



Planning Statement

(Including Statement of Community Involvement)

St John Fisher Catholic High School

Baytree Road, Wigan

September 2021

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Planning Statement has been prepared by Avison Young (UK) Ltd. (AY) for Wates Construction Ltd. (WCL). This application is submitted by WCL, who are working closely with the Department for Education (DfE).

1.2 The description of the proposed development is stated on the application form as follows:

Demolition of existing school buildings, erection of a new 3 storey teaching building and a new sports block, reconfiguration of car parking, installation of new sports courts, and associated landscaping

1.3 The application site is 2.84ha, which includes the extent of the school's demise and an area of proposed temporary car parking.

1.4 The redevelopment of St John Fisher Catholic High School is funded by the DfE as part of their School Rebuilding Programme. The purpose of this funding programme is to improve the condition of existing school buildings.

1.5 There will be no change to staff and pupil numbers as a result of the project (1,050 pupils / 7 Form Entry aged 11-16, and 130 staff).

1.6 This application is submitted following pre-application discussions with the Local Planning Authority (LPA) at Wigan Council (WBC).

1.7 This Statement includes the following sections:

- Site context;
- Proposed development;
- Statement of Community Involvement;
- Planning policy review;
- Planning considerations; and
- Conclusions.

2. Site context

- 2.1 The school site is bound to the north by Baytree Road with residential properties across the road; to the east by residential properties on Springfield Road; to the south by Sacred Heart Catholic Primary School; and to the west by residential properties on Harbury Close.
- 2.2 The school site itself is 2.44ha and is composed mostly of buildings fronting onto Baytree Road and in the centre of the site, hard standing playgrounds and courts, an all weather pitch to the south west, and areas of car parking to the south east, north east and north west.
- 2.3 The application site boundary also includes a 0.4ha area of grass playing field land to the west of the school (the northern extent of the wider community playing fields).
- 2.4 The site is currently accessed by vehicle from multiple points along Baytree Road, and from Springfield Road, via a route shared in part by Sacred Heart Primary School. The existing car park areas provide space for 68 cars (54 formal and 14 informal spaces). Pedestrian and cycle access to the school is currently via segregated pathways located away from the vehicular access points on Baytree Road and Springfield Road.
- 2.5 The site sits towards the top of a hill, and is steeply sloping, with almost 9m fall from the north east corner down to the south west where the school site meets the community playing fields. Flatter areas of the site have been created around the existing buildings and play spaces, which are connected by a number of staircases, internally and externally. Some areas of the existing site are not accessible to people with limited mobility or wheelchair users.
- 2.6 The site is not located in / adjacent to a Conservation Area, and there are no listed buildings on or directly adjacent to the site.
- 2.7 A number of trees in the vicinity of the Springfield Road access are covered by a Tree Preservation Order.
- 2.8 In terms of ecology, the site is not subject to any statutory or non-statutory designations (albeit the site sits within the wide ranging Red Rose Community Forest area). No evidence of protected species was found on site during the survey prepared to accompany this planning application, and it was concluded that there was extremely limited potential for protected species to be using the site. Therefore no further surveys were recommended.
- 2.9 In terms of historic use, the site was undeveloped until the late 1950s / early 1960s, and the site has subsequently accommodated a school.

- 2.10 In relation to ground conditions, the expected geology is Glacial Diamicton (Till) overlying bedrock of the Pennine Middle Coal Measures. Part of the site falls within a Coal Mining Development High Risk Area. The site is not located in a Minerals Safeguarding Area.
- 2.11 With regard to flood risk, the site is located in Flood Zone 1, and is not identified to be at risk from surface water flooding other than towards the southern site boundary (where there is known to be a culverted watercourse). The site is not identified to be at risk from reservoir flooding.
- 2.12 The site is not within or in close proximity to an Air Quality Management Area (AQMA).
- 2.13 In terms of planning history, the most relevant recent planning approvals are as follows:
- Planning Application Ref. A/13/78311 - To site 3 storage containers adjacent to existing containers. Approved on 30/08/2013.
 - Planning Application Ref. A/17/84528/FULL - To extend school - single storey to front to form canteen extension. Approved on 17/11/2017.
 - Planning Application Ref. A/18/84528/CON - Condition Discharge Application for previously approved A/17/84528/FULL. Approved 19/07/2018.

3. Proposed development

Need for the development

- 3.1 The School Rebuilding Programme was announced in June 2020 to carry out major rebuilding and refurbishment projects at school and sixth form college buildings across England, with buildings prioritised according to their condition.
- 3.2 Representing the first major rebuilding programme to be launched since 2014, schools will benefit from substantial additional investment.
- 3.3 The rebuilding programme started in 2020-21 with the first 50 projects, supported by over £1 billion in funding.
- 3.4 Investment is being targeted at school buildings in the worst condition across England – including substantial investment in the North and the Midlands – as part of the Prime Minister’s plan to level up opportunity for all.
- 3.5 Current confirmed projects were announced in February 2021 for the first 50 schools in the programme. The first 50 schools were prioritised either because:
- They have buildings of specific construction types that require replacement, and are known to have Laingspan or Intergrid buildings – two types of system buildings (explained further below)
 - Their buildings have the highest condition need, identified in data collected by the Department in the Condition Data Collection and verified through collecting additional condition information.
- 3.6 Laingspan and Intergrid are two types of system buildings used to construct schools in the post-war period, which are reaching the end of their design life and that have potential structural weaknesses that mean they should not be retained. They are system-built, framed concrete buildings. They were a cost-effective form of construction in response to the requirement for an intense post-war school building programme. Issues relating to the structural design of the buildings were identified during the 1970s and since then Local Education Authorities have been gradually replacing their building stock with alternative systems.
- 3.7 The Department has prioritised these for replacement and included in the first 50 projects all identified school buildings of these types that are still in service. Twenty-two of the 50 schools have been prioritised for this reason.
- 3.8 The Prime Minister has stated the following:

- All children deserve the best possible start in life – regardless of their background or where they live.
- As we bounce back from the pandemic, it's important we lay the foundations for a country where everyone has the opportunity to succeed, with our younger generations front and centre of this mission.
- This major new investment will make sure our schools and colleges are fit for the future, with better facilities and brand new buildings so that every child gets a world-class education.
- Rebuilding projects will be greener, helping meet the government's net zero target, and will focus on modern construction methods to create highly skilled jobs and boost the construction sector.
- This fast-tracked activity will further support the government's wider plans to protect jobs and incomes and drive forward the country's economic recovery from the pandemic.

Overview of the proposals

- 3.9 There will be no change to staff and pupil numbers as a result of the project (1,050 pupils / 7 Form Entry aged 11-16, and 130 staff). The school operating hours will also not change (school day is 8.40am to 3pm).
- 3.10 The school offers its current facilities for community use (all weather pitch, sports hall and general school hall), which is largely on weekdays, and this will continue after the redevelopment has taken place, with the community also benefiting from the improved buildings at the site. Community use hours are also not anticipated to change (weekdays up to 9pm and weekend mornings where there is demand).
- 3.11 In relation to the community playing field area that lies within the application boundary, it is understood that there has been no formal lettings of this area for a number of years.
- 3.12 The scheme that forms this planning application is described as follows on the application form:
- Demolition of existing school buildings, erection of a new 3 storey teaching building and a new sports block, reconfiguration of car parking, installation of new sports courts, and associated landscaping*
- 3.13 The application site is 2.84ha, which includes the extent of the school's demise (2.44ha) and an area of proposed temporary car parking (0.4ha).
- 3.14 The proposals will ensure continuity of provision for the school during the build process, with the demolition of the older buildings to be phased to reduce the need for temporary classrooms, albeit some temporary classrooms will still be needed.

