

Etec Contract Services

**Proposed Temporary Car Park
Wythenshawe Park, Manchester
Construction Management Plan**

January 2026

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Etec Contract Services

**Proposed Temporary Car Park
Wythenshawe Park,
Manchester**

Construction Management Plan

January 2026

Client Commission

Client:	Etec Contract Services	Date Commissioned:	December 2025
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LTP Quality Control

Job No:	LTP/25/6284	File Ref:	Wythenshawe Park Temporary Car Park CMP Final Issue 1B		
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1	A	Minor amendments	TF	SW	23/12/2025
1	-	Final Issue	TF	SW	22/12/2025
Authorised for Issue:				SW	

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown, and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	Technical Director	BSc (Hons) MSc (Eng) CEng FIHE MCIHT
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PROPOSED TEMPORARY CAR PARK WYTHENSHAWE PARK, MANCHESTER CONSTRUCTION MANAGEMENT PLAN

CONTENTS

1.	INTRODUCTION	2
1.1	Background	2
1.2	Scope	2
2.	SITE LOCATION & DEVELOPMENT DETAILS	3
2.1	Site Location & Existing Use	3
2.2	Development Proposals & Access Arrangements	3
2.3	Planning History	4
3.	SITE ASSESSMENT	5
3.1	Local Highway Network	5
3.2	Construction Vehicles	6
3.3	Proposed Construction Vehicle Routeing	6
3.4	Swept Path Analysis	8
3.5	Construction Phase Traffic Generation	8
4.	TRAFFIC MANAGEMENT MEASURES	9
4.1	Introduction	9
4.2	Measures to Control Traffic Movements	9
4.3	Parking Arrangements & Manoeuvring Facilities	9
4.4	Measures to Protect Pedestrians & Cyclists	10
4.5	Storage of Materials	10
4.6	Measures to Control Noise, Dust & Dirt	10
4.7	Site Security	10
4.8	Highway Cleaning Regime	10
5.	REFERENCES	11

APPENDICES

Appendix 1 – Site Layout Plan

Appendix 2 – Swept Path Analysis

FIGURES

Figure 1: Site Location	3
Figure 2: Construction Traffic Routeing	7
Figure 3: Swept Path Analysis Test Vehicle	8

PHOTOS

Photo 1: Wythenshawe Road	5
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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Construction Management Plan (CMP) in support of a full planning application for a temporary car park in Wythenshawe Park, Manchester. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 The local planning and highway authority for the site is Manchester City Council (MCC).

I.2 Scope

- 1.2.1 The scope of this report outlined below:
- **Introduction** – Brief summary of the site location, proposed development and planning history.
 - **Local highway network** – Description of the local highway network adjacent to the site, including details of key geometric features, speed limits and waiting restrictions.
 - **Construction traffic access arrangements** – Description of the proposed access arrangements for construction and staff vehicles arriving at and departing the site.
 - **Traffic management measures** – Description of traffic management measures that are to be implemented to minimise the effects of traffic travelling to and from the site during the construction period, including reference to:
 - Measures to control traffic movements;
 - Parking arrangements and manoeuvring facilities;
 - Measures to protect pedestrians;
 - Measures to ensure appropriate storage of materials;
 - Measures to control noise, dust & dirt;
 - Site security; and
 - Highway cleaning regime.

2. SITE LOCATION & DEVELOPMENT DETAILS

2.1 Site Location & Existing Use

- 2.1.1 The proposed site is located to the west of the main access road in Wythenshawe Park. The site is bound by a pedestrian track to the north, the main access road to the east, with open parkland to the south and west. The approximate boundary of the application site is highlighted below in Figure 1.

Figure 1: Site Location



Map Data: Google, Airbus, Maxar Technologies © 2025

2.2 Development Proposals & Access Arrangements

- 2.2.1 This report is based upon the proposals outlined on the site layout plan attached as Appendix 1. The proposals will be seeking planning consent for up to 2 years to create a 100-space temporary car park with 10 accessible bays, which will temporarily replace the existing 89-space sports hub car park during the redevelopment of Wythenshawe Park Sports Hub (ref: 144282/VO/2025). Temporary signing will be put in place at the existing sports hub car park prohibiting parking (other than vehicles associated with the construction of the sports hub) and directing vehicles to the proposed temporary car park instead. Temporary signing will also be put in place at the main access road/Wythenshawe Road junction directing vehicles to the temporary car park.
- 2.2.2 The construction of the temporary car park will be relatively small-scale works involving the installation of permeable paving and gravel.

