july 2026

zeb 2110 | rev C

PADEL COURT - VICTORIA EXCHANGE MANCHESTER

design and access statement

zebra

PADEL SOCIAL CLUB



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PADEL SOCIAL CLUB

client

LONDONMETRIC PROPERTY PLC

landlord

zebra

architects

savills

planning consultant

1.0 Introduction



1.1 Scope and content

This Design and Access Statement (DAS) has been prepared by Zebra on behalf of Padel Social Club in support of a planning application for the installation of five rooftop padel courts, together with associated court enclosures, floodlighting and ancillary works at Victoria Exchange.

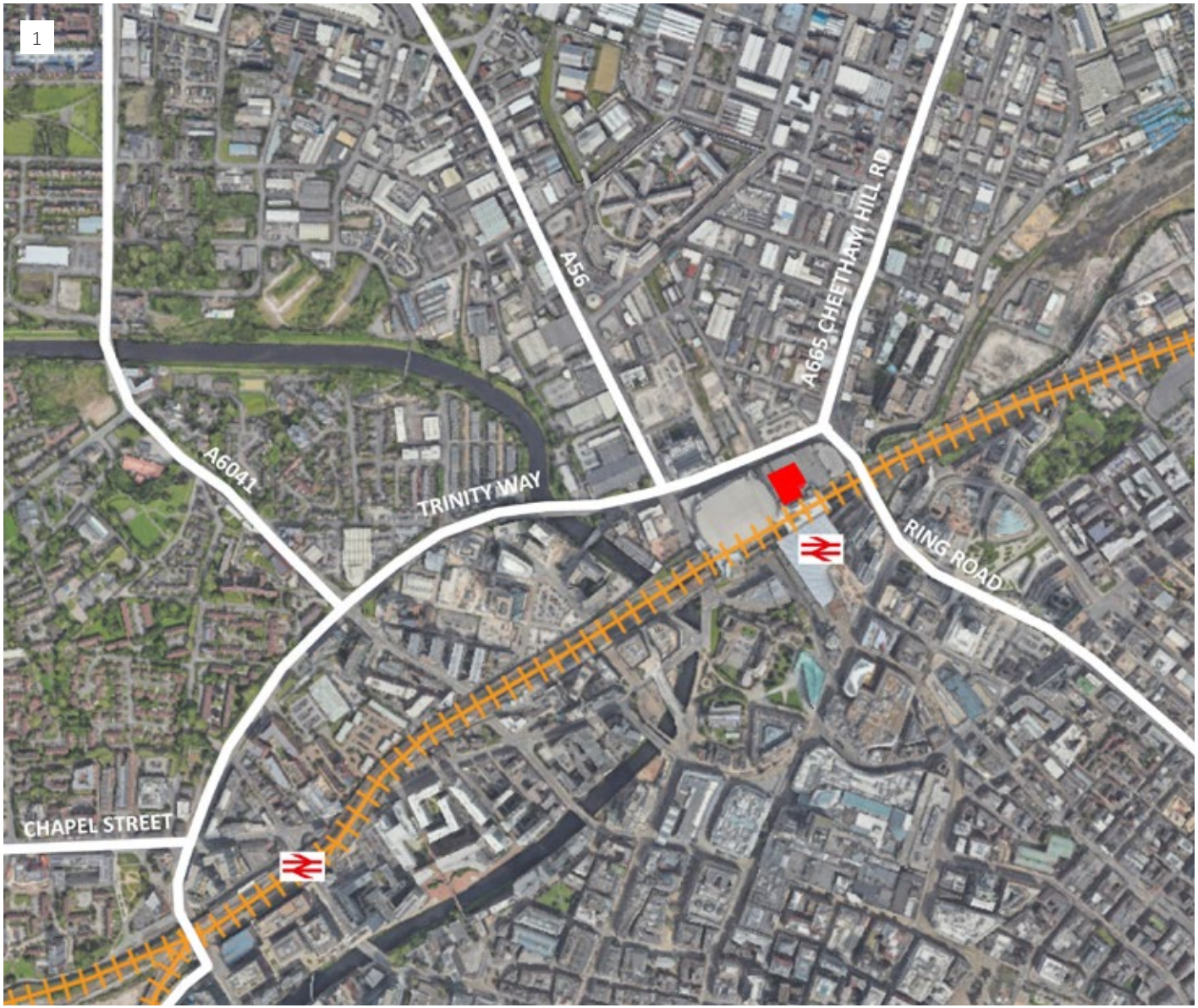
The proposals form part of the wider redevelopment of Victoria Exchange, which seeks to bring vacant areas of the building back into active commercial use through the creation of a new leisure destination centred around padel. To be operated by Padel Social Club - a premium padel experience. The wider scheme comprises indoor padel facilities across Levels 2 and 3, together with the proposed rooftop courts at Level 4, creating a comprehensive sport and leisure facility. A Certificate of Lawfulness (Ref: 141894/LE/2025) has been secured for the internal works, confirming that planning permission is not required for those elements.

A previous planning application (Ref:14355/FA/2025) included proposals for the rooftop courts but was subsequently withdrawn following discussions with the local planning authority. The current application has been refined so as to reduce the prevalence of the rooftop padel scheme from the surrounding streetscape, and ensure that there will be no adverse noise impacts upon surrounding residential amenity, resulting in a more sensitive rooftop developmentt while maintaining the wider vision for the scheme.

This application therefore relates solely to the proposed development of Level 4, the existing rooftop car park to provide five padel courts, including the installation of a lightweight canopy structure over two of the courts, and a pergola which contains a social / amenity area providing changing rooms, toilets and bar area.

This statement sets out the design principles that have informed the proposals and demonstrates how the development responds to the site's context and wider regeneration objectives. It should be read alongside the accompanying drawings and supporting documents submitted as part of the planning application.

1. Site Location



site location

1.2 PADEL SOCIAL CLUB

Padel Social Club is a leading UK-based operator specialising in the creation of high-quality, community-focused padel venues that combine sporting excellence with contemporary leisure, wellbeing and social experiences. The company's vision is to deliver premium, accessible destinations that encourage active lifestyles, foster community engagement and support local health and wellbeing objectives.

Through a considered approach to venue design and operation, Padel Social Club creates vibrant multi-use environments that extend beyond traditional sports facilities. Their venues integrate indoor and outdoor padel courts with thoughtfully designed clubhouses, social spaces, co-working areas, wellness facilities and complementary retail elements, creating inclusive destinations that serve a broad range of users throughout the day.

The company's approach is centred on delivering sustainable, high-quality places that bring people together, supporting participation in sport while enhancing social connection and providing opportunities for local communities to engage, relax and interact. Each venue is carefully designed to respond to its surroundings, contributing positively to the character of the area and establishing a new generation of community-led sporting and lifestyle destinations.



1.3 Professional team

The process of discussion and design development has included input from the following team:

client	Padel Social Club
architects	Zebra Architects
planning consultant	Savills
transport consultant	Astute Transport
acoustic consultant	Hoare Lea

Padel Social Club (PSC)

Padel Social Club (PSC) is the UK's leading padel social fitness and lifestyle brand. PSC facilities are proudly British-built, sustainably designed, and socially inspired, offering vibrant hubs for community interaction and wellness.

With iconic locations across the UK, PSC has established a strong presence in London, including venues at Earls Court, the O2, Wandsworth, and Soho House.

Images showing Existing Padel Social Club projects within London.
1. Padel Social Club- Earls Court
2. Padel Social Club- O2
3. Padel Social Club- Earls Court
4. Padel Social Club- O2









2.0 Site



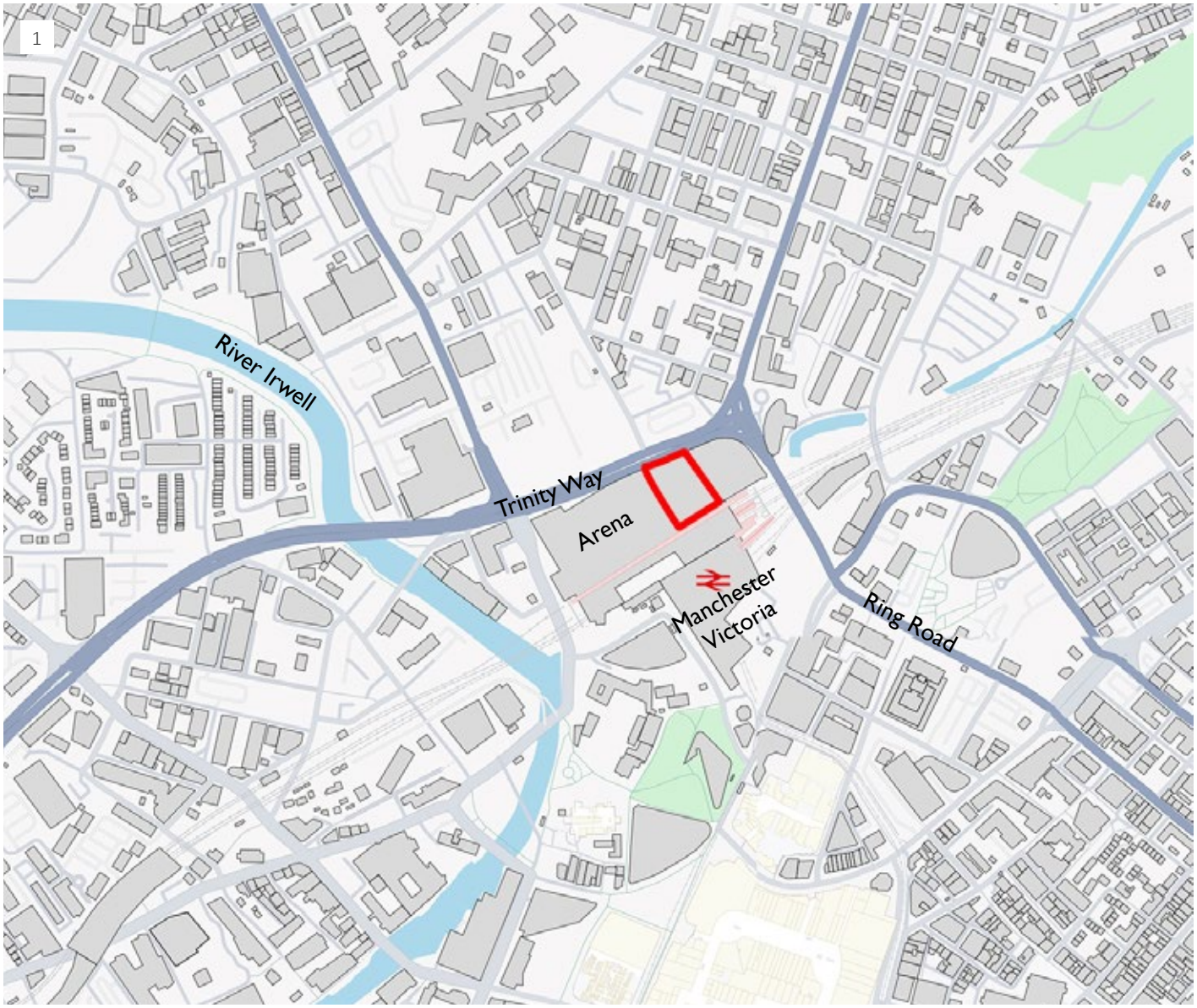
2.0 Site

2.1 Site Location

The proposed development site is centrally located within the heart of Manchester, offering a strategic and highly accessible urban position. It is linked to Manchester Victoria train station and is accessed internally through the Manchester Arena via a central staircore and lift.

