Environmental Statement Addendum

Toton West, Toton

On behalf of Bloor Homes Ltd.

Date: 23/12/2025 | Pegasus Ref: P23-2379

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
	23/12/2025	SD	SD	

Contents.

1. Introduction

1.1. Introduction to this Addendum to the Environmental Statement

1.1.1. Pegasus Group, acting on behalf of the Applicant, Bloor Homes Ltd, submitted an Environmental Statement (ES) relating to a planning application on land known as Toton West, Toton, Nottinghamshire (the "Application Site" or "Site") to Broxtowe Borough Council (BBC) in May 2025 (planning application reference 25/00371/OUT). The application sought outline planning permission for:

"up to 420 residential dwellings and associated open space and infrastructure."

1.1.2. The ES was prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 (2017 No. 571) (as amended) and presented the findings of a series of studies that evaluated the potential significant environmental effects of the Proposed Development.

1.1.3. Following this submission, the ES and planning application documentation was circulated to both statutory and non-statutory consultees, with consultees providing formal responses to BBC where desired.

1.1.4. Since the submission of the planning application, further discussions with stakeholders and BBC 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.

1.1.5. 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.

1.1.6. 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.

1.1.7. This additional information is also presented and discussed as necessary within this Addendum for completeness.

1.1.8. The amendments do not change the conclusions of the submitted ES, however it has been considered robust to present the amendments and commentary where within this Addendum to the ES as "any other information" (EIA Regulations 2017). "Any other information" is defined as "*any other substantive information relating to the ES and provided by the applicant*" (Regulation 2)

1.1.9. Such additional information submitted voluntarily by an applicant must be treated in the same way as information formally requested by the Local Planning Authority (LPA) in respect of ES. Therefore, although no 'formal' request for further information has been made by BBC, this ES Addendum is submitted under Regulation 25 of the 2017 EIA Regulations '*Further information and evidence respecting Environmental Statements*'. Accordingly, BBC should consult on this additional information in full accordance with the requirements of Regulation 25.

1.1.10. This Addendum should be read in combination with the original ES submitted in May 2025, which included the following:

- Volume 1: ES main text and Competency Statement;
- Volume 2: Supporting Appendices;
- Non-technical Summary

1.1.11. Other documents outside the ES also provide information in relation to 'non-EIA' disciplines and have been updated as necessary following the scheme changes and consultee comments.

1.1.12. As with the original ES, the consultants who have contributed to the preparation of this ES Addendum are considered to be competent experts, in accordance with the EIA Regulations. Information demonstrating their expertise is referenced in the Competency Statement at the front of the original ES.

Figure 1.1a Site Location Plan

Land South of the A52, Toton West, Broxtowe, Nottinghamshire - Site Location Plan

| Drawn by: ALW | Approved by: - | Date: 10/11/25 | Scale: 1:2,500 @ A1 | DRG: P23-2379_DE_009 Sheet No: 01 Rev: C | Client: Bloor Homes |

PEGASUS GROUP

2. Assessment Scope and Methodology of the ES Addendum

2.1. Scope of this Addendum to the ES

2.1.1. The purpose of this Addendum to the ES is to present the minor amendments to the Proposed Development and review the technical assessments previously undertaken to confirm whether there are any resultant changes to the assessment of likely significant effects and/or proposed mitigation measures. This Addendum therefore reviews the updated proposals against each technical discipline, providing updated assessment or commentary where necessary. In addition, further information in relation to ecology, transport, noise and air is also presented. The overall scope and methodology follow that of the original May 2025 ES.

2.1.2. The intention of this Addendum, in accordance with the EIA Regulations, is to provide relevant updated information/assessment which is directly relevant to reaching a reasoned conclusion on the likely significant effects. It is not intended to substitute the original ES May 2025; this Addendum (Volume 1a) should therefore be read in combination with the original ES.

2.1.3. The format of Chapters contained in this ES Addendum are numbered in accordance with the chapter numbers of the May 2025 ES for ease of reference. Any figures or appendices that have not been subject to change are as previously presented. Where a figure or appendix has the suffix 'a' at the end of its reference it is proposed that this supersedes the previously submitted document or plan.

2.1.4. 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 stand alone document

2.1.5. The ES Addendum has been compiled using a range of sources and with inputs from technical specialists. The organisations inputting to this ES Addendum are considered to be competent experts, in accordance with the EIA Regulations. Information demonstrating their expertise is referenced in the Competency Statement at the front of this Addendum.

2.2. Availability of Addendum ES

2.2.1. This Addendum to the ES (and the original submission) should be made available by Broxtowe Borough Council (BBC) for public viewing during normal office hours at the below address. For details of where and viewing times please contact BBC.

Broxtowe Borough Council Foster Avenue Beeston Nottingham NG9 1AB	Telephone: 0115 917 7777 email: pabc@broxtowe.gov.uk

2.2.2. Additional copies of the Non-Technical Summary ("NTS") (no charge) and ES Volume 1a (£50 including postage) are available from Pegasus Group, 4 The Courtyard, Church Street, Lockington, Derbyshire, DE74 2SL. The Addendum to the ES can also be obtained in CD format for £10 from the same address.

2.2.3. Comments on the planning application should be sent to the BBC Planning Department, located at the Council Offices, at the address / details given above. Please do not send comments to Pegasus Group, the Applicant or the consultants who have contributed to this ES as these may not be taken into consideration.

3. The Application Site

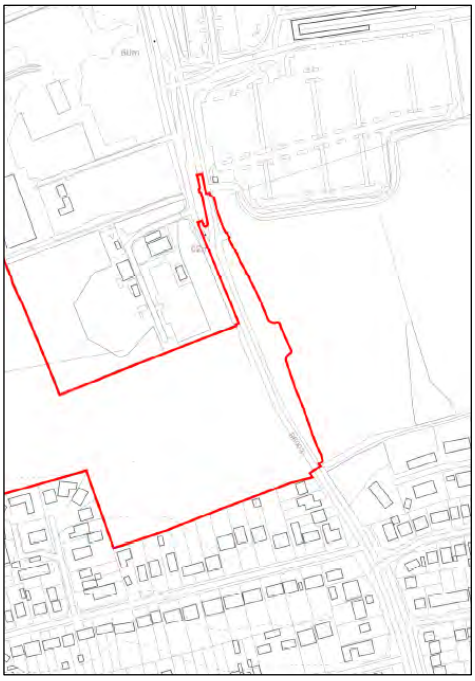
3.1.1. Chapter 3 of the original May 2025 ES set out a description of the Site and its context, the majority of which remains unchanged.

3.1.2. 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 and associated treelines and scrub east of the road, to allow for the amended access design.

3.1.3. 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.

3.1.4. The new redline boundary is provided in **Figure 1.1a** and replaces the previous Figure 1.1.

Previous Redline Boundary (18.96ha)



Amended Redline Boundary (19.62ha)

4. Proposed Development & Alternatives

4.1. Introduction

4.1.1. Chapter 4 of the original ES May 2025 set out the description of the Proposed Development and its construction, along with providing a Parameter Assessment Plan (Figure 4.1) upon which assessments were based, and an illustrative masterplan (Figure 4.2), which demonstrated one way in which the Proposed Development could be built out.

4.1.2. As noted in the Introduction of this Addendum, minor amendments have been made to the Proposed Development. This Addendum Chapter sets out these amendments and provides an updated Parameter Assessment Plan (Figure 4.1a) and Illustrative Masterplan (Figure 4.2a), which replaces the previous Figures.

4.2. Proposed Development Amendments

4.2.1. The formal description of the Proposed Development as set out in the planning application and Chapter 4 of the original May 2025 ES, remains unchanged as follows:

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

4.2.2. 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.**

- Minor amendments to the outline drainage strategy[1] 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.

[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

4.2.3. To reflect the above minor amendments, the Parameter Assessment Plan (which has been assessed against baseline conditions within each environmental discipline) and Illustrative Masterplan 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.

4.2.4. 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 11.97ha; roads 1.03ha)	Up to 420 residential dwellings with varying heights, With the majority categorised 13m maximum height Above Finished Floor Level (AFFL) and those dwelling proposed along the southern boundary categorised as 9.5m AFF.	Very minor amends to ha (from c. 13.23ha to 13ha)
	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

4.2.5. 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.

4.2.6. 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.

Figure 4.1a Parameters Assessment Plan

KEY

Site Boundary
19.62Ha

Area of Detailed Access Design
0.66Ha

BUILT FORM PARAMETER

Built Form Height
Up to 9.5m
Includes incidental open space, landscaping, drainage areas and infrastructure, streets, lanes and private drives.

Built Form Height
Up to 13m
Includes incidental open space, landscaping, drainage areas and infrastructure, streets, lanes and private drives.

Approximate Location of New Terminal Tower

ACCESS & MOVEMENT PARAMETER

Vehicular Site Access
B6003 Stapleford Lane

Pedestrian & Cycle Connections
Indicative, to be delivered where feasible and where landowner agreement can be secured

Public Right of Way
Bridleway, off-site

Retained Public Right of Way
Footpath, upgraded

Public Right of Way to be Closed

Diverted Route of Public Right of Way
Footpath, upgraded

Potential Tramway Extension
15m easement

LANDSCAPE PARAMETER

Open Space
Except to allow for "Access & Movement" Parameter.
Includes but not limited to:
- Proposed Landscaping
- Public Open Space
- Drainage Areas & infrastructre
- Pedestrian & Cycle Links
- Play Spaces
- Services & Utilities
- Plot Access (e.g shared private drives)

Retained Trees & Hedgerows
Except to allow for 'Access & Movement' Parameter

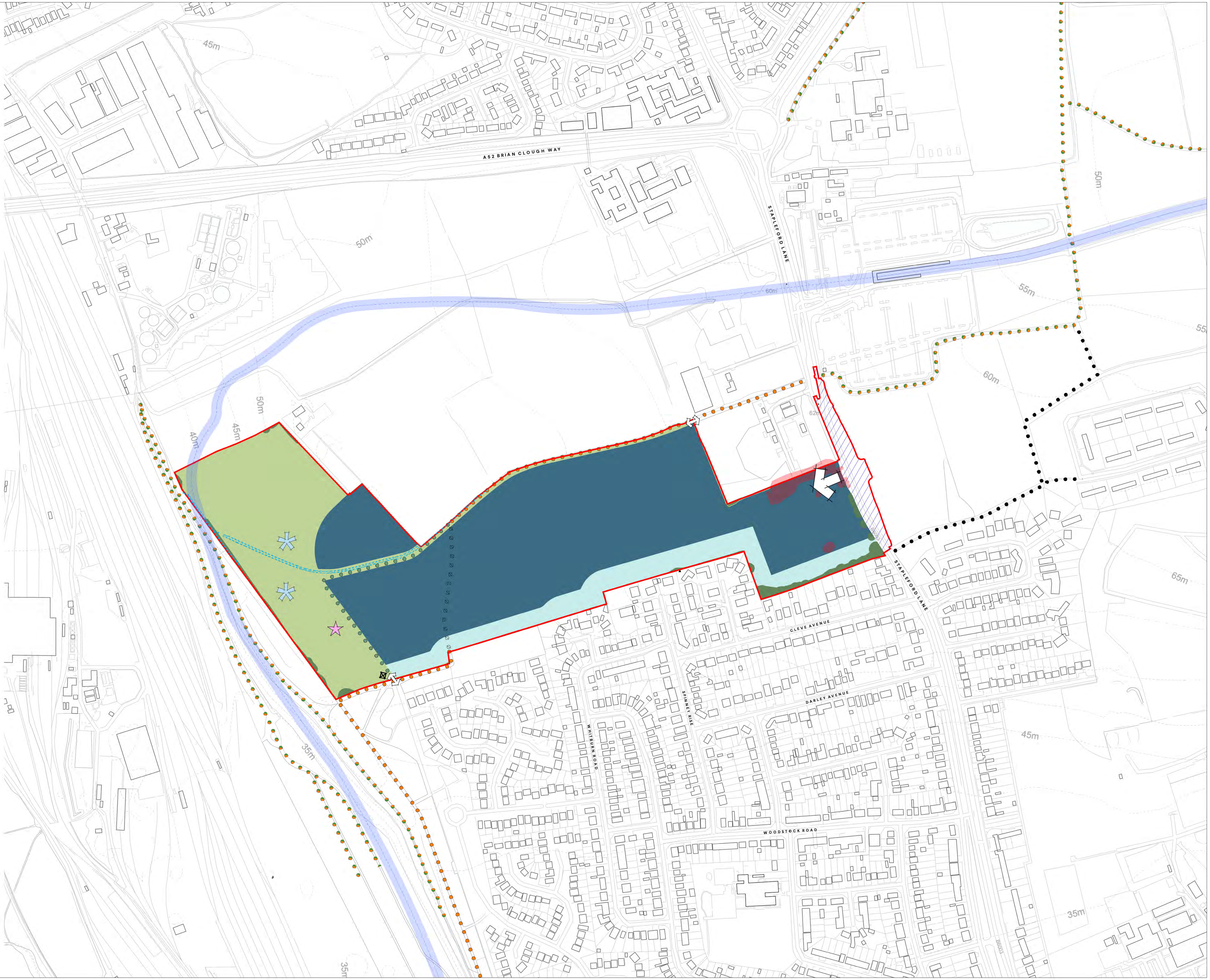
Trees & Hedgerows to be Removed
To allow for site access

Watercourse Alignment
Retained in-situ

Play Space
Approximate location

Drainage Basin
Approximate location

N 0 50 100 m



Land South of the A52, Toton West, Broxtowe, Nottinghamshire - **Parameter Plan (Outline Application)**

| Drawn by: ALW | Approved by: - | Date: 15/12/25 | Scale: 1:2,500 @ A1 | DRG: P23-2379_DE_015 Sheet No: 02 Rev: E | Client: Bloor Homes |

PEGASUS GROUP

Figure 4.2a Illustrative Masterplan

A52 Brian Clough Way

Stapleford Treatment Plant

Adult Sports Provision

Formal & Informal Sports & Recreation

Community Plot

George Spencer Academy

B6003 Stapleford Lane

TOTON LANE TRAM STATION & PARK & RIDE

Spinney Rise

B6003 Stapleford Lane

KEY

- **Site Boundary** 19.62Ha
- **Development** Residential 11.7Ha @36dph = 420 dwellings
- **Public Open Space**
- **Vehicular Site Access** B6003
- **Primary Street** Indicative Alignment
- **Streets & Lanes** Illustrative street network
- **Existing Trees & Hedgerows** Retained
- **Drainage Basins**
- **Public Rights of Way** Retained Footpaths & Bridleways
- **Pedestrian & Cycle Links**
- **Pedestrian Links**
- **Pedestrian & Cycle Links** Connections dependent on land ownership
- **Pedestrian & Cycle Priority Crossings**
- **Play Space** LEAP
- **Proposed Landscaping** Buffer planting
- **Allocated Sites**
- **Illustrative Terminal Tower Location** 20m offset

DRAFT

0 50 100 m

Land west of the B6003, Toton West, Broxtowe, Nottinghamshire - **Illustrative Masterplan - Outline**

| Drawn by: AW | Approved by: - | Date: 24/11/25 | Scale: 1:2500 @ A2 | DRG: P23_2379_DE_014 Sheet No: 01 Rev: D | Client: Bloor Homes |

PEGASUS GROUP

5. Socio Economic and Health

5.1.1. The amendments to the Proposed Development as set out in Addendum Chapter 4 are minor modifications to the detail and do not amend the quantum of residential dwellings. As such, the amendments do not alter the assessment previously presented and the assessment and conclusions set out in the May 2025 ES remain valid.

6. Landscape and Visual

6.1. Proposed Development Amendments

6.1.1. The amendments to the Proposed Development as set out in Addendum Chapter 4 primarily relate to the extension of the Application boundary eastwards to facilitate amended access proposals (now four arm access as oppose to 3 arm access), and minor amendments to the previously proposed outline drainage strategy. These however are considered minor modifications and the Proposed Development comprises the same land uses, building heights and general arrangement as previously submitted and assessed. These modifications do not fundamentally alter the areas proposed for built form or overall parameters, are considered minor in the context of the wider proposals, and do not introduce any significantly different features that would alter the conclusions of the previous assessment.

6.1.2. Whilst there is a minor extension to the redline (from 18.96ha to 19.62ha), this is predominantly made up of highway infrastructure of Stapleford Lane and the associated treelines and scrub east of the road. The impact on the vegetation as a landscape resource has been considered in the updated Arboricultural Report in **Appendix 7.4.**

6.1.3. It is therefore concluded that the assessment and conclusions set out in the May 2025 ES remain valid in relation to the LVIA.

6.1.4. For completeness, the Figures which accompanied the Landscape and Visual Chapter of the original ES have been updated to reflect the new redline:

- **Figure 6.1** Site Location Plan
- **Figure 6.2** Planning Designations
- **Figure 6.3** Topography
- **Figure 6.4** Landscape Character
- **Figure 6.5** Zone of Theoretical Visibility, Viewpoint Locations and PRoW
- **Figure 6.6** Viewpoint Photographs
- **Figure 6.7** Combined Zone of Theoretical Visibility and PRoW

Figure 6.1 Site Location Plan

Key

Site Boundary

DATE	NO	REVISION NOTE
12/03/2025	-	First Issue

Figure 6.1: Site Location Plan

Land at Toton West

CLIENT
Bloor Homes Ltd

N 0 50 100 m

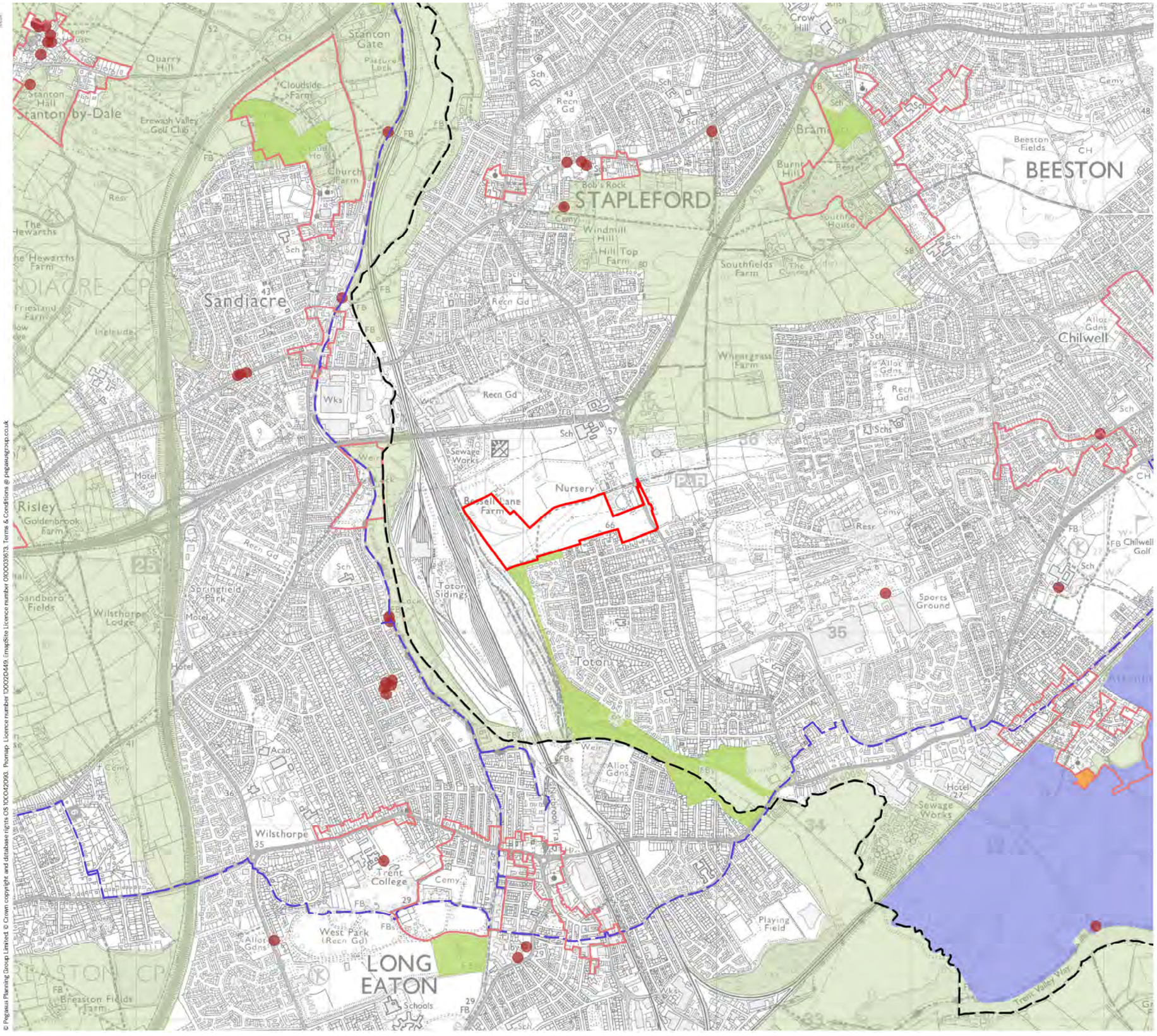
DATE	SCALE	TEAM	APPRVD
12/03/2025	1:5000 @A3	SK	KE

