



## Environmental Services

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YOUR REF:

MY REF: SBD/0723/99

DATE: 27/10/99

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The Director of Planning Services  
South Bucks District Council  
DX: 42266 Slough (West)

F.A.O. Mr David Green

Dear Sir,

**PROPOSED MOTORWAY SERVICE AREA PROVIDING, RESTAURANT, TOILETS, OVERNIGHT ACCOMMODATION, PETROL FILLING STATION AND PICNIC AREA ON LAND SOUTH EAST OF M40 JUNCTION 2, ADJACENT TO HEDGERLEY LANE AND A355 SLOUGH ROAD, BEACONSFIELD, BUCKINGHAMSHIRE.**

**APPLICANT: SWAYFIELDS LIMITED.**

**APPLICATION NO. SBD/0723/99**

Thank you for consulting the County Council on the above application.

The application was considered at the meeting of the County Council's Development Control Sub Committee on 25 October 1999, when members resolved to:

- i Thank the District Council for the opportunity to comment on the application;
- ii inform the District Council that the County Council strongly objects to application no. SBD/0723/99 on the following grounds:
  - a) the proposal conflicts with Policy GB3 of the County Structure Plan, which states that there is a general presumption against development in the Green Belt with certain listed exceptions of which Motorway Service Areas are not one. No very special circumstances have been demonstrated which would justify the siting of a Motorway Service Area in the location proposed.
  - b) the development would be contrary to Policy TR9 of the County Structure Plan, as the site is within the Green Belt & no very special circumstances have been demonstrated to justify the proposed location, it would not be well located in relation to existing settlements, and it would not be sensitively related to existing settlement patterns and obtrusive in the landscape.
  - c) the proposal would damage the character & appearance of the Southern Plateau Area



of Attractive Landscape and would therefore be contrary to Policy LS3 of the County Structure Plan. Also it would have an adverse effect on the character and setting of the Hall Barn historic park and garden contrary to Policy HE1 of the County Structure Plan.

- d) The location of this substantial MSA development off Junction 2 of the M40 would result in a substantial increase in traffic on the A355 and surrounding roads, which are already congested. Also the MSA would inevitably become a "destination in its own right" which means that non motorway traffic would be attracted to use the facilities contrary to Government Guidance contained in PPG13 and Roads Circular 1/94.

Please note that the County Council's Highways Development Engineer will be responding to you shortly in a separate consultation response.

Yours faithfully



David Pickard  
Minerals and Development Control Manager