- 2.2.3 The site is to be accessed via the main access road into Wythenshawe Park during the construction and operational periods. The proposed 100-space temporary car park to be located to the west of the main access road via a new junction with dropped kerbs and tactile paving. The main access road is a private road that provides access to a number of facilities within Wythenshawe Park, including the main car park, Wythenshawe Park Play Area and the tennis club.
- 2.2.4 The speed bump on the main access road at the proposed access with the temporary car park is to be removed as part of the proposals. It is considered that the distance between the retained traffic calming features and the provision of a new access will provide sufficient traffic calming along the main access road.
- 2.2.5 Previous plans for the site showed a raised table, however this is now not included as part of the proposals.
- 2.2.6 Suitable traffic management will be implemented to ensure that the main access road remains open during the construction works associated with the temporary car park and new access junction. Any works that require full road closures, such as the removal of the speed bump, will take place during quieter periods for the park.
- 2.2.7 Heras fencing will be put in place during the construction period, with knee-high railings to segregate vehicles/paths after construction.
- 2.2.8 Vehicle parking for site workers during all stages of construction will be accommodated on-site with no vehicles allowed to park or wait on the adjoining private road network within Wythenshawe Park.

2.3 Planning History

- 2.3.1 A planning application for the sports hub (ref: 144282/VO/2025) was submitted in October 2025 and approved in December 2025 for the *'Reconfiguration of existing playing field and recreational facilities to provide 2x AGPs, 1x MUGA; construction of a pavilion comprising shower and change facilities, a cafe, cycle hub, and a GP clinic with Innerva Suite and community rooms (use class F2 and E(b)(d)(e)); widening of vehicular access and creation of pedestrian access; demolition of the existing weightlifting facility, reconfiguration of the existing car parking area; erection of new fencing and floodlighting; landscaping and BNG provision; a substation; and, other associated works'*. The proposed temporary car park will provide replacement parking for the sports hub while these construction works are undertaken.

3. SITE ASSESSMENT

3.1 Local Highway Network

- 3.1.1 The main access road into Wythenshawe Park is a two-way single carriageway measuring approximately 6m in width and subject to a 5mph speed limit. It connects to Wythenshawe Road via a priority T-junction approximately 130m to the north of the proposed temporary car park. It provides access to a number of facilities within to the south of the proposed temporary car park, including the main Wythenshawe Park car park where bollards and a barrier prevent through access to Altrincham Road. It connects to Altrincham Road via a priority T-junction circa 700m to the south of the proposed temporary car park. No Waiting At Any Time (NWAAT) parking restrictions are in place along both sides of the carriageway.
- 3.1.2 Wythenshawe Road is a two-way single carriageway measuring approximately 6.5m in width. It is subject to a 30mph speed limit and runs between a priority Y-junction with Ferndown Road approximately 2km to the west of the site access, and becomes Palatine Road circa 1.1km to the east of the site access. There are no on-street parking/waiting restrictions within the immediate vicinity of the site access on either side of the carriageway.

Photo 1: Wythenshawe Road



- 3.1.3 Moor Road runs between a signalised T-junction with Wythenshawe Road approximately 1.3km to the west of the site access, and a signalised crossroads with Altrincham Road and Southmoor Road circa 1.9km southwest of the site. It is a two-way single carriageway measuring approximately 12m in width and subject to a 30mph speed limit. It facilitates tram tracks which run along the centre of the carriageway. Intermittent sections of NWAAT restrictions are in place along both sides of the carriageway, separated by bus stops and parking bays on the eastern side Moor Road.

- 3.1.4 Wythenshawe Road connects to the A5103 (Princess Parkway) via slip roads circa 1.1km to the east of the site access. The A5103 is a dual carriageway which runs between Manchester city centre and Junction 3A of the M56 in Wythenshawe. The M56 runs between Wythenshawe and Ellesmere Port and is part of the Strategic Road Network (SRN) that is managed by National Highways (NH).

3.2 Construction Vehicles

- 3.2.1 Small delivery vehicles will be used during construction, including rigids and/or builders merchants type crane vehicles. It is expected that up to 5-10 construction vehicles will access/egress the site per day, with less than 5 construction vehicles expected on many days.

