Padel Plan

Transport Statement

Unit B1, Roundthorn Industrial Estate, Wythenshawe, M23 9LE

Proposed change of use of warehouse and adjoining ancillary office to padel facility

The Pavilion Padel Club

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1 Introduction

1.1 This Transport Statement ('TS') has been prepared in support of a planning application submitted to Manchester City Council ('the Council') on behalf of The Pavilion Padel Club Ltd. ('the Applicant'). The application seeks full planning permission for the change of use of a warehouse unit and adjoining ancillary office space to an indoor padel facility at Unit B1, Roundthorn Industrial Estate, Wythenshawe, M23 9LE ('the Site').

1.2 The purpose of this TS is to assess the transport and accessibility implications of the proposed development and to demonstrate that the proposal is consistent with the transport policies set out in the Manchester Core Strategy ('MCS') and the Places for Everyone ('PfE') Joint Development Plan Document, in particular Policy T1 of the MCS and Policy JP-C8 of the PfE.

1.3 This statement should be read in conjunction with the Planning, Design and Access Statement prepared by Padel Plan and the other documents submitted as part of this application.

2 Site Description and Proposed Development

Site Description

2.1 The Site is located within Roundthorn Industrial Estate on the western edge of the Wythenshawe area of Manchester. The surrounding area comprises a wide range of industrial and commercial uses, with Wythenshawe Hospital located to the south east.

2.2 The existing building is a steel-framed industrial warehouse with an open-plan ground floor and small ancillary office space adjoining the front elevation. The building has been vacant for approximately two years.

2.3 Vehicular access to the Site is taken via Ennis Close to the west. The Site benefits from an existing service yard to the front of the building and a private car parking area. Pedestrian access is available from the highway frontage.

Proposed Development

2.4 The proposed development comprises the change of use of the warehouse and ancillary office space to an indoor padel facility (Use Class E). The proposed use involves:

- Installation of five doubles padel courts and one singles court at ground floor level;
- Ancillary facilities including reception, cafe/seating area, changing rooms and toilets;
- Studio space and office at first floor level within the adjoining structure; and
- Reconfiguration of the external service yard to create an enlarged car parking area, together with provision of secure on-site cycle storage.

2.5 No external alterations to the building are proposed as part of this application.

3 Existing Transport Conditions

Highway Network

3.1 The Site is accessed via Ennis Close, which connects to Roundthorn Road. Roundthorn Road links to the wider highway network including the A560 Altrincham Road and, further afield, the M56 motorway. These routes are well established and of sufficient standard to accommodate the modest trip generation associated with the proposed development.

Public Transport

3.2 The Site benefits from excellent public transport accessibility. Key public transport links are summarised below:

- Metrolink (Tram): A stop on the Navy Line of the Greater Manchester Metrolink network is located within comfortable walking distance of the Site, providing direct tram services into Manchester City Centre and across the wider Metrolink network.
- Bus: Bus stops are located directly opposite the Site on the adjacent road frontage, served by frequent bus routes connecting to Altrincham, Manchester City Centre and Stockport.

3.3 The Site is therefore highly accessible by public transport, which will assist in reducing car-borne trips associated with the proposed use.

Walking and Cycling

3.4 The Site is located within reasonable walking and cycling distance of large residential areas in both Wythenshawe and Altrincham, enabling sustainable access for a proportion of visitors and staff without recourse to the private car.

3.5 The footway network in the vicinity of the Site provides a safe pedestrian route from the surrounding public transport nodes and the wider residential catchment.

4 Trip Generation and Distribution

4.1 Padel facilities are characteristically different from other leisure developments in terms of their trip generation profile. Courts must be pre-booked and are typically used for one-hour sessions by small groups of four players (for doubles play). This appointment-based model results in regular, predictable and relatively modest vehicular trip generation that is spread across the facility's operating hours rather than concentrated in a single peak period.

