



Report to West Area Planning Committee

Application Number:	21/06803/FUL
Proposal:	Construction of two storey extension with link to Griffin House School including demolition of existing building.
Site Location:	Griffin House Preparatory School Station Road Little Kimble Buckinghamshire HP17 0XP
Applicant:	Griffin House School Ltd
Case Officer:	Jenny Ion
Ward(s) affected:	Ridgeway East
Parish-Town Council:	Gt & Little Kimble Cum Marsh P Council
Date valid application received:	24th June 2021
Statutory determination date:	19th August 2021
Recommendation	Conditional Permission

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 The proposal is for the removal of portable buildings used for early years provision and the construction of a two storey building to provide replacement early years provision and additional classrooms in connection with the existing school. The new building would be linked to the existing building by a corridor link.
- 1.2 Cllr Harriss requested that the application be considered by the Planning Committee following contact from neighbours raising concerns about the proposals.
- 1.3 The application is recommended for approval subject to conditions.

2.0 Description of Proposed Development

- 2.1 The site is occupied by a preparatory day school providing education for children of primary school age. The site is a linear site of around 1.89ha, situated adjacent to the A4010, in Little Kimble. The main school building is sited at the north west end of the site, accessed via a long driveway from the entrance at the south east end of the site. The school grounds, including playing field and tennis court are to the south west side of the drive. There are two areas of parking, one to the front and side of the main school building, the other to the north of the access drive near the main site entrance.
- 2.2 The proposed development would replace the existing portacabins which house the early years provision with a new two storey building. These are situated behind the

main building, towards the north west edge of the site, which is bounded by a stream. The development would provide four replacement early years rooms plus an additional five classrooms and staff room. The school has an existing capacity of 195 places. The additional classrooms would each have a capacity of 17, and this, together with the improved pre-school provision, would increase the school capacity by 104 places. Five additional staff would be required. The school currently has 38 staff, of whom 16 are part time.

- 2.3 The proposed building has been designed as a stand-alone building, separate from the main school building, linked only by a corridor. The proposed building, which measures approximately 19 x 14.4 metres in footprint, would be 6.6 metres high. Externally it would be clad in vertical Western Red Cedar timber boarding, grey cladding, with grey external joinery, and a flat sedum roof.
- 2.4 The application is accompanied by:
 - a) Planning Statement
 - b) Tree report
 - c) Ecology report
 - d) Flood Risk Assessment
 - e) Transport Appraisal
- 2.5 The application has been amended. Amended plans were submitted to change the external appearance of the building to give the building more articulation and visual interest. Further amended plans were submitted to show the provision of coach parking within the site and a pedestrian path link through to the main road.

3.0 Relevant Planning History

- 3.1 The site has been in use as a private day school since permission was granted in 1948 (ref. WR/214/48).
- 3.2 A series of temporary permissions from the 1960s onwards related to the provision of temporary buildings to provide classrooms, the most recent of which was in 2009, ref. 09/07428/FUL.
- 3.3 In 2002 a proposed two storey extension, to replace the portacabins, was refused permission, ref. 02/07932/FUL. Permission was refused on grounds of the impact on the Green Belt, poor design in relation to the existing building and harm to the AONB, impact on neighbouring properties and the absence of provision for accommodating large vehicles on the site.

4.0 Policy Considerations and Evaluation

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM42 (Managing Development in the Green Belt)
DSA: DM1 (Presumption in favour of sustainable development),
GLKcMNP: KIM4 (Schools)

- 4.1 The site is an existing school site and the proposal is designed to provide improved facilities for the existing early years provision alongside additional classrooms to expand the capacity of the school. There is no record of any extensions to the school in the planning history, and the existing footprint for the school is the same as shown

on pre-1948 historic maps. The only additions have been the detached portable buildings which are proposed to be replaced.

- 4.2 Policy DM42 of the Local Plan states that development in the Green Belt is inappropriate unless it falls within a list of exceptions. This includes development that the National Planning Policy Framework (NPPF) classifies as not inappropriate.
- 4.3 Paragraph 149 of the NPPF sets out the types of development which are not inappropriate. These include the extension or alterations of a building, provided that it does not result in disproportionate additions over and above the side of the original building. It also includes the replacement of existing buildings where the new building is in the same use and not materially larger than the one it replaces.
- 4.4 In this instance, therefore, the proposed development, to extend the existing building, is not inappropriate provided the new development is not disproportionate compared to the original building. The NPPF does not define disproportionate, nor does the Local Plan in relation to non-residential buildings.
- 4.5 The planning statement has included some figures for the existing buildings, including the portacabins to be removed, and the proposed building. The amendments to the plans have changed these figures slightly. From this information it has been extrapolated that the original building has a volume of 3526 cubic metres. The proposed building, including the link corridor, is approximately 1907 cubic metres, increasing the volume of the building by 54%. It is considered that this is acceptable in terms of its proportionality to the original building.
- 4.6 In terms of the impact on the openness of the Green Belt, development can have both a spatial and visual impact. The site is relatively well screened and the development makes use of the changing levels on the site, and as such it is concluded that the development will not have an adverse impact on the openness of the Green Belt in spatial and visual terms.
- 4.7 The Neighbourhood Plan is also supportive of improvements to schools within the Parish, provided they comply with relevant local and national policies.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)
DSA: DM2 (Transport requirements of development sites)

