Minutes of the Ordinary Meeting of Stapeley & District Parish Council held at Stapeley Community Hall on Monday 9th March 2026

Attendance	
Chairman:	Cllr A Jacobs
Councillors:	Cllr J Hillman, Cllr M Aspaturian, Cllr B Astbury, Cllr R Carter, Cllr M Docker, Cllr Y Orungbemi
Clerk:	Mr Wayne Salisbury
Other:	None
Apologies:	Cllr S Ford, Cllr J Gibbs, Cllr I Lurcock, Cllr C Sirigou
Not in attendance:	Cllr J Dickinson
Public:	10

Additional Meeting

Meeting started at 8:00 pm.

1. **To receive apologies for absence**
   Apologies were received from Cllr S Ford, Cllr J Gibbs, Cllr I Lurcock, Cllr C Sirigou.

2. **Declarations of Interest**
   a) No pecuniary interests were declared by members.

   b) No other interests were declared by members.

   c) No dispensations were requested by members or granted prior to the meeting.

3. **Public Participation**
   A member of the public who is a resident of Stapeley, addressed the Council in relation to application 25/4624/FUL. She urged the Council to formally object on the basis that the developer's Drainage Report was unreliable, stating that it relied on FEH 2013 rainfall data rather than more up to date FEH 2022 data. She argued that the 45% climate change allowance referred to in the report could not adequately address the use of what she considered to be an outdated baseline.

   The resident also raised concerns regarding the site's clay geology, the reported level of surface water runoff, and the proposed reliance on mechanical pumping, which she said was described within the report as a last resort solution. She referred to sections of the report which, in her view, acknowledged the potential for surface flooding and the risk of water flowing south and west towards Audlem Road. She further stated that the report itself recognised the need to minimise flood risk to neighbouring properties and argued that the use of older rainfall data undermined confidence in the drainage strategy. She asked the Council to object and to require any drainage assessment to be based on current conditions and current rainfall data.

   A resident spoke in relation to application 26/0517/EIA, The resident drew members' attention to concerns that reports associated with the proposal contained false claims suggesting a low risk of flooding and that no significant effects were expected. Reference was also made to an arboricultural survey which identified flooding and subsequent damage.

   In addition, the resident referred to the Cheshire East call for sites process for land supply and stated that the Local Planning Authority has a duty to consider the cumulative effects of three sites.
   Members were also advised that the recent Cheshire East Strategic Planning Board meeting, which considered the Nightingale Land application, did not refer to the Muller or Seddon applications within the agenda pack.

The resident further noted that, at that meeting, a cumulative traffic survey had been called for, but it was stated that there were no funds available to undertake this work.

A further resident raised concern regarding the cumulative impact of the planning applications, particularly in relation to traffic, stating that traffic conditions are now worse than when Phase 1 was approved. Concern was also expressed that the application does not sit with the Neighbourhood Plan, and the resident urged the Parish Council to submit a strong objection.

A further resident asked whether the deferral of the traffic assessment would result in an extension to the period for residents to submit objections.

4. Planning

To consider the following planning applications.

Reference	25/4624/FUL
Type of Application	Full Planning
Location	Land At Nantwich South, Stapeley, CW5 7SZ
Proposal	Hybrid Planning Application for: - Full planning application for highways infrastructure works including the creation of site accesses and internal spine road; development plateaus and associated drainage and below ground infrastructure works. - Outline planning application for the erection of residential development (use class C3); a local centre (use class E); substation; ecological habitat areas; and associated infrastructure including landscaping, public open space, access and drainage.
Deadline for Comments	25th March 2026
Cheshire East | pa.cheshireeast.gov.uk | Application | 403969	

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

Stapeley & District Parish Council objects to application 25/4624/FUL. The Parish Council considers that this is one large development and should be treated as such. By splitting it up into phases, the Applicant is avoiding having to improve the infrastructure and local, wider road system that is now almost at gridlock. The traffic that should be using the local A-roads is being forced onto local B roads in order to avoid congestion, which is making them more dangerous and carrying larger amounts of traffic than they are designed for.

