

Etec Contract Services

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

January 2026

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Etec Contract Services

Proposed Temporary Car Park Wythenshawe Park, Manchester Transport Note

January 2026

Client Commission			
Client:	Etec Contract Services	Date Commissioned:	December 2025

LTP Quality Control					
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1	A	Updated Site Plan	TF	SW	09/01/2026
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
Tom Farniss	Transport Planner	BSc(Hons)

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PROPOSED TEMPORARY CAR PARK WYTHENSHAW PARK, MANCHESTER TRANSPORT NOTE

CONTENTS

1.	INTRODUCTION	2
1.1	Background	2
1.2	Scope	2
2.	SITE BACKGROUND.....	4
2.1	Site Location & Existing Use.....	4
2.2	Development Proposals & Access Arrangements.....	4
2.3	Planning History.....	5
2.4	Local Highway Network	6
3.	SITE OPERATION	8
3.1	Parking Appraisal	8
3.2	Local Road Casualty Data.....	10
3.3	Swept Path Analysis	11
4.	SUMMARY	12
5.	REFERENCES	13

APPENDICES

- Appendix 1 – Site Layout Plan
- Appendix 2 – Swept Path Analysis

FIGURES

Figure 1: Site Location	4
Figure 2: Site Location Relative to Wythenshawe Park Sports Hub.....	6
Figure 3: Wythenshawe Park Pedestrian Routes	9
Figure 4: Collision Study Area.....	10
Figure 5: Swept Path Analysis Test Vehicle	11

PHOTOS

Photo 1: Wythenshawe Road.....	7
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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Note (TN) in support of a 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 TN has been agreed with the Applicant and informed by the pre-application comments from MCC Highways, with the bespoke scope in relation to the proposed parking provision, site operation and access arrangements outlined below:

- **Introduction & Description of Proposals:**
 - Description of the development site, including location and any existing access arrangements;
 - Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.
- **Site Assessment:** Consideration of the existing highway infrastructure local to the site, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area.
- **Site Operation:** Consideration of the parking requirements for the scheme, based on the adopted local parking standards and assessment of the suitability of the proposed parking provision.
- **Access Appraisal:** Assessment of the suitability of the proposed access from the public highway, based on swept path analysis of the largest vehicle expected to visit the site.
- **Conclusions:** Conclusions summarising the outcomes of the TN, including a commentary on the suitability of the proposals in terms of parking impact and road safety.

1.2.2 This TN has been prepared in accordance with the above scope and reference has been made to the following documents wherever appropriate:

- National Planning Policy Framework (MHCLG, 2024);
- Addendum to Manchester Core Strategy 2024 (MCC, 2024);
- Greater Manchester Transport Strategy 2040 (GMCA, 2017);
- Planning Practice Guidance (MHCLG, 2014);
- Manchester Local Plan Core Strategy 2012 to 2027 (MCC, 2012);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance on Transport Assessment (DfT, 2007a); and
- Manual for Streets (DfT, 2007b).

2. SITE BACKGROUND

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 for the installation of permeable paving and gravel 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 site is to be accessed via the main access road into Wythenshawe Park, with 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.
- 2.2.3 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.
- 2.2.4 Previous plans for the site showed a raised table, however this is now not included as part of the proposals.
- 2.2.5 Heras fencing will be put in place during the construction period, with knee-high railings to segregate vehicles/paths after construction.
- 2.2.6 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.
- 2.2.7 During the construction period of the sports hub (ref: 144282/VO/2025), construction workers will park within the sports hub site compound and not within the proposed temporary car park.

2.3 Planning History

- 2.3.1 A planning application for the sports hub redevelopment (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. The location of the proposed temporary car park relative to the existing sports hub is shown below in Figure 2, with pedestrian/cycle tracks between the sites shown in blue.

Figure 2: Site Location Relative to Wythenshawe Park Sports Hub

Map Data: Google, Airbus, Maxar Technologies © 2025

- 2.3.2 The proposed temporary car park is a circa 395m walk to the east of the sports hub using the existing pedestrian/cycle access tracks shown in blue within Figure 2.