The site is defined and bordered by several key city landmarks and infrastructure routes. To the north lies Trinity Way, a major route that facilitates vehicular movement around the northern edge of the city centre. The western boundary is framed by the Manchester Arena, a prominent entertainment venue. The eastern edge is formed by the Manchester Inner Ring Road providing further links around the city. To the South East of the site is Manchester Victoria train station, further enhancing its accessibility.

1. Site Context Plan

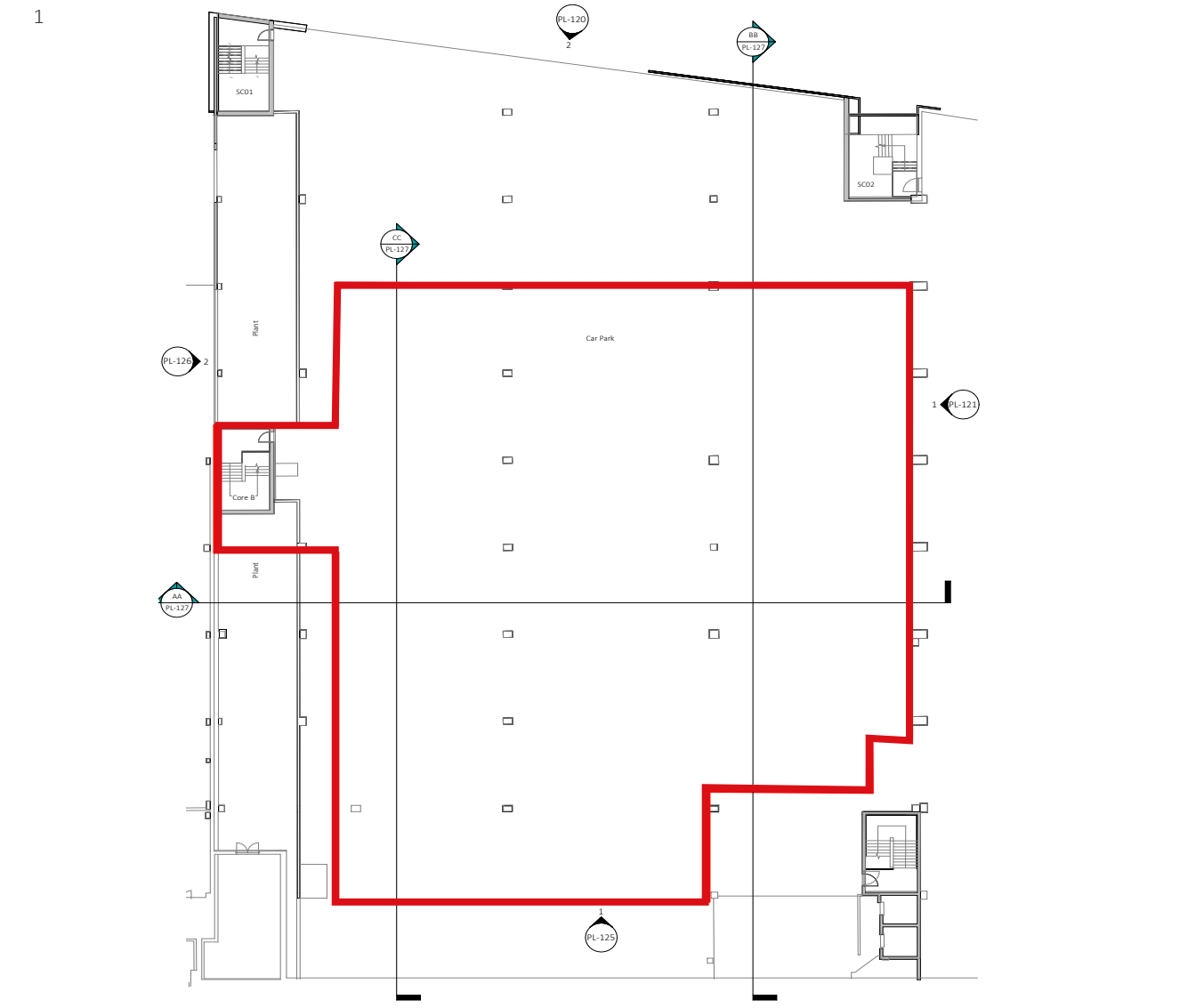


2.2 Existing Site

The application site is situated on the fourth floor (Level 4 rooftop) of a mixed-use building comprising open-plan commercial space and a multi-storey car park. Constructed in 1995, the reinforced concrete structure was purpose-built to provide parking for the Manchester Arena and associated development. It was designed to accommodate future vertical and horizontal expansion, enabling the proposed temporary works to be delivered with minimal structural intervention while maintaining the integrity of the existing building.

The existing rooftop currently comprises an open-air tarmac car park containing three stair cores, associated rooftop plant and structural elements. There are aproximately 90 car parking spaces within the redline boundary. The layout is predominantly open, with marked parking bays, vehicle circulation routes and passive ventilation provided through the open sides. The existing stair and service cores provide good vertical connectivity and can be readily integrated into the proposed development.

1. Existing Site Plan



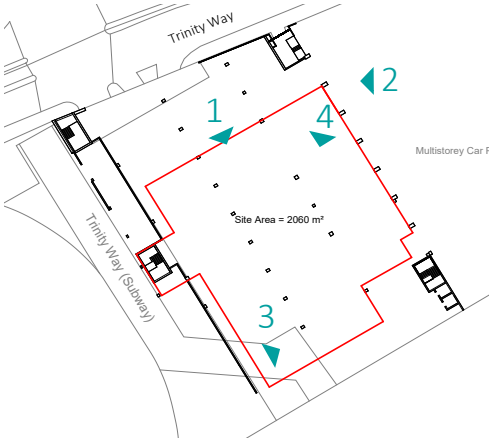
1. View of existing site looking South East
2. View of existing site looking North West
3. View of existing site East
4. View of existing site looking towards Victoria Station / Manchester Arena

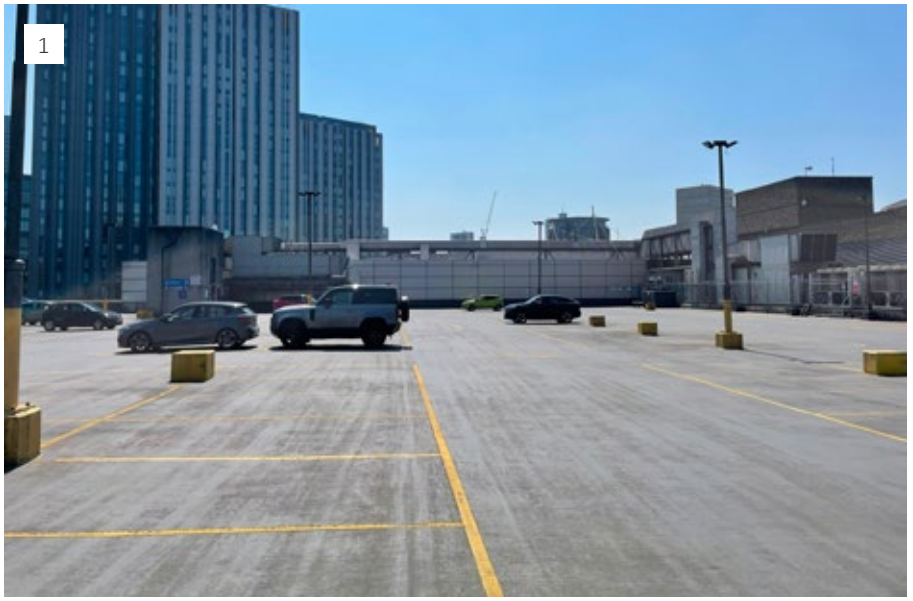
2.3 Site photos and views

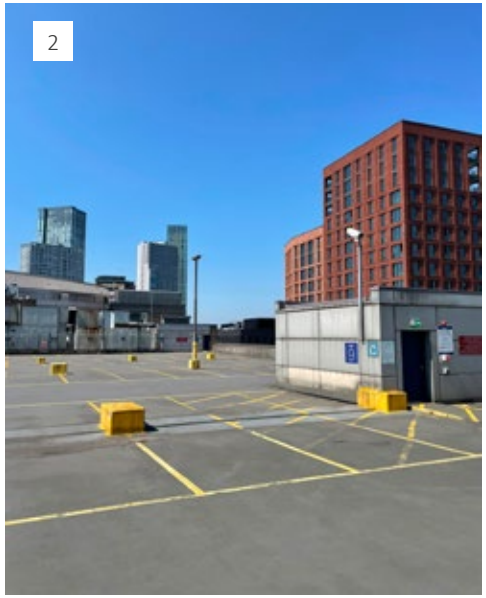
The site is an open-air car park surrounded by residential development, the Manchester Arena, Victoria Station and office complexes.

The rooftop car park currently provides approximately 314 parking spaces, three stair cores, associated plant and structure. The proposed red line boundary encompasses 98 existing spaces. The proposal retains the majority of the existing parking provision while maintaining a functional and accessible parking layout to support ongoing operational needs.

The views shown in the images show different areas of the car park roof and the surrounding hi-rise buildings.











