

Appendix J: Engagement Timeline

Colour Key				
Pre-App (Toton East, North and West)	Toton East Outline	Toton North Outline	Toton West Outline	Toton West Hybrid

Item	Date	Item	Detail	Appendix Reference
Pre-Application Engagement				
	27/02/25	NH received informal consultation from ADC Infrastructure regarding x3 upcoming planning apps being prepared for sites in the Toton area ('Toton North', 'East' and 'West' parcels)	The email set out that Bloor Homes are preparing to submit three separate planning apps and contained a link to two of the Transport Assessments and Travel Plans. The email stated that the TA for Toton West was still being finalised	
	27/03/25	NH issued email response to the 27/02/25 consultation	This response provided advice on the submitted Transport Assessments. This included an explanation of why the cumulative impacts of the three sites together should be assessed. It also set out that a case for a new junction on the SRN (i.e.: A52 link road) would need to be demonstrated. Finally, it also requested submission of the LinSig junction models	
Post Application Submission Engagement				
	16/04/25	NH received formal LPA consultation for 25/00255/FUL (Toton East)		
	30/04/25	NH received formal LPA consultation for 25/003036/OUT (Toton North)		
	07/05/25	NH issued response to LPA consultation 16/04/25 consultation (Toton East)	Though tailored to the Toton East application, NH advice aligned with that provided on 27/03/25 and recommended a 'holding' position of three months. In this response NH again request the LinSig model files and associated raw data	
	22/05/25	NH issued response to the 30/04/25 LPA consultation (Toton North)	Though tailored to the Toton North application, NH advice aligned with that provided on 27/03/25 and recommended a 'holding' position for a period of three months. In this response NH again requested the LinSig model files and associated raw data	

	03/06/25	NH received LPA Consultation for 25/00371/OUT (Toton West)	The TA (April 2025) and Planning Statement (May 2025) acknowledge that further cumulative modelling work is required	
	18/06/25	NH issued response to the 03/06/25 LPA consultation	This response remained in line with NH previous responses and recommended a 'holding' position for a period of three months. In this response NH again requested the LinSig model files and associated raw data	Appendix A
	26/06/25	NH received email from LPA with correspondence from Pegasus on behalf of the applicant in respect of 25/00255/FUL (Toton East)	The email contained a one page note from ADC Infrastructure. The note sets out reasons for not undertaking a cumulative assessment	
	08/07/25	NH issued response directly to Pegasus email of 26/06/25	NH response sets out that it disagreed with ADC and reiterated why a cumulative assessment for all three parcels is necessary	
	01/08/25	NH received email from Pegasus	The email contained a three-page application note by Pegasus dated 01/08/25 setting out the approach to the highways assessment for Toton East. It referenced extant planning permission under 17/99131/ROC for 282 dwellings, though restricted to 180 dwellings due to a condition requiring a southern access point (with that land now under the control of the Toton West parcel)	
	04/08/25	NH received email from LPA	The email contains the same application note by Pegasus dated 01/08/25	
	05/08/25	NH issued formal response to LPA	NH extended holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	
	19/08/25	NH issued updated response to LPA	NH extended holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	
	28/08/25	NH received email from LPA	The email contained a highways technical note (TN) by ADC Infrastructure dated 21/08/25	

	11/09/25	NH issued response to LPA email of 28/08/25	This email responds to the ADC technical note (TN) of 21/08/25 and reiterates NH requirement for a cumulative assessment of the three Toton parcels	
	16/09/25	NH issued updated response to LPA	NH extended holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	Appendix B
	26/09/25	NH issued response to LPA in response to 04/08/25 and 28/08/25 consultations	The email responds to TN of 01/08/25 and states that NH response of 11/09/25 remains valid. It set out NH views with regards the extant consent from 17/00131/ROC. Essentially, NH state that the conditions under which the extant permission was approved are very different	
	07/11/25	NH issued updated response to LPA	NH extended holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	
	18/11/25	NH issued updated response to LPA	NH extended holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	
	20/11/25	NH received email from Mode	The email from Mode advised that they had commissioned SYSTRA to undertake cumulative modelling using the EMGM and that the model had been deemed 'fit for purpose' for this work based on an Area of Influence (AoI) model run, with details set out in a technical note (TN01). The email also requested comments on a second technical note (TN02) which set out the assumptions (inputs) for the reference case (without development) modelling runs. Email also offers willingness for a Teams meeting to go through points	
	20/11/25	NH issued interim response to Mode email of 20/11/25	The email states that the technical notes TN01 & TN02	

