



NORTEDGE

Design & Access / Planning Statement

Unit 10
Vaughan Street
Manchester
M12 5BT

Prepared By:

Northedge Architecture

August 2025

Introduction

This Design and Access Statement has been prepared on behalf of the applicant for –

143658/FO/2025

Temporary change of use of Unit 10 to indoor padel sports facility for a period of 3 years, including installation of 6 courts (4 doubles and 2 singles) and associated car parking.

A similar approval was obtained and implemented to the adjacent unit at unit 9 as outlined below.

141847/FO/2025

Temporary permission for the installation of 11 padel courts; inclusion of a reception area facility and ancillary beverage use, car and cycle parking, internal lighting and associated infrastructure

Planning Policy

Consultations

Relevant planning policy identified was as follows:

National Planning Policy Framework (NPPF) 2024
National & Local Policy

Manchester City Council Core Strategy

TfGM Transport Strategy 2040

Manual for Streets

Use

The proposed site is Unit 10 on the Vaughan Street Industrial Estate. Vaughan Street Industrial Estate is located on the west side of Vaughan Street, West Gorton, Manchester.

Vaughan Street runs along the east boundary of the Vaughan Street Industrial Estate with further Industrial units and Ashburys rail station beyond. The industrial estate entrance is at the northern end of Vaughan Street immediately after the junction with Gorton Road.

A railway line, train care facility and a car breaker and car mechanics site are located to the north of the industrial estate with Gorton Road beyond. Gorton Road runs northwest to southeast across the northern boundary of the industrial estate and connects to the A6010 to the southeast and the A635 to the northwest.

Unit 10 was previously warehouse/light industrial use (Use Class B8), but it is unknown when this use stopped as it was prior to the applicants engagement with the site. Given this vacant use and the approval of Unit 9, this demonstrates a greater need for this sports facility.

Appearance

The current design aims to satisfy the aims of the client with a restricted palette of materials to maintain simplicity, visual understanding and its contemporary nature.

The courts are to be of a mix of colours, to differentiate between single and double courts.

Similarly, materials like turf and powder metal frames will be installed to ease the temporary install of the court structures. This ensures these can be re-used and not permanently affect the existing warehouse.

Scale

No permanent landscaping or structures are proposed as part of the scheme and the works are to be focused on the alteration of the interiors.

Layout

The proposal comprises of 4 doubles courts and 2 singles courts within the existing space. There is an existing rear outrigger which can be used as a warm up / warm down space for stretching exercises for example.

The proposal relies on a connectivity to unit 9 which will host the amenity facilities such as reception / snacks and drinks bar, WC and changing facilities.

Amount

The amount of proposed works is limited to the internal floor space of the existing building, seeking the soon to be vacant warehouse's opportunity to provide recreational sports for the community. The proposal for parking is more about allocation of parking that is already available on site rather than the creation of new parking spaces.

Access

The site is easily accessible by public transport services such as bus and rail routes, as well as by car and cycle. The local area is predominantly industrial, with large warehouses distributed across the estate. Pedestrian access remains the same as existing. Access to the courts is provided directly from the public pathways with level access.

All approaches around the site and into the building will continue to provide level access where it is reasonable to provide them. All routes will be firm and level underfoot.

Public Transport & Vehicular Access

Vehicular and public access remains the same as existing with connectivity to and from Unit 9.

Parking spaces increase by 12 spots.

Access within and round the building are to be considered for ease of access for anyone in a wheelchair. This includes removing fixtures that would otherwise be an obstruction.

Conclusion

The existing unit has been vacant for an extended period of time (vacancy date unknown).

The proposal brings this unit back into use with a growing sport that is likely to continue to expand in years to come. This demonstrates the greater need for indoor facilities in particular where the current provision around Manchester has a large proportion of outdoor and roofed outdoor spaces.

The adjacent unit 9 has had a similar approval and has been implemented.

The demand in this facility has lead to greater need for space and thus this proposal for expansion to unit 10.

Unit 10 will rely on some of the amenities of unit 9 such as changing rooms, WCs, snacks/drinks bar.

However these amenities are unlikely to need to increase due to the provision of the sport typically lasting on bookings for 1-2 hours maximum. So in many cases users will arrive with sports clothing, drinks of their own and are not at the facility for longer than their allocated time given the booking system, with 1-2 hours deemed as quite a short term period of occupation.