

Greater Nottingham
Planning Partnership



Infrastructure Delivery Plan - Baseline Assessment

December 2022





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1. Introduction

Background

- 1.1. Broxtowe Borough Council, Gedling Borough Council, Nottingham City Council and Rushcliffe Borough Council are working together to prepare a new Strategic Plan for the Greater Nottingham Area. This will consider how to meet future development needs up to 2038. The Strategic Plan will guide the overall pattern and scale of development including broad locations for homes, workplaces, retail, leisure, green spaces and community facilities. It will also set out key strategic planning policies on issues such as health, climate, and the natural and historic environment.
- 1.2. To support the Strategic Plan, the Councils are also preparing an Infrastructure Delivery Plan (IDP) to ensure that the right infrastructure and services are in place to allow development to come forward as planned. The IDP will be produced in several stages and will set out the type and level of strategic infrastructure required, where and when it is needed, and how it will be funded.
- 1.3. This baseline assessment is the first stage in this process and has been produced to support the Preferred Approach Consultation. It is an initial assessment of the levels of existing infrastructure provision in order to identify where further engagement with stakeholders is required.
- 1.4. It is important to note that this document has been prepared at an early stage of the Strategic Plan and there are numerous topic specific evidence bases which have been commissioned which will inform future iterations of this report. As such, future iterations of the IDP will take account of these evidence bases, allowing a more detailed analysis and explanation of infrastructure issues and proposals. Future iterations of the IDP will set out the specific infrastructure requirement for the site allocations, how these will be funded, delivered and by what timescale.
- 1.5. Once complete, the delivery plan will be monitored annually and reviewed where necessary.

1.6. The assessment will cover the following types of infrastructure:



Transport

Including walking, cycling, public transport and road infrastructure.



Flooding and Drainage

Including flood defence and surface water drainage.



Education

Including schools, further and higher education.



Waste Management

Collection and disposal.



Healthcare

Including GPs, health centres and hospitals.



Blue and Green Infrastructure and Open Space

Including areas such as nature reserves, parks and sports provision.



Utilities

Electricity, water supply and treatment, gas and telecommunications.



Community Facilities

Libraries and community infrastructure.



Emergency Services

Police, Fire and Ambulance.

Infrastructure Interrelationships

- 1.7. While infrastructure types are considered separately it is important to note that there are many interrelationships and dependencies which exist, in terms of delivery and impacts on the communities they serve. For example, the provision of green infrastructure can have positive benefits for the health of a population which may include opportunities for active recreation, spaces for community interaction and integration, as well as having positive effects on mental health and wellbeing.
- 1.8. As such, the delivery of infrastructure to support the Greater Nottingham's growth over the Plan period has a range of indirect impacts on the areas population. It is therefore critical to ensure that the phasing and delivery of infrastructure at relevant trigger points is carefully planned.
- 1.9. An accurate appreciation of planned, secured, and committed funding also needs to be established to gain a thorough understanding of the types of

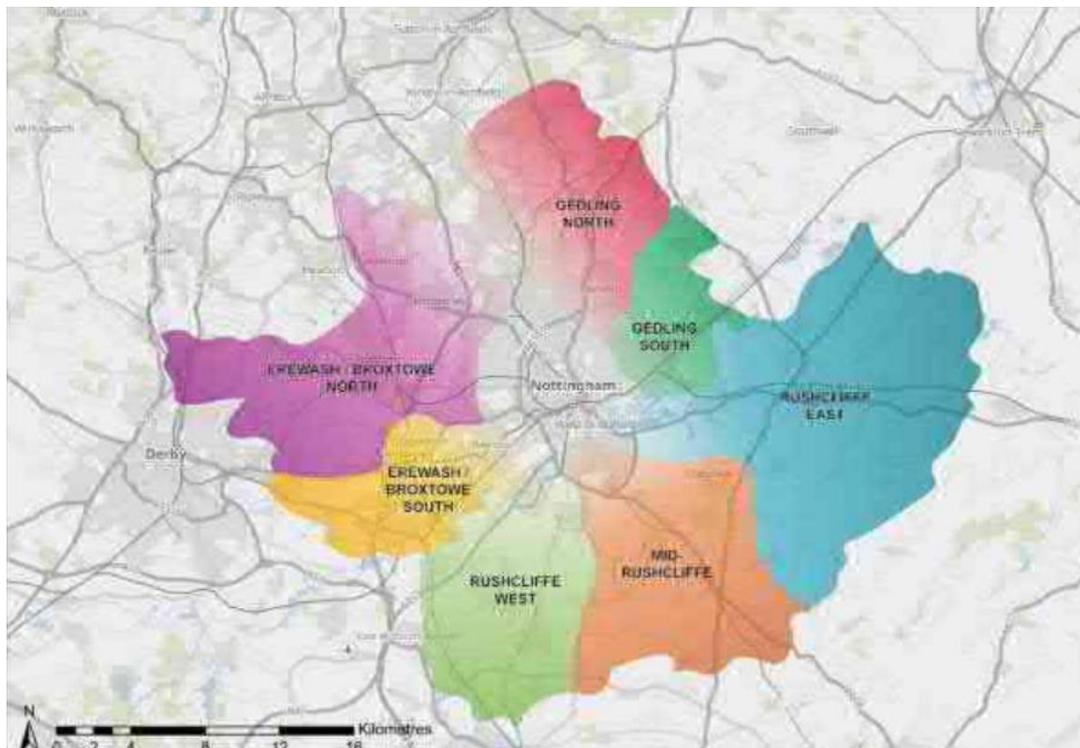
infrastructure which may be at risk if funding is not available and the potential effects of this on local populations.

1.10. Throughout the document, reference is made to seven 'Assessment Areas' which were considered as part of the Growth Options Study (Aecom, July 2020):

- Gedling North
- Gedling South
- Rushcliffe East
- Mid-Rushcliffe
- Rushcliffe West
- Erewash/ Broxtowe South
- Erewash/ Broxtowe North

1.11. These areas are shown on the map below:

Assessment Areas (Growth Options Study):



National Policy and Guidance

1.12. The production of an Infrastructure Delivery Plan (IDP) is an essential part of the evidence base in developing and delivering a sound Local Plan.

