MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	141847/FO/2025
Date registered valid:	16 January 2025
Proposal:	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
Address:	Unit 9, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Ward(s):	Ardwick Ward
Applicant:	Mr Khalid Aldarragi Apex Padel Clubs Ltd and LSZ Investment Ltd
Agent (if any):	Mrs Hannah Moorhouse Constructive Thinking Studio Ltd
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**10th April 2025**

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:
Printed: 21 January 2025 Expired: 11 February 2025

Neighbour notifications
Printed: 21 January 2025 Expired: 11 February 2025

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building
The application relates to Unit 9 on the Vaughan Street Industrial Estate. Unit 9 is located in the northwest of the industrial estate and lies adjacent to the Manchester to Hadfield rail line, which is slightly elevated above the ground levels within the industrial estate. The premises comprise a pitched roof metal clad warehouse building with a two-storey flat roofed element to the front of the main warehouse structure, adjacent to the roller shuttered access to the warehouse. The main warehouse is a double height structure. The premises have been used for storage and distribution purposes.
There is a hard surfaced area in from of the unit which is used for parking (14 spaces) and servicing.
The site area is 3,214.65 sq.m. The gross internal floor area is 3,111.65 sq.m.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
Unit 9 is located in the Vaughan Street industrial estate. To the north of the unit is the Manchester to Hadfield rail line, to the south and east are industrial and warehouse uses, with commercial uses to the west and a film production facility further to the south of Bennett Street.

Description of development
Consent is sought for temporary permission for a period of 3 years for the installation of 11 padel courts (8 double courts and 3 single courts) within the building , with associated lighting

to the proposed courts, a reception area facility and an ancillary beverage use area. Toilet and shower facilities are proposed, with a separate toilet and shower facility for use by disabled players.

The proposed development would include the formalisation of 28 parking spaces (including two for disabled users) and cycle storage.
Hours of operation sought are 6am to midnight.

Consultations & Notification Responses

Local residents and local businesses- No comments received

Highways Services – 05.02.2025
TRIP GENERATION AND JUNCTION CAPACITY:
Existing:
o Methodology acceptable to Highways
o 19 two-way trips in AM and 13 two-way trips in PM peak.

Proposed:
o Methodology acceptable to Highways
o 9 two-way trips in AM peak and 33 two-way trips in PM peak.

Net:
o Overall loss of 10 two-way trips in AM peak and increase of 20 trips in PM peak.
o Trip distribution assessment methodology acceptable to Highways
o Suggest a spread of trips across the network.

Overall, the level of trips generated is not anticipated to be significant and as such no highways concerns are expected.

SITE ACCESSIBILITY:
o The site is well accessed by sustainable modes
o Regular bus services and railway services are available within walking distance of the site.

HIGHWAY SAFETY RECORD:
o Crashmap database reviewed:
o No incidents recorded on Vaughan Street.
o Slight incident recorded on Bennett Street and Rostron Avenue.
o Overall, no safety concerns adjacent to the site.

PARKING AND ACCESS:
o Pedestrian access remains as existing - this is acceptable in principle.
o Vehicular access remains as existing - this is acceptable in principle.
o Parking:
o Increase from 14 to 28 spaces - this is acceptable in principle.
o Parking will include 2 accessible spaces - acceptable to Highways.
o Parking accumulation assessment demonstrates that sufficient parking is proposed.
o It is requested that EV Charging is in place at the site.

CYCLE PARKING:
o In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles.
o Details of the cycle parking arrangements should be provided.

REFUSE AND SERVICING: o It is requested that details on the bin stores and collection is provided.

CONSTRUCTION MANAGEMENT: A Construction Management Plan should be conditioned. The CMP is to be submitted prior to the start of works. This should include:
o Phasing and quantification / classification of vehicular activity.
o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
o Consideration of ongoing construction works and contractor parking in the locality.
o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Conditions related to electric charging points, cycle storage and a construction management plan are recommended.

An informative is also recommended.: -
The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

Environmental Health – recommend that conditions relation to hours of use, refuse storage and the installation of electric charging points are attached to any approval.

