

**Planning Statement Addendum for an Outline
Planning Application for the construction of a
residential development of up to 420 residential
dwellings and associated open space and
infrastructure.**

Land West of Stapleford Lane, Toton (Toton West).

On behalf of Bloor Homes

Date: 17 December 2025 | Pegasus Ref: P23-2379 | Author: Alan Siviter.

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1. Introduction

- 1.1. This Planning Statement Addendum has been prepared on behalf of Bloor Homes in relation to current outline planning application ref: **25/00371/OUT**. The outline planning application is for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure. This application was submitted to and validated by Broxtowe Borough Council in May 2025. This Planning Statement Addendum should therefore be read in conjunction with the original Planning Statement by Pegasus Group dated May 2025.
- 1.2. This Planning Statement Addendum has been produced to bring together the updated proposals and technical work that has been undertaken since the original submission of this outline planning application in May 2025.
- 1.3. This Planning Statement Addendum brings together the information submitted as part of the updated application. The Site and Surrounding Area, the Relevant Planning History, the Planning Policy Context sections referred to in the original Planning Statement remain unchanged and are therefore not repeated within this statement.
- 1.4. The applicant team does not propose any amendment to the development description.
- 1.5. Since the submission of the planning application, further discussions with stakeholders and Broxtowe Borough Council have resulted in minor amendments to the Proposed Development, including:
 - amendments to the Site boundary to include additional land for access purposes (site boundary extended from 18.96ha to 19.62ha);
 - updated access arrangement (includes a 4-arm access rather than 3 arm);
 - updated outline drainage strategy; and
 - other minor amendments as a result of undertaking further indicative detailed design.
- 1.6. This has resulted in minor updates to the Parameters Assessment Plan and Illustrative Masterplan. This Addendum therefore reviews the updated proposals against each technical EIA discipline, providing updated assessment or commentary where necessary.
- 1.7. In addition, since the submission of application, updated information in relation to the following has been undertaken:
 - Updated ecological surveys;
 - Additional/updated transport work;
 - Updated noise assessment to consider the updated transport data;
 - Updated air quality assessment to consider the updated transport data; and

- Updated outline drainage strategy.

1.8. The planning application is accompanied by an Environmental Statement (ES) and now a first ES Addendum, which identifies the likely environmental effects of significance in relation to the proposed development, and measures to ensure that likely negative effects are mitigated during both the implementation and operational stages of the development. The ES Addendum is structured as follows:

- Chapter 1: Introduction to the Addendum
- Chapter 2: Assessment Scope and Methodology (this chapter): summarises the scope of the Addendum.
- Chapter 3: The Application Site: explains the minor amendments to the redline boundary.
- Chapter 4: Proposed Development & Alternatives: explains the minor amendments to the Proposed Development, which has resulted in minor modifications to the Parameter Plan (Figure 4.1a) and Illustrative Masterplan (Figure 4.2a).
- Chapter 5: Socio Economics and Health: No further information necessary. The minor amendments to the Proposed Development do not alter the assessment previously presented and the assessment and conclusions remain valid.
- Chapter 6: Landscape and Visual Assessment: Commentary is provided on the minor amendments to the Proposed Development in the context of the submitted LVIA. The minor amendments to the Proposed Development do not alter the assessment previously presented and the assessment and conclusions remain valid.
- Chapter 7: Biodiversity: Additional bat activity surveys and breeding bird surveys are presented in this Addendum chapter, along with a review of the minor updates to the Proposed Development against the previously concluded effects and proposed mitigation, and Biodiversity Net Gain calculations. An updated Arboricultural Impact Assessment is also provided to reflect the minor updates to the Proposed Development.
- Chapter 8: Heritage: Commentary is provided on the minor amendments to the Proposed Development in the context of the submitted assessment. The minor amendments to the Proposed Development do not alter the assessment previously presented and the assessment and conclusions remain valid.
- Chapter 9: Transport: A full ES chapter is provided which includes additional and amended assessment with new data. The chapter assesses the likely significant effects of the Proposed Development and suggests mitigation measures where necessary.
- Chapter 10: Air Quality: A review is undertaken of updated Legislation, Policy and Guidance, updated baseline data and the amended traffic flows following additional transport work.
- Chapter 11: Noise and Vibration: A review is undertaken of updated Legislation, Policy and Guidance, updated baseline data and the amended traffic flows following additional transport work.

