



**CHESHIRE EAST LOCAL PLAN SITE ALLOCATIONS AND  
DEVELOPMENT POLICIES DOCUMENT (SADPD)  
SEPTEMBER 2020**

**LOCAL PLAN EXAMINATION**

**MATTER 10 – RURAL ISSUES**

**ON BEHALF OF TATTON SERVICES LIMITED**

Date: October 2021

Pegasus Reference: HM/P17-1058

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**DESIGN** | **ENVIRONMENT** | **PLANNING** | **ECONOMICS** | **HERITAGE**

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## **1. INTRODUCTION**

- 1.1 Pegasus Group has been instructed on behalf of Tatton Services Limited (TSL), to prepare Hearing Statements to the Cheshire East Site Allocations and Development Policies Document (SADPD) in support of TSL’s land interests at Yarwoodheath Farm in the Borough. TSL is an 80/20 partnership between Westmorland Limited and Simpatico Limited (part of Tatton Group), and the landowner Tatton Estates. TSL are in the advance stages of submitting a planning application for a Motorway Service Area (MSA) at Junctions 7 and 8 of the M56 to the south-west of Manchester. A stakeholder and public consultation exercise was held in July/ August following the removal of Covid 19 restrictions. Stakeholder and public consultation information remains available via a dedicated website [www.tattonservices.com](http://www.tattonservices.com). It is anticipated that the planning application will be submitted in the autumn.
- 1.2 This Hearing Statement has been prepared for **Matter 10 – Rural Issues**.

**2. ISSUE: VISITOR ACCOMMODATION OUTSIDE OF SETTLEMENT BOUNDARIES (POLICY RUR 8)**

**Question 164 – Is Policy RUR 8 positively prepared and consistent with national policy and the LPS in supporting visitor accommodation as part of a prosperous rural economy, whilst conserving the intrinsic beauty and character of the countryside? Is the restriction on new-build hotels and guesthouses and the requirement for additional buildings to be kept to a minimum level justified?**

2.1 This policy refers to visitor accommodation outside of settlement boundaries and restricts ‘hotels’ in these locations. It should be acknowledged that not all hotel provision serves the purpose of accommodating visitors, in the sense of those making leisure trips. To the contrary, hotels are also required as part of essential infrastructure, such as Motorway Service Area (MSA), that supports the travelling public, supply chain and wider economy. MSAs, that serve the motorway network connecting urban areas, are often located in the countryside to support the safety and welfare needs of travellers. Such hotel accommodation at MSA allows travellers to extend their break over a longer period, should they need to continue their journey.

2.2 Paragraph B30 of DfT Circular 02/13, which provides policy guidance on MSA, states that hotels, conference centres and business centres are a matter of consideration for local planning authorities, in line with the NPPF and local planning policies. Paragraph B31 of the same document goes on to say that:

*“As a statutory consultee to such proposals, the Highways Agency will not object to the provision of hotels; conference centres; and business centres at the sites of roadside facilities for motorists unless there would be demonstrable adverse impact on the safety and/or operation of the strategic road network such as a net increase in travel.”*

2.3 In terms of MSAs with hotels in England, in total there are 116 service areas on England’s motorways. When counting services area on both sides of the road twice, the majority (88 – 75.9%) of MSAs have a hotel and the remaining 28 (24.1%) have no hotel. Similar statistics are consistent for MSA in the Green Belt, whereby the majority (81.0% – 34) of these MSAs have hotels and the remaining 8 (19.0%) have no hotels. All of the MSAs that have opened in the Green Belt since 2000 (5) have hotels.

2.4 In light of a hotel being an appropriate and a predominantly common feature at MSAs, due to its location and relevance to supporting the travelling public, supply chain and wider economy, TSL object to the specific reference within the policy excluding new-build hotels or guesthouses and consider that the restriction is not justified. It is suggested that the policy be amended to either exclude the reference to new-build hotels or guesthouses or ensure that the reference to excluding these uses specifically relates to those concerning visitor accommodation and the policy references that there are other circumstances whereby hotels are acceptable to support infrastructure

*requirements which should not be precluded by this policy, such as where they are supportive of those engaged in business trips.*