3.15 In terms of floorspace, the new buildings are summarised as follows:

- Teaching block, 3 storeys – 6,737sqm GIFA / 8,055sqm GEFA
- Sports block, single storey part double height – 1,160sqm GIFA / 1,284sqm GEFA

3.16 There will also be a new substation (20sqm GIFA / 21sqm GEFA).

3.17 It is estimated that the total GIFA of the existing buildings is 8,427sqm, all of which area identified for demolition. This does not include an existing substation (approximately 32sqm) to the north west of the site which will be retained.

3.18 In terms of the Teaching block, the proposed building is organised as a super block with triple-height spaces including the dining area, main hall and drama studio at its heart, internally and spatially on site. The Chapel also forms a key space at the heart of the school, directly adjacent to the main hall and dining, and surrounded by the pastoral facilities. Teaching and support spaces form the perimeter of the block ensuring classrooms and office spaces benefit from natural light and allowing for centralised circulation. The super block is organised as an L-shape, with a small wing to allow more classrooms to be on the perimeter of the building with natural light, and to respond to the site constraints.

3.19 The Sports block includes a sports hall, fitness studio, activity studio and changing rooms.

3.20 By separating the Sports block from the Teaching block maximum opportunity for third party use is created, without compromising security and safeguarding, and for third-party sports use to occur independently of evening events in the main school (e.g. performance or parents' evenings).

3.21 The new Teaching block will be located to the north-east of the site and will sit on the footprint of part of the existing school, facing Baytree Road. The separate sports building will sit centrally along the site's south boundary with the neighbouring primary school.

3.22 Access arrangements along Baytree Road will be reconfigured, such that three existing vehicular access points will be retained, two of which will be widened. A further vehicular access point will be closed and a new pupil pedestrian / cycle access slightly to its east will be created. Two additional visitor pedestrian / cycle access points will also be created to the Baytree Road frontage, in front of the new Teaching block.

3.23 The proposed car parking provision across three proposed parking areas is summarised as follows:

- Springfield Road (staff and out of hours car park) – 24 standard, 2 accessible;
 - Baytree Road (north-east) (staff and visitor car park) – 31 standard, 3 accessible; and
 - Baytree Road (north-west) (staff and out of hours car park) – 16 standard; totalling
 - 71 standard, 5 accessible (76 spaces in total).
- 3.24 2 spaces in the Baytree Road (north-east) car park will be fitted with active electric vehicle charging points upon completion. 3 motorcycle spaces are also provided in the Baytree Road north-east car park.
- 3.25 120 covered staff and pupil and 10 covered visitor cycle spaces will be provided in secure shelters located close to their respective access points as part of the proposals.
- 3.26 School servicing, delivery and refuse vehicles will access the secured car park from the north-east of the site off Baytree Road, and manoeuvre at the bin store / loading area before proceeding in a forward gear to exit the site.
- 3.27 The overarching design intent for the external spaces has been to improve accessibility and permeability across the site. This is achieved using shallow graded paths across grass banks as an alternative to stepped access routes.
- 3.28 The existing all weather pitch at the site will be retained and unaffected by the proposals. A new combined three hard court MUGA will be provided to the west of the site, in part in the location of existing hard court space adjacent to the existing sports black. This will significantly improve the area of formal hard play space available to the school.
- 3.29 Two small planted areas to the north of the main play space respond to the position of the school's Chapel and provide opportunity for the school to develop a new Prayer Garden and Labyrinth.
- 3.30 The site layout provides a flexible framework of spaces that can be easily subdivided to support each Key Stage's internal and external progression. The permeable layout helps with clear wayfinding across the site, eases supervision, and provides an environment in which students can develop both academically and socially.
- 3.31 Weldmesh fencing will be used to sub-divide the site and secure pupil areas with existing fencing retained to boundaries. Any fencing which does not provide adequate security will be replaced. New vertical bar railings will be used to complete the secure line to the Baytree Road frontage. New gates will be added where site access points are proposed or modified. All vehicular accessible areas will be fully fenced and gated to ensure separation from pupils.

- 3.32 The hard court MUGA will have 3.0m weldmesh sports fencing with rebound panels to its perimeter, extending to 4.5m along the western boundary.
- 3.33 Existing trees have been retained where possible and have been supplemented by new tree planting to reinforce boundaries, provide shade and sub-divide the school's grounds.
- 3.34 Four individual trees (T2, T3, T5 and T6) along with part of Group 1 and part of Group 3 will be lost as a consequence of development. Compensatory tree planting will consist of extra heavy standards to the north of the site. Additional heavy standards and selected standards will be planted to enhance the proposals, provide additional screening and mitigate against climate change.
- 3.35 Mixed native hedging will be planted to provide screening to the east boundary specifically to address the partial loss of the existing screening (Group 1) in this location.
- 3.36 Ornamental shrub planting will be planted to the banked level change to the north of the school building along Baytree Road. The planting will enhance the key pedestrian arrival spaces whilst providing a buffer between the school and the adjacent road. The proposed planting will provide a variety of seasonal interest with fastigate trees used to soften the building facade.
- 3.37 In terms of SUDs, porous paving will be used to the south of the main informal play space and the new MUGA, and will tie in with the site's drainage strategy. A planted swale will also be created to the south east of the site.
- 3.38 The scheme has also been designed to be Net Zero Carbon in Operation, which is a significant commitment in terms of sustainable design. In order to achieve this target, a key part of the strategy is to include photo voltaic (PV) panels on the roofs of the two new buildings, and across a number of external areas where PVs will be mounted on a frame (effectively creating external canopies, and providing the potential for covered dining).
- 3.39 The roofs will also be a green roofs, which means that under the PV panels and in the exposed areas of the roofs, there will be a sedum base. This provides both biodiversity and drainage benefits.
- 3.40 In terms of building appearance, it is important that the proposed external materials reflect the site surroundings and school ethos. The proposed façades of the school comprise of two primary materials; aluminium raised seam and grey brick. These materials have been chosen for their robustness but also in response to the site context and to maximise opportunities for Modern Methods of Construction.
- 3.41 Compositionally, the façades have been split into two zones:

- The lower zone (ground floor), with a brick facade, which provides a robustness at ground level
- The upper zone (first/second floor) which will be formed from a polyester powered coated aluminium raised-seam cladding system.

- 3.42 The panelling and vertical seam arrangement of the raised-seam provides a contrast to the horizontal nature of the building.
- 3.43 The key spaces are emphasized on the façades with elements of curtain wall glazing, this includes; the dining area, activity studio, fitness suite and art rooms. The key entrances are also emphasized by recesses, and the main entrance features a contrasting highlight panel for further emphasis.
- 3.44 The indicative choice of colours has been chosen to relate to the school identity and the site context. The preferred colour scheme at present is an Oxide Red standing seam for the Teaching block, with a dark grey 'Anthracite' standing seam for the Sports block. Both buildings have a brick base. The preferred brick is a grey brick with variation in the grey tones throughout.

Temporary uses

- 3.45 In order to off-set the temporary loss of on-site car parking whilst the school is being redeveloped, and to cater for both contractor staff parking requirements, it is proposed to deliver a temporary parking area on part of the community playing field land to the west of the school.
- 3.46 The proposed car parking area will accommodate up to 120 vehicles and will be accessed via a 5.5m temporary access road within the boundary of the school site, from an existing access point on Baytree Road. There will be a pinch point at the existing substation where traffic flow will be managed by WCL.
- 3.47 In order to maximise the number of car parking spaces, whilst limiting the total area, it is proposed to double stack the parking bays either side of the access road. The temporary parking arrangement would be carefully managed to ensure that vehicles are parked appropriately and do not inadvertently block other vehicles from entering / exiting the site.
- 3.48 Following the completion of construction, the temporary car park will be removed and the playing field will be reinstated to grass.
- 3.49 There will also be a need for some temporary classrooms during construction. These will be provided on the existing hard standing adjacent to the current sports block (marked EFAB on the submitted plans).