- Chapter 12: Flood Risk and Drainage: The surface water drainage for the Proposed Development has been reviewed and amended. The chapter summarises these changes and confirms whether the amendments would result in any changes to the assessment of likely significant effects reported within the original ES Chapter. A Flood Risk Assessment and Drainage Strategy Addendum is included at Appendix 12.2.
- Chapter 13: Ground Conditions: Commentary is provided on the minor amendments to the Proposed Development in the context of the submitted assessment. The minor amendments to the Proposed Development do not alter the assessment of likely significant effects previously presented and the assessment and conclusions remain valid.
- Chapter 14: Soils and Agricultural Land: Commentary is provided on the minor amendments to the Proposed Development in the context of the submitted assessment. The minor amendments to the Proposed Development do not alter the assessment of likely significant effects previously presented and the assessment and conclusions remain valid.
- Chapter 15: Climate Change: Commentary is provided on the minor amendments to the Proposed Development in the context of the submitted assessment. The minor amendments to the Proposed Development do not alter the assessment of likely significant effects previously presented and the assessment and conclusions remain valid.
- Chapter 16: Lighting: Commentary is provided on the minor amendments to the Proposed Development in the context of the submitted assessment. The minor amendments to the Proposed Development do not alter the assessment of likely significant effects previously presented and the assessment and conclusions remain valid.
- Chapter 17: Summary: Provides a summary of the Addendum.
- Chapter 18: Glossary (no updates required, but included for reference)
- Chapter 19: References (no updates required, but included for reference)
- Non-Technical Summary (NTS): an updated version of the NTS which covers all ES matters is provided separately as a standalone document.

1.9. The application is also supported by the following documents and plans:

- Planning Statement Addendum by Pegasus Group
- Design and Access Statement Addendum by Pegasus Group;
- Illustrative Masterplan (ref: P23_2379_DE_014_D_01 – Illustrative Masterplan (Outline)_LR)
- Parameter Plan (ref: P23_2379_DE_015E_02 – Parameter Plan (Outline))



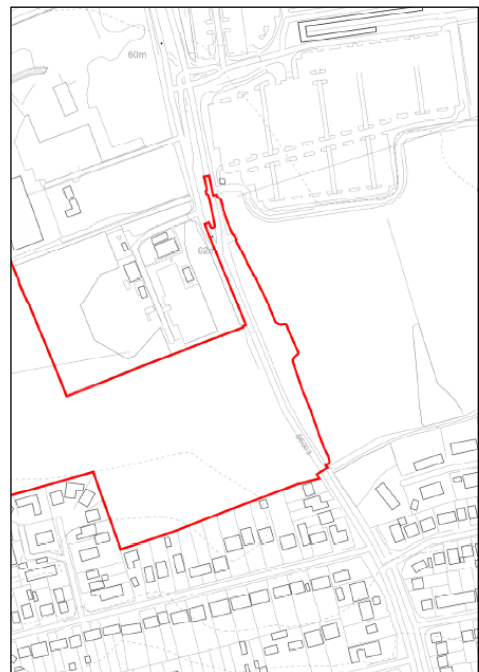
- General Access Arrangement Drawings (ref: B076224-TTE-HGN-XX-DR-CH-010001 Preliminary General Arrangement Sheet 1 [PO3] and B076224-TTE-HGN-XX-DR-CH-010002 Preliminary General Arrangement Sheet 2 [PO4])
- Site Location Plan (ref: P23_2379_DE_009_C_01 – Site Location Plan (Outline) and P23_2379_DE_009_C_03 – Site Location Plan – Aerial (Outline)_LR)

2. Application Proposals / Amendments

- 2.1.1. Chapter 3 of the original May 2025 ES set out a description of the Site and its context, the majority of which remains unchanged.
- 2.1.2. A minor amendment has however been made to the Application Site boundary so to include a small area of additional land, mainly existing highways land, to allow for the amended access design.
- 2.1.3. For ease, the below insets shown where the boundary has been amended. This has resulted in the redline area increasing from 18.96ha to 19.62ha.
- 2.1.4. The new redline boundary is provided in **Figure 1.1a** (ref: P23_2379_DE_009_C_01) and replaces the previous Figure 1.1.



Previous Redline Boundary (18.96ha)



Amended Redline Boundary (19.62ha)

- 2.2. For the purposes of the planning application this replaces the originally submitted Site Location Plan.
- 2.3. As noted in the Introduction, minor amendments have been made to the Proposed Development. The following section sets out these amendments and results in the submission of an updated Parameter Assessment Plan and Illustrative Masterplan which replaces the previously submitted drawings.

Proposed Development Amendments

- 2.4. The formal description of the Proposed Development as set out in the planning application of the original May 2025 submission, remains unchanged as follows:

“Outline permission for up to 420 residential dwellings and associated open space and infrastructure.”

