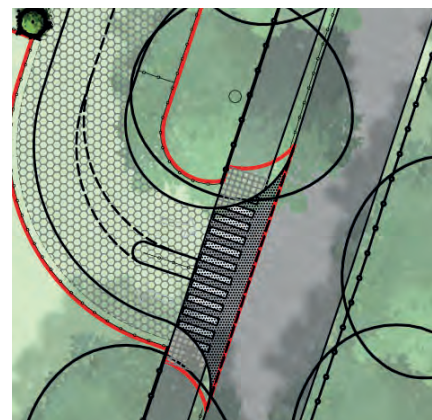
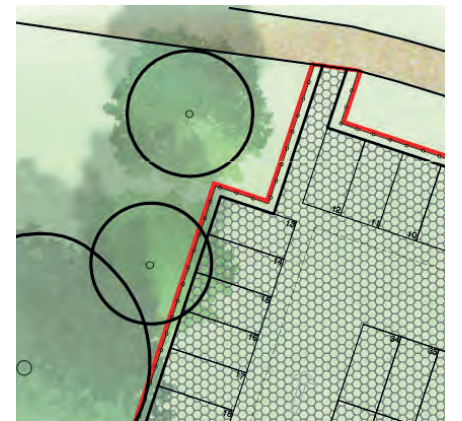
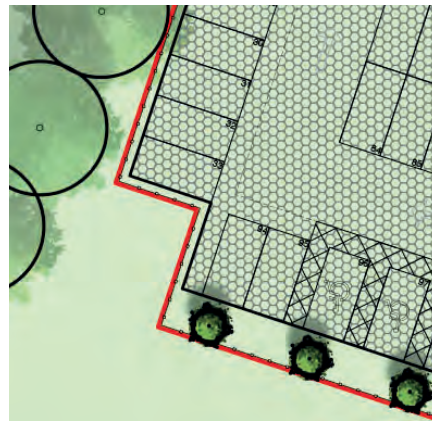


DESIGN & ACCESS STATEMENT

Wythenshawe Park Temporary Car Park

M4037-DAS-25.12-01-V02



DESIGN AND ACCESS STATEMENT

Planning Application

Wythenshawe Park Temporary Car Park

For: Etec Contract Services Ltd.

Date December 2025

M4037-DAS-25.12-01-V02

CONTENTS

SECTION	Page Number
01 Introduction	01
02 Planning Context	02
03 Existing Situation	03
04 The Proposal	05
05 Site Reinstatement	09
06 Summary & Conclusion	10

01 INTRODUCTION

This Design and Access Statement (DAS) has been prepared by Barnes Walker on behalf of Etec Contract Services Ltd. and accompanies the planning application for a temporary car park at Wythenshawe Park.

The proposed car park will serve as a short-term replacement facility (for up to two years), providing parking provision while construction works associated with the recently submitted planning application (ref. 144282/VO/2025) for the new Sports Pavilion are undertaken. Further details regarding this preceding application are in the next chapter.

The temporary car park is proposed on land to the north of Wythenshawe Park, in close proximity to the main park entrance, as illustrated on Figure 1 Application Site Location Plan. Its position offers a convenient and central location within the wider park setting, ensuring continued accessibility for visitors during the construction of the new Sports pavilion to the west.

Full details of the temporary car park can be seen on drawing M4037-PA-02-V04 which accompanies this application.



Fig 1 - Application Site Location Plan

-  Application boundary
-  Preceding planning application for new sports pavilion and associated facilities ref. 144282/VO/2025



02 PLANNING CONTEXT

The need for the proposed temporary car park arises from a separate planning application (ref. 144282/VO/2025), submitted in October 2025, which seeks permission for the reconfiguration and enhancement of the existing playing fields and recreational facilities at Wythenshawe Park. That application includes the provision of two artificial grass pitches (AGPs), a Multi-Use Games Area (MUGA), a new sports pavilion including a café, cycle hub and GP clinic, various improvements to pedestrian and vehicular access and the reconfiguration of the current car park along with associated landscaping and biodiversity enhancement measures - see Figure 3 which shows an extract of the submitted Landscape Layout.

A decision on this preceding application is still pending. Should it be approved, temporary replacement parking will be required to accommodate visitors while construction works are underway and the existing car park is inaccessible.



Fig 2 - Existing situation at the Wythenshawe Park Sport Hub Site.



Fig 3 - Extract from the Landscape Layout submitted as part of the planning application for the new sports hub facility and associated car parking.