MCR Active – 28.02.2205- Requested the following information:

1. Statement that clearly articulates:
    a. the community benefits of the proposal that meet the needs of Manchester's underrepresented groups given the site is located within one of the most deprived areas of Manchester.
    b. Strategic need for the Padel Courts in this location – I advise the applicant to liaise with the Lawn Tennis Association as the governing body for Padel.
2. Duration of the temporary period – I was unable to locate this in either the application form or the D&A.
3. Technical specification of the courts that shows they will be designed in accordance with Sports and Play Construction Association Code of Practice for the Construction of Padel Courts:

https://sapca.org.uk/guide/codes-of-practice/

Although the LTA has confirmed their support for the proposal none of the information requested has been submitted by the applicant that they are aware of. They are unable to provide an additional response based on documents that do not currently form part of the planning application.

FURTHER COMMENTS 01.04.2025
MCR Active raised matters about a community access agreement.

FURTHER COMMENTS 03.04.2025
On the basis of the additional information supplied and the willingness of the applicant to enter into a Community Use Agreement with Manchester Active, the proposal is supported. This is

subject to the additional information being submitted to form part of the planning application and a condition that secures a Community Use Agreement for the duration of the development.

The proposal meets Manchester's Strategic Sport Objectives set out in the Indoor Sport Facilities Strategy and the Sport and Physical Activity Strategy. This proposal aims to engage Manchester residents in an area of high IMD and low physical activity to participate in sport. However, to deliver on the community participation aim a condition is required for a Community Use Agreement. Manchester Active and the LTA will work with the applicant to prepare the Community Use Agreement to ensure hard to reach and under-represented groups are engaged, and to assist with activation of the Padel Courts:

Community Use Agreement Condition

Prior to first use of the development a Community Use Agreement prepared in consultation with Manchester Active has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the Padel Courts and associated ancillary facilities that support the use of the Padel Courts, and include details of pricing policy, hours of use, access by Manchester's priority groups, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement and for the duration of the development.
Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

Informative: Guidance on preparing Community Use Agreements is available from Manchester Active https://mcractive.com/contact/

Sport England – 01.04.2025
Advise that they object as the application is not considered to meet Sport England's planning principle to Provide and Enhance and NPPF paragraphs 96 and 98.
They , however, further advise that The proposed development does not fall within our statutory remit (Statutory Instrument 2015/595) in that the site appears not to constitute playing field land, but that the application broadly falls within the scope of the above guidance as it relates to the provision of a recreational sports facility creating opportunities for sport and includes artificial lighting.

Sport England's Position
Sport England would expect to find the strategic need for a facility of this sort to be set as part of the planning application. No such justification has been included within the supporting documents which accompany this application, and Sport England is not aware of any other local justification for its provision. As such, it is not possible to conclude that this proposal will be of benefit to the development of tennis in this area.
Sport England has consulted with the Lawn Tennis Association who are the National Governing Body for the sport and their observations in relation to its strategic need and technical standards are as follows:

1. Strategic Need
   The LTA is working with MCC and Manchester Active on a padel strategy that will see the sport 'opened up' to communities as an accessible and inclusive sporting offer. They would expect to see demonstrable programming that can help address physical inactivity and health as well as drive community participation.
   Existing Padel venues

Within 10 minutes' drive (pop of 140K) - 1 commercial venue with 4 outdoor padel courts
Within 10-20 min drive - Nine outdoor padel courts (commercial venues) & 2 covered padel courts.
When viewing the location for a 10–20-minute drive time it extends into neighbouring local authority areas of Tameside, Trafford, Stockport in particular.

2. Technical Specification

It looks like a layout has been provided on the warehouse in the supporting information. There is insufficient information provided to be able to comment on the specification.

- They would signpost the industry standard guidance document for the construction of Padel courts*. CoP_for_padel_courts_v3_040321.pdf*

Potential Resolution:

- A clear demonstration of how the proposal can meet the strategic need for padel in this location.
- A clear demonstration of how the proposal can drive community participation in the sport locally.
- Specification of the proposal padel courts to meet LTA standards CoP_for_padel_courts_v3_040321.pdf

FURTHER COMMENTS 09.04.2025

Sport England would expect to find the strategic need for a facility of this sort and technical details to be set as part of the planning application. The applicant has provided a supporting letter from the Lawn Tennis Association (LTA) who are the National Governing Body for the sport, which sets out the need for the facility in this location together with further technical submissions.