2.4.1. The following minor amendments have however been made to the Proposed Development:

- Redline boundary amendment as discussed in Chapter 3 so to enable an amended access design. The amended access design includes the provision of a four arm signal controlled crossroads junction on the B6003 Stapleford Lane (as opposed to the previous 3 armed option) and provides access into land to the east of Stapleford Lane. The Site access route will include a 3m wide shared foot/cycle route to the north of the carriageway and a 3m segregated cycle route and 2m footway to the south of the carriageway. The Site access junction will provide signal controlled pedestrian and cycle crossings on all arms.
- The above amendment to the access, alongside additional detailed design work within the adjacent residential areas, has resulted in additional tree loss in this area; for transparency, this loss is shown on the updated Parameters Plan, **Figure 4.1a** (P23_2379_DE_O15E_O2).
- Minor amendments to the outline drainage strategy¹ which has resulted in amendments to the proposed drainage basins in the west of the Site. The indicative location of the drainage basins is provided on the updated Parameters Assessment Plan. Further updated information on the outline drainage strategy is discussed in Addendum Chapter 12 and associated appendix.
- Inclusion of the safeguarded route for the potential tram extension and associated 15m easement; this proposal is not new, however is included on the Parameters Plan for reference.

2.5. To reflect the above minor amendments, the Parameter Assessment Plan (which has been assessed against baseline conditions within each environmental discipline) and Illustrative Masterplan (ref: P23_2379_DE_O14_D_O1) have been updated and included within Figure 4.1a and Figure 4.2a. These supersede the Parameter Assessment Plan and Illustrative Masterplan submitted in the original May 2025 ES.

2.6. Whilst the above amendments are minor, for completeness the Land Use Quantum Table included in Chapter 4 of the original May 2025 ES (Table 4.2) has been updated.

Table 4.1: Updated Land Use Quantum

Updated Land Use	Quantum / Description	Amendment since original ES May 2025
Built Form over c. 13ha (residential)	Up to 420 residential dwellings with varying heights, With the majority categorised 13m maximum height Above Finished	Very minor amends to ha (from c. 13.23ha to 13ha)

¹ whilst further work in relation to the drainage proposals have been undertaken, the principle of the drainage strategy as set out in the original ES remain unchanged

11.97ha; roads 1.03ha)	Floor Level (AFFL) and those dwelling proposed along the southern boundary categorised as 9.5m AFF.	
	The area for built form also includes incidental open space, drainage areas and infrastructure, streets, lanes and private drives.	-
Landscape / Green Infrastructure over c. 6.63ha (public open space incl drainage)	Open space including retained vegetation, proposed landscaping, public open space, drainage features and infrastructure, pedestrian and cycle links and play spaces. This does not include incidental spaces within the built form parcel such as pocket park areas, and green areas at the entrance and southern boundary.	Minor amends to ha (from c. 5.72ha to 6.63ha incl drainage)
Access and Movement	Including one vehicular point of access into the Site. The PRoW crossing the Site will be retained and incorporated as part of the Proposed Development. An indicative pedestrian and cycle connection is shown.	-

Programme and Phasing

- 2.7. Should planning permission be achieved for the Proposed Development, it is considered that construction could start in 2028 and would last approximately 7 years. For the purpose of the transport, air quality and noise assessments presented in this ES however, given the available data, slightly different years have been considered. This is explained further in respective chapters, but is not expected to significantly alter the overall conclusions.
- 2.8. Each environmental discipline considered in the previous ES has been reviewed in light of the above minor scheme amendments, with additional commentary provided, where necessary within the EAS Addendum. The Planning Statement will only detail where a change or further information has been submitted.
- 2.9. This Planning Statement will consider the impact of these amendments and the updated evidence supporting them.

3. Pre-Submission Discussions

- 3.1. A period of pre-submission consultation has been undertaken with Broxtowe Borough Council as part of regular discussions between the applicants and the Council. The applicant has presented updated drawings and have explained the rationale for the changes being made to the proposed development. The Council did not raise objection to this approach being taken.

4. Assessment of the Revised Development Proposals

Principle of Development

- 4.1. As discussed above the proposed amendments made to the Proposed Development are considered to be minor in nature. This is demonstrated through there being no amendments being made to the Description of Development. The key benefits of the development remain unchanged, the site will deliver key policy requirements including:
- 30% on-site affordable housing provision
 - 6.63ha of on-site public open space incl drainage.
 - Provision of Tram Safeguarding Route
 - Delivery of 4 arm access – including first element of the Link Road proposed to the East of Stapleford Road
 - Potential undergrounding of High Voltage Cables
- 4.2. The proposed development is shown to comply with Policy 3.2 and represents sustainable development and Broxtowe Borough Council should grant planning permission for the application without delay. Up to 420 dwellings would be delivered on the site, some potentially within five years and would contribute to the development of the wider allocation.
- 4.3. The principle of development in this location is established through it's current allocation in the Development Plan. The application proposals are in accordance with the Greater Nottingham Aligned Core Strategies and the Broxtowe Local Plan Part 2 Core Strategy, particularly Policy 3.2 which specifically allocates this site for housing and related development.