DRAWING NUMBER

P23-2379_EN_1000_-_1 SL

PEGASUS GROUP

Figure 6.2 Planning Designations



12/03/2025 - First Issue

DATE NO REVISION NOTE

Figure 6.2: Planning Designations

Land at Toton West

CLIENT
Bloor Homes Ltd

N 0 250 500 m

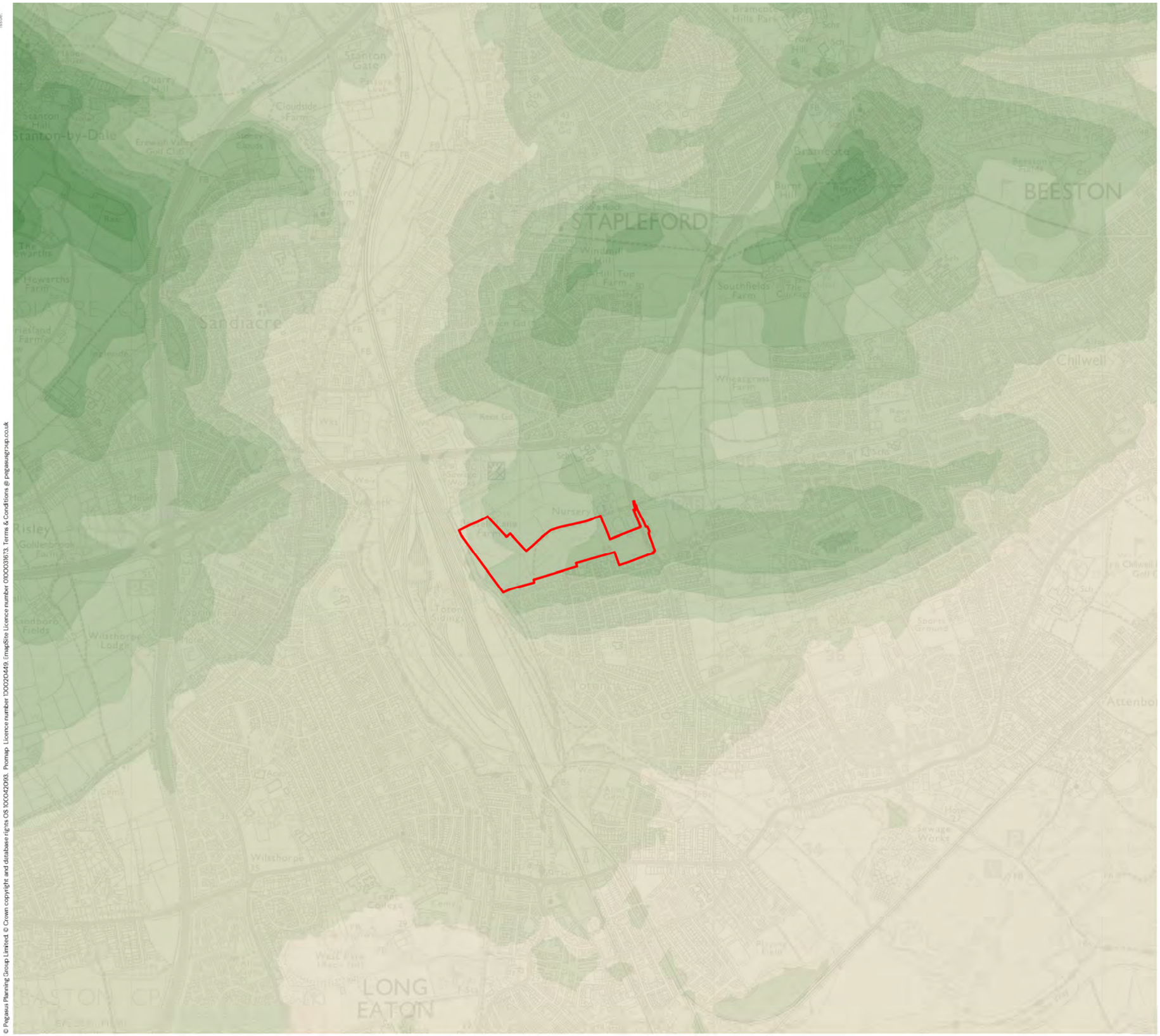
DATE	SCALE	TEAM	APPRVD
12/03/2025	1:20000@A3	SK	KE

DRAWING NUMBER

P23-2379_EN_1001_-_1 PD

PEGASUS GROUP

Figure 6.3 Topography



Key

- Site Boundary
- 90m-100m AOD
- 80m-90m AOD
- 70m-80m AOD
- 60m-70m AOD
- 50m-60m AOD
- 40m-50m AOD
- 30m-40m AOD
- 20m-30m AOD
- 0m-20m AOD

Issue:

DATE	NO	REVISION NOTE
12/03/2025	-	First Issue

Figure 6.3: Topography

Land at Toton West

CLIENT
Bloor Homes Ltd

N 0 250 500 m

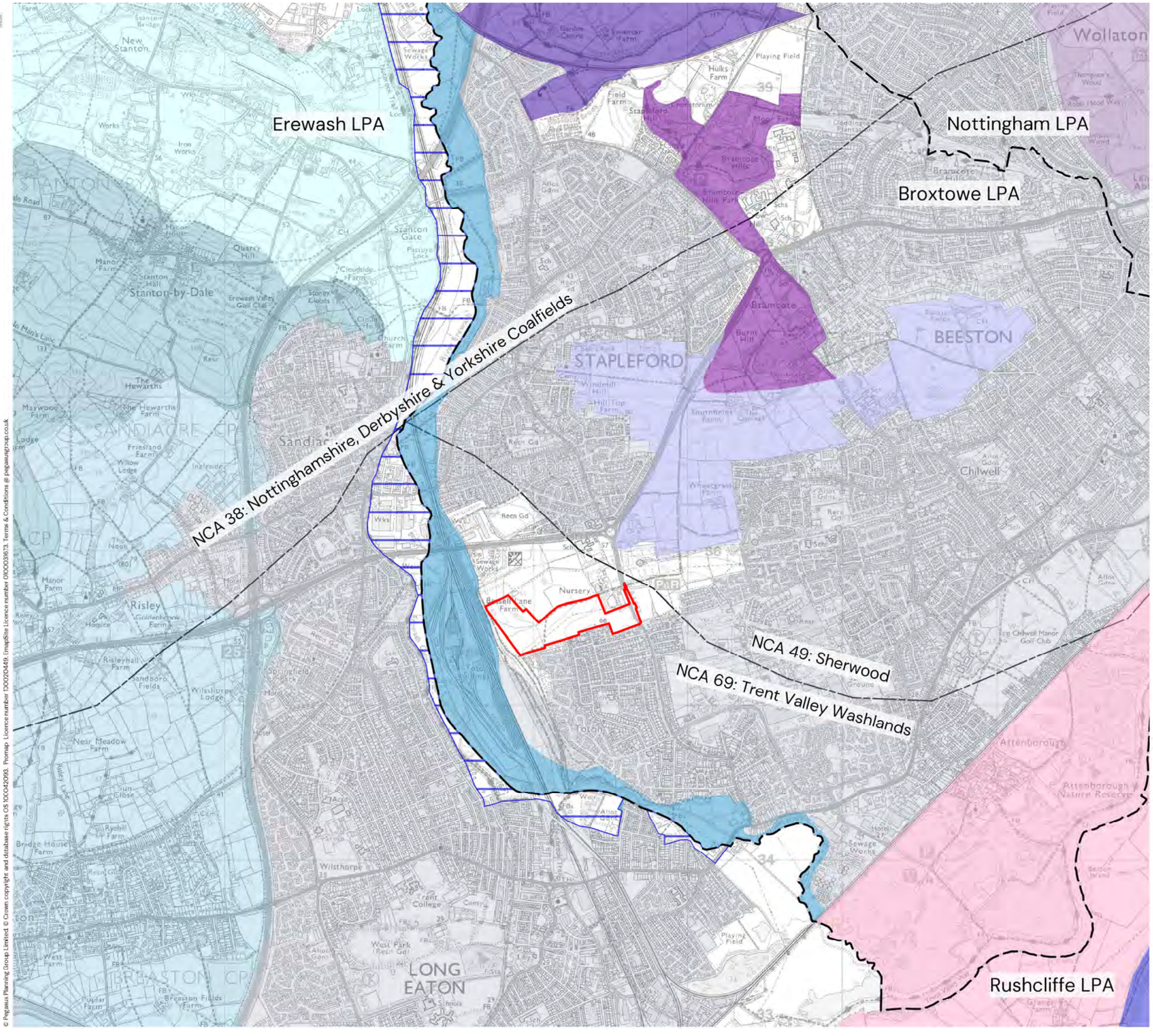
DATE	SCALE	TEAM	APPRVD
12/03/2025	1:20000@A3	SK	KE

DRAWING NUMBER

P23-2379_EN_1002_-_1 TP

PEGASUS GROUP

Figure 6.4 Landscape Character



Key

- Site Boundary
- District Boundary
- National Character Area Boundary

National Character Area Sherwood
(The whole site sits within NCA 49)

Greater Nottinghamshire Landscape Character Assessment (2009)

- Sherwood SH60: Beeston and Stapleford Urban Fringe
- Sherwood SH61: Bramcote Wooded Hills
- South Nottinghamshire Farmlands SN01: Clifton Slopes
- Sherwood SH62: Wollaton Parkland
- Trent Valley TV01: Attenborough Wetlands
- Derbyshire & Nottinghamshire Coalfields NC02: Babbington Rolling Farmlands
- Derbyshire & Nottinghamshire Coalfields NC01: Erewash River Corridor
- Urban Settlements

The Landscape Character of Derbyshire (2014)

- 19: S Yorkshire, Notts & Derbyshire Coalfield 19: Coalfield Village Farmlands
- 19: S Yorkshire, Notts & Derbyshire Coalfield 21: Plateau Estate Farmlands
- 30: Trent Valley Washlands 30: Lowland Village Farmlands
- 22: S Yorkshire, Notts & Derbyshire Coalfield 22: Riverside Meadows

DATE	NO	REVISION NOTE
12/03/2025	-	First Issue

Figure 6.4: Landscape Character

Land at Toton West

CLIENT
Bloor Homes Ltd

N 0 250 500 m

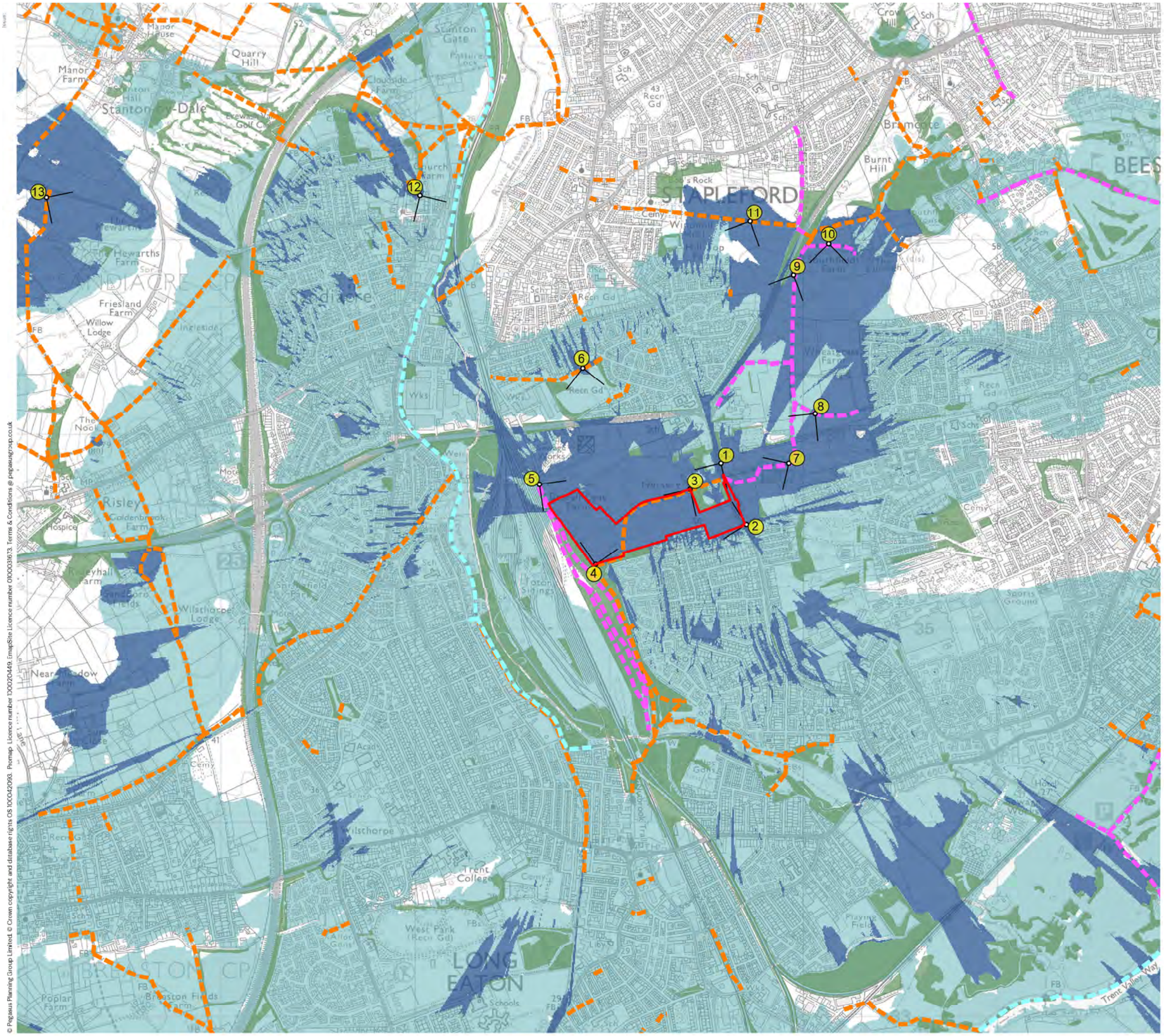
DATE	SCALE	TEAM	APPRVD
12/03/2025	1:25000 @A3	SK	KE

DRAWING NUMBER

P23-2379_EN_1003_-_1 LC

PEGASUS GROUP

Figure 6.5 Zone of Theoretical Visibility, Viewpoint Locations and PRoW



Screened ZTV Production Information -
- DTM data used in calculations is OS Terrain 5 that has been combined with OS Open Map Local data for woodland and buildings to create a Digital Surface Model (DSM).

- Indicative woodland and building heights are modelled at 15m and 8m respectively.
- Viewer height set at 1.7m
(in accordance with para 6.11 of GLVIA Third Edition)
- Calculations include earth curvature and light refraction

N.B. This Zone of Theoretical Visibility (ZTV) image illustrates the theoretical extent of where the proposed development may be visible from, assuming 100% atmospheric visibility, and includes the screening effect from vegetation and buildings, based on the assumptions stated above.

DATE	NO	REVISION NOTE
12/03/2025	-	First Issue

Figure 6.5: ZTV, Viewpoint Locations and PRoW

Land at Toton West

CLIENT
Bloor Homes Ltd

N 0 250 500 m

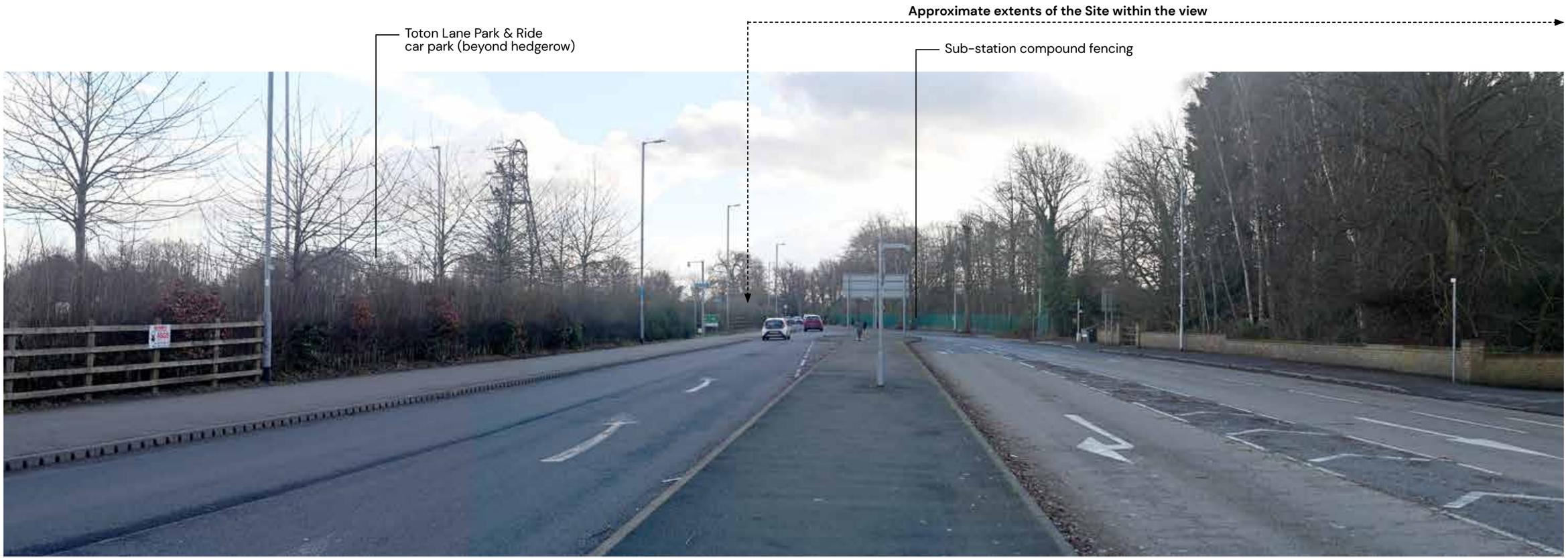
DATE	SCALE	TEAM	APPRVD
12/03/2025	1:20000@A3	SK	KE

DRAWING NUMBER

P23-2379_EN_1004_-_1 ZTV

PEGASUS GROUP

Figure 6.6 Viewpoint Photographs



Viewpoint details:

Approx. grid reference:

449566 335851

Approx. elevation:

+ 61m AOD

Distance to site:

205 m

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

Medium

Baseline description:

This viewpoint is representative of the views experienced by road users travelling south along Toton Lane from the A52 junction on the approach to the Site.

Along this section of Toton Lane, the road (which is the focus of the view) is largely flanked by hedgerows and trees together with boundary fencing and walls. Beside proximate vegetation to both sides, other elements are visible at short distance such as a a pylon and power lines across the road, lighting columns, signage on the pavement for pedestrians/cyclists, road users along the road and approaching the roundabout, and the perception of built form within the sub-station compound. There are partial views of short to mid di1stance tree canopies to the south-east and continuing along the B6003.

Views into the Site itself in this location are not possible. The Site's eastern boundary trees along the road frontage are at least partially visible but diminish within the view quickly with increasing distance from the Site.

Description of change:

Views of construction activity would be primarily restricted to the removal of a select number of roadside trees at the point of access from the B6003. It is unlikely that construction within the site itself would be visible, but there may be some perception of activity (most notably, vehicular) within the Site close to the eastern boundary. Glimpses into the Site from this distance are unlikely but there may be the maginal perception of construction activity when / where this occurs closest to the Site's eastern boundary.

On completion, there may be some limited perception of proposed development in close proximity to the B6003, although this is likely to be filtered by trees along the road directly north of the Site to the substation and would replace any glimpses of existing dwellings, if visible..

In the long term, views would be of a comparable nature to existing.

Magnitude of impact:

Construction

Negligible /Low

Operation

Negligible / Low

Year 15

None / Negligible

Significance of effect:

Construction

Minor Adverse

Operation

Negligible / Minor Adverse

Year 15

Negligible Neutral

Viewpoint 1: From B6003 near Toton Lane Park & Ride, looking south

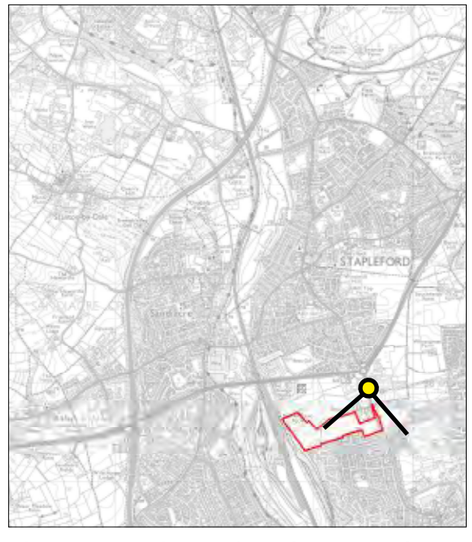


Figure 6.6: Viewpoint Photographs

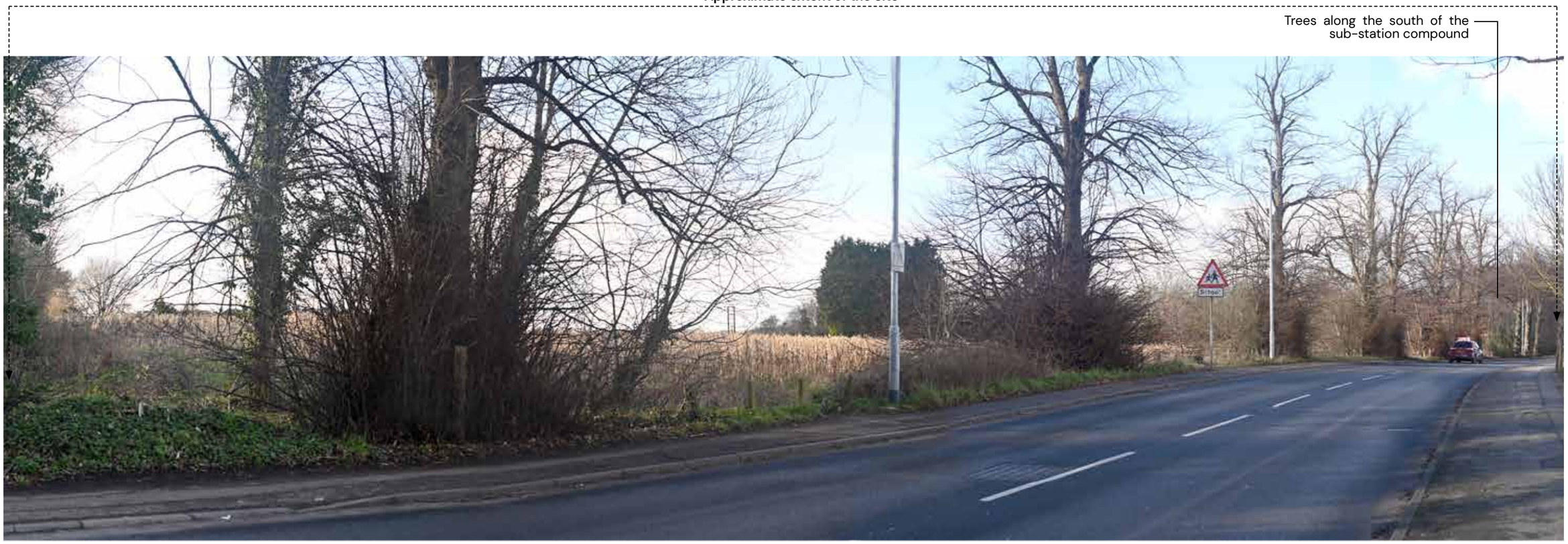
Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date	07/03/2025
Team	SL
App	KE

PEGASUS GROUP

PEGASUS GROUP



Viewpoint details:

Approx. grid reference:

449685 335546

Approx. elevation:

+60 m AOD

Distance to site:

10 m

Camera type:

Nikon D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

Medium

Baseline description:

This viewpoint is representative of road receptors along a limited section of Toton Lane travelling north past the Site where the view looking north-west is unconstrained by housing and the lower lying topography (as experienced further south).

Beyond the road corridor itself, the foreground comprises the farmland in the east of the Site (identified as a mixed-use allocation in Broxtowe's adopted development plan) defined by field hedgerows and tree belts. Due to topography and intervening field hedges the mid-ground is largely obscured. Views of landscape elements at longer distances are restricted by immediate vegetation along the road and trees, with only farmland and the settlement edge visible on rising ground to a horizon comprising woodland around Burnt Hill, development associated with the southern edge of Bramcote and north of Chilwell and some fields around Southfields Farm.