1.13. The National Planning Policy Framework (NPPF) sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 11 states what this means in terms of plan making, setting out that all plans should “*promote a sustainable pattern of*

*development that seeks to: meet the development needs of their area; **align growth and infrastructure**; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects”*

- 1.14. Paragraph 20 states that local planning authorities should include strategic policies which make sufficient provision for:

*"b) **infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);***

*c) **community facilities (such as health, education and cultural infrastructure).***

*d) **conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation."***

- 1.15. National Planning Policy Guidance states:

“At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
- *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.”*

[Paragraph: 059 Reference ID: 61-059-20190315]

Funding Mechanisms

- 1.16. Community Infrastructure Levy (CIL) – the ‘levy’ is a tool for local authorities to help deliver infrastructure to support the development of the area. The levy can be used to fund a range of infrastructure, including schools, hospitals, and health and social care facilities. Gedling Borough Council and Rushcliffe Borough Council have adopted CIL charging schedules.
- 1.17. Planning obligations – Also known as Section 106 agreements (based on that section of The 1990 Town & Country Planning Act) are agreements

made between local authorities and developers and are attached to a planning permission to mitigate the impact of development to make it acceptable in planning terms.

1.18. Nottinghamshire County Council has published a [Developer Contributions Strategy](#) which sets out its approach to seeking developer contributions towards its services including:

- current guidance governing the use of developer contributions;
- types of facilities for which contributions may be required;
- types and size of development which may trigger need for contributions;
- forms in which contributions may be sought; and
- how contribution costs are calculated.

1.19. Nottingham City Council has [Supplementary Planning Documents and guidance](#) relating to planning obligations including for purpose built student accommodation, education, affordable housing and open space. There is also a Section 106 Estimator Tool.

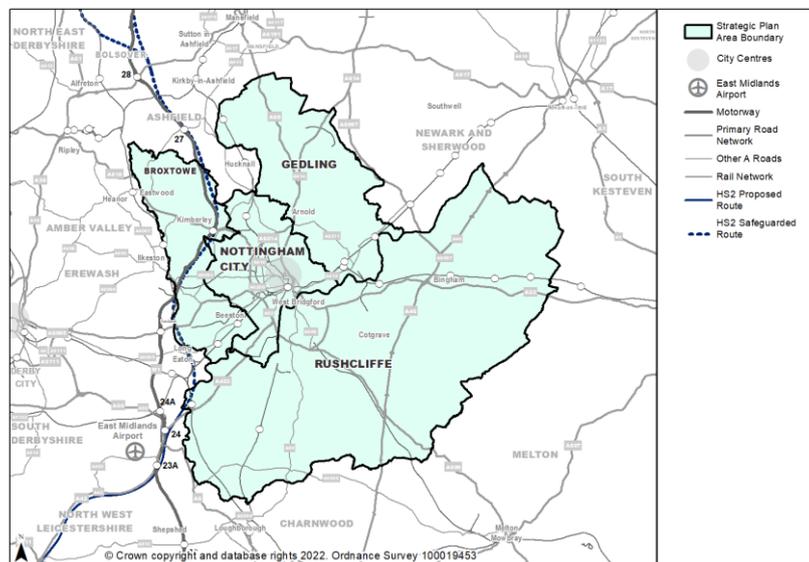
1.20. [Gedling Borough Council](#) and [Rushcliffe Borough Council](#) have also published Supplementary Planning Documents and guidance relating to planning obligations.

2. Greater Nottingham Context

The Strategic Plan

- 2.1. The Councils of Broxtowe, Gedling, Nottingham City and Rushcliffe (“The Councils”) are working jointly to prepare the Greater Nottingham Strategic Plan. The Aligned Core Strategies and the Rushcliffe Core Strategy were adopted in 2014 and there is a requirement for local plans to be reviewed at least every five years. The Strategic Plan will contain strategic policies for the plan area and will cover the period up to 2038.
- 2.2. The Councils, along with Ashfield District Council and Erewash Borough Council, are members of the Greater Nottingham Planning Partnership. Erewash Borough Council are undertaking a separate Core Strategic Review and Ashfield are preparing a separate Local Plan. However, the Councils collaborate on strategic policy and planning issues and work together on joint commissions and evidence base documents.
- 2.3. The IDP Baseline Report has been produced in close collaboration with Nottinghamshire County Council who also form part of the Planning Partnership.

Figure 1: The Greater Nottingham Strategic Plan Area



The Character of Greater Nottingham

- 2.4. The area is centrally located within the UK and has good connections to a number of cities. Nottingham is a city of national importance and is an important driver of the wider economy. It contains the main employment and retail areas and benefits from a high quality local public transport system

including the NET tram network and high frequency bus services. There are also direct rail connections to major cities such as London, Birmingham and Manchester. Nottingham is home to world-class sporting facilities, such as Trent Bridge, Nottingham International Tennis Centre, the National Ice Arena and the National Water Sports Centre. It also has a well-developed and globally recognised cultural infrastructure, including the Nottingham Contemporary art gallery.

- 2.5. Broxtowe is characterised by a more urban south with the separate settlements of Attenborough, Chilwell, Beeston, Bramcote, Stapleford, Toton and part of Trowell together comprising over 60% of the Borough's population and forming part of the western side of the built up area of Greater Nottingham. The north is more rural with the largest settlements at Eastwood and Kimberley. The Borough has excellent access to the motorway network and good access to East Midlands Airport, together with excellent rail connections at Beeston and Attenborough stations. The tram and bus routes serve many of the most densely populated areas in the south of the Borough and includes a park and ride site near the A52 at Toton. Key physical features of the Borough are the Rivers Trent and Erewash, which form its southern and western boundaries respectively. The River Trent in particular forms a significant barrier to transport connections to the south, although the river itself is navigable and connected to Nottingham via the Beeston Canal.
- 2.6. Gedling Borough is a mix of urban and rural areas with around 80% of residents living within the suburbs of Arnold and Carlton. Part of the north west of the Borough adjoins Hucknall which is located outside the Borough in Ashfield District but has close links to Nottingham City. Other significant settlements within the Borough include: Bestwood Village, Calverton and Ravenshead which have good accessibility to a range of services and facilities. Other villages in the Borough include: Burton Joyce, Lambley, Linby, Newstead, Papplewick, Stoke Bardolph and Woodborough.
- 2.7. Rushcliffe's main centre of population is West Bridgford, a large suburb of Greater Nottingham. The remainder of the Borough is largely rural, with the population divided between the six larger settlements (Bingham, Radcliffe on Trent, Cotgrave, Keyworth, Ruddington and East Leake, and the smaller rural villages. A large part of the Borough (40%) falls within the defined Nottingham-Derby Green Belt that encircles Greater Nottingham. West Bridgford acts as a key service centre for a number of the surrounding smaller settlements, and contains the Borough's largest retail centre. Outside of West Bridgford, the six towns and larger villages provide a range of facilities and services. Several of the medium sized villages have some local facilities to serve their population. The A46 links Rushcliffe to Newark to the north and Leicester to the south, the A52 links to Grantham to the east and the A453 is a major route linking Nottingham and Rushcliffe to East Midlands Airport and the M1.

