



RE: Appeal Reference 6006412 in respect to Planning Applications 25/00371/OUT (outline up to 420 residential dwellings) for Toton 'West' (Land West of Stapleford Lane, Nottingham) within Broxtowe Borough Council

1. Introduction

1.1 Chetwynd: The Toton and Chilwell Neighbourhood Forum (CTTCNF) is the qualifying body responsible for the preparation of the Chetwynd: The Toton and Chilwell Neighbourhood Plan (CTTCNP). The CTTCNP was adopted 'made' by Broxtowe Borough Council (LPA) in May 2024, covering the period 2020 to 2040. It therefore forms part of the Development Plan (alongside the Local Plan) for the CTTCNF Area within which this development proposal falls.

1.2 CTTCNF therefore has a material interest in the outcome of the appeal and is an interested party to the Appeal Inquiry.

1.3 Further to the statement provided to the Inquiry dated 1st June 2026, CTTCNF is now providing this additional statement following Broxtowe Borough Council's decision on 1st July 2026 that "subject to the removal of objections from National Highways and Nottinghamshire County Council as the Highways Authority, planning permission would have been granted subject to" a number of other conditions as listed in the minutes of the Planning Committee Meeting (document 9.12 on the Council's Public Inquiry webpage relating to this application).

1.4 CTTCNF still stands by the comments made in its Statement to the Inquiry dated 1st June 2026, and by its representations made to Broxtowe Borough Council in respect of this application dated 3rd July 2025 and 24th February 2026 (documents 5.15, 5.15.1, 5.15.2 and 5.29 on the Council's Public Inquiry webpage relating to this application). However, in light of the Council's decision on 1st July 2026, the majority of the issues raised will be dealt with by way of subsequent Reserved Matter Applications.

1.5 Therefore, the comments in this additional statement to the Inquiry relate solely to the highways issues and transport issues more generally.

2. Comments

2.1 CTTCNF fully supports the Statements of Case provided to the Inquiry by National Highways (NH), Nottinghamshire County Council (NCC) as Highways Authority, and Broxtowe Borough Council (BBC) (documents 9.04, 9.16, 9.17 and 9.19, on the Council's Public Inquiry webpage relating to this application).

2.2 Additionally, the NCC Pre-meeting Note to the BBC Planning Committee (document 9.13) and the NH Written Representation to the Planning Inspectorate (document 9.18) highlight many of the issues, and these concerns are shared by CTTCNF.

2.3 CTTCNF supports (and has always supported) a holistic approach to all the major developments within its Area as per the BBC's Part 2 Local Plan (P2LP) policies 3.1 and 3.2, and also the Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SM-SPD), and the CTTCNP, as well as the emerging Greater Nottingham Strategic Plan (GNSP), in particular policy 21. Transport infrastructure is, and always has

been for CTTCNF, an important part of any holistic approach. This has not been demonstrated by the Appellant through their various transport modelling reports.

2.4 A full comprehensive Transport Assessment is required for the whole Strategic Site comprising the entire Toton Strategic Location for Growth (SLG) and Chetwynd Barracks, not just for the three planning application sites so far submitted by the Appellant. The Transport Assessments for which overlook many factors. Other landowners have yet to submit their own development proposals i.e. Nottinghamshire County Council (land within the official GNSP Character Area known as Toton North) and the MoD/DIO (Chetwynd Barracks). N.B. CTTCNF understands that proposals for the latter will be submitted in 2027.

2.5 A comprehensive Transport Assessment must assess the impact from, and on, all existing and potential junctions, and provide appropriate and tested mitigation solutions where necessary. Namely for:-

Stapleford Lane (B6003)

- New junctions (including any new link road) to/from all proposed and potential developments East & West of the B6003 including from Chetwynd Barracks;
- The impact of/on the NET tram park & ride site junction;
- The impact of/on the proposed NET tram extension crossing the B6003;
- The impact on Bardill's island;
- The impact on the Swiney Way/Banks Road junction; and
- The impact on existing junctions to residential streets e.g. Cleve Avenue, Darley Avenue, Woodstock Road & the Stapleford Lane Service Road

Nottingham Road (A6005)

- The impact on the junction with High Road (B6003); and
- The impact on the Swiney Way/Chilwell Retail Park junction.

A52 / M1

- The impact of the link road (as proposed) East of the B6003 joining the A52 between Bramcote & Bardill's islands for traffic in and out of the new developments travelling East & West on the A52;
- The impact of a link road (as proposed in the Strategic Masterplan SPD & CTTCNP) West of the B6003 in the vicinity of Bessell Lane* joining the A52 between Bardill's island and the M1 junction 25 for traffic in and out of the new developments travelling East & West on the A52;
- The potential to reconfigure Bardill's island to allow prioritisation of through traffic along the A52 to and from Derby and M1 junction 25 i.e. the option to provide grade separation for local traffic away from the A52**;
- The impact on A52 traffic travelling in both directions due to one, and possibly two, new junctions and Bardill's island within the space of approximately 1-2 miles along the A52 between the M1 and Bramcote island;
- The impact on traffic flows at Bramcote island;
- The impact on traffic flows at M1 junction 25 island; and
- The additional impact of other major development on the M1 junction 25 e.g. by heavy lorries to/from the Stanton Ironworks development (New Stanton Park).