4. Statement of Community Involvement

- 4.1 This section of the Planning Statement summarises the engagement undertaken with stakeholders in relation to the development proposals to date.

The role of engagement

- 4.2 Community and stakeholder engagement is recognised as an integral part of the planning process. Paragraph 39 of the National Planning Policy Framework (NPPF) states that:

Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

- 4.3 Paragraph 40 of the NPPF goes on to suggest that local planning authorities should encourage those applicants who are not already required to do so by law, to engage with the local community before submitting their applications.

Pre-application discussions with the LPA

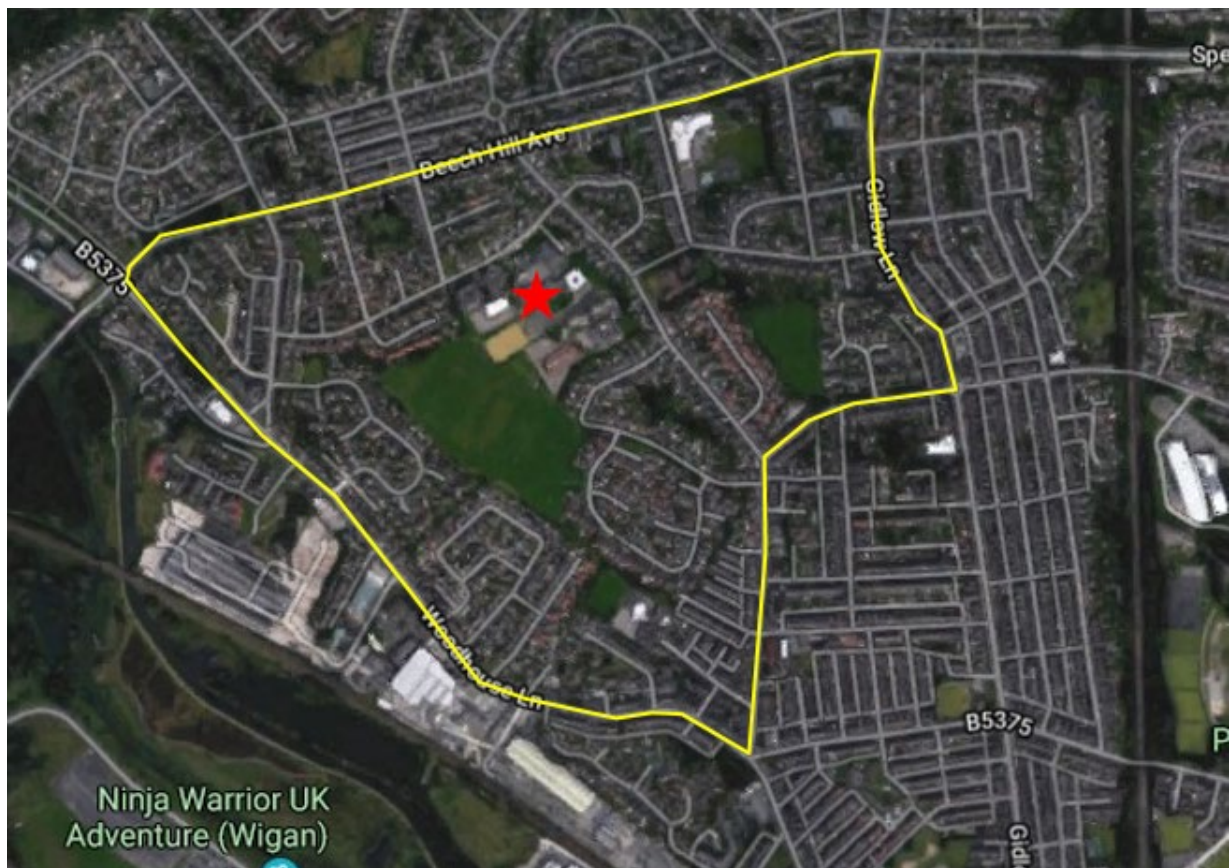
- 4.4 At the Feasibility Stage of the school project, the Department for Education sought advice from the Local Planning Authority (WBC) in January 2021. This included discussions on: the principle of development; urban design and layout; trees and landscaping; odour, noise and air quality; drainage, flood risk and contamination; and highways.
- 4.5 In addition to the above, WCL held a further pre-application meeting with WBC Planning & Highways on 21st July 2021. At this meeting the emerging detailed school proposals were discussed, including: programme; site layout; parking requirements and proposed amendments to Baytree Road access arrangements; approach to construction; temporary car parking; and building design, elevations and materials.

Engagement with stakeholders

- 4.6 A meeting was held with Councillors from Wigan West Ward on 9th August 2021. Queries from Councillors related to: temporary parking arrangements / use of the community playing fields; accessibility of the site via wheelchair / by those with mobility problems; and the relationship of the proposals to Baytree Road.

- 4.7 Due to the COVID-19 outbreak, it has not been possible to hold a public drop-in event to showcase the proposals to the community and stakeholders. A 'virtual engagement' has instead been undertaken prior to the application submission, which included: a flyer drop; a weblink to a website housing a downloadable engagement document and a video fly-through of the proposals, as well as an email address for any queries.
- 4.8 The flyer drop took place on 6th August 2021 to the residential and any commercial properties in the area shown in Figure 4.1 below. A copy of the flyer is provided in Appendix I.

FIGURE 4.1: FLYER DROP AREA



- 4.9 Avison Young and/or the School also issued electronic copies of the flyer to / contacted the following stakeholders:
- St John Fisher Catholic High School stakeholders (e.g. staff / pupils / parents / feeder Primaries, Governors)
 - Roman Catholic Arch Diocese of Liverpool
 - Wigan West Ward Councillors
 - Wigan MP

- Sacred Heart Catholic Primary School
- Parish of St Edward the Confessor (Catholic Church)
- Beech Hill Community Primary School
- St Annes C of E Church & Community Centre
- Wigan St Andrews C of E Junior & Infant School

4.10 Five responses have been received from local residents understood to be living on Baytree Road and Springfield Road. Their comments are summarised as follows:

- General support for the principle of development
- Concerns about parking on the playing fields
- Concerns about parking and lorry access during construction
- Will there be more parking spaces for staff?
- Concern about the building in terms of overshadowing / overlooking / devaluing of Baytree Road properties
- Concern about rats / the bin store location and request to remove the trees that back onto the Springfield Road properties

5. Planning policy review

- 5.1 The Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004 establish the legislative basis for town planning in England and Wales. Together the Acts establish a 'plan led' system which requires LPAs to determine planning applications in accordance with the Statutory Development Plan unless material considerations indicate otherwise.
- 5.2 WBC is the LPA that is responsible for preparing the Local Plan for, and determining planning applications in, Wigan.

National policy

- 5.3 A key material consideration is the revised National Planning Policy Framework (NPPF), published in July 2021, and the supporting Planning Practice Guidance (PPG) (2014-).
- 5.4 The most relevant sections and paragraphs of the NPPF are set out in Figure 5.1 below.