2.8. The Councils have an estimated population of 670,900:

Population estimates: Census 2021

Local Authority	Population Estimate
Broxtowe	110,900
Gedling	117,300
Nottingham	323,700
Rushcliffe	119,000
Total	670,900

Growth Options and the Preferred Approach

2.9. In July 2020 and February 2021, the Councils carried out a public consultation on the [Greater Nottingham Strategic Plan Growth Options document](#). The consultation document asked a series of questions on topics including housing growth, employment growth and economic development, climate change and carbon neutrality, Green Belt, and infrastructure provision.

2.10. The Councils are now undertaking a Preferred Approach consultation and are seeking views on the proposed strategy and vision, the approach to housing and employment provision and the proposed strategic sites. Further details of the Preferred Approach are contained within the Preferred Approach Consultation document. However, the levels of housing and employment growth proposed are listed below:

Housing Provision 2022-38

Authority	Housing Target	Minimum Flexibility Buffer
Broxtowe Borough Council	6,240	10%
Gedling Borough Council	7,950	10%
Nottingham City Council	25,760	0
Rushcliffe Borough Council	9,950	10%
Greater Nottingham	49,900	N/A

Authority	Office and Research Development Provision	Industrial and Warehouse Provision
Broxtowe Borough Council	10,000 sq m	6 hectares
Gedling Borough Council	7,000 sq m	17 hectares
Nottingham City Council	234,500 sq m	21 hectares
Rushcliffe Borough Council	43,000 sq m	136 hectares

- 2.11. The Preferred Approach identifies large strategic sites which will meet the identified housing and employment provision. A number of sites have been 'carried forward' from the Aligned Core Strategies or from the Rushcliffe Core Strategy. These are sites where works have yet to commence or the sites are currently under construction. Detailed infrastructure requirements have already been identified for these sites.

3. Transport

Overview

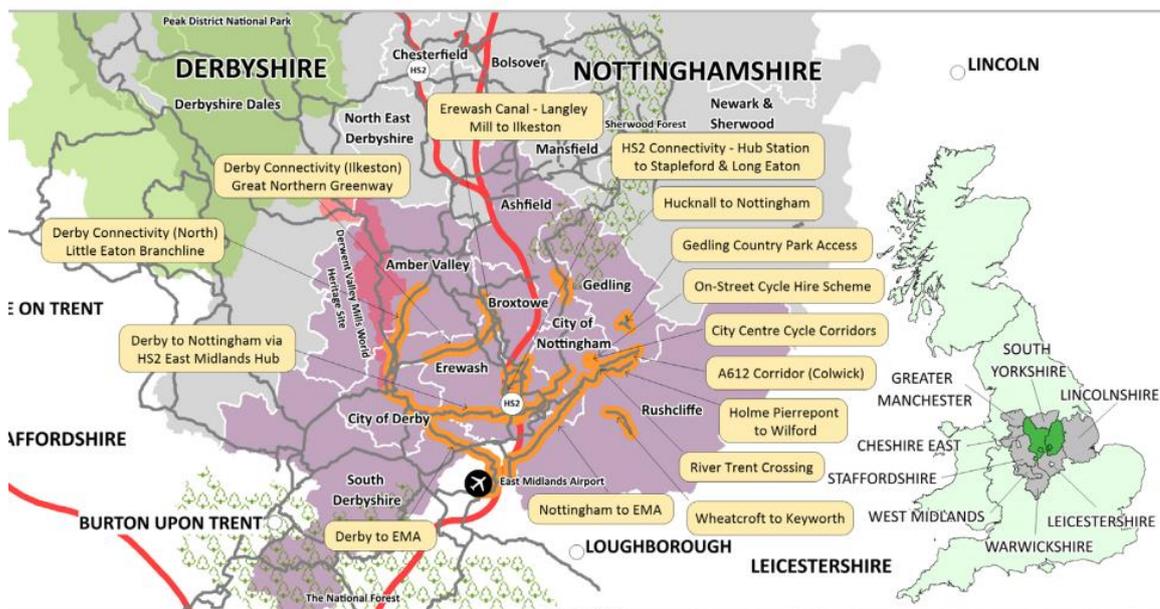
- 3.1. Detailed transport modelling will be undertaken as part of preparation for the Publication Draft of the Strategic Plan. The IDP will be updated once this work has been undertaken but an overview of the key transport matters is provided below.
- 3.2. [Nottinghamshire County Council](#) and [Nottingham City Council](#) published their Local Transport Plans (LTP's) in March 2011 which outline long-term transport strategies up to 2026. Each LTP is accompanied by an implementation plan including a programme of transport schemes and initiatives to be delivered subject to funding availability. The primary objectives of the strategies align and can be summarised as follows:
 - Encouraging sustainable alternatives, tackling climate change, reducing carbon emissions and pollution;
 - Supporting economic growth and reducing congestion;
 - Improving quality of life, safety and promoting greater equality of opportunity.
- 3.3. The key issue is to reduce the need to travel (in terms of journeys made and the distance of those journeys) and ensure that when journeys are necessary, that these are undertaken in the most sustainable manner. The delivery of new housing infrastructure and employment in close proximity is key to providing opportunities to reduce the need to travel.
- 3.4. Where journeys are necessary, a shift away from private car-based vehicle use towards more active and sustainable forms of travel such as walking, cycling and buses must be a fundamental element of achieving carbon reductions.
- 3.5. New developments offer the potential to change travel behaviours for residents and should be designed so as to facilitate the use of more active and sustainable modes of travel from a very early stage in that development. Designing large scale developments in accordance with the principles of '20-minute' neighbourhoods will help to achieve this.