The application form says that there is no risk of flooding, but the Cheshire East map in the Applicant's evidence shows that the southwest corner of the development is subject to a flood risk to "surface and sub surface assets". This contradiction is of significant concern. The Parish Council also remains concerned that housing is proposed within an area affected by flood risk. (Included as appendix A).

In the Statement of Community Engagement, they say that they have consulted with the Parish Council. The Parish Council's view is that this is an open, ongoing consultation on the whole of Maylands Park, and not on this phase of it. As these plans do not appear to have been available when the consultation opened, it is questionable whether this can properly be considered consultation on this application. There is also concern that the consultation on this application appears to have merged with the consultation on Phase 1.

The responses to the questionnaire from almost 100 respondents suggest that the local community do not want housing in the form proposed, despite the questions being staged in a way that did not adequately allow respondents to voice their concerns. The response to the questionnaire clearly shows that people do not want this proposal in its current form. A majority clearly disagree under questions 1 and 2. It is also notable that new houses ranked lowest out

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of the things that local residents were looking forward to, at just 7% of respondents, and that the most needed type of housing was bungalows, which has been completely ignored by the Applicant. People do not want this development.

EIA Scope

The EIA notes that no response has been received regarding the scoping opinion at the time of writing, November 2025. Whilst there have been some changes to the scope, there remain several areas which Stapeley & District Parish Council highlighted in comments made in response to the scoping application which should have been included. For the sake of completeness, these are repeated here.

Water Resources: *While the scoping report notes "pockets of low to high surface water flood risk", it fails to address the potential impact on approximately 30 ponds within and near the site, which may be impacted upon by changes to drainage in the area resulting from the development.*

Cultural Heritage: *The area is noted as having medium to high potential for Medieval archaeological deposits. Deferring assessment to a planning condition is inadequate where significant heritage impacts may arise.*

Noise and Vibration: *The report downplays cumulative traffic impacts, yet there is already significant anecdotal evidence of noise and vibration from existing residential areas. The impact on these nuisance levels from the completion of Phase 1 is yet to be felt. These concerns and impacts on the local environment should not be dismissed based solely on incremental increases.*

Material Assets: *No consideration is given to infrastructure capacity, resource consumption or life-cycle impacts.*

Daylight and Lighting: *The development will impact daylight to properties on London Road, Broad Lane, Phase 1 and Bishops Wood. The lighting impact on sensitive ecology such as bats also needs to be considered.*

Accidents and Disasters: *This topic is proposed to be omitted, despite increased traffic volumes and road safety concerns.*

Infrastructure Capacity: *This is required under modern EIA standards.*

ES Non-Technical Summary

As noted in the document, the EIA Regulations, Schedule 4, paragraph 2, require inclusion in an Environmental Statement of "a description of the reasonable alternatives, for example in terms of development design, technology, location, size and scale, studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects". The statement goes on to say that only a none development option and alternative designs have been considered. This does not seem to cover suggested areas such as location, size and scale.

Ecological and Biodiversity

The report states that the wider site retains a distinctly rural character, characterised by a mosaic of individual trees, primarily associated with mature hedgerow boundaries, together with small tree groups situated within the site and around its periphery. It goes on to note that the arboricultural features contribute significantly to visual amenity, providing structure and seasonal interest while reinforcing the landscape character of the surrounding countryside. In addition to their aesthetic value, it states that these features deliver ecological benefits through habitat connectivity, supporting foraging and nesting opportunities for birds, invertebrates, and other wildlife. The most visually prominent components include mature hedgerow trees, well-defined boundary hedgerows, and a prominent group of trees near the site access point off Broad Lane, which also provides an effective degree of screening to the site. Collectively, these

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elements create a setting that is visually attractive, ecologically diverse, and well-integrated into the surrounding rural environment.
Despite this, the proposed development requires the removal of ten individual trees, seven hedgerows, H20, H31, H39, sections of H47, H59, H60 and H61, and small sections of recently established woodland W48 due to direct conflict with the layout. These removals include two Category A trees, seven Category B features, and one Category C tree. Despite these losses, the report concludes that the overall arboricultural impact is limited. This seems difficult to reconcile with the proposed losses.
The ES goes on to note that whilst notable species of breeding and wintering birds, badger, GCN and bats were recorded on site and within the zone of influence, the overall use of the site is deemed to be typical of parcels of agricultural land within the local area. This justification fails to acknowledge the ongoing loss of such land from Phase 1 of this development and other recently completed and proposed developments.