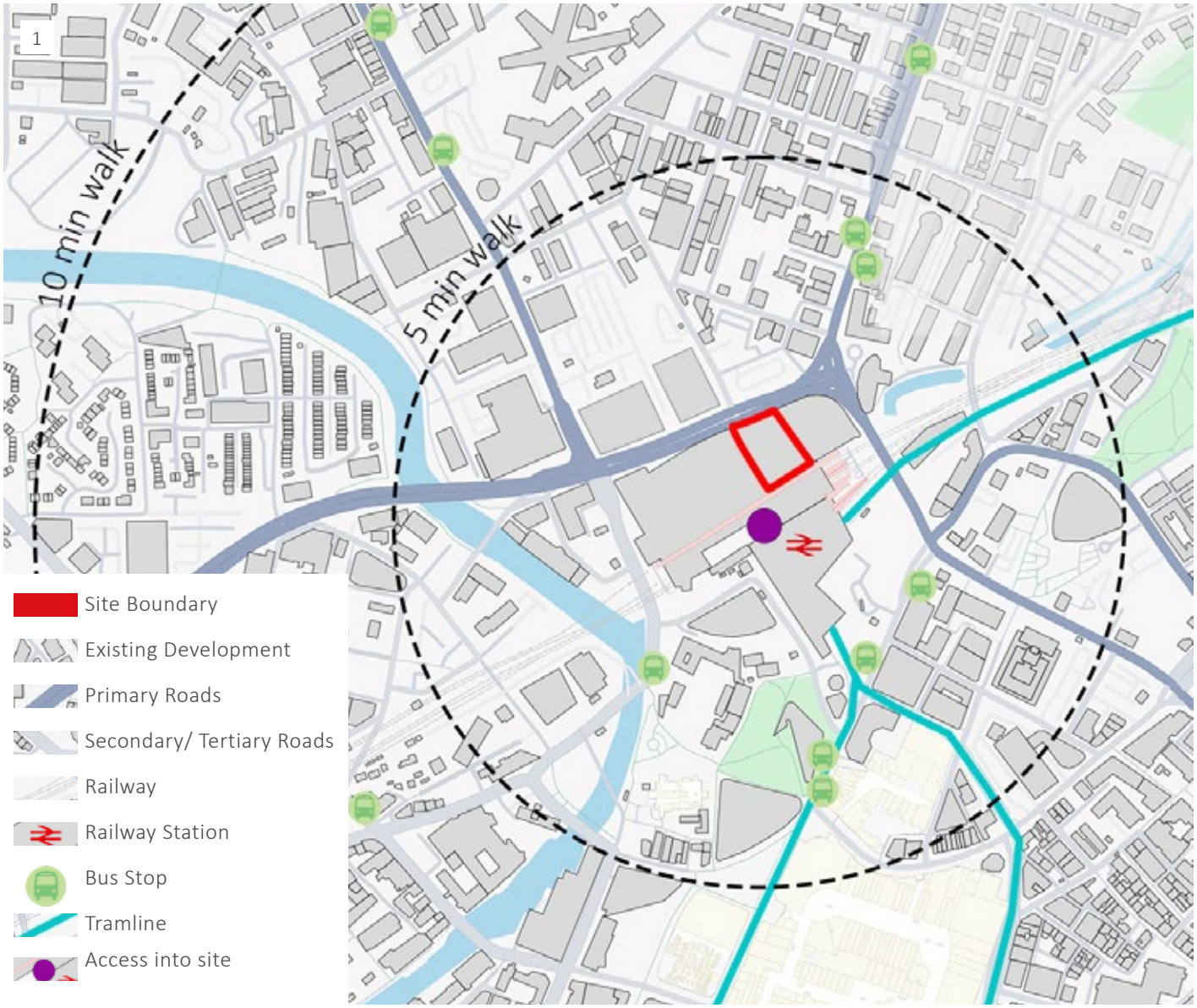
2.4 Transport + Movement

Public Transport
The site is adjacent to Manchester Victoria Station, which provides access to National Rail services as well as the Metrolink tram network. These offer frequent services to key destinations across Greater Manchester and beyond, including connections to Manchester Piccadilly, Salford, and Manchester Airport. Numerous bus routes also operate in close proximity to the site as noted on the site plan.

Pedestrian and Cycle Links
The adjacent diagram illustrates that the site is in a sustainable location with access to amenities and residential areas. There is well defined routes to the site and string links to nearby attractions, retail and hospitality.

There are designated cycle routes and secure cycle parking options located near the site within the existing car park.

Road Network
The proposed development site is located at the intersection of two main roads: Trinity Way and the Inner Ring Road. The site has direct vehicle access via the existing multi storey car park with clear circulation routes and designated parking bays.



1. OS Map Published 1848 (NLS, 2025)
2. OS Map Published 1921 (NLS, 2025)
3. OS Map Published 1933 (NLS, 2025)

2.5 Historic Context

1845-1848

Historic maps from the mid 1800s depict the site as comprising of a workhouse which opened in 1793. The site is shown below as bordered by Bridge Street, Ducie Street and Victoria Station. Victoria Station opened in 1844 as part of the Manchester Leeds Railway founded in 1836.

1915-1921

The expansion of Victoria Station began in 1865 with the addition of four bay platforms and the two decades later another bay and five platforms were built, demolishing some of the workhouse. Victoria further expanded in 1904 reaching a capacity of 17 platforms. The progression is illustrated on the map below showing the maximum extent of Victoria Station.

1931-1933

In the late 1930s, maps show that the site remained largely unchanged. The majority of site consists of Victoria Station with some remnants of the workhouse remaining. Surrounding the site appears to be a majority of residential dwellings.







1. OS Map Published 1956 (NLS, 2025)
2. OS Map Published 1972 (NLS, 2025)
3. Goggle Map (Google, 2025)

1949-1956

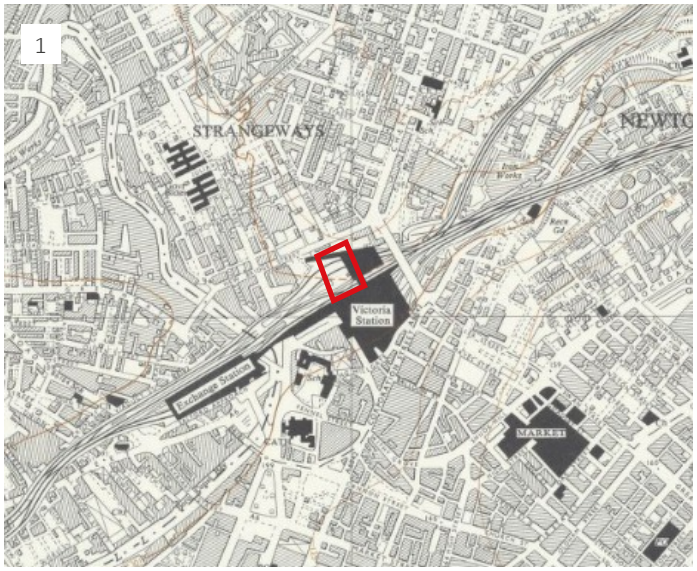
The 1949-56 map shows the site to be largely similar to its state in the 1930s, however there is a reduction in platforms due to World War II bombings. The tramlines are no longer in use and further areas of the 1793 workhouse appear to have been demolished. The surrounding area is no longer depicted as small residential properties but further expansion into industrial.

1949-1972

Following a similar pattern to the previous maps Victoria Station and the area covering the site remains unchanged.

Present Day

In the 80s and 90s most Manchester train services were diverted to Manchester Piccadilly and the station was reduced to six platforms and parts sold for development. The site changed dramatically with the erection of the Manchester Arena and associated car park between 1992-1994 over the remaining platforms. The arena can be accessed via Trinity Tunnel and from the station concourse. The site is located on the top floor of the arena car park.



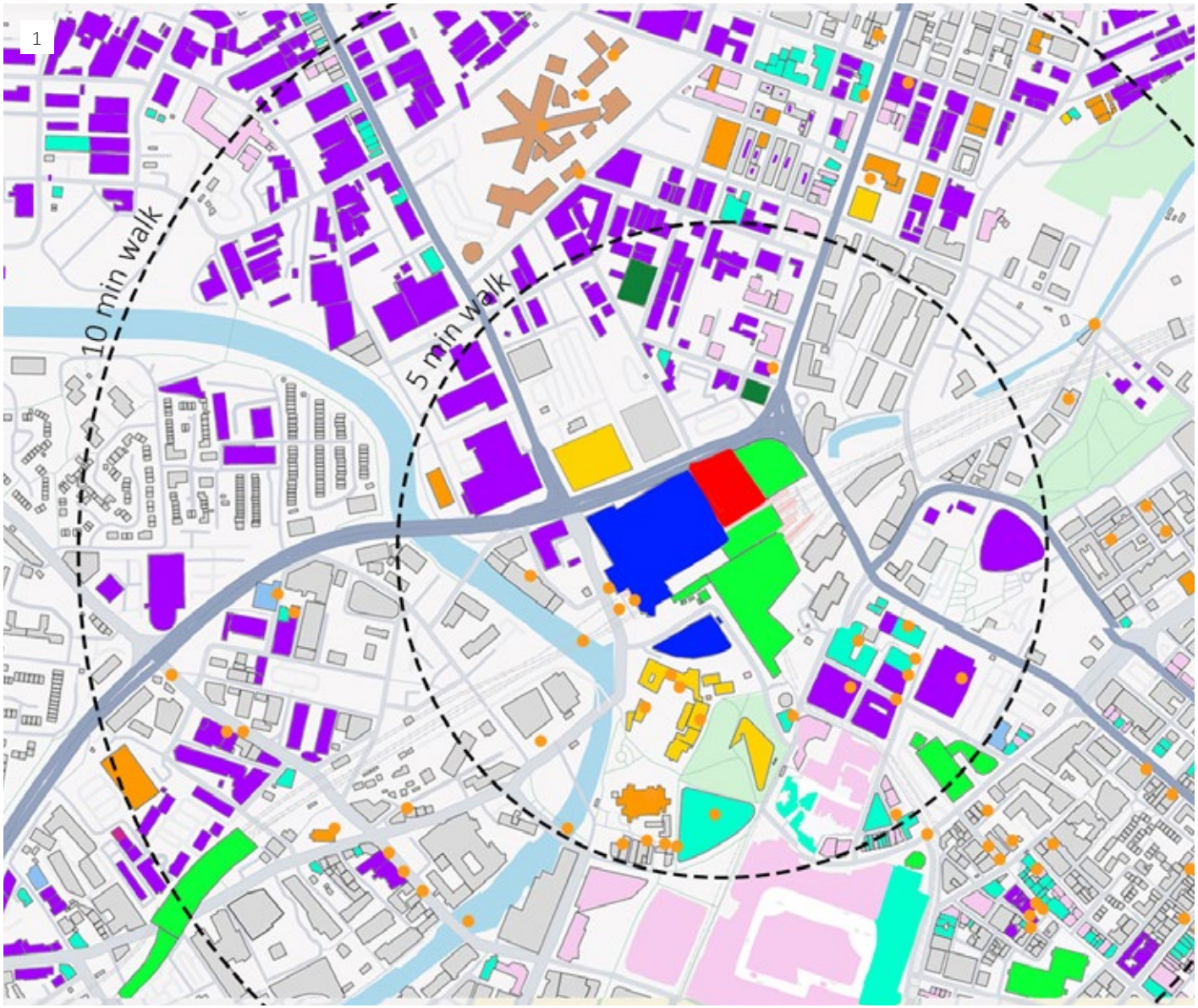




2.6 Landscape + Public realm

The adjacent diagram illustrates some of the key local amenities available near the site. The diagram shows how the site is well positioned to benefit from a wide range of existing services and amenities within distances that make them readily accessible to future users.

- Site Boundary
- Primary Roads
- Secondary/ Tertiary Roads
- Railway
- Railway/Underground Station
- Residential
- Retail
- Industrial/ Office
- Education
- Park/Playing Fields
- Sport Centre/ Gym
- Place of Worship
- Medical / Health
- Transport
- Entertainment
- Food & Drink
- Community
- Other
- Listed Building



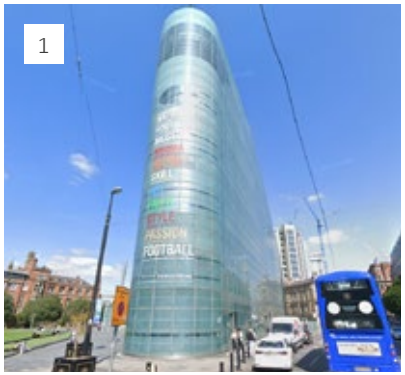
Retail/Employment
Local retail amenities can be found in the Manchester Arndale Shopping Centre (5min walk from the site) and along Market Street (10min walk from the site) providing a range of shops and services for local residents. Larger retail and business parks can be found further North of the site. Many of these retail and employment areas near the site can be reached on foot or by public transport within 10 minutes.

