



National Highways

Catherine Townend, Spatial Planner

PROOF OF EVIDENCE SUMMARY

TOWN & COUNTRY PLANNING ACT 1990

Appeal Reference	6006412
Planning Reference	25/00371/OUT
Site Location	Land West of Stapleford Lane, Stapleford, Nottingham, Nottinghamshire, NG9 6JG
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). The proposed development is classified as EIA development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
Appellant	Bloor Homes

August 2026

1. Introduction

- **National Highways Role:** Appointed under the Infrastructure Act 2015 as the statutory highway, traffic, and street authority for the Strategic Road Network (SRN) in England. National Highways' role is to ensure the SRN operates safely and in the public interest.
- **Case Officer:** Catherine Townend is a Spatial Planner for the Midlands Operations Directorate with over 16 years of experience. She has managed this appeal since May 2026, supported by traffic modelling reviews from AECOM transport consultants.
- **Reason for Proof:** The appeal follows a refusal by Broxtowe Borough Council. National Highways initially recommended a holding position approximately every three months to allow the appellant to provide robust transport data. National Highways is currently not satisfied that the appellant's Transport Assessment is robust or that the impact on the SRN will be safe.

2. Development Proposal

- **Site Details:** An outline application for up to 420 dwellings across approximately 19 hectares of land north of Toton.
- **Vehicular Access:** Proposed via a new signal-controlled crossroads on the B6003 Stapleford Lane (operated by Nottinghamshire County Council).
- **Planning Allocations:** The site is part of the Toton Strategic Location for Growth under the Broxtowe Part 2 Local Plan (2018-2028) and Policy 21 of the emerging Greater Nottingham Strategic Plan.

3. Operational Context

- **Relevant SRN Components:** The A52 Brian Clough Way including the Bardills and Bramcote roundabouts and the M1 motorway and M1 junction 25 circulatory.
- **The A52:** Located 0.5km north of the site via the heavily congested, signalised A52 Bardills and Bramcote roundabouts. Queuing is frequently observed during peak morning and evening hours.
- **The M1 Motorway:** Located 2.5km west of the site at Junction 25, which operates as a heavily congested smart motorway. The junction circulatory can get heavily congested during the morning and evening peak periods. There are currently no committed junction improvements under the government's Road Investment Strategy 3 (RIS3: 2026-2031).

4. Planning Context

The following national and local policy documents are considered relevant to the appeal.

- **National Planning Policy Framework (NPPF) (Dec 2024):** Specifically paragraphs 49 (plan compliance), 116 (highway impact), and 118 (vision-led transport assessments).
- **DfT Circular 01/2022:** Sets out how National Highways evaluates SRN impacts, capacity enhancements, assessments, and trigger-point mitigations. A number of policies within the Circular are relevant to this appeal.
- **Local Policies:** The Broxtowe Part 2 Local Plan (2019), the Toton and Chetwynd Barracks Strategic Masterplan SPD (2023), the Toton & Chilwell Neighbourhood Plan (2024), and the emerging Greater Nottingham Strategic Plan (2025) are all relevant.

5. National Highways' Position on the Appeal Proposal

Standalone Assessment

- Whilst trip generation and distribution are accepted. Junction capacity modelling is incomplete. The appellant used LinSig software to evaluate signalised junctions. However, National Highways cannot validate the outputs because the appellant has failed to promptly submit essential raw signal data, model validations, and recent LinSig file updates. Without verification, severe congestion impacts cannot be ruled out.

Cumulative Assessment

- **The Core Issue:** The appellant has submitted three separate planning applications for the Toton allocation totalling 1,375 dwellings (Toton West/Appeal Site: 420; Toton East: 155; Toton North: 800). The transport assessment for Toton West completely omitted the cumulative traffic impacts of the other two Toton sites, and the neighbouring Chetwynd Barracks site.
- **Policy Violation:** Bringing these parcels forward independently violates DfT Circular 01/2022 (Para 49), Local Plan Policy 3.2, and emerging GNSP Policy 21, which mandate a cohesive infrastructure delivery mechanism.
- **Financial & Delivery Risks:** Allowing the appeal site to proceed early creates a significant risk that off-site highway mitigations will be pushed onto remaining parcels, making the rest of the local allocation financially unviable.

- **Infrastructure Dependency:** Draft cumulative modelling received late in June 2026 indicates the full allocation depends on a brand-new junction on the A52 Brian Clough Way. This requires Department for Transport (DfT) approval and a comprehensive Strategic Business Case, neither of which have been secured.

6. Approvals for Physical Changes to the SRN

- If traffic modelling reveals that physical mitigations is required, third-party designs must meet Design Manual for Roads and Bridges (DMRB) standards before planning consent can be given.
- The appellant must submit a general arrangement drawing alongside a Walking, Cycling, Horse-riding Assessment and Review (WCHAR).
- Designs must undergo a Stage 1 Road Safety Audit (RSA). Any Departures from Standard (DfS) require an Agreement in Principle (AiP) and a potential Safety Risk Assessment from National Highways.

7. National Highways' Engagement with the Appellant

- The appellant's claim that highway authorities refused to engage is entirely unfounded.
- National Highways provided consistent, timely feedback on both standalone and cumulative requirements.
- The appellant took 14 months and 16 separate reminders to supply their initial LinSig files (received late in May 2026) and delayed submitting their draft cumulative modelling report for more than a year after acknowledging the requirement.

8. Summary and Conclusion

- The three separate planning applications represent a single development split over three phases. Assessing them independently fails to deliver vision-led planning and directly violates national and local planning policies.
- Because the appellant delayed data submissions, cumulative modelling remains unresolved, and the standalone LinSig junction models have not been validated.
- **Final Position:** Due to unverified traffic data, potential underestimation of additional congestion and delay on an already heavily congested network, and a failure to establish a unified infrastructure delivery mechanism, **National Highways recommends that the appeal be dismissed.**