Parameter Updates

Site Access

- 4.4. The proposed application results in an update to the site boundary to include an update to the site access off Stapleford Road into the Proposed Development. The amended access design includes the provision of a four arm signal controlled crossroads junction on the B6003 Stapleford Lane (as opposed to the previous 3 armed option) and provides access into land to the east of Stapleford Lane. The Site access route will include a 3m wide shared foot/cycle route to the north of the carriageway and a 3m segregated cycle route and 2m footway to the south of the carriageway. The Site access junction will provide signal controlled pedestrian and cycle crossings on all arms.
- 4.5. The updated access arrangement and the additional active travel features are considered to accords with the NPPF, Core Strategy Policies 14 and 15; Local Plan Part 2 Policies 3.2 and 26 and the Neighbourhood Plan Policy INFO1. INFO2, INFO3 and INFO4 in relation to transport and access.

Drainage

- 4.6. Woods Hardwick have been commissioned to develop and update the proposed outline drainage strategy for this application. Woods Hardwick have built on the principles of the previously prepared Flood Risk Assessment that was prepared by Pegasus Group and have prepared a Flood Risk Assessment and Drainage Strategy Addendum.
- 4.7. The assessment confirms that application site comprises an area of approximately 19ha and is shown on the EA's Flood map for planning as lying within Flood Zone 1; therefore, having an annual probability of river and/ or sea flooding of less than 1 in 1,000.
- 4.8. The EA Surface Water Flood Map indicates that the majority of the development site is not considered to be at risk of surface water flooding. However, areas within the site extents immediately adjacent to the existing ditch are shown to be at low to high risk of surface water flooding. In addition, small isolated areas of surface water flooding are also shown to the south of the existing ditch and near the proposed site access. The assessment confirms that flooding in these areas appears to originate from surface water generated within the site rather than from off-site sources. Any associated surface water flood flows will be intercepted and managed by the proposed surface water drainage network.
- 4.9. All proposed residential dwellings are located outside areas identified as being at risk of surface water flooding from off-site flows. Surface water generated within the site will be managed within the proposed drainage network.
- 4.10. Based on the above and in line with the recent changes to the PPG in respect of the sequential test, it is considered that development in these locations of localised flooding would be acceptable on the basis that the risk will be mitigated by the proposed drainage strategy, and a sequential test is therefore not required.
- 4.11. All other potential sources of flooding to the proposed development have been considered and it has been demonstrated that the site will not be at any significant risk of flooding.
- 4.12. It has been demonstrated that the proposed development will not exacerbate the risk of flooding to third parties either upstream or downstream from the site.
- 4.13. The Surface Water Drainage Strategy has been developed in accordance with the hierarchy for sustainable surface water disposal.
- 4.14. The Combined Phase I Desk Study and Preliminary Phase II Exploratory Investigation confirms that the geology encountered during the intrusive works indicates that soakaways are unlikely to be suitable at the site. Therefore, the proposed surface water drainage strategy is to discharge runoff from the site into the existing ditch which crosses the site via two separate outfalls in the western extent of the site. The total site runoff will be restricted to 21.7l/s which is equivalent to the Qbar greenfield runoff rate of 1.93l/s/ha.
- 4.15. Surface water storage will be provided within the proposed attenuation basins situated in the western extent of the site. The basins will be sized approximately to accommodate surface water runoff from the 100 year event plus allowances for 40% climate change and 10% urban creep.

- 4.16. It has been demonstrated that the proposed attenuation basin would offer sufficient treatment for surface water runoff from site. In addition, permeable paving and swales will be considered at the detailed design stage, where practicable.
- 4.17. The proposed foul drainage strategy is to discharge foul flows from the development site into the existing STW combined sewer in Stapleford Lane via manhole 6502.
- 4.18. The eastern part of site will discharge directly into the STW sewer, via a gravity network. Whilst, the remainder of the site, forming the outline planning application area, will convey foul flows to a proposed pumping station located in the western extent of the site. From the pumping station, foul flows will be pumped via a rising main to the gravity foul system within the eastern site area, before ultimately discharging into the STW network in Stapleford Lane.
- 4.19. In accordance with relevant drainage policy, STW are obliged to accept foul water flows from a proposed development, subject to the site receiving planning consent. In anticipation that such a consent will be granted for the proposed residential scheme, it is expected that STW will make the necessary arrangements to ensure that the required provision within their public combined/foul sewer network and treatment works will be available at the time that the applicant wishes to connect the site's foul sewers to the public combined network.
- 4.20. From the information provided within this supporting assessment, it is concluded that there is no reason in terms of drainage or flood risk why the residential development proposed on 'Land west of the B6003, Toton West, Broxtowe, Nottinghamshire', should not be fully supported through the planning process. The development proposals are considered sustainable from a flood risk and drainage perspective. The proposed development in terms of flood risk is considered to accord with the NPPF, Core Strategy Policies 1 and 16, Local Plan Part Policy 1 and Neighbourhood Plan Policy ENV02.

Tram Safeguarding

- 4.21. The Proposed Development has been designed to now include a safeguarded route for the potential NET tram extension and provides an associated 15m easement to facilitate this. The provision of this route is included on the updated Parameters Plan and demonstrates that the proposed Toton West development can come forward without prejudice this potential future provision. This approach is considered to be in accordance with Local Plan Part 2 Policy 3.2.

