

Appendix 5: Letters from site landowners/promoters, Local Highway Authority (Nottinghamshire County Council) and National Highways



Vistry Group



arcpartnership

09 February 2026

Cllr Neil Clarke MBE
Leader Rushcliffe Borough Council
Rushcliffe Borough Council
Rushcliffe Arena
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Dear Cllr Clarke,

EAST OF GAMSTON/NORTH OF TOLLERTON DEVELOPMENT FRAMEWORK SUPPLEMENTARY PLANNING DOCUMENT (SPD)

Thank you for your letter dated 22nd January 2026 following the 13th January Cabinet resolution, and the request for additional information to assist Cabinet in its reconsideration of the adoption of the East of Gamston/North of Tollerton Development Framework SPD. The developers/landowners – Vistry, Taylor Wimpey, Barwood Land and Arc Partnership (on behalf of Nottinghamshire County Council as landowner) – welcome the Council's continued support of the SPD and the opportunity to provide an update on the various workstreams, to assist with its hopeful adoption in March.

You have asked for clarity on three areas:

1. On there being a comprehensive highways solution for the whole allocation.
2. An update on transport modelling and evidence of active engagement with Highway Authorities.
3. Details of infrastructure requirements, including confirmation that an A52 bridge and an off-site park and ride are being considered.

1. Comprehensive highways solution

Taylor Wimpey and Barwood Land submitted a joint outline planning application in 2020, Vistry submitted a hybrid application in 2024, and Arc Partnership (Arc), on behalf of Nottinghamshire County Council (NCC) is preparing an outline application for submission in the first half of this year. Taken together, these applications will cover the entirety of the strategic allocation.

Your letter refers to the presence of differing A52 access strategies within the Taylor Wimpey / Barwood Land and Vistry applications. This reflected the position at the time of Vistry's submission, when NCC Land's intentions were uncertain and there was no immediate prospect of a collaboration agreement between the developers. Those

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uncertainties have now been resolved, and Vistry has agreed to amend its proposals so that its A52 access strategy aligns with that of the Taylor Wimpey and Barwood Land application.

We can therefore confirm that amendments are being made to both Vistry and Taylor Wimpey and Barwood Land applications so that they will include identical access proposals for each of the three A52 junctions:

1. An upgrade to the existing A52/Tollerton Lane junction, providing a signalised junction.
2. A new roundabout at the Ambleside junction.
3. A new signalised junction to the south, within NCC Land.