- 4.8 The application site is located on the A4010, which is a busy main road from Aylesbury to High Wycombe via Princes Risborough. It is close to Little Kimble Station and to existing bus stops on the main road. There are two access points to the school site, and the school currently operates a voluntary one way system with vehicles entering at the southern entrance, and leaving via the northern exit.
- 4.9 The proposal has the potential to increase trips to and from the site. The school currently has a capacity of 195 places for students, which would increase by 104 as a result of the development. Staff numbers would increase by 5 from the existing 38 (including 16 part time staff).
- 4.10 The applicant has provided additional information to show that there are at least 33 spaces currently available within the school grounds. Amended plans have also been provided to show space for a coach to park within the site, and that it would be able to turn and leave in forward gear, albeit through the existing entrance.

- 4.11 A draft travel plan has also been submitted. This would include measures to encourage the use of car sharing to reduce trips to the site, for staff and pupils, to promote the use of the school minibus for collection and drop off, and the use of public transport.
- 4.12 The highway officer is satisfied that an increase in trips would not be detrimental to the operation of the highway network, and that there is adequate visibility from both the main exit, and the current entrance. They are satisfied, having made reference to the accident history in the vicinity of the site, that the proposals will not be detrimental to highway safety. Further, that the level of parking provision within the site is sufficient and would not result in displaced parking outside the site onto the highway.
- 4.13 Following the amendment of the plans to show the provision of coach parking within the site the highway officer is satisfied that the proposed arrangements are acceptable. Although the proposal would require coaches to leave the site through the main vehicular entrance of the site (as there is insufficient space for larger vehicles to manoeuvre and leave via the main exit) this arrangement is judged to be acceptable, as set out in the detailed highway comments.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM30 (The Chilterns Area of Outstanding Natural Beauty), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

DSA: DM11 (Green networks and infrastructure)

GLKcMNP: KIM2 (Design Principles)

Chilterns Building Design Guide SPD

- 4.14 The main school building is an attractive, Victorian building, originally a house, designed by the architect George Devey, who was best known for his Domestic Revival style architecture. This can be seen in the form of the existing building, which has steeply pitched roofs and features including bay windows, dormers, decorative chimney stacks, tile hanging and decorative brickwork. There is a fine view of the façade in the approach down the main driveway.
- 4.15 The proposed development would be at the rear of the building, where the ground levels fall away from the building down to the stream on the boundary. The development would not be visible from the front of the building.
- 4.16 It is proposed to remove the existing portacabins which are not particularly attractive and have been in situ for many years. The proposed building takes a contrasting, contemporary, approach to design, to create a flat roofed two storey, modular structure, with a flat, green roof. This would be linked to the main building by an elevated walkway, providing level access between the ground floor of the main building and the first floor of the extension. The corridor would be just over 7 metres long, creating a degree of separation between the parent building and the new building, and would be just 1.8 metres wide.
- 4.17 This approach requires minimal intervention into the existing building, allowing its original form to be clearly seen and read. By using the levels, to set the new building at a significantly lower level, it would allow much of the rear of the main building, particularly the complicated roof form, to be seen in wider views.
- 4.18 The plans have been the subject of amendment during the course of the application. As originally submitted the plans showed a largely straight side building with no detailing, clad in a single material. The plans have been amended to include recessed

areas along the elevation and built out areas around the windows, and the use of contrasting timber and grey cladding. The amendments have significantly improved the character and appearance of the proposed building by giving articulation to the built form.