FIGURE 5.1: NPPF POLICIES

Policy document	Section	Relevant paragraphs
National Planning Policy Framework (2021)	2 – Achieving sustainable development	8, 9, 11
	4 – Decision-making	38, 39, 40, 41, 47, 48
	8 – Promoting healthy and safe communities	92, 95, 99
	9 – Promoting sustainable transport	104, 110, 111, 112, 113
	11 – Making effective use of land	120
	12 – Achieving well designed places	126, 130, 131, 132, 134
	14 – Meeting the challenge of climate change, flooding and coastal change	154, 157, 159, 167, 169
	15 – Conserving and enhancing the natural environment	174, 180, 183, 184, 185, 186

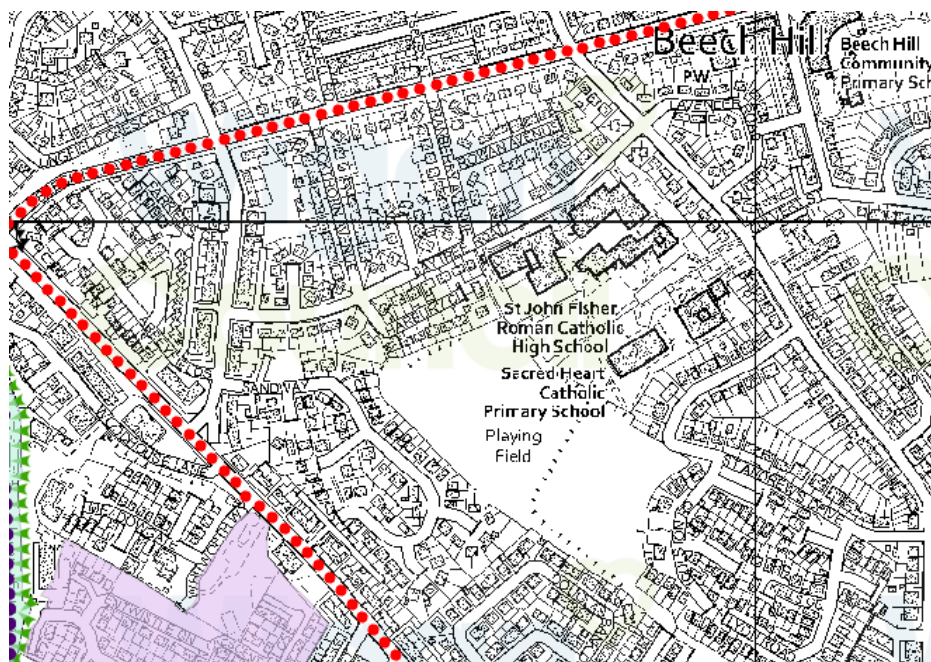
- 5.5 In addition to the NPPF, a further material consideration at national policy level is the National Design Guide and National Model Design Code (January 2021). This guide expands on the design policies in Section 12 of the NPPF, and identifies / details ten characteristics of good design.

- 5.6 A further material consideration at national policy level is a Ministerial Statement from 2011 issued by the Secretary of State which sets out the Government's commitment to support the development of state-funded schools and their delivery through the planning system. The Statement sets out the Government's belief that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools.

Adopted Local Plan

- 5.7 The adopted Statutory Development Plan for Wigan comprises the Core Strategy (2013), the saved policies of the Unitary Development Plan (2006) and the accompanying Policies Map. It also includes the Greater Manchester Joint Minerals Plan (2013) and the Greater Manchester Joint Waste Plan (2012) insofar as they are applicable.
- 5.8 As per Figure 5.2 below, the adopted Policies Map shows that the school site and the adjacent community playing fields are not allocated for any specific purpose. (The red dotted line indicates a Strategic Route Network).

FIGURE 5.2: POLICIES MAP



- 5.9 The relevant policies of the adopted Local Plan are set out in Figures 5.3 and 5.4 below.
- 5.10 The NPPF states at paragraph 219 that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. Due weight should be given to them, according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

FIGURE 5.3: WIGAN CORE STRATEGY POLICIES

Policy document	Policy reference	Policy title
Wigan Core Strategy (2013)	SD1	Presumption in favour of sustainable development
	SP1	Spatial Strategy for Wigan Borough
	CP1	Health and well being
	CP2	Open space, sport and recreation
	CP4	Education and learning
	CP7	Accessibility
	CP9	Strategic landscape and green infrastructure
	CP10	Design
	CP12	Wildlife habitats and species
	CP13	Low carbon development
	CP14	Waste
	CP16	Flooding
	CP17	Environmental protection
	CP18	Developer contributions

FIGURE 5.4: SAVED POLICIES OF THE WIGAN UDP

Policy document	Policy reference	Policy title
Wigan UDP (2006) Saved Policies	EV1B	Pollution
	EV2C	Features of Major Importance for Nature Conservation and Wildlife Corridors
	A1S	Parking in New Development
	C1B	Open Space, Sport and Recreation Provision
	C1C	Protection of Open Space and Sport and Recreation Provision

Emerging Local Plan

- 5.11 Recent work by WBC and other Greater Manchester Authorities on the Greater Manchester Spatial Framework (GMSF) was stopped following the withdrawal of Stockport Council in December 2020. An alternative joint development plan - Places for Everyone – is now being progressed by the remaining nine Greater Manchester Councils. The Publication version of the Places for Everyone Plan is being consulted on from 9 August to 3 October 2021.
- 5.12 The Council consulted on an initial draft Allocation and Development Management Local Plan in 2016. This however has not been progressed further as a result of the need to progress the Places for Everyone Plan first.

Other documents & guidance

- 5.13 In addition to the adopted and emerging statutory planning documents, there are a number of other documents of relevance when considering the proposed development. These are:
- Development and Air Quality SPD (2021)
 - Landscape Design SPD (2021)
 - Access for All SPD (2006)
 - Design Guide for Residential Development SPD (2006)
 - Good Fencing Guide SPG

6. Planning considerations

- 6.1 This section of the Planning Statement assesses the proposed development against the relevant planning policies identified in the earlier section.

Principle of development

Needs case

- 6.2 A key material consideration in the determination of the planning application is the needs case for the building replacement, as set out in Section 3 of this Statement (and therefore not repeated here).
- 6.3 This needs case is relevant in the context of the 2011 Ministerial Statement and NPPF paragraph 95, which states:

It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and

b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

- 6.4 Similarly, Policy CP4 of the Core Strategy supports proposals for new and improved schools and school buildings, either on their existing site or on a suitable alternative site. is to ensure adequate provision of education infrastructure. It also supports the enhancement of sporting and recreational facilities as part of education provision.

Site suitability

- 6.5 As the existing St John Fisher Catholic High School site, the site is considered suitable and most appropriate to accommodate the redevelopment. The site is located in a sustainable location within the urban area, and in close proximity to residential properties. Redevelopment of the site is in line with the general intent of Core Strategy Policies SD1 and SP1.
- 6.6 It is also worth noting that the majority of the redevelopment is on the previously developed parts of the site, and therefore is supported by NPPF paragraph 120 and Core Strategy Policy CP17.

Playing fields

6.7 NPPF paragraph 99, Core Strategy Policy CP2, UDP Policy C1C, and Sport England Policies guard against the loss of playing field land to development unless a surplus of provision can be demonstrated in a local area, or the lost playing field land is re-provided to an equivalent or better quality & quantity, or the loss is for development that will be of a benefit to sport.

6.8 The proposed development will have the following impact on sports provision / playing field land:

Permanent impacts:

- Retention of the all weather pitch which will not be affected by the development.
- Demolition and rebuild of the sports hall, which will increase in size from 505sqm to 599sqm (the current sports block is noted as EFAB on the submitted existing site plan, and the existing hall has been the subject of a measured survey).
- Loss of existing hard court MUGA area to the west and south of the current sports block (22.8m x 33.5m and 15.3m x 34.2m = 1,290sqm), which will be replaced with a larger new set of hard courts (60.96m x 34.75m = 2,118sqm, accommodating 3 netball / 3 basketball / 4 tennis courts). The remaining hard play at the site is informal playground space.