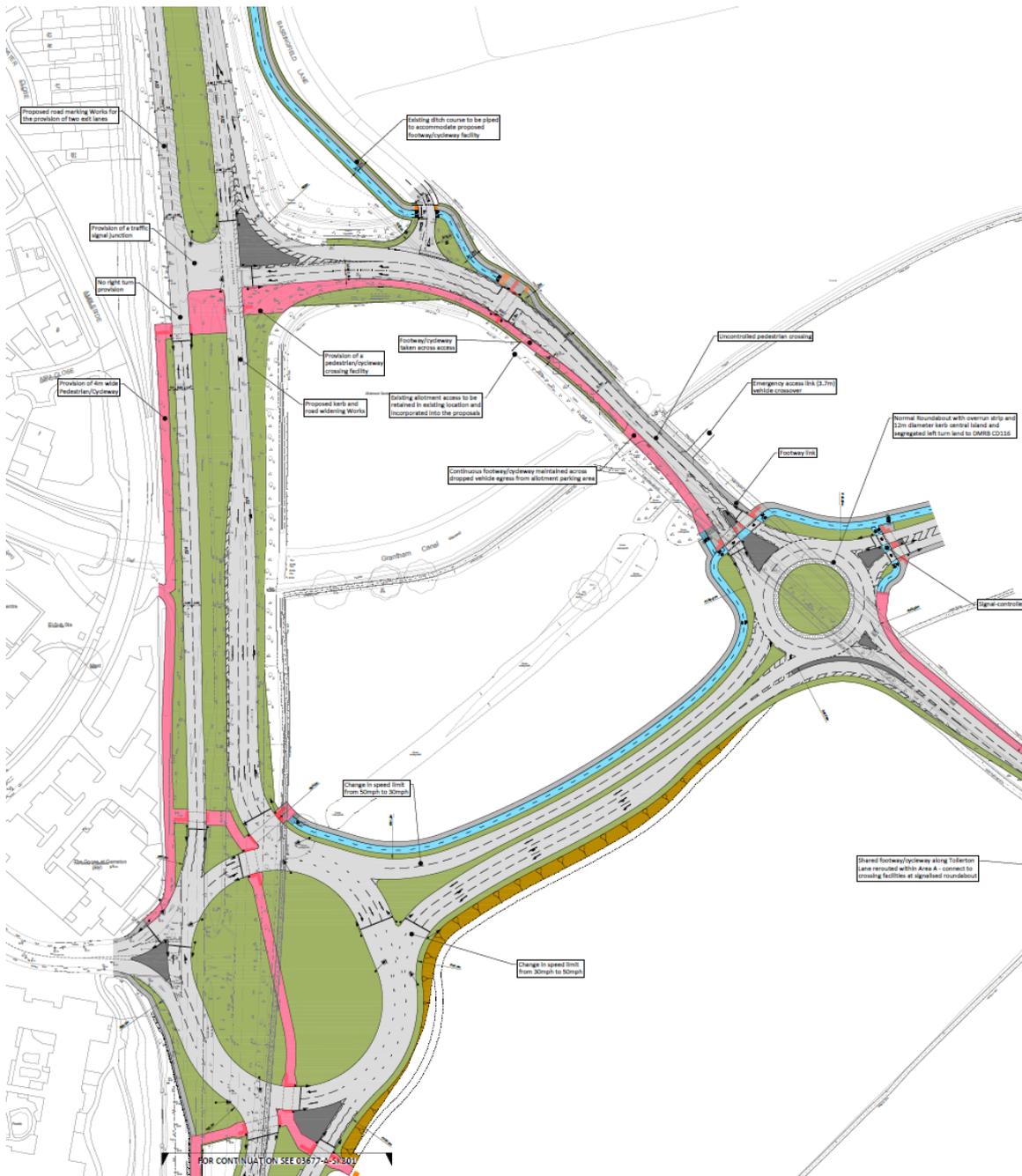


Figure 1 - A draft plan showing A52 junctions 1 and 2

Subject to technical work, Arc Partnership's forthcoming application will align with this work and the approach to modelling as set out below. It is worth noting that the access strategy has been designed to allow delivery of Taylor

Wimpey, Barwood Land and Vistry parcels independently of the County land, with the southern junction unlocking growth beyond 3,000 homes. Notwithstanding this, the delivery of early infrastructure (beyond access, including power, drainage etc) will unlock early housing delivery on the County land, allowing the entire allocation to be delivered simultaneously across all landownerships. The access strategy also allows for the County's southern A52 access to be delivered early, if required. This flexibility will be reflected in the phasing work underpinning the Infrastructure Delivery Plan.

This aligned approach now provides a single, comprehensive highways access strategy for the entire Gamston/Tollerton SUE.

2. Transport modelling

There have been comments suggesting that the developers have not been working constructively with the Highway Authorities to prepare the transport evidence. While this work may not yet be fully visible in the public domain, the developers have engaged continuously with the Highway Authorities throughout the process. Significant technical work has been undertaken by Stantec (for Vistry) and PJA (for Taylor Wimpey and Barwood Land) on both strategic and microsimulation modelling to support an allocation of this scale, using the East Midlands Gateway Model (EMGM) strategic model and VISSIM microsimulation.

Earlier differences in access strategies added complexity to this work, but these have now been resolved. Stantec and PJA are working collaboratively to produce a single, unified set of transport evidence to support the whole allocation, with input from Rodgers Leask who are representing Arc Partnership / NCC to inform sensitivity testing and site-wide transport considerations. Once agreed, this will allow Arc Partnership development parcels to be assessed within the same evidence base. An update on the current position is set out below.

- **2023 to 2024** – in parallel with ongoing work by PJA, Stantec issued a series of technical notes which were agreed with the Highway Authorities, confirming key transport modelling milestones. For the EMGM strategic model, validation, future year/committed development, reference case and 'Do Something' scenarios were agreed. For the VISSIM microsimulation model, both the base and 'Do Something' models were approved. This represents a substantial body of agreed transport evidence.
- **November 2025** – a meeting was held with National Highways, NCC Highways and Active Travel England (with RBC as Local Planning Authority in attendance), at which the developers confirmed that transport modelling work would be rationalised into a single EMGM output and a single VISSIM model covering the entire Gamston SUE. This approach was supported by all parties.
- **January 2026** – the developers' transport consultants formally set out the agreed modelling approach to the Highway Authorities, confirming the intention to rely on a single, unified EMGM and VISSIM evidence base led by Stantec, with collaborative input from PJA.
- **Early 2026** – Stantec and PJA are jointly updating the VISSIM 'Do Something' model to incorporate the agreed internal development layout, including the Ambleside junction. This work is currently progressing and is expected to be completed in the spring. This work is currently progressing and is expected to be completed in the spring. The updated VISSIM 'Do Something' model runs will include scenarios that consider Arc Partnership's development proposals and associated access requirements.
- **Spring 2026** – subject to final agreement with the Highway Authorities, the completed modelling will be presented within a comprehensive Transport Assessment and submitted as part of Regulation 25 amendments to each planning application. The transport evidence supporting the Vistry, Taylor Wimpey and Barwood Land applications will be fully consistent, and the Arc Partnership application will be underpinned by the same access strategy and modelling work.