Transport
A Transport Assessment and Travel Plan have been prepared by Eddisons in support of the planning application. The proposed development is anticipated to generate 200 two-way vehicular trips during the weekday AM peak and 210 two-way trips during the weekday PM peak period. Vehicle flow data from November 2024 does not represent the current situation.

In section three of the Transport Assessment, there is no reference to the Stapeley and Batherton Neighbourhood Plan or its transportation policies. The Parish Council strongly objects to any attempt to dismiss the Neighbourhood Plan as out of date. The Neighbourhood Plan should not be dismissed as out of date if reports from 13 years ago can be relied upon for other aspects.

There is only one bus detailed in the Transport Assessment on page 32, and that is the number 53, which only goes to Leighton. This does not make the development practical in public transport terms. In addition, whilst bus stops are referenced, with only four buses per day there is no viable service. Public transport is being reduced, and with more people more transport will be required.

The report concludes that all highways' effects are acceptable. This is difficult to reconcile with the situation faced daily by Stapeley residents, with traffic regularly queuing along the length of Peter de Stapleigh Way, Elwood Way and Broad Lane. It should be noted that the document incorrectly identifies Peter de Stapleigh Way as a 30mph zone, in fact for more than half its length the speed limit is 40mph.

The detailed assessment notes that the Newcastle (W) approach would be over theoretical capacity. It also notes that during the PM peak, the Nantwich Bypass (N) approach is slightly over its theoretical capacity in both development scenarios. The A530 Peter Destapleigh Way / London Road / A51 / London Road signalised junction is predicted to operate within capacity in both the future AM and PM peak scenarios, although it is just starting to exceed its theoretical capacity during the AM peak of the with development scenario. An updated traffic signal staging arrangement has therefore been considered, which seeks to increase capacity at this junction. No detail on this is provided. Wellington Road / A530 Park Road priority junction is predicted to operate over its theoretical capacity in the 2030 base flow scenario on the A530 Park Road in the PM peak period. All of these acknowledged exceedances do not support the conclusion that the highways effects are acceptable.

Moreover, all of these assessments totally fail to consider the cumulative impact of other proposed developments in the area including Nightingale Land, Seddons and David Wilson Homes on London Road. Together these developments could add over 800 houses.

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The Parish Council also submitted a statement to the Strategic Planning Board meeting held on 5th March 2026 in respect of application 25/2977/OUT. (Included as appendix B). It is vital that it is understood that this is the same road which that application, and other applications, could impact. The cumulative effects on Broad Lane, Audlem Road, Peter Destapleigh Way, Batherton Lane and the surrounding network must therefore be properly assessed.
The ES describes Peter de Stapleigh Way as the primary access. No justification for this logic is given. By far the more likely scenario is that the majority of cars from Phase 2 will exit onto Broad Lane, a road which has far more restrictions in terms of width, on street parking and lack of provision for pedestrians. The report even notes that further south, footway provision is more limited but continues on the eastern side of the carriageway toward the site's secondary access.

The assessments totally fail to address the impacts on pedestrian safety expected along the narrow pavements of London Road and Broad Lane, particularly regarding school access. Increased traffic loads will affect pedestrian safety on these pavements and highlight the need for safe crossing provisions, as the roads serve three nearby schools. Transport requested a roundabout on the proposed exit onto Broad Lane, this was ruled out through lack of space, further emphasising the narrow nature of Broad Lane.

The proposal will create a rat run, which the police have previously stated they do not want. The Parish Council questions whether Cheshire Police should be consulted on this. We request that Cheshire East Council Transport carry out a broad assessment of the impact of all the existing and proposed developments in Stapeley, including roads which in the event of traffic issues become used as a rat run, such as London Road, Wybunbury Lane, First and Second Dig Lane, all of which are country roads unsuitable for large volumes of traffic.