SITE CONDITIONS

The application Site comprises an area of amenity grassland located within Wythenshawe Park. The land is predominantly open with localised bunding remaining from its former use as a pitch-and-putt golf course. Other than these modest undulations, the Site is generally flat, free-draining and stable, making it well-suited to accommodate temporary vehicle loading without significant ground disturbance or risk of waterlogging.

To the north of the Site, a pedestrian and cycle path was constructed between 2020 and 2021. This path, formed from compacted gravel, provides improved access and circulation around the park and would form a key pedestrian connection between the proposed temporary car park and the rest of Wythenshawe Park.



Fig 4 - Satellite imagery from Google Earth (2009) showing the application Site's former use as a pitch-and-putt golf course

There is an avenue of mature Horse Chestnut trees flanking the access road to the east of the Site, forming a strong landscape feature within the park. The application Site itself contains one existing common Hawthorn tree at its centre. There are a number of existing trees beyond the Site's western boundary including several mature and semi-mature Silver Birch

and Pendunculate Oak trees of varying condition - Refer to Arboricultural Survey by Arbtech for further details.

Overall, the Site's physical characteristics, dry ground conditions, and proximity to existing access routes make it an appropriate and low-impact location for the proposed temporary car park.



Fig 5 - Satellite imagery from Google Earth showing the application Site in its current condition

03 EXISTING SITUATION

SITE PHOTOS



Fig 6 - Site Photograph Location Plan

SITE PREPARATION

Some minor groundworks will be required to level the remaining undulations associated with the Site's former use as a pitch-and-putt golf course. The excavated material will be reused on-site to infill existing bunkers and to assist in general levelling. In general, the finished ground levels will be as existing.

One common Hawthorn tree will be removed to accommodate the temporary car park, however, eight new *Prunus avium* trees will be planted to compensate for this loss.

PEDESTRIAN ACCESS

Pedestrian access is provided to and from the temporary car park via three separate routes, as indicated on Figure 7:

- 1 a northern connection to the existing pedestrian and cycle track,
- 2 a north-eastern link to the existing pedestrian path running along the lane that passes through Wythenshawe Park, and
- 3 a southern route that follows the proposed two-way vehicle access road.

A marked pedestrian crossing will be also introduced at the new access junction to support safe pedestrian movement along the existing lane through Wythenshawe Park. These routes provide clear, convenient and well-distributed pedestrian connections to the surrounding network, ensuring users can enter and leave the temporary car park safely and efficiently. This arrangement enhances overall accessibility, reduces potential conflict with vehicles, and integrates the car park seamlessly with existing movement corridors within Wythenshawe Park.

