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APPLICATION FOR FULL PLANNING PERMISSION FOR THE ALTERATION, CONVERSION AND CHANGE OF USE OF EXISTING BUILDINGS FOR MIXED USE CLASS E(G) AND B8 PURPOSES TOGETHER WITH EXTERNAL WORKS INCLUDING PARKING, HARD AND SOFT LANDSCAPING AND BIN AND CYCLE STORAGE PROVISION AT OLD PARK FARM, HILLEDEN ROAD, GAWCOTT, BUCKINGHAMSHIRE.

PLANNING AND DESIGN AND ACCESS STATEMENT

OCTOBER 2023

[Revised and Updated December 2023]

STRUCTURE

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1.0 Introduction

1.1 This Planning and Design and Access Statement has been prepared to accompany an application submitted to Buckinghamshire Council for full planning permission for the alteration, conversion and change of use of existing buildings for mixed use class E(g) and B8 purposes together with external works including parking, hard and soft landscaping and bin and cycle storage provision at Old Park Farm, Hillesden Road, Gawcott, Buckinghamshire.

1.2 The Statement is structured as follows;

- Section 2 – The Site and Surrounding Area
- Section 3 – Planning History
- Section 4 – The Proposals
- Section 5 - Planning Policy Context
- Section 6 – Planning Assessment
- Section 7 – Conclusions

2.0 The Site and Surrounding Area

- 2.1 The site, which extends to an area of approximately 0.95 hectares, is located on the western side of Hillesden Road, approximately 1.7km to the south of Gawcott. The southern section of the site currently contains a range of former agricultural/farm buildings set within extensive hardsurfaced areas. These buildings include, on the eastern section of the site, two traditional brick and tiled roof barns with, to the west, a series of largely utilitarian former agricultural buildings that vary in scale, design and external materials. A former slurry pit is located to the north of the buildings.
- 2.2 The site benefits from two accesses off Hillesden Road. To the south of the traditional former farm buildings is a gated, 'made-up' concrete access with, further to the north (and opposite the junction with Hillesden Hamlet) a gated farm track that extends up to the northern edge of the former farm buildings.
- 2.3 The site is otherwise surrounded by open countryside to the north, south and west, with Hillesden Road extending along the full length of the eastern site boundary, with a hedgerow running along the roadside boundary.
- 2.4 The extent of the site is shown outlined in red on the site location plan (P100) accompanying the application and, for planning policy purposes, is not subject to any specific designations. A public right of way (Footpath HIL/3/1) follows the alignment of the track on the northern section of the site and links Hillesden Road in the east with Preston Bissett to the west.

3.0 Planning History

- 3.1 The site has a relatively extensive planning history.
- 3.2 In 2019 an application (19/03498/APP). was submitted for the conversion and extension of the traditional agricultural building(s) on the southern section of the site to form a single residential dwelling, together with the demolition of an existing building located to the west thereof. Planning permission was granted for such in January 2021. An application (22/03076/VRC) was then submitted in August 2022 for the variation of the wording of condition 3 (drainage) to enable the works of demolition to be undertaken prior to the discharge of condition 3. Permission was granted for such in October 2022. The works of demolition – which constitutes a material operation as defined in Section 56(4) of the Town and Country Planning Act 1990 (as amended) – have subsequently been carried out. Accordingly, the planning permission has been implemented and remains extant.
- 3.3 In 2021 an application (21/02195/APP) was submitted for works of repair, alteration and upgrading of the existing access (off Hillesden Road), farm tracks and yard. That application was approved in November 2021 and remains extant.
- 3.4 Later in 2021 a prior approval application (21/04702/COUAF) was submitted for the change of use of one of the agricultural buildings on the site to a flexible commercial use. That application was refused in May 2022 on the basis that insufficient information had been submitted to enable the highways, traffic and transportation implications to be fully assessed.
- 3.5 This was followed by a further application (22/01886/COUAF) submitted later in May 2022 for prior approval for the change of use of the same building as 2104702/COUAF to a flexible commercial use. Prior approval was granted for such in August last year.
- 3.6 Finally, an application (23/00494/APP) was submitted earlier this year for alterations to the existing building (in association with the use of the building for the flexible commercial use approved under 22/01886/COUAF). Permission was granted for such in April and remains extant. A copy of the approved plans/elevations are attached at **Document 1**.

4.0 The Proposal

4.1 The application seeks full planning permission for the alteration, conversion and change of use of existing buildings for mixed use class E(g) and B8 purposes together with external works including parking, hard and soft landscaping and bin and cycle storage provision, full details of which are set out in the following plans and documents:

- P100 Site Location Plan (1:1250)
- P101 Existing Site Plan
- 004A Existing Floor Plans (1:100)
- 006A Existing Elevations (1:100)
- 010E Proposed Site Plan (1:500)
- 011A Proposed Floor Plans (1:100)
- 012A Proposed Elevations (1:100)
- Ecology and Trees Checklist

4.2 As detailed in the above noted plans, the scheme involves altering the existing (remaining) range of former farm buildings with their conversion for mixed E(g) and B8 purposes. The works, which would utilise the structural form and fabric of the existing buildings, includes the provision of doors and related openings, with – externally the existing and failed sections of cladding replaced with new sections of composite metal cladding over a facing brick plinth. The appearance of the converted buildings (as proposed) would reflect that approved for the larger building on the site under the terms of 23/00494/APP (**Document 1**).