The Site sits directly within the view, occupying the immediate foreground and field beyond the hedge and tree line at short distance.

Description of change:

During the construction phase, receptors would observe the loss of farmland and site preparation work within the Site (soil stripping, levelling, delivery of internal vehicular routes etc) across the foreground of the view. Road users would also see the removal of existing trees on the road frontage at the Site access and the delivery of the new priority junction off the B6003.

On completion, the partially filtered views available over the relatively short distance passing the Site would have altered from gently rising agricultural fields defining a relatively short distance horizon to new housing seen at short distance fronted by the existing roadside trees along the B6003.

In the long term, the existing trees provide some softening of views of development and the nature of the view would remain settled albeit now foreshortened, as along most of the B6003.

It is anticipated that while the effects reported would be the typical experience, levels of effects would be slightly higher (and siginificant) passing the Site access where fleeting but direct views into the Proposed Development would be possible.

Magnitude of impact:

Construction

Medium / High

Operation

Medium / High

Year 15

Medium / High

Significance of effect:

Construction

Moderate / Major Adverse

Operation

Moderate Adverse

Year 15

Moderate Adverse

Viewpoint 2: From B6003 (Toton Lane) on the northern edge of Toton, looking north-west

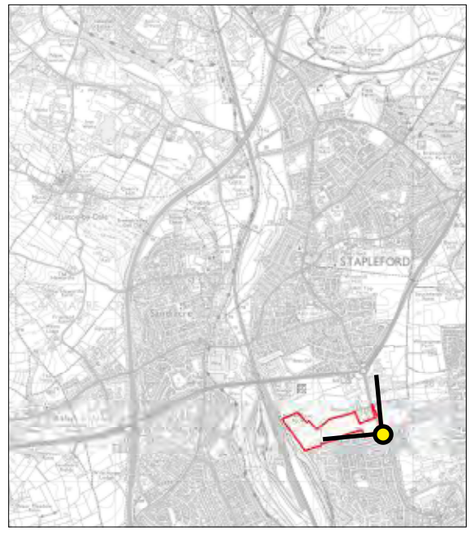


Figure 6.6: Viewpoint Photographs

Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date	07/03/2025
Team	SL
App	KE

PEGASUS GROUP

PEGASUS GROUP

Viewpoint details:

Approx. grid reference:

449410 335714

Approx. elevation:

+ 60m AOD

Distance to site:

0 m

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

This viewpoint is representative of users of the public footpath entering the Site from the north-east, passing along the northern boundary and travelling to the south-west. Although the elevation of the footpath gradually reduces travelling westwards, the nature of the view along the route remains relatively consistent. The path are along the majority of this section is flanked by a field hedgerow that typically controls views to the north.

Looking to the south and south-west, the existing foreground comprises a large-scale, open arable field, bordered at short to mid-distance by the northern residential edge of Toton on relative higher ground, and the northern-most wooded extents of the Toton Fields LNR. Pylons cross the farmland within the Site boundaries, and the skyline is also crossed by telegraph lines.

The residential and treed edge of Toton obscures long-distance views to the south and south-west, although there are marginal views of the settled area of Long Eaton just visible to the west.

Description of change:

During the construction phase, receptors would observe the loss of farmland and site preparation work within the Site (soil stripping, levelling, delivery of internal vehicular routes etc) across the view from the imediate fore to the existing settled edge. THe pylon would be dismantled / removed and cables re-routed through the Site underground.

On completion, the currently open views would have altered from gently rising agricultural fields to a settled horizon and woodland to new housing seen at immediate distance beyond the corridor within which the public footpath would be retained along its existing alignment. Channelled views would be possible at intervals looking into the proposed development along minor internal roads and tree-lined avenues.

While there would be some weathering of buildings and maturing of residential frontage landscaping / planting and street trees (where proposed), the nature of the views is not considered to materially alter in the longer term.

Magnitude of impact:

Construction

High

Operation

High

Year 15

High

Significance of effect:

Construction

Major Adverse

Operation

Major Adverse

Year 15

Major Adverse

Viewpoint 3: From PRoW off B6003 towards Toton Fields LNR

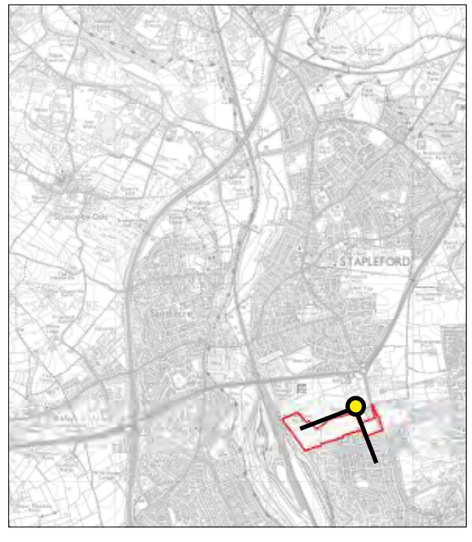


Figure 6.6: Viewpoint Photographs

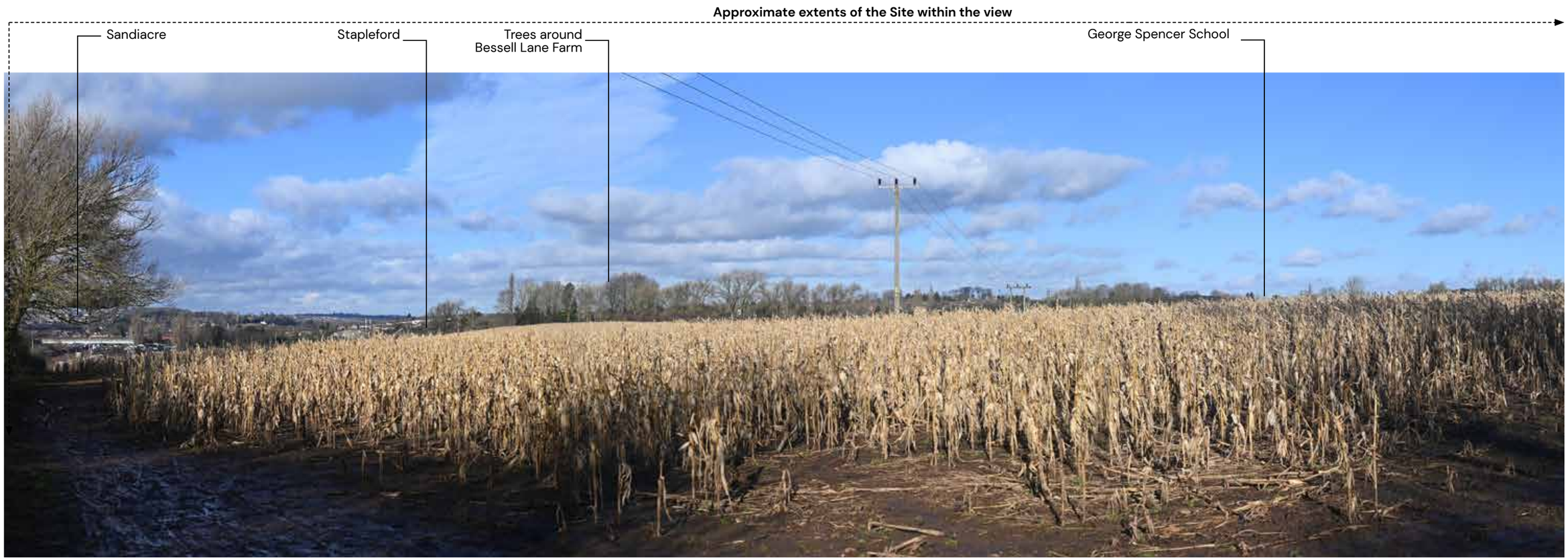
Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date	07/03/2025
Team	SL
App	KE

PEGASUS GROUP

PEGASUS GROUP



Viewpoint details:

Approx. grid reference:

448911 335328

Approx. elevation:

+ 54m AOD

Distance to site:

0 m

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

This viewpoint is representative of first available direct views of the Site where the public footpath approaches from the south and joins the Site boundary from the connecting PRoW network along the river valley. It is situated at the opposite end of the section of this public footpath that crosses the Site from the north-east, represented by viewpoint 3.

Views at the south-west corner look across an open arable farmland foreground, with visible extents defined by the woodland belt along the western boundary and the hedgerow and residential edge along the south. A pylon (out of field of view) sits at short distance to the east. At mid distance are the tree canopies within the Bessell Farm curtilage, around the sub-station compound, to the north of the Site and along the B6003.

This vegetation generally screens longer-distance landscape elements, although to the north elevated portions of Sandiacre, west Stapleford and Ilkeston can be identified. There is a perception of the southern extents of Stapleford visible through (and heavily filtered by) intevening tree cover looking north-east.

Description of change:

During the construction phase, receptors would observe the loss of farmland and site preparation work within the Site (soil stripping, levelling, delivery of internal vehicular routes etc) at short distance to the north-east. Open views looking north along the western boundary would be retained. The pylon would be dismantled / removed and cables re-routed through the Site underground along the southern boundary.

On completion, the currently open views across the Site would have altered from gently rolling agricultural fields and a settled and wooded horizon to new housing seen at short distance beyond new public open space. Existing long distance views would remain possible looking north., although focused by woodland to the west and new housing to the east.

In the longer term PRoW users would see some maturing of the proposed green infrastructure within the view, although long distance views would still be possible, albeit potentially filtered by new tree planting within the west of the Site.

Magnitude of impact:

Construction

Medium / High

Operation

Medium / High

Year 15

Medium / High

Significance of effect:

Construction

Moderate / Major Adverse

Operation

Moderate / Major Adverse

Year 15

Minor / Moderate Adverse

Viewpoint 4: From public footpath past the western edge of Toton to the B6003, just north of Hampton Close, looking north-east

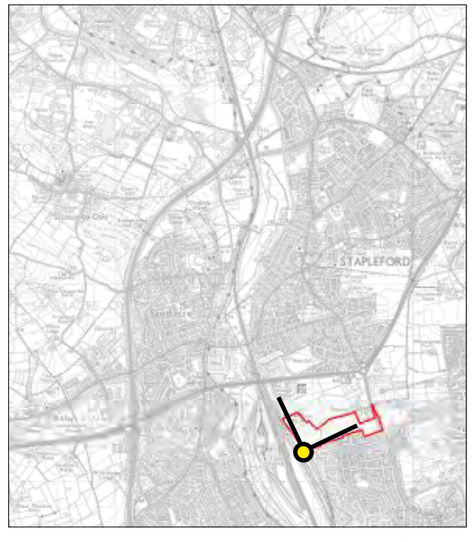


Figure 6.6: Viewpoint Photographs

Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date 07/03/2025
Team SL
App KE

PEGASUS GROUP

PEGASUS GROUP

Viewpoint details:

Approx. grid reference:

448639 335741

Approx. elevation:

+39m AOD

Distance to site:

75 m

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

Just beyond the southern end of Bessells Lane, this viewpoint is representative of views from the northern extents of the public bridleways passing the west of the Site, where for a short distance views of the Site are direct and unimpeded by bordering tree belts.

Looking to the south and south-east, the existing foreground comprises a large-scale, open arable field, bordered on relative higher ground on the skyline at mid-distance by the northern residential edge of Toton, and the northern-most wooded extents of the Toton Fields LNR. Pylons cross the farmland within the Site, and numerous telegraph lines and poles can be seen along its various boundaries.

The residential and treed edge of Toton obscures long-distance views further to the south-east. Just beyond the field of view, to the east is a sewage works and solar panel array, and to the south / south-west along the PRoW routes within the river valley views are dominated by the railway, sidings and other commercial / industrial development.

Description of change:

During the construction phase, receptors would observe the loss of farmland and site preparation work within the Site (soil stripping, levelling, delivery of internal vehicular routes etc) within the Site across higher ground within the view. The pylon would be emoved and cables re-routed through the Site underground.

On completion, the currently open views would have altered from gently rising agricultural fields to a horizon fringed by woodland and a perception of existing dwellings, to new housing (seen across the view between the trees around Bessell Lane Farm and the current pylon location) beyond new public open space in the west and north-west of the Site. The developed edge of Toton would become much more apparent within views, where it currently comprises heavily filtered perceptions along part of the skyline. Visible elements in closest proximity would primarily comprise swathes of native shrub planting fringing the open space, and the flood attenuation basin.

Over time, shrub and new shrub scattered tree planting would provide some softening of new housing within the view, both that which is proposed along the boundary and across open space.

Magnitude of impact:

Construction

Medium

Operation

Medium

Year 15

Medium

Significance of effect:

Construction

Moderate Adverse

Operation

Moderate / Major Adverse

Year 15

Minor / Moderate Adverse

Viewpoint 5: From PRoW meeting Bessells Lane near the north-west corner of the Site

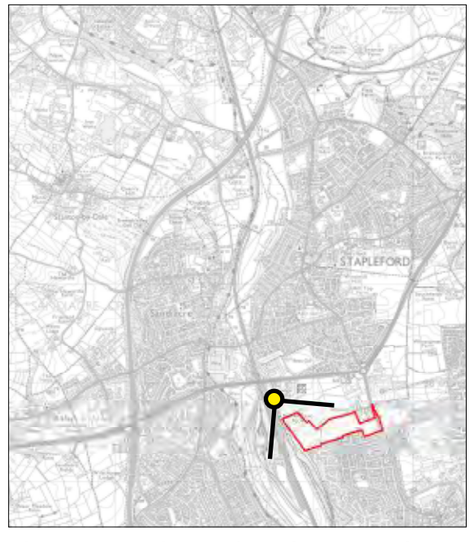


Figure 6.6: Viewpoint Photographs

Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date 07/03/2025
Team SL
App KE

PEGASUS GROUP

Viewpoint details:

Approx. grid reference:

448876 336330

Approx. elevation:

+54 m AOD

Distance to site:

610 m

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

Situated within the Archers Recreation Ground, this viewpoint is representative of PRoW users crossing the northern extents of the ground. As this public open space is on sloping ground, outward views of recreational users from within the open space would in general be enclosed by the surrounding development and established tree cover and the Site is not visible.

From the most elevated points along the PRoW however; and beside the recreation ground itself; southerly views encompass the residential fringes of Stapleford and the well vegetated A52 corridor. The extent of these views is typically defined by proximate settlement and tree cover, with the perception of a mid-distance horizon formed by the northern edge of Toton and including the southern extents of the Site and the crossing pylons / overhead power lines.

To the south-west a much longer-distance horizon can be partially seen beyond the Erewash Valley, although this is generally obscured by contextual vegetation.

Description of change:

During construction, there may be some marginal glimpses of construction activity within the south-western extents of the Site. In comparative terms, the most readily visible change during this period is likely to be the removal of the pylons, which sit on the horizon.

On completion much of the new development - including the open space - would be obscured by intervening landscape elements, or given the settled context to the view that the proposed development would not be readily discerned from along much of this PRoW route. However, there would be marginal views of new residential built form and public open space in the south-west of the Site on the horizon beyond the proximate settlement and vegetation. New dwellings closest to the southern boundary would appear along - and form part of - the horizon.

Given the limited contribution of the Site to the overall settled view, it is not predicted that there would any perceived further change in this view in the long term.

Magnitude of impact:

Construction

Negligible / Low

Operation

Low

Year 15

Low

Significance of effect:

Construction

Minor Adverse

Operation

Minor / Moderate Adverse

Year 15

Minor Adverse

Viewpoint 6: From PRoW crossing Archers Field Recreation Ground

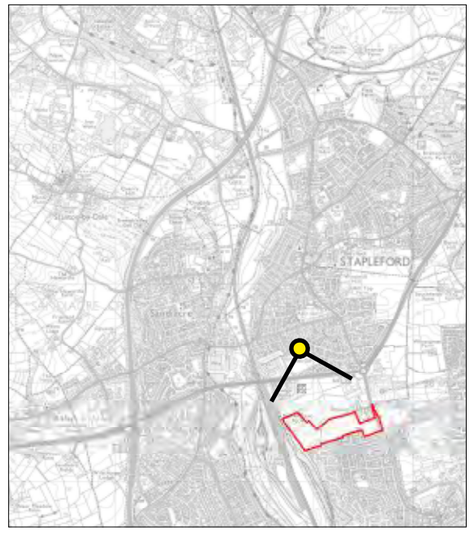


Figure 6.6: Viewpoint Photographs

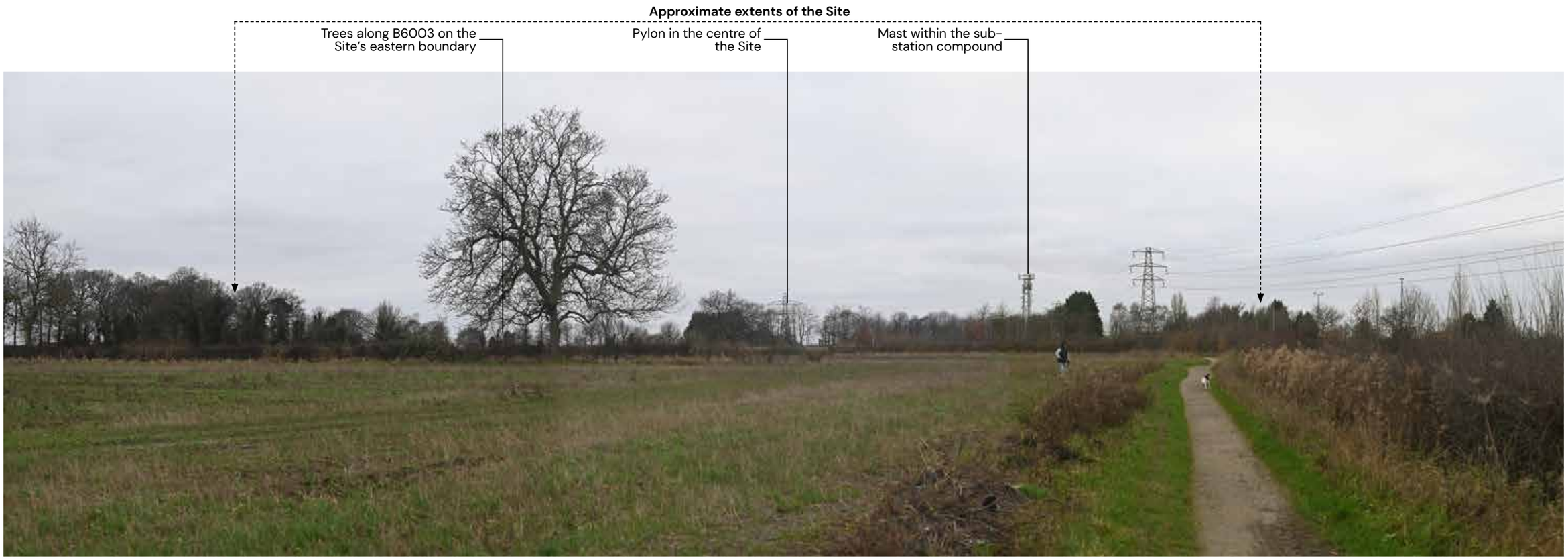
Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date	07/03/2025
Team	SL
App	KE

PEGASUS GROUP

PEGASUS GROUP



Viewpoint details:

Approx. grid reference:

449912 335849

Approx. elevation:

+56m AOD

Distance to site:

355 m

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

This viewpoint is representative of receptors along the southern section of the public bridleway from Common Lane to the B6003, just south of the path's crossing over the tram lines and looking west / south-west.

As the PRoW runs along the southern side of the field hedgerow, views are open across the farmland context to the south-west. The extent of the view is defined by the settlement edge to the south-west, field boundary vegetation, and tree cover to either side of the B6003. There are glimpses of housing on the northern edge of Toton to the east of the B6003.

The Site is not directly visible - extending away from the view and largely screened by the sub-station and tree cover west of the B6003 - although trees adjoining the eastern Site boundary are discernible.

Description of change:

During construction, views would not be direct but receptors may be able to discern the removal of select trees at the Site access onto the B6003 as well as activity in the eastern-most extents of the Site. The pylons within the view would be removed and cables redirected underground.

On completion, views of proposed development would be heavily filtered by existing trees and other vegetation to either side of the B6003, but receptors may perceive glimpses of new dwellings along the eastern boundary. The presence of energy infrastructure would be diminished compared to existing views, with the absence of pylons and overhead power lines.

In the long term, little if any further change to this view is predicted.

Magnitude of impact:

Construction

Negligible / Low

Operation

Negligible

Year 15

Negligible

Significance of effect:

Construction

Minor Adverse

Operation

Negligible Adverse

Year 15

Negligible Adverse

Viewpoint 7: From public bridleway from B6003 north towards Stapleford, east of the tram stop, looking south-west

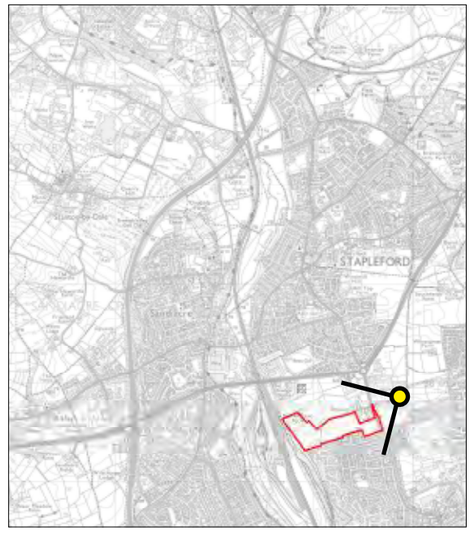


Figure 6.6: Viewpoint Photographs

Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date 07/03/2025
Team SL
App KE

PEGASUS GROUP

Viewpoint details:

Approx. grid reference:

450057 336112

Approx. elevation:

+48 m AOD

Distance to site:

640 m

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

This viewpoint is taken from along a bridleway connecting Baulk Lane (to the west) with Inham Road (to the east) and is representative of PRoW users crossing farmland just north-east of the tram line crossing close to Chilwell.

The extent of the view looking south-east is primarily defined by successive linear vegetation along field boundaries and the tram line, heavily filtering views of existing settlement on the northern edge of Toton, with glimpses of Toton Lane Park & Ride and other features such as the overhead power lines and pylons crossing the view east-west. Landform is relative flat to very gentle within the local landscape, with the skyline consequently defined by the layered hedgerows and trees at short to middle distance. Although dwellings are not readily visible, there is a perception of Toton's developed edge

The Site is well screened by intervening successive field boundary vegetation and tree cover, including that along the B6003. Trees to the eastern boundary are not readily identified..

Description of change:

Any perception of construction activity is likely to be heavily filtered, with no greater than glimpses likely of activity closest to the eastern boundary.

On completion, there may be some glimpsed views of new residential development in the east of the Site, however opportunities woud be narrowed by existing vegetation within the view and may not be readily discerned.

In the long term, little if any further change to this view is predicted.