Temporary (construction stage) impacts:

- The all weather pitch will remain operational during the construction phase and therefore will continue to provide for school and any community use.
- The sports hall will remain operational during construction and will not be demolished until the new sports block is ready for occupation. There will therefore be continuity of school and any community use.
- Temporary loss of part of the existing hard court MUGA area to the west and south of the current sports block – this is to accommodate temporary classrooms ahead of the replacement MUGA being constructed.
- Temporary loss of grass playing field land to the north of the community playing fields, to the west of the school site – this is to accommodate temporary school staff and contractor parking during the construction period, and the land will be restored to grass following completion of the redevelopment. It should be noted that this land is on the part of the playing fields that has poor drainage and that has not been subject to any formal lettings for a number of years (the Council has advised lettings are through the School, and the School has not received any bookings).

- 6.9 Based on the above, it is considered that in the permanent scenario, the proposals will provide enhanced external (hard courts) and internal (sports hall) facilities, delivering a net improvement in sporting facilities at the site. This will meet the policy requirement to replace / enhance any existing sports provision as a result of development, and will meet Sport England's Policy Exception E4.
- 6.10 The existing all weather pitch and the sports hall are currently used by the local community. This will continue during and following the redevelopment, and the hard courts will also provide a facility that can be made available for community use. Again, this is a positive change.
- 6.11 In the temporary scenario, there will be a temporary loss of external hard court space, but it is considered that any impact on curriculum use can be managed through the remaining availability of the sports hall and all weather pitch during construction.
- 6.12 The temporary loss of the grass playing field has been agreed with the Council's Open Spaces team as an acceptable solution to avoid on-street parking issues resulting from the construction phase. As it is understood that there is currently no formal community use of this part of the playing field land, it is considered that the impact of the temporary loss will be limited. Subject to the inclusion of a restoration condition on any planning permission granted, it is considered that the temporary grass playing field loss is acceptable.
- 6.13 Based on the above, it is considered that the proposals are in accordance with NPPF paragraph 99, Core Strategy Policy CP2, UDP Policy C1C, and Sport England Policies.

Site layout, scale, design and landscaping

- 6.14 The approach to site layout, scale, design and landscaping are set out in Section 3 of this Statement and therefore are not repeated here. Further details are provided in the Design & Access Statement submitted with this application, and residential amenity impacts are considered in more detail separately below.
- 6.15 Based on the above, it is considered that the development proposals are in accordance with the NPPF paragraphs 126, 130-132 and 134, and the principles of the National Design Guide and National Model Design Code; and Core Strategy Policies CP10 and CP14.

Residential amenity

Relationship to residential dwellings

- 6.16 The relationship between the development proposals and surrounding properties has been carefully considered to ensure that there are no overlooking / overshadowing issues caused.

- 6.17 The main new building will be a visible beacon in the community. The main new building will face onto Baytree Road, sit on the footprint of the existing building at the north-east corner of the school site. The frontage will be softened with new planting, including new trees which will sit between the building and the road. The existing 2 and 3-storey buildings further west along Baytree Road which are to be demolished will be replaced by new planting, hard courts and hard landscaped areas. This will significantly reduce the length of the built frontage to Baytree Road and will create a greener and more open frontage.
- 6.18 The main new building will be 3 storeys where the built form is currently 2 storeys high, but will be set slightly further back than the existing and will be set at a lower level than Baytree Road (as is the existing building, which is noted as EFAD on the submitted existing site plan). The following key changes will take place in this part of the site:
- Change in maximum height of the built form above Baytree Road from 7.3m (EFAD) to 10.2m (new building) in the north west corner; and from 6.8m (EFAD) to 13.2m (new building) in the south west corner
 - Change in maximum height of the built form above the Springfield Road boundary from 8.8m (EFAD) to 11.7m (new building)
 - Change in distance of built form from Baytree Road nearest house across the road from 25.5m (EFAD) to 28.0m (new building)
 - Change in distance of built form from Baytree Road north west corner plot house from 27.4m (EFAD) to 25.5m (new building)
 - Change in distance of built form from Springfield Road nearest house from 28.2m (EFAD) to 29.7m (new building)
- 6.19 In the location of the existing 3 storey block fronting onto Baytree Road (noted as EFAA on the submitted existing site plan), the following key changes will take place:
- Change in maximum height of the built form above Baytree Road from 11.8m (EFAA) to no built form
 - Change in distance of built form from Baytree Road nearest house across the road from 26.1m (EFAA) to no built form
 - Change in distance of built form from Harbury Close nearest house from 15.2m (EFAA) to no built form
 - Distance of new hard court MUGA fence to Harbury Close nearest house – 16.6m

6.20 In terms of the sports block, this new built form can be described as follows:

- Maximum height of new sports block - 12.4m
- Minimum distance of new sports block to Sacred Heart Catholic Primary School site boundary - 2.5m
- Minimum distance of new sports block to Sacred Heart Catholic Primary School nearest building - 24.6m

6.21 The Council's Design Guide for Residential Development SPD sets out guidance on separation distances, indicating these should be 21.5m between the main elevations containing windows of habitable rooms, and increased by 3m for each additional storey or on steeply sloping sites. Based on the above assessment it can be concluded that the proposals are of general benefit to the Baytree Road frontage by reducing the extent of built form in that part of the site, and that the new building is compliant with the Council's separation distance guidance and therefore significant amenity impacts will be avoided.

6.22 The location of the new sports block will not cause any amenity issues at Sacred Heart Catholic Primary School, and there are limited windows on the southern façade.

6.23 The hard court MUGA to the east of Harbury Close will replace built form and the existing hard court MUGA, and in line with the consideration of noise below, it is concluded there will be no amenity impacts created.

Noise

6.24 An Environmental Noise Assessment has been submitted as part of this application. This report states the following:

- The noise climate at the site is controlled by distant and local traffic noise, primarily from Baytree Road.
- Existing measured site noise levels are such that Indoor Ambient Noise Levels (IANL) for a new school building given in 'Building Bulletin 93. Acoustic design of schools: performance standards' (BB93) can be met in all areas with appropriate specification of building envelope, glazing and ventilation strategy.
- Calculations indicate that compliant Indoor Ambient Noise Levels can be achieved throughout the development with the use of standard thermal double glazing providing a minimum sound insulation of 30 dB Rw.

- External noise levels in unoccupied playgrounds, playing fields and outdoor areas around the school building have been considered and are calculated to meet best practice guidance levels for school use. As such no mitigation is considered necessary to reduce external noise levels.
- Representative site background noise levels have been used to inform noise limits proposed to control noise emissions from new sources of building services noise introduced by the scheme, in line with guidance given in BS 4142:2014 'Methods for rating and assessing industrial and commercial sound'. The rating level from new building services plant should be limited to not exceed the existing site representative background sound level, an indication of a 'low noise impact'.
- Consideration has been given to noise impact from external sports pitches on nearby residential properties. It is understood that community use of the facilities may take place outside of normal school hours. An assessment of likely noise impact has been undertaken based on typical sports facility noise levels and uses, indicating that use during typical evening or weekend periods will have a negligible noise impact on local residential amenity. Noise levels at nearby residential properties are not predicted to exceed World Health Organisation and Sport England guidance for external amenity. Additional mitigation of noise transfer in the form of noise barriers is not considered to be necessary.
- Final car parking proposals broadly mirror existing site parking locations. With regard to the proposed reconfigured / formalised car parking to the north west of the site, due to proximity to Baytree Road, noise impact from the car park is predicted to be minimal.
- Calculations have been undertaken to assess the noise impact of the temporary car park on adjacent residential houses on Harbury Close. Higher peak use noise levels will be of limited duration at the start and end of the school day / construction working day. On the basis of the predicted noise levels and the temporary nature of the car park it is not considered necessary to provide mitigation to reduce noise levels from the temporary car park.
- Noise survey results, site observations and noise assessment indicate that typical operational noise due to the proposed development is not predicted to significantly impact the local area or identified noise sensitive receptors.