Offices
The area surrounding the site is a dynamic hub for office space and employment, offering a blend of modern commercial developments and creative industries.

Education
Manchester has wide range of education facilities such as universities and schools. Chetham's School of Music and Manchester College is located close to the site.

Leisure and Parks
A wide selection of leisure and recreational facilities are available local to the site. A range of recreational activities can be found such as museums, cinemas and theatres along with local shops and restaurants. The site also links to the Manchester Arena currently sponsored by AO which houses a variety of performances and event throughout the year.

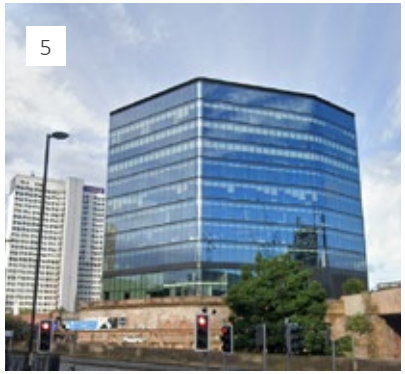
1. English Football Hall of Fame (Google, 2025)
2. Victoria Station (Google, 2025)
3. Exchange Square (Google, 2025)
4. Manchester Cathedral (Google, 2025)
5. Office Block (Google, 2025)
6. Manchester Arena (Google, 2025)
7. Arndale Shopping Centre (Google, 2025)
8. Chetham's School of Music (Google, 2025)
9. Apartment complexes (Google, 2025)



















1. Site analysis Plan
2. Flood map (GOV.uk)

2.7 Opportunities & Constraints

The diagram opposite summarises the site's key constraints and opportunities.

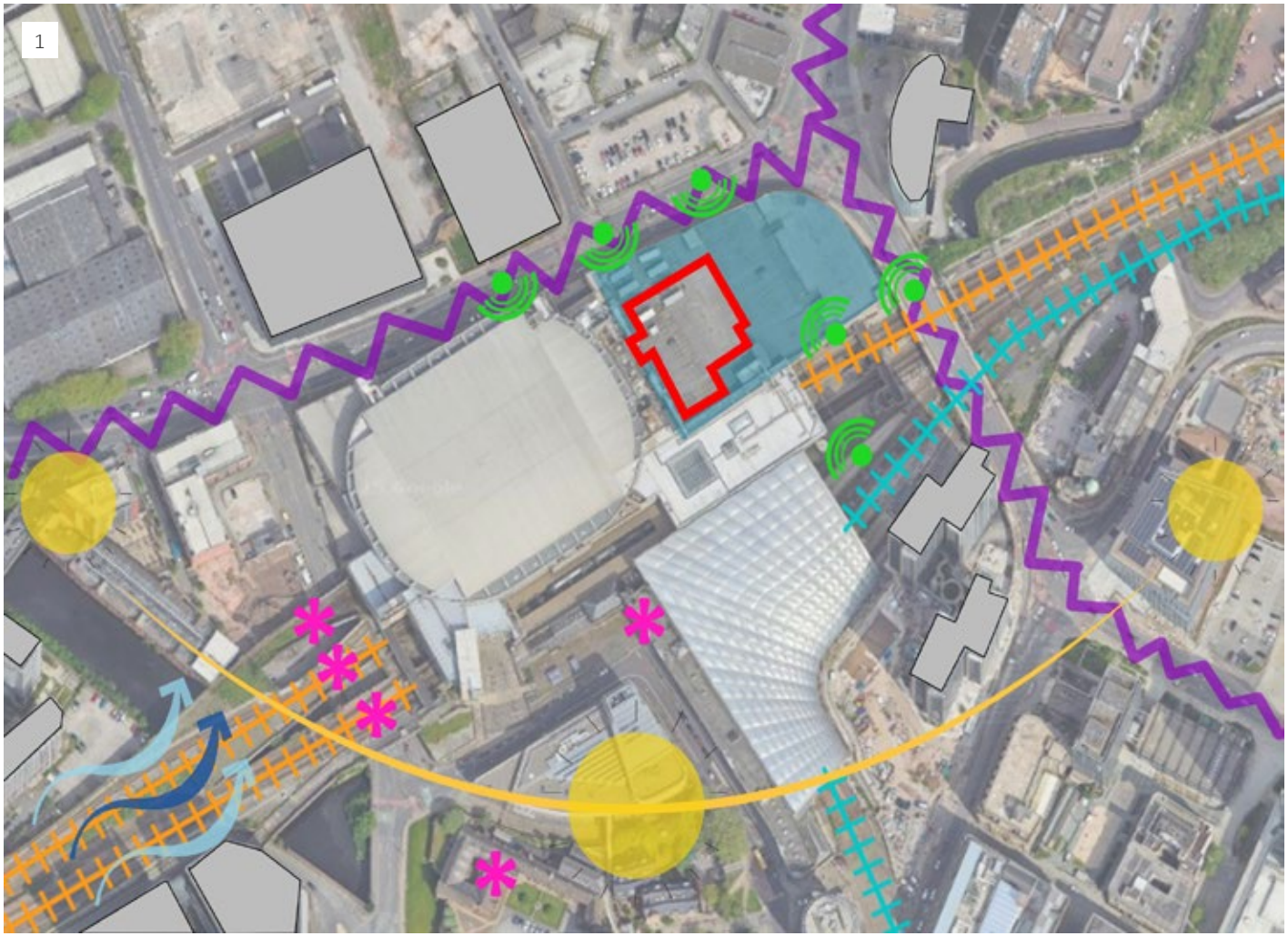
The existing site is part of the arena car park. The site boundary currently encompasses Manchester arena to the South-West, Victoria Station to the South and Trinity Way to the North. Near the train station and along Trinity way there are several residential apartment complexes which will be considered within the proposals.

The previous scheme was positioned at the forefront of the car park. In the revised design, the development has been set back from the road, reducing its visual prominence from Trinity Way and other nearby roads.

Below the arena and to the South of the site is the railway line and platforms of Victoria train station.

The site is also located near several water courses but as illustrated in the map below is not impacted by flood zones.





flood zone 2

flood zone 3

site boundary

existing car park

noise

railway

residential building

primary roads

listed building/bridge

tramline

3.0 Design



3.1 Brief

Padel Social Club aims to create a new padel centre in Manchester. The planning proposal includes two covered courts and three open-air courts. Additionally, the proposal includes a social zone, comprising converted shipping containers (see drawings) with outdoor seating spaces. A tensile fabric canopy will cover two of the courts, while a pergola will provide shelter for the outdoor seating area.

The current application has been refined so as to reduce the prevalence of the rooftop padel scheme from the surrounding streetscape, and ensure that there will be no adverse noise impacts upon surrounding residential amenity, resulting in a more sensitive rooftop development while maintaining the wider vision for the scheme

The development brief:

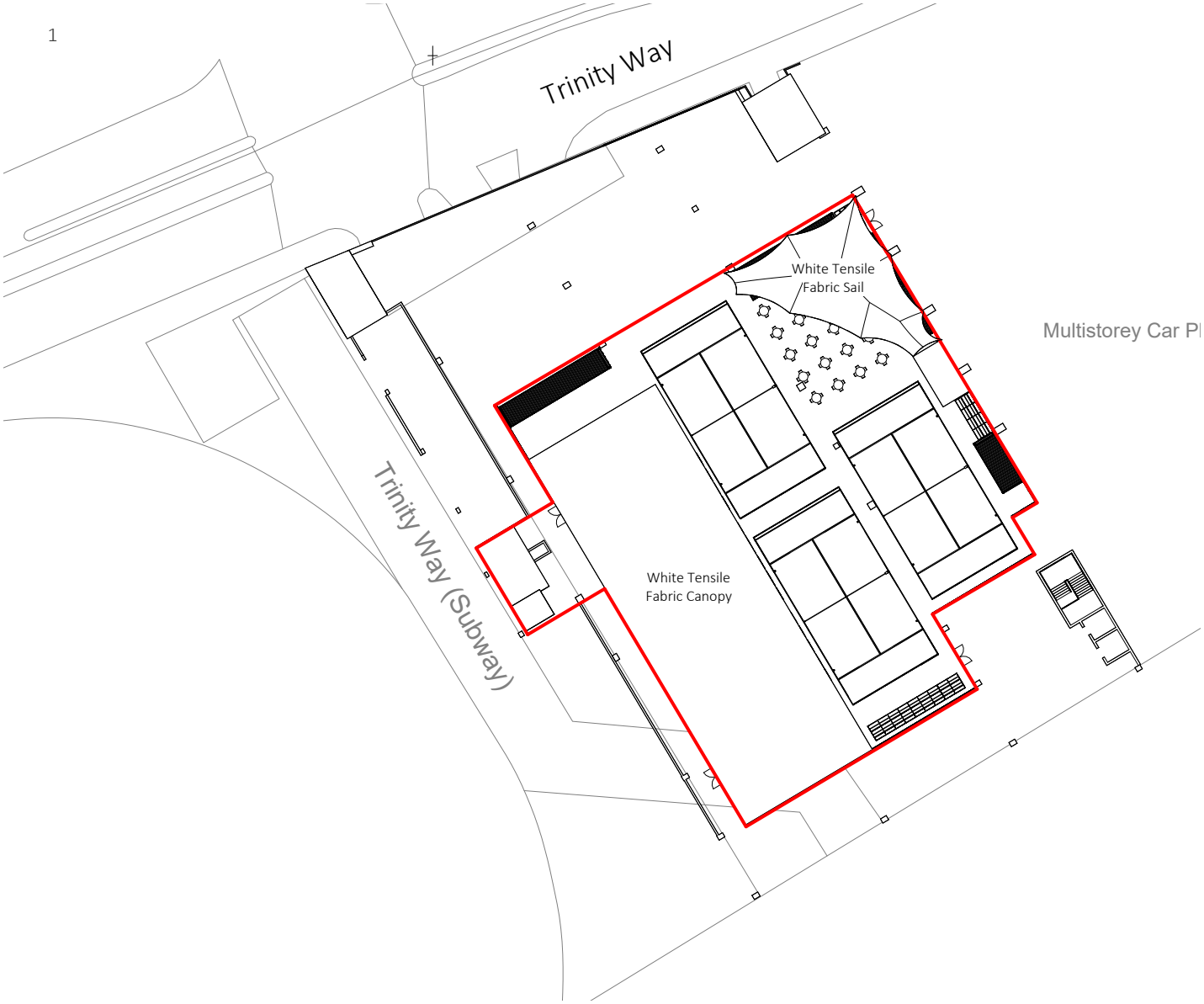
Five courts in total, comprising two partially covered courts, two open-air courts and an exhibition court for spectator viewing.

Converted shipping containers providing bar, food and beverage, and sanitary facilities.

Pergola-covered social area.