Magnitude of impact:

Construction

Negligible

Operation

Negligible

Year 15

Negligible

Significance of effect:

Construction

Negligible / Minor Adverse

Operation

Negligible Neutral

Year 15

Negligible Neutral

Viewpoint 8: From public bridleway between Baulk Lane and Inham Road, Chilwell

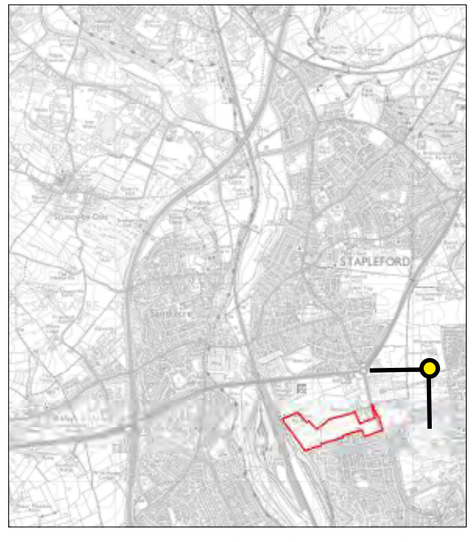


Figure 6.6: Viewpoint Photographs

Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date 07/03/2025
Team SL
App KE

PEGASUS GROUP

Viewpoint details:

Approx. grid reference:

449949 336819

Approx. elevation:

+70 m AOD

Distance to site:

1.18 km

Camera type:

NIKON D780

Date:

10/12/2024

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

This viewpoint is representative of users on the northern section of the public bridleway that extends from Common Lane to the B6003, further west and south along the route than Viewpoint 8, travelling south along Baulk Lane. On this lane, the bridleway is flanked immediately along its eastern side by an outgrown hedgerow with trees which heavily filteres views to the east.

The foreground is dominated by cropped fields on higher ground, sloping down towards locally lower ground east of the garden centre. To the south-southeast visibility is largely controlled by the adjacent hedgerow. To the south-west there are occasional glimpses of the settled edge of Stapleford adjoining the A52.

At long distance, the skyline is principally defined by vegetation bordering the northern settled edge of Toton, along the B6003 and along the A52 corridor / edge of Stapleford. There are partial views of very long distance horizon on the opposite side of the Trent / Derwent valley confluence.

The Site sits just beyond skyline trees, the substation, the Park & Ride.and other vegetation to either side of he B6003.

Description of change:

Any long-distance perception of construction activity is likely to be heavily filtered, with no greater than glimpses likely of activity closest to the eastern boundary, although removal of the nearest pylon within the Site may just be observed.

On completion, there may be some distant glimpsed views of new residential development in the east of the Site, however this is not likely to be readily discerned, given the efficacy of successive boundary vegetation within the view providing screening, even during the winter months.

In the long term, the view is likely to be comparable to existing.

Magnitude of impact:

Construction

Negligible

Operation

Negligible

Year 15

Negligible

Significance of effect:

Construction

Negligible / Minor Adverse

Operation

Negligible Neutral

Year 15

Negligible Neutral

Viewpoint 9: From public bridleway between Common Lane and B6003 in the north of the Site

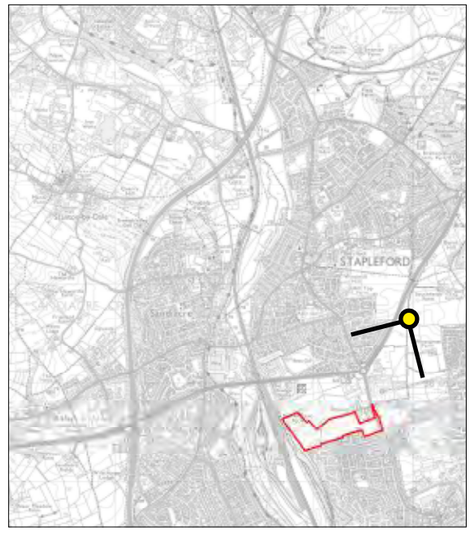


Figure 6.6: Viewpoint Photographs

Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date 07/03/2025
Team SL
App KE

PEGASUS GROUP

Viewpoint details:

Approx. grid reference:

450127 336977

Approx. elevation:

+76 m AOD

Distance to site:

1.41 km

Camera type:

NIKON D780

Date:

10/12/2024

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

This viewpoint is representative of users along the northern-most section of the public bridleway that extends from Common Lane to the B6003. This northern section of the bridleway lies largely within or adjacent to the Site, illustrated in Viewpoints 8 and 11 .

The foreground is dominated by cropped fields in the north of the Site on highest ground, which partly obscures views of the mid-ground where this slopes down towards lowest ground east of the garden centre.

At long distance, the tram stop, Park & Ride, garden centre and surrounding farmland can be seen, with the extent of the view defined by trees along the tram line, Chilwell's northern settled edge and in the proximity of the A52 / B6003 roundabout. There are marginal glimpses of a very long distance horizon in places, to the landscape to the south-west of Nottingham and to the Radcliffe Power Station (now decommissioned) to the south.

The Site itself cannot be seen, identified by features along the B6003 close to or along its eastern boundary.

Description of change:

Any change in this view would be perceived beyond the more elevated ground of the foreground and focus on works undertaken in the eastern-most extents of the Site. This would be seen along and just below the horizon, in the vicinity of the garden centre, park and ride and in the context of the existing settled edges of Chilwell and Toton.

Visible construction activity would focus upon new dwellings in closest to the B6003, decommisioning of the pylons and perceptions of select vegetation and tree removal.

On completion, beyond the farmed fore and midgrounds, proposed development would form a very small component of the overall view,, with any distant glimpses .of new homes occupying a short section of the horizon between vegetation to the south-east and north-west The nature of the view would remain an predominantly agricultural one with settled edge influences.

In the long term, little if any further change to this view is predicted.

Magnitude of impact:

Construction

Negligible

Operation

Negligible

Year 15

Negligible

Significance of effect:

Construction

Negligible / Minor Adverse

Operation

Negligible Neutral

Year 15

Negligible Neutral

Viewpoint 10: From public bridleway between Common Lane to Baulk Lane

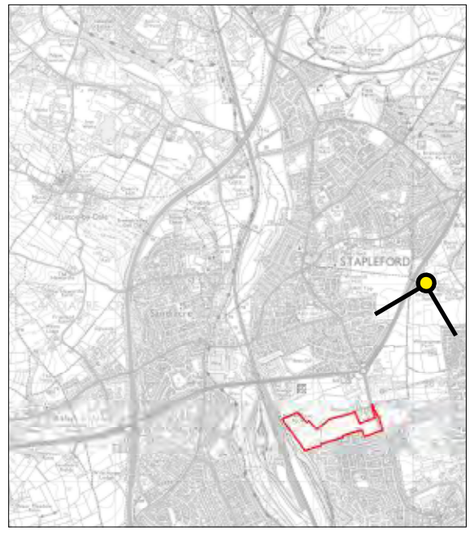


Figure 6.6: Viewpoint Photographs

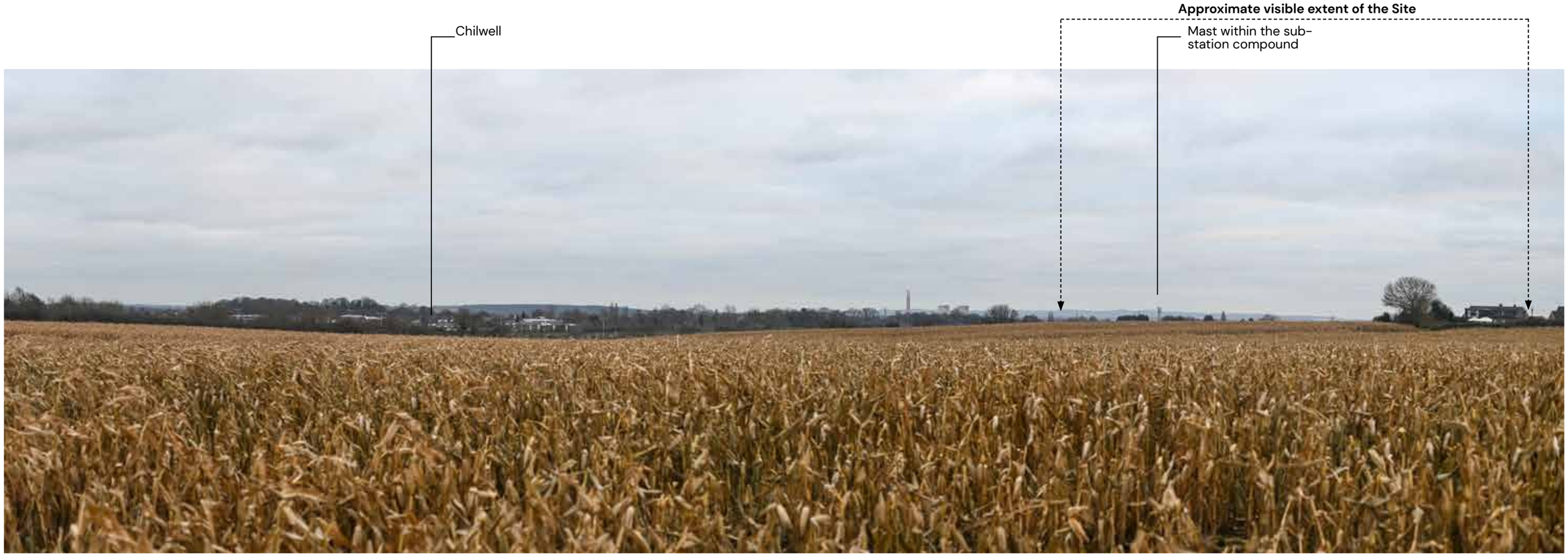
Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date	07/03/2025
Team	SL
App	KE

PEGASUS GROUP

PEGASUS GROUP



Viewpoint details:

Approx. grid reference:

449722 337102

Approx. elevation:

+78 m AOD

Distance to site:

1.45 km

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

This viewpoint represents the views of receptors along the public footpath from Stapleford to Bramcote as it passes over local high ground between the western edge of Stapleford and the A52 corridor.

The foreground is dominated by arable farmland, which - together with the plateauing high ground over which the path passes near Windmill Hill - obscures much of the falling middle distance landscape beyond. Views are large-scale and open.

The horizon is a combination of landscape elements at mid to long distance around the suburban fringes of Nottingham, and at very long distance well beyond the wider city extents to the south-west. Discernible elements of the skyline comprise trees along the A52 embankments, A52 lighting columns, prominent building detailing on dwellings along the western edge of Chilwell and filtered views of built form within the northern extents of Chetwynd Barracks. Views due south are limited by Windmill Hill.

The Site sits in front of the Barracks site, becoming increasingly obscured by intevening landform at Windmill Hill to the south.

Description of change:

The Site in general and proposed development within it is unlikely to be seen due to the intervening topography, distance and proximate vegetation.

Construction activity may be visible at mid to long distance, marginally / intermittently along the horizon, but predominantly obscured by the more elevated farmland of the fore and midgrounds. Plant and vehicle movement is however largely considered to remain below the skyline.

On completion, new dwellings would be difficult to discern, if at all visible. Any views would comprise distant partial glimpses of some rooflines marginally above the intervening landform, although these would constitute such a minimal change to the view they are unlikely to be readily discerned.

In the long term, little if any further change to this view is predicted.

Magnitude of impact:

Construction

None / Negligible

Operation

None / Negligible

Year 15

None / Negligible

Significance of effect:

Construction

Negligible Adverse

Operation

Nil / Negligible Neutral

Year 15

Nil / Negligible Neutral

Viewpoint 11 From public footpath between Cemetery Road (Stapleford) and Baulk Lane

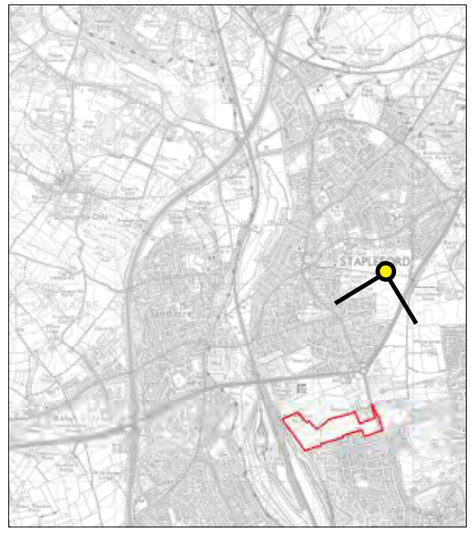


Figure 6.6: Viewpoint Photographs

Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date	07/03/2025
Team	SL
App	KE

PEGASUS GROUP

PEGASUS GROUP

Viewpoint details:

Approx. grid reference:

448019 337249

Approx. elevation:

+ 55m AOD

Distance to site:

1.73 km

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

Medium

Baseline description:

This viewpoint represents visitors to St Giles' Church in Chilwell. There are PRoWs around / to the north of the Churh, but these have an easterly outlook due to topography. While there may be some properties with similar views, these would be very select due to elevation, orientation and intervening surrounding residential development.

The foreground is dominated by the settled area of Sandiacre, with the mid to long distance comprising Stapleford, which defines much of the horizon. A small portion of the skyline is at very long distance, including the Radcliffe Power Station seen via the Erewash Valley.

As the Site is on rising ground towards the edge of Toton, it is marginally visible at long distance, just below the horizon and seen in the heavily settled context of the overall view.

Description of change:

During construction, there may be some marginal glimpses of construction activity within the south-western extents of the Site, although not readily discernible. In comparative terms, the most readily visible change during this period is likely to be the removal of the pylons, which sit on the horizon, although these also are a small component of the view given the distance and existing context of the view.

On completion much of the new development - including the open space - would be obscured by intervening landscape elements and the settled context to the view that the proposed development. There would however be marginal views of new residential built form and public open space in the south-west of the Site on the horizon beyond the proximate settlement and vegetation. New dwellings closest to the southern boundary would appear along - and form part of - the horizon.

Given the limited contribution of the Site to the overall settled view, it is not predicted that there would any perceived further change in this view in the long term, although vegetation and open space would establsh and mature.

Magnitude of impact:

Construction

Negligible

Operation

Negligible

Year 15

Negligible

Significance of effect:

Construction

Negligible Adverse

Operation

Negligible Adverse

Year 15

Negligible Neutral

Viewpoint 12: From St Giles' Church yard, Sandiacre

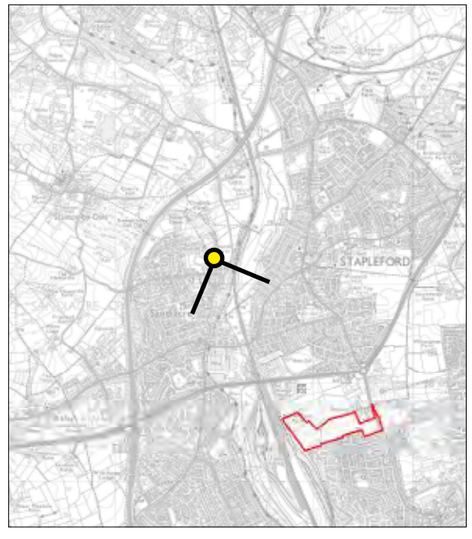


Figure 6.6: Viewpoint Photographs

Site **| Land at Toton West**

Client **| Bloor Homes Ltd**

Date	07/03/2025
Team	SL
App	KE

PEGASUS GROUP

PEGASUS GROUP

Viewpoint details:

Approx. grid reference:

446110 337220

Approx. elevation:

+ 126m AOD

Distance to site:

3.02 km

Camera type:

NIKON D780

Date:

30/01/2025

Approx. H FoV:

60°

Sensitivity of receptor:

High

Baseline description:

This view is representative of receptors along limited sections of the PRoW at very long distance to the north-west over highest ground, where views are unimpded by field boundary vegetation and other landscape features obscuring south-easterly views.

Panoramic views looking across to the east are possible, encompassing the western settled extents of Nottingham including Sandiacre, Stapleford, Toton, Chilwell and Long Eaton. The foreground to midground is arable, comprising farmland to the west of the M1 beyond Nottingham.

The Site comprises a small area of farmland visible well below the horizon set within the settled context and partially obscured by topography and vegetation south of the A52 / Stapleford, around Bessells Lane Farm and along the Erewash Valley. It appears immediately in front of Toton's residential edge and industrial built form north-west of the Site near Toton Sidings.

Description of change:

During construction, there may be some partial long distance views of construction activity primarily within the south-western extents of the Site, as well as removal of the pylons.

On completion some of the new development - including the open space - would be obscured by intervening landscape elements, including the trees around Bessell Lane Farm adjoining the Site's norther boundary. Given the distance and settled context to the Site within the view the proposed development would not be readily apparent from along this PRoW section. However, there would be marginal views of new residential built form and public open space in the south and west of the Site on the horizon both beyond and in front of the proximate settlement and vegetation. New dwellings closest to the southern boundary would appear along - and form part of - the horizon.

Any perceived further change in this view in the long term would be limited as a result of the Site's minor contribution to the overall view, however the establishment of planting and open space would comprise a beneficial - albeit negligible - impact.

Magnitude of impact:

Construction

Negligible

Operation

Negligible

Year 15

Negligible

Significance of effect:

Construction

Negligible / Minor Adverse

Operation

Negligible / Minor Adverse

Year 15

Negligible Adverse

Viewpoint 13: From PRoW off No Mans' Lane leading towards Risley

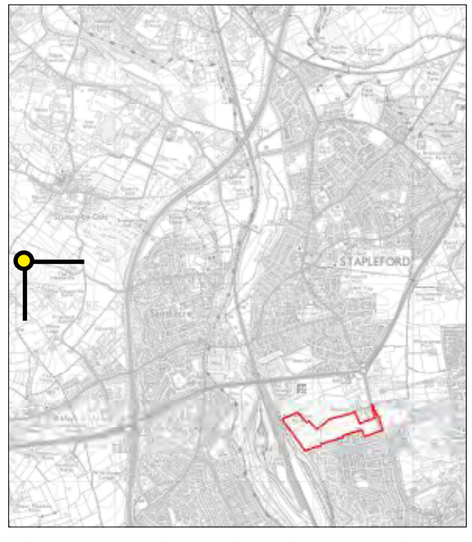


Figure 6.6: Viewpoint Photographs

Site **| Land at Toton West**

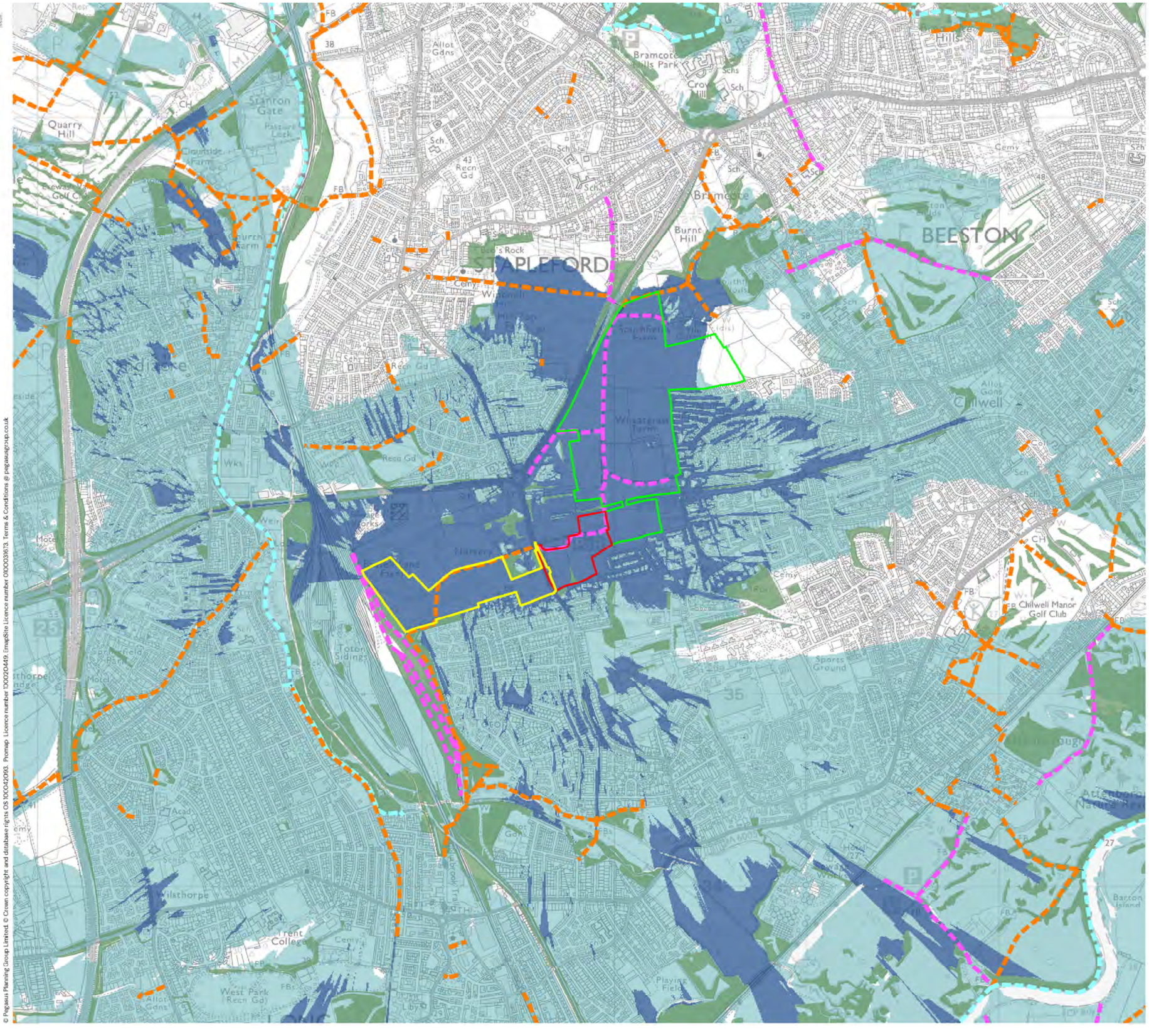
Client **| Bloor Homes Ltd**

Date	07/03/2025
Team	SL
App	KE

PEGASUS GROUP

PEGASUS GROUP

Figure 6.7 Combined Zone of Theoretical Visibility and PRoW



Key

- Site Boundary -Toton East
- Site Boundary - Toton North
- Site Boundary - Toton West
- Bare Earth Zone of Theoretical Visibility
- Screened Zone of Theoretical Visibility
- OS Open Map Local Woodland - Maximum 15m
- Footpath
- Bridleway
- National Trail

Screened ZTV Production Information -
- DTM data used in calculations is OS Terrain 5 that has been combined with OS Open Map Local data for woodland and buildings to create a Digital Surface Model (DSM).