			will be reviewed by COP on 04/12/25 and suggests holding a meeting after this review is complete if required	
	05/12/25	NH issued full response to Mode email of 20/11/25	NH highlighted that the EMGM has base year of 2016 so is considered old, but given that an alternative EMCA model is under development, NH accepted its use. NH advised that it was consent with the Aol outputs. NH requested further information with respect to link calibration and highlighted certain links which did not meet TAG criteria for journey time validation. NH also raised some queries with regards to the reference case assumptions	
	16/12/25	NH issued updated response to LPA	NH extended holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	Appendix C
	13/01/26	NH received formal LPA re-consultation on 25/00371/OUT (Toton West)		
	26/01/26	NH received formal LPA consultation on 25/00928/FUL (Hybrid)	This is the same site as 25/00371/OUT but considers full planning consent for 69 dwellings and outline consent for the remaining 369 dwellings	
	28/01/26	NH issued response to the LPA 13/01/26 consultation	The consultation did not follow the advice previously provided in relation to opening year or cumulative, nor had the LinSig models NH requested been submitted	Appendix D
	05/02/26	NH received email from Mode	The email contains a note from SYSTRA in response to NH comments on the TN01 and TN02 technical notes issued on 05/12/25 and the update TN01 (V.1.4)	
	11/02/26	NH issued response to the 26/01/26 consultation regarding 25/00928/FUL (Hybrid)	NH reiterated the need for a cumulative assessment, but NH also provided comments on the standalone assessment for the West parcel. Specifically, NH requested further evidence in relation to trip distribution and asked for the opening year	

			assessment to be updated to reflect the opening year of the full development i.e.: 420 dwellings (not the start of construction). This was to align with DfT Circular 01/2022	
	25/02/26	NH issued updated response to LPA	NH extended holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	
	06/03/26	NH issued updated response to LPA	NH extended holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	Appendix E
	28/04/26	NH received formal re-consultation on 25/00371/OUT (Toton West)		
	01/05/26	NH received appeal notification with respect of 25/00371/OUT		
Post Appeal Submission Engagement				
	08/05/26	NH issued updated response to LPA	NH extended holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	
	08/05/26	NH received email from Pegasus	The email sets out that the main difference in parties is the need for a cumulative assessment. It also states that NH & NCC have refused to look at the Dec 2025 updated TA. The email also contains a link to a highway technical note (TN) and access update, and requests a meeting with NH & NCC to discuss outstanding matters	
	12/05/26	NH issued email response to Mode email of 05/02/26	The email contains comments and questions on the SYSTRA note relating to technical notes (TN01 & TN02) received via Mode on 05/02/26. This included comments on link calibration & validation, journey time validation, and NH accepted the reference case assumptions	

			The email states that this response should have been issued on 20/02/26	
	14/05/26	NH issued response to Pegasus email of 08/05/26 with availability for meeting	Meeting was held 01/06/26	
	15/05/26	NH issued response to the LPA 28/04/26 consultation	NH response acknowledged the statement from the applicant that the cumulative assessment for all parcels (Toton West, East and North) was now being prepared using EMGM. NH reiterated the requirement for this cumulative assessment but NH nonetheless provided comments on the standalone assessment. Specifically, NH welcomed the attempt to answer previous query in relation to trip distribution although highlighted a discrepancy with this explanation and requested further clarification. NH also advised that it was content with the TEMPro growth factors being used to forecast background traffic growth and welcomed the applicant confirming 2028 as the opening year of the development. With regards to the junction impact assessments, NH confirmed the three SRN junctions that had been included and asked for the addition of the Park & Ride junction. NH also again requested the LinSig model files and other data relating to model inputs to enable NH review	Appendix F
	19/05/26	NH issued updated holding recommendation to the LPA for 25/00371/OUT (Toton West)	In light of the outstanding matters set out in NH 15/05/26 re-consultation response, Nh extended the holding recommendation for a further three months. This included a copy of NH original response containing a request for the LinSig files and associated raw data	Appendix G
	26/05/26	NH received re-consultation email from the LPA	The email contained a link to the LinSig model files and an email from Pegasus (on behalf of the applicant). This email provided a detailed explanation to address NH query on the trip distribution.	

			It also set out a summary of everything included in the WeTransfer link	
	29/05/26	NH received email from Mode	The email contained an attachment prepared by SYSTRA in responses to NH questions around the TN01 and TN02 technical notes. The email also states that SYSTRA has commenced the Do Something (with development) model testing	
	02/06/26	NH received email from Mode	The email set out the proposed methodology for undertaking a cumulative assessment. It stated that it would include the 155 houses at Toton East and 100 (of the 800) houses at Toton North (the part allocated in the Broxtowe Local Plan). It also set out a proposal for using TEMPro to calculate the growth associated with these committed developments	
	03/06/26	NH issued response to Mode email of 02/06/26	NH email stated that the full Toton North allocation of 800 houses should be included rather than just the 100 houses to conform with paragraph 49 of DfT Circular 01/2022, the Toton & Chetwynd SPD and the Broxtowe Local Plan. NH also set out that TEMPro should not be used to with respect to committed/allocated sites as this would not accurately reflect demand in the localised area	
	03/06/26	NH received email from Mode in response to NH email of 03/06/26	The email asked if NH would agree to the principle of updating the TA methodology in the absence of the EMGM being available	
	03/06/26	NH issued response to Mode email of the same date	NH email accepted the principle of this alternative approach but could not guarantee that the results would be acceptable until NH had reviewed these	
	03/06/26	NH received email from Mode	The email contained a list of specific questions around what is outstanding and what would be acceptable	
	05/06/26	NH issued written rep to PINs	This letter set out the reasons for NH Holding recommendation	