Tree Removal

- 4.22. The amendments to the access, alongside additional detailed design work within the adjacent residential areas, has resulted in additional tree loss on site by the site access; for transparency, this loss is shown on the updated Parameters Plan. The supporting Arboricultural Assessment (ES Fig 7.4) confirms that the additional trees to be removed are of Category C quality.
- 4.23. The Arboricultural Assessment confirms in terms of arboriculture, the proposals are considered to meet the aims and objectives national policy through careful consideration of the design and retention of a high proportion of the existing tree cover. The retention of, coupled with targeted future management and Toton West enhancement of the existing and future tree cover will meet many of the individual aspirations set out in the policy.

- 4.24. The proposed development is considered to enhance biodiversity and protect species, it is therefore confirmed that the development is in accordance with the NPPF, Core Strategy Policy 16, Local Plan Part 2 Policy 31 and Neighbourhood Plan policy ENVO2.

Undergrounding of HV Cable

- 4.25. Bloor Homes intention is to underground the HV Cables currently spanning the site. This outline development does not prejudice this intention and will be detailed in future detailed design / reserved matters submission. This approach is considered to be in accordance with Local Plan Part 2 Policy 3.2.

Highways

- 4.26. mode transport planning (mode) has been commissioned by Bloor Homes Ltd (Bloor) to provide highways and transport advice in relation to the Proposed Development of Toton West. In relation to this Outline Planning Application, they have prepared a supporting Transport Assessment (TA) and Travel Plan (TP).
- 4.27. The Transport Assessment (TA) confirms that the site is in an accessible location with walking, cycling and public transport access to and from local amenities and the wider sustainable transport network. The proposals are located in close proximity to the Toton Park & Ride tram facility, along with bus stops and routes on Stapleford Lane and as such there are opportunities for future residents on site to access nearby destinations (including Nottingham City Centre) via methods of active travel or public transport.
- 4.28. The TA has undertaken a review of the collision data for the highways network surrounding the development site and has concluded that there are not any inherent highway safety issues which would likely be exacerbated by the development.
- 4.29. It is confirmed that Vehicular access to the site will be through the provision of a new signalised crossroads junction with the B6003 Stapleford Lane. The site access will form the western arm of the signalised crossroads with the eastern arm providing access to potential development at Toton East (currently in determination under planning reference 25/00255/FUL). Whilst this application and access is to be determined on its own merits, from a practical delivery perspective, the access has been designed as a crossroads to provide opportunity for access into Toton East and ensure the allocated land isn't prejudiced by the delivery of an access only into Toton West.
- 4.30. As part of the access junction, signalised Toucan and Puffin crossings will be implemented on both the B6003 Stapleford northbound approach arm and the Toton East approach arm, respectively. The site access and B6003 Stapleford southbound approach arm will benefit from signalised Toucan crossing facilities. This will enable suitable connections between the site and the Toton Lane Park and Ride Tram Stop, which is considered to be a key opportunity for promoting sustainable travel to and from the site.
- 4.31. In an update to the original submission, a trip generation exercise has demonstrated that the proposed development is forecast to generate an additional 230 and 203 two-way vehicular trips during the AM and PM peak hours. This equates to an additional vehicular trip at source every c.15 seconds in the AM peak period and c.17 seconds in the PM peak period.

- 4.32. To add a further robustness to previous assessment, Mode have undertaken junction capacity assessments at the proposed site access junctions and at the following key off-site junctions on the local highway network:
- Junction 1 – M1 Junction 25;
 - Junction 2 – Bardills Roundabout;
 - Junction 3 – Bramcote Island;
 - Junction 4 – B6003 Toton Lane / Park & Ride; and,
 - Junction 5 – B6003 Stapleford Lane / Swiney Way / Banks Road.
- 4.33. A 2028 opening year and 2041 future year scenario have been considered within the junction capacity assessments, inclusive of committed development and background growth thus a robust level of assessment has been completed. The junction capacity assessments have been based on 100% of the development generated traffic and do not take into account any measures to reduce private car use, which are promoted as part of the accompanying TP, therefore the actual realised impacts of the development at these junctions could be lower.
- 4.34. The results of the junction capacity assessment indicate that subject to the implementation of mitigation schemes at the Bardills Roundabout and B6003 Stapleford Lane / Swiney Way / Banks Road signalised crossroads, the proposed development would not result in any severe impact on the operation of the highway network in the vicinity of the site. This conclusion is also drawn in a sensitivity test scenario in which an adjacent development and its mitigation have also been considered at Bardills Roundabout.
- 4.35. In conclusion, it has been demonstrated that the proposed development will not have an adverse impact on the local highway network and accords with the following relevant sections of the NPPF:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.” (Paragraph 116)*
- “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.” (Paragraph 110)*
- 4.36. Based on the information presented within this TA, it is considered that the proposed development will be sustainably located, can provide safe and suitable access and will not result in any severe residual cumulative impact, and therefore wholly aligns with the NPPF and as such be considered acceptable in terms of transport and highways.
- 4.37. A Travel Plan is also submitted alongside the planning application and set out the following key targets:
- Target One – The development will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in the single-

occupancy ICEV driver modal share, within five years following the initial travel surveys

- Target Two – Upon initial occupation, each occupant will have access to a Travel Welcome Pack (TWP) to inform them on nearby sustainable modes of transport and how to sustainably reach nearby amenities
- Target Three – Promotion of the alternative modes of transport to the internal combustion engine vehicle that are available to residents.