Overall, the reports conclude that the effects of the proposed development with respect to severance, driver delay, non-motorised user amenity and delay, fear and intimidation, and road safety at all receptors during the operational phase have been assessed as being a negligible effect and are not significant. This is not supported by the data and the reality of the users of the road network and pedestrians in the Parish.

There is also concern for emergency vehicles to access and effectively use the roads, which are already at capacity. There is further ongoing impact on key roads due to the Baddington Bridge diversion, which must also be reflected in any realistic baseline assessment.

Air Quality
As with transport, no assessment of the cumulative impact of all the proposed developments and those under construction has been assessed.

Socio Economics and Health
The ES notes that between 2014 and 2024, the population of Cheshire East grew by 11.9%, which exceeded population growth at a regional, national and ward level. The population of Cheshire East is expected to increase by 77,592 between 2022 and 2042, an 8.5% rise, which is above the national population projection and the regional population projection.

This growth has placed a significant strain on local infrastructure including roads, doctors, dentists and schools. The ES states that there is schooling capacity but fails to provide data to support this. The ES notes that there are three healthcare facilities within 2km of the site, which have an average patient to GP ratio of 1,674.23. There is no apparent assessment of the adequacy of this.

There is no documentation to support the proposed split of the housing types on the site. Indeed, there is no consideration of the overwhelming requests in the consultation for more bungalows.

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Soils and Agricultural Land

Desk-based and intrusive investigations have been undertaken which have confirmed the site comprises Grade 3a agricultural land. Best and Most Versatile agricultural land comprises Grades 1, 2 and 3a and therefore the site comprises BMV. The report however notes that there are extensive areas of ALC Grade 2 within 4km of the site, as well as in the wider region, as justification for dismissing this impact. This totally fails to take account of the fact that recent, planned and this development are all resulting in the removal of such land; hence the cumulative effect is significant.

Noise

A Noise Assessment has been prepared by JPM Acoustics to assess the potential noise impacts of the existing environment, including those associated with vehicles travelling on Broad Lane and London Road. The London Road monitoring station was in a field some 60m from the road. The Broad Lane noise levels without the development were reported to be at the upper limit of 55 dBA and London Road only marginally below despite being some distance from the road.

The assessment seems only to be assessing the impact on the houses on the proposed development, not that on existing properties, many of which will not have the level of modern double glazing which has been used to assess the noise impact. Again, there is no assessment of the cumulative effect of other developments.

Surface Water and Drainage

Based on the datasets presented in the report, the use of an infiltration-based solution would not represent a suitable option for surface water management. The surface water drainage strategy therefore proposes to store surface water on site via a series of attenuation ponds. Surface water will subsequently be discharged to the existing field ditches at an agreed discharge rate. It notes that such a solution is usually a matter of last resort. There is no indication, or indeed research, as to where the final discharge from these ditches is. The report goes on to note that for those ditches which are not being retained, further work is required to establish whether there are any incoming flows.

Given the number of pollution incidents on the River Weaver and flooding over recent years, this is of significant concern. This suggests that the information on which the solution is being proposed is incomplete and no further consideration should be given to the planning before further work is concluded. The Environment Agency should specifically be consulted before the application is allowed to progress further.

There is also no consideration for harvesting rainwater to use for grey water purposes, with all water heading to soakaways or related disposal arrangements.

It is believed that a major water main is under the site.
There is concern over overloading the water supply and sewers.

Cumulative Assessment

This only takes into account Phase 1 Maylands Park development and not the other proposed developments on Nightingale Land, Seddon's and London Road.

Consultation

At the time of writing, the report notes that the Applicant had requested a meeting with Stapeley & District Parish Council to discuss the proposals and is currently awaiting a response. Letters were sent to council members in May and in June the Council submitted a written response. The report acknowledges this and summarises the concerns raised. Many of these remain unaddressed and indeed are not considered in the information provided in support of the application, for example the justification for the access to Broad Lane, agricultural traffic on Broad Lane, speed and pedestrian safety, and local infrastructure. No request for a follow up meeting has been received.

