



# Tatton Services

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*This Document Responds to the  
Key Questions Arising from the  
Planning Application Consultation  
for Tatton Services*

# Tatton Services Planning Application

—> The Tatton Services planning application is for a Motorway Service Area (MSA) at Junctions 7/8 of the M56 Motorway in Cheshire on the Tatton Estate.

—> The proposed site for the MSA is in the Green Belt. It is, however, entirely surrounded by many lanes of existing infrastructure – the M56 and A556.

—> National Highways are responsible for maintaining the safe, reliable, predictable and efficient Strategic Road Network and determining the location of MSA. They have confirmed there are gaps in MSA provision, which demonstrates a ‘need’ for a MSA in this location. ‘Need’ relates to the important safety function of MSA’s. ***This is a key factor contributing to the very special circumstances, which is required for development in the Green Belt.***



↑ Gloucester Services, Northbound, M5



↑ Tebay Services, Northbound, M6

← Artist impression, Tatton Services, M56



Tatton Services Ltd is a joint venture between Westmorland Limited and Tatton Group. The Westmorland Family is the business behind Tebay Services, Gloucester Services and Cairn Lodge Services. They have been cooking real food and championing local produce on the motorway for 50 years. As with all their sites, all aspects of Tatton Services, including the hotel, will be operated by the partnership and there will be no franchises.

tattonservices.com

# Planning Application Progress

A planning application was submitted in February 2022. In response to comments made, the design has been amended to conserve and include the brick barn buildings in addition to the original farmhouse. The design changes have been agreed with Cheshire East Council (CEC) design and conservation officers. The additional planning application information is available on the CEC planning portal.

*All Cheshire East Council officer consultees have expressed either support, 'no objection' or offered comments/request for additional information (which has since been provided).*

*Key statutory stakeholders, including National Highways; Environment Agency; Natural England; Manchester Airport; Historic England; Utilities Providers; Cheshire Gardens Trust as well as the National Trust, the Parish Council and Ward Member (as at 2022) either expressed support or no objection.*

*Concerns/objections were raised by two neighbouring Parish Councils in Cheshire East and Bowden Conservation Group, Trafford Council, Campaign to Protect Rural England and from some members of the public. Concerns included the:*

- *need case;*
- *development in the Green Belt;*
- *impact on local traffic; and*
- *potential impact on local centres.*

This document seeks to answer questions raised about Tatton Services and present key facts from the planning application.



# Key Q&As about Tatton Services

## 1. Why is a MSA needed?

Key to the granting of planning permission for a MSA is the presence of a 'safety and welfare need' for a facility. This is guided by a principle that the maximum distance between MSA should be 28 miles or 30 minutes drive time.

There are 20 gaps in excess of 28 miles that pass through M56 J7/8 and this proposal seeks to close 9, after which 4 are consolidated, which leaves 7 remaining and the length of those remaining gaps is significantly reduced.

*National Highways, who set this policy for need, have confirmed there are gaps in MSA provision, which demonstrates a 'need' for a MSA in this location and the planning application has been deemed acceptable by National Highways, CEC Highways and Trafford Highways officers in relation to traffic and highways matters.*

## 2. Does Lymm Services form part of the need case for a MSA?

No. Lymm Services is a Truck Stop. A Truck Stop is different from a MSA because it caters predominantly for HGVs and does not provide the range of facilities and level of parking required for a MSA.

*National Highways has confirmed that Lymm Services is a Truck Stop. Truck Stops are not relevant when identifying need for MSA.*





### 3. What will the impact on Green Belt be?

A key aim of Green Belt policy is to maintain openness. Minimising impact on openness was a key as part of site selection and MSA design process.

The design has been landscape led, with buildings heights reflecting existing buildings on Site. Mounding and planting on the perimeter further limit visual impact and views. The National Trust have agreed there will be no significant effects on Dunham Massey, including on views, and raise no objection to the proposal.

*CEC landscape officers have stated "it appears that the site would be largely visually contained, in the long term, and the proposals would be unlikely to affect the perception of openness in the surrounding areas".*

Planning policy identifies that the Green Belt serves 5 purposes. One relates solely to a historic town or its setting, the second where the proposal is recycling derelict land.

**Neither of these two purposes are applicable to this application.**

The three relevant purposes for this application include:

*1. To check the unrestricted sprawl of large built up areas; The Site does not directly adjoin any large built up areas and would not contribute to sprawl. It lies wholly within an area already surrounded by the existing road network which encompasses the Site.*

**This Green Belt purposes does not apply.**

*2. To prevent neighbouring towns merging into one another; The nearest towns to the Site are Altrincham and Hale to the north-east, Knutsford to the south and Lymm and then*

Warrington to the north-west. The Proposed Development would not make any material contribution to the merging of any of these.