- 4.19 The site is located in the Chilterns AONB where development is expected to be of a high standard in terms of its design and appearance. The Chilterns Building Design Guide does allow for the use of contemporary, one off, designs, and as such a modern design is not necessarily inappropriate. In this instance, the use of timber materials refers to traditional local materials.
- 4.20 It is considered that in this instance, the minimal intervention with the existing building, the set down, and the contrasting architectural style, allows the original building to be seen and read, without competing with it, and as such is an acceptable approach.
- 4.21 It is noted that a previous scheme for rear extensions was refused in 2002. That scheme was significantly different to this proposal. It was a poorly thought out design with wide spans and a shallower, pitched roof form which did not complement the steeply pitched roofs of the original building and was set closer to the rear elevation and on a higher ground level. As such it detracted from the character and appearance of the main building. This notably different approach is considered to have addressed those concerns.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): DM35 (Placemaking and Design Quality)

- 4.22 The nearest neighbouring properties to the site are those sited immediately to the north of the site boundary, the access to which is adjacent to the exit from the school site. In the context of the existing use of the exit, and the traffic using the main road, it is considered that the proposal would not result in additional noise and disturbance which would cause demonstrable harm to the amenities of the nearby properties.
- 4.23 The proposed on-site coach parking is designed to alleviate issues currently experienced with coaches parking across the shared crossover at the exit from the site.
- 4.24 The proposed building would include first floor windows facing towards the north west boundary of the site however they would not have a direct window to window relationship with the nearest dwelling, which is over 35 metres distant. As such the proposed building would not result in an unacceptable loss of privacy. There is some existing tree and hedge screening along the boundary, and the applicant has indicated that more could be planted to provide additional screening if required. It is therefore concluded that, given orientation and separation, the development would not result in an unacceptable loss of light or privacy to the nearby dwellings, nor would it appear overbearing or result in an unacceptable degree of enclosure.

Environmental issues

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 4.25 The site has the potential to generate additional traffic movements which could have an impact on air quality. As set out above, the applicant is willing to provide a travel plan, including the provision of electric charging points within the site, and as such there is not an objection to the proposal on these grounds.

Flooding and drainage

Wycombe District Local Plan (August 2019): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 4.26 The site is not in an area at risk from fluvial flooding, but the very north corner of the site (outside the proposed development area) is in a critical drainage area.
- 4.27 The proposal will increase the footprint of built development on the site and therefore has the potential to increase surface water run-off. It is proposed that surface water will be managed by incorporating a green roof into the development, with any further run-off draining to a soakaway.
- 4.28 At this stage winter ground water monitoring has not been completed to demonstrate that infiltration is viable on the site. If, however, infiltration is not viable, the alternative would be storage of surface water within the site and controlled discharge at as close to greenfield rate as possible to the adjacent watercourse.
- 4.29 The Lead Local Flood Authority is therefore satisfied that there is a viable solution to disposal of surface water and as such the proposal would not result in an increased risk of flooding from surface water. A condition can secure the submission, agreement and implementation of a suitable SuDS scheme.

Landscape and visual impact

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM30 (Chilterns Area of Outstanding Natural Beauty) DM32 (Landscape character and Settlement Patterns)

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- 4.30 The application site is generally well screened from the main road by existing trees and hedging. Main views of the development from public vantage points would be through the vehicular exit from the site at the north west end of the site and the roadside boundary.
- 4.31 The proposed development would be set on sloping ground set at a lower level than the main building. By utilising the levels of the site in this way, together with the flat roofed design which reduces the potential height of the building, the visual impact of the development is minimised, and it would not, therefore, appear obtrusive in the wider landscape and would not harm the Chilterns AONB landscape.

Green networks and infrastructure

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM11 (Green networks and infrastructure), DM15 (Protection and enhancement of river and stream corridors)

- 4.32 The proposal will result in the removal of some existing trees and shrubs in the immediate vicinity of the building proposed. A tree survey has been submitted with the application which identifies the trees and shrubs to be removed as Category C, low quality trees, or are recommended for removal for reasons such as fungus infestation or weaknesses in their structure.
- 4.33 The trees identified for removal make a limited contribution to the wider visual amenities of the site. There is no objection to their removal in arboricultural or landscape terms, as confirmed by the Council's Arboricultural Officer, and replacement

planting could be secured by condition to mitigate for their loss and to help assimilate the development into the site.

Ecology

Wycombe District Local Plan (August 2019): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development)

GLKcMNP: KIM8 (Protecting International Habitats)

4.34 The application was accompanied by an Ecological report. This has not identified the presence of any protected species within the area of the proposed development. Nor has it identified any other adverse ecological impacts arising from the development.

4.35 The Council's Natural Environment Officer is satisfied that there are no objections to the proposal on ecology grounds and that measures to provide ecological enhancements can be secured by way of a condition.

Building sustainability

Wycombe District Local Plan (August 2019): DM41 (Optional Technical Standards for Building Regulations Approval)

4.36 It will be necessary to impose a condition to secure water efficiency given that the development includes provision of toilet facilities as well as sinks within the classrooms.