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Reference	26/0517/EIA
Type of Application	EIA screening / scoping
Location	Land At Nantwich South, Stapeley, CW5 7SZ
Proposal	EIA Scoping Request
Deadline for Comments	13th March 2026
Cheshire East | pa.cheshireeast.gov.uk | Application | 403940	

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

Objection to EIA Scoping Application 26/0517. Stapeley & District Parish Council strongly believes that a full Environmental Impact Assessment, EIA, is required for the proposed development under application 26/0517/EIA. Of particular concern is the proposal to exclude or minimise a number of matters which are clearly significant in environmental terms. The Parish Council also considers that the cumulative impacts of this proposal, together with recent and planned developments in the area, have not been properly addressed.

Cumulative Impact

The list of nearby schemes is incomplete and inaccurate, referring in some cases to developments that have been superseded, for example Maylands Park Phase 1, where no reference is made to the additional housing and replacement of the commercial developments with residential and care home elements. No reference is made to the applications on London Road, Phase 2 of Maylands Park and the Nightingale land off Broad Lane. As such any cumulative assessment will not fully take account of recent and planned developments.

The Parish Council also submitted a statement to the Strategic Planning Board meeting held on 5th March 2026 in respect of application 25/2977/OUT. (Included as appendix A). It is vital that it is understood that this is the same road which that application, and other applications, could impact. The cumulative effects on Broad Lane, Audlem Road, Peter Destapleigh Way, Batherton Lane and the surrounding network must therefore be properly assessed.

Scoping Restrictions

Stapeley & District Parish Council strongly objects to the proposal to exclude the following matters from the EIA, or to deal with them only in a limited way.

Noise and Vibration

The report downplays the traffic impacts, yet there is already significant anecdotal evidence of the impact of noise and vibration on existing residential areas. The impact on these nuisance levels from other developments in the area, Maylands Park Phase 1, are yet to be felt. These concerns and impacts on the local environment should not be dismissed and should be considered cumulatively with the other planned developments in the area and with those already under construction.

Flood Risk and Drainage

This should be considered at the EIA stage. The site has several water features and the cumulative loss of land from this, and other planned developments will have a significant impacts in run off and drainage in the area. It states "it will not increase flood risk elsewhere" and "is not anticipated to result in likely significant impacts on the Water Environment" despite presenting no evidence to support these statements. It raises questions around sewage capacity but states that these will be considered later. With all of the proposed developments the cumulative impact on sewer capacity needs to be assessed at this stage.

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In addition, the arboriculture survey which was supplied in support of this application reported flooding issues on the site and subsequent damage. That is clearly relevant to the consideration of flood risk, drainage and the existing condition of the site and surrounding area and should be reflected within the scope of the EIA.

Material Assets

No consideration is given to infrastructure capacity, resource consumption or life-cycle impacts.

Lighting

The development will impact daylight to properties on Broad Lane and Maylands Park.

Accidents and Disasters

This topic is proposed to be omitted, despite increased traffic volumes, impacts on access for emergency vehicles, road safety concerns for both pedestrians and motorists, in particular pavements and the nearby schools.

Public Health and Infrastructure Capacity

The scoping report gives no attention to the cumulative pressure and strain this development will place on:

- *Local road network capacity taking into consideration the current and ongoing developments.*
- *Water supply*
- *Local road infrastructure, beyond site-specific impacts*
- *Community facilities and services*
- *Healthcare and school provision, including funding for additional capacity.*
- *Waste management*

These omissions are particularly concerning given the scale of recent and ongoing development in the parish and Nantwich.

Loss of Agricultural Land

This is scoped out despite this and other developments impacting significantly on the loss of agricultural land in the area.

Sensitive Ecological Receptors

The scoping report acknowledges:

- *The presence of a population of great crested newts on and beside the site, 3 excellent and 2 good ponds, other amphibians are also likely to be present.*
- *The presence of trees and hedges of high to moderate quality*
- *Evidence of bats using trees and hedges on the site for foraging*
- *Evidence of nesting birds and owls*
- *Potential for presence of hedgehogs, badgers and hares*

The loss of these habitats need to be considered in the light of the loss of identical or similar habitats from recent and potential future developments.