- Indicative woodland and building heights are modelled at 15m and 8m respectively.
- Viewer height set at 1.7m
(in accordance with para 6.11 of GLVIA Third Edition)
- Calculations include earth curvature and light refraction

N.B. This Zone of Theoretical Visibility (ZTV) image illustrates the theoretical extent of where the proposed development may be visible from, assuming 100% atmospheric visibility, and includes the screening effect from vegetation and buildings, based on the assumptions stated above.

DATE	NO	REVISION NOTE
14/02/2025	A	First Issue

Figure 6.7: Combined ZTV and PRoW

Land at Toton West

CLIENT
Bloor Homes Ltd and Peveril Securities Ltd

N 0 250 500 m

DATE	SCALE	TEAM	APPRVD
14/02/2025	1:20000@A3	SL	KE

DRAWING NUMBER

P23-2379_EN_1006_A_S1

PEGASUS GROUP

7. Biodiversity

7.1. Introduction

7.1.1. This section discusses any potential ecological and nature conservation implications of the minor amendments to the Proposed Development and summarises the additional information from faunal data collection which occurred following the ES submission.

7.2. Additional Information

7.2.1. 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 this ES Addendum**.

7.2.2. 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 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.

7.3. Proposed Development Amendments

7.3.1. The amendments to the Proposed Development as set out in the Addendum Chapter 4 involve extension of the Application boundary eastwards to include a section of Stapleford Lane and the associated treelines and scrub east of the road. The Proposed Development requires the removal of the treeline and scrub east of Stapleford Lane to facilitate the proposed access arrangement. The updated Baseline Habitat Plan has been updated to include the extended Application boundary and is provided at **Figure 7.4 of this ES Addendum**.

7.3.2. An updated Arboricultural Report has also been provided in **Appendix 7.4.**

7.3.3. 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.

7.3.4. 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.

7.3.5. 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_014_01_D), the scheme is able to deliver the required 10% net gain of hedgerow and watercourse units.

7.3.6. Overall, these amendments 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.

7.4. Conclusions on Likely Significant Effects and Proposed Mitigation

7.4.1. 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.

7.4.2. 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.

7.4.3. 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.

Figure 7.4 Baseline Habitats

N

0 100 200 m

Site Boundary

Baseline Habitats

- Bramble scrub
- Cereal crops
- Developed land; sealed surface
- Mixed scrub
- Non-cereal crops
- Other neutral grassland
- Other woodland; broadleaved

Baseline Linear Watercourse

- Culvert
- Ditches

Baseline Trees

- Existing Medium Rural Tree

date	drwn/chkd
11/12/25	DS / LR

client

Bloor Homes

project

Toton West

title	scale
BASELINE HABITAT PLAN	1:3,500 @ A3

number	rev
FIGURE 7.4	-

FPCR | environment & design

\\Fpcr-vm-04\Projects2\10800\10889\ECO\QGIS 2.14\Net Gain\10889 BNG vA.2 03.12.15\10889 BNG vA.2 May25.qgs

t: 01509 672772 e: mail@fpcr.co.uk w: www.fpcr.co.uk

8. Historic Environment

8.1.1. The amendments to the Proposed Development as set out in Addendum Chapter 4 primarily relate to the extension of the Application boundary eastwards to facilitate amended access proposals (now four arm access as oppose to 3 arm access), and minor amendments to the previously proposed outline drainage strategy. These modifications do not fundamentally alter the areas proposed for built form or overall parameters which could affect the historic environment. As such the assessment and conclusions set out in the May 2025 ES remain valid in relation to the Historic Environment.

9. Traffic and Transport

9.1. Introduction

9.1.1. This chapter of the ES assesses the likely significant environmental effects of the Proposed Development in transport terms. Mitigation measures are identified where appropriate, to avoid, reduce or offset any significant adverse effects identified and/or enhance likely beneficial effects.

9.1.2. This chapter is supported by the following appendices:

- **Appendix 9.1**: Transport Assessment;
- **Appendix 9.2**: Framework Travel Plan;
- **Appendix 9.3**: Study Area;
- **Appendix 9.4**: 2025 Baseline Scenario Traffic Data;
- **Appendix 9.5**: Assessment of Construction Traffic Impacts; and,
- **Appendix 9.6**: Future Year Scenario Traffic Data and Assessment of Operational Traffic Impacts.

9.1.3. This chapter has been prepared by mode transport planning, a specialist transport planning consultancy with significant experience in the promotion and transport assessment of strategic development proposals.

9.2. Assessment Approach

Methodology

9.2.1. The methodology employed in this Chapter is based on the guidance contained in the 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement (referred to hereafter as 'IEMA Guidelines').

9.2.2. The IEMA Guidelines consider the environmental effects of changes in transport and traffic due to development. They define the effects that should be regarded as a material consideration when a new development is likely to give rise to changes in traffic flows (both positive and negative) and then considers the manner and weight to which those effects should be defined.

9.2.3. The identified environmental effects for assessment are as follows:

- Severance;
- Driver delay;
- Pedestrian delay;
- Pedestrian amenity;
- Fear and intimidation; and

- Accidents and safety.

9.2.4. Other effects that the IEMA Guidelines suggest may be considered, for example, noise and vibration or air pollution, are considered in their respective chapters of this ES. Where these assessments rely on baseline data in respect of transport assessment, this is stated accordingly.

Assessment of Significance

9.2.5. The extent of the study area for the assessment has been based on the following rules set out in the IEMA Guidelines:

- Rule 1: include highway links where traffic flows will increase by more than 30% due to the proposed development (or the number of heavy goods vehicles will increase by more than 30%).

- Rule 2: include any other specifically sensitive areas where traffic flows will increase by 10% or more.

9.2.6. The IEMA Guidelines are formed on the basis that, in environmental terms, a 30% increase in traffic flow represents a reasonable threshold for including a highway link within an environmental assessment. There is no suggestion that a 30% increase in traffic will necessarily correspond with a detrimental impact on the operation or safety of a road or junction or have any moderate to substantial adverse environmental impacts, as traffic flow changes below this would be unlikely to lead to significant effects on the environment. Nevertheless, the 30% change can be used to assist with defining the extent of the assessment study area.

9.2.7. In accordance with the IEMA Guidelines (Paragraph 2.18) an increase in traffic flow of less than 10% is generally not considered to be significant, as it is reflective of the day-to-day variation in background traffic flow and not considered to create a discernible environmental impact. Changes in traffic flows below this level (10%) are, therefore, assumed not to result in significant environmental effects and therefore will not be assessed further within the ES study.

9.2.8. The traffic impacts of the Proposed Development will be assessed across a study area summarised in **Appendix 9.3**.

9.2.9. Traffic data for this study area has been collected in November 2025 and collated into network AM and PM peak periods that have in turn been factored to 18 hour Annual Average Weekday Traffic (AAWT) and 24 hour Annual Average Daily Traffic (AADT) data using an Automatic Traffic Count (ATC) surveyed concurrently with the November turning count surveys. Traffic data for the M1 mainline has been obtained from the National Highways (NH) WebTRIS database.

9.2.10. The assessment has been completed relative to a 2028 horizon year to align with the anticipated opening year for the Proposed Development and 2041 to align with the end of the Local Plan period.

9.2.11. A sensitivity scenario has been included, to account for the consented development (17/00499/REM) for 282 dwellings on land immediately to the north of the Proposed Development. Vehicular access to the committed development is proposed to be via a fourth arm with the existing B6003/Toton Park and Ride signal-controlled junction. The sensitivity scenario has been considered for both the 2028 and 2041 horizon year scenarios.

9.2.12. A summary of the traffic surveys and overview of the traffic forecasting scenarios is included in Chapters 5 and 6 of the TA (**Appendix 9.1**).

Significance Criteria

9.2.13. The magnitude of the effects must be examined to determine whether they are considered to be 'significant.' The IEMA Guidelines imply that there are no simple rules or formulae that can be applied to determine the magnitude of such effects. Therefore, professional judgement must be made, based upon the evidence available.

9.2.14. To assess significance, two factors need to be considered, the magnitude of change and the sensitivity of the receptor. The magnitude of change identifies the extent of the impact of the Proposed Development from the original baseline conditions (the scale of impact) and is measured as major, moderate, minor, or negligible. These are as summarised in **Section 9.5** for each effect.

9.2.15. The sensitivity of receptor identifies the receptors which could be impacted by the Proposed Development and judges how vulnerable the receptor is to the impact and is based largely on professional judgement. The IEMA Guidelines have been reviewed to help define the value and sensitivity of receptors and these are set out in **Table 9.1**.

Table 9.1 Receptor Sensitivity

1 Receptor Sensitivity	**1** Receptor Type
1 High	**1** Receptors of greatest sensitivity to traffic flows: schools, colleges, retirement homes, frequently used routes in town centres with high concentration of vulnerable users (children, elderly, disabled)
1 Medium	**1** Receptors sensitive to traffic flows, main vehicular routes in built up areas, congested links/junctions, roads with narrow footways
1 Low	**1** Receptors with some sensitivity to traffic flow: places of worship, public open space, residential areas with adequate footway provision and rural roads with low pedestrian/cycle activity
1 Negligible	**1** Any other routes not covered by the above and receptors sufficiently distant from affected links/junctions

9.2.16. The significance of the effects has been assigned to each of the effects using a significance matrix, as set out in the **Table 9.2**.

Table 9.2 Significance Criteria

1 Receptor Sensitivity	1 Magnitude of Change			
	1 Major	1 Moderate	1 Minor	1 Negligible
1 High	1 Major	1 Major	1 Moderate	1 Negligible
1 Medium	1 Major	1 Moderate	1 Minor	1 Negligible
1 Low	1 Moderate	1 Minor	1 Minor	1 Negligible
1 Negligible	1 Minor/Negligible	1 Minor/Negligible	1 Negligible	1 Negligible

9.2.17. The resultant significance of an effect is then reported considering its duration (long or short term), permanence (permanent or temporary) and the type of impact (beneficial or adverse).

Legislative and Policy Framework

9.2.18. The overarching planning context in terms of the Development Plan and material considerations in relation to the Proposed Development are contained in the Planning Statement with the following summarising the pertinent planning policy documents.

National Planning Policy

National Planning Policy Framework

9.2.19. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It emphasises the importance of the transport policy in facilitating sustainable development. The NPPF has an overarching presumption in favour of sustainable development and requires all plans and decisions to apply it.

9.2.20. Paragraph 109 of the document states *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places. This should involve:…identifying, assessing, and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains"*

9.2.21. In assessing sites that may be allocated for development in plans, or specific applications for development, paragraph 115 identifies that it should be ensured that:

- "sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- safe and suitable access to the site can be achieved for all users;

- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

9.2.22. Paragraph 116 states that "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".

Planning Practice Guidance

9.2.23. The Planning Practice Guidance sets out when Travel Plans, TAs and Statements for developments are required and was published in March 2014. It provides guidance on the content and preparation of TAs and suggests that the TA should be:

- "Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;

- established at the earliest practicable possible stage of a development proposal;

- be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)."

<u>The Local Plan</u>

9.2.24. The Broxtowe Borough Council Part 2 Local Plan 2018-2028 was adopted in October 2019. Policy 14: Managing Travel Demand considers the importance of locating developments in accessible locations, accessible by walking, cycling and public transport.

9.2.25. Policy 26 of the Local Plan relates to Travel Plans and expects Travel Plans to include details of how developments will encourage walking, cycling and the use of public transport. It goes on to state that Travel Plans should be proportionate to the size and scope of the proposed development to which they relate and be tailored to local circumstances.

Limitations to the Assessment

9.2.26. A number of assumptions are made when forecasting the traffic generation of the Proposed Development, both during construction and operation. These forecasts have been developed by the Applicant and their consultants based on professional judgement and derived from experience with other developments similar in scale and nature to the Proposed Development. Therefore, they are considered to represent a realistic estimation of traffic generation.

9.3. Baseline Conditions

Site Description and Context

9.3.1. This section provides an overview of the existing transport and accessibility conditions in the vicinity of the Site.

9.3.2. The Site is located to the north of the built up-area of Toton and is bound by arable field parcels that form part of the wider Toton strategic allocation to the north, the B6003 Stapleford Lane to the east, existing dwellings to the south, and Toton sidings to the west.

9.3.3. The Proposed Development comprises an "*Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure.*"

9.3.4. As set out in Chapter 4 'The Proposed Development' of this ES, vehicular access to the Site is proposed via a new signal-controlled junction formed with the B6003. The Site access will form the western arm of the proposed crossroads junction. The eastern approach to the junction will be partially constructed, using land within the applicant's control to the east of the junction.

9.3.5. It is the intention that the eastern approach to the proposed crossroads junction will serve a future phase of development at Toton East within land allocated for development (Policy 3.2 - Land in the vicinity of HS2 Station at Stoton), as defined within the adopted Broxtowe Borough Council Part 2 Local Plan (2018-2028). The site at Toton East is currently subject to a live application (Ref: 25/00255/FUL) prepared jointly by the Applicant and Peverill Homes, and it is the intention that this would be progressed following completion of the Proposed Development at Toton West.

9.3.6. The proposed Site access junction has been developed as a four-arm crossroads at this stage in order to minimise future disruption along the B6003 corridor at the point a scheme for the adjacent allocation at Toton East is progressed. It is acknowledged that any planning permission granted for Toton East will be predicated on evidence to demonstrate that the cumulative impact of the Proposed Development and the Toton East will not have a severe impact on the operation of the highway network. This matter is being considered further through cumulative assessment scenarios developed by SYSTRA through use of the East Midlands Gateway Model (EMGM), in consultation with NH and NCC, and should not prejudice the prior delivery of the Proposed Development at Toton West. This matter is discussed in greater detail in the accompanying TA and Planning Statement.

Local Highway Network

9.3.7. To the east of the Site, the B6003 corridor runs on a north-south orientation through Toton. The corridor is urban in nature, being subject to a 30mph speed limit and having street lighting along its length. The corridor has a number of side road junctions, including a signal-controlled T-junction that serves the Toton Lane tram-based Park and Ride site, a signal-controlled crossroads junction with Swiney Way and Banks Road, and a signal-controlled T-junction with the A6005 Nottingham Road. To the north of the Site the B6003 forms the northern and southern arms of a signal-controlled roundabout junction with the A52, known locally as the A52 Bardills roundabout.

9.3.8. The A52 Brian Clough Way forms part of the Strategic Route Network (SRN), managed by NH. The A52 runs west from the Bardills roundabout to Derby (15km to west) and east to the edge of Nottingham city centre (approx. 11km), before forming a ring road around the west and south

of Nottingham and continuing east towards Grantham. There are a number of major highway junctions along the A52 corridor in the vicinity of the Site, including M1 Junction 25 to the west of the Site and the A52 Bramcote roundabout to the east.

Walking and Cycling Networks

9.3.9. Details of the walking and cycling infrastructure in the vicinity of the Site are provided in the Transport Assessment and Travel Plan documents (see **Appendices 9.1 and 9.2**). In summary, the Site is served by existing walk/cycle routes with a public footpath (FP17) running broadly east-west along the northern boundary of the Site and leading south, along with three parallel public bridleway routes, to provide connections to Long Eaton.

9.3.10. The existing footway network along Stapleford Lane provides walking routes to existing facilities and amenities in Toton, to the south, and controlled pedestrian/cycle crossing facilities are provided at the B6003/Park and Ride junction and A52 Bardills roundabout to the north.

9.3.11. Shared cycle /footways are provided on either side of the B6003 Stapleford Lane which connect to the Bardills roundabout. Furthermore, to the south of the site, the B6003 Stapleford Lane and Swiney Way are identified as recommended on-carriageway routes for cycling, which join further on-carriageway recommended routes into Nottingham City Centre as well as providing access to National Cycle Network (NCN) Route 6.

Public Transport

9.3.12. The Toton Lane Park and Ride site and tram line is situated c.720m from the centre of the Site. The tram line serves a number of stops between Toton and Hucknall, including Beeston, Nottingham University, Queens Medical Centre, Nottingham railway station, the city centre, Nottingham Trent University, Bulwell, and Hucknall. The tram operates daily with a frequency of six services per hour.

9.3.13. The Park and Ride facility benefits from secure cycle parking provision, which is accessible through an annual Cycle Park subscription, which can also be used across 21 other hubs in Nottingham (£12 per year from 1st April 2024). There are also 8 rapid chargers (50kW) and 16 charging socket electric vehicle charging provision (EVCP) spaces which support commuters with electric vehicles.

9.3.14. Bus stops at the Toton Lane Park and Ride site and on Stapleford Lane are served by the 510 and 536 services respectively.

9.3.15. National rail services are available from Attenborough and Beeston rail stations, both of which are situated within a 15-minute cycle journey of the Site and both of which have cycle parking. The number 510 bus service also serves Attenborough railway station.

Baseline Survey Information

9.3.16. Traffic data for this study area has been collected in November 2025 and collated into network AM and PM peak periods that have in turn been factored to 18-hour AAWT and 24-hour AADT data using an ATC survey collected concurrently with the November turning count surveys. Traffic data for the M1 mainline has been obtained from the NH WebTRIS database.

9.3.17. Daily traffic flows for each link within the study area in the 2025 Base scenario are summarised in **Appendix 9.4**.

9.4. Assessment of Likely Significant Effects

9.4.1. This section describes the potential effects associated with the Proposed Development in relation to construction and operational traffic. It takes into consideration the infrastructure proposals that form part of the Proposed Development including provision of the new highway corridor, access and enhancements to the existing Public Rights of Way (PRoW) on the Site.

Construction

9.4.2. For the purposes of this assessment it has been assumed that the primary construction access will be from the B6003 Stapleford Lane with traffic directed via the A52 and thereafter the M1.

9.4.3. At this stage an overall programme of seven years is assumed for the entire Proposed Development with construction potentially commencing in 2028 (if consented). The detailed programme will be developed with the contractor(s) in due course, and it would be for them to prepare and implement the programme taking into account traffic management requirements, temporary diversions, site hours, material deliveries and other programme constraints.

9.4.4. Normal hours of work are expected to be Monday to Friday 08.00 to 18.00 hours and Saturday 08.00 to 13.00 hours. However, site working hours will generally vary depending on seasons and the weather conditions. To progress the scheme and comply with the various restrictions night time and Sunday work may be necessary. Examples of this need may be working on the B6003 outside of the busy daytime hours to avoid causing additional traffic congestion and diversion of statutory utilities.

9.4.5. Construction traffic will include the movement of workers associated with the construction of infrastructure and individual dwellings along with the movement of material in the form of importing or exporting material. Construction traffic will make up a progressively lower proportion of the overall traffic volumes as the Site is developed, with overall traffic volumes anticipated to be highest on completion.

9.4.6. The quantum of workers on Site at any one time will primarily depend on factors such as the timing of the primary infrastructure along with demand for the Proposed Development. The provision of infrastructure will include the construction of the internal highway network and drainage along with the installation of utilities. The construction of individual dwellings will include the creation of the relevant accesses and car parking. It is estimated that there will be an average of 50 car/van trips per day associated with construction workers.

9.4.7. Under the robust assumption that all daily car/van trips are assigned to each of the highway links within the study area the greatest proportionate impact in terms of total traffic flows is less than 1% when compared to 2025 conditions. These calculations are summarised in **Appendix 9.5**.

9.4.8. The volume of construction traffic HGV's will depend on the construction period, on the construction programme and phasing of the Proposed Development. The construction of the primary infrastructure will involve the movement of material around the Site along with the minimal importing and exporting of material. However, it will be necessary to import aggregates and material for the road pavement and construction of dwellings and car parking. The site is ideally located close to the A52 and M1, whilst Contractors will be required to adhere to routing agreements along with likely measures included in the Construction Environmental Management Plan (CEMP). It is estimated that there would be fewer than 20 HGV trips per day associated with construction.

9.4.9. Under the robust assumption that all daily HGV trips are assigned to each of the highway links within the study area the greatest proportionate impact in terms of HGV flows is between 0-8% and in terms of total traffic flows is less than 1% when compared to 2025 conditions. These calculations are summarised in **Appendix 9.5**.

9.4.10. There is an existing public footpath route (Beeston FP17) that runs along the northern boundary of the Site, which then leads through the western part of the Proposed Development and therefore a temporary closure/diversion of the route may be required during construction. This will be reviewed as part of the CEMP, and measures will be contained within to minimise the potential for significant effects.

9.4.11. In view of the high level of existing traffic volumes on the B6003, A52, and the M1 given their strategic function, it is considered that the likely effects of construction traffic will be **negligible**.

Operation

9.4.12. Daily traffic flows for each link within the study area in both the 2028 and 2041 Horizon Year scenarios are summarised in **Appendix 9.4**.

9.4.13. An assessment of the traffic volumes associated with the Proposed Development in relation to future assessment year scenarios in both 2028 and 2041 is summarised in **Appendix 9.6**.

9.4.14. As can be seen in **Appendix 9.6** none of the highway links experience an impact of greater than 10% in any of the future scenarios. Therefore, the effects of operational traffic on the local highway network in terms of severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation, and accidents and safety, are negligible. More detail on each of these is provided below.

Severance

9.4.15. Severance is the perceived division that can occur within a community when it becomes separated by major transport infrastructure. The Department for Transport (DfT) has historically set out a range of indicators for determining the significance of severance. Changes in traffic flow of 30%, 60% and 90% are regarded as producing 'slight', 'moderate' and 'substantial' changes in severance, respectively. Although these thresholds no longer appear in DfT guidance, they have not been superseded by subsequent changes to guidance and are established through planning case law.

9.4.16. As the changes in traffic flow on the existing highway network are less than 10% the effects of operational traffic on the local highway network in terms of severance is **negligible**.

Driver Delay

9.4.17. The assessment of driver delay has been based on the technical work within the Transport Assessment at Chapter 6. This indicates that a number of junctions on the local highway network are at, or close to, capacity during the weekday AM and PM peak periods prior to the introduction of the Proposed Development.

9.4.18. Of the six off-site junctions considered the Proposed Development traffic impacts at two locations have been identified as requiring mitigation as follows:

- B6003 Toton Lane/A52 Brian Clough Way/Toton Lane roundabout (Bardills roundabout); and,

- B6003 Stapleford Lane/Swiney Way/Banks Road traffic signal-controlled junction.

9.4.19. Prior to mitigation a direct, permanent impact of **minor adverse** significance is anticipated.

9.4.20. The assessment also indicates that the effects of the Proposed Development at the remaining junctions is **negligible** in EIA terms.

Pedestrian Delay

9.4.21. The IEMA Guidelines states that changes in the volume, composition or speed of traffic may affect the ability of people to cross over roads. There are no definitive thresholds to assess pedestrian delay, instead it is recommended that the competent traffic and movement expert use their judgement to determine whether pedestrian delay constitutes a significant effect.

9.4.22. Given the negligible (<10%) impact of the Proposed Development traffic on the local highway network, it is considered that the effects on pedestrian delay would be **negligible**.