Infrastructure and Developer Contributions

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DSA: DM19 (Infrastructure and delivery)

GLKcMNP: KIM9 (S106 Agreements)

4.37 The development is not a type of development where CIL would be chargeable.

4.38 It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure. As the proposal is not for residential development policy KIM9 of the Neighbourhood Plan does not apply.

5.0 Weighing and balancing of issues / Overall Assessment

5.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.

5.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- a. Provision of the development plan insofar as they are material,
- b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
- c. Any other material considerations

5.3 As set out above it is considered that the proposed development would accord with the development plan policies.

6.0 Working with the applicant / agent

6.1 In accordance with paragraph 38 of the NPPF (2019) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

6.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

6.3 In this instance

- the applicant/agent was updated of any issues after the initial site visit,
- The applicant was provided the opportunity to submit amendments to the scheme/address issues.
- The application was determined in accordance with the timescale agreed with the agent.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

7.0 Recommendation

7.1 Insert the officer recommendation here along with suggested conditions, reasons and informatives.

Subject to the following conditions and reasons:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).

2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 1316 SAP V2 01 DR A 10110 SO Rev 1, 1316 SAP V2 02 DR A 10111 SO Rev 01, 1316 SAP V2 GF DR A 1011550 Rev 2, 1316 SAP V2 RP DR A 10112 SO Rev 01, 1316 SAP V2 XXX DR A 30310 SO Rev 03, 1316 SAP V2 XX DR A 30311 SO Rev 03, 1316 SAP V2 XX DR A 30312 SO Rev 03, 1316 SAP V2 XX DR A 30312 SO Rev 02, 1316 SAP XX 00 DR A 00000 SO Rev 05, 1316 SAP XX 00 DR A 00001 Rev 05, 1316 SAP XX 00 DR A 10002 SO Rev 01, 1316 SAP XX 00 DR A 10001 SO Rev 08. 1316 SAP XX 00 DR A 10002 SO Rev 04, 1316 SAP XX 00 DR A 10004 SO Rev 01, 1316 SAP XX 00 DR A 10005 SO Rev 01, 1316 SAP XX 00 DR A 10006 SO Rev 01, 1316 SAP XX 00 DR A 10007 SO Rev 01, 19930-TOPO, 23058-01B, 1316 SAP V2 XX VS A 90000 SO Rev 01, 1316 SAP V2 XX VS A 90001 SO Rev 01 and 1316 SAP V2 XX VS A 90000 SO Rev 01 and 1316 SAP V2 XX VS A 90002 SO Rev 01 unless the Local Planning Authority otherwise first agrees in writing.

Reason: In the interest of proper planning and to ensure a satisfactory development of the site.

3. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory external appearance.
4. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority before any work to the finished surfaces of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory appearance.
5. The scheme for parking and manoeuvring of cars and coaches and the embarkment and disembarkment of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway and to allow for passengers to embark/alight from a vehicle clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
6. The development hereby approved shall not be occupied until a Bronze STARS School Travel Plan has been submitted to and approved in writing by the Planning Authority. The plan shall include a full analysis of the existing modal split for staff and pupils at the school, reasons for the modal choice and detailed proposals for future transport provision with the aim of securing no increase in car trips generated to and from the site. The School Travel Plan shall thereafter be implemented as approved before the development is brought into use, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In order to promote sustainable methods of travel and to minimise danger, obstruction and inconvenience to users of the highway.
7. Other than the removal of the existing portacabins, development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

 - Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
 - Ground investigations including:
 - Groundwater level monitoring during the winter period (November to March)
 - Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy as outlined in paragraph 080 of the Planning Practice Guidance.
 - Existing and proposed discharge rates and volumes

- Drainage layout detailing the connectivity between the proposed building and the drainage components, showing pipe numbers, gradients and sizes, complete together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Construction details of all SuDS and drainage components
- Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction

Reason: The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

8. The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard equivalent to 'excellent' under the BREEAM rating with a maximum number of water credits.

Reason: In the interests of water efficiency as required by Policy DM41 of the adopted Wycombe District Local Plan (2019).

9. The development shall not be brought into use before a fully detailed landscaping scheme for the site has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include the retention of important trees and shrubs and the provision for:

- screen planting along the north west boundary of the site to protect visual amenities of neighbouring properties;
- screen planting to soften the appearance of the proposed development in public views; in particular views from the A4010
- native planting to reflect the rural context of the application site;
- tree planting to provide replacement planting for trees to be removed and to provide additional canopy cover within the site.