* A possible link road West of the B6003, although included in the Strategic Masterplan SPD and CTTCNP, it is likely to be removed from the emerging GNSP following Examination, but the Inspectors' report is not yet available.

** Grade separation may be possible with the release/allocation of the 20 hectares of land at the GNSP Character Area Toton Northeast which is proposed to be released from the green belt by the emerging GNSP.

2.6 The Strategic Modelling Report Technical Note (document 3.17) fails to consider:-

- The impact on traffic flows of additional housing and employment at Chetwynd Barracks;
- The impact of employment and housing in GNSP Character Area Toton North which will be accessed through the new junction; and
- The impact of any possible "Western Link Road" between Bardill's & the M1* (see * above).

Employment is of particular significance as the conclusions suggest that over capacity in the morning peak remains and will therefore be made more significant by additional employment traffic.

2.7 CTCNF has included within its representations to BBC (document 5.29) other concerns with respect to the Appellants Transport Strategy. To avoid repetition, CTCNF would draw the Inspector's and other Parties' attention to the following issues described within those representations:-

- Flawed Modal Shift Assumptions;
- Topography and "20-Minute Neighbourhood" (specifically the gradient has not been taken into account;
- Public Transport Limitations (specifically the poor bus service provision in Toton);
- Parking Strategy;
- Cumulative Highways Impact (as described above, but including a critique of the Transport Assessment); and
- Construction Traffic Impact.

2.8 Furthermore, CTCNF has concerns about Active Travel assumptions:-

- Walking/cycling infrastructure to/from the site is inadequate to destinations in all directions except east towards Beeston and Nottingham;
- For destinations in all other directions e.g. Ilkeston, Long Eaton, Ratcliffe-on-Soar, Draycott, Derby, Sandiacre, New Stanton Park, cycle routes are of poor quality and circuitous, and direct public transport is poor or non-existent; however
- Much of the inadequacy to the west is due to severance by the railway line which could be improved/mitigated by a route from the site onto Bessell Lane.

2.9 Modal shift is an important part of the Transport Strategy to reduce car use, and these issues need to be addressed for modal shift to be successful and impact the road network in a positive way.

2.10 The development of Toton and Chetwynd Barracks provides a once in a lifetime opportunity and will significantly change the traffic flows in the Area from both the increased housing and employment. As such a full and comprehensive Transport Assessment encompassing all the developments should be completed to avoid multiple redevelopments of the Area's transport infrastructure. CTCNF therefore agrees with and supports the need for a full and comprehensive Transport Assessment encompassing all the development sites within the Toton Strategic Location for Growth (SLG) and Chetwynd Barracks for highway infrastructure, as per P2LP policies 3.1 and 3.2, SM-SPD, CTCNP and emerging GNSP. The stance taken by both NCC and NH on this point is supported, and the appeal should be dismissed on this basis.

2.11 The Appellant's position that Toton 'West' 25/0371/OUT is a standalone development and that this application should be decided on its own merits is not credible. The Appellant's combined sites diagram (previously submitted to the Inquiry) shows the interrelationship between, and co-location of, this application

and the Appellant's other two proposals, namely Toton 'East' 25/00255/FUL and Toton 'North' 25-00306-OUT. These should be considered as material considerations as part of the Appeal Inquiry.

3. Conclusion

3.1 CTTCNF wishes to make it clear to the Inspector and all the Parties to the Appeal Inquiry, that it supports the need for housing at the allocated sites within its Area, but the impact of increased traffic generated by all the proposed and potential developments must be fully assessed by a comprehensive Transport Assessment, and solutions delivered to alleviate the impact on an already congested road network to ensure the success of the development sites for new residents, and minimise the impact on the existing community. To date such an assessment has not been provided.

3.2 The Major Strategic Site comprising the Toton Strategic Location for Growth and Chetwynd Barracks offers a once in a generation/lifetime opportunity to create high quality ambitions as set out in the SM-SPD and the CTTCNP to build not just much needed homes, but a community to be proud of. A significant part of that ambition is getting the transport infrastructure right to ensure that the increased traffic generated by the new community does not adversely impact the existing and wider community. If the councils, planners and developers get this wrong, then the legacy will be disastrous for all concerned and they will be remembered for all the wrong reasons! Get it right, and the opposite will be true.

3.3 CTTCNF has set out in this statement the reasons why the appeal should be dismissed. It is evident that all the highway and transport concerns must be addressed if the proposed development is to come forward in a way that minimises and mitigates against the impact of increased traffic on the immediate and wider surrounding area for the long-term, and to ensure the success of the entire Toton and Chetwynd Barracks Strategic Site development.

3.4 Therefore, CTTCNF respectfully asks the Inspector to dismiss the appeal on this basis.

This statement has been submitted on behalf of the Chetwynd: The Toton & Chilwell Neighbourhood Forum
Date 25th August 2026