In summary, a substantial body of transport modelling work has already been agreed with the Highway Authorities, and collaborative work is now progressing on a unified access strategy and evidence base. This

provides a clear route to the modelling being finalised and submitted in spring 2026, with all applications aligned on this approach.

3. Infrastructure requirements

We recognise the importance of clearly identifying strategic infrastructure and mitigation requirements, and we agree that this is a key consideration for the Council. As the SPD acknowledges, this detail is intended to be progressed through the Gamston Sustainable Urban Extension Infrastructure Delivery Plan (IDP) following adoption. We can, however, provide reassurance that this work is already well advanced.

The developers are meeting regularly to develop a comprehensive schedule of infrastructure, including phasing and costs, with work ongoing to align cost plans across the allocation. While this work will continue to evolve and cannot be finalised until the transport modelling is signed off, a draft schedule of strategic infrastructure was previously shared with officers in November 2024. An updated interim version of this schedule is appended to this letter (**Appendix 1**) and is intended to meaningfully inform Cabinet's consideration of the SPD at this stage.

We are also aware that consultees have identified an active travel bridge over the A52 and contributions towards an off-site park and ride as potential infrastructure requirements, as reflected in the active travel vision work endorsed by the Highway Authorities and Active Travel England. Further assessment is required to determine whether these measures are necessary and deliverable. The developers are proactively exploring these options both through the emerging transport evidence and through ongoing discussions with the Council.

The proposed amendments to the Vistry and Taylor Wimpey and Barwood Land planning applications will assess a scenario with the A52 bridge, enabling the Council, informed by the Highway Authorities, to determine whether such provision is required. Subject to that process, details of delivery, timing and responsibilities can be progressed through the planning application and IDP process.

While the full IDP cannot be finalised until the transport modelling is complete, the interim schedule demonstrates that significant work is underway to ensure the allocation will be supported by the necessary infrastructure, delivered at the appropriate time.

Summary

This letter responds to the Council's request for further clarification following Cabinet's decision to pause adoption of the East of Gamston/North of Tollerton Development Framework SPD.

The developers and landowners confirm that there is now a **single, aligned highways access strategy** for the entire Sustainable Urban Extension. Amendments are being made to the existing planning applications so that they all propose the same three A52 junctions, providing a comprehensive and coordinated approach across the allocation. Any forthcoming application (new or amended) will align with this strategy.

The developers are working **jointly and collaboratively** with each other, National Highways, Nottinghamshire County Council as Highway Authority, and the Borough Council to finalise transport modelling. Strategic and microsimulation modelling has progressed substantially, and a unified evidence base is now being taken forward to support all applications. This work will be completed and formally submitted through the planning application process.

Potential mitigation measures raised through consultation, including an **A52 bridge and park and ride provision**, are being actively assessed as part of the transport evidence to establish whether they are necessary and justified to mitigate development impacts.

In parallel, work on a **comprehensive Infrastructure Delivery Plan** for the whole SUE is progressing. A draft schedule of strategic infrastructure has been prepared to inform the SPD, with further refinement to follow once transport modelling is agreed.

Overall, the landowners and developers confirm that there is a clear, coordinated and deliverable route to resolving the outstanding highways and infrastructure matters, providing Cabinet with confidence that the SPD can be adopted while detailed matters continue to be addressed through the planning application process.

Whilst Arc/NCC's involvement in the project is a more recent occurrence, the developers are supportive of meaningful collaboration and are committed to improved information sharing to achieve the aligned Highway and site wide infrastructure objectives.

We trust you have sufficient information to progress towards adoption of the SPD. If you require any further information, please do not hesitate to contact us. Thank you.