The development shall be implemented in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

10. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 3 years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

11. No development, including demolition and site clearance, shall take place before protective fencing and/or other protective measures have been erected around each tree and hedge to be retained in accordance with a scheme which has first been submitted to and approved in writing by the Local Planning Authority (i.e. an Arboricultural Method Statement and Tree Protection Plan to British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations). The trees and hedges to be protected shall include any within the site adjacent to the access routes used by construction vehicles, as well as the area immediately surrounding the site of the proposed extension.

The scheme shall show the type, height and position of protective fencing to be erected around each tree(s) or hedge to be retained. Unless otherwise agreed in writing by the Local Planning Authority this shall be in accordance with clause 6.2 "Barriers and ground protection" of the British Standard 5837:2012.

The area surrounding each tree/hedge within the approved protective fencing shall remain undisturbed during the course of the works, and in these areas:

1. there shall be no changes in ground levels,
2. no materials or plant shall be stored,
3. no buildings or temporary buildings shall be erected or stationed,
4. no materials or waste shall be burnt; and,
5. no drain runs, trenches or other excavation shall be dug or otherwise created, without the prior written approval of the Local Planning Authority.

Reason: To ensure trees and hedges to be retained are adequately protected from damage during the execution of the works hereby permitted, in the interests of visual amenity.

12. Prior to any development above damp proof course details of the proposed ecological enhancement shall be submitted to and approved in writing by the Local Planning Authority. These measures should include:

- the provision of bat boxes within the site
- provision of bird boxes within the site
- details of the sedum roof
- planting which is beneficial to wildlife.

These measures shall be installed prior to the development being brought into use in accordance with the approved details and shall thereafter be retained as such unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that ecological enhancements are provided to secure a net gain in biodiversity in accordance with Policy DM34 (Delivering Green Infrastructure and Biodiversity in Development) of the adopted Wycombe District Local Plan (2019).

13. Prior to the development being brought into use three electric vehicle charging points shall be installed in the parking area serving the development, or in another suitable alternative location which has first been agreed in writing by the Local Planning Authority. The charging points shall thereafter be retained as such, in working order.

Reason: To assist in the reduction of air pollution from vehicular traffic by facilitating the use of electric vehicles to reduce the negative impact on the health of residents living within the Air Quality Management Area and to meet the requirements of Policies CP12 (Climate Change) and DM33 (Managing Carbon Emissions, Transport and Energy Generation) in the adopted Wycombe District Local Plan (2019).

Informative(s)

1. In accordance with paragraph 38 of the NPPF Buckinghamshire Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. Buckinghamshire Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application. In this instance the applicant was advised of issues after the site visit and offered the opportunity to address issues. Thereafter the application was agreed in accordance with the timescale agreed with the applicant.
2. It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
3. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
4. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health Section of the Environment Service on 01494 421737 at the Council Offices.
5. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to:
 - take, kill or injure any wild bird,
 - take, damage or destroy the nest of any wild birds while the nest is in use or being built,
 - take or destroy the egg of any wild bird.

Birds most frequently nest between 1st March and 31st August inclusive, therefore removal of scrub, dense bushes, ivy, trees or parts of trees (or other location where birds are likely to nest) during this period could lead to an offence under the Act. Likely nesting habitat must not be removed during the nesting period unless a survey has been undertaken by a competent ecologist, immediately prior to the works commencing and it has been established that bird nesting is not taking place.

The Wildlife and Countryside Act 1981 also protects other animals and plants. For example all native reptiles are protected and so if they are found, advice from an ecologist should be sought.

Furthermore the applicant is reminded that, if at any time during the course of the development, a species (which include bats and great crested newt) that is protected under the Conservation of Habitats and Species Regulations 2017, is discovered, all site work shall cease until the situation has been assessed by Natural England and either a license to disturb the protected species has been granted by Natural England or they have provided written confirmation that a licence is not required.

Trees should be inspected prior to works commencing and if the presence of bats is suspected advice will need to be sought from Natural England via the Bat Line on 0845

1300228. Further advice on bats is available from The Bat Conservation Trust (020 7627 2629).

The consent given by this notice does not override the protection afforded to species and their habitat by legislation.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Cllr Harriss:

I have been contacted by the local residents regarding the above development and asked to call the application into committee if minded to approve.

Parish/Town Council Comments

Great and Little Kimble cum Marsh Parish Council

Original Plans

None received

First amendments (design)

Great and Little Kimble cum Marsh Parish Council is supportive of these amended plans

Second amendments (coach parking):

In respect of the latest information submitted we raise a number of concerns that should be considered in relation to highways and dealt with prior to determination of the application:

1. Are the increased traffic movements associated with this proposal acceptable in safety terms for all users (cars/cyclists/pedestrians) to enter and leave the site without a detrimental impact on the safety of the A4010?
2. Is it safe given the speed of vehicles on the A4010 for relatively slow moving/accelerating buses to use the main entrance for entry AND exit? Our principle concern is with buses leaving the site.
3. The footpaths on the A4010 to and from the train station and bus stops are overgrown and in poor condition these need to be improved to a good standard BC or the applicant asked to make appropriate contributions to these costs.