4.3 In addition to the works of conversion and alteration to the existing buildings, an area of vehicle parking (providing 23 vehicle parking spaces) is proposed to the north-east of the buildings (in the area of a former slurry pit). This parking would be in addition to the 21 spaces approved under 22/01886/COUAF. External bin and cycle storage would be provided both adjacent to the buildings and within the (previously approved) parking area.

4.4 Access to the site would be from the north off Hillesden Road. The existing access in this location would be altered as per the terms of permissions 21/02195/APP and 22/01866/COUAF, with passing bays also proposed along the length of the access way leading up to the buildings, again as per the terms of 21/02195/APP and 22/01866/COUAF.

5.0 Planning Policy Context

The Decision-Making Framework

5.1 The statutory decision-making framework is set by Section 38(6) of the Planning and Compulsory Purchase Act 2004¹. This States:

'if regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'.

5.2 That is, where the Development Plan is material to the determination of a planning application, the decision should be made in accordance with the terms of the Development Plan unless there are material considerations that would direct otherwise.

5.3 This statutory framework for decision-making is reinforced by paragraph 11 of the National Planning Policy Framework (the Framework; 2023) which states that decisions should apply a presumption in favour of sustainable development and that development proposals should be approved where they accord with an up-to-date Development Plan. (Paragraph 11(c)).

Development Plan

5.4 The Development Plan comprises the Vale of Aylesbury Local Plan (VALP), adopted in September 2021. The most relevant policies of the VALP are considered to be:

- S1 Sustainable Development for Aylesbury Vale
- S2 Spatial Strategy for Growth
- S3 Settlement Hierarchy and Cohesive Development
- S5 Infrastructure
- D6 Provision of Employment Land
- T4 Capacity of the Transport Network to Deliver Development
- T5 Delivering Transport in New Development
- T6 Vehicle Parking
- T8 Electric Vehicle Parking
- BE2 Design of New Development

¹ In this case to be read in conjunction with the requirements of Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990

- BE3 Protection of the Amenity of Residents
- NE1 Biodiversity and Geodiversity
- NE4 Landscape Character and Locally Important Landscape
- NE5 Pollution, air quality and contaminated land
- NE8 Trees, Hedgerows and Woodland
- C1 Conversion of Rural Buildings
- C4 Protection of Public Rights of Way
- I1 Green Infrastructure
- I4 Flooding

5.5 As detailed in the following Section, the proposals have been prepared taking account of the above noted VALP policies.

Other Material Planning Considerations

National Planning Policy Framework (NPPF)

5.6 The NPPF was first published on 27 March 2012 and, with immediate effect, replaced a raft of advice and guidance contained in various Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs). On 24 July 2018 a revised version of the NPPF was issued (NPPF2) with further revisions published in February and June 2019 (NPPF3). A further revised version of the Framework was issued in July 2021 (NPPF4). In September 2023 further modifications to the Framework were published (NPPF5) with the latest revisions (NPPF6) issued earlier this month.

5.7 As with the original (2012) NPPF, sustainable development remains at the heart of the Framework, with three interdependent and overarching objectives – economic, social and environmental – driving the achievement of sustainable development. In order to ensure that sustainable development is pursued in a positive manner, the Framework embodies, in paragraph 11, a presumption in favour of sustainable development.

5.8 For decision-taking – in respect of applications for planning permission – the presumption in favour of sustainable development means (paragraph 11):

- (c) approving development proposals that accord with an up-to-date development plan without delay; or

- (d) where there are no development plan policies or the policies which are most important for determining the application are out-of-date, granting planning permission unless:
- (i) the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Building a Strong, Competitive Economy

- 5.9 Paragraph 85 states that *'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'*.
- 5.8 As it relates to economic development in rural areas, paragraph 88 states that planning policies and decisions should enable, *inter alia*, *'the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings'*. Paragraph 89 goes on to states that *'planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in location that are not well served by public transport'*.

Transport

- 5.9 Insofar as it relates to matters of sustainable transport, paragraph 109 advises that significant development should be focused on locations that are, or can be made, sustainable. However, the Framework recognises that *'opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making'* (paragraph 109).
- 5.11 Paragraph 115 advises that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Design

5.12 Paragraph 131 highlights that good design is a key aspect of sustainable development by creating better places in which to live and work, with paragraph 135 seeking developments that:

- will function well and add to the overall quality of the area;
- are visually attractive as a result of good architecture;
- are sympathetic to local character and history;
- establish or maintain a strong sense of place;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and
- create places that are safe, inclusive and accessible, with a high standard of amenity for existing and future users

Flooding

5.13 Paragraph 165 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. The paragraph goes on to state that '*where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere*'.