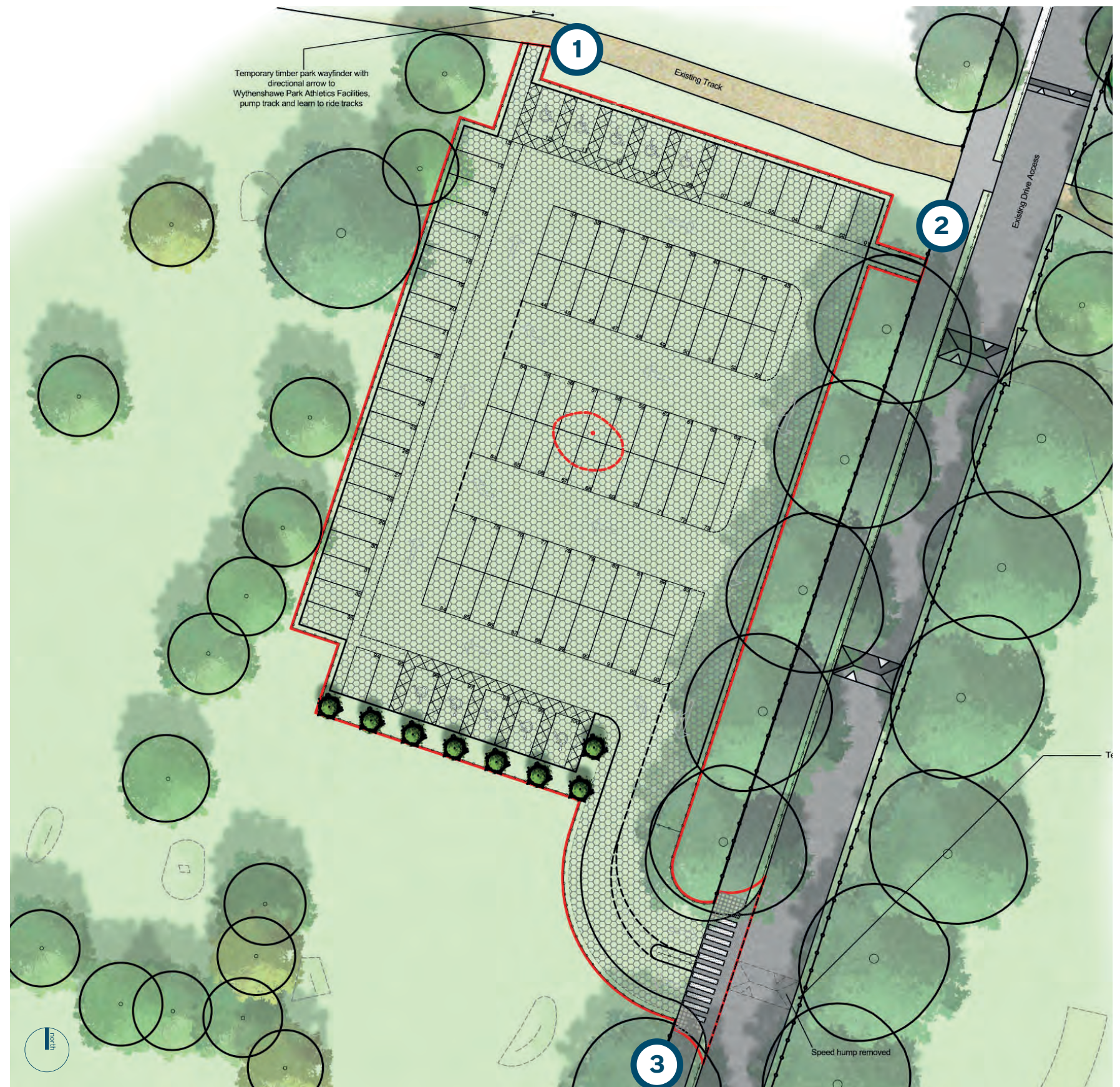


Fig 7 - Extract from Temporary Car Park Plan by Barnes Walker

PARKING LAYOUT AND ACCESS

The temporary car park proposal provides 100 parking spaces, including 10 accessible parking bays (10%) located close to the pedestrian access points to the north and the south of the car park for ease of access to different areas of Wythenshawe Park.

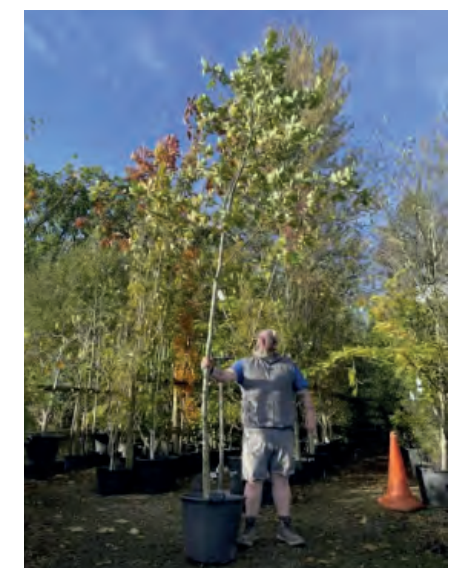
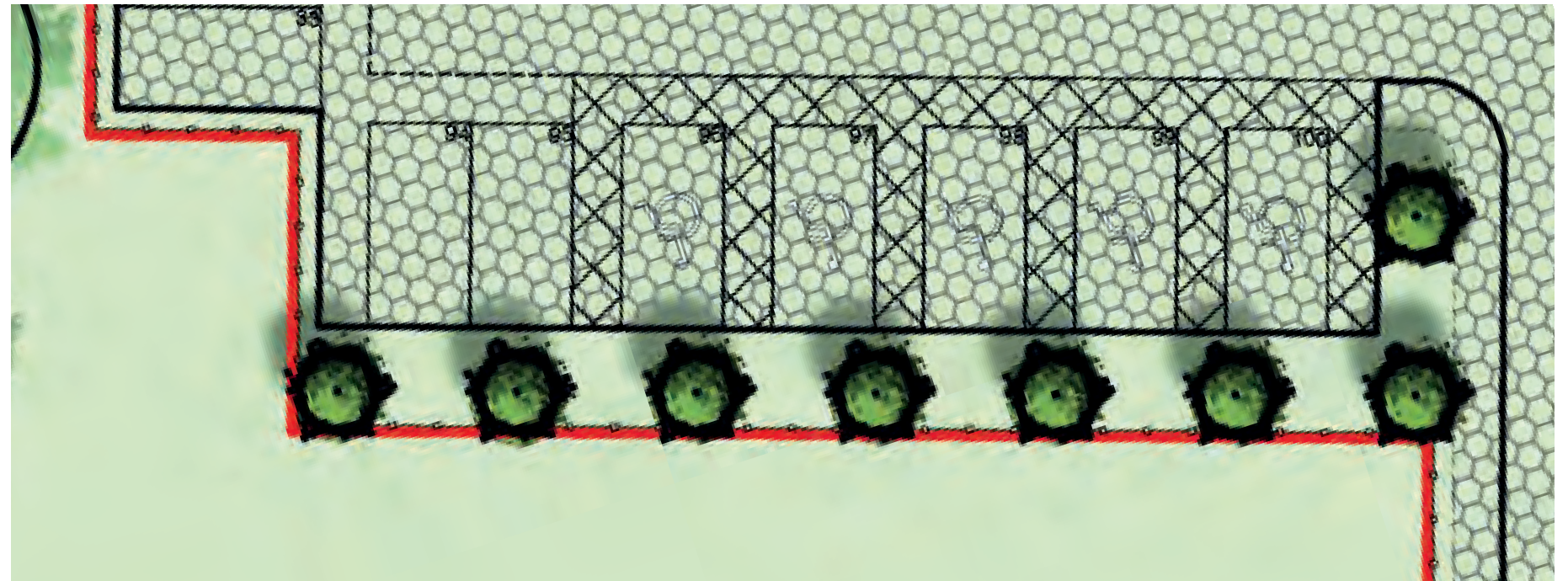
Vehicles will access the temporary car park via a two-way entrance, through an existing gap in the avenue of Horse Chestnut trees that lines the lane running through the Park. To facilitate this, an existing raised speed bump and a short section of estate railings will be removed at the proposed access point.