In addition, the Parish Council wishes to stress that the wildlife corridor referred to in the Neighbourhood Plan runs through the field. This is a significant local policy and ecological consideration and should be fully assessed within the EIA.

Transport and Access

The proposed development raises significant road safety concerns and access issues. The pavement along Broad Lane is narrow and unsuitable for increased pedestrian use. Broad Lane already experiences heavy traffic, and recent reports confirm that vehicle speeds routinely exceed the limit by an average of 8mph, this conflicts with the information

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presented in the EIA scoping report. The report notes daily flows and concludes that 6 per minute at peak time is low without any justification.

To date the report notes that there has been no consultation with the Local Highways Authority or Cheshire East.

The proposed exit from the development would be directly onto Broad Lane. The exit is also just 60 yards from a primary school. 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 1,500 pupils. Comments made in response to the Nightingale application are valid for this scheme as well and have been included as an Appendix.

Key concerns include:

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.

The Parish Council would add that the pavements are not only narrow, but substandard, as quoted in a 2016 planning refusal. No work has been made on the pavements on Broad Lane since. If the road was not suitable 10 years ago, there is no clear reason why it would now be suitable for development traffic and increased pedestrian movements associated with this proposal.

The narrowing of Broad Lane can also result in it being effectively a single lane road in places. This materially affects the safe movement of vehicles and pedestrians and should be properly assessed.

Chapel Use
The active chapel on Audlem Road hosts toddler and senior groups, many of whom walk, increasing pedestrian risk.

HGVs and Agricultural Traffic
There is no reference to the frequent use of Audlem Road and Broad Lane by large agricultural traffic and the increased use by HGVs following the closure of Baddington Bridge, this could significantly distort the 2% quoted in the scoping document.

The Parish Council would also add that there is regular use of the road by farm vehicles and that this is an existing and important characteristic of the route which must be properly factored into any assessment.

A significant amount of off-road parking also takes place on Audlem Lane, which impacts on the use of the road and the free flow of traffic. This should be considered in any realistic baseline assessment.

There is also concern regarding the nearby bridleway known as Deadman's Lane, which was due to be resurfaced several years ago through Section 106 funding linked to the Stapeley Water Gardens development. To date this has not been completed. This is relevant to the wider movement network in the area and to the condition of routes used by pedestrians, equestrians and others. It should be noted that it regularly floods supporting the concerns already expressed around the flooding on the site.

Before any further determination of this application we request:

- *Consultation takes place with the LHA and CEC on the proposed scope.*
- *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.*

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- *Specific attention to Peter Destapleigh Way, Batherton Lane and the cumulative effects from recent and planned developments.*

The Parish Council would further encourage a visit by the Planning Committee to witness Broad Lane directly, including its width, narrowing points, pavement condition, parking impacts and general day to day use.

Socio Economics and Population Growth

The scoping report refers only to the rate of population growth in the county and to actual population figures in Nantwich South and Stapeley. Of more relevance would be an assessment of the growth in Stapeley & District Parish itself as the site lies within the parish.

The scoping report refers to the population demographics but does not note how the EIA would take this into consideration in determining the housing mix.

Open Countryside and Settlement Boundary

The proposed development site is situated in open countryside and lies outside the defined settlement boundary and hence is contrary to PG6. This is an area of open green space which is vital to the local ecosystem, providing important habitats for wildlife and contributing significantly to the environmental quality of Stapeley. The loss of this green space would have a detrimental and irreversible impact on local biodiversity and the natural landscape, which is highly valued by our community.

Infill Policy Planning

The policy states that development in open countryside should only be permitted where it constitutes infilling within an otherwise built-up frontage. This site does not meet that condition.