5.14 Paragraph 173 advises that Local Planning Authorities should, when determining planning applications, ensure that flood risk is not increased elsewhere, with (where appropriate) applications supported by a site-specific flood-risk assessment.

Natural Environment

5.15 Paragraph 180 advises that planning policies and decisions should contribute to and enhance the natural and local environment by, *inter alia* –

- protecting and enhancing valued landscapes;
- recognising the intrinsic character and beauty of the countryside, including the economic and other benefits of the best and most versatile agricultural land; and
- minimising impacts on and providing net gains for biodiversity.

Design Supplementary Planning Document (Design SPD)

- 5.16 The Design SPD was adopted by the Council last year and provides a range of design-based guidance, including in respect of Development in the Countryside², and all set within the context of adopted Development Plan policies.

² Whilst Section 9.0 of the Design Guide specifically considers 'Building Conversions' this does not include any guidance in relation to the conversion/change of use of the type of buildings the subject of this application.

6.0 Planning Assessment

6.1 This Section of the Statement assesses the principal planning issues arising from the proposed development in the context of the following factors:

- The principle of the development;
- The impact on the character and appearance of the area;
- The effect on neighbouring residential amenity;
- Highways, Access and Parking;
- Existing and Proposed Landscaping;
- Flood Risk; and
- Other Planning Matters

6.2 These issues are considered in turn below.

The Principle of the Development

6.3 Policy D6 (Provision of Employment Land) of the adopted Local Plan states that employment development will generally be supported in sustainable locations through, *inter alia*, (b) the intensification or extension of existing premises or (d) the appropriate re-use or replacement of an existing building provided that this is well designed, appropriate to its context having regard to the scale of the proposal, location and impact on the surrounding area. Moreover, the sub-text to the policy states, in paragraph 4.163 that '*re-use or replacement of an existing building in an urban or rural area will be supported provided it is appropriate as per the conditions of Policy D6*'.

6.4 In addition, Policy C1 (Conversion of Rural Buildings) of the adopted Local Plan states that the re-use of an existing building of permanent and substantial construction and generally in keeping with the rural surroundings in the countryside will be permitted provided a range of criteria are met relating, primarily, to the form and condition of the existing building. The approach set out in Policies D6 and C1 of the adopted Local Plan is broadly consistent with the requirements of the Framework.

6.5 As noted in Section 3.0, the principal building on the site benefits from prior approval / planning permission for conversion and use for commercial (employment) purposes such that – as the Council have opined in a number of other cases³ where new commercial buildings have been proposed on the site of an existing commercial use – it would be reasonable to conclude that the proposals are compliant with the terms of Policy D6(b) of

³ For example Ladymede Farm (22/03060/APP) and Oakwood Enterprise Park (22/02242/APP)

- the adopted Local Plan. Moreover, and even if that were not the case, the scheme relates to the re-use of existing buildings for commercial purposes, thereby meeting the requirements of Policy D6(d).
- 6.6 Nevertheless, and insofar as it relates to the terms of Policy D6(d), this (matters of re-use) needs to be read alongside Policy C1 (Conversion of Rural Buildings). In this context, and having regard to the criteria of Policy C1, the proposals would involve alterations to existing steel-frame and blockwork buildings that, evidently, are of permanent and substantial construction, with the proposed conversion works utilising the existing structural form and fabric of the building(s) and thereby not involving works of 'major reconstruction'.
- 6.7 Moreover, whilst the buildings are generally utilitarian in character and appearance, their overall appearance is typical and reflective of modern agricultural buildings/yards found scattered across the wider rural landscape. To that extent, therefore, the existing appearance is not considered to be materially harmful to the character of the countryside with the proposed works to the buildings (taken alongside the approved works to the principal building on the site) resulting – as set out below – in a form of development that appropriately respects the wider and established setting.
- 6.8 In addition, it should be noted:
- That the existing collection of buildings are redundant for agricultural purposes (and, indeed, have been severed in ownership terms from the wider agricultural land with which they were once utilised) and their re-use for commercial purposes would not (for the same reasons) give rise to pressures for additional agricultural buildings;
 - That the scale, form and construction of the existing buildings are suitable for the form of re-use proposed⁴;
 - The site is located only a short distance (circa 1.7km) to the south of Gawcott, which is identified in the adopted Local Plan as a 'Medium Village'. Moreover, whilst it is recognised that there is a policy principle that such forms of development should be in sustainable locations, it is highly material to note that planning permission (19/04127/APP) was granted for the erection of circa 9,000sqft of additional commercial buildings at Three Bridge Mill Industrial Park to the south of the site in November 2020. That location, which is no more sustainable than the subject site, was considered suitable and appropriate to support new commercial development and

⁴ Which is likely to be for predominantly E(g) (iii) and B8 purposes, with ancillary/incidental E(g) (i).

reaffirms the conclusion that there are no locational constraints or limitations to the proposed development⁵

- As detailed below, the proposed re-use would not have an adverse impact on the surroundings;
- The scale of the development would not impact adversely on the viability of existing facilities or services in surrounding settlements;
- The developed curtilage would closely align with existing and historic built/developed features, together with elements established by the recent (and extant) planning permission(s)/prior approval across the site.