Within the car park, a one-way circulation system will operate to ensure efficient vehicle movement and ease of access to parking bays. Timber knee rail is proposed to the perimeter of the temporary car parking area to ensure vehicles remain within the designated car parking area.

Double-sided signs on Wythenshawe Road and at the car park entrance will clearly indicate parking locations for vehicles, while a timber fingerpost on the northern footpath will direct pedestrians to the cycle pump track and Learn-to-Ride area, ensuring safe and legible wayfinding throughout the site.

TREE PLANTING

A total of eight new *Prunus avium* trees are proposed along the southern boundary of the temporary car park. These will be planted at appropriate spacing to allow each tree to achieve approximately 75% of its mature canopy spread, maximising their landscape contribution and biodiversity value. The new planting will also provide a degree of separation between the car park and the open parkland to the south, offering visual screening and enhancing the overall amenity of the area.



PROPOSED SURFACING

The temporary car park proposals are intended to be light touch intervention work so that the Site can be reinstated back to its original condition within two years.

For this reason the car park will utilise the GroundTrax Cellpave AP ground-reinforcement system, a permeable paving tile designed for temporary or semi-permanent applications where landscape protection and reversibility are key considerations.

The use of the Cellpave AP system offers significant landscape and ecological benefits compared with conventional hard-surfaced car parks. The tiles create a stable, free-draining surface that allows grass to grow through it, meaning the underlying soil structure and natural drainage pathways are preserved. This reduces surface-water runoff and lowers the risk of localised flooding by allowing water to infiltrate naturally.

The finished surface provides a green appearance, helping the temporary car park appear seamless within its park setting.



LINE MARKINGS

Parking bays will be defined using white polypropylene marking strips designed to slot securely into the Cellpave grid system. These are non-permanent and allow for clear demarcation of individual spaces without applying paint or any solution that could damage the ground surface. For accessible bays, a combination of contrasting marking inserts and surface symbols will be used to ensure compliance with accessibility standards while maintaining the reversible nature of the installation.



PROPOSED SIGNAGE

The temporary car park proposals will be signposted at the following locations throughout the site:

- A. Wythenshawe Park Athletics & Cycling Facility Entrance.

Alongside the existing signage will be new temporary site signage. This shall include notification that this access is currently for site traffic access only, and that temporary parking for all facilities can be accessed via the 'Wythenshawe Park' park access with a directional arrow to the access at Point B.

- B. Wythenshawe Park Entrance.