Conclusion

A full Environmental Impact Assessment is clearly warranted and must be required. The Environmental Statement must:

- *Include all environmental topics without unjustified scoping out.*
- *Address cumulative effects from all recent and planned nearby developments.*
- *Establish accurate baseline conditions.*
- *Set out robust mitigation and monitoring proposals.*

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Reference	24/1588N
Type of Application	Full Planning
Location	192 London Road, Stapeley, Nantwich, Cheshire East, CW5 7JW
Proposal	Alteration to existing access to improve visibility splays and the change of use of a former agricultural/workshop building to a single residential dwelling.
Deadline for Comments	11th March 2026
Cheshire East | pa.cheshireeast.gov.uk | Application | 129625	

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

- Stapeley & District Parish Council wishes to make a general observation that no asbestos survey is included in the application and that this would be needed before any work takes place.

Reference	26/0492/HOUS
Type of Application	Householder
Location	5 Foxtail Road, Stapeley, Nantwich, Cheshire East, CW5 7TA
Proposal	Removal of existing rear box bay and the construction of a lounge/kitchen extension
Deadline for Comments	11th March 2026
Cheshire East | pa.cheshireeast.gov.uk | Application | 403918	

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

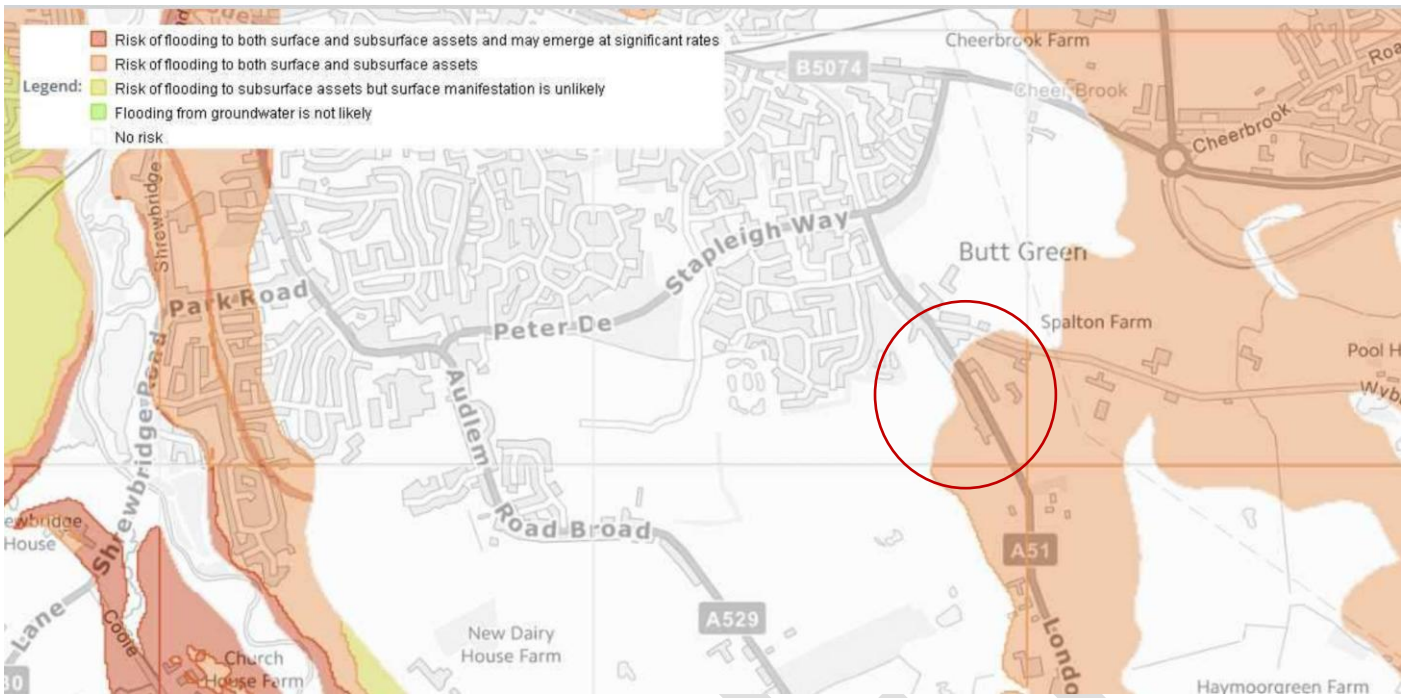
- Stapeley & District Parish Council has no comments to make on this application.