Yours sincerely,

Joanne Morrison (Vistry)

John Aylwin (Taylor Wimpey)

Jamie Gibbins (Barwood Land)

Andrea Hopkins (Arc Partnership)

Appendix 1 – Draft list of whole site infrastructure requirements

GAMSTON SUE - SPD**WHOLE SITE INFRASTRUCTURE REQUIREMENTS (DRAFT)**

This is an early draft that is subject to further work and agreement. A full Infrastructure Delivery Plan will be produced in due course.

Whole allocation infrastructure component	Contribution (subject to further work)	Contribution formula	Works in kind or contribution	Notes	Indicative trigger for delivery (subject to further work and agreement)
Section 278 Highway works including A52 junctions	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design	Works in kind	TBC following completion of modelling and approval from Highway Authorities Will require contributions from employment and residential development	<p>This is subject to further transport modelling work, but it is likely that the following will be required early:</p> <ul style="list-style-type: none"> - A52 / Tollerton Lane junction signalisation - Temporary A52/Ambleside signalisation - At-grade controlled crossings at A52/Tollerton Lane signals, and shared use provision on the western side of the A52 between the A52/Tollerton Lane signals and Ambleside - At-grade controlled crossings at A52/Ambleside signals - Upgrade to the existing toucan crossing over the A52 between Tollerton Lane and Gamston roundabout <p>The above works will be required to support the first phases of housing. All of the above is still subject to agreement with Highway Authorities and ongoing technical work.</p> <p>Beyond this, the form and triggers for additional highway works will be agreed through discussion with Highway Authorities.</p>
Other off-site highway works	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design (TBC)	Works in kind / contribution	<p>TBC once modelling complete</p> <p>Will require contributions from employment and residential development.</p> <p>Currently identified to date are contributions towards MoU strategic network improvements at the following junctions:</p> <ul style="list-style-type: none"> -A52/A453 Silverdale junction; 	<p>To be confirmed through discussion with the Highway Authorities but assumed for now that early payment of a [20%] indexed linked contribution towards MoU strategic network improvements at the following junctions:</p> <ul style="list-style-type: none"> -A52/A453 Silverdale junction; -A52/A60 Nottingham Knight junction; -A52/A606 Wheatcroft junction;

				-A52/A60 Nottingham Knight junction; -A52/A606 Wheatcroft junction; -A606/Tollerton Lane/Main Road junctions; and -A52/A6011 Gamston junction. Any other works will be subject to be confirmed through transport evidence.	-A606/Tollerton Lane/Main Road junctions; and -A52/A6011 Gamston junction. Additional contributions and triggers for subsequent phases to be confirmed, but likely to be require the remaining [80%] prior to [75%] of homes being occupied.
Tollerton Lane works (excluding A52 junction)	Split between residential (roof tax) and non-residential uses (subject to apportionment)		Works in kind	- Upgraded footway/cycleway provision on Tollerton Lane from A52/Tollerton Lane junction to the entrance to Tollerton Village - New access junctions via Tollerton Lane into development parcels Interim strategy (see Delivery Strategy section in SPD), involving provision of footpath along Tollerton Lane	Upgraded footway/cycleway provision on Tollerton Lane from A52/Tollerton Lane junction to the entrance to Tollerton Village will be delivered early. This will be delivered as part of the interim strategy, and additional works will be required as part of the downgrading of Tollerton Lane during later phases
Tollerton village highway improvements	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design (TBC)	Works in kind / contribution	Implementation of traffic in villages approach to Tollerton Village, which could include measures to deter rat running and measures to encourage drivers adapt their speed accordingly. To be agreed with the Highway Authority	To be confirmed through discussion with Highway Authorities
Bassingfield Lane highway improvements	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design (TBC)	Works in kind / contribution	Works to be agreed, but likely including an improvement to Bassingfield Lane active travel connection to the existing toucan crossing over the A52	To be confirmed through discussion with the Highway Authorities
Public right of way improvements	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design, following WCHAR process (TBC)	Yes	To be confirmed through discussion with the Highway Authorities through WHCAR	To be confirmed through discussion with the Highway Authorities
A52 active travel bridge (TBC if needed)	TBC	TBC	TBC	Work ongoing regarding this	TBC
Off-site park and ride (TBC if needed)	TBC	TBC	TBC	Work ongoing regarding this	TBC
On-site primary infrastructure; including strategic roads, drainage and attenuation	Split between residential (roof tax) and non-residential uses (subject to apportionment)		Yes		Phase by phase Primary road corridor east or west of Tollerton Lane to be delivered before Tollerton Lane is downgraded