6.9 For these reasons, therefore, the principle of the proposed development is considered to be acceptable.

Impact on the character and appearance of the area

6.10 As noted previously, the site contains a series of predominantly utilitarian former farm buildings set within a generally rural, open countryside setting that rises gradually to the west. The site is not in a 'valued' landscape as described in the Framework, and in the Aylesbury Vale Landscape Character Assessment (LCA) is identified as falling within the Undulating Clay Plateau landscape character typology (LCT4) and lying within the central/east part of the Preston Bissett Plateau Edge Landscape Character Area (LCA4.2). The Assessment identifies the key characteristics and distinctive features of LCA4.2 as:

- Key Characteristics:
 - Gently sloping ground
 - Incised by several shallow stream valleys
 - Large woodlands in the north of the area
 - Hedgerows generally strong and clipped
 - Pre-18th Century fields

⁵ Whilst it is recognised that the decision at Three Bridge Mill Industrial Park pre-dates adoption of the VALP, the VALP was nevertheless at an advanced stage at the point of the decision (October 2020) and was thus of significant/material weight. Moreover, the sustainable development principles embodied in the Framework at the time of this decision would have necessitated full policy consideration of locational sustainability and which, as noted, was found to be acceptable.

- Distinctive Features:
 - Disused Railway line
 - Oak as hedgerow tree particularly in the north
 - Large limestone houses
 - Hillesden Church and Chetwode Priory
 - Medieval archaeological sites
 - Small village and hamlet conservation areas
 - Tingewick Meadows SSSI
 - Neutral Pasture
 - Large blocks of woodland
 - Fen

6.11 Within this context, the site forms part of a relatively expansive series of large field parcels with few distinctive landscape features, save for hedgerows (and hedgerow trees) along the western edge of Hillesden Road, and pockets of woodland planting further to the west. Glimpsed views of the site are available from Hillesden Road, with more open views from the public right of way to the north. In the more open views from the latter, the larger building on the northern side of the group of buildings (which benefits from prior approval for commercial use and planning permission for a range of associated external alterations) forms the most evident/prominent feature with the remaining buildings (the subject of the application) secondary elements to the larger building.

6.12 In terms of the proposed physical/external alterations to the buildings these, when seen from the north, would reflect and 'mimic' the external finishes/appearance approved for the larger (northern) building (**Document 1**) and, given such, would not result (either individually or cumulatively) in a series of buildings that, in physical terms, would detract from the landscape qualities or character of the area as viewed from the north. There would be a more appreciable change in the outward physical appearance of the buildings when seen in approaches along Hillesden Road to the south, given that the subject buildings 'sit' in the foreground with the larger (consented) building to the rear. However, only glimpse views can be obtained and, where that is possible, the current appearance is of a collection of generally utilitarian buildings and, although external materials and openings would change as part of the scheme, the net effect of the buildings in visual terms (when seen from the south) would not be materially different to the existing situation⁶ and would not unacceptably harm the wider character of the area.

⁶ Recognising the approved parking areas and existing extent of hardsurfacing.

- 6.13 The additional parking (over and above that already approved) would be located to the north-east of the buildings in a former slurry pit. Given that long-established use on this part of the site, the existing hedgerow along the northern edge of the 'pit' and the extensive additional soft landscaping indicatively shown on the site plan between the northern edge of the proposed parking area and public right of way⁷, that parking area would be discrete, contained and well-concealed in landscape/visual terms. Other elements of the scheme, including the proposed access alterations and the provision of passing bays, are already consented, whilst the bin and cycle stores would be minor/ancillary visual components and would not be detracting features in the wider landscape.
- 6.14 Accordingly, it is not considered that the proposed scheme would cause unacceptable harm to the character, appearance and landscape qualities of the area – on the contrary, the wide scope for additional soft landscaping would ensure the development is appropriately integrated in to the surroundings and there would be some net benefits in landscape terms. The proposals would, therefore, accord with the requirements of adopted Local Plan policy and advice in the Framework in this regard.

The effect on neighbouring residential amenity

- 6.15 There are no existing residential properties located in the immediate vicinity of the site that would be affected by the proposed development.
- 6.16 As detailed in Section 3.0, planning permission (19/03498/APP) has been granted (and a material operation undertaken in connection with the implementation of that permission) for the conversion of the traditional farm building(s) on the south-eastern section of the site to form a single residential dwelling. In physical terms the pre-existing presence of the buildings on the site would not be of detriment to the future amenities of the occupiers of this dwelling by reason of light/outlook, whilst the arrangement of proposed openings in the facing elevation are such that there would be no adverse effect on privacy.
- 6.17 Furthermore, in terms of the uses of the proposed buildings, Class E(g) is, by definition, a 'use which can be carried out in a residential area without detriment to its amenity' whilst the small-scale (floor area) of the units, particularly those in the part of the building adjacent to the traditional farm buildings, are such that this would control the nature/extent of any potential B8 activity, with such likely to be limited to low-key activity serviced by small vehicles. Accordingly, it is not considered the proposed uses would have

⁷ The provision of which would also provide some benefits in terms of ecology and biodiversity.

