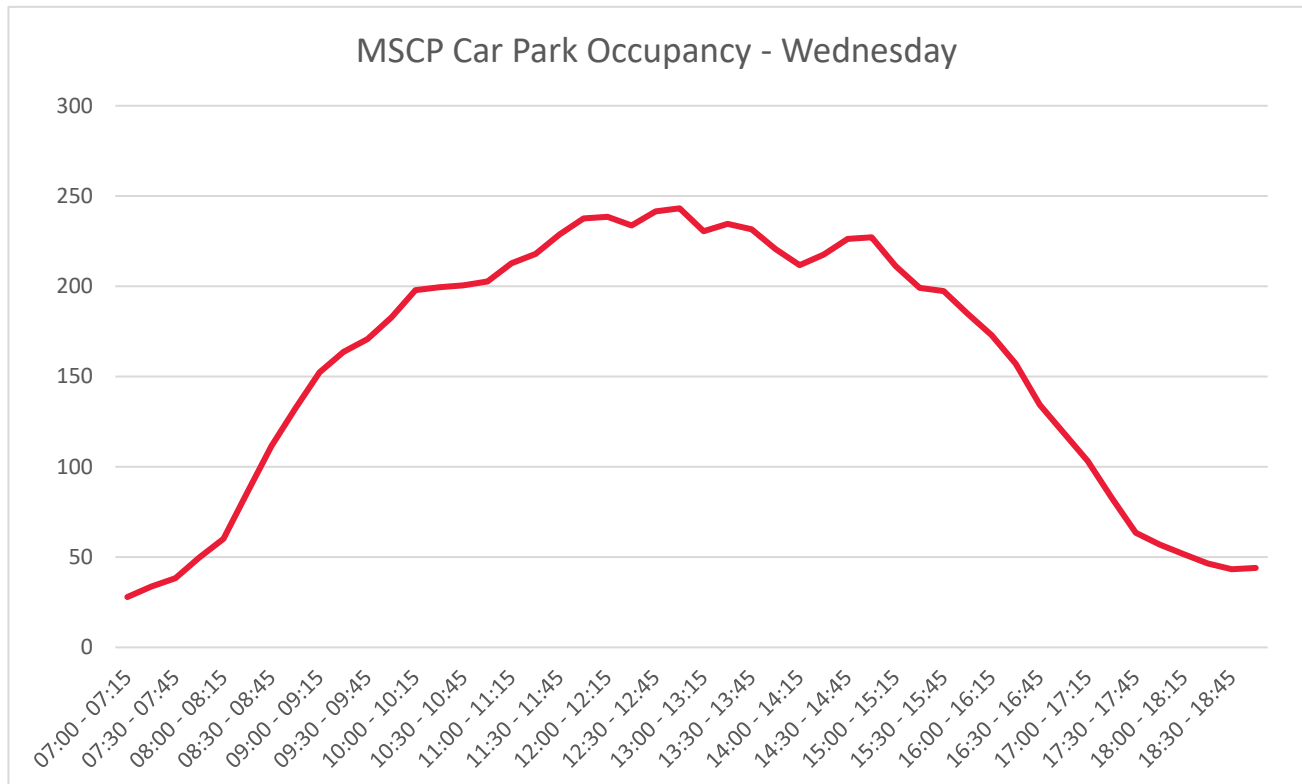


Figure 3.2 – MSCP Daily Occupancy – Wednesday 27th August

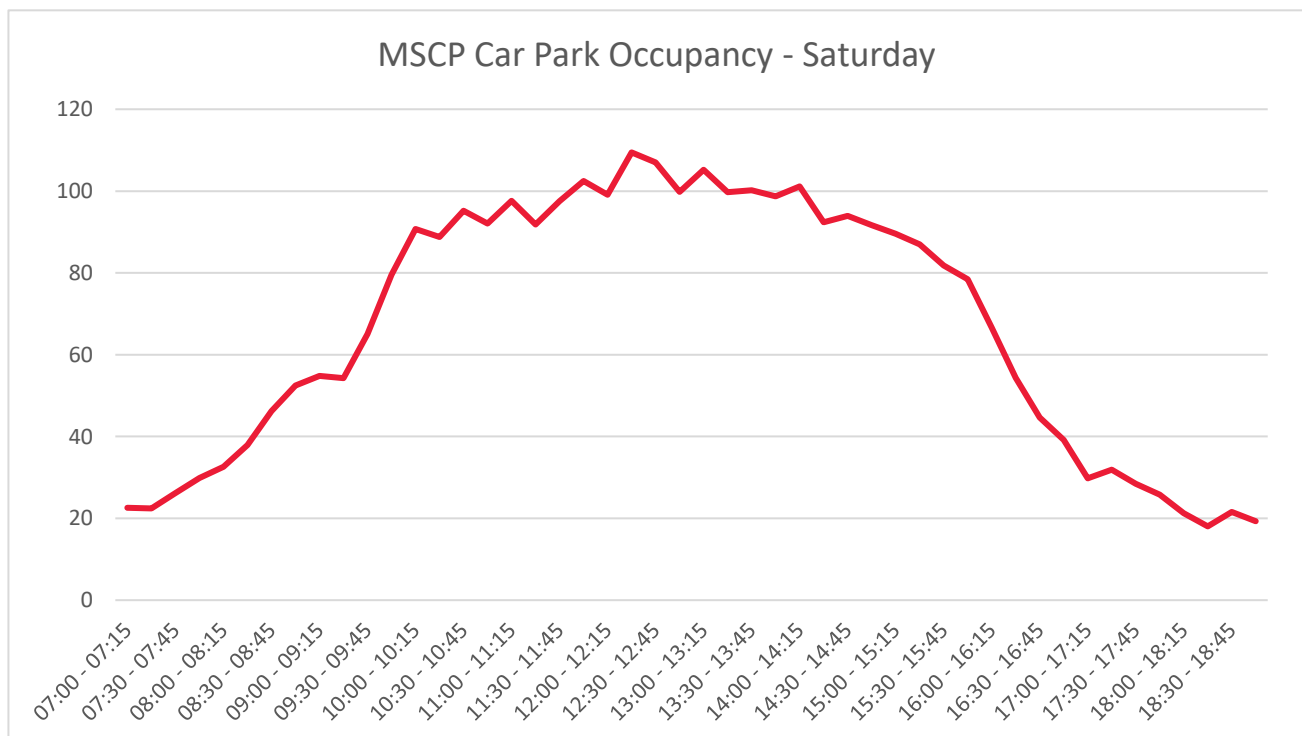


Figure 3.3 – MSCP Daily Occupancy – Saturday 23rd August

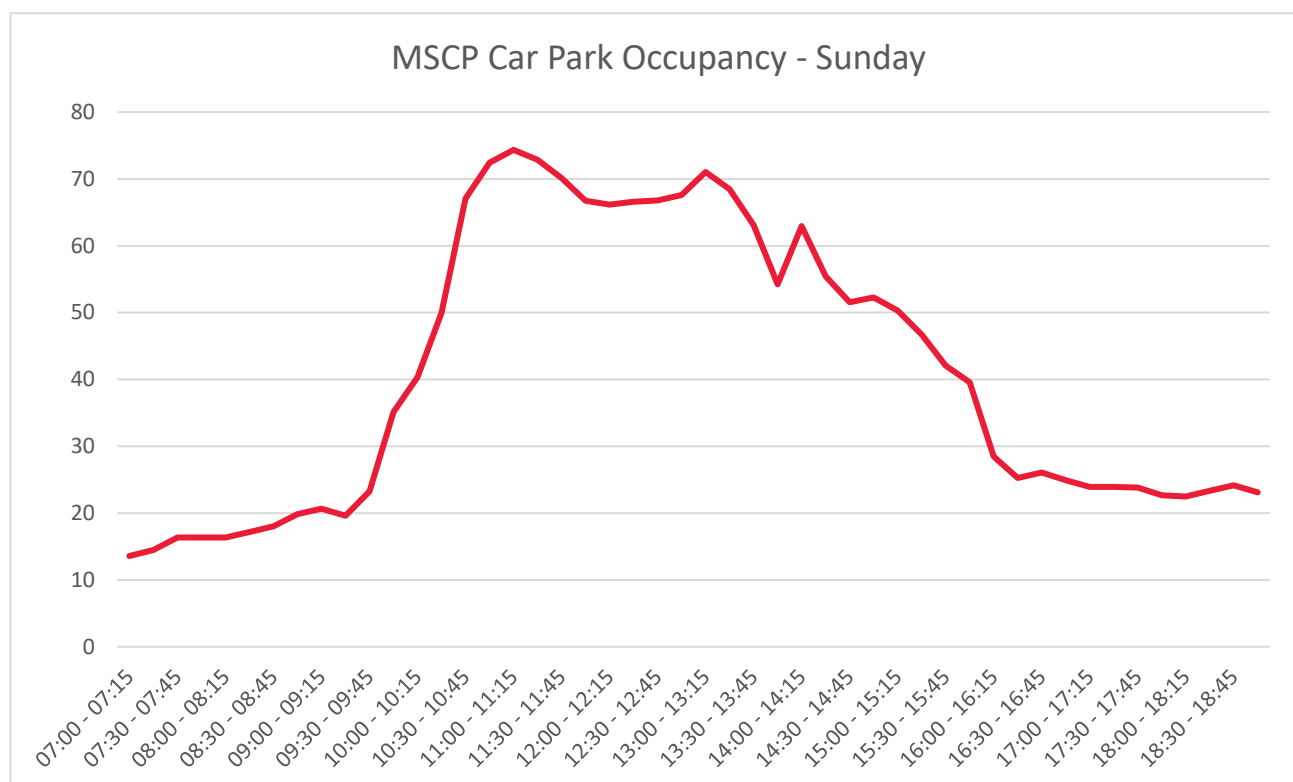


Figure 3.4 – MSCP Daily Occupancy – Sunday 24th August

In summary, the existing MSCP is currently underutilised from a car parking capacity perspective, despite public available spaces only taking up a proportion of the total available space in the MSCP. It should therefore be considered that the MSCP would be able to accommodate allocated residential parking as part of the Wythenshawe Town Centre Masterplan.

Locally Adjusted Parking Demand

Census 2021 provides estimates of the number of cars or van in households by the accommodation type, tenure, number of bedrooms and geography. The 2021 Census Car Ownership table summarises the average car ownership by number of bedrooms for houses and apartments across all tenures in Manchester, with the proposed types highlighted.

Table 3.2 – 2021 Census Car Ownership

Bedrooms	Houses	Apartments
1	0.44	0.34
2	0.70	0.60
3	1.01	0.77
4	1.36	0.81
5 or more	1.56	0.91
Total	1.00	0.50

It is likely that car ownership among residents of the proposed houses and apartments would be lower levels than is implied by these figures.

Further interrogation of Census 2021 confirms that at a more local level, car ownership within Wythenshawe reduces to 0.77 per house and 0.32 per apartment.

4.0 Proposed Car Parking Strategy

The Car Parking Strategy for development plots coming forward across the town centre will seek to promote active travel and sustainable transport as part of site specific Travel Plans. Whilst, detailed analysis of parking demand associated with each plot will be required, informed by the specific type of development proposed and local context, the following broad principles will be applied:

- Within 5-minute walking distance of the MSCP
- Outside 5-minute walking distance of the MSCP

As shown below the MSCP is within a 3–5-minute walk of most development plots within the Masterplan area.