3.3 Proposed Construction Vehicle Routeing

- 3.3.1 The likely constraints relating to the routeing of small rigids associated with the construction of the site have been considered, with the proposed routeing for all construction vehicles accessing/egressing the site during the construction phase outlined below.
- Vehicles arriving at the site will arrive via the following routes:
 - A5103 Princess Parkway – Wythenshawe Road – Wythenshawe Park main access road.
 - The route back to the primary road network (described as travelling away from the site) is the above routeing reversed.
- 3.3.2 The proposed construction traffic route is highlighted in blue within Figure 2.
- 3.3.3 However, there is not expected to be any constraints for construction vehicles accessing/egressing the site to the west of the Wythenshawe Road/main access road junction.

Figure 2: Construction Traffic Routeing



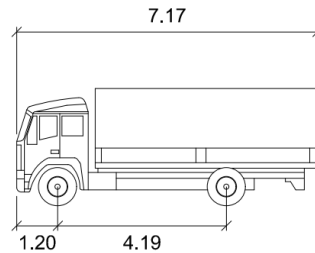
Map Data: Airbus, Maxar Technologies © 2025

- 3.3.4 Construction staff trips made by car and/or Light Goods Vehicles (LGVs) would also be expected to utilise the route outlined above to access/egress the site, although there are alternative routes available for smaller vehicles including to/from the west.

3.4 Swept Path Analysis

- 3.4.1 Swept path analysis for the site has been undertaken to establish whether the largest vehicle expected to access/egress the site can adequately navigate the Wythenshawe Road/main access road junction, the proposed site access on the main access road and the internal site layout with the results attached as Appendix 2. A small rigid has been tested, with the profile of the vehicle shown in Figure 3.

Figure 3: Swept Path Analysis Test Vehicle



Small Rigid

	meters
Width	: 2.30
Track	: 2.12
Lock to Lock Time	: 6.0
Steering Angle	: 42.7

- 3.4.2 The results of the swept path analysis demonstrate that a small rigid can adequately access/egress the site via the Wythenshawe Road/main access road junction and the proposed site access with the main access road, as indicated on the drawings attached as Appendix 2. Furthermore, a banksman will be present at the site access during the delivery and construction phases of the development.

3.5 Construction Phase Traffic Generation

- 3.5.1 It is anticipated that up to 5-10 construction vehicles including small rigid and/or builders merchants type crane vehicles will access/egress the site per day during the construction period, with less than 5 construction vehicles expected on many days. The construction period is expected to last approximately 7 weeks. The working hours of the site will be 08:00-17:00 Monday to Friday, and 08:00-12:00 on Saturdays. The exact timing details of construction/deliveries at the site are currently unknown, however the operating times for construction activities will be carefully managed. It is envisaged that construction activities will take place during suitable daytime hours across the week (Monday to Friday), in order to protect local amenity. It is expected that up to 4-5 construction workers will be on-site during the construction period. Construction workers will park within the red line boundary of the site and not within the proposed temporary car park during construction.

4. TRAFFIC MANAGEMENT MEASURES

4.1 Introduction

- 4.1.1 Although the expected vehicle trip generation is expected to be low, there are several traffic management measures that are proposed to reduce the impact during the construction period, and these are outlined below.

4.2 Measures to Control Traffic Movements

- 4.2.1 A banksman would be on-site at the site access on the main Wythenshawe Park access road to manage larger vehicle movements during the construction period. All vehicles would enter and exit the site in a forward gear.
- 4.2.2 Deliveries to the site will occur during the working hours of the site (08:00-17:00 Monday to Friday, and 08:00-12:00 on Saturdays), which will ensure that construction activities at the site do not adversely impact on the operation of the local highway network during peak periods. Limiting site deliveries will also protect amenity for nearby residents living in properties along the construction route. Deliveries to/from the site will be pre-planned and scheduled to avoid conflicts and ensure that any impacts associated with construction traffic movements can be mitigated.
- 4.2.3 As mentioned previously, a banksman will be available on-site at all times during the construction period to coordinate the movement of vehicles at the access on the main Wythenshawe Park access road. This will ensure that two large construction vehicles do not attempt to use the access at the same time and therefore ensure that safety on the access road and the public highway is not compromised.
- 4.2.4 A daily delivery sheet will also be used to coordinate deliveries in order to avoid vehicles arriving simultaneously and is to be provided on a weekly basis to the construction supply chain so to mitigate against conflicting small rigid movements along the proposed delivery route, with vehicles held on-site if required. All deliveries will be preplanned and staggered throughout the day to minimise the potential of conflict.