Walking and Cycling

- 3.6. Nottingham City Council and Nottinghamshire County Council are working in partnership with Derby City Council and Derbyshire County Council to develop the [D2N2 Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#). The Plan identifies the top priorities for enhancing the walking and cycling network. The ones relevant to Greater Nottingham are listed below:

- Nottingham & Derby to East Midlands Airport
- Strategic Derby to Nottingham Routes via HS2 East Midlands Hub Station
- Derby Connectivity (Ilkeston). Great Northern Greenway & Bennerley Viaduct
- Derby Connectivity (North). Little Eaton Branch Line
- Holme Pierrepont to Wilford
- River Trent Crossing
- A612 Corridor (Colwick)
- Erewash Canal (Langley Mill to Ilkeston)
- Nottingham City Centre Cycle Corridors e.g. Broad Marsh Redevelopment
- Nottingham City On-Street E-Cycle Hire Scheme

Walking and Cycling Enhancement Priorities identified in the D2N2 Local Cycling and Walking Infrastructure Plan



3.7. In June 2020, Nottingham and Derby City Councils received £161m of funding through the Department for Transport's [Transforming Cities Fund](#) to strengthen connections between major employment sites, upgrade public transport, and improve options for people on foot. Projects include:

- A new cycle hire scheme
- A new cycle and pedestrian bridge over the River Trent to enable people to walk and cycle between the expanding Waterside regeneration area and links to Colwick Park on the north bank, and the Lady Bay/West Bridgford area to the south
- Improved cycle routes including enhancing cycle routes along the A612, a shared use cycle and footway between Nottingham and East Midlands Airport via the old A453 and East Midlands Gateway

employment zone, and a A6005 Cycle Corridor. These projects are subject to further consultation.

- 3.8. Nottinghamshire County Council has also completed smaller schemes including cycle improvements to Regatta Way in West Bridgford. There are also potential improvement projects at Beeston and Stapleford.
- 3.9. Nottingham City Council has a number of recently completed or proposed cycle projects:
- **Western Cycle Corridor:** The first two-way segregated cycle track in the East Midlands connects the city centre with the Queen's Medical Centre, the University of Nottingham and the west of the city.
 - **Eastern Cycle Corridor:** Connecting the station with major employment sites such as BioCity and then on to the newly constructed two-way cycle track along Daleside Road to the east of the city.
 - **Northern Cycle Corridor:** Reviewing a major cycle corridor improvement along Mansfield Road and Hucknall Road to the City boundary.
 - **Ring Road:** Improve the shared path for cyclists and pedestrians along key sections of the ring road from the Queen's Medical Centre to Mansfield Road.
 - **River Leen:** Upgrade sections of the path along the River Leen.
 - **City Centre:** The crossing facilities on Maid Marian Way at the junction with Friar Lane have been upgraded to toucan crossings for use by both cyclists and pedestrians. This improved crossing provides a vital link between the north/south city cycle route, the castle area and the city centre.

Key Considerations:

- **Future development should utilise and enhance the existing walking and cycling network. Walking and cycling forms a critical part of facilitating '20 minute neighbourhoods', which forms a key element of the Preferred Approach Strategy.**
- **Links should be explored between the enhancement of Blue and Green Infrastructure and walking and cycling.**

Public Rights of Way

- 3.10. Nottinghamshire is a largely rural County and has nearly 2,800km of routes providing access into the countryside for walking, cycling and horse riding

and Nottingham City has a total of 84km of public access routes. The Rights of Way network also provides vital links within the City and between towns and villages and is increasingly being used as a route to school, work and shops.

- 3.11. There are parts of Nottinghamshire and Nottingham City that suffer from a poor-quality environment and a lack of accessible green space. Therefore, efforts to improve public rights of way should be targeted to help address such deficiencies as well as providing new infrastructure.
- 3.12. Reference should be made to the Nottinghamshire County Council Rights of Way Improvement Plan and the Nottingham City Rights of Way Improvement Plan 2 and advice sought from the County and City Council's rights of way officers regarding proposed temporary or permanent diversions and the opportunities for future improvements in the area.
- 3.13. Such consultation on any public right of way affected by a proposed waste development should take place at the earliest possible stage. The statutory process for footpath diversion or closure is separate from the planning process and as such delays or failures to secure any required amendments to the rights of way network could affect the implementation of future waste facilities development.
- 3.14. Enhancements to the rights of way network will be secured through legal agreements rather than planning conditions to ensure that the enhanced rights of way are available in perpetuity. Similarly, permissive paths will not be considered for temporary or permanent diversions to an existing definitive right of way.