Lighting

- 6.25 External lighting layouts for the school site and for the temporary car park have been submitted as part of this application. These show that there will be no detrimental light spill from external lighting towards the properties on Baytree Road, Springfield Road or Harbury Close.

Odour

6.26 An Environmental Noise Assessment has been submitted as part of this application. This report states the following:

- Proposed kitchen – based on 'Control of Odour and Noise from Commercial Kitchen exhaust Systems' guidance, an Odour Assessment has been carried out and achieved a low to medium score based on:
 - The general type of cooking having low odour.
 - The kitchen extract discharge point being approximately 45m away from the nearest receptor and approximately 10m higher (3 storey building) i.e. good dispersion.
 - The kitchen extract system having grease filtration and 15 m/s discharge velocity.

Due to the above mitigation points we have not provided any further odour control for the development.

- Boiler Plant - There are no gas-fired boilers so do not form part of the assessment.
- Fume Cupboard Extraction - as the fume cupboards are for general teaching use (no special chemical use requirements listed in the school specific brief) the discharge fumes are deemed to be a low risk and have been designed to the DFE building bulletins which have discharges 3m above roof level.

Conclusion

6.27 In conclusion, based on the above, it is considered that the development proposals are in accordance with the NPPF paragraphs 174, 185 and 186; Core Strategy Policy CP17 and Saved UDP Policy EV1B.

Access, traffic and parking

6.28 The site access arrangements and parking provision are detailed in Section 3 of this Statement and therefore are not repeated here.

6.29 In addition, this application is accompanied by a Transport Statement (TS), which reviews all of the highways related considerations associated with the proposed development.

6.30 The TS identifies the following:

- A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

- Safe and suitable access will be provided from Baytree Road and Springfield Road to the site.
- The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and public transport options, and there is a significant residential catchment area within an acceptable walking distance.
- As the development proposals comprise a replacement school, with no change to staff and pupil numbers, there will not be any additional vehicular trips attributed to the development during the traditional weekday school AM and PM peak hours. As such no additional trips will be undertaken, and no further analysis is required for the proposals. It is therefore noted that the proposals will not result in a severe residual traffic impact on the local highway network in accordance with local and national transport planning policy.

6.31 With regard to parking, the TS identifies the following:

- There will be an increase of 8 parking spaces compared to the existing situation, and the development will also replace informal parking spaces with relocated formal spaces which will be of general benefit. With approximately 50 teaching spaces in the school, this level of provision is also compliant with the Council's parking standards (albeit outdated), and as such is considered acceptable.
- The accessible spaces equate to 6.6% of the total provision, again policy compliant, and are located in close proximity to the building entrances.
- 2 spaces in the Baytree Road (north-east) car park will be fitted with active electric vehicle charging points upon completion; this equates to 2.6% of the total provision, which exceeds the minimum standard set out in Wigan Council's Development and Air Quality SPD.
- 120 covered staff and pupil and 10 covered visitor cycle spaces will be provided in secure shelters located close to their respective access points as part of the proposals. This equates to c. 1 space per 10 full time equivalent staff and pupils, and 10 additional visitor spaces. This level of provision is in line with policy requirements. It is envisaged that this would promote cycling as a mode choice for staff, pupils, and visitors.
- 3 motorcycle spaces are also provided in the Baytree Road north-east car park and this level of provision is also in line with policy requirements.

6.32 The TS also notes that at the pre-application stage the highways officer queried how out of hours parking will operate if there is any overlap in the school / community uses. The TS states that it was clarified that car parking provision will be more than sufficient for evening use, but if there is a school event then the overlap with lettings will need to be considered and managed by the school. The separate nature of the sports block from the main school block will make this easy to coordinate.

- 6.33 The scheme approach to accessible design is set out in the submitted Design & Access Statement which confirms that the redeveloped site and new buildings will be accessible to all.
- 6.34 Based on the above and the details outlined in Section 3, it is considered that the development proposals are in accordance with the NPPF paragraphs 92, 104, 110 - 113; Core Strategy Policy CP7 and Saved UDP Policy A1S.

Trees

- 6.35 This application is accompanied by an Arboricultural Method Statement (AMS) (including Tree Survey), Tree Protection Plan and Arboricultural Impact Assessment Plan. This documentation, alongside the content of the Design & Access Statement and landscape plans, are summarised below:
- There are no Category A trees identified within the school site boundary.
 - Wigan TPO 20 covers a single tree and a group of trees around the Springfield Road site entrance. The group, G1, is located within the red line application boundary.
 - The proposal requires the removal of 4 individual trees and the partial removal of 2 groups. The remaining trees within the school site (including the TPO'd group) will be retained and protected as needed during construction, in line with the method statement outlined.
 - It is noted in the AMS that the trees to the north of the temporary car park (which were not surveyed as part of the tree survey) will be retained and protected, and that a further survey will be undertaken to identify the root protection areas and the location for tree protection fencing, and that the Tree Protection Plan will be updated in due course.
 - 37 trees will be planted as part of the redevelopment proposals. This will consist of extra heavy standards to the north of the site, with additional heavy standards and selected standards also to be planted to enhance the proposals, provide additional screening and mitigate against climate change.
- 6.36 Based on the above assessment, and the assumption that the outlined recommendations will be followed, it is considered that the development proposals are in accordance with paragraphs 131 and 174 of the NPPF; Core Strategy Policy CP9 and Saved UDP Policy EV2C.

Ecology

- 6.37 This application is accompanied by a Preliminary Ecological Appraisal and Preliminary Roost Assessment Survey, as well as a Biodiversity Net Gain File Note.

- 6.38 As stated in Section 2 above, the Preliminary Ecological Appraisal and Preliminary Roost Assessment Survey site is not subject to any statutory or non-statutory designations (albeit the site sits within the wide ranging Red Rose Community Forest area). No evidence of protected species was found on site, and it was concluded that there was extremely limited potential for protected species to be using the site. Therefore no further surveys were recommended.
- 6.39 The Biodiversity Net Gain File Note includes a calculation against the Defra v3.0 metric. The calculation indicates that there will be a +40.55% improvement in the habitat units at the site as a result of the redevelopment. It states that the results indicate a net gain in biodiversity units, mainly arrived at by the new layout configuration increasing habitat and allowing more biodiverse habitat to be created through the soft landscaping of the site. The calculation assumes the retention of the existing all-weather pitch.
- 6.40 The calculation does not include green roofs that are to be installed on the new buildings but these will result in a further increase in biodiversity on the site as such habitats are not present on the existing structures.
- 6.41 Based on the above, it is deemed that the development proposals are in accordance with paragraphs 174 and 180 of the NPPF; Core Strategy Policy CP12 and Saved UDP Policy EV2C.

Flood risk and drainage

- 6.42 This application is accompanied by a Flood Risk Assessment and Drainage Strategy report.
- 6.43 In terms of flood risk, the report states that the proposed development lies within Flood Zone 1, and that it is considered to be at low risk from tidal flooding, reservoir flooding, canal flooding, ground water flooding, sewer / highway drainage flooding and surface water flooding. The report notes that specific assessment of proposed floor levels should be assessed against the recorded groundwater levels.
- 6.44 The development is classified as a More Vulnerable development and is therefore appropriate for this location and Flood Zone classification.
- 6.45 In terms of drainage, the report advises the following in terms of foul drainage:
- A separate foul and surface water system is proposed.
 - The foul water from the development the site is proposed to connect directly to the United Utilities Network on site at two locations. Once connection from the main teaching block and one connection from the sports block.