The planning proposal forms part of the wider regeneration and comprehensive strategy for the reuse of the existing building (Certificate of Lawfulness App Ref: 141894/LE/2025). The second floor and third floor mezzanine will also form part of the wider padel scheme, providing an additional four indoor padel courts, changing facilities and a social area. These levels will form the primary access route to the proposed rooftop development.

1. Proposed Site Plan



3.2 Layout + Scale

This proposal has been carefully developed in response to the surrounding context, aiming to deliver a thoughtful and effective design solution. The layout has been revised from the previous application to reduce visual prominence from Trinity Way and minimise noise impacts on residential amenity. The plan features five courts arranged in a clean grid layout on the rooftop of the multi-storey car park complemented by a covered social zone offering food and beverage amenities.

To mitigate light spill for the nearby residential area along Trinity Way, the courts located closest to this edge will be sheltered beneath a barrel-vaulted tensile material canopy. The canopy is also intented to aid in the operation of the courts to control the balls and contain them to the roof space.

Food, bar, and sanitary facilities will be housed within re-purposed shipping containers, offering a practical, modular, and visually distinct solution.

Colour	Name
	2x Covered Padel Courts
	2x Open Aired Padel Courts
	Covered Pergola Social Zone
	Sanitary Facilities
	Stores
	Food and Beverage Containers

1. Proposed Plan



1. Proposed Visual (Zebra Architects, 2025)
2. Precedent image: Freight Island Manchester (Freight Island, 2025)
3. Precedent image: Hatch Manchester (Retail Gazette, 2019)
4. Series of Images from Earl's Court London (Padel Social Club)

3.3 Appearance and Materials

Padel Social Club (PSC) brings valuable experience to this proposal, having successfully established and operated an outdoor social club at Empress Space in Earl's Court, London. The Manchester scheme takes inspiration from this successful venue while responding to its own industrial setting.

The design uses converted shipping containers with plywood and timber linings to create warm, functional spaces that reflect PSC's brand and complement the surrounding car park and railway. Shipping containers also provide a sustainable and practical solution, allowing rapid installation with minimal on-site construction. Court materials are of a competative standard and include a galvanised steel frame, tempered glass, steel mesh and artificial turf playing surface.

The proposed off-white tensile fabric canopy to courts 5 and 7 provides year-round weather protection while maintaining an open, well-ventilated playing environment. Its lightweight, long-span design is ideally suited to padel, delivering the clear playing area required with minimal structural framework. As shown in the streetscenes (pages 42-44) visual impact from Trinity Way is drastically reduced in comparison to the previous application, while creating a clean, contemporary architectural form.

Tensile fabric is a proven solution for sports facilities, offering durability, longevity and high performance. Similar canopies have been successfully delivered across Manchester, demonstrating their suitability within the local context. Further Information demonstrating the durability and longevity of the proposed tensile fabric canopy can be found in the submission documents.







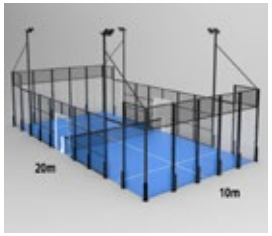








3.4 Materials Schedule



Padel Courts

- Concrete ring beam foundation
- Galvanised steel frame in black
- Tempered glass walls
- Steel mesh walls / upper wall in black
- Artificial turf playing surface
- Nylon Netting



Tensile Fabric Canopy

- Off-white tensile fabric roof and upper sides
- Steel frame painted in soft black
- Flat profiled sandwich panel in soft black
- Stainless steel cables/rigging
- Aluminium fixings



Pergola

- Off-white tensile fabric roof
- Powder coated black aluminium frame in soft black
- Aluminium fixings



Boundary Treatment

- Paladin metal mesh fencing in RAL 9005 Jet Black



Stair core

- Painted block work in soft black

1. Existing, Previous and Proposed views from the Existing andf proposed views document submitted alongside this DAS

3.5 Previous scheme and how it's changed

The previously submitted rooftop proposal was located above the front of the existing car park, creating a prominent feature overlooking Trinity Way. Its black canopy extended across the front elevation, giving the development a strong visual presence within the streetscape. While this provided good branding opportunities, the scale and prominence of the structure did not respond sensitively to the surrounding urban context.

The revised proposal has been redesigned to reduce its visual impact. The rooftop structure has been set back towards the rear of the car park, making it much less visible from Trinity Way and the surrounding public realm. As a result, it appears as a secondary addition to the existing building rather than a dominant feature.

The canopy has also been reduced in width and its colour changed from black to white. These changes reduce the apparent scale of the structure, with the lighter finish helping it blend more effectively with the sky. Overall, the revised design responds to previous feedback by integrating more successfully with its surroundings while continuing to meet the operational requirements of the rooftop facility.



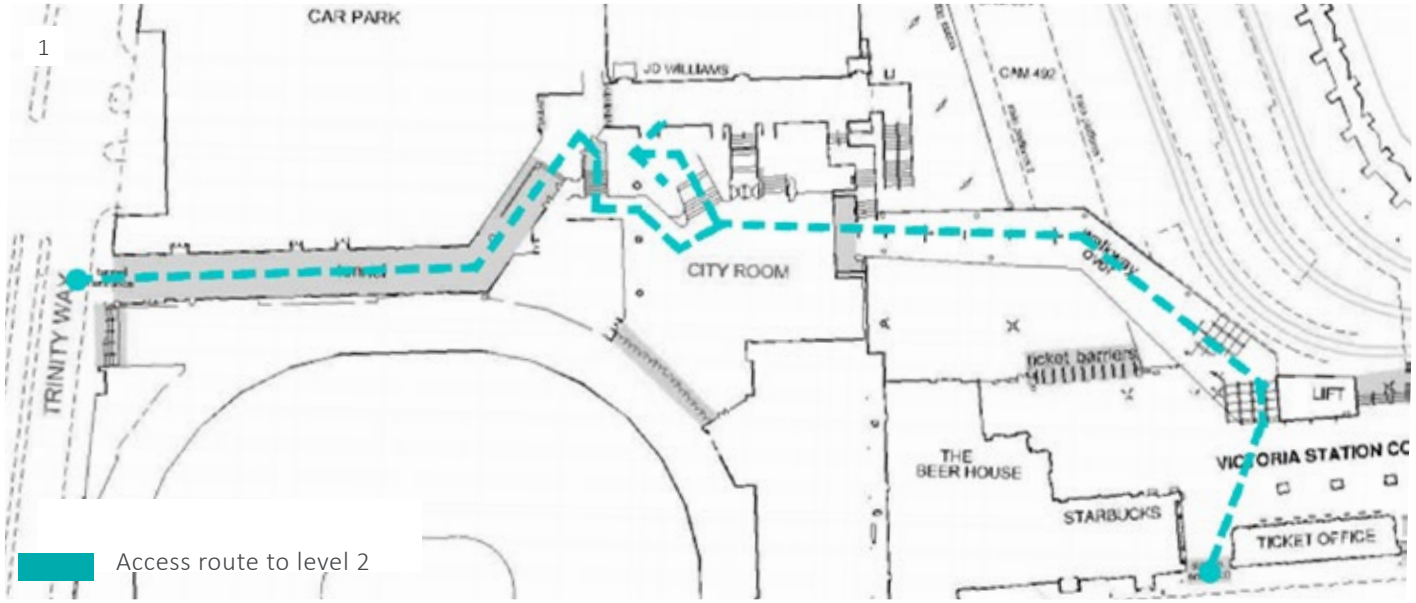
Existing, Previous and Proposed Views from Dutton street (from the existing and proposed views document).

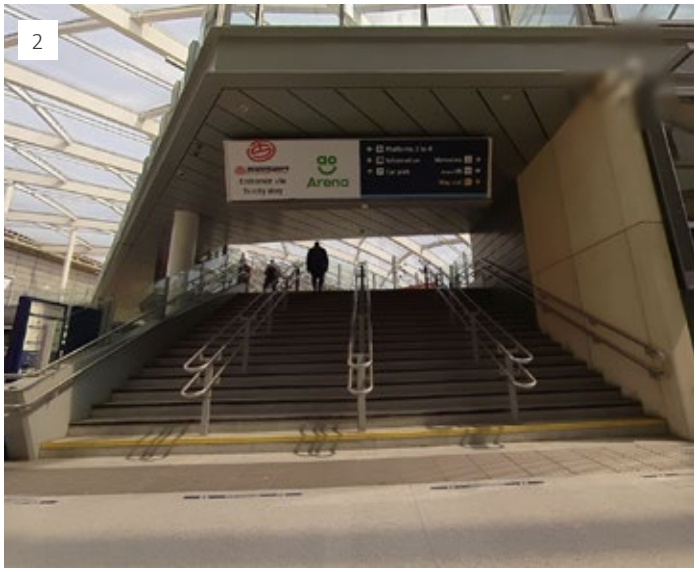
1. Access Plan- From Street
2. Victoria Station Access to Bridge
3. Manchester Arena City Room Entrance

3.6 Access

The proposed site forms part of the wider scheme operated by Padel Social Club, which can be accessed from street level either directly form Trinity way through Trinity Tunnel, or via the pedestrian bridge within Machester Victoria station.

There is accessible access provided via existing lifts on the ground floor to the main entrance on level 2.