**This Green Belt purpose does not apply.**

*3. To assist in safeguarding the countryside from encroachment; A key reason for selecting this Site is that it is self contained due to existing infrastructure wrapping entirely around the land, which safeguards encroachment. Whilst the proposal would encroach into the countryside through the introduction of built form, impact would be limited as a result of sensitive design and landscaping.*

**This Green Belt purpose is relevant, however, the Site boundaries are defined by existing road infrastructure which limits the harm to the Green Belt.**

Additional factors to be considered with regards to this proposal and its location in the Green Belt.

- A MSA is a form of development that can be permitted in the Green Belt, due to the significant weight afforded to addressing the safety and welfare needs of users on the Strategic Road Network. Many MSAs exist within the Green Belt, including the recently approved MSAs at Warrington on the M62 and Solihull on the M42. These have been permitted to meet the 'safety and welfare' need which contributed to very special circumstances required for development in the Green Belt.
- Our experience has shown that, once a need has been identified, often alternative MSA schemes come forward.

**All relevant environmental factors have been considered as part of the planning application, which demonstrates that impacts arising from the scheme are acceptable with mitigation (where needed), taking into consideration the benefits of the application in the planning balance.**





# Masterplan



- 1 The Parking Fields
- 2 Hotel Garden
- 3 Kitchen Garden
- 4 Central Spine
- 5 Fuel Barn Garden
- 6 Wider Pedestrian Links
- 7 Buffer planting
- 8 Farmyard
- 9 Existing Avenue of Trees



## 4. What will the impact on the local roads be from...

### Customers?

- The MSA proposal has been designed to minimise interaction between MSA traffic and the local road network.
- MSA drivers will enter/ exit the Site from/ to the Strategic Road Network, as directly as possible, with dedicated lanes.
- Traffic volumes up to 2031 have been tested and with the highway mitigation measures in place there is negligible impact at the M56/ A556 Junction 7/8.
- Proposed alterations to Bowdon North and Bowdon South Roundabouts will address existing design challenges identified in the consultation as problematic particularly on the Bowdon South roundabout and are anticipated to have a benefit on road safety at this junction.

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### Employees?

- Traffic from employees will be minimised through the introduction of a green travel fund.
- This will provide sustainable travel options, such as a bus, for employees to get to/ from the MSA amongst other measures to promote walking, cycling and car sharing.
- Due to the requirement to be open 24 hours/ 7 days per week, it is anticipated that there will be a total of 133 employees on site at any time.
- The sustainable transport options provided, will reduce additional traffic on local roads. Staggered shift patterns would avoid peak periods.

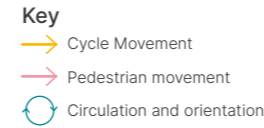
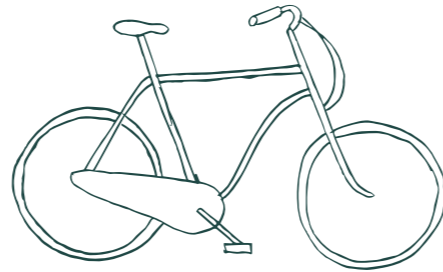
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### Construction?

- Construction traffic would arrive and depart via the Strategic Road Network (M56 and A556).
  - A Construction Traffic Management Plan will be provided to mitigate any impacts.
- Cheshire East and Trafford Highways officers, who are responsible for considering impacts on the local network, agree the impacts of the scheme are acceptable and have not objected to the proposal.**







### 5. Will there be any cycle/public access improvements?

We are making changes to the existing shared footway/cycleway adjacent to the Site, to improve connectivity between South Manchester and Cheshire. The proposed surfacing will be compliant with LTN 01/20 standard. Separate to the MSA proposal, the applicants are working with Cheshire East Council, Transport for Greater Manchester, local cycling groups, and the National Trust to deliver a wider cycle path network.

**An initial feasibility study has been commissioned by Cheshire East Council, with cycle route details to be published imminently.**

### 6. Will there be a negative impact on local centres in the local area?

MSAs are transport hubs with a distinct offer and environment to provide for the travelling public. Customers are in transit and the facility allows recharging and refuelling on their journey over a 24 hour period. It is not a convenience or leisure destination.

A retail impact assessment, requested by Trafford Council is available on the CEC planning portal and the conclusions agreed by Trafford Council Officers.

*The retail impact assessment concludes that any trade diversions would be so widespread that that there will be negligible impacts (at 0.1%).*





# What would Tatton Services bring to the local area?

*Tatton Services' intention is to champion our locality, creating a beacon of quality and individuality for our customers and bringing local benefits to local people, as well as local food producers.*

The Westmorland Family started with Tebay Services in 1972 when the M6 was built through the family's hill farm. The farming roots remain strong, embracing and celebrating the positive changes taking place in our industry, working with artisan craft producers and offering new diversification opportunities. The foundation for the Westmorland business model is innately sustainable and has been for 50 years.