- an adverse impact on the amenities of future occupiers of the barn conversion by reason of noise and general activity.
- 6.18 The above being the case, the proposals are considered to be acceptable in terms of the potential impact on neighbouring residential amenity.

Highways, Access and Parking

- 6.19 As detailed on the site plan, access to the proposed development would be via the northern entrance off Hillesden Road that would be altered in accordance with the terms of permission/approval 21/02195/APP and 22/01866/COUAF. That access, and the visibility associated with such, was deemed acceptable and appropriate by the Highway Authority and – given that nothing has materially changed in the intervening period – it follows that the proposals are acceptable in this regard. Moreover, tracking information submitted with 22/01866/COUAF (as set out in **Document 2**) demonstrates the suitability and appropriateness of the access arrangements.
- 6.20 In terms of parking, the proposals would generate a worst-case⁸ need for 23 parking spaces, based on 1 space per 25sqm as set out in Appendix 2 of the adopted Local Plan. As shown on the site plan, these spaces would be located in a parking area to the north of the existing buildings, across an area of the site historically used as a slurry pit. Each parking space would be of a size that meets the required standard, with sufficient turning space (6.5m) across rows of parking spaces. The level of parking outlined above would be in addition to the approved parking under 22/01866/COUAF and 23/00494/APP, the extent of which is also shown on the site plan.
- 6.21 The proposals (as shown on the site plan) also include appropriate provision of bin and cycle stores across the site to serve the development, with EV charging points also proposed.
- 6.22 For the reasons set out above, therefore, there are not considered to be any highways, access or parking constraints to the proposed development.

Existing and Proposed Landscaping

- 6.23 There are no existing trees or vegetation on the site – save for the hedgerow along the western edge of Hillesden Road – that make a significant or meaningful contribution to the

⁸ If all the proposed floorspace were occupied for Class E(g) purposes

character and visual amenities of the area and, that being the case, there are no constraints to the proposed development in this respect. The existing hedge along the roadside boundary would be retained and whilst, as shown on the site plan, there would be some minor trimming to facilitate the access visibility splays, the extent of such would be no different the effect of the extant approvals noted in Section 3.0.

6.24 In terms of proposed landscaping, indicative details on the site plan show tree planting across the area to the north-east of the buildings, between the access way and proposed parking area. Planting across this section, together with the potential for tree planting adjacent to the north-west boundary would – if not essential for the acceptability of the proposed development in planning terms – deliver material and net benefits in landscape, amenity and biodiversity terms.

6.25 Given such, existing landscape features across the site do not represent a constraint to the proposed development, whilst the proposed landscaping – full details of which could be controlled and secured by planning condition – would deliver meaningful wider benefits. The proposals would, thus, be compliant with Development Plan policy and advice in the Framework in this regard.

Flood Risk

6.26 Data held by the Environment Agency (EA) indicates that, for fluvial flooding purposes, the site is located in Flood Zone 1 and, therefore, suitable as a matter of principle for the proposed development. Moreover, whilst there is a small section of surface water flooding shown on part of the site on the EA flood risk maps (to the north of the existing buildings) this is evidently associated with the now redundant former slurry pit and, accordingly, is not a constraint or limitation to the proposed development. The EA data does not evidence or indicate flooding from any other artificial source.

6.27 Accordingly, there are no flooding limitations to the proposed development.

Other Planning Matters

6.28 The proposals would deliver additional employment floorspace for small business(es) with resultant job creation, and would thereby align with the advice in the Framework in connection with supporting economic growth and productivity. As detailed in the Framework, the delivery of such employment/economic benefits should be afforded positive material weight in the overall planning balance.