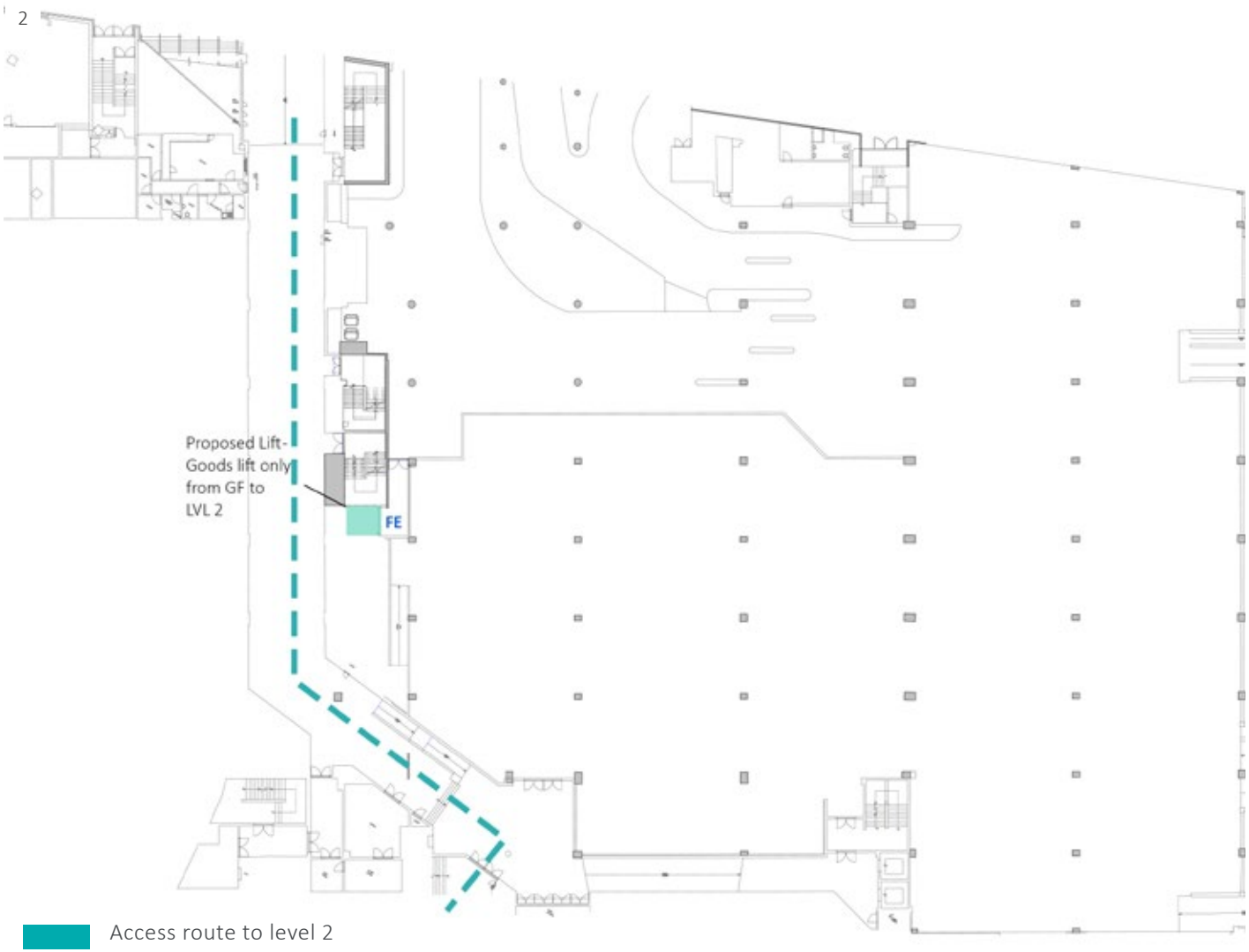


1. Access Plan- From Street- area key
2. Ground floor Access plan

A lift is proposed from the ground floor to level 2 and 4 of the proposal. At ground floor level, the access will be restricted to deliveries, and bin removal only. The proposed lift also provides a fire exit.

Ground Floor Access

2



Access route to level 2

Fire Exit

Proposed Lift used for goods only at this level

1



1. Access Plan- From Street
2. Level 2 Access plan

The main entrance at Level 2 is accessed via the pedestrian route and lifts from the ground floor as previously shown.

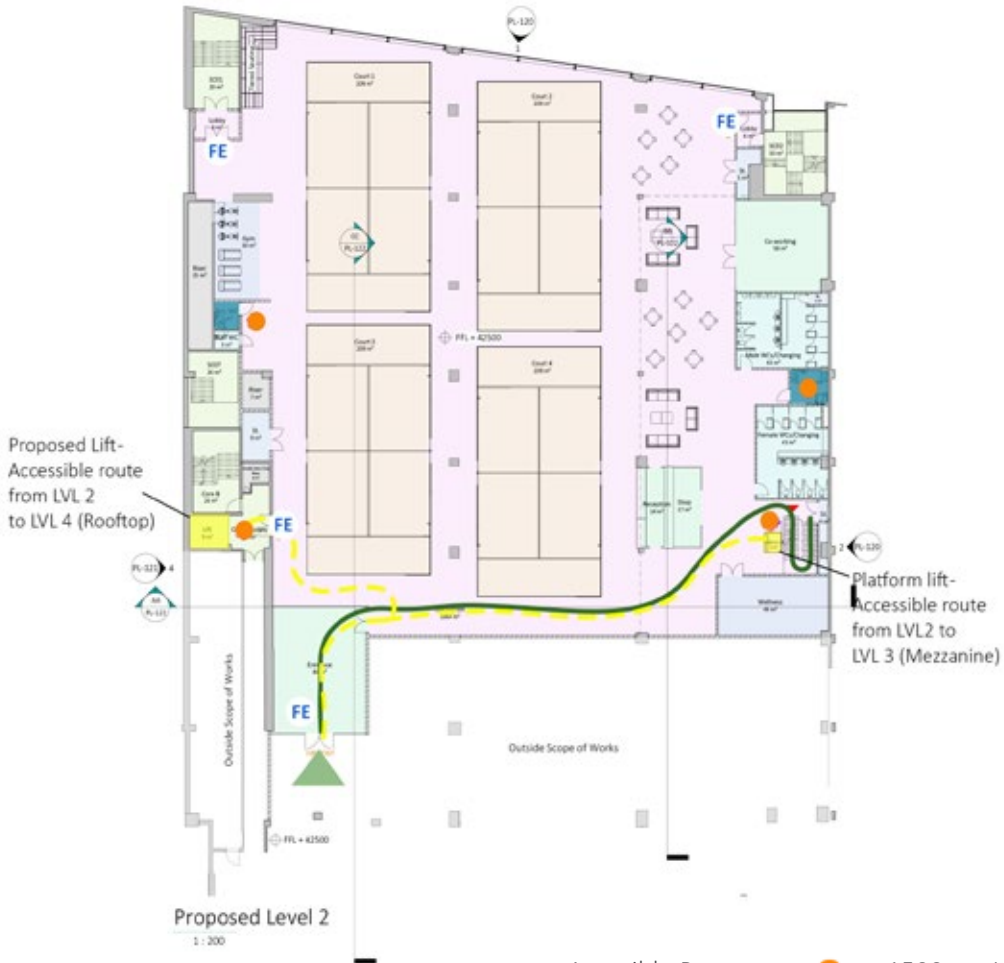
The main entrance provides access to the proposed level 2 reception, padel courts and wellness facilites. Stairs provide the main access route to levels 3 and 4, while seperate lifts provide accessible routes to each floor. Level 3 is accessed via the existing platform lift and level 4 is accessed via the proposed lift.

Level 2 Access

2

<u>Accessibility</u>
Accessibility for users with access needs has been prioritised across the entire site.

Level access and ramps are provided throughout the site, ensuring step-free movement to all indoor and outdoor courts and facilities. Accessible W/Cs are available at every level and changing facilities on levels 2. Additionally, 1500mm diameter wheelchair turning circles are incorporated across the site, including at fire exits, to support inclusive circulation and meet accessibility standards.



Main entrance from stairs and accessible lifts located elsewhere on level 2

Fire Exit

Accessible lift

Acessible Route

Pedestrian Route

Accessible W/C

1500mm Wheelchair turning circle

1. Access Plan- From Street
2. Level 3 Access plan

The Level 3 mezzanine is accessed via the stair core from level 2, accessible access is provided via the platform lift from level 2. The platform lift stops at level 3, while the stair core continues to level 4.

Level 3 Access

2



Main entrance from stairs and accessible lifts located elsewhere on level 2

Fire Exit

Accessible lift

Acessible Route

Pedestrian Route

Accessible W/C

1500mm Wheelchair turning circle

1. Access Plan- From Street
2. Level 4 Access plan

The site (**Level 4**) is accessed via the stair core from level 3. An accessible route is provided via the proposed lift from level 2.

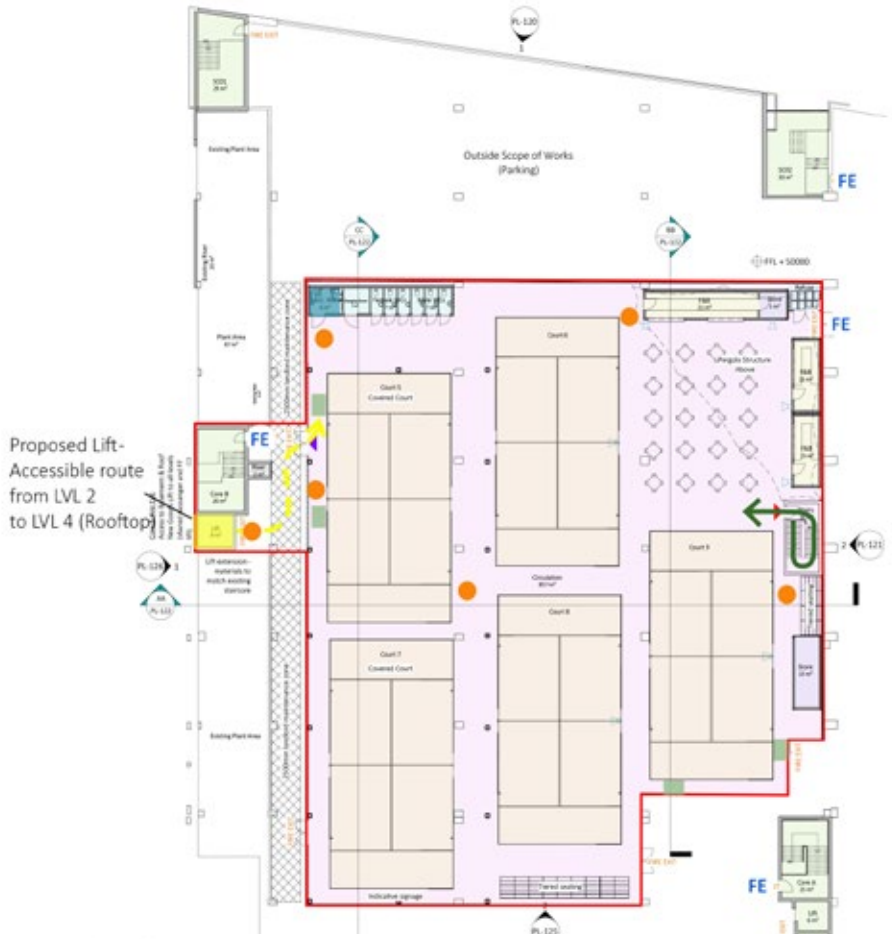
Level 4 Access

2

<u>Accessibility</u>

The majority of the proposed development provides corridor widths that exceed the minimum Building Regulations requirements, allowing for comfortable and convenient circulation throughout the building.

The corridors highlighted in green are compliant with the relevant Building Regulations for wheelchair access and indicate the limited number of locations where the minimum required corridor widths have been adopted due to site constraints, namely the exisitng columns that limit court locations.



Main entrance from stairs and accessible lifts located elsewhere on level 2

Fire Exit

Accessible lift

Acessible Route

Pedestrian Route

Accessible W/C

1500mm Wheelchair turning circle

1200mm Corridor width

3.7 Lighting Strategy

The lighting design for the space has been carefully developed to provide an immersive experience that balances ambiance with minimal impact on the surrounding context.

Every lighting element has been thoughtfully selected to enhance the site's functionality while promoting a sense of calm. In the evenings, the containers are illuminated with specialised lighting features that serve two purposes: guiding visitors effortlessly across the site and creating a visually striking yet harmonious environment. Lighting will be designed to be directed downwards to avoid light spill and create a minimal effect on the neighbouring residential developments.

This approach seamlessly merges practical needs with aesthetic, delivering a cohesive sensory experience that infuses the Padel Social Club with warmth, elegance, and a welcoming ethos.

The brightest source of light on-site comes from the floodlights the Padel Courts. All court floodlight will be directed onto the court playing area to minimise spillage. Details about these floodlights are provided in the following pages. Courts 5 & 7's floodlights will be housed under a block colour tensile roof. This will significantly reducing light pollution and minimise any impact on the surrounding neighbourhood.