4.38. It is considered that the proposed development, in terms of the impact of the surrounding area and the provision of a wide estate road that could form part of a Toton Link Road and sustainable transport infrastructure accords with the NPPF, Core Strategy Policies 14 and 15 ; Local Plan Part 2 Policies 3.2 and 26 and the Neighbourhood Plan Policy INFO1. INFO2, INFO3 and INFO4 in relation to transport and access

Environmental Statement and Significant Effects

4.39. An ES Addendum has been prepared to reflect the amended development scheme and the availability of new information. The ES Addendum has seen chapter updates made in relation to the following disciplines:

- Transport
- Air Quality
- Noise
- Ecology

Transport

4.40. Through the provision of additional assessment, the updated ES Chapter identifies that during construction it is expected that that all construction traffic would be routed via the B6003 and A52 and as such the addition of construction traffic along these routes would result in less than a 10% increase, which is considered a negligible impact. Once the Proposed Development is completed none of the links experience an impact greater than the 10% threshold. The impact on severance, driver delay, pedestrian amenity and delay, fear and intimidation and accidents and safety is therefore considered to be negligible and below the threshold which requires further assessment.

4.41. In terms of enhancement and mitigation, the Proposed Development will provide the following measures:

- Provision of a new highway route and access junction to the B6003 Stapleford Lane;
- Diversion of, and improvements to, an existing PROW route that runs along the northern and western boundaries of the Site;
- Mitigation scheme at the B6003 Toton Lane/A52 Brian Clough Way/Toton Lane roundabout (Bardills roundabout);

- Mitigation scheme at the B6003 Stapleford Lane/Swiney Way/Banks Road traffic signal-controlled junction; and,
- Travel Plan.

4.42. In conclusion, the ES Addendum identifies that the cumulative and in-combination effects as a result of the construction and operation phases of the Proposed Development, with the proposed mitigation, are considered to be **negligible** (not significant) in relation to severance, pedestrian delay and amenity, fear and intimidation, and accidents and safety.

Air Quality

4.42.1. The updated ES Air Quality Addendum chapter outlines the changes that have occurred since the previous Air Quality ES chapter was issued and confirms that the outcomes remain valid. A summary of the updates and findings have been listed below:

- A review of the updated Legislation, Policy, and Guidance documents has been carried out and has confirmed the conclusions of the previous Air Quality ES chapter remain valid and in line with all relevant Legislation, Policy, and Guidance documents;
- A review of updated baseline air quality conditions has shown that air quality has improved from 2023, the baseline year in the previous Air Quality ES chapter, to 2024, the current baseline year;
- As the construction magnitude isn't expected to result in a change of risk, the outcomes of construction dust and construction traffic emissions assessments remain valid;
- While there is an increase in the proposed trip generation of the Site, the change in trip generation isn't expected to lead to a Significant effect. Furthermore, the previous assessment utilised conservative assumptions to provide a robust approach. As such, the outcomes of the previous assessment remain valid.

Noise

4.43. The updated ES Noise and Vibration chapter outlines the changes that have occurred since the previous Noise and Vibration ES chapter was issued and confirms that the outcomes remain valid. A summary of the updates and findings have been listed below:

- A review of the Methodology, Assessment of Significance, Legislative and Policy Framework and Scoping Criteria has been carried out and has confirmed the conclusions of the previous Noise and Vibration ES chapter remain valid and in line with all relevant Legislation, Policy, and Guidance documents;
- The baseline environmental noise conditions are unchanged from those presented within the previous Noise and Vibration ES Chapter. A review of the updated road traffic flow data demonstrates that the existing baseline conditions measured are therefore representative of future baseline conditions in the absence of the Proposed Development.

- The assessment of Likely Significant Effects demonstrates that the outcomes as per the previous Noise and Vibration Chapter for the Construction and Operational phases remain valid.
- As the outcomes of the previous Noise and Vibration ES chapter remain valid, the mitigation measures outlined within the chapter also remain valid and no updates are considered to be required.
- As the baseline noise data is unchanged and the traffic flow data provided by the Applicant's transport consultant shows no discernible impact for either construction or operational traffic noise, the cumulative and in-combination effects outlined within the previous Noise and Vibration ES chapter remain valid.
- As such, the outcomes of the previous assessment remain valid in all instances.