The Rail Network and HS2

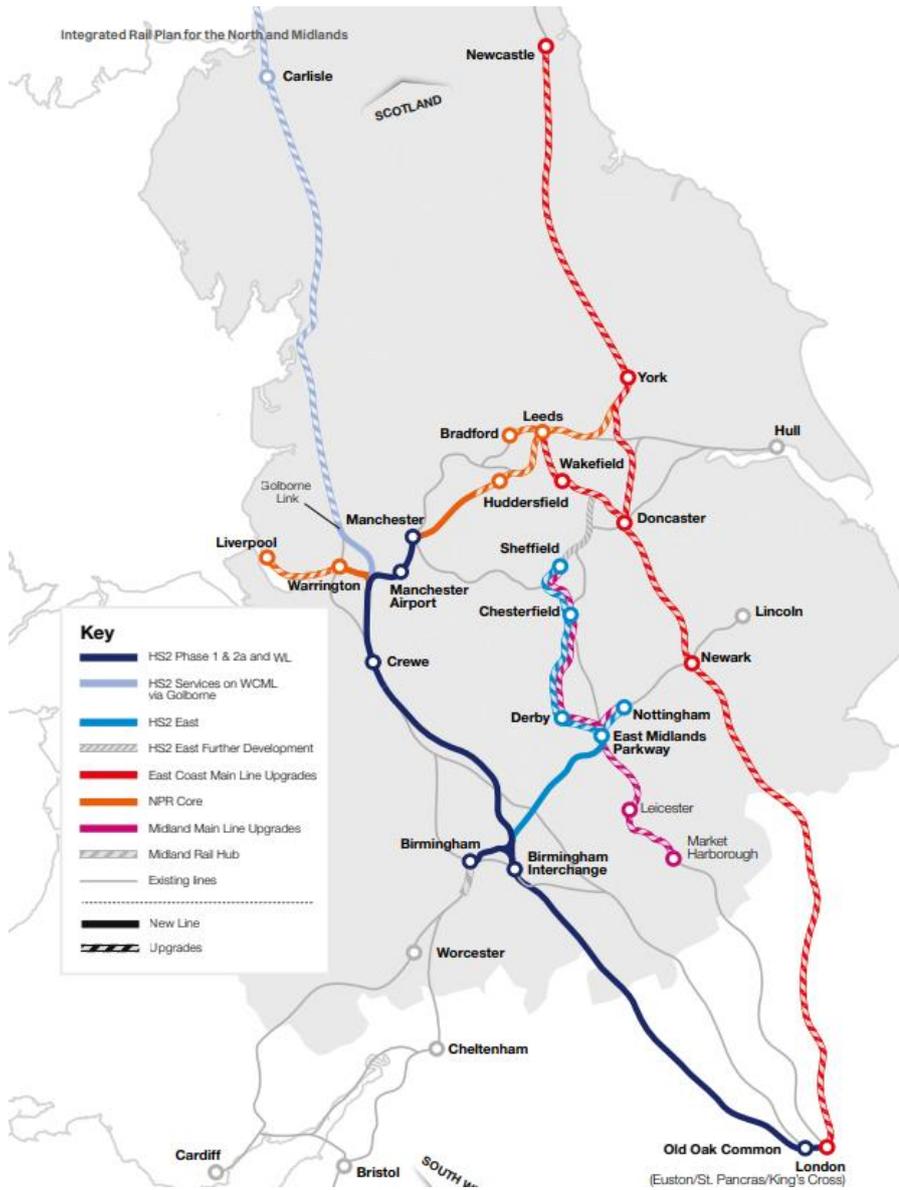
- 3.15. Train travel is an important part of Greater Nottingham's transport network. Nottingham is the busiest station in the East Midlands with a throughput of 7.8 million passengers in 2019/20. Nottingham station benefits from direct rail connections to London, Manchester, Birmingham, Sheffield, Leeds and Liverpool (and more locally to Derby, Leicester, Lincoln and Newark) although journey times are generally much slower than other comparable routes. There are also good rail connections from Beeston station and East Midlands Parkway with other stations serving more local routes.
- 3.16. However, compared to some other routes journey times are uncompetitive and there is a lack of capacity on some services. Despite local services such as the Robin Hood Line, which extends from Nottingham north through Bulwell and Hucknall connecting the area to Mansfield and continues to Worksop, Nottingham has a much less developed local rail network compared to some other comparable cities.
- 3.17. An estimate of station usage is provided by the [Office of Rail and Road](#). Due to the impact of Covid-19 on passenger numbers, the period of 2019-20 has been included as a comparison. It should be noted that some journeys were

made to or from these stations during the year without a ticket (and so would not be recorded in our source data).

Station	Estimated total number of entries and exits made at the station in 2019-20	Estimated total number of entries and exits made at the station in 2020-21
Nottingham	7,864,690	1,416,536
Attenborough	106,882	17,586
Beeston	574,304	109,068
Burton Joyce	15,330	1,826
Carlton	57,552	12,254
Netherfield	8,292	1,210
Newstead	44,200	8,570
Bulwell	68,852	20,138
Aslockton	33,438	3,736
Bingham	79,410	14,442
Elton & Orston	68	12
Radcliffe on Trent	12,404	1,952
Ilkeston	25,492	2,300
Long Eaton	142,896	20,082
Hucknall	34,688	4,738

- 3.18. On Thursday 18 November 2021, the Government confirmed through the Integrated Rail Plan (IRP) that the eastern leg of HS2, also known as Phase 2b, will run from Birmingham to the East Midlands, with a stop at East Midlands Parkway. It is proposed that trains would then continue directly to Nottingham. The IRP states that it is expected that trains would run from London to Nottingham in 57 minutes and from Birmingham to Nottingham in 26 minutes.
- 3.19. The IRP also refers to accelerating transport improvements at Toton, such as a station for local/ regional services, with delivery subject to significant private sector investment – on a 50:50 match-funded basis with the taxpayer – coming forward at the site and developer contributions. It also states that it will look to exploit any linkages with other investment in Nottinghamshire, including the proposals for the Robin Hood Line Extension and reopening the Maid Marian line.
- 3.20. The IRP also confirmed the electrification of the Midland Main Line, the existing main rail route which runs from London to Leicester, Nottingham, Derby, Chesterfield and Sheffield.

Rail Improvements proposed through IRP:



Key Considerations:

- **Ensure the Strategic Plan recognises the national and regional significance of HS2.**
- **Ensure future development maximises opportunities arising from HS2 and the IRP including working closely with HS2 Ltd, Network Rail, the East Midlands Development Corporation and other partners.**
- **Ensure future development utilises existing rail links where appropriate.**

The Bus and Tram Network

- 3.21. Buses are a major component of the public transport network in Greater Nottingham and provision is good in comparison with many other areas of the UK.
- 3.22. Commercial bus services in the city are mostly operated by Nottingham City Transport and Trent Barton. These connect different areas of the city with the county, Derby and beyond. Link buses fill in the gaps in the network, running on routes that are not commercially viable, but that provide an essential public or community service. The Link bus network is managed by Nottingham City Council and largely contracted to Nottingham Community Transport.
- 3.23. The public transport network carried 83 million passengers a year across Greater Nottingham and 62 million in the city of Nottingham itself in 2019 ([Nottingham City Council Bus Strategy](#)). 78% of the public transport trips were made by bus. However, there was a significant reduction in passenger numbers due to Covid-19 and there is a significant threat of bus services being reduced following grants, which were introduced to help sustain routes that had lost passengers during the pandemic, being stopped.
- 3.24. The Transforming Cities funding also includes a number of projects relating to bus improvements. This included provision of a new bus-based Park & Ride facility in the vicinity of Leapool roundabout on the A60 with supporting bus priority measures however feasibility work has shown that this is not currently deliverable with the funding available. The County Council will continue to safeguard the land for a Park & Ride at this location and, the feasibility and design work done to date can be used to assist future funding opportunities. A60 corridor bus priority improvements are proposed which will create new sections of bus lane towards Nottingham.
- 3.25. There are two tram lines. NET Line One runs between the City Centre and Hucknall, with a branch to Phoenix Park, close to Junction 26 of the M1. The construction of two additional Lines (NET Phase Two) were completed in 2015 and provide additional light rail routes from the City Centre to Beeston

and Toton, and to Clifton. 20 of the 30 largest employers in the city are within 800m of a tram stop.