In the social area, where guests gather around seating and tables, soft festoon lighting is elegantly strung between the pergolas and containers. This ensure a gentle glow, creating a relaxing ambiance.

Lighting will only be present during operating hours.

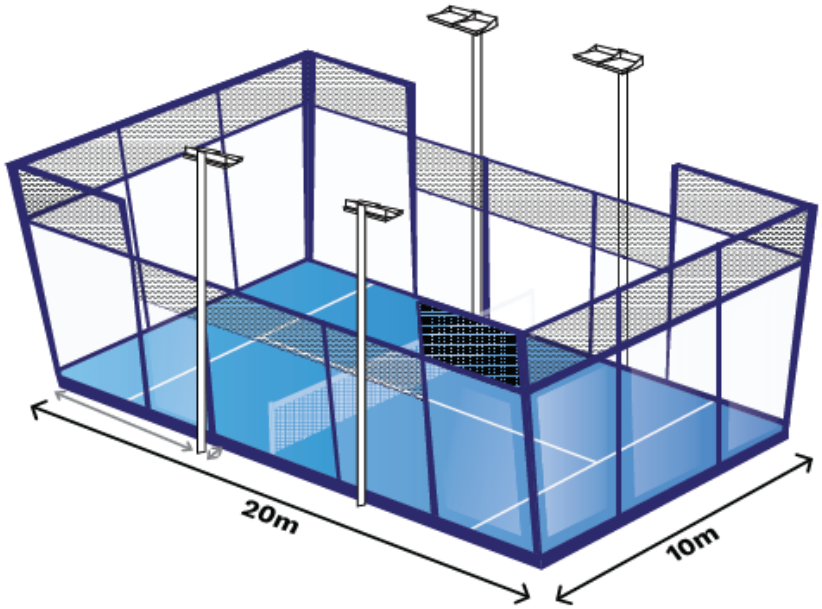
1. Lighting Site Plan

1



Padel lighting solutions

Masts on / outside the cage



Principal area:
20x10m

Grid points:
13x7 = 91pt

Number of masts:
4

Masts location:
x: 4m / y: 0m

Maintenance factor:
0.9

Indoor	EN12193 Class I	EN12193 Class II	EN12193 Class III
ILLUMINANCE	750lx	500lx	300lx
UNIFORMITY	0.7	0.7	0.5
GLARE	35	40	40
CRI	80	60	60

Outdoor	EN12193 Class I	EN12193 Class II	EN12193 Class III
ILLUMINANCE	500lx	300lx	200lx
UNIFORMITY	0.7	0.7	0.6
GLARE	50	50	55
CRI	70	60	60

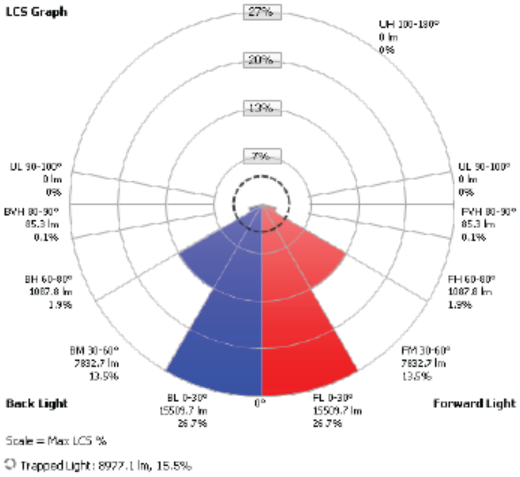
Pro & semi-pro
500lux – 300lux – 200lux

Mast height: 6m

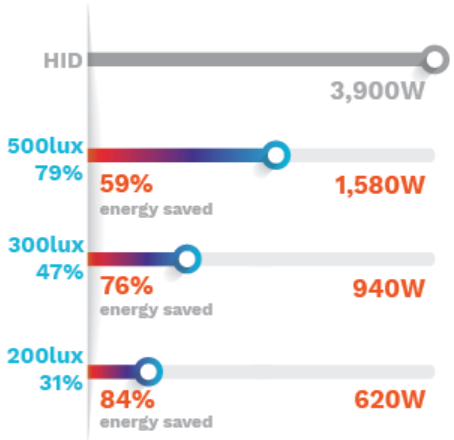
INDU FLOOD GEN2 3

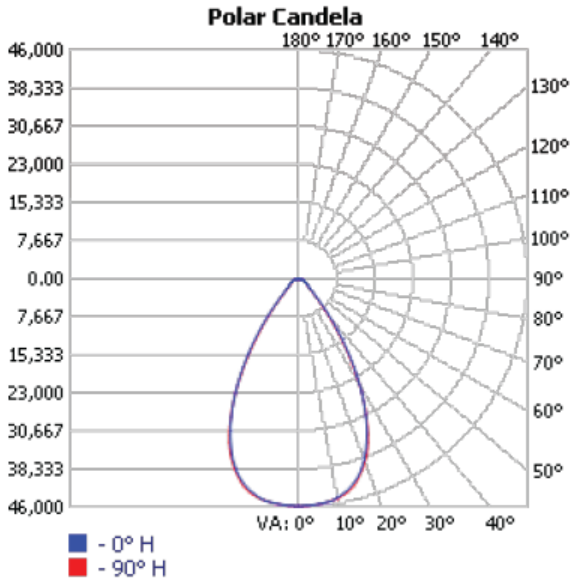


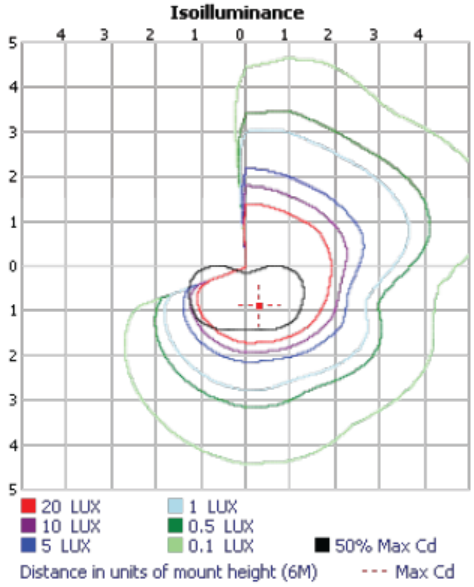
Initial flux	46,400lm
Colour temperature	4000K
Power	250W



	Nominal values
Illuminance	635lx
Uniformity	0.78
GR	<40
CRI	70
Total power	2,000W
Total number of floodlights	8
Floodlights per pole	2







SOLUTION 1

CLASS I (INDOOR)

Professional
750lux – 500lux – 300lux

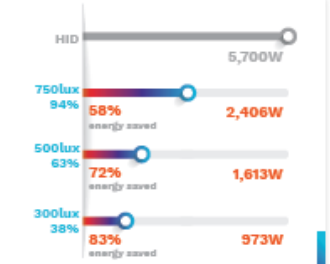
Mast height: 6m

INDU FLOOD GEN2 3



Initial flux	54,400lm
Colour temperature	4000K
Power	320W

	Nominal values
Illuminance	797lx
Uniformity	0.76
GR	<35
CRI	80
Total power	2,560W
Total number of floodlights	8
Floodlights per pole	2



Other configurations

OMNIFLOOD
- technical versatility

OMNISTAR
- specific mountings
- remote driver

SOLUTION 2

CLASS II (INDOOR)
CLASS I (OUTDOOR)

Pro & semi-pro
500lux – 300lux – 200lux

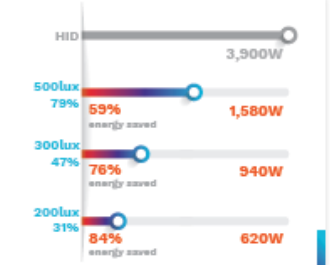
Mast height: 6m

INDU FLOOD GEN2 3



Initial flux	46,400lm
Colour temperature	4000K
Power	250W

	Nominal values
Illuminance	635lx
Uniformity	0.78
GR	<40
CRI	70
Total power	2,000W
Total number of floodlights	8
Floodlights per pole	2



Other configurations

OMNIFLOOD
- technical versatility

OMNISTAR
- specific mountings
- remote driver

3.8 Designing Out Crime

Careful consideration has been given to designing out crime throughout the development of this proposal. This approach aims to ensure the safety and security of users, staff, and visitors to the Padel Social Club in Manchester. The design strategy integrates guidance from the Designers' Guide to Designing Out Crime, incorporating principles that deter criminal activity while maintaining a welcoming and accessible environment. Key measures include:

- Enclosed Site with Restricted Access:
  The proposed padel courts will be located within a secure, enclosed site. Access to the premises will be controlled and limited to authorised personnel and users, thereby reducing opportunities for unauthorised entry.

- Windows and Doors:
  All doors and windows will conform to the security standards outlined in the British Standards publication PAS 24:2012, providing robust resistance to unauthorised access.

- Natural Surveillance:
  The layout of the site has been designed to maximise visibility. Key areas, including entrances and social zones, are positioned to benefit from natural surveillance, discouraging potential offenders and fostering a sense of safety for users.

- CCTV Coverage:
  A comprehensive 24 hour CCTV system will be installed across the site, focusing on access points, parking areas, and high-traffic zones. This will act as both a deterrent to crime and an effective tool for post-incident investigation.

- Lighting Strategy:
  Adequate lighting will be installed across the site to eliminate dark areas, particularly around entrances, pathways, and parking spaces. This will help to deter opportunistic crimes during evening hours.

- Material Selection:
  Key elements of the development will utilise durable, graffiti-resistant materials to minimise the risk of vandalism and ensure the site retains a clean and welcoming appearance.

By embedding these crime prevention measures into the design from the outset, the proposal addresses both user safety and site security, while aligning with best practices for designing out crime.

3.9 Operation & Waste Management

3.9.1 Deliveries

Food, drink, and merchandise deliveries will be consolidated into bulk orders on a weekly or fortnightly basis to minimise delivery frequency. The site will typically receive 2–3 deliveries per week, resulting in a low number of servicing vehicle trips. This limited frequency is expected to have minimal impact on local traffic and congestion. Deliveries will be scheduled outside of peak hours to further reduce any potential disruption.

3.9.2 Waste Storage and Collection

Waste Storage

A rooftop bin store, located next to the bar container, will house the following:

- General Waste: 2 x 180L bins
- Mixed Recycling: 2 x 180L bins
- Glass Recycling: 2 x 120L bins
- Food & Green Waste: 2 x 180L bins

Additional secured waste storage areas will be provided on the lower court level. All storage areas will be kept clean and secure to prevent odours and deter pests.

Collection Schedule

Waste will be transferred weekly by PSC staff using the goods lift to an existing shared collection point with 2no. 1100L bins located in the ground-level car park. Collection will be arranged by the Landlord on a weekly basis.

Waste Separation

All waste generated onsite will be sorted into the following categories:

- General Waste: Non-recyclable materials (e.g., food-contaminated packaging, certain plastics)
- Mixed Recycling: Paper, cardboard, clean plastic bottles, cans
- Glass Recycling: Glass bottles and jars
- Food & Green Waste: All raw and cooked food, leftovers, bones, and dairy products like cheese and eggshells.

