



Active
Travel
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Your Ref: 25/00371/OUT
Our Ref: ATE/25/00779/OUT
Date: 02 February 2026

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 further on this outline planning application.

ATE previously issued a deferral response dated 20 June 2025. It is understood that the application has since been updated. Whilst no direct response to ATE's earlier concerns has been identified, ATE has sought to consider the updated application in the context of the prior areas of concern. A response is set out below, which has again resulted in a deferral position.

Whilst ATE does not wish to raise any in-principle objection, it is considered that there are areas in which the proposals could be improved, and a direct response to the outstanding matters of concern would be welcomed.

2.0 Areas Concern

1. Trip Generation Analysis and Travel Plan Targets

It is understood that the number of single-occupancy ICEV trips will aim to be reduced by an aspirational 10% from the initial mode share.

Table 6.2, *Indicative Modal Shift Targets* within the Travel Plan, includes various modes and percentage increases. However, it is unclear which modes these increases apply to. Whilst it is noted that "the exact proportional split per sustainable mode of transport may vary from the values above" (Travel Plan, paragraph 6.5.7), it is not clear how the increases have initially been allocated. This should be clarified.

2. Accessibility

No further comments are made on this matter.

3. Active Travel Route Audit

Whilst no direct response has been identified in relation to this earlier area of concern, ATE does not wish to comment further on this matter.

4. Off-site Active Travel Infrastructure

Proposed Toton Lane Signalised Crossroads

ATE notes that amendments have been made to the primary access into the site. Whilst ATE remains supportive of the in-line crossing arrangement, it is noted that the dedicated pedestrian and cycle markings have been removed.

The submitted junction layout indicates that pedestrian movements across the B6003 would be achieved via multi-stage Toucan crossings rather than a single crossing phase. This would require pedestrians to wait on central refuges and cross in multiple signal phases, increasing delay and reducing the attractiveness of walking and cycling routes. This may undermine the applicant's reliance on sustainable travel modes.

ATE also notes that the refuges appear narrow in width for cyclists (in the direction of travel) and lack tactile paving. It would be welcomed if the applicant could confirm the dimensions of the refuges and their compliance with LTN 1/20. ATE has provided an example of in-line crossings with refuges of sufficient width in the constructed scheme on the [Stoke Gifford Bypass, South Gloucestershire](#).

It is also unclear whether pedestrian or cycle delay has been considered, despite the scheme's reliance on walking and cycling to access the tram stop.

4. Placemaking and Site Permeability

ATE does not wish to comment further on this matter, other than to state that the pedestrian and cycle connection in the south-west corner of the site, connecting to the Public Right of Way network and shown on the Illustrative Masterplan, must be secured.

Wording for a planning condition will be put forward at an appropriate time to ensure its implementation.

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.