4.3 Parking Arrangements & Manoeuvring Facilities

- 4.3.1 Construction staff are likely to travel in cars or small vans and these trips would typically occur at the start and end of the working day and therefore not coincide with the movement of large vehicles. Car sharing amongst staff is to be promoted and expected to form a realistic travel mode for those staff employed by the same company.
- 4.3.2 Appropriate site welfare facilities are to be provided via a single welfare van which is to be situated within the site boundary.
- 4.3.3 Adequate parking provision will be provided in order to accommodate all operatives on-site. As such, an adverse impact on the operation of the surrounding highway network is not envisaged.
- 4.3.4 The internal site area is to be arranged in such a way that all delivery vehicles will be able to enter and exit in a forward gear, reducing the number of reversing manoeuvres that are required on-site.

4.4 Measures to Protect Pedestrians & Cyclists

- 4.4.1 The location of the site means there will be pedestrian movements along the footway on the western side of the main Wythenshawe Park access road. Where necessary, temporary signing/barriers will be provided to safeguard pedestrians. Furthermore, a banksman will be on-site to direct construction vehicles in and out of the site, therefore ensuring that any pedestrian and cycle movements in the vicinity of the site are appropriately managed.

4.5 Storage of Materials

- 4.5.1 Plant and construction materials are to be brought to the site on a daily basis and securely stored within the site area when not in use and therefore will not adversely affect the operation of the public highway. Any aggregate will be stored behind heras fencing.
- 4.5.2 As much waste as possible is to be recycled, and where possible vehicles delivering materials to site will leave with waste. All construction spoil is to remain on-site during the construction period.
- 4.5.3 Contractors are to work with reference to best practice guidance including the 'Considerate Constructors Scheme – Code of Considerate Practice' (CCS, 2017), which makes specific reference to minimising the impact of deliveries, parking and working within the highway.

4.6 Measures to Control Noise, Dust & Dirt

- 4.6.1 As outlined in the Construction Phase Health and Safety Plan (CPP) (ETEC, 2025) for the sports hub development (ref: 144282/VO/2025), construction works will be carried out so far as is reasonably practicable to ensure minimum level of noise is produced from site operations.
- 4.6.2 Due to the relatively small scale of the scheme, it is considered that measures to control dust are not necessary. No dust is anticipated to be produced by the construction of the temporary car park.

4.7 Site Security

- 4.7.1 Heras fencing will be erected around the internal site area to ensure that a secure site boundary is provided. The site area will also be padlocked.

4.8 Highway Cleaning Regime

- 4.8.1 Throughout construction, a suitable cleaning methodology, such as wheel wash facilities and/or a contracted road sweeper supplier, is to be employed at the site to reduce the risk of mud/dust/dirt being transported to public roads. Monitoring should be undertaken by the site manager in order to assess the cleanliness of the adjacent carriageway on an ongoing basis.