Clear signage will be placed on all bins to encourage proper disposal. Staff will be trained in waste segregation and will routinely monitor bin contents to prevent contamination of recycling streams.

Hazardous and Bulk Waste

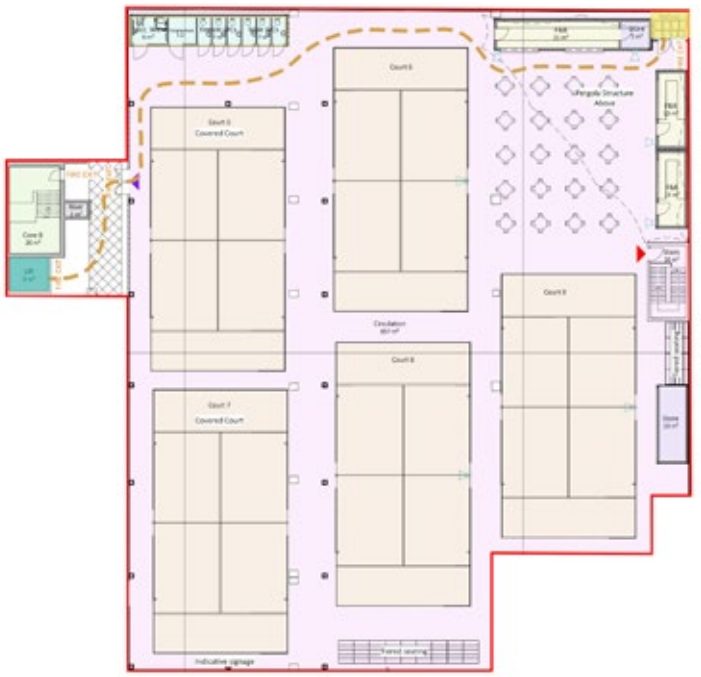
Hazardous materials (e.g., cleaning agents) and bulky items (e.g., damaged furniture) will be stored separately and collected by licensed contractors in accordance with safety regulations.

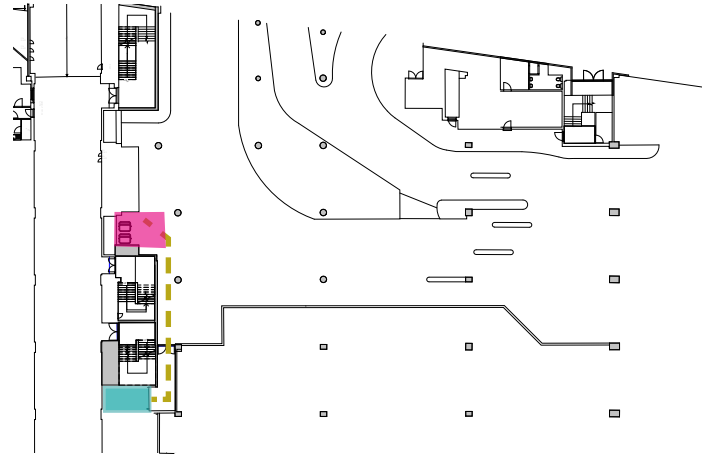
3.9.3 Sustainability Initiatives

The club will promote waste reduction through:

- Water refill stations to reduce single-use plastic
- Reusable cups and plates in the café and bar areas
- Clearly labelled recycling stations in common areas

These efforts aim to encourage environmentally responsible behaviour among members, visitors, and staff.





3.10 Sustainability

This Sustainability Statement outlines the sustainability strategy for the proposed Padel Social Club development.

The proposal involves the construction of a large, unheated canopy structure accommodating two padel courts, with a further three courts located outdoors. Ancillary facilities, such as food and beverage units, will be housed within re-purposed shipping containers arranged around the site.

Manchester City Council promotes high-quality, energy-efficient, and sustainable development, applying its policies flexibly to reflect the unique nature of each scheme. This proposal embraces that approach by delivering a development that meets both national and local policy objectives while providing clear economic, social, and environmental benefits for the local community and beyond.

The key sustainability benefits of the scheme are considered under the following categories:

3.10.1 Sustainable Construction

The development adopts a range of sustainable construction practices, including:

- Prioritising the use of sustainable, responsibly sourced materials
- Minimising construction waste and maximising on-site recycling
- Reusing structures to reduce the environmental impact of new materials

Significantly, the scheme is located on the roof of an existing car park, making productive use of an underutilised urban space and avoiding the need for new land take or demolition. The use of re-purposed shipping containers offers a flexible and low-impact solution for ancillary areas, reinforcing circular economy principles.

All elements of the development, the canopy, padel courts, and containers are designed to be temporary and demountable. This allows them to be reused in future projects, further reducing the development's long-term environmental footprint.

3.10.2 Water and Energy Efficiency

The development aims to reduce both water and energy consumption throughout construction and occupation. Key measures include:

- Monitoring and managing water use during construction with appropriate efficiency measures in place
- Designing water strategies tailored to the specific operational needs of the site to reduce consumption during use
- Installing energy-efficient lighting throughout, including LED and low-energy fixtures

In terms of regulatory compliance, the development has been assessed under Approved Document L (Volume 2), 2021 of the Building Regulations. This document allows for certain exemptions relating to energy performance:

Section 0.11(d) exempts "new and existing stand-alone buildings with a total useful floor area of less than 50m².” Each proposed shipping container falls within this threshold, and is therefore exempt from energy efficiency requirements.

As a result, while the wider development remains subject to Building Regulations, there is no requirement for BRUKL calculations or the inclusion of renewable technologies.

4.0 Visuals



4.0 Visuals

1. Proposed Visual (Zebra Architects, 2025)
2. Proposed Visual (Zebra Architects, 2025)
3. Proposed Visual (Zebra Architects, 2025)

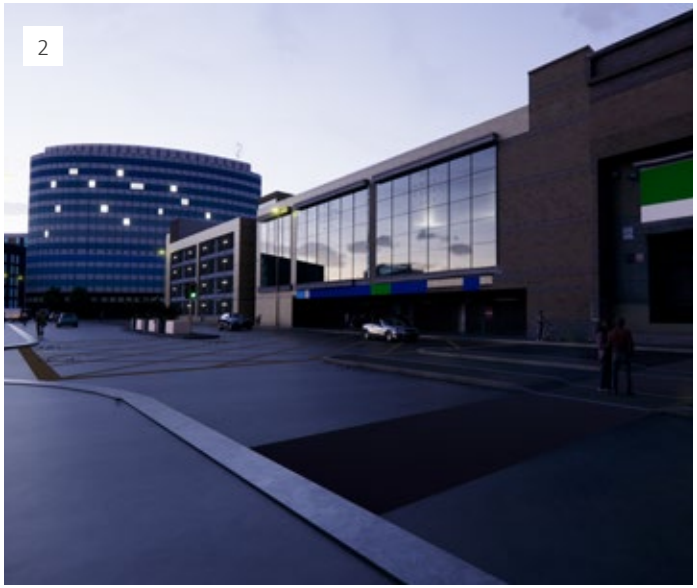






1. Proposed Visual (Zebra Architects, 2025)
2. Proposed Visual (Zebra Architects, 2025)
3. Proposed Visual (Zebra Architects, 2025)





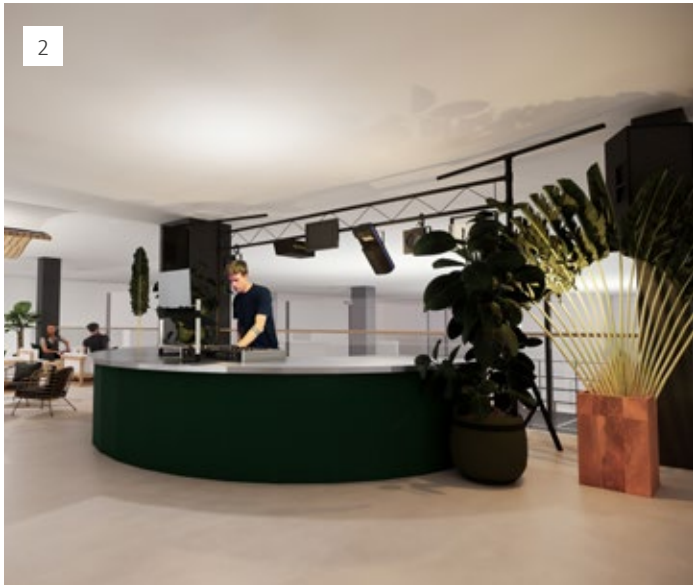


1. Proposed Visual (Zebra Architects, 2025)



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3. Proposed Visual (Zebra Architects, 2025)







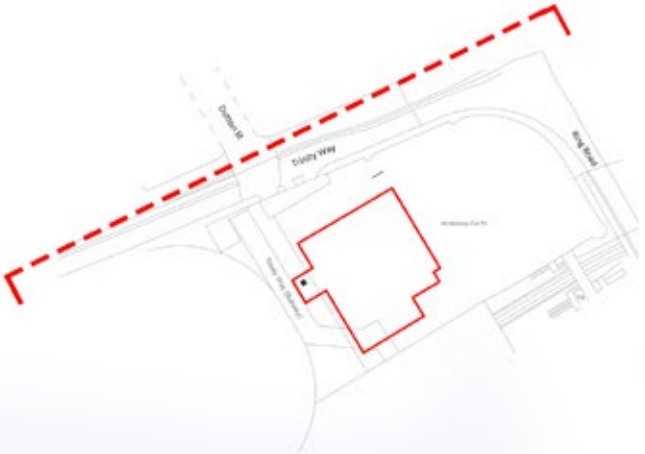
1. Proposed Visual (Zebra Architects, 2025)



1. Existing street scene visual demonstrating height comparison (Zebra Architects, 2025)

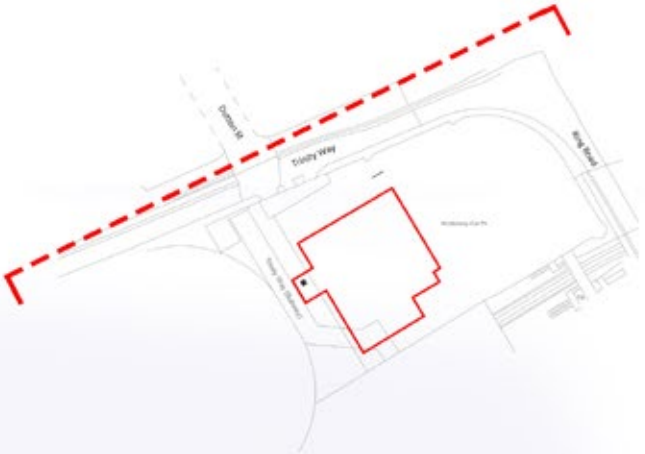
Existing Street Scene

Key Plan



1. Existing street scene visual demonstrating height comparison (Zebra Architects, 2025)

Key Plan



Previous Design Street Scene

1. Existing street scene visual demonstrating height comparison (Zebra Architects, 2025)

Proposed Street Scene

Key Plan



zebra

PADEL
SOCIAL
CLUB



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