Minutes of the Additional Ordinary Meeting of Stapeley & District Parish Council held at Stapeley Community Hall on Monday 8th September 2025

Attendance	
Chair:	Cllr A Jacobs
Councillors:	Cllr B Astbury, Cllr R Carter, Cllr M Docker, Cllr S Ford, Cllr J Hillman, Cllr Y Orungbemi
Clerk:	Mr Wayne Salisbury
Other:	None
Apologies:	Cllr M Aspaturian, Cllr J Dickinson, Cllr J Gibbs, Cllr I Lurcock, Cllr C Sirigou
Not in Attendance:	None
Public:	9 members of the public

Meeting started at 7:30 pm.

1. **To receive apologies for absence**
   Apologies for absence were received from Cllr M Aspaturian, Cllr J Dickinson, Cllr J Gibbs, Cllr I Lurcock and Cllr C Sirigou

2. **Declarations of Interest**

3. **Public Participation.**
   One resident highlighted safety risks at Batherton Lane's junction with Audlem Road, dangers increased pedestrian use of the lane , flooding which could worsen with loss of land which currently assists drainage, and disturbance to local bat habitats.

   Another statement, submitted in writing and read by the Clerk on behalf of a young resident aged 14, raised concerns that extra housing will increase traffic, making already unsafe routes to school more dangerous for walking and cycling.

   Other residents in attendance raised additional issues including:

   - The need for pedestrian crossings in the area and the dangers caused by on-street car parking.
   - The absence of a Cheshire East 5-year land supply, inaccuracies in the traffic report and visibility splays, and a nearby application previously refused on grounds of unsafe access and egress.
   - Concerns about the traffic assessment, with queries as to why it was carried out in September 2023 given the level of development since that date.

4. **Planning**
   To consider the following planning applications.

Reference	25/2977/OUT
Type of Application	Outline Planning
Location	Land Off Broad Lane, Nantwich, CW5 7QL
Proposal	Outline planning application for the demolition of number 6 Broad Lane and a residential development comprising up to 75no. dwellings together with parking, open space, landscaping, drainage and associated works. All matters reserved except for means of access
Deadline for Comments	12th September 2025
Cheshire East | pa.cheshireeast.gov.uk | Application | 401534.	

RESOLVED: to submit the following comment to Cheshire East Planning Authority.

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Stapeley & District Parish Council fundamentally objects to this application. It demonstrates a lack of local knowledge and fails to recognise current safety issues on Broad Lane, Audlem Road, and surrounding routes. These existing dangers would be significantly worsened if the development were approved.

Key Grounds for Objection

1. Retention of Natural Features

The application only commits to retaining hedgerows, ponds, ditches, and trees "where possible." This is not a binding commitment, creating uncertainty and risk to valued ecological and landscape features.

2. Settlement Boundary

The site lies outside the defined Nantwich settlement boundary and within the open countryside and hence contrary to PG6 The proposal inaccurately suggests otherwise and says it is a 'natural extension of Nantwich. Building here would set a precedent for further speculative development. Indeed, some of the documents submitted in support of the application refer to 265 residences.

3. Flood Risk and Lack of Sequential Assessment

The land is within or adjacent to a known floodplain of the River Weaver. Nantwich already suffers from flooding. No sequential risk assessment has been carried out to show that lower-risk sites are not available.

4. Loss of Agricultural Land

The land is currently actively farmed. Its loss would contribute to the erosion of productive agricultural land, contrary to local and national planning policy.

5. Cumulative Impact and Outdated References

The application references Maylands Park as justification while dismissing cumulative impact. This is unacceptable. Data used in the submission is outdated, referring to a previous commercial scheme. In reality, the proposed access is almost opposite Phase 2 of Maylands Park, compounding traffic and safety issues. The Halfpenny Close application for 100 homes was refused at appeal in 2016 on safety and road traffic grounds. Those issues remain unresolved.

6. Ecology and Protected Species

The site is close to ponds, fields, and woodland habitats known to support badgers, bats, and newts. No adequate ecological survey has been provided. Batherton Lane is a single-track agricultural road, unsuitable for development access, and its increased use would risk potential harm to nearby woodland, a recognised ecological site.

7. Air Quality and Noise

Air quality evidence in the application is inaccurate as it is based on flawed traffic projections (see transport and pedestrian safety) and should be rejected. Increased traffic will worsen pollution levels. Noise pollution has not been properly assessed. A comprehensive and independent report is needed.

8. Housing Need and Type

There is no evidence that the scheme meets specific Nantwich housing needs. This was raised by SDPC in prior consultation and the submission includes no suitable response. No commitment has been made to bungalows, despite strong local demand. The report notes that these could be provided yet it seems that this has not been addressed with CEC at pre-planning. The suggestion that dwellings can be adapted for accessibility does not replace the need for true single-storey homes.

9. Housing Land Supply

The suggestion that Cheshire East has an insufficient five-year housing land supply appears to overwhelmingly override both local opposition and established planning policy and any potential impacts on the local environment. Reliance on this argument solely to justify the application undermines legislation and it cannot be used to justify development in unsuitable and unsafe locations such as this.