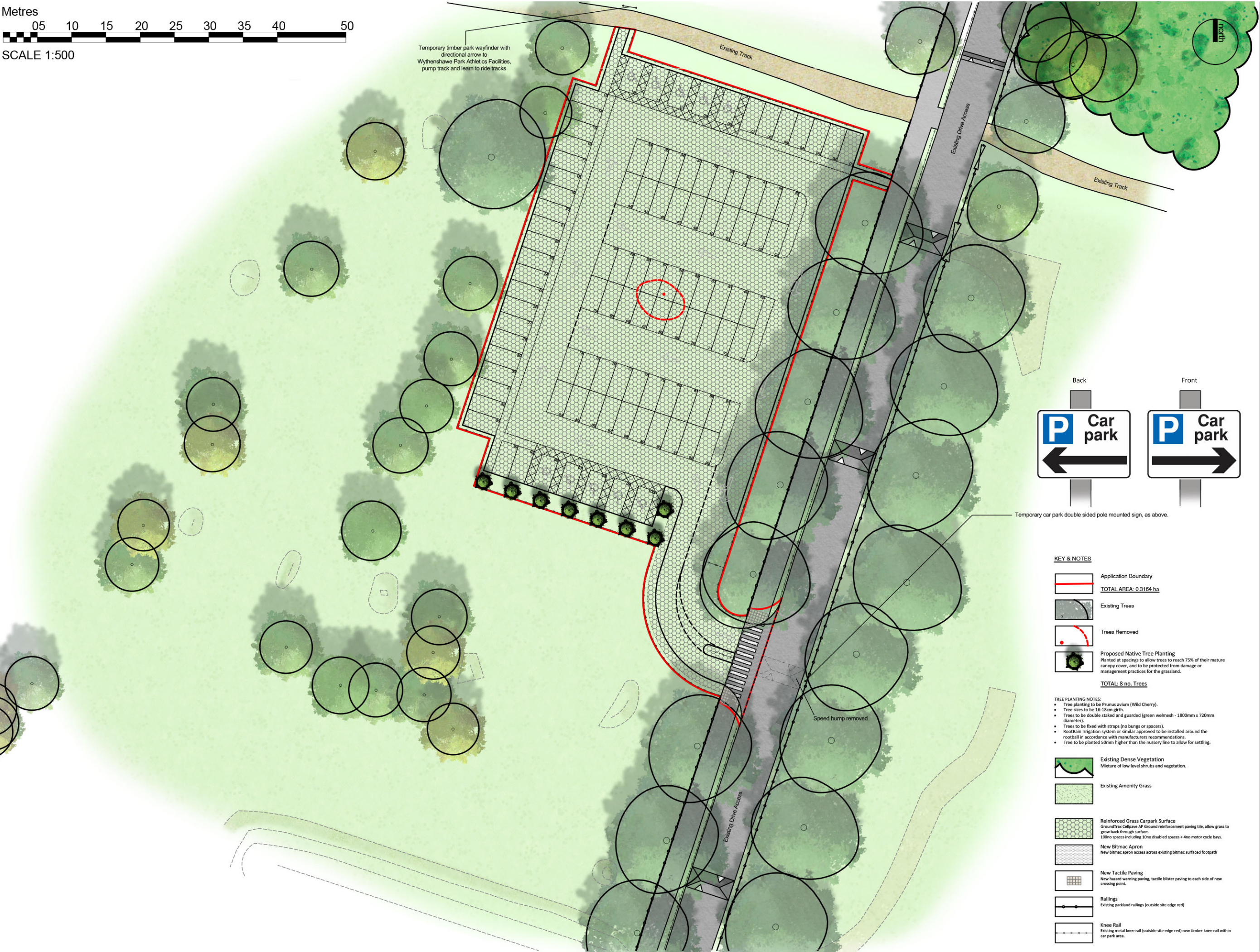
5. REFERENCES

CCS (Considerate Constructors Scheme), 2017. Considerate Constructors Scheme – Code of Considerate Practice.

Etec (Etec Contract Services Ltd), 2025. Construction Phase Health & Safety Plan.

NR (Network Rail), 2014. Prevention of Strikes on Bridges over Highways – A Protocol for Highway Managers & Bridge Owners (Issue 2).