# High quality design

This is a landscape led project. We chose a site like no other, totally surrounded by motorway already. Through careful mounding and planting, we are protecting our MSA from this existing surrounding infrastructure, whilst also protecting the limited sightlines from nearby locations to the site. We want to create a site which feels as green and natural as possible, so our customers can enjoy the outdoors.

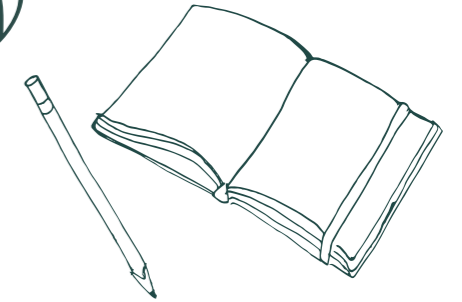


We are creating a collection of buildings in the model of a farmstead, each a design in its own right. We have retained the original farmhouse and barns (retention and rebuilding) and are creating new buildings to complement the farmstead, agricultural in style but contemporary and crafted out of natural, subtle materials.

We are delighted to be working once again with Glenn Howells Architects, whose design for Gloucester Services won a RIBA (Royal Institute of British Architects) national award – as well as many others including from the Campaign for the Protection of Rural England.



# Renewable energy & reducing the carbon footprint



Ground source and air source heat pumps, solar thermal and photovoltaics will generate at least 10% of the buildings predicted annual energy consumption from decentralised and renewable or low carbon sources, as well as achieve a 50% reduction in carbon emissions compared to Part L of Building Regulations (December 2021)

The Tatton MSA electrical containment infrastructure can deliver 54 Electric Vehicle Chargers for the MSA plus an additional 42 Electric Vehicle Chargers to for long stay visitor use at the MSA Hotel and staff.

Sustainable transport options for employees will be actively encouraged, through a Sustainable Travel Fund, including the provision of a bus service and car sharing schemes.

“  
50% reduction in carbon emissions  
”





# Valuing and enhancing our natural assets



Gloucester Services, M5

“  
*A 17% biodiversity net gain in general habitat biodiversity*  
”

A biodiversity net gain of 17% in general habitat and 12% hedgerow is proposed. This is to be measured against the forthcoming national requirement for 10%.

Maximising water recycling and incorporating nature based solutions to improve water quality. Any additional surface water will be dealt with through the scheme’s ‘SuDS’ (sustainable urban drainage system) which includes a pond network, as well as water gardens and swales to improve water quality through natural filtration. Rainwater harvesting is an integral part of the design.

# Sustainable economic growth for local people, communities & businesses

In Gloucestershire we work with 130 local producers and we want to do the same at Tatton Services.

Tatton Services is committed to local procurement, during both construction and operation of Tatton Services. The construction phase is estimated to support 558 temporary jobs and could generate economic output of £66.4 million of gross value added to the regional economy;



Gross job creation of Tatton Services is expected to be 325 gross permanent jobs in total or 223 full time equivalent (FTE) on site;

Based on an average of the median full time gross annual wages paid to workers in the relevant sectors, it is estimated that wages for onsite staff will amount to £5.2 million per annum\*;

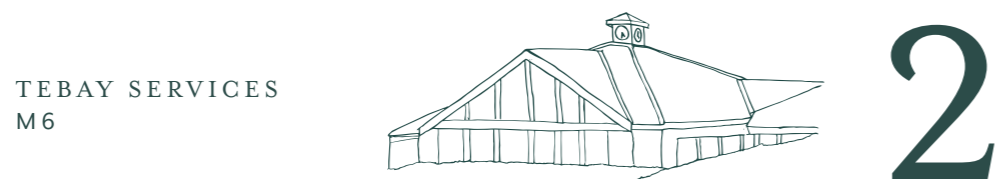
Business rates of £593,000 per annum\* will be generated by the proposed MSA;

Across our existing Services, in the last year we donated over £700k to local communities.

There is a commitment of over £100,000 per annum contribution to local causes and charities proposed for Tatton Services.

\*based on latest available information.

## *Which? ranked our motorway service areas the best in the UK*



*In recognition of the positive local economic impact Tatton services, CEC Economic department have expressed their support for the Tatton Services, particularly in light of the social & economic commitments proposed.*

# Conclusion

*This document has sought to respond to key questions arising from the planning application consultation relating to key matters such as:*

- Need for the MSA;
- Green Belt;
- Impact on local roads;
- Impact on local centres; and
- what Tatton Services would bring to the area.

It is anticipated that the planning application will be determined in Summer 2023 by Cheshire East Council's Strategic Planning Board.

Further information about the proposal is available via the website.

[tattonservices.com](https://www.tattonservices.com)



The planning application is available via the Cheshire East Council Planning Portal here:

<https://planning.cheshireeast.gov.uk/ApplicationSearch.aspx>

Application Reference: 22/0872M



*A new Motorway Service  
Area bringing local benefit to  
East Cheshire.*

