

As recently as 2017, the owner of Tatton Estates, a 20% shareholder in the project, proudly announced in an FT interview:

“The family has also vetoed some ideas that would not have pleased residents. We have often had inquiries from motorway service station operators. For decades we have said no. We want to be good neighbours.”

s statement was made just 2 years before the J.V with Westmorland Services was formed.



please use the facts 1-4 overlaid in writing to the Secretary of State, at one of these email addresses:

Planning casework unit: PCU@communities.gov.uk
UHC Ministers: Ministerial.Correspondence@levellingup.gov.uk
AO The Rt Hon Michael Gove MP]

AUTHORITY: CHESHIRE EAST COUNCIL
APPLICANT: TATTON SERVICES LTD.
LOCATION OF SITE: LAND BETWEEN JUNCTIONS 7 AND 8 OF THE M56
APPLICATION REFERENCE: 22/0872M

PLEASE do this today. Time is of the essence if we are to prevent this unnecessary large development on the green belt- once it's gone, it's gone forever.
Organised by a group of concerned residents:
stopTattonServices@mail.com | bill_stoptatton@icloud.com | nomsa@icloud.com

PLEASE HELP!

STOP
TATTON
SERVICES

Cheshire East Council has approved the development of a motorway services area ('MSA') at J7 of the M56, but **there is still an opportunity to stop the development**, which will cause unnecessary harm to our town centres and Green Belt and increase traffic congestion.

The Secretary of State can “call in” in the application and reverse the decision. We need local residents and businesses, like you, to contact him and tell him why the decision was wrong and to ask that he intervenes.

This motorway service and hotel area will be what is known as a “destination in its own right” - in other words, it will be accessible to non-motorway users.

This is the developers key aim - to attract local, non-motorway visitors to its large retail outlet and 100 bed hotel. It will also provide HGV parking for 56 lorries.

Government policy specifically prevents the development of destinations in their own right on the grounds of safety - due to increased local traffic - and prevent a negative impact on the local retail economy. (Altrincham, Hale, Knutsford)

This large, unnecessary retail and hotel development is to be built on green belt land, the decision to do so was approved only on the grounds of safety for motorway users.

The M56 is only 33 miles long, mainly a commuter motorway, and there are already service areas at Lymm, Knutsford and Chester, therefore the safety argument is a red-herring.

The increased local traffic, based on a projected 4 million visitors a year, will add an average of 10,000 cars a day on the 2 Bowdon roundabouts, during the busiest day-time periods. There are no plans to change the existing traffic light and roundabout layouts.

Concerned parties who attended the planning meeting have strong evidence to suggest that the approval for Tatton MSA has been based on opaque and misleading data.

How can this unnecessary use of Green Belt be stopped?

This is what you need to do...

The final approval for this development lies with the Secretary of State ('SoS') There were over 120 written objections from Trafford and East Cheshire residents and businesses.

The SoS needs to hear from lots of residents and businesses asking him to “call in” the application and stop it.

Objectors need to quickly contact the Secretary State explaining the decision was wrong.

Mr Graham Brady MP has already written to The Secretary of State on our behalf, but we need more direct action in support of his approach.

Here are the reasons objectors may wish to use in their objections.

1

This development is to be built as a “Destination in its own Right”

This is in direct contravention of Department for Transport Policy issued in 2022. (strategic road network and the delivery of sustainable development- www.gov.uk)

2

The developers claim that there is need to build on the greenbelt for Safety Reasons

was justified by flawed and misleading data. The analysis claimed that there are no MSAs within the legally recommended 28 miles is without basis.

The Lymm Truck Stop is within 7 miles of J7. Chester Services are within 28 miles of the start of the M56 at Sharston. There are extensive hotel and retail services very close by in Knutsford, Altrincham, and at the Manchester Airport development area.

3

The developer claims for Economic Benefit do not consider fully

the impact on surrounding towns and their business, for example, Altrincham, Knutsford, Hale, Hale Barns, Wilmslow. Government policy confirms that a Destination in its Own Right damages local economies by providing direct competition to town centres.

4

The Process followed by the planning advisor and committee was

flawed. There was little consultation with residents. At the meeting only one objector was allowed to speak and for only three minutes whilst the developers' team was allowed to have several consultants supporting the application.

The planning meeting only focussed on the commercial trading proposal and overlooked the “Destination in its Own Right” safety issues and impact on nearby retail and hospitality locations.