7.0 Conclusions

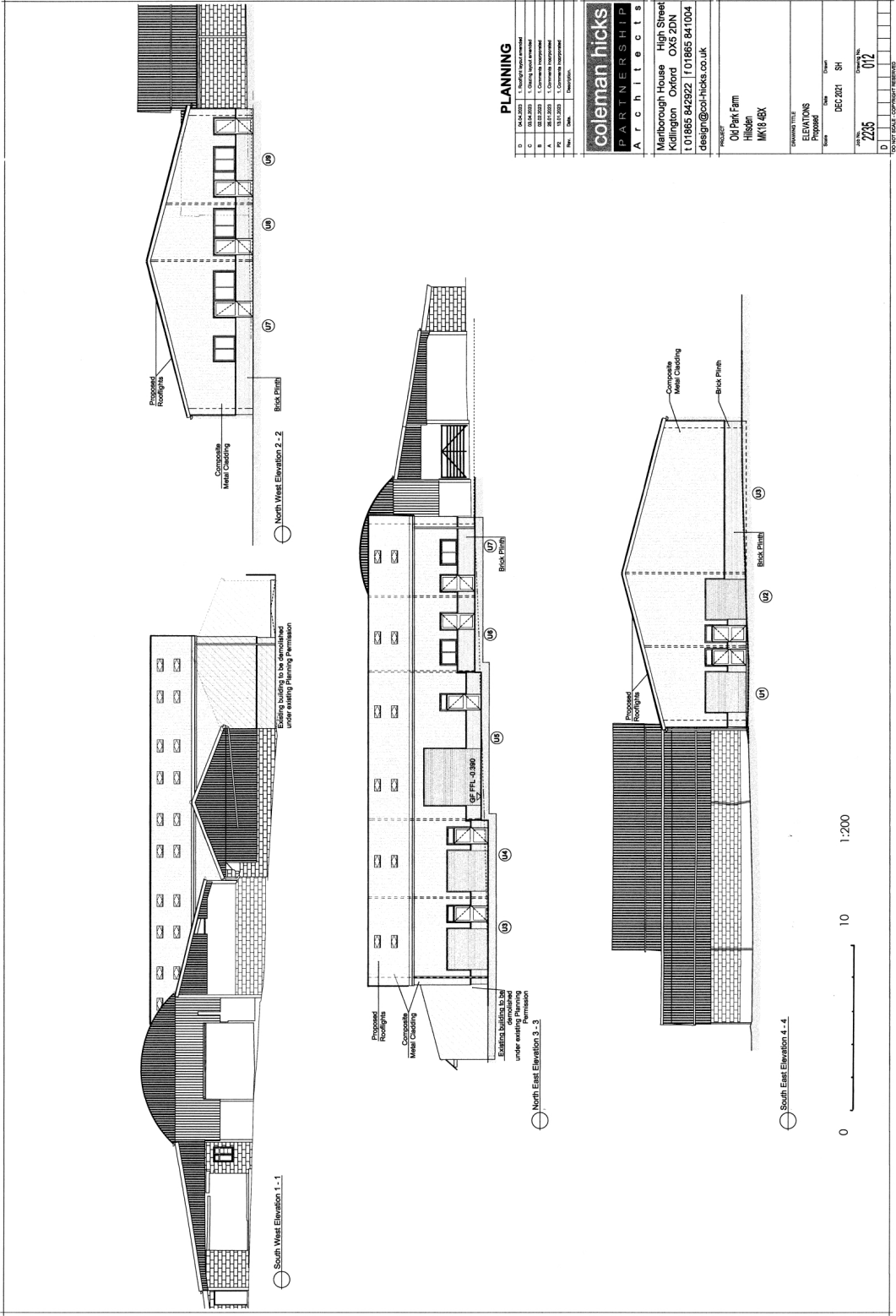
7.1 This Planning and Design and Access Statement has been prepared to accompany an application submitted to Buckinghamshire Council for full planning permission for the alteration, conversion and change of use of existing buildings for mixed use class E(g) and B8 purposes together with external works including parking, hard and soft landscaping and bin and cycle storage provision at Old Park Farm, Hillesden Road, Gawcott, Buckinghamshire.

7.2 Having regard to the planning policy context outlined, including relevant Development Plan policy and advice in the National Planning Policy Framework, the Statement has demonstrated that:

- the principle of the proposed development is acceptable in both locational terms and in respect of the suitability and appropriateness of the building for conversion;
- the proposals would respect and preserve the character, appearance and landscape qualities of the area, and through the potential for significant additional soft landscaping, would deliver net benefits in landscape/ecological terms;
- there would be no detrimental affect on neighbouring residential amenity;
- there are no highways, access or parking constraints to the development;
- there are no trees or hedgerows on (or adjoining) the site that represent a constraint to the scheme, with the proposed landscaping such that the scheme would deliver net benefits in amenity, landscape and biodiversity terms;
- the proposals are consistent with flood risk policy; and
- the proposals would deliver wider economic benefits, including job creation.

7.3 Accordingly, it is concluded that the proposals would be compliant with Development Plan policy, advice in the Framework, and all other material planning considerations, such that planning permission should be granted for the development.

DOCUMENT 1



PLANNING		
D	16/02/2021	1. Final Design Approval
C	15/02/2021	2. Design Approval
B	03/02/2021	3. Design Approval
A	01/02/2021	4. Design Approval
Pre	15/12/2020	5. Design Approval
Rev	15/12/2020	6. Design Approval
Rev	15/12/2020	7. Design Approval
Rev	15/12/2020	8. Design Approval
Rev	15/12/2020	9. Design Approval
Rev	15/12/2020	10. Design Approval
Rev	15/12/2020	11. Design Approval
Rev	15/12/2020	12. Design Approval
Rev	15/12/2020	13. Design Approval
Rev	15/12/2020	14. Design Approval
Rev	15/12/2020	15. Design Approval
Rev	15/12/2020	16. Design Approval
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Rev	15/12/2020	100. Design Approval