4.2 The proposed facility includes five doubles courts and one singles court. Based on a reasonable utilisation rate and the doubles format, the maximum simultaneous occupancy of the facility will be in the order of 22 active players (five doubles courts x four players plus one singles court x two players) at any one time. Given that many visitors will travel together, as courts must be booked with a playing group, the associated number of vehicle trips will be considerably less than this occupancy figure.

4.3 For context, the previous lawful use of the Site as a warehouse (Use Class B8) had the potential to generate significant numbers of HGV and commercial vehicle movements on the highway network during the business day. The proposed leisure use will generate a different and broadly comparable or lesser pattern of vehicular trips, with the benefit of being spread across morning, afternoon and evening periods and including weekend usage. There will be no HGV movements.

4.4 On this basis, it is considered that the traffic impact of the proposal will be modest and will not give rise to any material adverse effect on the operation of the surrounding highway network.

5 Parking Provision

Car Parking

5.1 The existing car parking provision to the front of the building will be retained and supplemented by the conversion of the former service yard area into additional parking spaces. The consolidated car parking area will provide adequate on-site provision to serve the proposed padel facility.

5.2 As noted above, the appointment-based and group nature of padel means that vehicles are shared by playing groups, limiting the number of individual vehicles arriving simultaneously. Moreover, with strong public transport accessibility and proximity to residential areas within walking and cycling distance, a meaningful proportion of visitors and staff are expected to arrive by sustainable modes.

5.3 The Council's parking standards will be applied in the preparation of the detailed parking layout to ensure compliance with local requirements.

Cycle Parking

5.4 Secure on-site cycle storage will be provided as part of the development, in line with the Council's requirements and to actively encourage cycling as a mode of access to the facility. This is consistent with the aims of Policy T1 of the MCS and Policy JP-C8 of the PfE.

6 Planning Policy Compliance

6.1 The relevant transport policies against which this proposal has been assessed are set out in the table below:

Policy Ref.	Policy Title	Assessment
Policy T1 (MCS)	Sustainable Transport	The Site is served by Metrolink and bus stops directly opposite the Site. Secure cycle parking is provided. The proposal encourages sustainable access in line with Policy T1.
Policy JP-C8 (PfE)	Transport Requirements of New Development	The development is located and designed to enable walking, cycling and public transport use. Vehicle trip generation is modest and manageable within the existing highway network. On-site parking is provided to serve residual car-borne demand.
NPPF (Chapter 9)	Promoting Sustainable Transport	The Site benefits from strong multi-modal accessibility. The proposal will not result in a severe impact on the highway network and is consistent with the transport objectives of the NPPF.

7 Summary and Conclusions

7.1 This Transport Statement has been prepared in support of a planning application for the change of use of Unit B1, Roundthorn Industrial Estate, Wythenshawe to an indoor padel facility for The Pavilion Padel Club Ltd.

7.2 The Site benefits from excellent multi-modal accessibility, including proximity to the Greater Manchester Metrolink network and bus stops served by frequent services to Altrincham, Manchester City Centre and Stockport located directly opposite the Site. The Site is also accessible by foot and by bicycle from the surrounding residential areas of Wythenshawe and Altrincham.

7.3 The appointment-based and group nature of padel will result in a modest and manageable level of vehicular trip generation spread across the operating day and evening. This is expected to be comparable with or lower than the traffic movements associated with the previous warehouse use, and will involve no HGV movements.

7.4 Adequate on-site car and cycle parking will be provided to serve the proposed facility, with a consolidated parking area created through the reconfiguration of the existing service yard.

7.5 It is therefore concluded that the proposed development is accessible by a range of sustainable transport modes, will not give rise to any material adverse impact on highway safety or the operation of the local road network, and is fully compliant with the relevant transport policies of the Manchester Core Strategy, the Places for Everyone DPD and the NPPF.

7.6 On this basis, there are no transport or highway objections to the proposed development and it is respectfully requested that planning permission be granted.