Consultation Responses

Highways Officer –

Station Road is an A-class road subject to a speed restriction of 40mph, parking and waiting restrictions are not in place. The road benefits from pedestrian footways to both sides of the carriageway at the primary site entrance and to the opposite side of the carriageway at the secondary site egress. The road does not benefit from street lighting.

The application proposes the demolition of the existing building, and construction of a replacement two storey extension with link to Griffin House School. The proposals will replace 4(no) existing classrooms and create 5(no) additional classrooms.

Trip Generation and Site Access

In terms of trip generation, there is limited survey data on the TRICS database for primary schools which are in a comparable location to Griffin House Preparatory School, away from built-up areas. However, the increase in the capacity of the school from 195(no) to 280(no) pupils as well as 5(no) additional teachers would be expected to significantly increase the number of vehicular movements associated with the site. It is estimated in the Transport Appraisal submitted in support of the application that the existing 195(no) pupils result in approximately 140(no) vehicle trips in the morning and afternoon. It is estimated that the additional 85(no) pupils would result in approximately 61(no) additional vehicular trips associated with the site in both the morning and

afternoon. In addition, it is estimated that the 5(no) additional teachers would be expected to generate 6(no) additional two-way vehicular movements per day.

The vehicular trips associated with the pick-up and drop-off of children at school often form part of linked trips with parents/guardians picking-up and dropping off as part of a commuter trip. Therefore, not all the additional vehicle trips associated with the development will be new trips onto the network.

However, given the significant increase in the number of vehicle trips associated with the site following the development, the access arrangements must be assessed to determine their suitability to accommodate the additional vehicular movements.

Each access benefits from visibility splays of at least 2.4 x 82 metres commensurate with the *Manual for Streets 2* guidance for vehicular speeds of 40mph. The access to the south west of the site which is use for vehicles to enter the site benefits from a ghost island right turn lane on the A4010 to help ensure that vehicles turning into the site do not obstruct the free flow of traffic. The width of the accesses is sufficient in consideration of the one-way system in place.

Pick-up and drop-off arrangements

The sites internal access road follows a one-way system whereby vehicles entre via the access located to the south-east of the site and exit via the access to the north-west. Beyond the initial short section of the access which bends sharply in a north-eastern direction, the access road has a carriageway width of approximately 7.5m for approximately 100m which would allow for vehicles to pull over to the side whilst pupils access/egress a vehicle whilst still allowing for a larger vehicle to pass.

It is stated that the majority of pupils arrive by car. However, the proposed development would increase class and year group sizes. Therefore, the need for large minibuses and coaches to transport children to and from the site for school trips could increase following the development.

I note that the Highway Authority previously objected to a similar application in 2002 (Ref: 02/07932/FUL) on the grounds that the ability of the site to safely accommodate coaches within the site had not been demonstrated, with the existing situation instead requiring coaches to be parked upon the local publicly maintained highway.

The Highway Authority requires additional information to demonstrate that coaches and large minibuses could traverse through the site using the one-way system in force with a suitable area being demonstrated for those vehicles to wait within the site whilst pupils embark/disembark without causing an obstruction which would disrupt other vehicles traversing through the site.

This is to ensure that pupils are not required to embark/disembark minibuses and coaches on the public highway and that a suitable location is identified for them to wait without obstructing the sites access road which could result in a back-up of traffic onto the A4010. The A4010 is designated by Transport for Buckinghamshire as one of several Strategic Inter Urban Routes throughout Buckinghamshire, the main purpose of which is to carry high-volume traffic movements throughout the county. The Highway Authority could not support an application which could result in additional stationing of vehicle on this section of highway.

Site Parking

When assessed using the Buckinghamshire Countywide Parking Guidance policy document, primary schools should provide 1(no) parking space for every full-time member of staff. Whilst the total site parking requirement following the development would be 46(no) spaces, the proposed development is only required to mitigate the increase in parking requirement resulting from the

proposals. It is confirmed in the application form that the proposals would increase the number of full-time staff by five.

Whilst it was stated in the Transport Appraisal that the proposals would not increase the sites parking provision of 30(no) spaces, the amended plans now demonstrate that 33(no) spaces would be accommodated within the site.