In addition, Sport England has consulted with the LTA who have indicated that:

- the applicant has committed to a community access agreement , to be proactive in community engagement and removing barriers to participation. It is considered that this facility will form part of the Manchester Padel Strategy and an exciting opportunity to 'open up' the sport.
- They have been consulted on the technical specification and are happy that it meets the SAPCA/LTA requirements. The layout drawing has been discussed with the applicant on couple of points.
- They understand that the 'out of play' area for court 1 is 1 metre away from the steps (not as shown in the drawing) - we are happy with this. Wheelchair access - there is sufficient distance between courts to allow for sports wheelchair access.

Sport England withdraws its previous objection, subject to condition, to the proposal for the reasons set out above, as it meets Sport England's objective to Provide and the NPPF paragraphs 96 and 98 with regard to new sports provision.

Recommended Condition:

- Use of the development shall not commence [or no development shall commence or such other timescale] until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to padel facility hereby approved and include details of pricing policy, hours of use, access by non-members, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy **.

• Informative: Guidance on preparing Community Use Agreements is available from Sport England. http://www.sportengland.org/planningapplications/ For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

Network Rail - Have advised that an interface with Network Rail is REQUIRED for this proposal – the outside party is advised that Network Rail will need to agree and supervise this proposal & that no works are to take place until agreed with Network Rail.

Network Rail have made some initial comments on the above proposal., but reserves the right to amend, update, withdraw or even object to proposals if fresh information comes to light.

Only Network Rail are able to determine the level of impacts of the proposal on the operational railway & its boundary. They advise that works on this site must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary.

The developer is advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) – the developer is advised that the works must not commence on site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal.
They have also provided advice in relation to :

-Measurements to railway tracks and railway boundary
-Obligations
-RAMS
-Fail Safe Use of Crane and Plant
-Encroachment
-Lighting
-Scaffolding
-Drainage proposals and Network Rail land
-Excavation and Earthworks and Network Rail land
-Boundary treatments
-Access to Railway
- 3m Gap
-Trees
-Parking / Hard Standing Area

<u>BAPA (Basic Asset Protection Agreement) formal railway interface</u>
As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail.
They further advise no works are to commence until agreed with Network Rail.

All of the comments from Network Rail have been forwarded (in full) to the planning agent .

<u>FURTHER COMMENTS 27.03.2025</u>

Even if the proposal is purely internal the applicant would still need to inform Network rail asset protection so they could have oversight of the proposal works. They recommend that all documentation is issued via the formal interface for review to NRASPRO.

Policy

The National Planning Policy Framework (December 2024)

The current version of the Framework came into effect in December 2024, and represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96) which promote social interaction, be safe and accessible and enable and support healthy lifestyles. Paragraph 103 foes on to state that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 110). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 116). Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 117). All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)
The relevant sections of the PPG are as follows:

Noise
This section states that Local Planning Authorities’ should take account of the acoustic environment and in doing so consider:
• whether or not a significant adverse effect is occurring or likely to occur;
• whether or not an adverse effect is occurring or likely to occur; and
• whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:
• engineering: reducing the noise generated at source and/or containing the noise generated;
• layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
• using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
• mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Health and Well Being
This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation).

Travel Plans, Transport Assessments in Decision Taking
This section states that applications can positively contribute to:
• encouraging sustainable travel;
• lessening traffic generation and its detrimental impacts;
• reducing carbon emissions and climate impacts;
• creating accessible, connected, inclusive communities;
• improving health outcomes and quality of life;
• improving road safety; and
• reducing the need for new development to increase existing road capacity or provide new roads.

Places for Everyone
The plan was considered at the Full Council meeting in Manchester on 20 March 2024, and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Paragraph 1.43 states that the plan has adopted a ‘brownfield preference’ through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that ‘preference will be given to using previously developed land and vacant buildings to meet development needs’.