2.4 Local Highway Network

- 2.4.1 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 site access. It provides access to a number of facilities 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. To the south of the barrier, the road 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.
- 2.4.2 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



- 2.4.3 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.
- 2.4.4 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. SITE OPERATION

3.1 Parking Appraisal

- 3.1.1 The proposals will temporarily replace the existing Wythenshawe Park sports hub car park, which currently has a capacity of 89 spaces. The proposed temporary car park will accommodate 100 spaces, which represents a small increase in capacity over the existing sports hub car park. It is noted that there is not expected to be an increase in parking demand during the operational period of the temporary car park.
- 3.1.2 As part of the separate planning application for the redevelopment of the sports hub (ref: 144282/VO/2025), a Supplementary Transport Statement (STS) (LTP, 2025) analysed the existing weekend usage of the sports hub Car Park based on May 2023 and August 2023 data provided within the Wythenshawe Park Car Parking Strategy (MCC, 2024). The August 2023 data showed that the car park was not near full capacity across the surveyed weekend (Friday to Sunday), with only an exceedance in capacity for a 15-minute period on a Sunday. The May 2023 data showed that the existing car park was not near full capacity across the surveyed weekend, with a maximum occupancy of below 70%, and only an exceedance of 60% capacity for two hours on the Sunday. Given the slight increase in parking provision as part of the proposals, it is considered that the capacity of the proposed temporary car park is sufficient to accommodate the demand of the site.
- 3.1.3 As previously mentioned, the proposed 100-space temporary car park is to be located to the west of the main access road. This is in a separate location to the existing grass overflow car park used in summer to the east of the main access road and therefore will not affect the overflow capacity during events.
- 3.1.4 The local parking standards are contained within the 'Manchester Core Strategy' (MCC, 2012). For both leisure and health uses, MCC's parking standards require a minimum of 4 disabled bays plus 4% of the total parking capacity, which equates to 8 spaces for this scheme (100 proposed spaces x 4% = 4). The temporary car park will accommodate a total of 10 disabled bays, which is therefore above the local requirements.
- 3.1.5 As shown on the site layout plan attached as Appendix 1, the proposed temporary car park will link to the existing pedestrian/cycle access track on the northern boundary and the footway on the western side of the main Wythenshawe Park access road. This facilitates pedestrian and cycle access between the temporary car park and the sports hub to the west, without the need for pedestrians/cyclists to utilise the footways on Wythenshawe Road. The pedestrian/cycle routes between the temporary car park and the sports hub facilities (Learn to Ride and Pump Track) will be retained during the construction period, which includes the existing track to the north of the car park, and the existing track to the south that runs alongside the tennis club.

- 3.1.6 Although the proposed car park is designed to temporarily replace the existing Sports Hub car park, it is noted that non-Sports Hub related users of the wider Wythenshawe Park site may utilise the proposed car park to use other facilities such as the tennis club to the south, in spite of on-site signing. This would not affect the overall capacity though, as this displacement of demand into the temporary car park would free up the same level of capacity in the main Wythenshawe Park car park further south. It is recognised that the pedestrian route between the main car park and the sports hub site is also suitable. Therefore, any use of the proposed temporary car park by non-sports hub users is not expected to have a detrimental impact. Therefore, it is considered that Sports Hub users could also utilise the main car park and access the Sports Hub via existing paths, as shown in Figure 3.

