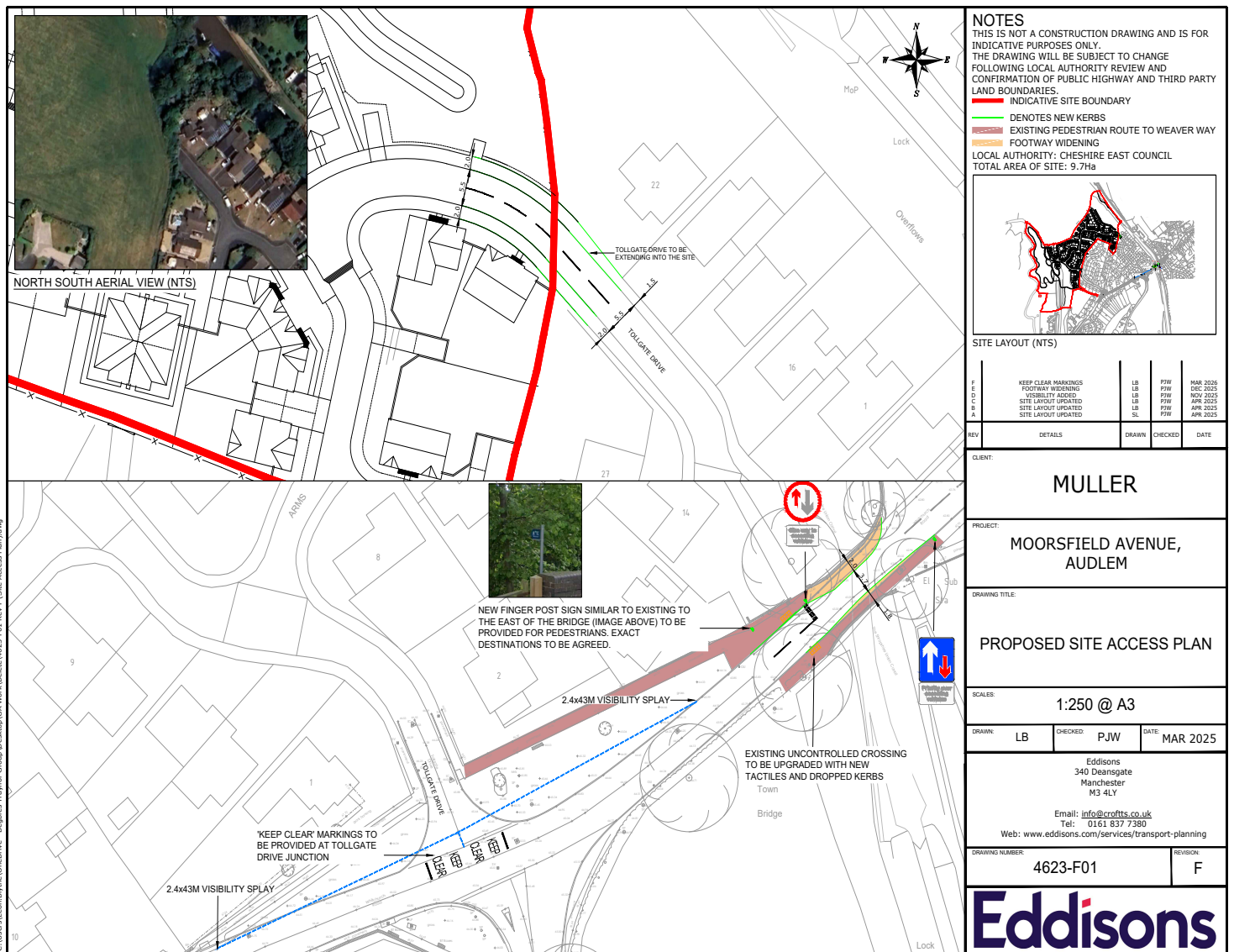


# Muller Plan as it affects the canal bridge and traffic flow through Audlem



**Muller plan which they added to CE Planning portal on the 26-3-2026**

**The areas to note are -**

The existing footpath over the canal bridge coloured in pink.

The widened footpath on the Tollgate side of the bridge in beige. This enlarged footpath on the Tollgate Drive side of the road is increased from 0.5m to 2m, the footpath on the other side is 1.8m

This will be a proper footpath with a kerb edge rather than the white painted 'ghost type island' that already exists.

The road width will be reduced to 3.7 metres to allow single file traffic through. Note that the end of Tollgate Drive where it is planned to connect to the new development is 5.5m

There will be give way lines on the Whitchurch side of the bridge. In addition, at each end, signs instructing drivers that traffic approaching from the village will have priority over the bridge plus signs showing that traffic coming into the village from Whitchurch will need to give way!!!!