Pedestrian Amenity

9.4.23. Pedestrian amenity is described as the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic. The former 1993 IEMA Guidelines suggest that a tentative threshold for judging the significance of changes in pedestrian amenity would be where the traffic flow (or HGV component) is halved or doubled. Although these thresholds no longer appear in DfT guidance, they have not been superseded by subsequent changes to guidance and are established through planning case law.

9.4.24. As the impact of operational traffic on the local highway network is less than 10%, it is considered that the effects of the Proposed Development on pedestrian amenity would be **negligible**.

Fear and Intimidation

9.4.25. Fear and intimidation is an environmental effect created by moving objects that affects people. The level of fear and intimidation is dependent on the total volume of traffic, the heavy vehicle composition, the speed these vehicles are passing, and the proximity of traffic to people.

9.4.26. The magnitude of impact is calculated with reference to the changes in the level of fear and intimidation from baseline conditions. As the impact of operational traffic on the local highway network is less than 10%, it is considered that the effects of the Proposed Development on fear and intimidation will be **negligible**.

Accidents and Safety

9.4.27. The TA includes analysis of existing highway collision data for the links and junctions in the study area. The analysis concludes that there are no underlying highway safety issues on the existing local highway network that would be exacerbated by traffic associated with the Proposed Development. The impact on accidents and safety is therefore considered to be **negligible**.

9.5. Mitigation, Enhancement and Residual Effects

Mitigation by Design

9.5.1. The Proposed Development includes for a new highway route, including a signal-controlled junction with the B6003. The new highway route will include segregated foot/cycle facilities.

9.5.2. The provision of a Travel Plan will outline a strategy for maximising the sustainable travel uptake of the Site, reducing the reliance on the private car.

Additional Mitigation

9.5.3. A Construction Environmental Management Plan (CEMP) and a Construction Traffic Management Plan (CTMP) will be produced. The CEMP will address the potential adverse effects of the construction on the local surrounding highway network in advance of construction. This will encompass all the necessary measures required to ensure that works potentially affecting the highway are adequately addressed. It will provide a framework to help ensure that all necessary mitigation and remedial measures are in place to deal with these during construction. The CEMP will be secured by a condition attached to any outline planning consent.

9.5.4. The CTMP will be prepared to establish how traffic flows on the B6003 will be managed during construction of the new access junction, including signage, temporary speed limits etc. The CTMP will be prepared as part of the S278 Agreement required to provide the access works.

9.5.5. The TA identifies an off-site improvement to enhance walk/cycle facilities through the Diversion of part of the PRoW 'footpath FP17' and improvements to surfacing, lighting and waymarking of the route (where practical/achievable).

9.5.6. Mitigation schemes have been prepared for the following off-site junction locations in order to address the traffic impact of the Proposed Development as summarised in Chapter 7 of the TA:

- B6003 Toton Lane/A52 Brian Clough Way/Toton Lane roundabout (Bardills roundabout); and,
- B6003 Stapleford Lane/Swiney Way/Banks Road traffic signal-controlled junction.

9.5.7. Mitigation measures are summarised in Table 9.3 below

Table 9.3: Mitigation

Ref	Measure to avoid, reduce or manage any adverse effects and/or to deliver beneficial effects	How measure would be secured		
		By Design	**By S.106**	**By Condition**
1	Provision of new highway route and signal controlled access junction to the B6003, including foot/cycleways	X		X
2	Construction Environmental Management Plan (CEMP)	X		X
3	Construction Traffic Management Plan (CTMP)	X		X
4	Diversion of public footpath and improvements to route			X
5	Mitigation schemes at 2 offsite junctions: • B6003 Toton Lane/A52 Brian Clough Way/Toton Lane roundabout (Bardills roundabout) • B6003 Stapleford Lane/Swiney Way/Banks Road traffic signal-controlled junction			
6	Travel Plan		X	

Residual Effects

9.5.8. Taking into account all mitigation measures, the residual effects in relation to severance, driver delay, pedestrian amenity and delay, fear and intimidation and accidents and safety are considered to be **negligible**.

9.6. Cumulative and In-Combination Effects

9.6.1. The cumulative impact of the Proposed Development with the adjacent committed development have been considered.

9.6.2. Mitigation schemes have been prepared for the following off-site junction locations in order to address the traffic impact of the Proposed Development when the adjacent committed development flows are inherent in the future baseline sensitivity scenarios as summarised in Chapter 7 of the TA:

- B6003 Toton Lane/A52 Brian Clough Way/Toton Lane roundabout (Bardills roundabout); and,
- B6003 Stapleford Lane/Swiney Way/Banks Road traffic signal-controlled junction.

9.6.3. The cumulative and in-combination effects as a result of the construction and operation phases of development proposals are therefore considered to be **negligible** following the introduction of mitigation.

9.7. Summary

Introduction

9.7.1. This chapter assesses the effects of the Site with regards to traffic and transportation and has been prepared by mode transport planning. This assessment is based on the description of development as set out at **Chapter 4 'The Proposed Development** and as shown on **Figure 4.1 'Parameter Plan'**. The supporting TA and TP are provided in **Appendix 9.1** and **9.2**, respectively.

Baseline Conditions

9.7.2. The Site is located to the west of the B6003 Stapleford Lane. The Site is crossed by an existing public footpath and has links to existing foot/cycle routes to the north, south, east and west of the Site. The Site is accessible by bus and tram utilising nearby bus stops, and tram stops, including the Toton Lane tram based Park and Ride site.

Likely Significant Effects

9.7.3. 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.

Mitigation and Enhancement

9.7.4. The Proposed Development will provide a set of mitigation measures which are:

- Construction Environmental Management plan and/including Construction Traffic Management Plan;
- 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.

Conclusion

9.7.5. 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. **Table 9.4** provides a summary of effects, mitigation and residual effects.

Table 9.4: Summary of Effects, Mitigation and Residual Effects

Receptor / Receiving Environment	Description of Effect	Nature of Effect	Sensitivity Value	Magnitude of Effect	Geographical Importance	Significance of Effects	Mitigation / Enhancement Measures	Residual Effects
Construction								
Local Highway Network	Construction Traffic	Temporary	N/A	Negligible	Local	Negligible **(not significant)**	None required	Negligible **(not significant)**
Operation								
Local Highway Network	Vehicular traffic associated with Proposed Development	Permanent	N/A	Negligible/Minor	Local	Negligible **(not significant)**	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.	Negligible **(not significant)**

Local Public Rights of Way Network	Vehicular traffic associated with Proposed Development	Permanent	Medium	Negligible	Local	Negligible **(not significant)**	None required	Negligible **(not significant)**
Cumulative and In-Combination								
Local Highway Network	Vehicular traffic associated with Proposed Development and other committed developments	Permanent	N/A	Negligible/Minor	Local	Negligible/Minor **(not significant)**	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.	Negligible **(not significant)**

10. Air Quality

10.1. Introduction

10.1.1. This Air Quality Addendum chapter sets out the updates since the submission of the previous Air Quality ES chapter submitted in May 2025 and will be suitable for submission as part of the updated outline planning application. This should be read in conjunction with the previous Air Quality ES chapter and has been provided to confirm the conclusions of this. The minor amendments to the Proposed Development/redline as set out in chapter 4 do not alter the assessment and are not discussed further.

10.2. Assessment Approach

Legislative and Policy Framework

10.2.1. The following legislation and policies have been updated since the previous Air Quality ES chapter. The updates have been detailed below and do not replace the legislation and policy set out in the previous Air Quality ES chapter:

- The Environmental Improvement Plan 2025[2].

10.2.2. The updates to the Environment Improvement Plan provide new $PM_{2.5}$ interim targets ahead of the Environment Act 2021 targets. These are as follows:

- An annual mean concentration target of 10 micrograms per cubic metre to be achieved by December 2030.
- A population exposure reduction target of 30% compared to 2018 to be achieved by December 2030.

10.2.3. The new guidance listed above does not change the outcomes of the previous assessment outlined within the previous Air Quality ES chapter.

10.3. Baseline Conditions

Baseline Monitoring Data

10.3.1. The previous Air Quality ES Chapter utilised 2023 as the baseline year, as this was the latest available year of monitoring data. Since then, Broxtowe Borough Council (BBC) has released their 2024 monitoring data within their 2025 Annual Status Report[3] (ASR).

10.3.2. Since then, three of the passive monitoring locations utilised within the previous Air Quality ES chapter have been decommissioned. These were 9, 13, and 53.

10.3.3. The updated monitoring data from automatic and passive monitoring locations for BBC in 2024 have been displayed in **Plate 10.1** presented in **Table 10.1** and **Table 10.2**.

---

[2] Defra (2025) Environmental Improvement Plan 2025 [Accessed: 15/12/2025], Available at: https://www.gov.uk/government/publications/environmental-improvement-plan-2025/environmental-improvement-plan-eip-2025

[3] Broxtowe Borough Council (2025) 2025 Air Quality Annual Status Report (ASR) for Broxtowe Borough Council

Plate 10.1 Location of the BBC Monitoring Stations in the vicinity of the Site. Contains OS Data © Crown Copyright and Database rights 2025.

Table 10.1 BBC Automatic Monitoring Data.

Monitoring site and distance (km) from the Site boundary (approx.)	Objective	2023	2024
NO_2			
Trowell Zephyr 932, 3.4km	Annual mean (µg/m^3)	15.6	15.5
	Number of hours with concentrations >200µg/m^3	0	0
PM_{10}			
Trowell Zephyr 932 3.4km	Annual mean (µg/m^3)	12.3	12.1
	Number of days with concentrations > 50 µg/m^3	2	0
$PM_{2.5}$			
Trowell Zephyr 932, 3.4km	Annual mean (µg/m^3)	8.0	7.8

10.3.4. As shown in **Table 10.**1, in 2024, compliance with the annual mean AQOs for NO_2, PM_{10} and $PM_{2.5}$ was observed at this automatic Zephyr sensor 'Trowell Zephyr 932' located approximately 3.4km

north of the Site. Furthermore, compliance with both the 1-hour mean NO_2 and 24-hour mean PM_{10} AQOs was also observed at this automatic sensor in 2024.

Table 10.2 Passive Diffusion Tube Monitoring Data (2019-2024)

Site ID	Site Type	Distance (m) from Site (approx.)	Annual Mean NO_2 Concentration (µg/m³)					
			2019	2020	2021	2022	2023	2024
12	Roadside	25	20	17	19	19	17	16
11	Roadside	30	28	21	23	22	21	20
15	Roadside	420	29	24	25	28	26	24
45	Roadside	510	27	20	21	21	19	19
16	Roadside	510	25	18	20	20	18	18
54	Roadside	940	30	22	24	22	21	20

Notes:

'–' indicates no data recorded.
NO_2 concentrations have been rounded to the nearest whole number.

10.3.5. There have been no exceedances of the annual mean NO_2 AQO of 40 µg/m³ at any of the automatic or passive diffusion tube monitoring locations within 1 km of the Site in 2024, the most recent year of available monitoring data. The passive diffusion tube monitoring location with the highest concentration in 2024 was Site ID: 15, recording an annual mean NO_2 concentration of 24 µg/m³ or approximately 60% of the annual mean AQO. As such it is considered likely that no exceedances of the annual mean AQO will be experienced in the vicinity of the Site.

10.3.6. The 1-hour mean AQO for NO_2 is 200 µg/m³ and should not be exceeded more than 18 times within a year. In line with LAQM.TG(22)**Error! Bookmark not defined.**, an annual mean NO_2 concentration of 60 µg/m³ or above is often used to indicate a possible exceedance of the 1-hour mean NO_2 AQO. There has been no recorded exceedance of the 60 µg/m³ threshold at any of the passive diffusion tube monitoring locations within 1 km of the Site in the baseline year 2024. As such, no exceedance of the 1-hour mean NO_2 AQO is expected.

Defra Predicted Background Concentrations

10.3.7. The Defra predicted background concentrations [4] for 2024 have been provided below to support the updated baseline monitoring data from 2024. As shown in **Table 10.3**, Defra predicted background concentrations are below the relevant AQOs for all pollutants in 2024,

[4] Defra (2024) Background Pollution Maps – 2021 – [online] available at: Background Mapping data for local authorities - 2021 - Defra, UK [Accessed: 16/12/2025]

the baseline year. These concentrations are provided for the grid squares covering the model domain, as outlined within the previous Air Quality ES chapter.

Table 10.3 Minimum and Maximum Defra Predicted Background Concentrations for 2024.

Year	Minimum and Maximum Annual Mean Concentration (µg/m^3)		
	NO_2	PM_{10}	$PM_{2.5}$
2024	10.8-11.3	13.3-13.5	7.5-7.7

Future Baseline

10.3.8. The Defra predicted background concentrations for 2030, were used to represent future year baseline conditions in the previous Air Quality ES chapter as, at the time of writing, the emission factors for modelling only went up to 2030. Since then, a new emission factor toolkit has been released by Defra which provides emissions up to 2050. However, the emissions and Defra backgrounds utilised within the previous Air Quality ES chapter are considered to represent a robust assessment approach, and as such, do not require an update.

10.4. Assessment of Likely Significant Effects

Construction

Construction Dust Emissions

10.4.1. The construction dust emission magnitude was identified as "high" in the previous Air Quality ES chapter. While there are expected to be changes to the construction massing, this is not anticipated to change the risk. As such, the outcomes for construction dust emissions as outlined within that remain valid.

Construction Traffic Emissions

10.4.2. As there are no significant changes to construction massing since the previous Air Quality ES chapter, the number of daily construction vehicles is still expected to fall below the Environmental Protection UK and Institute of Air Quality Management screening criteria. As such, the outcomes for construction traffic emissions as outlined within the previous Air Quality ES chapter remain valid.

Operation

Operational Traffic Emissions

10.4.3. Since the previous Air Quality ES chapter, there have been updated traffic counts undertaken, as well as updated trip generation calculations. This has resulted in an increase of 520 LDV AADT north of the Site access and 257 LDV AADT south of the Site access.

10.4.4. However, as a result of the updated traffic counts, the total LDV traffic flows on the road north of the Site access are expected to experience a reduction in flows of 2214 LDV, resulting in a net reduction on this link of 1694 LDV AADT compared to the previous assessment. The road to the

south of the Site access experienced a reduction of 118 LDV, resulting in a net increase of 139 LDV AADT compared to the previous assessment.

10.4.5. The results from the previous Air Quality ES chapter indicated a maximum increase in pollutant concentrations at modelled existing sensitive receptors of 0.2 $\mu g/m^3$ for NO_2, PM_{10} and $PM_{2.5}$. Additionally, the maximum predicted concentrations in the Do Something (DS) scenarios, were below 75% of the relevant annual mean AQOs for all modelled pollutants, resulting in impacts being **Negligible** and therefore **Not Significant**.

10.4.6. For a significant impact to occur, there would need to be an increase in pollutant concentration of over 4.0 $\mu g/m^3$ for NO_2 and PM_{10}, and an increase of over 2.0 $\mu g/m^3$ for $PM_{2.5}$. While there is a slight increase in trip generation on some road links, this is not expected to result in an increase in pollutant concentrations resulting in a Significant effect.

10.4.7. The outcomes of the previous Air Quality ES chapter were based on conservative assumptions in order to provide a robust approach, as such, the outcomes of the operational traffic emissions assessment in the previous Air Quality ES chapter remain valid.

10.5. Mitigation, Enhancement and Residual Effects

10.5.1. As the outcomes of the previous Air Quality ES chapter remain valid, the mitigation measures outlined within the chapter also remain valid and no updates are considered to be required.

10.6. Cumulative and In-Combination Effects

10.6.1. As the operational traffic emissions modelling assessment remains the same, the cumulative and in-combination effects outlined within the previous Air Quality ES chapter remain valid.

10.7. Summary

10.7.1. This 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.

11. Noise and Vibration

11.1. Introduction

11.1.1. This Noise and Vibration chapter sets out the updates since the submission of the previous Noise and Vibration ES chapter submitted in May 2025 and will be suitable for submission as part of the updated outline planning application. This should be read in conjunction with the previous Noise and Vibration ES chapter and has been provided to confirm the conclusions of this. The minor amendments to the Proposed Development/redline as set out in chapter 4 do not alter the assessment and are not discussed further.

11.2. Assessment Approach

Methodology

11.2.1. The assessment considers impacts in relation to noise from operational road traffic associated with the Site and other 'scoped in cumulative sites' on the identified sensitive receptors. The 'scoped in cumulative sites' considered are unchanged from that of the previous Noise and Vibration ES chapter.

Assessment of Significance

11.2.2. The classification of Noise sensitive receptors into different categories of sensitivity are unchanged from that of the previous Noise and Vibration ES chapter.

Legislative and Policy Framework

11.2.3. There have been no updates to the legislation and policies as stated in the previous Noise and Vibration ES chapter.

Scoping Criteria

11.2.4. The noise and vibration sensitive receptors that have been included in the assessment, along with their corresponding assumed sensitivities to noise/vibration are unchanged from that of the previous Noise and Vibration ES chapter.

11.2.5. The assumed level of noise and vibration generated from construction activities are unchanged.

11.2.6. The impact magnitude for construction noise and vibration assessments is unchanged.

11.2.7. The impact magnitude of Construction and Operational Road Traffic Noise is unchanged.

11.2.8. The Description of receptor sensitivity and magnitude of impact criteria for external noise levels within the site dwellings is unchanged.

Limitations to the assessment.

11.2.9. Calculations relating to road traffic noise associated with the Proposed Development are based upon the updated traffic flow information provided by the Applicant, and the Applicant's Transport Consultant (Mode). These figures will have inherent uncertainty associated with them. Further details are set out in Chapter 4 'The Proposed Development' and Chapter 9 'Transport and Access' of this ES Addendum.

11.3. Baseline Conditions

Site Description and Context

11.3.1. The baseline environmental noise conditions are unchanged from those presented within the previous Noise and Vibration ES Chapter which are based upon Baseline environmental sound surveys undertaken by Hoare Lea in December 2023 and October 2024.

11.3.2. All traffic data used for assessment of Construction Traffic Noise has been provided by the Applicant. These construction traffic estimates have been informed by previous experience in developing similar schemes to the Proposed Development, based on likely construction materials and construction methodology. A detailed construction programme is not given at this stage, however, estimates of the likely number of vehicles generated for the construction of the Proposed Development, together with potential staff movements have been made, as set out below (this is unchanged from that assumed previously).

Table 11.1: Estimated Daily Construction Traffic

Vehicle Type	Average Trips Per Day
Heavy Goods Vehicles (HGVs)	14
Cars and Light Goods Vehicles	50

11.3.3. All traffic data used for assessment of Operational Traffic Noise are 18-hour Annual Average Daily traffic flows (AADTs) as provided by the Applicant's transport consultant (Mode). These are listed in **Table 11.2** below.

Table 11.2: Operational road traffic from the road traffic assessment.

Road	Existing Baseline (2025)	Baseline (2028)	With Toton West development
M1 North SB Offslip	14693	15197	+108
M1 North NB Onslip	15239	15746	+147
A52 Brian Clough Way East from J25 Roundabout	22493	23258	+775
Bostocks Lane SE from J25 Roundabout	20755	21459	+30
M1 South SB Offslip	10880	11257	+111
M1 South SB Onslip	13263	13719	+151
A52 Brian Clough Way West from J25 Roundabout	25102	25958	+217
Bostocks Lane NW from J25 Roundabout	12008	12417	+11
B6003 Toton Lane	13333	13780	+207
A52 Brian Clough Way NE from Bardills Roundabout	36878	38133	+891

Road	Existing Baseline (2025)	Baseline (2028)	With Toton West development
Bardills Garden Centre Parking	122	126	+0
Toton Noth Site Loading Point	0	0	+0
A52 Brian Clough Way West from Bramcote Island	36337	37572	+891
B5010 Derby Road	11026	11404	+0
A6007 Ilkeston Road	14466	14947	+73
A52 Brian Clough Way East from Bramcote Island	38528	39840	+790
Town Street	9700	10029	+28
B6003 Stapleford Lane S from Bardills Roundabout	23417	24207	+1873
Peveril Homes Ltd Site Access	0	0	+0
Toton Lane Park & Ride Access	4592	4751	+0
B6003 Stapleford Lane N from Site Access/Toton East Site Loading Point Crossroads	20633	21329	+1873
Toton East Site Loading Point	0	0	+0
Site Access Arm	0	0	+2517
B6003 Stapleford Lane S of Site Access/Toton East Site Loading Point	20633	21329	+644
Swiney Way	14920	15426	+384
Banks Road	5091	5263	+0
B6003 High Road S of Banks Road/Swiney Way/B6003 Stapleford Lane Crossroads	10520	10872	+260
A6005 Nottingham Road West	23126	23906	+175
A6005 Nottingham Road East	18169	18783	+84
M1 Mainline N of J25	111737	117369	+255
M1 Mainline S of J25	122735	128921	+262

Future Baseline

11.3.4. It is recognised that there is potential for baseline sound levels to change in the future should there be any significant changes in the environmental sound sources around the Site.

11.3.5. The primary sound source is road traffic. The traffic flow data provided by the Applicant's transport consultant includes both current baseline data (2025), baseline (2028) and future baseline data with no development (2041). This has been referenced in the assessment of future operational road traffic noise.

11.3.6. A review of the data indicates an increase in road traffic flows of 12-20% for all roads within the assessed area between the 2025 base and the 2041 future baseline. This equates to an increase in noise level for the identified noise and vibration sensitive receptors of + 0.49 dB. This change in noise level is deemed to be an 'imperceivable change' given that it is less that 1.0 dB which is described in DMRB to be of 'negligible magnitude'. The existing baseline conditions measured are therefore representative of future baseline conditions in the absence of the Proposed Development.

11.4. Assessment of Likely Significant Effects

Construction

Noise from Construction Activity

11.4.1. Activity noise from the majority of activities assessed in the previous Noise and Vibration Chapter was predicted to equate to a Medium magnitude of impact on high sensitive receivers, corresponding to a Moderate Adverse temporary Effect which was considered to be Significant. There are not expected to be any significant changes to the construction massing and as such, the noise levels generated are not anticipated to notably change. As such, the outcomes for Noise from Construction Activity as per the previous Noise and Vibration Chapter remain valid.

Vibration from Construction Activity

11.4.2. Activity vibration from pilling assessed in the previous Noise and Vibration Chapter was predicted to equate to a Medium magnitude of impact on high sensitive receivers, corresponding to a Moderate Adverse temporary Effect which was considered to be Significant. Where there is no piling undertaken at the Site, there are no other significant sources of vibration anticipated on the Site. This corresponds with a Negligible effect, which is not significant. While there are expected to be changes to the construction massing, this is not anticipated to change the risk. As such, the outcomes for Vibration from Construction Activity as per the previous Noise and Vibration Chapter remain valid.

