

Condition 17: Strategic Highway Assessment and Mitigation Strategy (SHAMS)

No application for the approval of reserved matters shall be approved until a Strategic Highway Assessment and Mitigation Strategy ("SHAMS") has been submitted to the Local Planning Authority, in consultation with, and having regard to the advice of, the relevant highway authorities.

The SHAMS shall:

a) use as its baseline evidence, the East Midlands Gateway Model ("EMGM") and the strategic highway modelling and assessment previously undertaken in respect of:

i. Scenario 1: Toton West;

- *Ref: Post-Submission Technical Note – EMGM Scenario One – Junction Capacity Assessments, produced by mode transport planning (Ref: 260812_328827_TN005) Dated: 12/08/2026)*
- *Ref: Post-Submission Technical Note – EMGM Scenario One – Junction Capacity Assessments to Align With TA, produced by mode transport planning (Ref: 260821_328827_TN006) Dated: 21/08/2026);*

ii. Scenario 3: Toton West, Toton North and Toton East (with link road); and

- *Ref: Post-Submission Technical Note - Highways Response to Additional Consultee Comments, produced by mode transport planning (Ref: 260624_328827_TN004) Dated: 24/06/2026*

iii. Scenario 4: Toton West, Toton North, Toton East (with link road) and Chetwynd Barracks;

- *Ref: Post-Submission Technical Note – EMGM Scenario Four – Junction Capacity Assessments, produced by mode transport planning (Ref: 260902_328827_TN008) Dated: 02/09/2026; and,*
- *Ref: Post-Submission Technical Note – EMGM Scenario Four – Bramcote Roundabout , produced by mode transport planning (Ref: 260911_328827_TN009) Dated: 11/09/2026.*

b) utilise the Area of Influence (AOI) ref: *Toton Development Strategic Assessment Technical Note - Area of Influence Calibration & Validation Assessment, produced by SYSTRA (Ref: TN01 V1.3) Dated 23/10/2025*, unless otherwise agreed in writing by the Local Planning Authority following consultation with those authorities;

c) using the EMGM highway-only model and any necessary local junction assessments within the AOI, demonstrate the cumulative highway impacts arising from the phased development of The Strategic Growth Area (defined as Toton West, Toton East, Toton North and Chetwynd Barracks) including the interaction between the County Road Network, the Strategic Road Network and the proposed Toton Link

Road; through an assessment of the operation and performance of the following locations:

- i. A6002 Coventry Lane/A6007 Ilkeston Road;
- ii. Swiney Way and its interaction with Stapleford Lane;
- iii. Bardills Roundabout;
- iv. Bramcote Roundabout;
- v. **M1 Junction 25**; and
- vi. the proposed Toton Link Road terminal junctions;

d) identify, all highway infrastructure, highway improvement works, traffic management measures and other mitigation demonstrated by the assessment required by (c) to mitigate the cumulative highway impacts arising from the delivery of the Strategic Growth Area, including:

- i. the timing, phasing and trigger points for delivery to inform future planning determinations on other parts of the Strategic Growth Area;
- ii. the proposed mechanisms for apportioning, securing and delivering those measures across the Strategic Growth Area; and
- iii. identify the future apportionment of responsibility for funding or delivery across the Strategic Growth Area using the mechanisms defined under (ii);

For the avoidance of doubt, nothing in the SHAMS shall oblige the applicant to fund or deliver highway infrastructure, traffic management measures or other mitigation required to address cumulative highway impacts beyond those arising from the development authorised by this Planning Permission, i.e. those which meet the tests within regulation 122(2) of the CIL Regulations.

The SHAMS shall use the baseline evidence identified in paragraph (a) to inform the assessment required by this condition and shall not require the acceptability of the appeal development in isolation to be reassessed.

No dwelling beyond the 300th dwelling hereby permitted shall be occupied until the SHAMS has been approved in writing by the Local Planning Authority in consultation with the relevant highway authorities.

Reason

To ensure that the development satisfactorily addresses its cumulative transport impacts in accordance with Policy 3.2 of the Development Plan and forms part of a

coordinated strategy for the planning, phasing and delivery of infrastructure required to support the wider Toton and Chetwynd Strategic Location for Growth, in the interests of highway safety and the efficient operation of the local and strategic highway networks.