Figure 3: Wythenshawe Park Pedestrian Routes



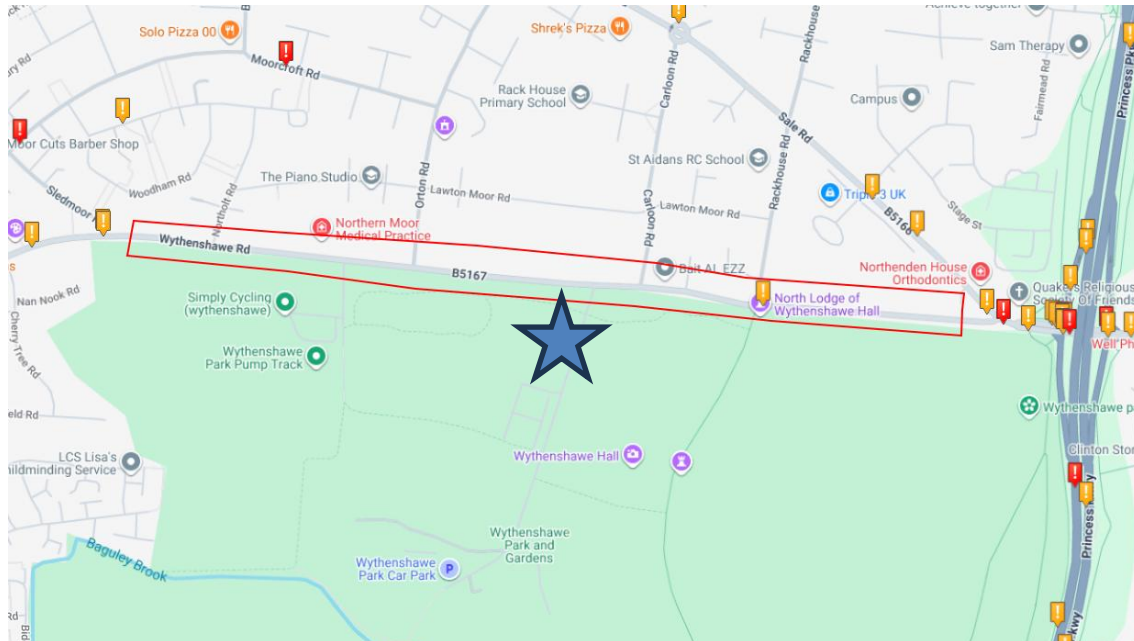
Map Data: Google, Airbus, Maxar Technologies © 2025

- 3.1.7 The dimensions of the standard and disabled parking bays conform to typical sizes (2.5m x 5m).
- 3.1.8 The proposed temporary car park is designed to temporarily replace the existing sports hub car park and will not be used for event parking. However, an Event Management Plan is to be produced as part of the issued conditions for the approved sports hub development (ref: 144282/VO/2025).

3.2 Local Road Casualty Data

3.2.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2020 to 31/12/2024) was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2025). One collision occurred within the study area, which is shown in Figure 4 below, with the site indicated by the blue star.

Figure 4: Collision Study Area



Source: CrashMap, 2025

3.2.2 As shown in Figure 4, one collision occurred within the study area during the latest five-year study period with details outlined below:

- One collision at the Wythenshawe Road/Rackhouse Road/Wythenshawe Park eastern access road junction on 19/09/2024 (slight in severity).

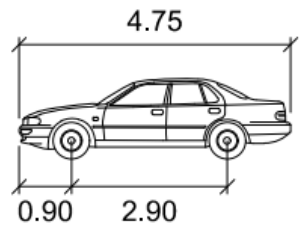
3.2.3 It should be noted that there have been no collisions within the immediate vicinity of the proposed site access.

3.2.4 Site access arrangements will be designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design. Therefore, the proposals should not have a detrimental impact on the local transport network and should not adversely affect the safety of other road users.

3.3 Swept Path Analysis

3.3.1 Swept path analysis for the site has been undertaken establish whether a large car can adequately navigate the internal layout of the proposed temporary car park, with the results attached as Appendix 2. The profile of the vehicle is shown in Figure 5.

Figure 5: Swept Path Analysis Test Vehicle



Car	
	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 30.2

3.3.2 The results of the swept path analysis demonstrate that a car can adequately access/egress the site via the proposed site access and navigate the internal site layout. The results also indicate that a car can adequately enter and exit the corner bays, as indicated on the drawings attached as Appendix 2.