Construction Traffic Noise

11.4.3. As there are no significant changes to construction massing since the previous Noise and Vibration ES chapter, the number of daily construction vehicles is still expected to have no discernible impact. The operational road traffic noise levels have been compared in accordance with the short-term methodology guidance in DMRB and their impact has been assessed which result in Negligible magnitudes of impact predicted in all cases at high sensitivity receptors. As such, the outcomes for construction traffic noise impact as outlined within the previous Noise and Vibration ES chapter remain valid.

Operation

Operational Traffic Noise

11.4.4. Since the previous Noise and Vibration ES chapter, there have been updated traffic counts undertaken, as well as updated trip generation calculations.

11.4.5. The traffic flow data provided by the Applicant's transport consultant includes both current baseline data (2025), baseline (2028) and future baseline data with no development (2041). This has been referenced in the assessment of future operational road traffic noise.

11.4.6. According to IEMA Guidelines (Environmental Assessment of Traffic and Movement 2023), changes in traffic flows of less than 10% have no discernible impact. Therefore, it is considered that there will likely be a negligible increase in the future baseline sound levels from environmental sources provided this threshold is not exceeded.

11.4.7. A review of the data indicates an increase in road traffic flows of 0-9% for all roads within the assessed area between the 2025 baseline and the 2041 future baseline with the development of the site. This equates to an increase in noise level for the identified noise and vibration sensitive receptors of + 0.3 dB. This change in noise level is deemed to be an 'imperceivable change' given that it is less that 1.0 dB which is described in DMRB to be of 'negligible magnitude'. These findings are in line with the outcomes for operational traffic noise impact as outlined within the previous Noise and Vibration ES chapter and therefore these previous findings remain valid.

Site suitability

11.4.8. The baseline environmental noise conditions are unchanged from those presented within the previous Noise and Vibration ES chapter which are based upon Baseline environmental sound surveys undertaken by Hoare Lea in December 2023 and October 2024 and as such, the outcomes of the Site Suitability assessment in the previous Noise and Vibration ES chapter remain valid.

11.5. Mitigation, Enhancement and Residual Effects

11.5.1. 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.

11.6. Cumulative and In-Combination Effects

11.6.1. 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.

11.7. Summary

11.7.1. This 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 demonstrate 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; and

- As such, the outcomes of the previous assessment remain valid in all instances.

12. Flood Risk and Drainage

12.1. Introduction

12.1.1. This section of the ES Addendum has been prepared to update and supplement the Flood Risk and Drainage Chapter of the ES previously prepared by Pegasus Group.

12.1.2. Since the submission of the original ES, the surface water drainage for the Proposed Development has been reviewed and amended. The purpose of this Addendum is to provide an update in relation to the revised surface water drainage strategy and confirm whether the amendments would result in any changes to the assessment of likely significant effects reported within the original ES Chapter.

12.1.3. Unless otherwise stated, the baseline conditions, assessment methodology, significance criteria and conclusions set out in Chapter 12 of the ES remain unchanged and are relied upon for the purposes of this Addendum.

12.2. Additional Information

12.2.1. A Flood Risk Assessment and Drainage Strategy Addendum has been prepared in support of the outline application and is included at **Appendix 12.2.** The Addendum provides further details on the amended surface water drainage proposals, including an updated drainage strategy drawing and associated hydraulic calculations

12.3. Proposed Development and Drainage Strategy Amendments

12.3.1. The original surface water drainage strategy assessed within Chapter 12 of the ES proposed one surface water drainage network, incorporating a large attenuation basin, which discharged surface water runoff to the existing ditch crossing the site towards the west.

12.3.2. The greenfield runoff rate for the total site area was calculated as 1.56l/s/ha. In line with Wallingford guidance, an adjusted rate of 2l/s/ha was applied to the total development area, resulting in a peak discharge rate of 24.46l/s.

12.3.3. The revised drainage strategy has been developed to provide a more robust and practical solution, whilst remaining consistent with the principles of the original FRA and Drainage Strategy. The key amendments to the surface water drainage strategy are as follows.

- The proposed discharge rate has been calculated by applying the Qbar greenfield runoff rate of 1.93l/s/ha to the contributing catchment area.
- The surface water drainage network has been divided into two independent catchments, comprising a northern and southern drainage catchment, each served by a separate attenuation basin.
- Surface water from each catchment discharges to the existing ditch at a pro-rata rate, with discharge rates of 2l/s from the northern catchment and 19.7l/s from the southern catchment.
- The revised strategy results in an increase in total attenuation across the site and avoids the need for oversized pipework or surface water sewers beneath the existing field ditch.

- The proposed attenuation basins incorporate pre-treatment forebays, low flow channels and permanently wet areas.

12.3.4. The revised surface water drainage strategy has been designed to accommodate the 1 in 100 year storm event, including allowances for 40% urban creep and 10% urban creep, consistent with the assumptions adopted within the original ES.

12.4. Conclusions on Likely Significant Effects and Proposed Mitigation

12.4.1. The amendments to the surface water drainage strategy do not introduce any new receptors beyond those assessed within chapter 12 of the original ES.

12.4.2. The revised strategy reduces the discharge rate to the receiving ditch, provides additional surface water attenuation and results in improved management of surface water runoff compared with the previously assessed outline strategy. Consequently, the magnitude of potential effects on flood risk receptors would remain consistent with those reported in the original ES.

12.4.3. The construction phase and operational phase mitigation measures identified within the original ES, including the preparation and implementation of a Construction Environmental management Plan and the long term management and maintenance of surface water drainage infrastructure, remain applicable.

12.4.4. On this basis, the updated surface water drainage does not alter the conclusions of the original ES assessment. The Proposed Development would continue to have no likely significant effects in relation to flood risk and drainage, and the findings and conclusions reported in Chapter 12 of the ES remain valid.

13. Ground Conditions

13.1.1. The amendments to the Proposed Development as set out in Addendum Chapter 4 primarily relate to the marginal extension of the Application boundary eastwards to facilitate amended access proposals (now four arm access as oppose to 3 arm access), and minor amendments to the previously proposed outline drainage strategy. These modifications do not fundamentally alter the areas proposed for built form or overall parameters which could affect the assessment previously presented. As such the assessment and conclusions set out in the May 2025 ES remain valid in relation to Ground Conditions.

14. Soils and Agriculture

14.1.1. The amendments to the Proposed Development as set out in Addendum Chapter 4 primarily relate to the marginal extension of the Application boundary eastwards to facilitate amended access proposals (now four arm access as oppose to 3 arm access), and minor amendments to the previously proposed outline drainage strategy. These modifications do not fundamentally alter the areas proposed for built form or overall parameters which could affect the assessment previously presented. Whilst it is acknowledged the redline has marginally increased, this includes highways land and associated highway vegetation as opposed to additional agricultural land. As such the assessment and conclusions set out in the May 2025 ES remain valid in relation to Soils and Agriculture.

15. Climate Change

15.1.1. The amendments to the Proposed Development as set out in Addendum Chapter 4 primarily relate to the marginal extension of the Application boundary eastwards to facilitate amended access proposals (now four arm access as oppose to 3 arm access), and minor amendments to the previously proposed outline drainage strategy. These modifications do not fundamentally alter the areas proposed for built form, overall parameters or proposed mitigation measures suggested, which could affect the assessment previously presented. As such, the amendments do not alter the assessment previously presented and the assessment and conclusions set out in the May 2025 ES remain valid.

17. Lighting

17.1.1. The amendments to the Proposed Development as set out in Addendum Chapter 4 constitute minor modifications of a detailed nature. The Proposed Development comprises the same land uses, building heights and general arrangement as previously submitted and assessed. The amendments are minor in the context of the wider proposals, confined within the existing development boundaries and do not introduce any significantly different features that would alter the conclusions of the previous assessment.

17.1.2. Whilst there is a change to the redline, this does not affect the Lighting Impact Assessment as there is no change in the proposed lighting.

17.1.3. It is therefore concluded that the assessment and conclusions set out in the May 2025 ES remain valid in relation to the Lighting Impact Assessment.

18. Summary/Conclusions of Updated Assessment of Environmental Effects

18.1.1. Pegasus Group, acting on behalf of the Applicant, Bloor Homes Ltd, submitted an Environmental Statement (ES) relating to a planning application on land known as Toton West, Toton, Nottinghamshire (the "Application Site" or "Site") to Broxtowe Borough Council (BBC) in May 2025 (planning application reference 25/00371/OUT). The application sought outline planning permission for:

"up to 420 residential dwellings and associated open space and infrastructure."

18.1.2. The ES was prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 (2017 No. 571) (as amended) and presented the findings of a series of studies that evaluated the potential significant environmental effects of the Proposed Development.

18.1.3. Following this submission, the ES and planning application documentation was circulated to both statutory and non-statutory consultees, with consultees providing formal responses to BBC where desired. Since the submission of the planning application, further discussions with stakeholders and BBC and additional work 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.

18.1.4. This has resulted in minor updates to the Parameters Assessment Plan and Illustrative Masterplan.

18.1.5. 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 and air quality assessment to consider the updated transport data; and
- Updated outline drainage strategy.

18.1.6. The purpose of this ES Addendum has therefore been to ensure this information is presented and reviewed in light of any potential for "likely significant effects" for the avoidance of doubt. It is acknowledged that some of this information could be deemed to be "*directly relevant to reaching a reasoned conclusion on the likely significant effects of the development described*"

as per the EIA Regulations (Regulation 25[5]). It has therefore been considered robust to present the relevant information within this Addendum to the ES as "*any other information*" (EIA Regulations 2017).

18.1.7. On review, it has been found that the proposed minor amendments and additional information **do not alter the assessment of likely significant effects, nor are further mitigation measures required to be proposed** from those identified in the original ES.

18.1.8. As concluded in the May 2025 ES, it is acknowledged that there are a small number of potential residual adverse significant effects associated with the Proposed Development, however these are limited to visual effects from within or adjoining the Site, which is often the case with any development on greenfield land. These would be localised and principally focused within and adjoining the Site upon receptors of high sensitivity. Significant beneficial effects are identified for socio-economic effects in relation to increased housing provision, and economic benefits during both the construction and operation of the Proposed Development. All other effects with the inclusion of relevant mitigation identified within the ES are considered not significant as a result of the Proposed Development.

18.1.9. 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 are far as possible.

18.1.10. This ES Addendum has been voluntarily prepared in accordance with the EIA Regulations and constitutes '*any other information*' as defined in Regulation 2. Such additional information submitted voluntarily by an applicant must be treated in the same way as information formally requested by the Local Planning Authority in respect of an ES. Accordingly, BBC should consult on this information in full accordance with the requirements of Regulation 25 '*Further information and evidence respecting Environmental Statements*'.

[5] Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 (2017 No. 571) (as amended)

19. Glossary

Abbreviation	Definition
AADT	Annual Average Daily Traffic
AFFL	Above Finished Floor Level
ALC	Agricultural Land Classification
ALGE	Association of Local Government Ecologists
AOD	Above Ordnance Datum
AQMA	Air Quality Management Area
AQO	Air Quality Objective
ASHP	Air Source Heat Pumps
ASR	Annual Status Report
Baseline conditions	The baseline conditions are the physical, chemical, biological, social, economic, and cultural setting in which the proposed project is to be located, and where local impacts (both positive and negative) might be expected to occur.
BBC	Broxtowe Borough Council
BESS	Battery Energy Storage System
BGS	British Geological Society
BMV	Best and Most Versatile
BNG	Biodiversity Net Gain
BTO	British Trust for Ornithology
BW	Bridleway
CA	Conservation Area
CCR	Climate Change Resilience
CCTV	Closed Circuit Tele Vision
CD	Compact Disc
CEDA	Centre for Environmental Data Analysis
CEMP	Construction Environmental Management Plan
CIEEM	Chartered Institute of Ecology and Environmental Management
CIRIA	Construction Industry Research and Information Association
COD	Central Ordnance Depot
Conservation Area	An area of special architectural or historic importance, the character of which it is desirable to preserve or enhance.
CPR	Contaminant-Pathway-Receptor
CRTN	Calculation of Road Traffic Noise
CSM	Conceptual Site Model
CSWMP	Construction Surface Water Management Plan
CTMP	Construction Traffic Management Plan
DAS	Design and Access Statement
DBRC	Derbyshire Biological Records Centre

Abbreviation	Definition
DCLG	Department for Communities and Local Government
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation
DM	Do-Minimum
DPZ	Draft Policy Zones
DMRB	Design Manual for Roads and Bridges
DS	Do-Something
DSLR	Digital Single Lens Reflex
EBC	Erewash Borough Council
EFT	Emission Factor Toolkit
Embedded mitigation	Where mitigation measures are proposed that are specific to an environmental theme (e.g. ecological measures incorporated into the landscaping scheme etc) and are purposely incorporated into the design
EMGM	East Midlands Gateway Model
Environmental Impact Assessment (EIA)	Process for identifying the likely significance of environmental effects (beneficial or adverse) arising from a Proposed Development, by comparing the existing environmental conditions prior to development (the baseline) with the environmental conditions during/following the construction and operation phases of a development should it proceed.
ELC	European Landscape Convention
Environmental Statement (ES)	The document setting out the findings of an Environmental Impact Assessment
EPS	European Protected Species
EV	Electric Vehicle
FP	Footpath
FRA	Flood Risk Assessment
FTE	Full Time Equivalent
GCN	Great Crested Newt
GHG	Greenhouse Gas
GI	Green Infrastructure
GLVIA3	Guidelines for Landscape and Visual Impact Third Edition (2013)
GNLCA	Greater Nottingham Landscape Character Assessment
GP	General Practitioner
GVA	Gross Value Added
GWP	Global Warming Potential
HDV	Heavy Duty Vehicles

Abbreviation	Definition
HE	Historic England
HER	Historic Environment Record
Heritage Asset	An element of the historic environment that has a degree of significance. Heritage assets may be found in a variety of forms – buildings; standing, buried, or submerged remains; settlements, places and landscapes.
HGV	Heavy Goods Vehicle
ICCI	In-Combination Climate Change Impacts
IC-DS	In Combination Do-Something
IEMA	Institute of Environmental Management and Assessment
ILP	Industry of Lighting Professionals
IMD	Indices of Multiple Depravation
Inter-project Cumulative Effects	The combined effects of development schemes which may, on an individual basis be insignificant but, cumulatively, have significant effect
Intra-project Cumulative Effects	The combined effect of individual effects (for example noise, airborne dust, or traffic) on a single receptor where deemed potentially significant (referred to as "in-combination" in the Design Manual for Roads and Bridges (DMRB) Volume 11 Environmental Assessment)
IPCC	International Panel on Climate Change
IRZ	Impact Risk Zone
ISO	International Organisation for Standardisation
Landscape and Visual Impact Assessment (LVIA)	Assessment which considers likely effects on landscape character and visual amenity arising from the Proposed Development.
LAQM	Local Air Quality Management
LBAP	Local Biodiversity Action Plan
LCT	Landscape Character Type
LDV	Light Duty Vehicles
LEA	Local Education Authority
LED	Light Emitting Diode
LEMP	Landscape Environmental Management Plan
LETI	London Energy Transformation Initiative
LI	Landscape Institute
Listed Building	A building of special architectural or historic interest. The Planning (Listed Buildings and Conservation Area) Act 1990 gives the Department of Culture, Media, and Sport on advice from Historic England, powers to list buildings of special architectural or historical interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (for example, walls within its curtilage)

Abbreviation	Definition
LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LOAEL	Lowest Observed Adverse Effect Level
LPA	Local Planning Authority
LPA	Local Planning Authority
LSOA	Lower Super Output Area
Lux	Unit of illuminance
LVA	Landscape and Visual Analysis
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Site
MAFF	Ministry of Agriculture, Farming and Fishing
MAGIC	Multi Agency Geographic Information for the Countryside
MHCLG	Ministry of Housing, Communities and Local Government
National Character Area (NCA)	Natural England has identified 159 separate National Character Areas (NCA) within England. The NCA follow natural lines in the landscape, rather than administrative boundaries, and share similar landscape characteristics. NCA profiles are guidance documents which can help to inform the decision-making process.
National Planning Policy Framework (NPPF)	The NPPF replaces most national planning policy documents (PPG/PPS) and many circulars, streamlining them all into one document. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local and neighbourhood plans can be produced reflecting the needs and priorities of the local area.
NBGRC	Nottinghamshire Biological and Geological Record Centre
NCC	Nottinghamshire County Council
NERC	Natural Environment and Rural Communities Act
NET	Nottingham Express Transit
NHLE	National Heritage List for England
NHS	National Health Service
NME	Natural Metal Enrichment
NOEL	No Observed Effect Level
NO_x	Nitrogen Oxides
NPPG	National Planning Practice Guidance
NPSE	Noise Policy Statement for England
NRMM	Non-Road Mobile Machinery
NTS	Non Technical Summary
NVZ	Nitrate Vulnerable Zone
ONS	Office for National Statistics
OS	Ordnance Survey

Abbreviation	Definition
PDSA	Pre-Desk Study Assessment
PHAR	Human Amenity Receptors
PLG	Professional Lighting Guidance
PPE	Personal Protective Equipment
PPG	Planning Practice Guidance
PRoW	Public Right of Way
PSER	Ecology Receptors
PSR	Human Safety Receptors
RCA	Regional Character Area
RCP	Representative Concentration Pathways
RPG	Registered Park and Garden
SAP	Standard Assessment Procedure
SEO	Statements of Environmental Opportunity
SOAEL	Significant Observed Adverse Effect Level
SPD	Supplementary Planning Document
SPZ	Source Protection Zone
SPZ	Source Protection Zone
SRN	Strategic Route Network
SSSI	Site of Special Scientific Interest
STW	Severn Trent Water
SuDS	Sustainable Drainage Systems
SWMP	Site Waste Management Plan
SZTV	Screened Zone of Theoretical Visibility
TA	Transport Assessment
TP	Travel Plan
TPO	Tree Preservation Order
UK	United Kingdom
UKCP	United Kingdom Climate Projection
UNESCO	United Nations Educational, Scientific and Cultural Organization
UXO	Unexploded Ordnance
WCA	Wildlife and Countryside Act 1981
WFD	Water Framework Directive
WHO	World Health Organisation
WHS	World Heritage Site
ZTV	Zone of Theoretical Visibility

20. References

20.1. Introduction

The Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (amended 2018).

20.2. Assessment Scope and Methodology

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Schedule 1 (18).

National Planning Policy Framework December 2024, Ministry of Housing, Communities and Local Government. Available at: https://www.gov.uk/government/publications/national-planning-policy-framework--2

20.3. Application Site

Broxtowe Borough Council (adopted 2019) Part 2 Local Plan [online] available at: https://www.broxtowe.gov.uk/for-you/planning/planning-policy/part-2-local-plan/ [last accessed 30th September 2024].

DEFRA (Department for Environment, Food & Rural Affairs), (n.d.). *Agricultural Land Classification (ALC) mapping service*. Available at: https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::provisional-agricultural-land-classification-alc-england/about [last accessed 19th February 2025].

Natural England (2012) NCA Profile: 69 Trent Valley Washlands [online] available at: https://publications.naturalengland.org.uk/publication/5447860266991616?category=587130

The Coal Authority (2023) Map Viewer [online] available at: The Coal Authority Map Viewer (arcgis.com)

UK Government (2024) Flood Map for Planning [online] available at: https://flood-map-for-planning.service.gov.uk/ [last accessed 30th September 2024].

20.4. Proposed Development and Alternatives

Institute of Lighting Professionals (2021) Guidance Note 1 for the Reduction of Obtrusive Light [online] available at: https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/ [last accessed 30th September 2024].

20.5. Socioeconomics

British Medical Association. (2024). Pressures in general practice data analysis. November 2024. Available at: https://www.bma.org.uk/advice-and-support/nhs-delivery-and-workforce/pressures/pressures-in-general-practice-data-analysis

Broxtowe Borough Council, Gedling Borough Council, and Nottingham City Council, 2014. Aligned Core Strategies. [online] Available at: https://www.nottinghamcity.gov.uk/planning-and-building/planning-policy/core-strategy.

Broxtowe Borough Council, Erewash Borough Council, Gelding Borough Council, Nottingham Borough Council Housing Background Paper June 2012, Broxtowe Borough Council. Available at: https://www.broxtowe.gov.uk/media/2288/housing-background-paper-june-2012.pdf.

Broxtowe Borough, Gedling Borough, Nottingham City Aligned Core Strategies Part 1 Local Plan. Adopted September 2014. Available at https://www.broxtowe.gov.uk/media/2160/broxtowe-aligned-core-strategy.pdf.

Broxtowe Business Growth Business Plan 2022-2025, Broxtowe Borough Council. Available at: https://www.broxtowe.gov.uk/media/10148/businessgrowthbusinessplan2022-25-final.pdf.

Broxtowe's Corporate Plan 2020-2024, Broxtowe Borough Council. Available at: https://www.broxtowe.gov.uk/media/7433/corporate-plan-2020-2024-final-accessible.pdf.

Business Register and Employment Survey, 2023. Business Register and Employment Survey. [online] Available at: https://www.ons.gov.uk/businessindustryandtrade/business/businessservices.

Broxtowe's Health Business Plan 2023-2026, Broxtowe Borough Council. Available at: https://www.broxtowe.gov.uk/media/10472/health-business-plan-2023-26.pdf.

Broxtowe Part 2 Local Plan 2018-2028. Adopted October 2019, Broxtowe Borough Council. https://www.broxtowe.gov.uk/media/7088/part-2-local-plan-adopted-october-2019.pdf.

Department for Education, 2024. Get Information About Schools (Gov.UK). [online] Available at: https://get-information-schools.service.gov.uk.

Google, 2024. Google Maps. [online] Available at: https://www.google.com/maps.

Ministry of Housing, Communities and Local Government. (2019). The 2019 Index of Multiple Deprivation (IMD). Available at: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019

NHS, 2024. Find a GP. [online] Available at: https://www.nhs.uk/service-search/find-a-gp.

NHS Digital, 2023. NHS General Practice Workforce Survey. [online] Available at: https://digital.nhs.uk/data-and-information/publications/statistical/nhs-general-practice-workforce.

Office for National Statistics (ONS). (2024). Annual Population Survey July 2023 - June 2024.

Office for National Statistics, 2012. 2011 Census. [online] Available at: https://www.ons.gov.uk/census.

Office for National Statistics, 2021. 2021 Census. [online] Available at: https://www.ons.gov.uk/census.

Office for National Statistics, 2023. Business Register and Employment Survey. [online] Available at: https://www.ons.gov.uk/businessindustryandtrade/business/businessservices.

Office for National Statistics, 2023. Live Table 122: Population Estimates for the UK, by Country of Birth and Nationality. [online] Available at: https://www.gov.uk.

Office for National Statistics, 2023. UK Business Count. [online] Available at: https://www.ons.gov.uk/businessindustryandtrade/business/businessservices.

