

Greenheys, Manchester Science Park
Car Park Management Scheme
May 2026

Condition 38: *Before any part of the development hereby approved is first occupied details of a car park management scheme for visitors and employees to ensure that there is adequate provision in place across the MSP shall be submitted and approved in writing by the City Council as Local Planning Authority:*

The management scheme shall include details of final arrangements in relation to allocation and monitoring of parking demand and a strategy for the provision of further off site car parking should this be deemed necessary.

The development shall thereafter be fully implemented in accordance with these details.

1. Introduction
This Car Park Management Scheme is being submitted to discharge Condition 38 for the Greenheys building at Manchester Science Park (MSP) attached to planning permission 136934/FO/2023 as amended by variation of conditions permission 138222/JO/2023 and 141721/JO/2024.

The strategy ensures that parking for Greenheys' employees and visitors is managed efficiently, preventing overspill onto the local highway and supporting the sustainable growth of the Oxford Road Corridor.

While this document supports the occupation of Greenheys, it adopts a site-wide management approach across MSP. Greenheys is an integral part of the wider MSP campus; therefore, parking is not viewed in isolation but as part of a collective resource across the estate's surface car parks. This ensures "adequate provision" is maintained by balancing demand across the entire Science Park.

2. Allocation & Management

2.1 Customer Allocation
As the anchor pre-let tenant, UK Biobank is allocated 50 dedicated parking spaces within the broader Manchester Science Park (MSP) campus, in accordance with their lease agreement. These spaces will be consolidated together on the campus and shown on the plan in the Appendix.

Notably, the designated area for UK Biobank has been vacant for a number of years, as it previously served as the location for site cabins. Consequently, the activation of these spaces will have no adverse impact on the existing parking capacity of the wider MSP site.



All other parking for Greenheys customers will be provided on a strictly leased basis and will be based on the occupiers own specific requirements However, MSP/Bruntwood assigns parking spaces at a ratio of 1 space per 1,000 sq. ft. of occupied net internal area (NIA). Based on this ratio, the total potential allocation for the Greenheys development (including UK Biobank) is approximately 131 spaces as a 'worst case' assuming all car users are present on site at the same day and time. This does not take into account the implications of working from home and other trends which have reduced the frequency of car based journeys to work in recent years.

There is no general car parking located within the immediate Greenheys site boundary. Instead, all 131 allocated spaces will be distributed across existing MSP surface car parks. Bruntwood SciTech confirms that, based on current site data and occupancy trends, there is more than adequate capacity across the campus to support this requirement.

2.2 Visitor Provision

All visitor and occasional-use customer parking will be directed to the Denmark Road car park which is an approximate 4-5 minute walk from the building. The Denmark Road car park (comprising 157 spaces) operates on a pay-and-display basis to ensure parking is available for visitors across the entire MSP estate.

On-site parking at Greenheys is restricted to two spaces within the Greenheys service yard, reserved exclusively for temporary use by service and delivery vehicles.

2.3 Blue Badge & EV Provision

A minimum of 7 spaces (representing 5% of the Greenheys 131-space allocation) are designated as Blue Badge bays. These bays are located closest to the Greenheys building entrance, at the Bright building. All of these disabled spaces would be available to Greenheys customers.

Bruntwood is also installing 15 EV charging spaces centrally within Manchester Science Park by Kilburn.

3. Monitoring of Demand

3.1 Methodology

Demand will be primarily monitored through annual travel surveys distributed to all building occupants. Campus management conducts ongoing reviews of car park uptake and leased space utilisation to ensure the 1:1,000 sq. ft. ratio remains appropriate for actual demand.

MSP utilises on site resources and security to monitor and track real-time parking pressures and identify unauthorised parking. In line with the approved Framework Travel Plan, Bruntwood/MSP therefore adopts a proactive management approach, working with existing and incoming



occupiers, which will also be deployed for Greenheys, to prevent car parking capacity of constraint issues arising across the wider campus.

3.2 Reporting

The reporting process begins with a critical baseline travel survey, which must be conducted within six months of the first occupation of the Greenheys building in accordance with condition 32. This initial data set provides the verified starting point for travel behaviours across the site's employees and visitors.

Following this baseline, the site enters a formal five-year monitoring period. During this time, follow-up surveys are conducted annually to track changes in demand and the effectiveness of the parking allocation strategy. The results, including key trends and occupancy data, are compiled into an Annual Monitoring Report submitted to Manchester City Council. This ongoing liaison serves to demonstrate continued compliance with the City's sustainable transport goals and ensures that campus parking remains sufficient for both Greenheys and the wider MSP estate.

3.3 Travel Plan Integration

To be in line with the submitted Curtins Framework Travel Plan, once the building has reached full occupation Bruntwood will appoint a Travel Plan Coordinator (TPC). The TPC will act as the "human face" of the strategy, responsible for managing the survey process, analysing demand, and updating the Travel Information Packs provided to customers.