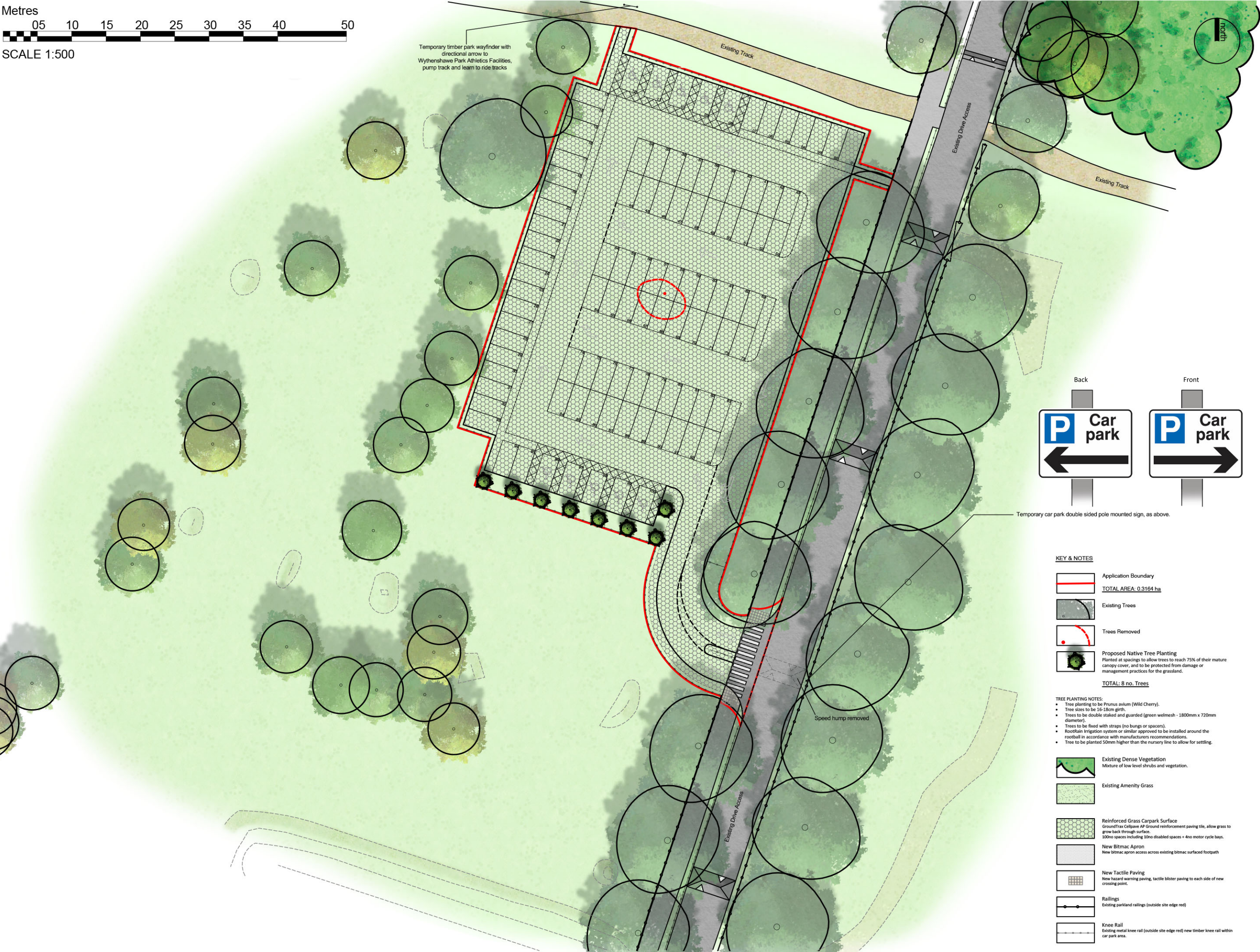
4. SUMMARY

- 4.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Note (TN) in support of a planning application for a temporary car park in Wythenshawe Park, Manchester. The proposals involve the provision of a 100-space temporary car park to temporarily replace the existing 89-space Sports Hub Car Park during the redevelopment of Wythenshawe Park Sports Hub (ref: 144282/VO/2025) with a planning consent of 2 years. The site is to be accessed via the main access road into Wythenshawe Park, with 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.
- 4.1.2 Based on parking occupancy data contained within the Wythenshawe Park Car Parking Strategy (MCC, 2024), the existing 89-space Sports Hub car park was generally not at full capacity across the surveyed weekends in August and May 2023, with only a slight exceedance of capacity for a 15-minute period on a Sunday in August. Given the slight increase in parking provision as part of the proposals, it is considered that the capacity of the proposed temporary car park is sufficient to accommodate the demand of the site.
- 4.1.3 The local parking standards are contained within the 'Manchester Core Strategy' (MCC, 2012). For both leisure and health uses, MCC's parking standards require a minimum of 4 disabled bays plus 4% of the total parking capacity, which equates to 8 spaces for this scheme (100 proposed spaces x 4% = 4). The temporary car park will accommodate a total of 10 disabled bays, which is therefore above the local requirements.