Policy JP -C1 seeks to delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP-P7 seek to protect and enhance a network of high quality and accessible sports and recreation facilities, supporting greater levels of activity for all ages, including by: 1. Creating a public realm that provides frequent opportunities for play and that all ages can enjoy together; 2. Where appropriate setting out more comprehensive and detailed recreational standards and standards for provision for designated play areas in district local plans, having regard to existing and future needs; 3. Requiring new development to provide new and/or improved existing facilities commensurate with the demand they would generate. The provision of sports facilities will be determined by individual local authorities through an evidence based approach; 4. Locating and designing recreation facilities in relation to housing so as to ensure that they are accessible but also minimise the potential for complaints due to disturbance to residential amenity from recreational activity; 5. Protecting and enhancing the public rights of way network, including to: a. Provide safe and attractive routes to sports and recreation facilities; b. Improve access to, and connections between different parts of, the green infrastructure network across Greater Manchester and beyond; c. Expand the network of strategic recreation routes offering longer distance opportunities for walking, cycling and horse-riding; d. Provide everyday options for green travel; 6. Encouraging the incorporation of a sports facilities mix in all education settings, that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible

Policy JP-J2 seeks to make available a diverse range of employment sites and accessible premises , both new and second hand will be made available across the Plan area in terms of location, scale , type and cost. This will offer opportunities for all kinds and sizes of businesses, including start -up’s , firms seeking to expand and large-scale inward investment, which will help to tackle inequalities.
Existing employment area that are important to maintaining a strong and diverse supply of sites and premises, will be protected from redevelopment to other uses.

Relevant Local Policies
The Development Plan consists of: - The Manchester Core Strategy (2012); and saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

Policy SP1 ‘Spatial Principles’ - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport. The proposal would contribute towards meeting housing growth in the City. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy T1 ‘Sustainable Transport’ seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes, including regular bus (Ashton Old Road) and rail services (Ashburys Station). The submitted accompanying information references the provision of cycle storage and an electric charging point. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 ‘Accessible areas of opportunity and needs’. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance Ashton Old Road, and Ashbury’s rail station, and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

Policy EC2 ‘ Existing Employment Space’ seeks to retain and enhance the existing employment spaces and enhance existing employment space. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations, building age and format; The existing use is incompatible with adjacent uses; The existing use is unsuitable for employment having had regard to the Manchester- Salford - Trafford SFRA; or on balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use. The Council will seek to retain and enhance existing employment space and sites.

In this instance, the proposed development would continue to offer employment, and consent is sought for a limited period of three years. It is considered that on balance the overall proposed development would enable the floorspace to remain in active use, albeit, not in in a traditional employment use.

Policy EN11 ‘Quantity of Open Space, Sport and Recreation’ is also of relevance in that the Council will seek the provision of new open space, sport and recreation facilities, in particular where there is a quantitative shortage of a particular use per head of population, including any increase of population created by the new development is identified in the area; or significant levels of development are proposed including within the Strategic Housing Location.

Policy EN14 ‘Flood Risk’ advises that proposals on sites greater than 0.5ha within critical drainage areas. In line with the risk-based sequential approach, policy EN14 seeks that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide.
Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the

associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.
Whilst the building lies in Flood Zone 1, parts of the existing car park lie in Flood Zone 2. The development is related to an existing building with existing drainage connections, with no changes proposed, other than the formalisation of the parking arrangements.

Policy EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' all development should have regard the following specific issues:- - Appropriate siting, layout, scale, form, massing, materials and detail; - Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area; - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as proposals which would be sensitive to existing environmental conditions, such as noise; - Community safety and crime prevention; - Design for health; - Adequacy of internal accommodation and external amenity space; - Refuse storage and collection; - Vehicular access and car parking; - Effect on biodiversity, archaeological or built heritage; - Green infrastructure; - Flood risk and drainage. These matters have all been considered and assessed as part of the detailed analysis of the application.

As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Polices
Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments.

Issues

Principle
It is noted that the site area is 3,214.65 sq.m and the internal floorspace of Unit 9 is 3,111.65 sq.m. On this basis consideration has been had in regard to whether a sequential test would be required, due to the nature of the proposed development. The determination of whether the proposed development would constitute a town centre use hinges on whether this is an intensive sports use. The scheme would lead to the provision of 11 courts, and 16 employees, and at full capacity is unlikely to create significant movements of people to the facility, as courts would be booked for lengths of time which regulate movements, in addition, there is no spectator provision. On this basis it is considered that the proposal does not constitute intense sports use and is therefore not a main town centre use as defined by the NPPF and therefore does not require a sequential approach.
The principle of the use of the premises for a temporary period of three years is considered to be acceptable in principle in this location.

