

TOWN AND COUNTRY PLANNING ACT**HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT**

DISTRICT:	Broxtowe	Date Received	03/06/2025
OFFICER:	Mr D Ottewell		
PROPOSAL:	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).	D.C. No.	5/25/00371/OUT
LOCATION:	Land West Of Stapleford Lane Stapleford Nottinghamshire		
APPLICANT:	[Applicant]		

The principle of residential use at this site was previously determined favourably under application reference 12/00585/OUT for a mixed-use development whose residential element comprised of up to 500 dwellings. Two points of access were originally proposed by creating a fourth arm to the signalised junction serving the NET Park and Ride facility. The second formed of a right-turn ghost island located in the same position as the subject access.

The site now sits within the Toton and Chetwynd Barracks Strategic Masterplan SPD which draws together Policies 3.1 and 3.2 of Broxtowe Borough Council's Part 2 Local Plan for mixed use development whose residential elements provide an overall quantum of 1,500 and 3,000 dwellings respectively. The SPD was progressed on the basis of HS2 arriving at Toton but has now been withdrawn yet no details have been made available to establish what will replace it.

Part D of Policy 3.2 requires the presence of a Strategic Masterplan and Infrastructure Delivery Plan to ensure development fully integrates with its surrounds in a consistent manner, and to prevent piecemeal schemes from coming forward that could otherwise compromise the objectives of the Plan. The withdrawal of HS2 means these details have to be updated otherwise we will not be able to consider the allocation holistically which will dilute our ability to minimise the impact of development on the network. Our preference therefore is to wait for the SPD to be completed before any grant of approval.

Even though this application now has a smaller footprint than the original submission, the scale of the proposal is such that it should be served from multiple points of vehicular access to the network. Although it is acknowledged the internal layout will be designed to facilitate this requirement, the proposal in its current format could be in use for a number of years before wider connections can be made. Justification should therefore be given as to why a single point of access is being progressed at this stage, particularly when it would seem feasible to provide additional provision.

This proposal is being considered alongside application 25/00255/FUL (155 dwellings) on the opposite side of Stapleford Lane. The access points for these sites are located opposite each other but should be

constructed as a single junction rather than being changed at a later date to minimise disruption on the network, and help share construction costs.

Widening the carriageway to accommodate the new junction will compromise the presence of adjacent Highway Trees. Separate permission is required to remove the trees, but this decision needs to be informed by a CAVAT assessment so that we can establish their value. Furthermore, the footway has not been annotated along the site frontage which is a concern given that it will be used by students on their way to/from the George Spencer School. Further details should be provided for assessment.

It is understood that my Colleagues in Transport and Travel Services have requested a financial contribution towards Stops at Katherine Drive. The level of infrastructure provided to support these Stops could go further by providing a pedestrian refuge to help patrons cross Stapleford Lane. Further details should be provided for assessment.

My Colleagues in Transport Planning will be providing comments on how development traffic will affect the performance of nearby junctions. These will be issued separately. Similarly, a review of the Travel Plan will be sent under a separate cover.

A review of the proposed junction geometry will be issued when comments are received.

HDC ML 24/6/25.