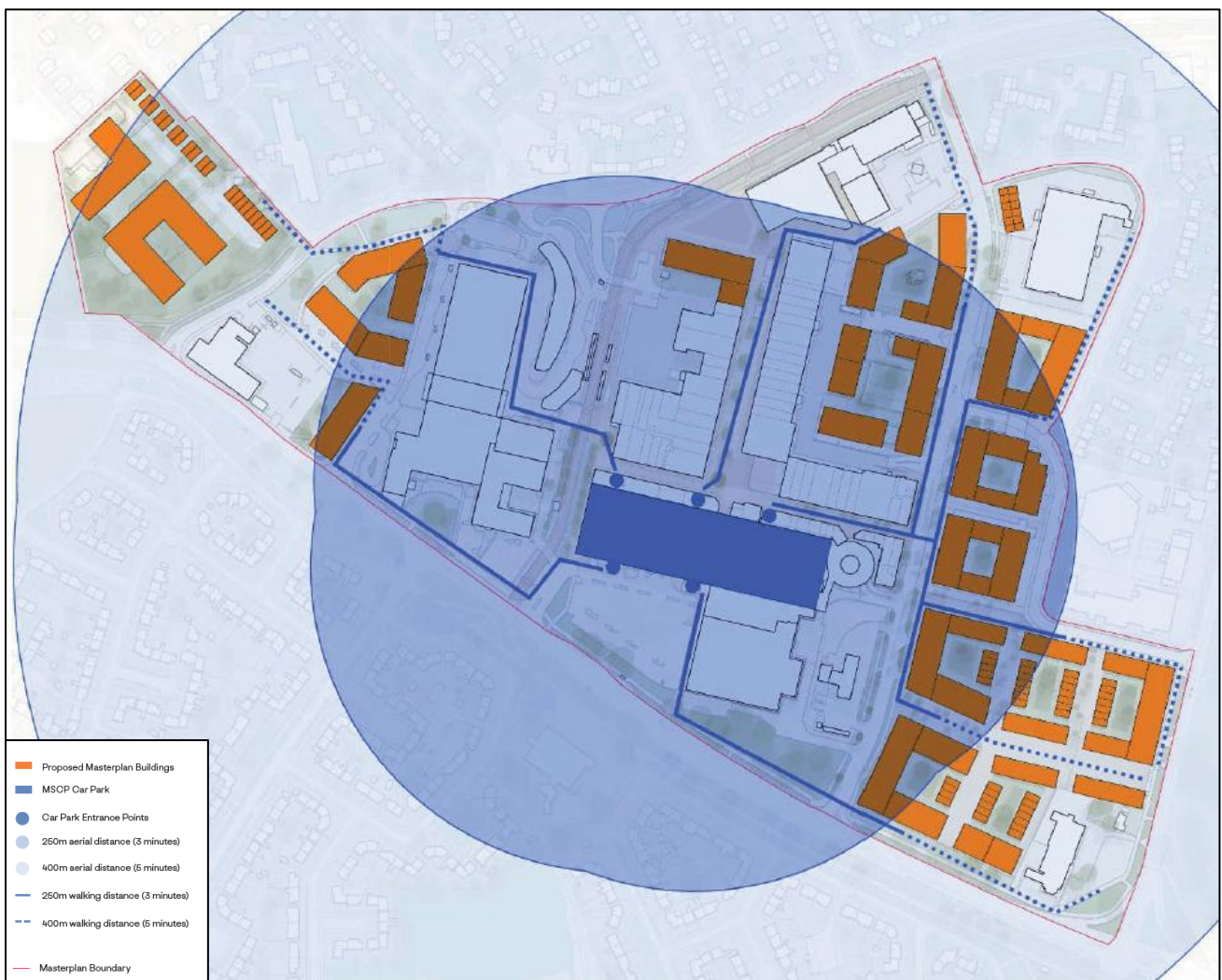


Figure 4.1 - Existing MSCP Walkability

Within 5-Minutes Walking of MSCP

Where development plots are located within 5-minutes walking distance of the MSCP then it is anticipated that only accessible car parking spaces for the mobility impaired, commensurate with the scale of development, will be provided 'on-plot'. Sustainable travel will be encouraged and where car parking is identified to be required then spaces will be made available within the MSCP. Details of access arrangements (including out of hours access) would be provided as part of the Travel Plan, or similar.

Outside 5-Minutes Walking Distance of MSCP

Where development plots are located outside of a 5-minute walking distance to the MSCP then it is anticipated that accessible spaces will be provided on plot. Sustainable travel will be encouraged through the Travel Plan, or similar, and where car parking is required then spaces will be made available either on plot or within the MSCP or a combination of both. Any parking provision would need to take account of the specific nature of the development proposed and potential residents/ occupiers. In certain circumstances, parking provision within the MSCP may not be appropriate.

5.0 Summary

This Car Parking Strategy note has been prepared by Curtins on behalf of Muse Places Ltd ('Muse') to set out the overarching approach to car parking in relation to the proposed regeneration of Wythenshawe Town Centre.

The vision is to transform Wythenshawe Town Centre into a vibrant, sustainable, and characterful neighbourhood. The vision holds a strong commitment to delivering highly sustainable, energy efficient homes to lower energy costs to residents.

A key element of ensuring the successful delivery of the Masterplan involves maximising the use of sustainable travel, rebalancing car-centric roads with cycleways and footpaths, and strategically planning for parking demand now and in the future.

The results of a car park accumulation study are presented. It is shown that there are 410 publicly available bays located within the MSCP. The survey, undertaken across a 7-day period in August 2025, concludes that the existing MSCP is underutilised. During the busiest day of the survey period, Wednesday 27th August, the maximum occupancy peaked at 243 vehicles (60%); there was spare capacity for 167 vehicles.

The MSCP has publicly available spaces which could be used by the residents of new homes proposed as part of the Masterplan, over and above on provision, should they wish to own a car. The MSCP is within a 3–5-minute walk of most development plots within the Masterplan area. It should therefore be considered that the MSCP would be able to accommodate allocated residential parking as part of the Wythenshawe Town Centre Masterplan.

Where development plots are located within 5-minutes walking distance of the MSCP then it is anticipated that only accessible car parking spaces for the mobility impaired will be provided on plot. Outside of this catchment, where car parking is required then spaces will be made available on plot or/ and within the MSCP.