6.46 The report advises the following in terms of surface water:

- Intrusive Site Investigations have been carried out at the site and given the site has had previous use and given the existing ground conditions (the development site contains depths of made ground and the underlying material is glacial till with low permeability), it is assumed that infiltration will be unlikely.
- It is proposed that surface water will discharge from the site to the existing 600mm culverted watercourse within the south-west corner of the site. There is also a requirement for a temporary car park to be constructed as part of the development works and this is also proposed to connect to the culverted watercourse.
- The existing site is considered brownfield, therefore the proposed flows discharging to the culverted watercourse should ensure that existing flows from the site are reduced by 30% of pre-development flows from the site, in accordance with the consultation advice received from Wigan Council.
- It is estimated that the following attenuation is required to accommodate up to the 100 year +40%cc event:
 - Approximately 115m³ provided within an attenuation tank.
 - Approximately 191m³ provided within the permeable sub-base of the MUGA pitches.
 - Approximately 75m³ provided within an online swale.
- The proposed area for the temporary accommodation is located within the western area of the site, in an area of existing hardstanding being positively drained, therefore it is proposed that the temporary accommodation is drained via the existing pipework which is currently connected to the combined public sewer on site, until the area is developed for the final scenario, which will connect to the wider restricted network and to the culverted watercourse.
- With regard to the temporary car park, in the temporary condition the area is proposed to discharge via a new connection to the culverted watercourse on site at a maximum of 5 l/s.

6.47 Furthermore, it should be noted that the proposed green roofs on the new buildings will also have drainage benefits.

6.48 Based on the above, it is considered that the development proposals are in accordance with the NPPF paragraphs 159, 167 and 169; Core Strategy Policies CP16 and CP17, and Saved UDP Policy EV1B.

Ground conditions

6.49 This application is accompanied by a Phase I Geo Environmental Assessment and a Coal Mining Risk Assessment.

6.50 The Phase I Geo Environmental Assessment report advises the following:

- The site was undeveloped until circa 1962 when construction of the school commenced.
- A conceptual model has been produced which highlights the following potential contamination risks:
 - i. Low risk to current and future site users and construction workers from heavy metals and hydrocarbons within made ground;
 - ii. Localised low to moderate risk to current and future site users and construction workers from PCBs within transformer oils associated with the substation in the northwest of the site;
 - iii. Moderate risk to current and future site users and construction workers from asbestos within made ground;
 - iv. Low to Moderate risk to groundwater from migration of mobile contamination;
 - v. Low risk of hydrocarbon contamination with potential to permeate/degrade buried plastic pipes; and,
 - vi. Moderate risk from hazardous gas/vapour ingress into structures and/or confined spaces.
- It is recommended that additional intrusive investigation is undertaken including chemical analysis of soils and groundwater in conjunction with an extended programme of hazardous gas monitoring. The (presumed infilled) former stream in the south of the site (beneath the all weather pitch) and electricity substation in the northwest of the site should be targeted specifically if these areas are to be redeveloped. The waste classification of any materials requiring off-site disposal should also be determined.
- A geotechnical element should also be incorporated in any future intrusive investigation to aid design of an appropriate foundation solution.
- Given the age of the existing buildings, a pre-demolition asbestos survey should be undertaken of all buildings prior to any works on site. Any ACMs that are identified will need to be safely removed prior to the start of demolition works.

6.51 The Coal Mining Risk Assessment report advises the following:

- The property is underlain by nine named seams worked between 223 and 694m depth. The dates of last mining of these entries are between 1875 and 1920. Of these there are no entries for workings that would be considered as shallow. The risk of surface subsidence from collapse of these workings appears to be unlikely from the recorded depths.
- The potential for unrecorded shallow workings below the new development appears to be low. Borehole investigation records supplied for review, such as voided or broken ground, coal deposits or loss of drilling air flush, do not indicate that unrecorded workings within 30m of the surface have occurred beneath the site. One thin weathered coal seam was recorded which is not consistent with the nearest mapped seam (the Riding Seam). Evidence for the presence of the Riding Seam within 30 m of the site surface has not been identified.
- There is evidence of historic subsidence related to a shaft to the north of Baytree Road and demolition of affected dwellings. It is recommended that further enquiry is made for mine entry information to be obtained (if available) – as the Coal Authority record that the shaft was located during the 1980 drilling investigations. The commentary suggests that there is ‘soft’ drilling at up to 27.5 metres around the shaft and further suggests that this is likely to be indicative of collapse of the fill in the shaft at some point. No further remedial works have been noted. The ground is currently overgrown and bounded by Cranberry Avenue and Baytree Road. There is no evidence which suggests that there has been any settlement of the associated footways or highways, which could manifest if there were ongoing movement in the ground or other collapse within the shaft. As the development site land is located on the opposite side of Baytree Road and is at a significant distance from the indicated centre of the plan shaft position (circa 20 metres) it is considered unlikely that there would be any impact in the future on the development site.

6.52 Subject to undertaking the recommended additional survey work, and agreeing and implementing a suitable remediation strategy as required, it is concluded that the proposed development is acceptable in the context of the NPPF paragraphs 174, 183 and 184; Core Strategy Policy CP17 and Saved UDP Policy EV1B.

Energy and sustainable construction

6.53 As set out in Section 3 above, the scheme has been designed to be Net Zero Carbon in Operation, which is a significant commitment in terms of sustainable design. The approach taken to achieving Net Zero Carbon in Operation is detailed further in the Energy Strategy submitted as part of this application. This sets out the following strategy:

- Orientation - Risk of overheating is reduced due to the orientation of the development. The large volume intermittently used spaces taking the peak solar gain, with teaching spaces benefitting

from this strategic positioning. The building fabric has been enhanced with low G-Values throughout the glazing to further reduce the solar gain.

- Built Form – Buildings (non-specialist areas) are shallow plan therefore there is increasing potential for natural/hybrid ventilation and daylighting.
- Thermal Insulation/U Values - Building Construction materials have enhanced standards of insulation beyond the minimum requirements of Part L of the Building Regulations.
- Natural Ventilation –The project aim is to maximise the use of natural/Heat Recovery Unit (HRU) ventilation. The natural ventilation is enhanced by the provision of chimneys at the rear of teaching spaces to generate crossflow across the room.
- Heating - Heating shall be predominantly provided by high efficiency air source heat pumps (ASHPs) serving heater batteries and radiators.
- DHWS (Domestic Hot Water System) Generation – is via DX calorifiers fed directly from an ASHP with high insulation k factors to minimise standing losses.
- Thermal Mass – exposed concrete soffits are provided throughout the majority of rooms to reduce diurnal temperature swings and reduce the risk of overheating when coupled with night cooling.
- Night time purge Cooling – This is provided in the teaching spaces via the ventilation units.
- Air Tightness – The development is committed to achieving an air permeability of 3m²/hr/m² which corresponds to one third of the allowable value stipulated in Part L of the Building Regulations.
- Electric Lighting and Controls – High efficiency LED lamps throughout, with lighting control being via daylight dimming and absence detection.
- Energy Efficient ICT – Use of lower power terminals (and tablets) to be promoted to lower heat gain and the need for cooling.
- Efficient Water Fittings – Low flow taps and low flow showers are used to minimise the amount of water used and the hot water energy consumption.
- Pumps – Pumps are fitted with inverter driven motors to lower the pumping energy demand to the water systems by varying the flow rate to suit load down to a minimum 10%.
- In summary, the Building Services Strategy is to utilise the following technologies: ASHP LPHW Heating and DX HWS generation; Heat recovery ventilation throughout; Heat recovery ventilation from the kitchen extract; Low SFP equipment – Fans, HRU's, AHU's etc.; and High efficiency lighting and controls.