Ecology

- 4.44. When the ES was submitted, Summer and Autumn 2024 bat activity data had been collected but Spring activity surveys were still pending and the breeding bird data was over 2 years old. As such, additional bat activity surveys and breeding bird surveys were conducted in Spring 2025, the details of which are now provided at **Appendix 7.5 and 7.6** of the ES Addendum.
- 4.44.1. In summary, the bat survey information collected in Spring 2025 was consistent with the findings of the Summer and Autumn 2024 bat activity survey information previously in the submitted ES Chapter 7. The Spring 2025 breeding bird surveys were conducted in accordance with updated survey methodologies with the protocol specified within current best practice guidelines. The bird species recorded were largely consistent between the 2022 and 2025 survey suites with only minor differences in assemblage composition typically relating to common and widespread generalists or species.
- 4.44.2. The Ecology update confirms the extension of the redline and confirms that the Proposed Development requires the removal of the treeline and scrub east of Stapleford Lane to facilitate the proposed access arrangement. Subsequently, the Baseline Habitat Plan has been updated to include the extended Application boundary and is provided at **Figure 7.4** of the ES Addendum.
- 4.44.3. An updated Arboricultural Report has also been provided in **Appendix 7.4** of the ES Addendum.
- 4.44.4. Amendment has been made to the Drainage Strategy, altering the area and arrangement of the proposed SuDS features. As such, the Illustrative Masterplan and arrangement of the public open space (POS) at the western extent of the site has altered.
- 4.44.5. The extension of the Application boundary and the amendments to the drainage and POS arrangement has triggered the need for an update to the Biodiversity Net Gain (BNG) Assessment and is provided in **Appendix 7.7**. The BNG metric calculations have therefore been updated in line with the latest Illustrative Masterplan (Drawing P23_2379_DE_014_01_D), but in the absence of an updated Illustrative Landscape Masterplan, landscape principles from the previously submitted drawing P23_2379_EN_0007_B_S1 have been applied.

- 4.44.6. Ultimately loss of tree line habitat (130m) and slight changes in the areas of created habitat types have overall improved the post intervention habitat unit delivery of the Proposed Development. Though the assessment still demonstrates that the Proposals do not achieve an on-site net gain, more biodiversity units are now delivered on-site but in order to achieve the mandatory required 10% net gain of habitat units, an additional 7.46 habitat units will need to be secured off-site. The assessment still demonstrates that based on the Illustrative Masterplan (Drawing P23_2379_DE_O14_O1_D), the scheme is able to deliver the required 10% net gain of hedgerow and watercourse units.

- 4.44.7. Overall, the amendments made to the proposed development do not significantly affect the proposed post development habitat quality or connectivity of the site and do not significantly alter the principles outlined within the Ecology and Biodiversity ES Chapter 7, which remain valid.

- 4.44.8. The additional information provided concluded that there would be a Negligible effect on the bat assemblage from the Proposed Development. This concurs with the conclusions of the submitted ES Chapter 7.

- 4.44.9. The additional information provided concluded that there would be a Minor beneficial effect on the bird assemblage as a result of the proposed habitat creation and Negligible operational effect on the bird assemblage from the Proposed Development. This concurs with the conclusions of the submitted ES Chapter 7.

- 4.44.10. The Proposed Development Amendments and resultant additional loss of treeline habitat on the eastern boundary and rearrangement of the drainage and landscaping at the western extent of the Site alter the BNG assessment but the scheme is still able to deliver the required 10% net gain of hedgerow and watercourse units. There remains a deficit of habitat units, as there was with the previously submitted scheme, and off-site units will need to be sources to achieve 10% gain. However, the green space proposed at the western extent of the Site still provides an appropriate buffer and separation from the built form from the more sensitive designated sites to the west of the Site. The open space will still comprise complementary habitats to those offsite habitats and will include grassland, woody planting and SuDS features, therefore the amendments to the Proposed Development as set out in the Addendum Chapter 4 do not affect the conclusions of the submitted ES Chapter 7.

- 4.45. The proposed development is therefore considered to continue to enhance biodiversity and protect species as previously stated, it is therefore confirmed that the development is in accordance with the NPPF, Core Strategy Policy 16 and 17, Local Plan Part 2 Policy 31 and Neighbourhood Plan policies ENVO2 and ENVO3.

- 4.46. The ES as a whole has therefore demonstrated that the design of the Proposed Development has taken into account the potential environmental effects, and where necessary, mitigation measures form an integral part of the scheme so to ensure that the environment is suitably protected and any impacts from the Proposed Development are minimised are far as possible.

