From:	Catherine Townend
To:	Catherine Townend
Subject:	Appendix F - NH holding response - 15 May 2026
Date:	10 June 2026 17:06:54
Attachments:	image001.png ufm3_RECON_-_new_reconsultation.pdf

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From: Steve Freek
Sent: 15 May 2026 14:04
To: PABC <pabc@broxtowe.gov.uk>
Cc: Catherine Townend <Catherine.Townend@nationalhighways.co.uk>; Daniel Law <daniel.law@aecom.com>; Jessica Leung <jessica.leung@aecom.com>
Subject: Planning application re-consultation - 25/00371/OUT Land west of Stapleford Lane

FAO Mr D Ottewell

Hi,

I refer to the attached re-consultation in relation to the above referenced planning application. We have reviewed the traffic related submission dated April 2026, prepared by Pegasus group and the consultant, Mode transport planning on behalf of Bloor Homes for Outline Planning Application for up to 420 residential dwelling on the land located to the west of the B6003 Stapleford Lane in Broxtowe, Nottinghamshire (Broxtowe Borough Council's Application reference 25/00371/OUT) (Toton West).

We note there is another live Hybrid application of Full Planning permission for 69 dwellings and Outline Planning Permission: for the Construction of up to 351 at the same site (Broxtowe Borough Council's Application reference 25/00928/FUL). Both applications are proposing a total of up to 420 residential dwellings at the site.

The submitted documents include the Main Response Document titled "Highways Response to Consultee Comments" dated 17 April 2026, supporting appendices and signalised junction model reports.

Based on our review of the traffic related submission for this application, our comments are summarised as follows:

This is one of three sites where the live planning applications in the north of Toton area. The other two applications are 25/00306/OUT Outline planning application up to 880 dwellings (Toton North) and: 25/00255/FUL Full Planning Application for 155 dwellings (Toton East).

We acknowledge the statement from the applicant that a cumulative assessment for Toton West, East and North is now being prepared using the East Midlands Gateway Model (EMGM).

When the full results of the cumulative assessment modelling exercise are completed, we will be in a better position to comment on any assessment of the impacts of the proposed development on the SRN and any need for mitigation which may be required to facilitate the development.

Nevertheless, we also acknowledge the applicant has used the standard approach to demonstrate the potential development traffic onto the highway network from this development proposal as a standalone site. Although we have reviewed this, we do advise that the position remains unchanged and aligned with the requirements of the SPD for a cumulative assessment being required to understand the implications of the full allocation before any individual sites within the allocation come forward.

Trip Distribution
As stated in our previous comments, we are generally content with utilising 2011 Census 'Location of usual residence and place of work by method of travel to work' data in MSOA level to distribute the Toton West development onto the road network. We welcome the applicant in providing us the Census data used for deriving the distribution in "Appendix D - Distribution Assumptions / Workings" of the Main Response Document.

Following a request for further clarification, we now acknowledge that the traffic distributed to zone G: Swiney Way (E) includes traffic continuing past this zone and destinated further to the east, via the A6005 Nottingham Road. From the information provided, it is not possible to distinguish what proportion of this zone G traffic is destined for zone G, and what is routeing through zone G. Further, the explanation given (paragraph 3.2.11) does not align with the distribution data in the Appendix D Excel Spreadsheet. This should be clarified or can be discussed on a call.

Background Growth Rate
We welcome the applicant in correcting the TEMPro growth factors and we are now content with the amended growth factors as listed in Table 3.2 of the Main Response Document. We also welcome the applicant confirming 2028 as the opening year of the development.

Junction Model
The following junctions on the SRN have been assessed in LinSig within the report:

- Junction 1 – M1 Junction 25
- Junction 2 – A52 Bardills Roundabout
- Junction 3 – A52 Bramcote Island

The Park & Ride access junction should also be included in this list if the modelling for this junction or A52 Bardills Roundabout shows any queue interaction between the two in any of the scenarios modelled.

For us to undertake a thorough review of the LinSig modelling work, we require the following supporting documentation for each of the modelled LinSig junctions highlighted above:

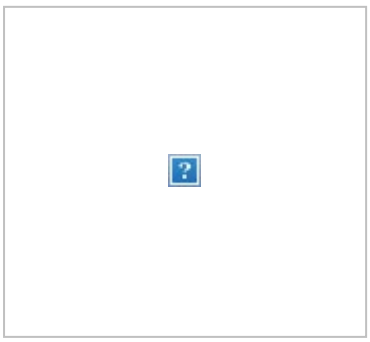
- The actual LinSig models
- Existing Signal Controller Specification documents so that we can confirm the models have been built accurately
- Any observed signal timing data and analysis to support the modelled stage durations and cycle times
- Traffic flow analysis spreadsheets
- AutoCAD drawings of the junctions so that measured distances can be checked
- Calculations of the give way parameters
- Calculations of the saturation flow calculations

Regards

Steve Freek, MCIHT
Assistant Spatial Planner – Nottinghamshire, Derbyshire, N Leicestershire
National Highways (Area 7), Stirling House, Lakeside Court, Osier Drive, Sherwood Business Park Nottingham NG15 0DS
Tel: 0300 470 4457
Mob: 07712 543047
Email: steve.freek@nationalhighways.co.uk

My working days are Tuesday - Friday

For information about our engagement with the planning system please visit: : https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/



-----Original Message-----
From: Planning M <PlanningM@nationalhighways.co.uk>
Sent: 28 April 2026 14:06
To: Steve Freek <Steve.Freek@nationalhighways.co.uk>; Catherine Townend <Catherine.Townend@nationalhighways.co.uk>
Cc: Planning M <PlanningM@nationalhighways.co.uk>
Subject: FW: Planning application consultation - 25/00371/OUT