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PROJECT
 Old Park Farm
 Hilsdon
 MK18 4BX

DRAWING TITLE
 ELEVATIONS
 Proposed

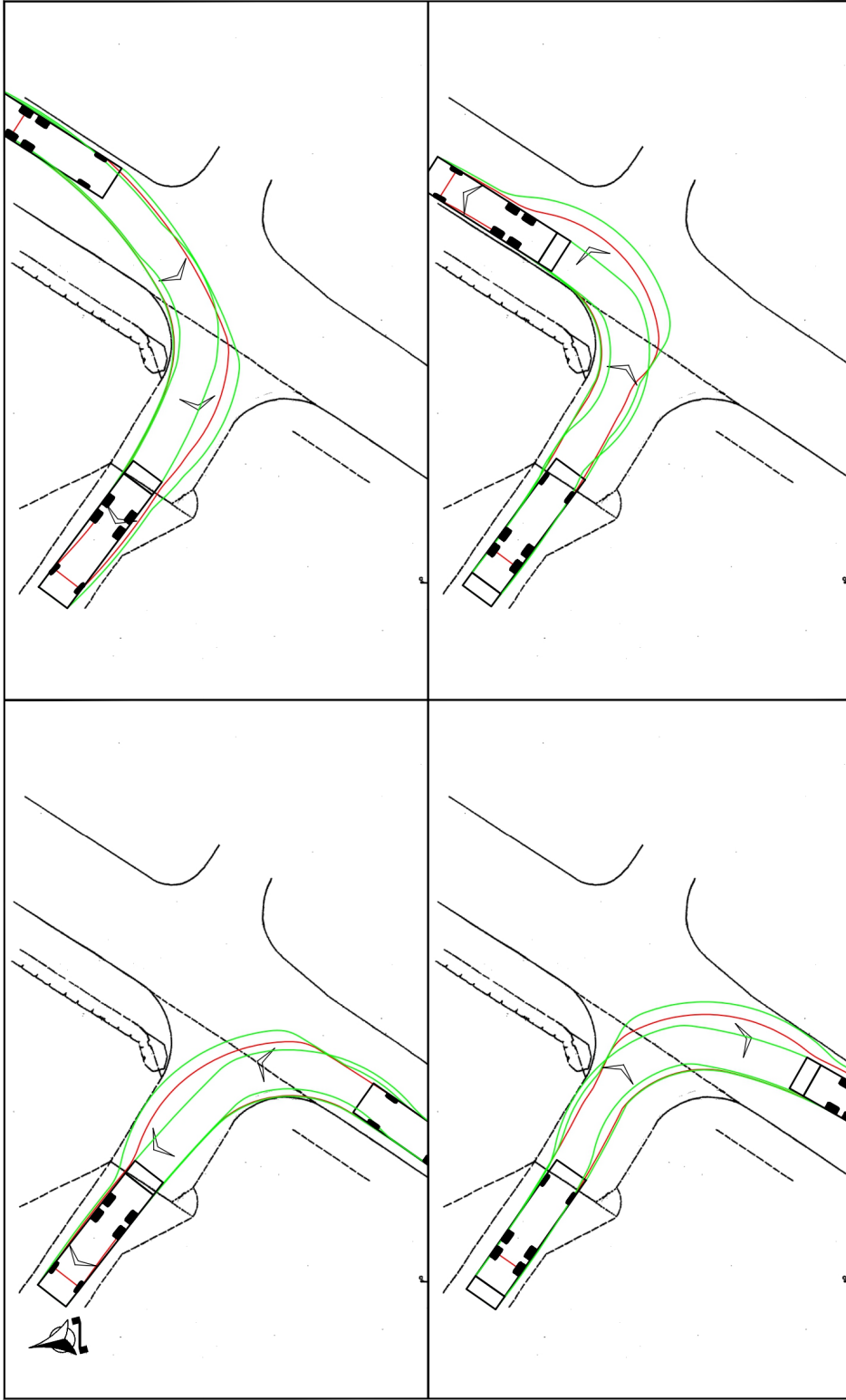
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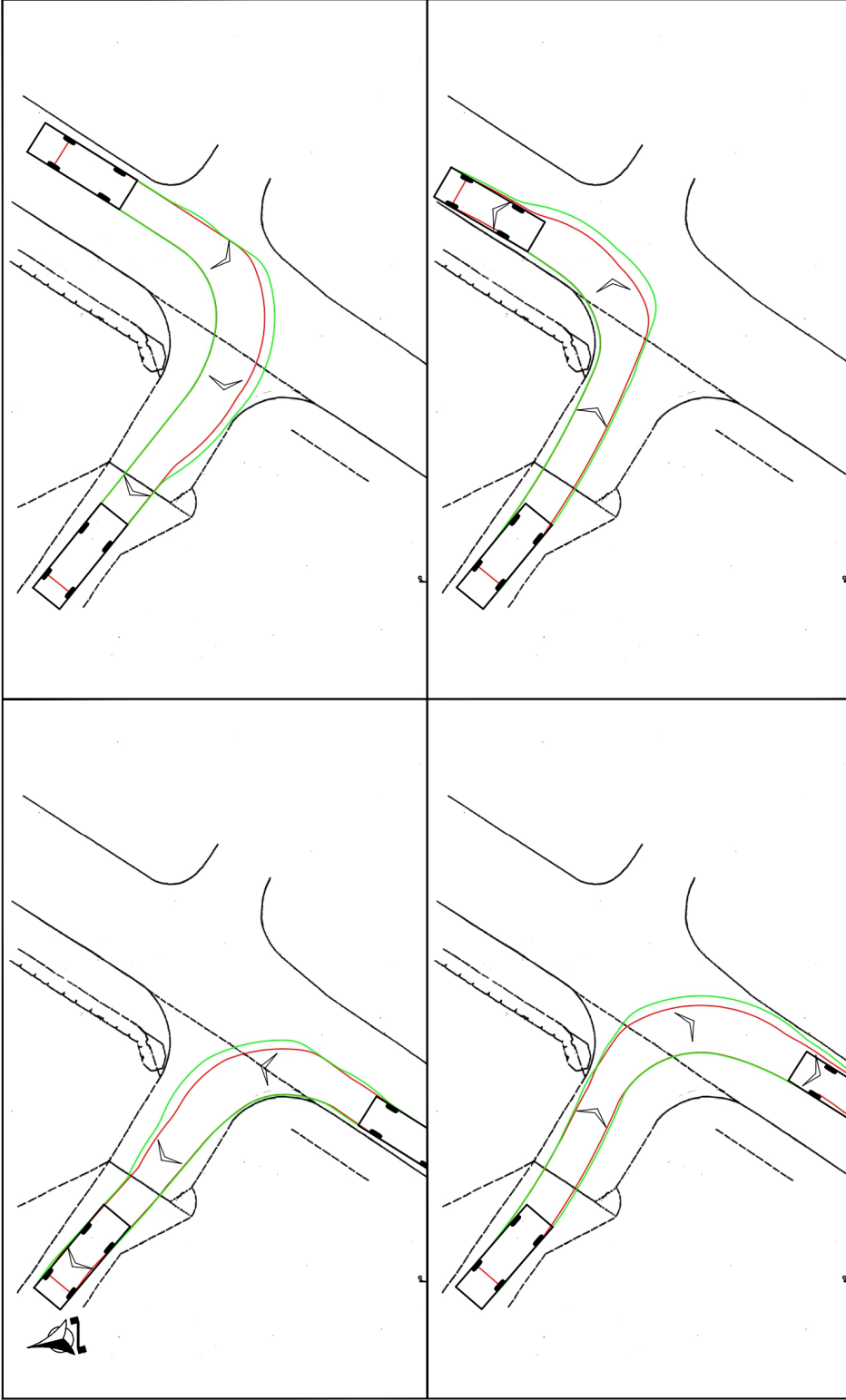
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DOCUMENT 2