Affix temporary signage to existing park sign posts on either side of the access noting 'Temporary Car Parking for Athletics & Cycling Facilities This Way', with directional arrows.

- C. New Temporary Carpark Access.

Temporary parking sign, double sided blue P with direction arrow on a metal pole indicating location of temporary carpark entrance. See drawing M4037-PA-02-V3.

- D. Temporary Wayfinding Sign.

Temporary timber sign at pedestrian access to temporary carpark indicating route to athletics facility, pump track and learn to ride etc.

Wording and look of the signage is indicative only.



Fig 8 - Temporary signage locations

REINSTATEMENT WORKS FOLLOWING TEMPORARY USE

A key benefit of the GroundTrax Cellpave AP system is that it is designed to be fully removable. The tiles interlock to form a stable surface, but they can be lifted manually or mechanically without the need for breaking out material or undertaking heavy construction works, leaving the original soil profile intact.

Following removal of the Cellpave GroundTrax system, the Site can be easily reinstated to grassland due to the minimal ground disturbance associated with the installation. Reinstatement works would generally include:

Lifting and removing the Cellpave tiles

Light soil decompaction, using appropriate machinery, to relieve any compaction caused by vehicle movements and to restore healthy soil structure and drainage.

Reseeding, if necessary, with an appropriate grassland mix to match the original sward composition.

Short-term establishment maintenance may be required until vegetation is stable and consistent across the Site.

The timber knee rail will also be removed as part of the reinstatement works and the estate railings removed for the proposed access to the temporary car park will be re-installed. Proposed tree planting will be retained following reinstatement.

NOTE ON BIODIVERSITY NET GAIN

The temporary car park will use a reversible ground reinforcement system (Cellpave), which allows the underlying grassland and soil structure to remain largely intact. Once the temporary use has ended, the system will be removed in full and the land reinstated to its pre-existing condition as low-distinctiveness modified grassland.

Due to the temporary nature of the works, and the ability to fully reinstate the land to its baseline habitat condition within two years, the grassland habitat is classed as retained within the Biodiversity Net Gain (BNG) calculations.

The removal of a single native tree will be compensated for through the planting of six new native trees. This accords with the BNG Biodiversity Metric replacement ratios and ensures that tree loss does not generate a unit deficit. These new trees will remain in place following reinstatement of the land.

For further details please refer to the Baseline Habitat Condition Assessment (BHCA) prepared by Arbtech Consulting Ltd.

SUMMARY

This Design and Access Statement supports a planning application for the creation of a temporary car park within Wythenshawe Park. The facility is required for a period of up to two years to provide replacement parking while construction works associated with the proposed new Sports Pavilion (planning ref. 144282/VO/2025) are undertaken. The temporary car park is located on an area of existing amenity grassland close to the park entrance, offering a convenient and accessible location for visitors.

The Site is predominantly flat, free-draining and open, with only minor bunding remaining from its former use as a pitch-and-putt golf course, making it well suited to accommodate temporary vehicle use with minimal intervention. Minor groundworks are proposed to level localised undulations, with excavated material reused on-site. One common Hawthorn tree will be removed to facilitate the development, however eight new *Prunus avium* trees will be planted to compensate for this loss.

The car park will provide 100 spaces, including 10 accessible bays. Vehicular access will be formed via a two-way entrance utilising an existing gap in the tree avenue, with a one-way internal circulation system proposed. Three pedestrian links connect the facility to the surrounding footpath network, supported by a new marked pedestrian crossing, ensuring safe and convenient access for visitors.

A core principle of the proposal is that it remains a light-touch and fully reversible intervention. To achieve this, the scheme incorporates the GroundTrax Cellpave AP permeable ground-reinforcement system, which protects existing soils and allows the grassland character to remain. The system maintains natural drainage, minimises ground disturbance and allows the Site to be reinstated to its original condition once the temporary use ends.

At the end of the temporary period, all materials and markings can be removed and reinstatement works, including soil decompaction and any necessary reseedling, will enable the Site to return to its original condition as amenity grassland, with the benefit of six new native trees (a net gain of five).

CONCLUSION

The proposed temporary car park at Wythenshawe Park provides a practical and low-impact solution to maintain visitor access during construction of the new Sports Pavilion. Its location on existing amenity grassland, the use of the reversible Cellpave system and the limited groundworks ensure that the Site can be fully reinstated once the temporary need has passed. The scheme incorporates safe and convenient pedestrian and vehicle access, delivers essential accessible parking provision, and offers landscape enhancement through provision of additional tree planting.



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