Loss of employment

A letter from the landlord dated 19th December 2024 has been received confirming the lease for Unit 9 ceases in April 2025, and states that Unit 9 has been actively marketed for new tenants at rates below market rate for over 6 months without any interest being shown. The letter also outlines marketing issues in respect of the existing class B2/B8 units on the wider site and states that units 8, 8a, 8b, 15 and 17 are currently vacant, and that units 8a and 8b have been vacant since April 2022.
Information has also been submitted indicating that the site currently notionally employs 10 people, but that the current business is winding down generally no more than 2 people working at the unit any one time. The supporting information accompanying the application indicates that the proposed development would lead to the creation of 16 jobs.
On balance whilst the temporary use of the property for Padel Tennis would led to the loss of warehouse jobs, given the issues in relation to letting the premises for a Class B8 or B2, the proposed use would enable job creation at the site, even if only for a limited period.

Traffic
The application is accompanied by a Transport Assessment. This indicates that the existing trip rates are 19 two-way trips in AM and 13 two-way trips in PM peak., which would change to 9 two-way trips in AM peak and 33 two-way trips in PM peak. On this basis the level of trips generated is not anticipated to be significant and no significant impacts to the local highway network are likely.

Construction Management
The suggestion for a condition to require the submission of a construction management plan by highway officers has been noted. In this instance where no external works are proposed and the internal works are limited the surfacing of the courts , and installation of associated court structures tother with sanitary fitments , given the setting within an industrial estate with a parking and serving area to Unit 9 , such a condition is considered to be onerous.

Car Parking
The proposed development would increase the level of parking serving the unit from 14 to 28 (including two spaces for disabled users). This is considered to be acceptable in this location. Supporting information references the inclusion of an EV charging point, but the location and type has not been provided for consideration. It is therefore proposed that this aspect of the scheme is conditioned.

Cycle Storage
The scheme includes a location cycle storage provision, but details of the level of provision and type of storage has not been provided for consideration. It is therefore proposed that this aspect of the scheme is conditioned.

Refuse Storage
The applicant has stated that they will require a 240L bin for general waste and a 240l bin for recycling, and that this will be managed by a local waste management company. However , the site layout plan has been annotated to show a 1,100litre Eurobin provision, with one for general waste and one for recycling with a further 240 litre bin for food waste. It is therefore proposed to attach a condition to any approval for the submission of finalised details of the storage and disposal of refuse to be submitted and approved.

Flood Zones
Whilst the building lies in Flood Zone 1, parts of the existing car park lie in Flood Zone 2. The development is related to an existing building with existing drainage connections, with no proposed extensions , and only the formalisation of the parking arrangements in the existing parking area.

Hours of use
The two-storey front extension to Unit 9 is subject to a condition which restricts the hours of use to Mondays to Fridays 8:00am to 6:00pm and Saturdays 8:00am to 4:00pm, however, there appear to be no limitations on the hours of use of the main warehouse premises. Given the location of the premises within an industrial estate adjacent to a main rail line, it is considered that the proposed use of the premises from 6am to 12 Midnight, seven days a week, would not give rise to any significant impacts to amenity due to noise and disturbance.

It is therefore proposed to attach a condition to any approval to limit the hours of operation as referenced above.

Landscaping
There is currently no soft landscaping associated with the property. The Design and Access Statement states that planters would be position within the site entrance area to enhance the outdoor environment. It is recommended that this aspect of the scheme is conditioned.

Disabled Access
The development would include the provision of two parking space for disabled users . Level access would be retained to the main double height building and a separate toilet and shower facility incorporated within the scheme for disabled users.

Padel court design
Following the initial concerns expressed by Sport England and MCR Active additional drawings were forwarded in order to demonstrate compliance with the Play Construction Association Code of Practice for the Construction of Padel Courts

Other Legislative Requirements
Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations
This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a

decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation:

Article 35 Declaration
Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns about cycle parking, the provision of an electric vehicle charging point and the provision of an out of centre sports facility. These matters have been satisfactorily resolved, and the appropriate conditions have been attached.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1. The permission hereby granted is for a limited period only, expiring on 30th April 2028; and the works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued.