 <p>Bellamy Roberts Clover House Western Lane Cathlam, RG39 1TU Tel: 01296 703355 Email: info@bellamyroberts.co.uk</p>		<p>Client: Jake Collinge Planning Consultancy Project: Old Park Farm, Garscott, Buckinghamshire Title: AutoTrack Swept Path Analysis Ref: 5804 Access Scale: 1:250 @ A3 Date: 20/07/22</p>
<p>Drawing Scale: Overall Site Plan 1:200m Detailed Site Plan 1:100m Detailed Site Plan 1:50m Detailed Site Plan 1:25m Detailed Site Plan 1:10m Detailed Site Plan 1:5m Detailed Site Plan 1:2m Detailed Site Plan 1:1m</p>		<p>Bellamy Roberts LLP (incorporated in England, Reg No. 08203725, Quality Assured Firm IS29001 Certificate Number 14135544, Contractor Survey Licence Number 10007631)</p>



 <p>Bellamy Roberts Clover House Western Lane Cathlam, RG29 1TU Tel: 01296 703555 Email: info@bellamyroberts.co.uk</p>		<p>Client: Jake Collinge Planning Consultancy Project: Old Park Farm, Garscott, Buckinghamshire Site: A10/Track Sweep Path Analysis Ref: 5804 Access Drawing No: 5804 / 201</p>
<p>Dennis Sabre Fire Tender (LWB) Overall Width: 7.700m Overall Height: 2.430m Min. Roadway Clearance: 0.337m Track Width: 2.7380m Kerb to Kerb Turning Radius: 7.400m</p>	<p>7.700m 2.430m 0.337m 2.7380m 7.400m</p>	<p>DATE: 20/07/22 DRAWN BY: DE CHECKED BY: DE SCALE: 1:250 @ A3 REF. No.:</p>

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Quality Assured Firm ISO9001 Certificate Number: 14135544, Construction Survey Licence Number: 10007631