



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 25/00371/OUT
Our Ref: ATE/25/00779/OUT
Date: 20 June 2025

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Broxtowe Borough Council

Application Ref: 25/00371/OUT

Site Address: Land West Of Stapleford Lane, Stapleford Nottinghamshire

Description of development: Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved).

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this outline planning application.

It is understood from Planning Statement 2.1 that *“The site is allocated for mixed-use development within Broxtowe Borough Council’s (BBC) Local Plan Part 2.”*

ATE has not previously been consulted on planning applications specific to this site. However, we have recently issued standing advice relating to application reference 25/00255/FUL, which forms part of the wider development to the east.

ATE has also recently submitted a detailed consultation response in relation to 25/00306/OUT, an 880-home proposal connected to 25/00255/FUL.

Given the interrelated nature of the proposals, this response should be considered in the context of consultation responses issued for both these applications.

ATE has assessed the current application against the updated ATE Planning Assessment Toolkit, national planning policy, and active travel design guidance. As a result of this assessment, ATE is issuing a deferral response, pending further information and analysis as detailed below.

2.0 Summary

1. Trip Generation Analysis and Travel Plan Targets

In ATE’s response to 25/00306/OUT, several observations were made in relation to this matter. Clarity was requested on:

- The modest 7% public transport mode share, despite proximity to tram stops.
- Measures needed to encourage public transport use and discourage short car trips to Toton Lane Park & Ride.
- The absence of defined targets for active travel modes within the Travel Plan.
- The need for targets over a five-year monitoring period to achieve modal shift.
- Inclusion of forecasts for active travel trips and supporting infrastructure/initiatives.
- A commitment from the applicant to remedial actions (secured via planning conditions or Section 106) if targets are not met.
- Ensuring the Travel Plan remains funded until targets are achieved and maintained.

Following review of the approach taken in the Transport Assessment (TA) and Travel Plan associated with this application, it appears these matters remain relevant. ATE therefore defers to its position in relation to 25/00306/OUT and requests that the applicant addresses these concerns in the round.

2. Accessibility

Walkable neighbourhoods are typically defined as those where key services are within a 10-minute (up to 800m) walk. The TA identifies some key services within this range, namely a school, shop and public transport options. Several other facilities lie just beyond

800m, and it is understood that adjacent proposals may bring forward additional supporting facilities.

On balance, the site is considered to have reasonable access to both existing and proposed facilities. However, the absence of primary school facilities within walking distance is of concern, and further detail on primary school provision as part of these proposals would be welcome, as required in Policy 3.2 of *Broxtowe Borough Council's (BBC) Local Plan Part 2*.

3. Active Travel Route Audit

Although overall accessibility is considered reasonable, the quality of active travel routes must be assessed in line with relevant guidance and design standards to ensure genuine accessibility.

While the application includes some commentary on existing walking and cycling conditions, no detailed route audit appears to have been undertaken. ATE encourages the applicant to conduct a full audit aligned with the ATE Planning Application Assessment Toolkit. This should include annotated maps and photographic surveys, assessing local walking and cycling routes to key destinations against the following criteria:

- Safety
- Directness
- Convenience
- Accessibility

All assessments should reference:

- The National Design Guide
- Core principles of LTN 1/20 (coherence, directness, safety, comfort, attractiveness)
- Inclusive Mobility guidance

Consideration should also be given to the Nottinghamshire LCWIP, and opportunities for route enhancement should be identified and incorporated into the proposal.

4. Off-site Active Travel Infrastructure

Paragraph 5.5 of the TA lists proposed sustainable transport improvements. Of significance in relation to active travel, the proposals include:

- Provision of a segregated cycle route along the main site access route, connecting to facilities proposed as part of development proposals at Toton East and Toton North.
- Improvements to surfacing, lighting and waymarking of the existing public footpath route Beeston FP17, along with a minor diversion where it passes through the site.

As previously highlighted in our response to 25/00306/OUT, it is considered the applicant could go further to enhance active travel linkages. A thorough Active Travel Route Audit would help identify opportunities for improvement.

Moreover, the proposed improvements do not appear to take account of the cumulative effects of surrounding development proposals on the need to upgrade active travel infrastructure in this location, particularly along Stapleford Lane and at various junctions.

Proposed Toton Lane Signalised Crossroads

Comments previously issued in relation to 25/00306/OUT remain applicable here. The inclusion of dedicated walking, wheeling, and cycling facilities is welcomed, particularly the use of single-phase parallel crossings, which offer improved service levels for active travel compared to staggered crossings.

However, segregated cycle facilities should extend to and through the junction, maintaining segregation to avoid reverting to shared use. The current configuration risks forcing cyclists to stop during green signals, thereby encouraging use of the carriageway.

An example layout has been provided below (Fig. 1) to demonstrate how the design could be enhanced to ensure uninterrupted segregation up to the highway.



Fig 1

5. Placemaking and Site Permeability

Although this is an outline application, the indicative masterplan and road layout enable early-stage assessment.

Permeability

It is disappointing that greater levels of permeability cannot be achieved along the southern boundary. However, it is accepted that the existing street network does not easily lend itself to enabling this.

Primary Street

The Design and Access Statement at section 5.3.4 states that the Primary Street includes a 5.0m pedestrian/cycleway on the opposite side, providing LTN 1/20-compliant cycle access along its full length. ATE seeks confirmation that this facility will be segregated, i.e., not shared between pedestrians and cyclists.

Further recommendations for improvement include:

- Cycle tracks should be provided on both sides of the carriageway to ensure accessibility to all dwellings.
- Side-road junctions should incorporate continuous footways and raised tables to prioritise pedestrian and cycle movement.

6. Cycle Parking

There is currently limited information on the proposed approach to cycle parking.

- Provision should comply with local planning policy and align with LTN 1/20 principles.
- Cycle parking must be secure, accessible, and as convenient as car parking.
- For residential dwellings, secure cycle parking should ideally be located at the front of properties and provided by the developer.

3.0 Next Steps

It is requested that these recommendations are provided to the LPA case officer and forwarded to the agent and applicant. ATE would be content to review further submitted information to help address the above identified deficiencies, with a view to providing a further response and recommended wording for planning conditions and obligations.