All data collected by the TPC is measured against 'SMART' targets established in the Framework Travel Plan. The primary objective is to facilitate a modal shift, specifically aiming to reduce single-occupancy car journeys by 10% over the long term.

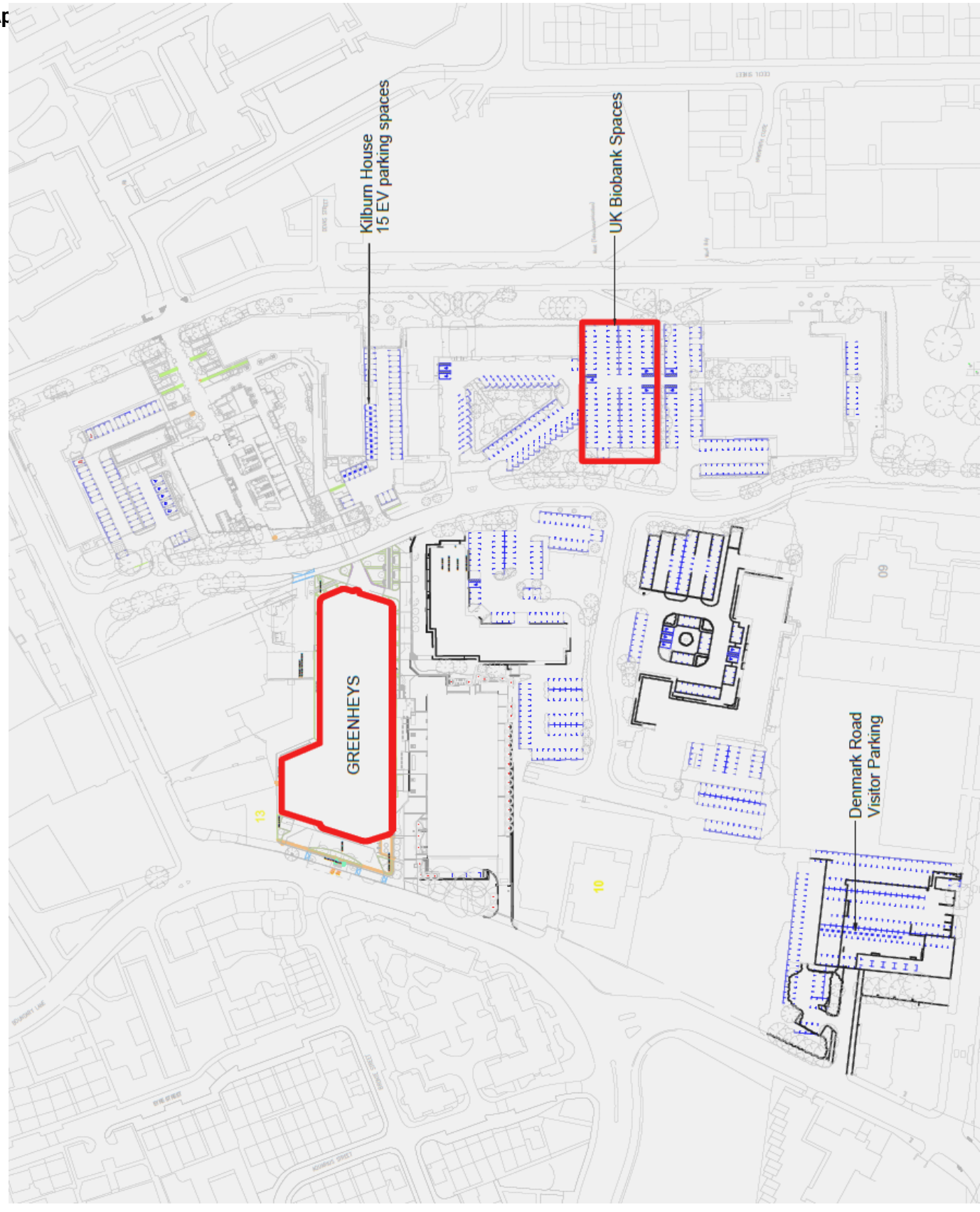
In instances where monitoring data indicates that parking demand is consistently exceeding campus capacity or that the agreed modal split targets are being missed, the TPC is empowered to initiate remedial actions. These may include revising the parking permit criteria, increasing incentives for public transport use, or, as required by the planning condition, implementing the strategy for additional off-site car parking provision.

4. Off-Site Parking Strategy

Bruntwood will continuously monitor the utilisation of the existing parking facilities at Manchester Science Park. Should the parking demand reach a defined threshold for operational capacity then the delivery of a multi storey car park will be explored to help support the park's sustainable growth. A multi storey car park is also in line with MSP Strategic Regeneration Framework.


bruntwood
SciTech

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Kilburn House
15 EV parking spaces
UK Biobank Spaces
GREENHEYS
Denmark Road
Visitor Parking



Appendix 2 - *Manchester Science Park Campus Map*