   Reason - In the interests of amenity and as the proposals are for a temporary period only pursuant to policies DM1 of the Manchester Core Strategy (2012).

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:
   Transport Statement ref: 599-24-1 dated 23.12.2024 (notwithstanding proposed parking layout in appendix B)
   Received 7th January 2025

   Location plan (site edged red) received 16th January 2025.

   Parking layout and Design and Access Statement rev. P01(notwithstanding number of courts indicated) dated 21st February 2025.
   Received 21st February 2025.

   Proposed Courts – GF Ground Floor (1) , GF Ground floor (2) plan ref: CTS-A-4409;
   Proposed Courts - Long Section double court, short elevation double courts, short elevation single court plan ref: CTS-A-4410;
   Padel Court document ref: 4401-P-03 (including Proposed courts – GF Ground floor , RF Eaves level (1) plan ref CTS-A – 4406 P-03; Proposed front elevation , right side elevation , plan ref: CTS-A-4407 P-03)
   3D visual images
   Letter from Landlord dated 19th December 2024
   Vaughan Street Padel Project Manchester document
   Received 10th March 2025

   Agent email confirming 3 year temporary permission dated 12th March 2025.

   Lawn Tennis Association letter dated 27th March 2025.
   Applicant's email dated 1st April 2025 confirming the indoor padel courts will fully comply with the SAPCA Code of Practice for the Construction of Padel Courts, and providing specifications of the courts, and lighting.

   Lighting information dated 19.01.2023; court specifications and plan refs. Padel Alba S.L. 00

Padel Alba S.L. 01; Padel Alba S.L. 02 and Padel Alba S.L. 03.
Mondo artificial turf specification
Received 1st April 2025.

Proposed site plan/ parking plan ref: CTS-A – 4408 P-03 received 9th April 2025 (notwithstanding EV location).

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3. a) Notwithstanding the location shown on Proposed site plan/ parking plan ref: CTS-A – 4408 P-03 received 9th April 2025, finalised details of the location and specifications of the electric vehicle charging point shall be submitted to and approved in writing by the City Council as local planning authority.
b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use is in operation.

   Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

4. The car parking indicated on the Proposed site plan/ parking plan ref: CTS-A – 4408 P-03 received 9th April 2025, shall be surfaced, demarcated and made available for use prior to the Padel Tennis Centre being brought in to use. The car parking shall then be available at all times whilst the Padel Tennis Centre is operational and be retained thereafter.

   Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

5. Notwithstanding the location shown on Proposed site plan/ parking plan ref: CTS-A – 4408 P-03 received 9th April 2025, finalised details of the location and specifications of the cycle storage arrangements shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences, and remain in situ whilst the use is in operation.

   Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

6. a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

   b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

7. Prior to first use of the development a Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the Padel Courts and associated ancillary facilities that support the use of the Padel Courts, and include details of pricing policy, hours of use, access by Manchester's priority groups, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement and for the duration of the development.

   Reason- To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport, pursuant to policy EN10 of the Manchester Core Strategy (2012).

8. Prior to the use being operational, finalised details of the location and design of the planters (including planting) referenced in the Design and Access Statement (section 5) shall be submitted to and approved in writing by the City Council as local planning authority . The development shall be implemented in accordance with the approved scheme, within 6 months of the development being brought into use, and be retained thereafter.

   Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

9. The Padel Tennis Centre shall not be open outside the following hours:-
   Mondays to Sundays 06:00 to 24:00 (Midnight).

   Reason - In interests of amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

2. Guidance on preparing Community Use Agreements is available from Manchester Active https://mcractive.com/contact/

   Guidance on preparing Community Use Agreements is also available from Sport England. http://www.sportengland.org/planningapplications/ For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

3. Network Rail Advice is set out below

Measurements to railway tracks and railway boundary
When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones, vegetation) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability. To ensure the safe operation and integrity of the railway, Network Rail issues advice on planning applications and requests conditions to protect the railway and its boundary.

Obligations
Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there is no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not comply with or would breach any of the terms of the conveyance, the developer must revise his proposals.

RAMS
The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Fail Safe Use of Crane and Plant
All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of
overhead electrical equipment or supports. With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail prior to implementation.