10. Design and Character

Broad Lane is characterised by single-storey bungalows, permission for redevelopment as two-storey properties has been refused in the past. The introduction of larger dwellings would be out of keeping with the street scene and local character.

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11. Education and Services

The Education Infrastructure Assessment relies on outdated data. Kingsbourne School will be full with children from that development and is outside the 2-mile limit. The Catholic school has selective admissions, which should not be counted towards potential local provision. SEND provision in the locality is wholly inadequate. Contributions to education are vital and underestimated. Healthcare, social infrastructure, and transport capacity have not been properly addressed.

12. Impact on Existing Residents

The purchase and demolition of 6 Broad Lane raises unanswered questions about how impacts will be minimised on the immediately adjacent properties. The impact on residents along Broad Lane, including those opposite the site, is significant and unacceptable. This was raised by SDPC in prior consultation and the submission includes no suitable response.

Transport and Pedestrian Safety

The transport assessment demonstrates a total lack of local knowledge, with inaccuracies on road speeds and missing references to safety issues relating to Brine Leas School, which has nearly 1,500 pupils. Key concerns include:

- Audlem Road and Parking: Audlem Road has no off-road parking, forcing moving traffic onto the opposite carriageway, creating unsafe conditions.
- Queue Data: The traffic study measured queues only between 3.30pm and 6.30pm, missing the actual school peak before 3.30pm. This undermines its reliability. Traffic survey data is from 9–15 September 2023. Since then, several large housing schemes have been completed or are currently under development.
- Broad Lane Safety: Pavement widths are already inadequate for safe pedestrian use. Broad Lane has non-continuous pavements, which would force school pupils from the proposed development to cross the road twice. Stapeley Broad Lane School was required to build a car park because Broad Lane was deemed unsafe for pupils.
- Chapel Use: The active chapel on Broad Lane hosts toddler and senior groups, many of whom walk, increasing pedestrian risk.
- Road Safety Audit: Even the audit supplied acknowledges increased risks of collisions, especially with refuse lorries and pedestrians. Its suggestion that pedestrians stand behind tactile paving to see past parked cars is discriminatory and wholly unacceptable. There is no reference to the frequent use of Audlem Road and Broad Lane by large agricultural traffic. (see photos).
- Street lighting is inadequate for increased pedestrian flows.
- Highway Authority Advice and Future Expansion: The Local Highway Authority's response in June 2025 highlighted the need to consider cumulative impacts and suggested "future proofing" of the junction. This raises concern that adjoining fields may be developed later, intensifying traffic and safety issues. The proposal itself could therefore serve as a gateway for further development in neighbouring fields, opening up additional land to speculative applications.
- Documented Evidence: Photographs taken 7 September 2025 show cars forced into dangerous positions at the Audlem Road/Peter Destapeley Way junction and vehicles crossing central lines at Halfpenny Close. The Batherton Lane junction is also impeded by the position of 170 Audlem Road. Photograph taken on 25th June 2025 just North of Half Penny Close to show farming vehicle type which regularly uses Broad Lane. (Photographs are shown as appendix on pages 119-126)

Before any further determination of this application we request:

- A comprehensive third-party traffic survey is completed, including school peaks.
- A full site visit by the Southern Planning Committee at peak times, walking the route from Brine Leas to Stapeley Broad Lane School.
- Specific attention to Peter Destapeley Way, Batherton Lane, and the cumulative effect with Maylands Park.

5. Planning

To consider any planning applications which have been received since the publication of this agenda.

No Further applications have been received.

Meeting concluded at 8:36 pm.

Chairperson……. Date……

Appendix – Photographs as included in submission to Cheshire East Planning Authority

1. Safety of the junction Audlem Road and Peter Destapeley Way (all images taken on 07-09-2025 and anonymised)

Cars are always parked on the East side of the junction so when cars turn/continue South on Audlem Road, there is no room for them as can be evidenced by these three photographs below:



Image 1



Image 2



Image 3

This fourth photograph is evidence of the road position that Southbound traffic is forced to take when travelling South on Audlem Road from this junction:



Image 4

Whilst the data attempts to capture the number of vehicles queued *at* (before) the junction, it does not show any figures for vehicles waiting to travel Southbound that are forced to queue because of parked cars. As you can see from Image 4, if there were indeed cars queued waiting to turn right, then Southbound movement is already impeded, further vehicle movements would render this situation untenable.

2. The width of Audlem Road / Broad Lane is already under pressure from the recent narrowing at the junction with Halfpenny Close. The images below shows two separate vehicles travelling North on Audlem Road that is crossing the central markings in order to safely drive past the junction with Halfpenny Close. (Images 5 and 6)



Image 5



Image 6

Moments later followed by another car having to cross the central lines travelling Southbound (Image 7).



Image 7

3. The junction with Batherton Lane and Audlem Road impacts significantly with all traffic travelling on Audlem Road. 170 Audlem Road is a dwelling that juts out right to the edge of the carriageway, significantly impeding cars turning out of Batherton Lane to go North on Audlem Road as can be seen by the following images (8, 9 & 10):



Image 8



Image 9



Image 10 (Looking Southbound on Audlem Road)

Below photograph taken on 25th June 2025 just North of Half Penny Close