Appendix I – Site Layout Plan



DWG TITLE:
TEMPORARY CAR PARK PLAN

DWG NO.
M4037-PA-02-V04

CLIENT:
ETEC CONTRACT
SERVICES LTD

PROJECT TITLE:
WYTHENSHAW PARK - TEMPORARY
CAR PARK

DATE:
11.25

DRAWN BY:
EL/CL

CHECKED BY:
MW

PLANNING
1:500@A3

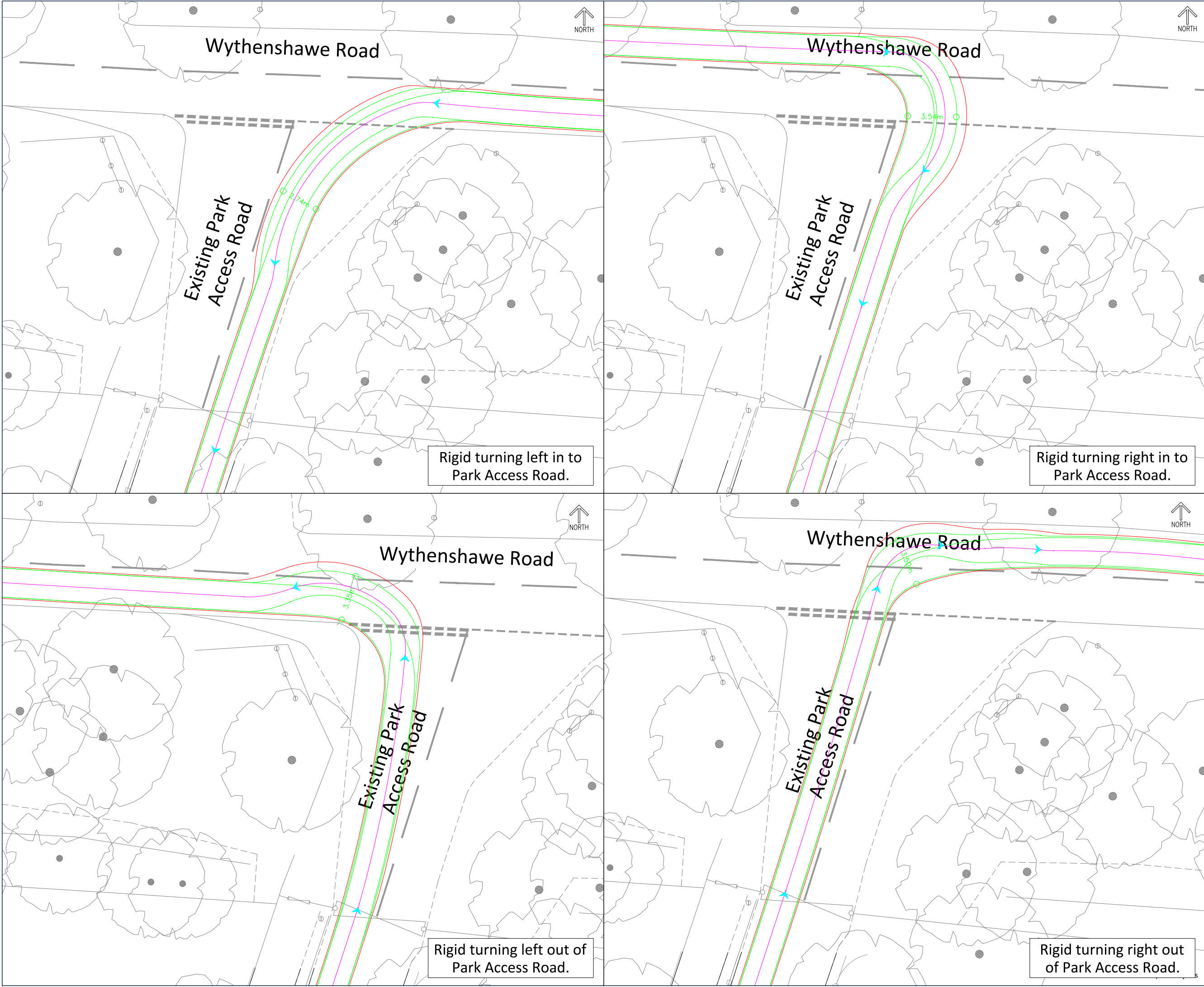
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bw
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WALKER**

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Appendix 2 – Swept Path Analysis



10mm

A3

Key:-

Outer Wheel Track

Vehicle Swept Path

Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph

2. Actual vehicle dimensions and track may vary.

7.17

1.20

4.19

Small Rigid

Width : 2.30

Track : 2.12

Lock to Lock Time : 6.0

Steering Angle : 42.7

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vi. Based on topographical survey data and site plan provided by client (M4036-PA-V04 18.12.25).