Meeting concluded at 8:57pm.

Chairman…… Date……

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Appendix A for 25/4624/FUL





Appendix A for 26/0517/EIA

Appendix B for 25/4624/FUL

Stapeley Parish Council — Objection Statement Application 25/2977/OUT | Strategic Planning Board, 5 March 2026 — Item 7

Chair and Members of the Board,

Stapeley and District Parish Council objects strongly to application 25/2977/OUT on grounds of highway safety and cumulative impact. We are particularly concerned that the Board is being asked to consider this proposal in isolation, when two further applications for land within 400 metres of the proposed access onto Broad Lane are currently before the Authority: application 25/4624/FUL by Muller Properties for 411 dwellings, and application 26/0517/EIA by Seddon Homes for 275 dwellings. Together, these three schemes — some 761 additional homes — would all exit onto the same constrained stretch of Broad Lane. Given that most households in this area own at least two vehicles, this equates to approximately 1,500 additional vehicles and around 3,000 extra vehicle movements every day, all queuing to negotiate the already-narrowed traffic signals at the Audlem Road and Peter De Stapleigh Way junction — and that is before accounting for the homes already under construction at Maylands (some 229 homes). National planning policy requires the cumulative and residual impact of all three schemes to be properly assessed before any one of them is determined.

The Board's attention is drawn to Appeal Decision APP/R0660/W/15/3139474 of October 2016, in which Inspector Diane Lewis (BA(Hons) MCD MA LLM MRTPI) dismissed an appeal for just 104 dwellings on the immediately adjacent field at 144 Audlem Road — specifically on highway safety grounds relating to this same stretch of the A529. Her findings carry direct and substantial material weight here.

The Inspector found that Broad Lane, though classified as an A road, functions in character as a residential street. The eastern footway was found to be continuously below the 2-metre minimum required by Manual for Streets, with no footway at all on the western side north of number 112. The road is a bus route, the designated walking route to Stapeley Broad Lane Primary School, and is regularly used by HGVs and agricultural vehicles — already causing daily hazards for residents and pedestrians at the time of her decision.

At paragraph 62, the Inspector concluded:

"The proposed junction and narrowing of the highway would have adverse consequences for highway safety and the functions of the street when all deficiencies and probable effects are considered in the round. In my judgement safe and suitable access would not be achieved for all people. The impact would be unacceptable and severe."

At paragraph 118 she found:

"The residual cumulative impacts of development would be severe... The way the area functions would not be improved but be hindered. The social well-being of the community would not be supported."

And in her formal conclusions:

"The proposal is contrary to Policies BE.3 and BE.2 of the Local Plan in that the scheme would fail to provide safe vehicular access and egress arrangements and would not deliver a high standard of design. These are strong objections."

That decision refused a scheme one-seventh the combined size of what is now proposed. Critically, nothing has improved since 2016. The footways remain below the Manual for Streets minimum. No carriageway improvements have been made. Traffic volumes have severely increased. Current conditions are in fact materially worse: Baddington Bridge on the A530 remains closed to HGVs until at least 2027 or 2028, diverting substantial heavy goods traffic onto Broad Lane — a factor that must be fully reflected in any Transport Assessment, alongside the as-yet unquantified cumulative impact of Maylands Park Phases 1 and 2 currently under construction.

The physical layout raises further specific concerns. The proposed access for this development would sit within 20 metres of the existing Bishops Wood estate junction and within 50 metres of the proposed Maylands Park Phase 2

access — multiple new junctions clustered within tens of metres of each other on a road the Inspector described as having constrained geometry. We also raise concern about the proposed speed cushion, which is located on a bend. Such vertical calming features present a recognised hazard to motorcyclists: a rider leaning to negotiate the bend will strike the raised surface and the machine can be thrown off course.

The highway safety case against this application is, if anything, stronger today than it was in 2016. Under paragraph 32 of the NPPF, permission must be refused on transport grounds where residual cumulative impacts are severe. That test is plainly engaged.

The Parish Council asks the Board to refuse this application and to require a comprehensive cumulative transport assessment addressing all three pending schemes before any of them is permitted to proceed.

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