Furthermore, it is likely that the existing site is capable of accommodating more than the 33(no) parking spaces stated. For example, the site access road is of a sufficient width that displaced parking is capable of being accommodated without obstructing the use of the internal road. I consider this to be more likely than parking being displaced onto the publicly maintained highway, due to the speed restriction of 40mph and the risk to safety resulting from parking upon Station Road.

Sustainability and Travel Plan

Despite being located in a relatively rural location, the school is well located for public transport options. Bus stops located on Aylesbury Road, located within 200m of the site are served by the 300 MAX and 130 services providing frequent buses to High Wycombe and Aylesbury. Little Kimble Train Station is also located within a 200m walking distance from the site providing services between Aylesbury and Princes Risborough and London Marylebone railway stations. Whilst it is stated that measures will be implemented to promote travel to the school by non-car modes of transport, I am concerned that the site does not benefit from a segregated pedestrian access or pedestrian footways flanking the access roads into and out of the site. This poses as a risk to pedestrians arriving and departing the site by foot and may serve as a barrier to increase travel to the site by sustainable modes. Given the significant increase in the capacity of the school, the Highway Authority require that improvements to the pedestrian access to the site feature as part of the application.

Whilst I am aware that a travel plan has been submitted as part of the application, a S.T.A.R.S. school transport plan should be secured by way of condition, in order to mitigate the potential impacts of the development. The travel plan will be required to be monitored and annually reviewed in collaboration with Buckinghamshire Council.

Recommendation

Mindful of the above, the Highway Authority requests the following information:

- Amended plans demonstrating improvements to the sites pedestrian access
- A Swept-path analysis demonstrating that a coach could enter the site, travers through the site using the one-way system and exit the site in a forward gear and identify a suitable location for coaches to wait whilst pupils embark/disembark

Amended plans

Pedestrian Access

The application now features a segregated pedestrian access into the site from Station Road. The proposed footway connects well with the existing pedestrian infrastructure on Station Road and provides a safer route for people accessing the site on foot and by public transport.

Coach access

The applicant confirms that coaches would have to enter and exit the site via the access located to the south east of the site, which is generally restricted to allow vehicles to enter the site only, due

to the constraints of the site. A turning facility would be provided within the site approximately 20m from the centre of the sites access junction with Station Road.

A swept-path analysis for a coach has been provided which demonstrates that coaches could turn into the site, manoeuvre, and exit the site via the south-eastern access in a forward gear.

It is confirmed that coaches only attend the site once a week to transport pupils to swimming lessons and 2 or 3 times a term to transport pupils on school trips. Given the increase in the number of pupils attending the school, it is likely that coaches would be required to attend the school more frequently.

It is confirmed that the coach movements take place during the day outside of school drop off and pick up times and therefore, the potential for conflict is reduced. In addition, the tracking information provided demonstrates the access at its junction with Station Road is sufficient in width to allow for a coach exiting the site and a car entering the site to occupy the space. It therefore appears unlikely that drivers would be forced to reverse back onto the highway. It is also noted that this is the existing situation so the potential for coaches exiting via this access already exists.

Mindful of the above, and in consideration of previous comments for the application, the Highway Authority raises no objections to this application, subject to conditions to secure provision of parking and manoeuvring and submission and approval of a travel plan.

Lead Local Flood Authority (LLFA) (SuDs),

The LLFA initially objected to the application on the grounds of insufficient information. Following further discussions with the applicant the LLFA have provided updated comments, summarised below.

The LLFA has no objection to the proposed development subject to the following planning condition listed below being placed on any planning approval.

The applicant is proposing to manage surface water generated on site via infiltration using soakaways and permeable paving via a sedum roof. The LLFA is pleased by the inclusion of a green roof within the scheme as this will provide water quality, ecological and amenity benefits as well. The applicant has provided details of infiltration rate testing that indicates infiltration will be viable. The LLFA still require information relating to groundwater monitoring, further information can be seen below.

The site is noted to have groundwater levels to be within 3m of the ground surface according to groundwater mapping data. There must be a minimum distance of 1m between the base of the infiltration component and the groundwater table. As groundwater fluctuates seasonally and ground water recharge is highest over the winter period (from November until March); ground investigations must take place over the winter period to demonstrate peak seasonal highs.

Should the results of groundwater monitoring show infiltration to not be viable, an alternative scheme with discharge to a watercourse will be proposed. It should be noted that the discharge rate should be as close as reasonably practicable to the greenfield run off rate as per Paragraph S3 of the Nonstatutory technical standards for sustainable drainage systems.