Public Health England, 2020. Public Health England Reports and Publications. [online] Available at: https://www.gov.uk/government/organisations/public-health-england.

Sport England, 2023. Active Lives Survey. [online] Available at: https://www.sportengland.org/research/active-lives-survey.

Sport England, 2024. Sport England. [online] Available at: https://www.sportengland.org.

The Chetwynd and Toton Neighbourhood Plan 2020-2040, February 2024. Available at: https://www.broxtowe.gov.uk/media/sdcllkdq/chetwynd-the-toton-and-chilwell-n-p-feb-2024.pdf.

The Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (amended 2018), 2018. [online] Available at: https://www.legislation.gov.uk/uksi/2017/571/contents/made.

20.6. Landscape and Visual

Broxtowe Borough Council. (2015). Green Infrastructure Strategy 2015-2030.

Broxtowe Borough Council. (2017). Landscape and Visual Analysis of Potential Development Sites (BDC January 2017).

Council of Europe. (2000). European Landscape Convention. Adopted on 20 October 2000 and came into force on 1 March 2004. Available at: https://www.coe.int/en/web/landscape

East Midlands Region. (2010). East Midlands Region Landscape Character Assessment.

Greater Nottingham Strategic Plan. (2024).

Greater Nottingham Landscape Character Assessment (2009)

Landscape Institute and Institute of Environmental Management and Assessment. (2013). Guidelines for Landscape and Visual Impact Assessment. 3rd edn. April 2013.

Landscape Institute. (2019). Technical Guidance Note 06/19: Visual Representation of Development Proposals.

Landscape Institute. (2021). Technical Guidance Note 02/21: Assessing Landscape Value Outside National Designations.

Landscape Institute. (2024). Technical Guidance Note LITGN-2024-01, Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA3).

Natural England. (2014). An Approach to Landscape Character Assessment. October 2014.

Natural England, 2014. *National Character Area 49: Sherwood*. [online] Available at: https://www.gov.uk/government/publications/national-character-area-49-sherwood

Natural England, 2014. *National Character Area 69: Trent Valley Washlands*. [online] Available at: https://publications.naturalengland.org.uk/publication/5447860266991616

Toton and Chetwynd Barracks Supplementary Planning Document (SPD) (February 2013) Available at: https://www.broxtowe.gov.uk/media/10035/toton-and-chetwynd-barracks-strategic-masterplan-spd.pdf

Toton and Chilwell Neighbourhood Plan. (2020). Toton and Chilwell Neighbourhood Plan 2020-2040.

20.7. Ecology and Nature Conservation

Biggs, J., et al. (2014). Analytical and methodological development for improved surveillance of the Great Crested Newt. Appendix 5. Technical advice note for field and laboratory sampling of great crested newt (Triturus cristatus) environmental DNA. Freshwater Habitats Trust, Oxford.

Bibby, C.J., Burgess, N.D. & Hill, D.A. (2000). Bird Census Techniques. 2nd edn. Academic Press, London.

British Trust for Ornithology (BTO). (n.d.). BTO Data Report Request. Available at: https://www.bto.org.

CIEEM. (2018). Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine. Version 1.2. Chartered Institute of Ecology and Environmental Management, Winchester.

Collins, J. (2016). Bat Conservation Trust Bat Surveys for Professional Ecologists - Good Practice Guidelines. 3rd edn. Bat Conservation Trust, London.

Conservation of Habitats and Species Regulations 2017, SI 2017/1012. Available at: https://www.legislation.gov.uk/uksi/2017/1012/contents/made

Dean, M., Strachan, R., Gow, D. and Andrews, R. (2016) The Water Vole Mitigation Handbook (Mammal Society Mitigation Guidance Series). Eds Fiona Mathews and Paul Chanin. Mammal Society, London.

DEFRA. (2024). Statutory Biodiversity Metric Technical Annex 1: Condition Assessment Sheets and Methodology v1.0.2. Available at: https://www.gov.uk/government/publications/statutory-biodiversity-metric-tools-and-guides.

Derbyshire Biological Records Centre (DBRC) at the Derbyshire Wildlife Trust. (n.d.). Available at: https://www.derbyshirewildlifetrust.org.uk.

Environment Act 2021, c. 30. Available at: https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted

Froglife. (1999). Reptile survey: an introduction to planning, conducting and interpreting surveys for snake and lizard conservation. Froglife Advice Sheet 10. Froglife, Halesworth.

Gent, A.H. & Gibson, S.D., eds. (1998). Herpetofauna Workers' Manual. Joint Nature Conservation Committee, Peterborough.

Harris, S., Cresswell, P. & Jefferies, D. (1989). Surveying for Badgers. Occasional Publication No. 9. Mammal Society, Bristol.

JNCC. (2010). Handbook for Phase 1 Habitat Survey: A Technique for Environmental Audit. Joint Nature Conservation Committee, Peterborough.

Natural England. (n.d.). Green Infrastructure Guidance. Available at: https://www.gov.uk/government/organisations/natural-england.

Natural Environment and Rural Communities Act 2006, c. 16. Available at: https://www.legislation.gov.uk/ukpga/2006/16/contents/enacted

Nottinghamshire Biological and Geological Record Centre (NBGRC). (n.d.). Available at: https://www.nottsbg.org.uk.

Protection of Badgers Act 1992, c. 51. Available at: https://www.legislation.gov.uk/ukpga/1992/51/contents/enacted

The Broxtowe Green Infrastructure Strategy and Biodiversity Opportunity Map. (2015). Broxtowe Borough Council.

The emerging Nottinghamshire Local Nature Recovery Strategy. (n.d.). Available at: https://www.nottinghamshire.gov.uk.

The Hedgerow Regulations 1997, SI 1997/1160. Available at: https://www.legislation.gov.uk/uksi/1997/1160/contents/made

UKHab Ltd. (2023). UK Habitat Classification Version 2.0. Available at: http://www.ukhab.org.

Wildlife and Countryside Act 1981 (as amended), c. 69. Available at: https://www.legislation.gov.uk/ukpga/1981/69/contents/enacted

20.8. Cultural Heritage and Archaeology

Chartered Institute for Archaeologists (CIfA). (2020). Standards and guidance for commissioning work or providing consultancy advice on archaeology and the historic environment. Chartered Institute for Archaeologists, Reading.

Chartered Institute for Archaeologists (CIfA). (2020). Standards and guidance for historic environment desk-based assessment. Chartered Institute for Archaeologists, Reading.

Chartered Institute for Archaeologists (CIfA). (2022). Code of Conduct: Professional ethics in archaeology. Chartered Institute for Archaeologists, Reading.

English Heritage. (2008). Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment. English Heritage, Swindon.

Historic England. (2015). Managing Significance in Decision-Taking in the Historic Environment: Historic Environment Good Practice Advice in Planning: 2, 2nd edition. Historic England, Swindon.

Historic England. (2017). The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3. Historic England, Swindon.

Historic England. (2019). Statements of Heritage Significance: Analysing Significance in Heritage Assets, Historic England Advice Note 12. Historic England, Swindon.

Historic England. (2019). Historic England Advice Note 1 - Conservation Area Appraisal, Designation and Management (HEAN:1) 2nd edn. Historic England, Swindon.

Historic England. (n.d.). The National Heritage List for England (NHLE) for information on designated heritage assets. Available at: https://historicengland.org.uk/listing/the-list.

Historic England's Aerial Photo Explorer. (n.d.). Available at: https://historicengland.org.uk/images-books/archive/collections/aerial-photos.

Nottinghamshire County Council Historic Environment Record (HER). (n.d.). Available at: https://www.nottinghamshire.gov.uk/environment-and-sustainability/heritage-record.

Planning (Listed Buildings and Conservation Areas) Act 1990. (1990) *Chapter 9*. London: HMSO.

The British Geological Survey. (n.d.). Available at: https://www.bgs.ac.uk.

The Cranfield University's Soilscapes Viewer. (n.d.). Available at: https://www.landis.org.uk/soilscapes.

The Genealogist. (n.d.). Available at: https://www.thegenealogist.co.uk.

The National Library of Scotland. (n.d.). Available at: https://maps.nls.uk.

The Promap website. (n.d.). Available at: https://www.promap.co.uk.

20.9. Transport and Access

Department for Transport (DfT). (2022). Circular 01/2022: Environmental Assessment and Appraisal. Department for Transport, London.

Davis, S., Hoare, D., Howard, R., Ross, A. (2023) Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Road Traffic and Movement.

SYSTRA. (n.d.). Strategic East Midlands Gateway Model (EMGM). Developed for East Midlands Gateway.

20.10. Air Quality

Defra (2019) The Clean Air Strategy. Available: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf [Accessed: 28/01/2025].

Defra (2022). Local Air Quality Management Technical Guidance (TG22). Available: https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf [Accessed: 28/01/2025].

Defra (2023) Air Quality Strategy: framework for local authority delivery [online] – http://www.gov.uk/government/consultations/revised-national-air-quality-strategy [Accessed: 24/07/2024].

Defra (2024) PM2.5 Targets: Interim Planning Guidance. Available: PM_{2.5} Targets: Interim Planning Guidance - Defra, UK. [Accessed:27/11/2024].

Environmental Protection (2023) The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. Available: The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. [Accessed: 28/01/2025].

Environmental Protection UK and Institute of Air Quality Management, (2017). Land-Use Planning & Development Control: Planning for Air Quality. Available: https://iaqm.co.uk/guidance/. [Accessed: 28/01/2025].

HMSO (2021). The Building Regulations 2021. Approved Document Part F: Ventilation.

Institute of Air Quality Management (2020), A guide to the assessment of air quality impacts on designated nature conservation sites [online] available at: https://iaqm.co.uk/guidance/ [Accessed: 28/01/2025].

Institute of Air Quality Management (2024) Guidance on the assessment of dust from demolition and construction v2.2 – [online] available at: https://iaqm.co.uk/wp-content/uploads/2013/02/Construction-Dust-Guidance-Jan-2024.pdf [Accessed: 28/01/2025].

Standards for Highways (2019) Design Manual for Roads and Bridges LA 105 Air Quality [Accessed: 28/01/2025], Available at: https://www.standardsforhighways.co.uk/tses/attachments/10191621-07df-44a3-892e-c1d5c7a28d90?inline=true.

The European Parliament and the Council of the European Union, (2008). Directive 2008/50/EC of the European Parliament and of the Council. Available: https://eur-lex.europa.eu/legal-content/en/ALL/?uri=CELEX:32008L0050 [Accessed: 28/01/2025].

The European Parliament and the Council of the European Union, (2016). Directive 2016/2284 of the European Parliament and of the Council. Available: https://www.legislation.gov.uk/eudr/2016/2284/introduction. [Accessed: 28/01/2025].

The Stationery Office, (2016). Statutory Instrument 2016, No 1184, The Air Quality Standards (Amendment) Regulations 2016, London.

The Stationery Office, (2018). Environment Act 1995. Available: https://www.legislation.gov.uk/ukpga/1995/25/part/IV. [Accessed: 28/01/2025].

The Stationery Office, (2021). Environment Act 2021. Available: https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted. [Accessed: 28/01/2025].

The Stationery Office, (1990). Environmental Protection Act 1990. Available: https://www.legislation.gov.uk/ukpga/1990/43/contents. [Accessed: 28/01/2025].

The Statutory Office, (2010). Statutory Instrument 2010, No 1001, The Air Quality Standards Regulations 2010. Available: https://www.legislation.gov.uk/uksi/2010/1001/contents/made. [Accessed: 28/01/2025].

20.11. Noise and Vibration

British Standards Institution, 2009+A1:2014, BS 5228-1 'Code of practice for noise and vibration control on construction and open sites –Part 1: Noise'.

British Standards Institution, 2009+A1:2014, BS 5228-2 'Code of practice for noise and vibration control on construction and open sites –Part 2: Vibration'

British Standards Institution. (2014). BS 4142:2014+A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound.

British Standards Institution. (2014). BS 8223:2014, Guidance on Sound Insulation and Noise Reduction for Buildings.

Department for Environment, Food & Rural Affairs: 2010, Noise Policy Statement for England

Department of Transport Welsh Office. (1988). Calculation of Road Traffic Noise. HMSO.

Highways England, Transport Scotland, Welsh Government, Department for Infrastructure. (2020). Design Manual for Roads and Bridges – LA111 Noise and Vibration. Highways England.

Hoare Lea. (2024). Toton North, Toton: Acoustics Planning Report. Bloor Homes East Midlands.

Institute of Environmental Management and Assessment. (2014). Guidelines for Environmental Noise Impact Assessment. IEMA.

Institute of Environmental Management and Assessment. (2023). Guidelines: Environmental Assessment of Traffic and Movement. IEMA.

Professional Practice Guidance on planning and noise: New Residential Development, Acoustics & Noise Consultants, Institute of Acoustics, Chartered Institute of Environmental Health, May 2017

20.12. Flood Risk and Drainage

Nottinghamshire County Council (2016) Level 1 Strategic Flood Risk Assessment (SFRA) – [online] available at: https://www.nottinghamshire.gov.uk/planning-and-environment/environment/flood-risk

The Environmental Impact Assessment (Land Drainage Improvement Works) Regulations 1999 (Amended 2017) – [online] available at: https://www.legislation.gov.uk/uksi/1999/3242/contents/made

The Flood and Water Management Act 2010 – [online] available at: https://www.legislation.gov.uk/ukpga/2010/29/contents/enacted

20.13. Contaminated Land and Ground Conditions

British Geological Survey (BGS). (n.d.). Geology of Britain Viewer. Available at: https://www.bgs.ac.uk/map-viewers/geology-of-britain-viewer/.[Accessed 19 November 2024].

British Geological Survey (BGS). (2014). 1:50000 Series Sheet 'Derby' Bedrock and Superficial Deposits.

British Geological Survey (BGS). (1969, revised 1989 and 1993). 1:10560 Series Sheets SK53NW and SK43NE.

British Standards Institution (BSI). (2011). BS10175:2011+A2:2017 Investigation of Potentially Contaminated Sites: Code of Practice.

British Standards Institution (BSI). (2015). BS5930:2015+A1:2020 Code of Practice for Ground Investigations.

British Standards Institution (BSI). (2015). BS8485:2015+A1:2019 Code of Practice for the Design of Protective Measures for Methane and Carbon Dioxide Ground Gases for New Buildings.

British Standards Institution (BSI). (2013). BS8576:2013 Guidance on Investigations for Ground Gas. Permanent Gases and Volatile Organic Compounds.

British Standards Institution. (2011). BS10175:2011+A2:2017 Investigation of Potentially Contaminated Sites: Code of Practice.

Construction Industry Research and Information Association (CIRIA). (2007). C665 – Assessing Risks Posed by Hazardous Ground Gases to Buildings.

Department for Environment, Food & Rural Affairs (DEFRA). (2012). Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance.

Department for Environment, Food and Rural Affairs (DEFRA). (2000). The Contaminated Land (England) Regulations 2000.

Department for Environment, Food and Rural Affairs (DEFRA). (2006). The Contaminated Land (England) Regulations 2006.

Department for Environment, Food and Rural Affairs (DEFRA). (2012). The Contaminated Land (England) (Amendment) Regulations 2012.

Environment Agency. (2018). The Environment Agency's Approach to Groundwater Protection.

Environment Agency. (2020). Land Contamination Risk Management Guidance (2020, as amended).

Environmental Protection Agency. (n.d.). Environmental Protection Act 1990. Available at: https://www.legislation.gov.uk/ukpga/1990/43/contents.[Accessed 27 September 2024]

European Parliament and the Council of the European Union. (2000). The Water Framework Directive (2000/60/EC).

European Parliament and the Council of the European Union. (2006). Groundwater Directive (2006/118/EC).

20.14. Soils and Agricultural Land

ADAS Statutory Resource Planning Team (1994), Agricultural Land Classification detailed Post 1988 ALC survey, Stapleford, Toton Sidings (ALCC10194) [online] available at: Agricultural Land Classification detailed Post 1988 ALC survey, Stapleford, Toton Sidings - ALCC10194 [last accessed 5th March 2025].

British Geological Survey (BGS). (n.d.). National Soil Mapping (at 1:250,000 scale).

Defra, 2009. *Construction Code of Practice for the Sustainable Use of Soils on Construction Sites*. Department for Environment, Food & Rural Affairs. Available at: https://www.gov.uk/government/publications/construction-code-of-practice-for-the-sustainable-use-of-soils-on-construction-sites

Meteorological Office. (n.d.). Climatological Data.

Natural England (2009) Agricultural Land Classification: Protecting the Best and Most Versatile Agricultural Land [online] available at: https://publications.naturalengland.org.uk/publication/35012 [last accessed 7th March 2025].

20.15. Climate Change

British Broadcasting Corporation (BBC). (2022). What Will Climate Change Look Like Near Me? Available at: https://www.bbc.co.uk/news/resources/idt-d6338d9f-8789-4bc2-b6d7-3691c0e7d138

British Standards Institution (BSI). (2019). Greenhouse Gases - Specification with Guidance at the Project Level for Quantification, Monitoring and Reporting of Greenhouse Gas Emission Reductions or Removal Enhancements. Available at: https://www.iso.org/standard/66454.html

Centre for Environmental Data Analysis (CEDA). (2018). *UK Climate Projections 2018 (UKCP18)*. Retrieved from https://catalogue.ceda.ac.uk/uuid/c700e47ca45d4c43b213fe879863d589?jump=related-docs-anchor

Department for Energy Security & Net Zero. (2024). 2022 UK Greenhouse Gas Emissions, Final Figures. Available at: https://assets.publishing.service.gov.uk/media/65c0d15863a23d0013c821e9/2022-final-greenhouse-gas-emissions-statistical-release.pdf

Department for Energy Security & Net Zero. (2024). UK Local Authority and Regional Greenhouse Gas Emissions Statistics, 2005 to 2022. Available at: https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2022

Department for Transport. (2023). NTS0403: Average Number of Trips, Miles and Time Spent Travelling by Trip Purpose: England, 1995 Onwards.

Gov.uk. (2023). UK Local Authority and Regional Greenhouse Gas Emissions National Statistics. Available at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

HM Government. (2019, updated). Guidance Climate Change. Available at: https://www.gov.uk/guidance/climate-change

HM Government. (2021). Conservation of Fuel and Power: Approved Document L. Available at: https://assets.publishing.service.gov.uk/media/662a2e3e55e1582b6ca7e592/Approved_Document_L__Conservation_of_fuel_and_power__Volume_1_Dwellings__2021_edition_incorporating_2023_amendments.pdf

HM Government. (2021). The Future Homes Standard: Changes to Part L and Part F of the Building Regulations for New Dwellings. Available at: https://assets.publishing.service.gov.uk/media/60114c6c8fa8f565494239a7/Government_response_to_Future_Homes_Standard_consultation.pdf

IEMA (Institute of Environmental Management and Assessment). (2020). Environmental Impact Assessment Guide to Climate Change Resilience and Adaptation. Available at: https://www.iema.net/media/mabhqino/iema-eia-climate-change-resilience-june-2020.pdf

IEMA (Institute of Environmental Management and Assessment). (2022). Assessing Greenhouse Gas Emissions and Evaluating Their Significance. Available at: https://www.iema.net/media/soanjg22/eia-guide_ghg-assessment-and-significance_iema_16may17.pdf

IPCC (Intergovernmental Panel on Climate Change). (2014). Climate Change 2014 Synthesis Report. Available at: https://www.ipcc.ch/report/ar5/syr/

Met Office. (2016). Midlands: Climate. Available at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/weather/learn-about/weather/regional-climates/midlands_-climate-met-office.pdf

Met Office. (2018). UK Climate Projections (UKCP). Available at: https://www.metoffice.gov.uk/research/approach/collaboration/ukcp

Met Office. (2024). Exceptionally Wet Month for Parts of the Midlands, September 2024. Available at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/weather/learn-about/uk-past-events/interesting/2024/2024_07_september_rain.pdf

Met Office. (no date). UK and Global Extreme Events – Wind Storms. Available at: https://www.metoffice.gov.uk/research/climate/understanding-climate/uk-and-global-extreme-events-wind-storms

Met Office. (no date). UK Climate Averages – Watnall Climate Station. Available at: https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-climate-averages/gcrje93b8

Meteostat. (no date). Nottingham Weather Centre. Available at: https://meteostat.net/en/station/03354?t=2023-01-01/2023-12-31

Standards Australia. (2013). Climate Change Adaptation for Settlements and Infrastructure - A Risk-Based Approach. Available at: https://infostore.saiglobal.com/en-gb/standards/as-5334-2013-119943_saig_as_as_251367/

Weather Spark. (no date). 2023 Weather History at East Midlands Airport. Available at: https://weatherspark.com/h/y/147821/2023/Historical-Weather-during-2023-at-East-Midlands-Airport-United-Kingdom

World Resources Institute. (2004). The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard. Available at: https://ghgprotocol.org/sites/default/files/standards/ghg-protocol-revised.pdf

20.16. Lighting

Bat Conservation Trust and Institution of Lighting Professionals (2023) Bats and Artificial Lighting in the UK (GN08:2023).

Broxtowe Borough, Gedling Borough, Nottingham City (2014) Aligned Core Strategies – Part 1 Local Plan Adopted September 2014.

Environmental Protection Act 1990 / Clean Neighbourhoods and Environment Act 2005.

Highways England, Transport Scotland, Welsh Government, Department for Infrastructure (27th August 2020) Design Manual for Roads and Bridges LA 104 Environmental Assessment and Monitoring, Highways England.

Institution of Lighting Professionals (2013) Guidance on Undertaking Environmental Lighting Impact Assessments (PLG04:2013).

Institution of Lighting Professionals (2019) Guidance Note 10:19 Night-Time Photography, Institution of Lighting Professionals.

Institution of Lighting Professionals (2021) Guidance Note 01:21 The Reduction of Obtrusive Light, Institution of Lighting Professionals.

Institution of Lighting Professionals and Bat Conservation Trust (2023) Guidance Note 08:23 Bats and Artificial Lighting at Night, Institution of Lighting Profdesionals

Appendix 7.4 Updated Arboricultural Impact Assessment

Appendix 7.5 Spring Bat Data Report

Appendix 7.6 Supplementary Breeding Bird Report

Appendix 7.7 BNG Report

Appendix 9.1: Transport Assessment

Appendix 9.2: Framework Travel Plan

Appendix 9.3: Study Area

Appendix 9.4: 2025 Baseline Scenario Traffic Data

Appendix 9.5: Assessment of Construction Traffic Impacts

Appendix 9.6: Future Year Scenario Traffic Data and Assessment of Operational Traffic Impacts

Appendix 12.2 Flood Risk Assessment and Drainage Strategy Addendum

Town & Country Planning (Environmental Impact Assessment) Regulations 2017

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

Pegasus_Group pegasusgroup Pegasus_Group
PEGASUSGROUP.CO.UK