Please see links to guidance for tower crane and mobile cranes adjacent to the railway to be flagged up to the developer/applicant.

https://www.cpa.uk.net/downloads/80/CPA-CIG-Mobile-Cranes-Alongside-Railways-181201.pdf

https://www.cpa.uk.net/safety-and-technical-publications/tower-crane-guidance

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.
- All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint.
- Buildings, windows and structures must not over-sail Network Rail air-space/boundary.
- Any future maintenance must be conducted solely within the applicant's land ownership.
- Rainwater goods must not discharge towards or over the railway boundary
- Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.
- Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

Lighting

To ensure the ongoing safety of the operational railway the applicant's lighting design must demonstrate no overspill of light onto Network Rail land. Lighting close to or adjacent to the railway boundary must not impact train driver's ability to perceive signals and therefore all column lighting is recommended to be:

- White LED
- Flat bottom luminaires
- Downlit throw lighting
- Lighting to be directed away from the railway boundary

Scaffolding

Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

This is to ensure that the safety of the railway is preserved, and that scaffolding does not:

- Fall into the path of on-coming trains
- Fall onto and damage critical and safety related lineside equipment and infrastructure
- Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

Drainage proposals and Network Rail land

The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:

- All surface waters and foul waters must drain away from the direction of the railway boundary.

- Soakaways for the proposal must be placed at least 30m from the railway boundary.
- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.

Excavation and Earthworks and Network Rail land:
The applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works
- Works to retaining walls
- Construction and temporary works
- Maintenance of retaining walls
- Ground investigation works must not be undertaken unless agreed with Network Rail.
- Confirmation of retaining wall works (either Network Rail and/or the applicant). Prior to the commencement of works on site the applicant must confirm with Network Rail if there are any retaining walls/structures and the applicant must interface with Network Rail to ensure that no retaining structures are impacted on a permanent basis by their proposal.
- Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.
- For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review.
  Network Rail would need to re view and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The council and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

Boundary treatments
Any structures on the applicant's land which runs seamlessly into a section of Network Rail infrastructure will require Network Rail agreement/comments and interface/supervision to ensure that there is no impact to or increase in risk to Network Rail assets.

Access to Railway
All roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 – around the clock) both during construction works and as a permanent arrangement.
· The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicle's ability to access and exit Network Rail land.
· The proposal construction works must not prevent Network Rail from accessing its land.

3m Gap
Network Rail REQUIRES that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway

boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works. Network Rail requires a minimum 3m easement between structures on site and the railway boundary to ensure that we can maintain and renew our boundary treatments. No part of the structure should over-sail the railway boundary or discharge rainwater goods onto or toward the railway boundary.

Trees

Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.

Parking / Hard Standing Area

As the proposal calls for the following adjacent to the boundary with the operational railway running parallel to the operational railway or where the existing operational railway is below the height of the proposal site:

- hard standing areas
- turning circles
- roads, public highways to facilitate access and egress from developments

Network Rail requests the installation of suitable high kerbs or crash barriers (e.g. Armco Safety Barriers).

This is to prevent vehicle incursion from the proposal area impacting upon the safe operation of the railway.

BAPA (Basic Asset Protection Agreement) formal railway interface

As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Sport England
Network Rail
MCR Active

Unit 2C, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Fight Factory Manchester Limited, Unit 17, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Montague House, Matthews Street, Manchester, M12 5BB
Unit 10, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 3, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 1, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
12 Vaughan Street, Manchester, M12 5FQ
MG Waste Management Ltd, Unit 2, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 8A, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 10A, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 5, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 8, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 7, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 15, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 18, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 12, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
BEAST RAMPZ SKATEPARK, 39 Matthews Street, Manchester, M12 5BB
Unit 16, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
T D Autos, Gorton Road, Manchester, M11 2DZ
Unit 13, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 14, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Autosalvage Holt Town Ltd, Gorton Road, Manchester, M11 2DZ
T D X Ltd, Gorton Road, Manchester, M11 2DZ
RAMMON GROUP (PROPERTIES) LTD, UNIT 3, Montague House, Matthews Street, Manchester, M12 5BB
RAMMON GROUP (PROPERTIES) LTD, UNIT 2, Montague House, Matthews Street, Manchester, M12 5BB
LOVE LANE LTD, 41 MATTHEWS STREET, UNIT 1, Montague House, Matthews Street, Manchester, M12 5BB

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA