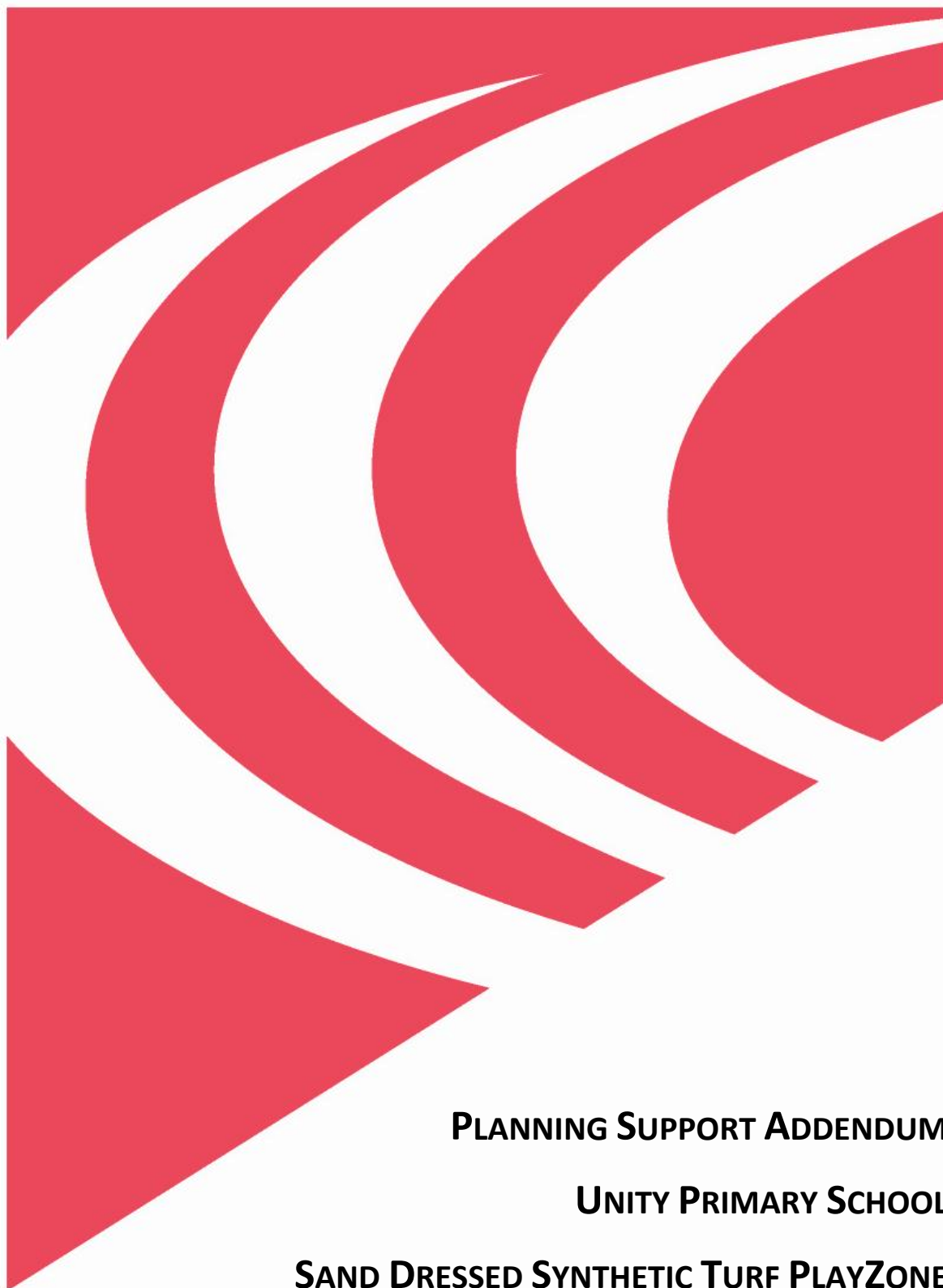




PLANNING SUPPORT ADDENDUM

UNITY PRIMARY SCHOOL

SAND DRESSED SYNTHETIC TURF PLAYZONE

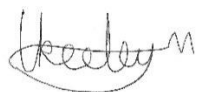
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LABOSPORT

PLANNING SUPPORT ADDENDUM – UNITY PRIMARY SCHOOL – SAND DRESSED SYNTHETIC TURF PLAYZONE

LOCAL PLANNING AUTHORITY	Manchester City Council
EXISTING PLANNING APPLICATION NUMBER	141932/FO/2025
SITE ADDRESS	Unity Community Primary School Allesley Drive Cheetwood Manchester M7 4YE

DOCUMENT NUMBER	LSUK.24-0479_PSA	
VERSION NUMBER & DATE	1.0	20/02/2025
PLANNING AGENT		Matthew Druce Consultant Matthew.druce@labosport.com
APPROVED BY		Louis Keeley Senior Consultant Louis.keeley@labosport.com

SUMMARY OF PROJECT	Labosport Ltd have been commissioned by SIS UK Ltd to act as the planning agent for The Football Foundation for the construction of a new Sand Dressed Synthetic Surfaced PlayZone at Unity Primary School. This Planning Support Addendum concerns information requested from consultee responses concerning the proposal.
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Section 1 – Summary

General Information	
GENERAL INFORMATION	During the current planning process, responses have been received by the planning department from the following consultees: - • Highways The above response has been investigated, and further information is provided below for each query.

Section 2 – Labosport Responses to Consultee Responses

Highways	
Consultee Response / Comments	Manchester Planning received comments on the below topics from local Highways Officers. <u>TRIP GENERATION</u> Confirmation is sought on whether the community will use the play zone facility. If so, further information on the frequency of community use should be provided. It is requested that a trip generation assessment using TRICs is undertaken for the play zone facility. <u>PARKING AND ACCESS</u> Vehicular access to the Unity School is provided from an access point from Allesley Drive. It is noted that the school has 27no. existing car parking spaces including 3no. disabled parking space. Confirmation is required on whether the community will use the school car parking spaces. Further clarification is required on how the car parking spaces will be managed if the community are able to use the car parking spaces. Pedestrian access is provided directly from the school. A new public access route will also be provided to the facility from Allesley Drive. This arrangement is acceptable to Highways as doors open inwards away from the adopted highway. <u>CYCLE PARKING</u> In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made. Confirmation is required on whether there are any existing cycle parking facilities at the school. If so, will the community be able to access any of the school's cycle parking provision? <u>BOUNDARY TREATMENTS</u> New permeable mesh fencing 3.0m high and 4.0m high is to be provided around the perimeter of the play zone facility, which is acceptable from a Highways perspective. <u>REFUSE AND SERVICING</u> 2no. waste bins will be provided for the facility within the site boundary, which is acceptable to Highways. It is assumed that servicing of the refuse bins associated with the proposed play zone facility will tie into the Unity School servicing arrangement - Confirmation is required. Further information is also required on the maintenance of the play zone facility including frequency and vehicle type. <u>CONSTRUCTION MANAGEMENT</u> A Construction Management Plan (CMP) should be provided by the applicant prior to any construction work beginning and should be conditioned. The CMP should detail the following: 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.

Labosport Response / Actions	<u>TRIP GENERATION / PARKING AND ACCESS</u> Yes, the PlayZone facility will be made available for community use via an online booking system. The community usage is proposed for out of school hours and would include bookings from local sports clubs. <i>(some further details around usage can be found in Appendix B of the sporting benefits statement)</i> As PlayZones are small, sided sporting facilities as opposed to full size pitches, the intended users are 8-10 at any given time. The school has confirmed that access to the car park can be given during community use. However as stated above, the PlayZone is designed for a maximum of 10 users, it is also designed for local users who it is expected will not use cars to get to the facility. It is not the intention of the PlayZone programme to encourage use by members of the public who would travel by car to a PlayZone. The facilities are designed based on local community consultation which indicated that active travel is the preferred method of transport, there the aim is to encourage users to travel on foot / or bicycle. <u>CYCLE PARKING</u> A new 5 bay cycle rack will be provided as part of the development, this will assist is encouraging users to travel on foot / or bicycle. The cycle rack will be positioned adjacent to the PlayZone and is shown in the updated drawing titled: • LSUK.24-0479-03P_Development Layout_V2 <u>BOUNDARY TREATMENTS</u> N/A <u>REFUSE AND SERVICING</u> Yes, the servicing of the bins will tie into the existing Unity School servicing agreement. The school will carry out maintenance in accordance with the synthetic turf manufacturers recommended Maintenance Schedule once installation is complete. This will involve regular brushing and cleaning of the artificial turf. <u>CONSTRUCTION MANAGEMENT</u> A full construction management plan (CMP) will be submitted by the applicant/contractor prior to any onsite works beginning and at the request of the Highways Officer will include the following: • Phasing and quantification / classification of vehicular activity. • Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment. • Consideration of ongoing construction works and contractor parking in the locality. • A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. • Identify measures to control dust and mud, including on the surrounding public highway
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