- 4.1.4 Swept path analysis has been undertaken to establish whether a car can adequately navigate the internal layout of the proposed temporary car park. The results of the swept path analysis demonstrate that a car can adequately access/egress the site via the proposed site access and navigate the internal site layout. The results also indicate that a car can adequately enter and exit the corner bays.
- 4.1.5 Therefore, it is considered that the proposed 100-space temporary car park would sufficiently accommodate the parking demand of the Sports Hub.

5. REFERENCES

- CIHT (Chartered Institution of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.
- DfT, 2007a. Guidance on Transport Assessment.
- DfT, 2007b. Manual for Streets.
- GMCA (Greater Manchester Combined Authority), 2017. Greater Manchester Transport Strategy 2040.
- IHT (Institution of Highways and Transportation), 2000. Guidelines for Providing Journeys on Foot.
- IHT, 1999. Guidelines for Public Transport Development.
- LTP (Local Transport Projects), 2025. Wythenshawe Park Sports Hub, Wythenshawe Road, Manchester. Supplementary Transport Statement.
- MCC (Manchester City Council), 2024. Addendum to Manchester Core Strategy 2024.
- MCC, 2024. Wythenshawe Park Car Parking Strategy.
- MCC, 2012. Manchester Local Plan Core Strategy 2012 to 2027.
- MHCLG (Ministry of Housing, Communities & Local Government), 2024. National Planning Policy Framework.
- MHCLG, 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: <http://planningguidance.planningportal.gov.uk>].
- WSP, 2022b. Wythenshawe Park – Cycle Hub. Car Park Management Plan.