- 3.26. Options for potential additional light rail routes have been identified to the south east of Nottingham City Centre and are safeguarded indicatively.

Key Considerations:

- **Maximise opportunities to enhance and support bus and tram services, including potential extensions, through new development.**
- **Associated park and ride sites and public transport interchanges should be promoted along NET routes where appropriate.**
- **Protect identified safeguarded routes.**

Strategic Roads

- 3.27. Nottinghamshire County Council and Nottingham City Council are the Highways Authorities who are responsible for the road network. National Highways are responsible for the strategic road network which includes the M1, the A52 and the A46.

- 3.28. Being centrally located, Greater Nottingham has good accessibility to most of the country. However, whilst being served by three Junctions of the M1 motorway providing good road linkages, key parts of the network experience capacity and congestion problems for extended periods. These include the Ring Road (A6514), the A52 between the A46 and Junction 25 of the M1, the A60 Mansfield Road, the A46 to Newark, and the A453 which connects the city to Junction 24 of the M1.

- 3.29. Detailed transport modelling will be undertaken as part of preparation for the Publication Draft of the Strategic Plan. This will identify if any mitigation is required as a result of the planned level of growth. Notwithstanding this, the Growth Options Study (Aecom, 2020) highlighted a number of existing capacity issues:

Assessment Area	Commentary
Gedling North	Localised congestion occurs on the A608 (the route to Junction 27) and A611 (route north towards Mansfield) to the north of the town and the local highway authority is pursuing capacity improvements.

Assessment Area	Commentary
	<p>Capacity improvements are also being pursued by the local highway authority on the A614 (north of its junction with the A6097) and A6097 (i.e. routes to A46).</p> <p>The A60 into Nottingham can become heavily congested.</p>
Gedling South	<p>The area is poorly connected to the M1, but north-south routing can be accommodated by the alternative A46 route.</p> <p>The Gedling Access Road (GAR) will improve east - west connectivity in the area</p> <p>Capacity improvements are also being pursued by the local highway authority on the A614 (north of its junction with the A6097) and A6097 (i.e. routes to the A46).</p> <p>Capacity analysis likely to be needed to assess impact on these routes, as well as routing through Gedling Village.</p>
Rushcliffe East	<p>The A52 is the key east-west route across the East Midlands and is subject to congestion at its junctions resulting in regular queuing and delays. Highways England's A52 Nottingham Junctions scheme is a package of measures to improve several junctions along the length of the A52 to improve existing situations and provide capacity for expected increase in traffic anticipated from planned development.</p> <p>The A46 generally performs well, having recently been upgraded to dual carriageway.</p> <p>Capacity analysis likely to be needed to assess the above routes and impacts through West Bridgford and Gamston.</p>
Mid Rushcliffe	<p>The A52 (Gamston Lings Bar Road) is congested, and there is also existing congestion on the A606 and in West Bridgford, however schemes of improvement have been proposed by Highways England and Nottinghamshire County Council.</p>

Assessment Area	Commentary
	<p>The cul-de-sac layout of the city fringe west of A52 reduces potential for integration and connectivity</p> <p>Relatively close to city centre (but across river). Poor connectivity to north, without a Fourth Trent crossing.</p> <p>The Major Road Network is constrained by traffic congestion and need further transport assessment examination and mitigation</p>
Rushcliffe West	<p>The A453 corridor has been upgraded to a dual carriageway from the M1 junction 24 to the A52. This includes junction upgrades, improved bus facilities and shared footway/cycleways. As part of this scheme, the M1 Junction 24 has also been recently upgraded.</p> <p>Localised congestion problems occur in Ruddington. Capacity analysis likely to be needed.</p>
Broxtowe South	<p>Access to the M1 is available via Junction 25. Widening of the M1 (from 3 to 4 lanes) has taken place between Junctions 23A and 34.</p> <p>The A52 major east-west corridor is congested in peak hours, especially near Wollaton Park and the QMC. Localised congestion occurs on the B6002, B6003 and A6005. Capacity analysis likely to be needed.</p>
Broxtowe North	<p>Access to the M1 is available via Junction 25 (in the south of the area) and Junction 26 (in the north of the area). Widening of the M1 (from 3 to 4 lanes) has recently taken place between Junctions 25 and 34.</p> <p>Localised congestion occurs in the peak hours on the A610, at M1 Junction 25 & 26, along the A610 and through Ilkeston. Capacity analysis likely to be needed.</p>

- 3.30. There have been a number of improvements to the road network and projects which are currently underway:

Project	Status	Local Authority
<p>The Gedling Access Road (now named 'Colliery Way') is a new 3.8km single carriageway road which runs from the A612 junction of Burton Road / Nottingham Road and Trent Valley Way to Mapperley Plains. The new road has provision for pedestrians and cyclists by means of a shared footpath/cycle way along the length of the scheme.</p>	Completed	Gedling
<p>A52 Nottingham junctions - National Highways identified a number of junctions requiring improvements to cope with existing problems, as well as to provide capacity for future increased traffic flows.</p> <p>The scheme was originally announced in 2014 and consists of 8 junction improvements including signalisation and junction reconstruction. In 2017 improvements to Nottingham Road and Crowell road junctions were completed. In 2021, work began on the four remaining smaller junctions - Bingham, Stragglethorpe, Silverdale and Gamston junctions. It is expected that work on the two larger junctions – Nottingham Knight and Wheatcroft will be undertaken from 2023 onwards.</p>	Ongoing	Rushcliffe
<p>A453 duelling - Upgrade works were completed in June 2015 and the road is now two lane dual carriageway from the M1 to the junction for the Clifton Park and Ride.</p>	Completed	Rushcliffe / Nottingham City

- 3.31. Nottinghamshire County Council and the East Midlands Development Corporation are also exploring funding opportunities to provide the "Toton Link Road" alongside the A52 and M1, giving direct access to the NET tram network and the potential new Network Rail station at Toton outlined in the Integrated Rail Plan.

