

Appeal Note

Project name: Land West of Stapleford Lane, Toton – Strategic Modelling Note
Author: Alan Siviter
Date: 17 June 2026
Project number: P23-2379
Reference: Appeal 6006412

Dear Madam Inspector,

As requested following the issue of your Post-Case Management Conference on 15th June 2026, please find appended the 'Toton Strategic Modelling Note' (ref: TN04 – Toton Strategic Modelling Report) prepared by Systra, which was provided to Broxtowe Borough Council (BBC), Nottinghamshire County Council (NCC) and National Highways (NH) on 12th June 2026.

The Strategic Modelling Note has been prepared at the request of both NCC and NH as a result of their consultation responses received during the application.

Both consultees, as part of their formal responses, chose not to comment on the standalone capacity assessments presented as part of the Transport Assessment (submitted in December 2025). From the outset both consultees have stated that they would not comment on the transportation implications of the proposals until a cumulative assessment had been provided involving a number of other nearby proposals using the East Midlands Gateway Model (EMGM).

As referenced within the TA (Para 1.2.8) submitted as part of the application, cumulative assessments for Toton West, East and North were being prepared, through use of the EMGM. However, at the time of the application, the model was not readily available in terms of its ability to assess the impact of the proposed development sites, nonetheless, the Appellant has worked closely with Systra to develop the model in order to enable the cumulative assessments for all of the Toton sites and the wider allocation.

Notwithstanding this, as part of the December 2025 application update the Appellants submitted an updated Transport Assessment, which was considered to be fit for purpose to assess the impacts of the Toton West application. This TA used an industry standard approach of using trip rates (obtained from the EMGM) and trip distribution (based upon Census Journey to Work data) to understand the likely assignment of development traffic onto the local highway network.

At the time of the submission of the application the EMGM was not capable of being used to assess cumulative impact of the Toton sites. Nonetheless there was sufficient information within the TA to demonstrate that the proposals would not give rise to a severe residual cumulative impact, from the appeal proposals.

The cumulative impact assessment was commissioned at the first available opportunity and was provided as soon as it was provided to the Appellant.

To this end and noting the documented requests for the cumulative assessment, and the appellant's documented commitment to provide the assessment, it is wholly reasonable that the model output now available is submitted and considered as part of this appeal.