0	-	-	-	-
Rev.	Date	By	Chk	Description

Client

Etec Group

Project

Wythenshawe Park Temporary Car Park, Wythenshawe Road

Title

Swept Path Analysis for Rigid HGV Entering and Exiting Park Access Road

local transport projects

traffic engineering and transport planning

25 000

HAS

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Registered No. 5295328

Drawn

OA

Date

19 12 25

Scale

1 : 250

Checked

SW

Approved

SW

Status

SITE TESTING

Drawing number

Project

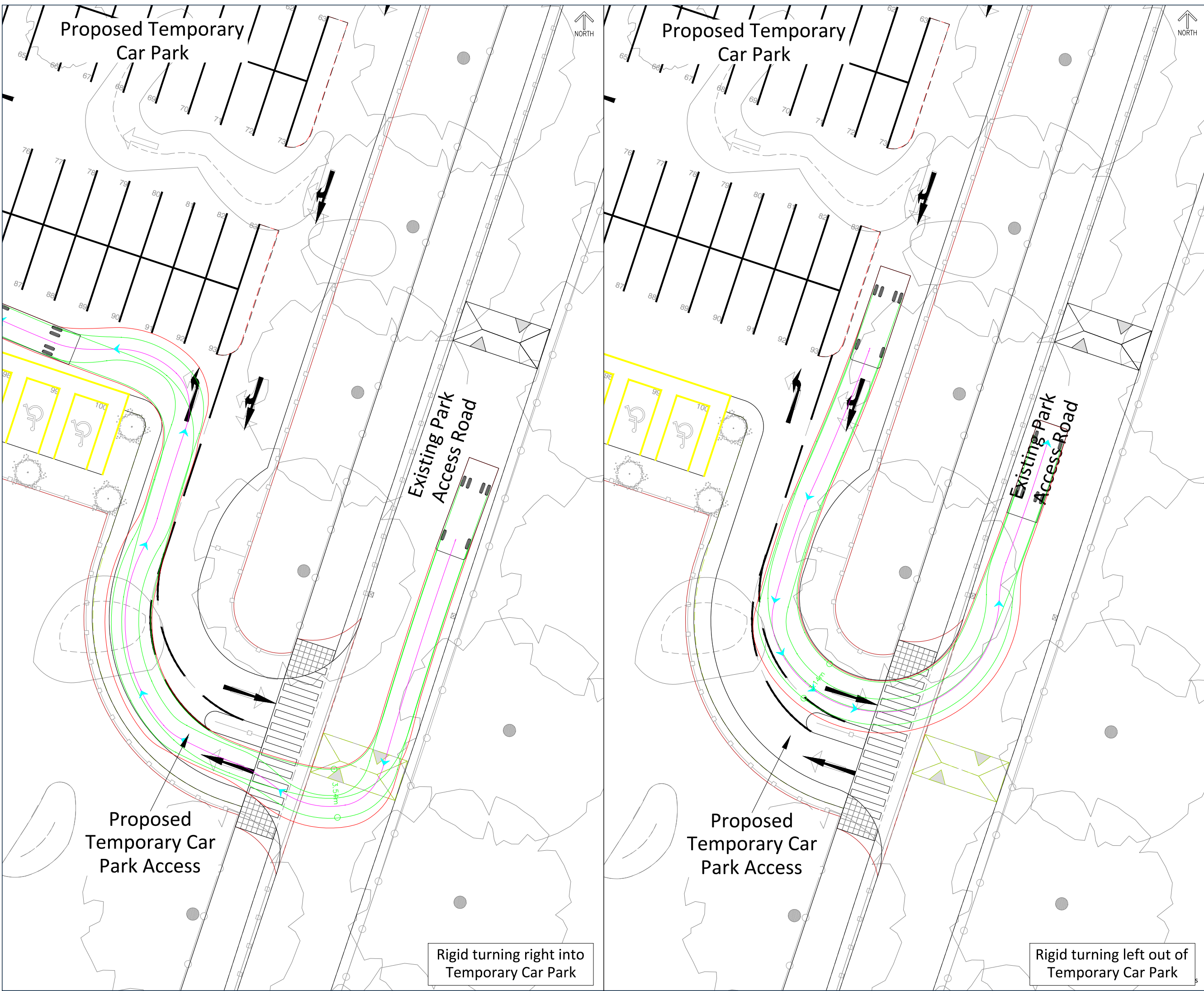
Job

Drawing

Sheet

Revision

LTP/6284/ T1/ 03 01 0



10mm

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metres

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0	-	-	-	-
Rev.	Date	By	Chk	Description
Client				
Etec Group				
Project				
Wythenshawe Park Temporary Car Park, Wythenshawe Road				
Title				
Swept Path Analysis for Rigid HGV Entering and Exiting Temporary Car Park				
local transport projects traffic engineering and transport planning THE PROFESSIONAL ENGINEERING INSTITUTION OF THE UNITED KINGDOM 25 000 HAS Armstrong House, The Flemington Centre, Beverley, East Riding of Yorkshire. HU17 0NW. 01482 679 911 info@ltp.co.uk www.local-transport-projects.co.uk Registered No. 5295328				
Drawn	OA	Date	19 12 25	
Scale	1 : 250	Checked	SW	Approved SW
Status				
SITE TESTING				
Drawing number				
Project	Job	Drawing	Sheet	Revision
LTP/6284/	T1/	03	02	0