5. Conclusion

- 5.1. This Planning Statement Addendum accompanies and supports the update of the current the outline planning application outline planning application ref: **25/00371/OUT**. The outline planning application is for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure.
- 5.2. This Planning Statement Addendum has been produced to bring together the updated proposals and technical work that has been undertaken since the original submission of this outline planning application in May 2025.
- 5.3. This Planning Statement Addendum brings together the information submitted as part of the updated application. The Site and Surrounding Area, the Relevant Planning History, the Planning Policy Context sections referred to in the original Planning Statement remain unchanged and are therefore not repeated within this Addendum.
- 5.4. The applicant team do not propose any amendment to the development description.
- 5.5. Since the submission of the planning application, further discussions with stakeholders and Broxtowe Borough Council have resulted in minor amendments to the Proposed Development, including:
- amendments to the Site boundary to include additional land for access purposes (site boundary extended from 18.96ha to 19.62ha);
 - updated access arrangement (includes a 4-arm access rather than 3 arm);
 - updated outline drainage strategy; and
 - other minor amendments as a result of undertaking further indicative detailed design.
- 5.5.1. This has resulted in minor updates to the Parameters Assessment Plan and Illustrative Masterplan. This Addendum therefore reviews the updated proposals against each technical EIA discipline, providing updated assessment or commentary where necessary.
- 5.5.2. In addition, since the submission of application, updated information in relation to the following has been undertaken:
- Updated ecological surveys;
 - Additional/updated transport work;
 - Updated noise assessment to consider the updated transport data;
 - Updated air quality assessment to consider the updated transport data; and
 - Updated outline drainage strategy.
- 5.6. Each environmental discipline considered in the previous ES has been reviewed in light of the above minor scheme amendments, along with any other necessary updates required due to the time that has passed since submission (survey updates).

- 5.7. The updated submission is accompanied by an Environmental Statement Addendum, which has focussed on updating Highways, Air Quality, Noise and Ecology chapters.
- 5.8. The ES as a whole has demonstrated that the design of the Proposed Development has taken into account the potential environmental effects, and where necessary, mitigation measures form an integral part of the scheme so to ensure that the environment is suitably protected and any impacts from the Proposed Development are minimised as far as possible.
- 5.9. A key update made since the original application is an update made to the Transport Assessment. New data has been collected and provides a further update and robust understanding of the impact of development on the wider network.
- 5.10. A 2028 opening year and 2041 future year scenario have been considered within the junction capacity assessments, inclusive of committed development and background growth thus a robust level of assessment has been completed. The junction capacity assessments have been based on 100% of the development generated traffic and do not take into account any measures to reduce private car use, which are promoted as part of the accompanying TP, therefore the actual realised impacts of the development at these junctions could be lower.
- 5.11. The results of the junction capacity assessment indicate that subject to the implementation of mitigation schemes at the Bardills Roundabout and B6003 Stapleford Lane / Swiney Way / Banks Road signalised crossroads, the proposed development would not result in any severe impact on the operation of the highway network in the vicinity of the site. This conclusion is also drawn in a sensitivity test scenario in which an adjacent development and its mitigation have also been considered at Bardills Roundabout.
- 5.12. An updated Flood Risk Assessment and Outline drainage strategy is submitted and it is concluded that there is no reason in terms of drainage or flood risk why the residential development proposed, should not be fully supported through the planning process.
- 5.13. As per the original submission The application proposals are in accordance with the Greater Nottingham Aligned Core Strategies and the Broxtowe Local Plan Part 2 Core Strategy, particularly Policy 3.2 which specifically allocates this site for housing and related development.
- 5.14. The proposed development is shown to comply with Policy 3.2 and represents sustainable development and Broxtowe Borough Council should grant planning permission for the application without delay. Up to 420 dwellings would be delivered on the site, some potentially within five years and would contribute to the development of the wider allocation.
- 5.15. The application includes assessments relating to vary technical and environmental aspects. These continue to demonstrate that there is no significant impact on any environmental matters arising from the application. There is the opportunity for enhancement in terms of biodiversity and strategies for drainage, landscaping and pedestrian/cycle linkages that fit in with the wider context of the allocated site.
- 5.16. The development is considered to be in accordance with the NPPF and the following Development Plan Policies set out in Table 2 below:

Table 1 Development Plan Policy Compliance

Development Plan	Policies
Broxtowe Aligned Core Strategy	A, 1, 2, 8, 10, 11, 12, 14, 15,16,17, 18, 19
Broxtowe Local Plan Part 2	1, 2, 3, 15, 17, 19, 20, 23, 24, 26, 28, 30, 31, 32
Chetwynd and Toton Neighbourhood Plan	ENVO2, ENVO3, INFO1, INFO2, INFO3, INFO4, HASO1, HASO2, HASO3, HASO4, LHCO2

- 5.17. The development will provide benefits in terms of economic, environment and social inclusion and achieve the Council's long-standing objectives and those of the Government for sustainable development.
- 5.18. The applicants' position is that the proposed development is in accordance with the development plan as a whole and should be approved without delay. Therefore, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004, and the presumption in favour of sustainable development, the application should therefore be granted planning permission.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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