Condition 1

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
- Ground investigations including:
 - Groundwater level monitoring during the winter period (November to March)
- Subject to infiltration being infeasible, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy as outlined in paragraph 080 of the Planning Practice Guidance.
- Existing and proposed discharge rates and volumes
- Drainage layout detailing the connectivity between the proposed building and the drainage components, showing pipe numbers, gradients and sizes, complete together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Construction details of all SuDS and drainage components
- Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction Reason The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

Tree Officer,

No objection in principle. Some tree losses will occur. These are T4 Ash leaf maple (Cat C), T5 & T6 Purple plum (cat U) T10 Ash (Cat C) T12 Spruce (Cat B) G13 Yews (Cat C) for reasons of development and tree condition.

However the losses of canopy should be mitigated with new suitable replacement trees by way of a condition if minded to approve.

Natural Environment Officer

The proposals will essentially replace some existing buildings. The Protected Species Survey Report has demonstrated that there is limited ecological interest in the buildings to be demolished and so there is no identified need to mitigate or compensate for protected species.

However recommendations are made in relation to the very slim chance that protected species could be impacted.

The Protected Species Survey Report makes recommendations for ecological enhancements through the installation of bird and bat boxes.

The proposed roof plan shows that the new building will have a sedum roof, this will have ecological enhancement benefits especially for invertebrates.

The proposals will result in ecological enhancements due to the inclusion of the sedum roof. Conditions can be applied to ensure some additional ecological enhancements are included (bat and

bird boxes) and informatives can be applied in relation to the negligible chance of finding protected species during demolition.

Environmental Services

No objection

Representations

Amenity Societies/Residents Associations

Other Representations

1 comment has been received supporting the proposal:

- In keeping with surroundings and won't spoil the aesthetics of the school
- Makes efficient use of the grounds
- Will provide improved facilities

8 comments have been received objecting to the proposal:

- Object to design and size of extensions
- Not in keeping with the AONB
- Potential loss of privacy to properties opposite the exit and Ladymede Coach House.
- Two storey extension will dominate the surroundings
- Could be located elsewhere in the grounds
- Griffin House should be considered as part of a group with Ladymede Lodge, Ladymede Coach House and The Stables and the proposals would have an adverse impact on that grouping
- Scheme is little different to that refused in 2002
- Has not overcome previous reasons for refusal
- Loss of trees
- Impact on wildlife
- Potential increase in water draining into the stream giving rise to flooding concerns
- As an independent school the proposals are of little benefit to the local community
- Concern over increased traffic
- Concern about impact on highway safety on a busy main road
- This stretch of road is an accident hotspot
- Concern over impact of additional traffic leaving the site on the adjacent access to residential properties
- Problems of school buses parking across the school exit will be exacerbated
- Concern over impact of construction traffic

Comments on amended design proposals

1 letter received representing 15 individual from 5 properties

- Continued objection to design which is out of keeping with existing building
- Large windows result in overlooking
- Suggest the wood should be painted green as has been advised at residential properties
- Concern over location of the soakaway and the impact on the scheme
- Concern over potential drainage and flooding issues
- Parapet has increased in height
- Travel plan does not address parental parking for school events

- Continued concern over highway safety
- Lack of provision for buses / coaches which park on the shared crossover at the school exit
- Lack of footpath linking the site to the station
- Continued objection to loss of trees / vegetation

Comments on amended coach parking and footpath plans

1 letter received representing 19 individual from 6 properties

- Re-iterate previous objections
- If proposed development goes ahead the speed limit on the A4010 should be reduced to 20mph and a traffic light controlled crossing installed, along with signage warning of the presence of the school.
- Believe that the applicant has underestimated the number of cars which currently access the school site, and which already results in queues on the main road, with cars trying to access the site from three directions. This would be made worse by the increase in numbers.
- The school has underestimated the number of coaches it uses. A coach parks across the shared crossover at the exit at least once a week. Often coaches park in the layby opposite before turning to park across the exit. The increase in pupils would increase the number and frequency of coaches.
- Proposal for coaches to leave via the entrance is dangerous due to the location on a hazardous stretch of road and potential conflict with other vehicles entering in the site, given that arrivals are not restricted to the beginning and end of the school day. The entrance is not wide enough to allow two vehicles to pass.
- There is not a continuous footway along the road on the school side to link the pedestrian path proposed to the station. Encouraging bus use would necessitate crossing the road which is not safe due to the nature of the road.
- Using the new pedestrian path would require children to cross the entrance drive which would not be safe, and it would be necessary to alter the fence which currently separates this path from the driveway. The proposal would also result in the loss of a yew tree.

APPENDIX B: Site Location Plan

21/06803/FUL
Scale 1/2500



Planning Committee
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