

SUMMARY of LATE ITEMS

5.1 25/00371/OUT – Land West of Stapleford Lane, Nottingham

Nottinghamshire County Council Highways

Further to our previous comments, the Highway Authority has received and reviewed additional strategic transport modelling submitted by the applicant using the East Midlands Gateway Model. This updated work is welcomed, as it moves beyond the original Transport Assessment by considering the cumulative impact of the wider Toton Strategic Allocation, including Toton West, Toton East, Toton North, and the proposed Toton Link Road.

We welcome the additional work and acknowledge that it responds, at least in part, to previous requests for a cumulative assessment of the wider Toton Strategic Allocation. The modelling begins to address our concern that the Development site should not be assessed in isolation, but rather as part of the wider strategic allocation identified within the Development Plan and Strategic Masterplan framework.

The modelling indicates that the proposed Toton Link Road performs an important strategic function, providing an additional connection between Stapleford Lane and the A52 corridor and influencing traffic distribution across the wider network. The results suggest that a significant proportion of development traffic would be attracted to the Strategic Road Network, whilst some existing traffic would be reassigned away from parts of Toton Lane and the A52 corridor around Bardills Roundabout.

Notwithstanding the above, the Highway Authority does not consider that the additional modelling fully resolves its concerns. Whilst it provides useful strategic evidence, several important technical matters remain outstanding and require further clarification before a final view can be reached regarding the acceptability of the development.

In particular, whilst the report references four individual scenarios it only contains detailed analysis of “Scenario 3” comprising Toton West, Toton East and Toton North, the traffic associated with Chetwynd has not been directly modelled, but has instead been assigned background traffic which connects to the local highway network at single point. This is considered unrepresentative of how traffic will route in reality.

The further outputs from the assessment of the adjacent Chetwynd Barracks allocation has been listed within the report as a sensitivity test (referred to as Scenario 4), however the full output from this test has yet to be provided. The output from this Scenario is considered critical as the model specifically links the Chetwynd site to the wider allocation thereby allowing full assessment and an understanding of the cumulative interaction between the wider Toton allocation and the Chetwynd Barracks allocation.

We also note that the modelling identifies a number of locations where further assessment appears necessary, including:

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- the A6002 Coventry Lane / A6007 Ilkeston Road junction;
- the High Road / Nottingham Road corridor;
- Swiney Way and its interaction with Stapleford Lane;
- the operation of the Toton Link Road terminal junctions; and
- the wider interaction between the County Road Network and Strategic Road Network.

The modelling identifies increased congestion at certain locations and confirms that, by 2041, both junctions at either end of the Toton Link Road are forecast to operate above desirable capacity thresholds. The Highway Authority therefore requires a clearer understanding of the operational implications of these forecasts, the associated mitigation requirements and the deliverability of any infrastructure necessary to accommodate future growth.

The above issues were highlighted at a recent meeting between the Applicants Agents, the Highway Authority and the Borough Council. The Agents indicated that they would be willing to review the highlighted issues and undertake further assessment work to determine what measures would be required to mitigate any significant impacts. No clear timeline has been established as when the additional information will be submitted for assessment.

It is acknowledged that it would neither be reasonable nor appropriate to expect the development site, in isolation, to deliver all transport infrastructure improvements required to support the wider Toton Strategic Allocation and adjacent Chetwynd Barracks Allocation. However, we do consider it essential that the full extent of infrastructure required to accommodate the cumulative impacts of the development, and the wider growth area is properly identified and understood. In order to determine if the impacts of the development proposals on the capacity and congestion of the highway network can be cost effectively mitigated to an acceptable degree.

Only through a comprehensive understanding of the overall infrastructure requirements can it be determined whether the necessary improvements would be effective, are deliverable, whether there is a realistic delivery strategy, and whether appropriate mechanisms exist to secure proportionate contributions from individual developments towards the delivery of that infrastructure.

In the absence of a clear understanding of the total infrastructure package required to support the development site and wider allocation, it is not possible to establish with confidence the extent to which the site should contribute towards those measures, whether the cumulative funding position is viable, or whether there is a reasonable prospect of the necessary mitigation being delivered within an appropriate timescale.

It is therefore considered that identifying the full scale of infrastructure requirements is not solely a matter of assessing impacts, but is also fundamental to demonstrating the deliverability of the comprehensive, coordinated and infrastructure-led approach

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envisaged by Policies 3.1 and 3.2 of the Broxtowe Borough Local Plan Part 2 and the Toton and Chetwynd Barracks Strategic Masterplan SPD.

Accordingly, whilst the strategic modelling submission is welcomed and represents a material improvement in the available evidence base, our position remains that further technical information is required before it can be concluded that the residual cumulative impacts of the development have been fully assessed and demonstrated to be acceptable.

Outstanding Information Required

The Highway Authority considers that the following information remains necessary:

- Detailed results and outputs for the Chetwynd Barracks sensitivity Scenario 4, including an assessment of the cumulative interaction between the Toton Strategic Allocation and the Chetwynd Barracks allocation.
- Further assessment of the cumulative impacts on key junctions within the County Road Network, including Coventry Lane/Ilkeston Road, High Road/Nottingham Road and Swiney Way.
- Clarification regarding the operation, capacity, phasing, funding and deliverability of the Toton Link Road and its terminal junctions, together with an explanation of how the costs of strategic infrastructure required to support the wider allocation will be apportioned between development parcels and secured through appropriate delivery mechanisms.
- Confirmation of the interaction between the Strategic Road Network and the County Road Network, including any implications arising from the ongoing review by National Highways and any additional mitigation measures that may be identified.

Conclusion

The Highway Authority is willing and will continue to review any further information submitted by the applicant. However, at the time of writing, the additional strategic modelling does not remove all outstanding concerns and does not materially alter our position that further evidence is required before it can be fully demonstrated that the proposal accords with Paragraph 116 of the National Planning Policy Framework and the coordinated, comprehensive and infrastructure-led approach required by Policies 3.1 and 3.2 of the Broxtowe Borough Local Plan Part 2.

Whilst we accept that the development site is not expected to fund or deliver the entirety of the infrastructure required to support the wider Toton allocation, the current evidence does not yet provide sufficient certainty regarding the overall infrastructure package, its deliverability, or the mechanism by which costs and responsibilities will be apportioned between individual development sites contained within the allocation.

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Notwithstanding the above, the Highway Authority's position is not that the development is incapable of being accommodated on the highway network. Based on the additional evidence submitted, we consider that there is a reasonable prospect that the site can be made acceptable in highway terms. However, this can only be concluded once the extent of any impacts, infrastructure and mitigation required to address them, and the deliverability of those measures have been robustly tested and demonstrated.

At present, we consider that the necessary assessment work has not yet been fully completed to a level that would enable such a conclusion to be reached with confidence. We remain willing to work proactively with the applicant and Borough Council to review additional evidence, refine the assessment where necessary, and identify an appropriate and proportionate package of mitigation capable of demonstrating that the development can be made acceptable in highway terms.

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Nottinghamshire County Council

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