- The ASHP is the renewable technology to be adopted for the site having considered and discounted Ground Source Heat Pumps (GSHP's) due to its high capital cost.
- The DFE have set an energy intensity target reduction for a secondary school from the standard default figure of 75 kwhr /m2 to 55 kwhr/m2. This target has been achieved.
- To make the development net zero energy in use for the new buildings, we have provided a PV array to match the site intensity figures so that energy used on the site is offset fully by the onsite generation from the PV arrays.
- As can be seen in the Part L2A SBEM and EPC the impact on these is quite profound and way beyond building regulations i.e., negative EPC -29 and negative BER. (-14.7kg CO2/m2/annum).

6.54 Further to the above considerations, it is concluded that the proposed development is acceptable in the context of paragraphs 154 and 157 of the NPPF; and Core Strategy Policies CP10 and CP13.

Crime impact

- 6.55 This application is accompanied by a Crime Impact Statement prepared by Greater Manchester Police (GMP).
- 6.56 This identifies a number of positive aspects of the proposal, including: the location within the existing school grounds; the simple footprint and lack of hiding places; the internal layout and reception arrangements; the lack of climbable single storey elements; the secure external pupil areas being separate to the site entrances, car parking and service areas, and the opportunity to design in security features.
- 6.57 It also identifies a number of points for further consideration. These include: a review of CCTV and lighting; a review of retained boundary fencing to ensure it can provide a consistent level of security, and careful landscape design at the site perimeter; to zone the site and building for out-of-hours use; to ensure that retaining structures or terraces do not provide climbing aids into otherwise secure areas; to ensure that there is no external climbing aids that may allow access to upper levels or the roof; and to consider the provision of secure store rooms / cages for IT equipment storage out of hours.
- 6.58 All of these aspects have been considered through the design process. Further detailed recommendations are also set out in the report.
- 6.59 In conclusion, based on the above, it is considered that the development proposals are in accordance with the NPPF paragraphs 92 and 130; and Core Strategy Policy CP10.

7. Conclusions

- 7.1 This Planning Statement has been prepared by AY for WCL. This application is submitted by WCL, who are working closely with the DfE.
- 7.2 The description of the proposed development is stated on the application form as follows:
- Demolition of existing school buildings, erection of a new 3 storey teaching building and a new sports block, reconfiguration of car parking, installation of new sports courts, and associated landscaping*
- 7.3 The application site is 2.84ha, which includes the extent of the school's demise and an area of proposed temporary car parking.
- 7.4 This Statement has considered the site context, the detail of the proposed development, the community / stakeholder engagement undertaken, the full planning policy framework within which the proposals should be considered; and has reviewed relevant planning considerations within this policy context.
- 7.5 It has set out that the proposal is acceptable in terms of: the principle of development; the site layout, scale, design and landscaping; residential amenity (including the relationship to residential dwellings, noise, lighting and odour); access, traffic and parking; trees; ecology; flood risk and drainage; ground conditions; energy and sustainable construction; and crime impact.
- 7.6 In the context of relevant national and local policies it has therefore been demonstrated that the proposed development can be considered acceptable.

Appendix I

Public engagement flyer

St John Fisher Catholic High School Planning Application

We are excited to let you know that a planning application will soon be submitted for the re-development of St John Fisher Catholic High School.

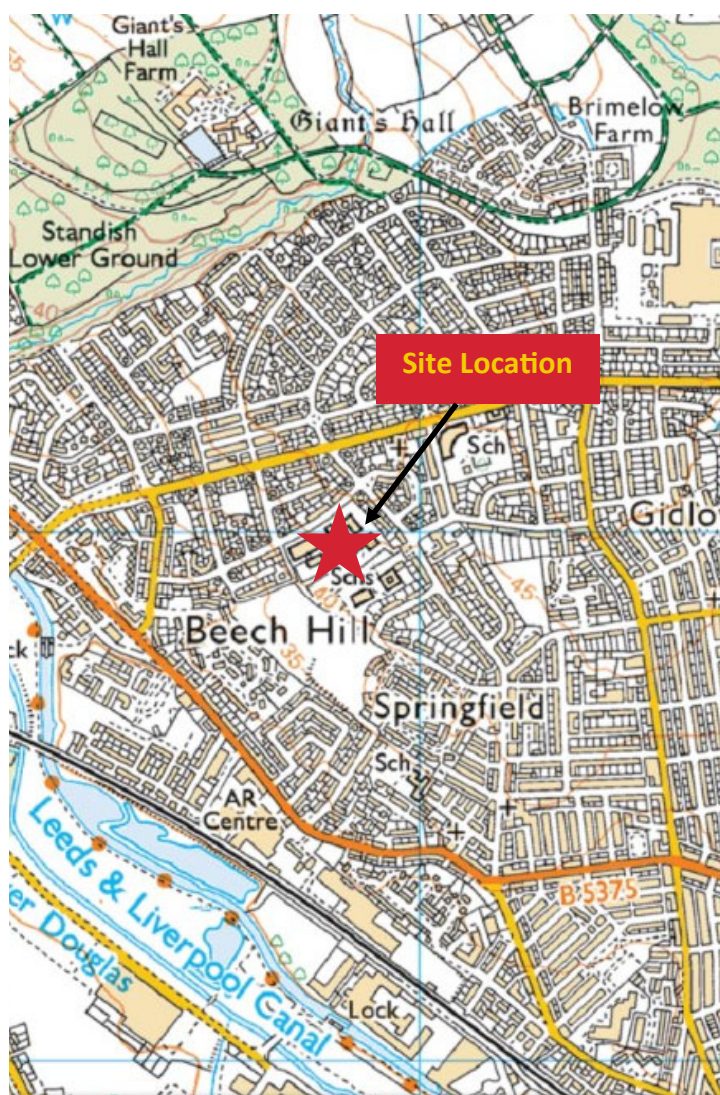
The demolition of the older buildings that are being replaced will be phased, minimising any disruption to school operation.

The new main school building will be three storeys and developed on part of the footprint of the existing buildings at the front of the site. The new sports hall building will be two storeys and will be developed on an area of existing playground space which will be relocated. Existing vehicular access arrangements will be retained from Baytree Road and Springfield Road. Car parking areas within the site will be reconfigured to accommodate the new buildings.

There will be no change to staff and pupil numbers; and during the build process the school will remain fully operational.

This re-development of St John Fisher Catholic High School is funded by the Department for Education as part of their School Rebuilding Programme.

Wates Construction has been selected by the Department for Education to design and build the new buildings. Wates is a national construction company with lots of experience of building schools.



View our proposals online at: <https://wates-tenders.co.uk/st-jf-planning/>

Email the Design Team at: stjohnfisher.uk@avisonyoung.com

Please send in questions or comments no later than 20 August 2021

St John Fisher Catholic High School Planning Application



At this pre-application stage, the development proposals can be viewed online and you can also contact the Wates Design Team if you have any queries or comments. Details are at the bottom of this page.

Wates will be submitting the planning application in September 2021. Once the application has been submitted, it will be available to view and comment on online via Wigan Council's Planning Portal:

<https://planning.wigan.gov.uk/online-applications/>

Subject to achieving planning permission, construction will start on site early in 2022. We are aiming to complete the re-development in Summer 2024.

View our proposals online at: <https://wates-tenders.co.uk/st-jf-planning/>

Email the Design Team at: stjohnfisher.uk@avisonyoung.com

Please send in questions or comments no later than 20 August 2021

Contact Details

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