



Our Ref: NH/25/13129

Your Ref: N/A

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Dear Sir/Madam,

East of Gamston/North of Tollerton Development Framework Supplementary Planning Document October 2025 – Consultation

National Highways welcomes the opportunity to be consulted on Supplementary Planning Document (SPD) for the East of Gamston / North of Tollerton strategic allocation prepared by Rushcliffe Borough Council. We were previously consulted on the initial working draft of the SPD in August 2021.

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In relation to the Rushcliffe Local Plan & SPD, our principal interest is safeguarding the operation of the A52 which bisects the Local Plan area and abuts the strategic allocation.

In responding to the draft SPD, we refer to the Department for Transport (DfT) revised Circular 01/2022 – *Strategic Road Network and the delivery of sustainable*

development ('the Circular'), which sets out how interactions with the SRN should be considered in the making of Local Plans. Paragraph 28 of the Circular sets out that:

The policies and allocations that result from plan-making must not compromise the SRN's prime function to enable the long-distance movement of people and goods. When the company assists local authorities in the development of their plans and strategies, the local authority should ensure that the SRN is not being relied upon for the transport accessibility of site allocations except where this relates to roadside facilities or SRN-dependent sectors (such as logistics and manufacturing). The company will also work with local authorities to explore opportunities to promote walking, wheeling, cycling, public transport and shared travel in plan-making, in line with the expectations set out in the NPPF and the Transport Decarbonisation Plan.

In addition to the DfT Circular 01/2022, the response set out below is also in accordance with the NPPF and other relevant policies, which helps to ensure the soundness of the Local Plan is being appropriately considered (from a transport perspective).

We note that the allocation is for a mixed-use development including around 2,500 dwellings up to 2028, with a further 1,500 post 2028, around 13.7 hectares of employment land, schools and a neighbourhood centre, which is the same as the previous SPD proposal in August 2021. However, the target for providing 2,500 dwellings up to 2028 seems no longer practical.

We recommend that the SPD provides an updated housing trajectory and phasing plan, clearly linked to the timing and delivery of the required transport infrastructure. This should include confirmation that each phase of development will only proceed once the necessary highway mitigation has been identified, approved, secured and delivered through appropriate planning obligations or conditions.

Planning Applications

National Highways has been engaged with promoters of the scheme, planning and local highway authorities, throughout the development of the allocation within the Local Plan, advising on the highway infrastructure and assessment requirements to support the delivery of the site and the progress of the planning applications within the allocation submitted by:

1. Taylor Wimpey and Barwood Land for up to 2,250 dwellings (reference 20/03244/OUT); and
2. Vistry Group for up to 1,750 dwellings (reference 24/00347/HYBRID).

A meeting was held in June 2023 between the Local Planning Authority, highways authorities, and the two developers. All parties agreed updated parameters for the VISSIM modelling work to support the full allocation, which would be led by Stantec, the transport consultant of Vistry on behalf of both developers.

The latest submission to National Highways regarding the VISSIM modelling work was received in June 2025 by Stantec for their VISSIM future year reference case model results. This was reviewed and we have provided our comments via email on 24 July 2025. National Highways however has not yet received any further consultation or modelling submission for review since then.

As the traffic modelling work underpins the access strategy and mitigation requirements along the A52 corridor for the full allocation, National Highways' current position is that the applications should not be approved until the traffic modelling work has been completed and approved, which we shall continue to proactively engage and support progress with.

We therefore request that the SPD identifies a clear timetable for the completion, review and approval of the VISSIM modelling in support of the SPD by National Highways and the local highway authority. Adoption of the SPD and determination of any associated planning applications should not proceed until the modelling has been formally approved and an agreed mitigation strategy established.

In addition, the SPD should set out a transparent mechanism for securing, apportioning and phasing the delivery of the necessary highway mitigation along the A52 corridor. This should include funding arrangements, cost-sharing between developers, and trigger points aligned with the phasing of housing and employment delivery.

This SPD is to be agreed by all interested parties prior to determination of the applications within the allocation, and that we consider the SPD to be critical in ensuring that the full allocation can be delivered and that the costs of highway works are fairly and proportionately distributed.

Climate change

We note that in this latest SPD, two 'Mobility Hubs' are newly proposed to promote sustainable travel. The exact locations of each Mobility Hub will be determined at the detailed design stage and will be based on the prevailing policy/guidance at that time.

Also, SPD states the transport assessment work for the proposed development will need to consider the need for and feasibility of a Park and Ride site.

National Highways supports implementing measures in the allocation to help mitigate against climate change and promote active travel. We encourage the SPD to go further by setting out clear expectations for the content and monitoring of Framework and site-specific Travel Plans, with measurable mode shift targets and ongoing review mechanisms. The SPD should also confirm how public transport enhancements and active travel links will be secured and delivered in advance of occupation to ensure sustainable travel choices are realistic from the outset.

Duty to Co-operate

We recognise Rushcliffe Borough Council's commitment to working with relevant authorities and stakeholders to support sustainable development. For any development that may have cross boundary impacts, we encourage a coordinated and collaborative approach. This should include engagement with National Highways, neighbouring local authorities, and prospective developers. Such joint working will help ensure that shared interests are reflected and effective solutions are delivered.

We have no further comments to provide at this stage but reiterate that National Highways are committed to continued engagement with the Local Planning Authority in order to agree an approach for any future mitigation needed on the A52 to support the delivery of the site.

In the meantime, if you have any questions or comments then please do not hesitate to contact me on the details provided, and through our email address PlanningM@nationalhighways.co.uk

Yours sincerely,

S Freek

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