Community facility (on-site vs off-site)	Roof tax – cost to be determined depending on the nature and design of the community building	Costed design (TBC, depending on location)	Works in kind / contribution	Likely to form part of one of the neighbourhood centres (on-site) or improvements to existing facilities at Gamston (off-site)	To be confirmed with RBC
Healthcare	£920 per 2-bed+ dwelling Dependent on housing mix	From NHS/ICB	TBC	Can be provided on-site or off-site (via contribution)	To be confirmed
Primary School 1 (2FE)		2024 estimated contribution of £16,054,000 for each primary school, from the Education Authority: The standard formula is 21 places per 100 dwellings at a cost of £31,054 per place (excluding nursery places) 459 (420 statutory places + 39 Nursery places) X £31,054 = £14,253,786 Total cost includes build cost and furniture cost plus risk	Works in kind or contribution	From Table 1, page 17 of Developer Contributions Strategy Acquisition of school land is covered by the apportionment exercise	Triggers to be agreed with the Education Authority. It is important that the timing of primary schools is managed carefully to avoid overprovision too early. This can be addressed through the S106 Agreements.
Primary School 2 (2FE)		As above	Works in kind or contribution	As above	As above
New Secondary School		2024 estimated contribution of £32,200,000 for the secondary school, from the Education Authority: The standard formula is 16 places per 100 dwellings at a cost of £37,621 per place. Total cost includes build cost and furniture cost plus risk	Contribution	From Table 1, page 17 of Developer Contributions Strategy Acquisition of school land is covered by the apportionment exercise	To be confirmed with the Education Authority
Public transport		Cost to be determined through discussion with the Highway Authority and public transport operators through the application process. Public transport strategy will need to factor in interim approach ahead of Tollerton Lane being downgraded.	Contribution	Including provision of mobility hub(s) – see main body of SPD. There will be an interim public transport solution ahead of the final public transport solution (on completion of the primary road corridor)	To be confirmed with the Highway Authority Delivery trigger TBC; but likely requirement for early approval of Public Transport Delivery, including timetable for when buses will become operational
Sports pitches and buildings		Costed design	Works in kind		To be confirmed with the Local Planning Authority
Off-site sports hall improvements		Need and cost to be confirmed by the Council through the application process	Contribution		Trigger to be confirmed with RBC
Pillbox restoration and ongoing management/maintenance	Initial restoration covered by each developer for the pillboxes in their land. Cost of ongoing maintenance (see Conservation Management Plans) likely to	Initial restoration covered by each developer for the pillboxes in their land. Cost of ongoing maintenance (see Conservation Management Plans) likely to be covered by residential service charge Cost included in POS item below	Yes		Phase by phase (S106)

	be covered by residential service charge			
Gypsy and Traveller site provision		Costed design – delivery of serviced plot (delivery of pitches by third party)	Works in kind / Contribution	To be agreed (and may depend on timing of southern A52 access)
Public Open Space areas; including Strategic Cycle Links / multiuser route		Costed design	Works in kind	Phase by phase
Play areas: LEAPs, NEAPs, MUGAs		Costed design	Works in kind	Phase by phase
Open space management	Cost likely to be covered by residential service charge	The Borough Council does not intend to adopt the Community Park and other open spaces. Therefore, details of a site wide management plan to take on and maintain the communal open spaces should be agreed with the Borough Council. Each development phase will be expected to procure that the open spaces within that phase will be maintained in accordance with the provisions of the site wide Management Plan (required through each applicant’s S106). The management company will be financed through an annual management and maintenance charge paid by all new dwellings. This is to be applied consistently across all phases of the development.	Yes	
Allotments		Costed design		TBC
Biodiversity net gain for off-site highway works	TBC	TBC when highway mitigation is agreed. May require off-site contribution. BNG across the site will be dealt with via each developer for individual applications	Works in kind / Contribution	To align with timing of highway works

This matter is being dealt with by:

Wayne Bexton

Reference:

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Councillor Neil Clarke

Leader, Rushcliffe Borough Council

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29 January 2026

Dear Councillor Clarke,

East of Gamston / North of Tollerton Development Framework Supplementary Planning Document

Thank you for your letter dated 22 January 2026 regarding Rushcliffe Borough Council's Cabinet's resolution to pause the Supplementary Planning Document's (SPD) approval process pending further clarity on highways matters, particularly connectivity to and across the A52.

I would like to take this opportunity to confirm that Nottinghamshire County Council is fully engaged with both National Highways and Active Travel England on this matter. Officers remain in regular contact with both parties and continue to hold frequent multi-agency meetings to ensure a coordinated and unified approach. This close working relationship is intended to provide clarity to the developers and a consistent position between all statutory consultees as highways matters progress.