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

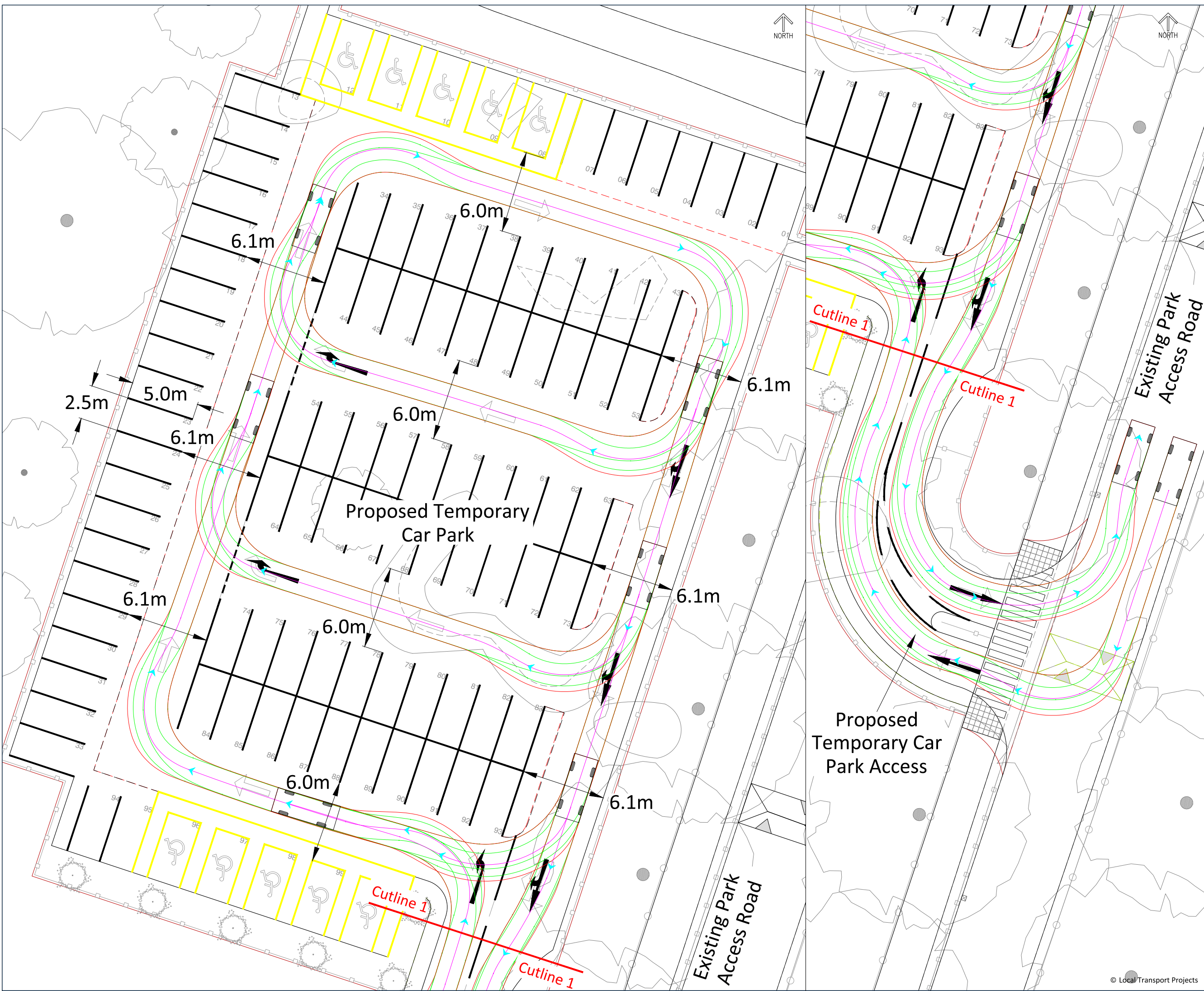
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Appendix 2 – Swept Path Analysis



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.

4.75

0,90

2,90

Car

meters

Width : 1,80

Track : 1,80

Lock to Lock Time : 6,0

Steering Angle : 30,2

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

A	19 12 25	OA	TF	Updated client site plan received 18.12.25
Rev.	Date	By	Chk	Description

Client

Etec Group

Project

Wythenshawe Park Temporary Car Park, Wythenshawe Road

Title

Swept Path Analysis for Car Navigating Temporary Car Park

local transport projects

traffic engineering and transport planning

25 000

5295328

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Status

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Drawing number

Project

Job

Drawing

Sheet

Revision

LTP/6284/ T1/ 01 .01 A

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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.

Car

4.75

0.90

2.90

Width : 1.80

Track : 1.80

Lock to Lock Time : 6.0

Steering Angle : 30.2

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Client

Etec Group

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Wythenshawe Park Temporary Car Park, Wythenshawe Road

Title

Swept Path Analysis for Car Entering Parking Bays

local transport projects

traffic engineering and transport planning

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Status	SW		

SITE TESTING

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LTP/6284/	T1/	01	02	A	



10mm

A3

Key:-

Outer Wheel Track

Vehicle Swept Path

Vehicle Centreline and Direction

Notes:-

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4.75

0.90 2.90

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meters

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Project

Wythenshawe Park Temporary Car Park, Wythenshawe Road

Title

Swept Path Analysis for Car Exiting Parking Bays

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Sheet

Revision

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