At the exit of Tollgate Drive and Green Lane on the A525 main Whitchurch Road there will be painted road markings saying 'Keep Clear'

Muller will replace the, perfectly good, existing drop kerb and tactile paving on the Whitchurch side of the canal bridge with similar drop kerb and tactile paving, (why?).

Muller also say that they will put a 'finger post' type sign, similar to the public right of way at the gate leading to the canal tow path, just visible on the plan, not sure what that's for!

### **Important to also note that -**

The Proposed Site Access Plan states that,

This is not a construction drawing and is for indicative purposes only.

The drawing **WILL be subject to change following Local Authority Review** and confirmation of Public Highway and Third Party boundaries.

Other interesting observations are that that in the section – Site Layout (NTS) it shows the timings for when the plan was drawn and evolved over the last year. The plan appears to have started it's life in April 2025, had something called 'Visibility' Added in November 2025, Footpath widening added in December 2025 and the 'Keep Clear' road markings in March 2026.

The plan as we see it today was put on the Planning Portal on the 26-3-2026. There appears to be no explanation as to why this has now been added. It is reasonable to assume that as far back as November 2025 Muller realised the dangers that would be faced with crossing the canal bridge and started to look at ways to mitigate the risk.

It also appears clear that this traffic management solution is their plan to achieve this.

**The dangers I perceive, though residents will probably be able to see many more issues, are primarily:**

1. Traffic may not observe the direction priority, this behaviour can be demonstrated by observing the current flow of traffic down Cheshire Street where the road width is reduced to single file, due to parked cars. It can also be seen with the reduced road width past the Coop and people parking on yellow lines to use the Coop. This traffic congestion is bad at times, it will only get worse if the canal bridge is made single file.
2. Traffic also queuing to enter the village from the Whitchurch direction will face further challenges on Saturdays when people are dropping off donations for the Charity Shop, only a few metres from the canal bridge. In addition Dray lorries delivering outside the Bridge Pub would hinder the 'queuing' system over the canal bridge.
3. The chaos will further be added to by people regularly turning round in the entrance to Windmill Drive having been to the Coop and then needing to head back through the village. In addition trying to get onto the main road from the street between the canal and Bridge Pub will be very difficult.

4. The plan shows the **reduced road width at only 3.7 meters**. A simple Google search shows Milk Tankers and HGV's being around 2.6m wide but with mirrors up to 3m wide (breathe in if your crossing the bridge!), Tractors at 2.55m, or 3m with a 20mph restriction and combine harvesters at 3m wide. With this narrow width HGV's and farm vehicles will, as can already be seen around the village, mount the kerb and potentially risk injury, or worse, to pedestrians.

### **The problem doesn't just end at the bridge!**

5. Having put clear road markings on the main Whitchurch Road at it's junction with Tollgate Drive and Green Lane saying 'Keep Clear', traffic heading towards the canal bridge from the Whitchurch direction will start to queue back along what has already been identified as a narrow bottleneck / pinchpoint, between Tollgate and Mooresfield avenue. The traffic, with priority, coming out of Audlem will not be able to get past the queuing traffic at the pinch point and will, as regularly happens drive on the pavement to get through.

The points raised are not scaremongering but fact and anyone who has reason to drive through the village will see this. It's very disconcerting, as has already been said, that Muller has submitted as part of their planning application a 192 traffic report (carried out by Eddisons consultants) and a further 22 page traffic flow survey, neither of which openly recognised the dangers of crossing the canal bridge. This is even as they appear to have started to put the recent plan document together in April 2025, nearly a year ago.

Having now acknowledged the need to provide a safe way of crossing the canal bridge for the residents of the proposed development we are now faced with the chaos the revised traffic flow would have on Audlem including HGVs, those big milk tankers and farm vehicles, coming trough the village.

As has already been quoted, the Leader of Cheshire East Council, Cllr Manion, has said that we need more houses, but houses built in the right place.

Muller has stated in their opening paragraph (and repeated in their closing statement) as CE don't have a 5 year supply of housing land... CE should grant permission... unless the application of policies provide a strong reason for refusing development or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Surely the dangers already acknowledged with the bridge in its current format or alternatively the chaos that altering the traffic flow would cause provides a strong reason for refusing this development.

Surely a refusal of these 116 houses is not gong to be the decisive factor in CE achieving their 5 year housing target?

Maybe we need more houses, but in the right place.

**PS, just to add to the confusion, on the CE planning Portal it say's that 'Consultation Closes 09-04-26'**