This approach has been echoed in our communications with colleagues in your Planning Team at Rushcliffe Borough Council, with whom we have sought to fully engage and be as proactive as possible. Our officers, and colleagues from National Highways, have for some time been highlighting the need for a single, fully comprehensive Transport Assessment covering the whole of the allocation to provide a robust evidence base upon which to determine the infrastructure requirements contained within the SPD. County Council officers formally wrote to the Borough Council in July 2024 to highlight our concerns on this matter and the risks of progressing the SPD without a completed assessment. Unfortunately, no response to our letter was ever provided and this assessment remains outstanding, which jeopardizes the site moving forward.

Similarly, we have been clear from the start of the SPD process regarding the need for high-quality pedestrian and cycle connections over the A52, including consideration of a bridge, to ensure the allocation is both sustainable and well connected. At a meeting in December 2025, the applicants' agents indicated they were willing to pursue this as an option. Unfortunately, the final wording of the SPD offered significant leeway regarding the delivery of the bridge, making it appear more optional than a clearly defined requirement. The County Council would therefore request that the wording of the document is amended to require a bridge to be provided, unless it is demonstrated to be unfeasible.

View our privacy notice at www.nottinghamshire.gov.uk/privacy Nottinghamshire County Council, County Hall, West Bridgford, Nottingham NG2 7QP In respect of resourcing, the County Council has been proactive in strengthening its capacity to support the development of a suitable highways solution. To ensure timely technical responses and sustained engagement throughout this process, we have at our own expense appointed an external consultant to supplement our internal expertise and assist in reviewing the detailed work required. The consultant is not bound by the same caseload constraints as our own officers and therefore is able to prioritise responses to ensure they are provided in a timely manner.

The County Council recognises the importance and urgency of establishing an agreed highways strategy to support the Sustainable Urban Extension. Accordingly, our Officers remain committed to working positively, constructively, and at pace with colleagues from National Highways, the developers, and Rushcliffe Borough Council to help secure a deliverable and robust solution.

We will continue to prioritise the timely provision of comments and technical feedback to ensure progress is not delayed. To this end Highways Officers have already proactively arranged and held a meeting with Borough Planning colleagues to discuss what is needed to progress matters and how we can aid in meeting the challenging deadline for return of the SPD to your Cabinet.

I trust this offers you some assurance as to the County Councils position on this matter and I would be grateful if Rushcliffe Borough Council could commit to delivering on the outstanding actions that sit with them as I have highlighted in this letter.

Please do not hesitate to contact me or my senior officers should you require any further clarification. Yours sincerely,

Yours sincerely,

Councillor Bert Bingham
Cabinet Member for Transport and Environment
Nottinghamshire County Council

Cc – Adam Hill, Rushcliffe Borough Council
Leanne Ashmore, Rushcliffe Borough Council
Wayne Bexton, Nottinghamshire County Council
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Our ref:

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Cllr Neil Clarke
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30th January 2026

Dear Cllr Clarke MBE,

Re: East of Gamston/North of Tollerton Development Framework Supplementary Planning Document (SPD)

Thank you for your letter dated 22 January 2026 to Steve Freek (Assistant Spatial Planner) regarding the approval process for the Supplementary Planning Document (SPD).

As a statutory consultee in the planning process, our role is to work closely with Rushcliffe Borough Council (RBC) and Nottinghamshire County Council (NCC) to review the submitted evidence and identify any mitigation required to ensure planned growth can be safely supported in line with national policy and our licence obligations.

We welcome the Cabinet's support for an SPD for the Sustainable Urban Expansion (SUE) and recognise the benefits that an adopted SPD can bring in establishing a clear and consistent framework for the delivery of the development.

At present, a holding recommendation remains in place pending the submission of further information, including completion of the outstanding transport modelling which underpins the access strategy. This information is necessary to fully understand the development's impacts and will help inform the progression of the SPD.

We have been actively engaged with RBC, NCC, the developers, and their consultants throughout both the live planning applications and the SPD process. We will continue to work collaboratively with all parties to progress the outstanding matters and to identify an appropriate highways solution for the SUE.

If you would like any further information, please contact our Spatial Planning team leader, Kate Stephen, who will be pleased to respond. Kate can be contacted by email at Kate.Stephen@nationalhighways.co.uk.

Yours sincerely

Kamaljit Khokhar
Head of Planning and Development