	05/06/26	NH issued response to Mode	The email provides brief responses to the list of questions and attaches NH written rep to PINs for more detail	
	08/06/26	NH received email from Pegasus	The email asked for NH to list outstanding matters to inform SoCG drafting	
	08/06/26	NH issued response to Pegasus email of the same date	The email states that NH formal responses set out the outstanding matters and invites Pegasus to begin drafting SoCG for NH to review	
	12/06/26	NH received email from Mode	The email contained a draft Strategic Modelling report (TN04) prepared by SYSTRA with a description of the report in the body of the email. This sets out that a cumulative assessment has been carried out which includes the three Toton sites and the Chetwynd Barracks allocation	
	15/06/26	NH issued response to the LPA re-consultation of 26/05/26	This email contained NH formal NHPR but also more detailed comments in the body of the email. This set out that NH accepted the majority of the trip distribution assumptions but asked the applicant to revisit one particular assigned route which looked inaccurate. In addition, NH advised that the WeTransfer link received on 26/05/26 only contained the LinSig model files and controller specification documents for the 4 junctions, and NH highlighted that it did not contain the remaining sets of data that NH requested on 15/05/26. NH also described a number of inaccuracies with the LinSig models and requested that these be updated	Appendix H
	18/06/26	NH received email from Mode Transport consultants in response to NH email of 15/06/26	This set out that the LinSig models had been updated to reflect NH comments. The email states that the model updates resulted in no material change. The email did not contain any link to model files	
	24/06/26	NH received email from Mode	The email contains technical note TN004 and a Wettransfer link to appendices. TN004	

			relates solely to the standalone assessment to address previous comments from NH and NCC. This includes a section on off-site pedestrian improvements (on NCC's network) and minor changes to the proposed Bardills island improvement scheme associated with lane markings.	
	02/07/26	NH sent email to Mode	The email contains NH's review of technical notes TN01, TN02, and TN04 associated with the cumulative assessment. NB: TN03 (<i>reference case definitions and modelling scenario</i>) was not received by NH and hence not reviewed. The email highlights some issues with the EMGM base model validation. In particular, three links where the modelled flows are much higher than observed flows, and one link where the modelled flows are considerably lower. The email also requested some clarifications in relation to TN04 (strategic modelling draft report).	
	02/07/26	NH received email from Mode in response to NH email of 02/07/26	Email acknowledges NH email and raises concern over NH having issues with EMGM validity as it is not their model to influence and that these issues won't be resolved quickly.	
	08/07/26	NH received email from Mode in response in response to NHs email of 02/07/26	The email contains an attachment by SYSTRA in response to NH's comments on technical notes TN01, TN02, and TN04 relating to the cumulative assessment.	
	14/07/26	NH issued email to Mode in response to TN004 dated 26/06/26 relating to standalone assessment	In this email, NH confirmed acceptance of the trip distribution methodology for the standalone assessment. NH also requested some further data necessary to validate the LinSig (junction capacity) modelling.	
	23/07/26	NH received email from Mode with a link to SYSTRA files.	The email and SYSTRA files relate to the scenario 4 cumulative assessment (sensitivity test) which includes the Chetwynd Barracks site	

			NB: NH has not reviewed started a review of these files as NH previous comments on the EMGM model validation have not been closed out. Inaccuracies with the model will affect all scenarios	
	30/07/2026	NH issued email to Mode	Email summarises the outstanding modelling matters ahead of submitting proof of evidences. Email also acknowledges receipt of email from Mode of 23/07/26 but explains reasons for not reviewing it at this stage.	
	31/07/2026	NH received an email from Mode	The email contained a WeTransfer link and states that the link is for the updated LinSig files	
	31/07/2026	NH received email from SYSTRA	Email states that they cannot provide the SATURN model files (requested by NH on 30/07/26) and suggests an alternative i.e.: screenshots of coding plus model outputs.	
	03/08/2026	NH received email from SYSTRA	Email contains a link to the draft modelling report for Scenarios 1, 3 and 4	