Key Considerations:

- **The Publication Draft of the Strategic Plan will take into consideration recommendations from the Transport Modelling.**
- **Key requirements relating to road infrastructure will be set out in future site specific policies.**

Funding

- 3.32. In addition to the local transport funding, there are various regional and government organisations through which funding and investment for transport infrastructure can be secured. This includes regional bodies such as D2N2 Local Enterprise Partnership, Midlands Connect and Transport for the East Midlands and government bodies such as National Highways and the Department for Levelling Up, Housing and Communities.

Key Delivery Organisations

- Nottinghamshire County Council
- Nottingham City Council
- National Highways
- HS2 Ltd
- Network Rail
- East Midlands Railway
- Nottingham City Transport
- Trent Barton
- Sustrans
- East Midlands Development Corporation

4. Education

Overview

- 4.1. Nottinghamshire County Council and Nottingham City Council are the local education authorities. These authorities have a duty under the Childcare Acts of 2006 and 2016 to ensure that there are a sufficient number of sustainable and high quality childcare places for children aged 0-19 and their families. In addition, duties under the Education Act 2011 require the authorities to provide sufficient school places for 4-16 year olds. As such, education is in the most part provided for by the two authorities. Free Schools and Academy Schools are outside local authority control but are still influenced by potential growth and are therefore considered in pupil place planning.
- 4.2. Private schools and home schooling also contribute to education but these are not considered as part of this IDP, for private schools this is because they operate on a different demand model and are not responsible for ensuring all children have a place, and for home schooling because there are minimal infrastructure implications.

Early Years and Childcare

- 4.3. Early years and childcare provision includes day nurseries, pre-school provision and childminders:
- Early Years and Childcare includes full-day nurseries, who mainly cater for working families who need full day care.
 - Pre-School provision generally offers comparatively limited hours per day, similar to that of a school day and does not open during the school holidays. Some of these are provided in co-located facilities with primary school provision.
 - Childminders can often provide a flexible support for families and will pick up older children at the end of the school day which in turn helps families with childcare to enable them to work.
- 4.4. These education needs are delivered through mainly private, independent and voluntary organisations and any change in demand for childcare can have a detrimental effect upon the sustainability of the different business models.
- 4.5. In respect of Nottinghamshire, the [Childcare Sufficiency Assessment \(2021\)](#) states that there are no areas of the County where demand for Early Years provision outweighs supply. There are areas of Nottinghamshire with significant vacancy rates but not within the Greater Nottingham area.

- 4.6. In respect of Nottingham City, the [Childcare Sufficiency Assessment \(Autumn 2021\)](#) states that there is sufficient early years provision across the City. However, there needs to be an element of caution taken with the data presented due to the complexity of understanding the impact of Covid and as data identifies that in some areas demand for childcare is falling whilst in other areas there has been some recovery in demand. It concludes that there may not be a need to expand provision currently however, maintaining existing childcare places is a priority to ensure availability of service.
- 4.7. In respect of Nottinghamshire, the County Council does not currently have a protocol for seeking contributions towards expanding existing early years facilities and the majority of extra demand will be met through private facilities.
- 4.8. In Nottingham City, the Council may require a contribution for Early Years provision (0-4 years) if a proposed development will result in insufficient capacity. The per pupil cost of early years provision is assumed to be the same as for a primary school.

Primary and Secondary Schools

- 4.9. The local education authorities monitor the capacity of schools and projected demand over a five-year period for primary schools and ten-year period for secondary schools. This is based on planning for demographic pressures and known planned development. The projected demand for places generated by a proposed development is calculated using the formula that for every 100 dwellings built, there will be 21 pupils of primary school age (5-11) and 15 pupils for Nottingham City and 16 pupils for Nottinghamshire of (statutory) secondary school age (11-16) generated.
- 4.10. An overview of demand across the Greater Nottingham Area is provided below. This is based on school place planning areas which the education authorities use. Maps are contained in the Appendix. This information will be updated as the Strategic Plan progresses based on the latest data available.
- 4.11. For the following areas it is forecast that there will be a deficit of places for primary school provision:

Local Authority	Primary School Planning Area
Broxtowe	<ul style="list-style-type: none"> • Chilwell
Gedling	<ul style="list-style-type: none"> • Lambley • Mapperley
Nottingham City	<ul style="list-style-type: none"> • Meadows
Rushcliffe	<ul style="list-style-type: none"> • Bingham • East Bridgford

Local Authority	Primary School Planning Area
	<ul style="list-style-type: none"> • East Leake • Ruddington • Tollerton • West Bridgford • Willoughby

- 4.12. For the following areas it is forecast that there will be a deficit of places for secondary school provision:

Local Authority	Secondary School Planning Area
Broxtowe	<ul style="list-style-type: none"> • Broxtowe North
Gedling	<ul style="list-style-type: none"> • Arnold • Carlton
Nottingham City	<ul style="list-style-type: none"> • North • South West
Rushcliffe	<ul style="list-style-type: none"> • West Bridgford

- 4.13. Where a development is proposed in a planning area with insufficient projected capacity, or would result in insufficient projected capacity, a contribution would be required. Contributions may also be required in other areas not listed above where individual schools are at capacity. A contribution is required for every pupil place needed in excess of the projected capacity.
- 4.14. There may be a requirement, in some cases, for the provision of a new school. This is likely to be the case if the proposed development is located in an area where all schools have already been expanded to reach their site capacity, or where the development is large enough to sustain its own school. New schools may also be required where a single solution to increased school capacity is necessary to accommodate the demand resulting from several proposed housing sites. Future iterations of the IDP will identify whether new schools are required and the estimated costs.

Existing planned projects:

- 4.15. In Broxtowe further work is being undertaken to identify any additional future needs, particularly in relation to development proposals at Toton. In Gedling Borough, a new primary school is currently being built and a further two primary schools are planned. In Rushcliffe, in the next 5 years, 3 primary schools will be developed as set out below. In the longer term 2 further primary schools and one secondary school are likely to be required.
- 4.16. The school projects listed in this section will be delivered by the County Council using developer funding and other funding sources. In certain cases, private developers will commission the building of new primary schools

themselves in association with housing development subject to agreement with the County Council over design and timescales.

Local Authority Area	Proposal	Details
Gedling	New Rivendale Primary School - Teal Close	The new Rivendale development consisting of 830 dwellings is currently being built and as a result additional school places will be required to meet increased demand from the development. A one form entry school (210 places) with a 26-place nursery unit is to be built by the developer (Persimmon Homes) as part of a planning obligation and will open in September 2022.
Gedling	New Primary School Chase Farm, Gedling	The housing developer is providing the land and funding towards the cost of a new 1.5 form entry but this will initially be built as a 1 form primary school. In light of the available school places in the Gedling area, it is not intended to be opened before September 2023.
Gedling	New Primary School, Top Wighay, Hucknall	A one form entry school with the ability to expand to 1.5 forms of entry is to be built as part of the Top Wighay development and will provide additional school places for the development as well as the wider area. The school will be delivered in line the with development of the housing.
Rushcliffe	New Primary School at Romans' Quarter, Bingham	A new primary school will be built as part of the development north of Bingham. The school is expected to open in September 2022. Funding is also provided for the expansion of Toot Hill Academy, the linked Secondary School and this will be undertaken in association with the primary school project.
Rushcliffe	New Primary School at East Leake	The village of East Leake has seen significant growth in recent years and

Local Authority Area	Proposal	Details
		as a result additional school capacity will need to be provided to meet future needs. A new 1 Form Entry primary school at East Leake will be built with an expected opening date of September 2022. Developers are providing a site and funding towards the cost.
Rushcliffe	New Secondary School, West Bridgford	A new 4 form entry secondary school, with sixth form provision and scope for future expansion.
Rushcliffe	New Primary School, Fairham Pastures, Clifton	A three-form entry primary school is to be built as part of the Fairham Pastures development. The lead developer has chosen to build the school and is designing it with agreement from the County Council. The school will be built and developed as the development proceeds. The opening date will be dependent on the rate at which housing is developed.

Special Educational Needs and Disabilities (SEND)

- 4.17. Nottinghamshire County Council and Nottingham City Council provide a wide range of support to children and young people with special educational needs and disabilities. The [Nottinghamshire SEND place planning strategy](#) sets out the council's plans to ensure that there is sufficiency of special school placements for children and young people who require a place. Nottingham City Council also provide [guidance](#).
- 4.18. Funding for Special Educational Needs is provided to local authorities through the High Needs Block of the Dedicated Schools Grant (DSG). The high needs funding system supports provision for children and young people with special educational needs and disabilities (SEND) from their early years to age 25. The Department of Education advise Local Authorities to seek developer contributions for expansions required to provision for pupils with special educational needs and disabilities (SEND), commensurate with the need arising from the development.
- 4.19. New development can result in additional pressures on SEND provision and consideration will be given to the capacity and potential expansion options of

specialist schools. Financial contributions may be used towards a new special school or expansion to an existing special school; it may also be used to fund the provision of new/ expanded SEND unit attached to a mainstream school.

Higher Education Needs

- 4.20. There are a range of colleges and sixth-forms providing a broad range of courses at all levels for 16-19-year olds, giving progression routes to Higher Education, training and employment.
- 4.21. Nottingham University and Nottingham Trent University provide undergraduate courses, postgraduate courses and professional and short courses. These universities also provide research programmes and provide a significant source of employment and contribute towards a highly skilled workforce.

Key Considerations:

- **There are pressures on education provision across parts of the Greater Nottingham area and contributions to additional school places are likely to be required.**

Funding

- 4.22. Funding for the provision of additional school places is derived from two sources. The County and City Councils receives a capital grant from the Department of Education (DfE) to meet the demand for places arising from the existing population as a direct result of either rising birth rates or net inward migration. The Councils also see development contributions which are required to mitigate the pupil demand from new housing development on education infrastructure. Nottinghamshire County Council and Nottingham City Council have documents providing guidance regarding how contributions are calculated.
- Nottinghamshire County Council: [Developer Contributions Strategy](#) (December 2021).
 - Nottingham City Council: [Education contributions from residential developments](#) (April 2021)

Key Delivery Organisations

- Nottinghamshire County Council
- Nottingham City Council

5. Healthcare

Overview

- 5.1. Nottingham University Hospitals (NUH) is the NHS Trust which covers the Greater Nottingham Area. NUH was established in 2006 following the merger of Nottingham City Hospital and Queen's Medical Centre (QMC). It has three main sites: QMC, City Hospital and Ropewalk House. It delivers district general services to 2.5m residents of Nottingham, Nottinghamshire and its surrounding communities.
- 5.2. Nottingham and Nottinghamshire Integrated Care System (ICS) is a partnership and collaboration that brings together NHS services, local authorities and other local partners across Nottingham and Nottinghamshire to collectively plan and deliver joined up health and care services.
- 5.3. Due to the large geographical area that the ICS covers, within the ICS, there are different partnership and delivery structures, which operate on different scales:
 - Neighbourhood – served by groups of GP practices working with NHS community services, social care, and other providers to deliver more co-ordinated and proactive services. Primary Care Networks (PCNs) will operate at this level.
 - Place – served by a group of health and care providers in a town or district and connecting PCNs to broader services, including those provided by local councils, community hospitals or voluntary organisations. Place-based partnerships and Health and Wellbeing Boards will operate at this level.
 - System – in which the whole area's health and care partners collaborate together to set strategic direction and to develop economies of scale. Provider collaboratives will operate at this level.

Key Organisations that make up the ICS:

Nottingham and Nottinghamshire ICS							
Nottingham City PBP 396,000 population		South Nottinghamshire PBP 378,000 population		Mid Nottinghamshire PBP 334,000 population		Bassetlaw PBP 118,000 population	
8 PCNs		6 PCNs		6 PCNs		3 PCNs	
Nottingham and Nottinghamshire CCG						Bassetlaw CCG	
Nottingham University Hospitals NHS Trust				Sherwood Forest NHS Foundation Trust		Doncaster and Bassetlaw NHS Foundation Trust	
Nottinghamshire Healthcare NHS Foundation Trust (mental health)							
Nottingham CityCare Partnership (community provider)		Nottinghamshire Healthcare NHS Foundation Trust (community provider)					
East Midlands Ambulance NHS Trust							
Nottingham City Council (Unitary)		Nottinghamshire County Council					
		Broxtowe Borough Council	Gedling Borough Council	Rushcliffe Borough Council	Ashfield District Council	Mansfield District Council	Newark & Sherwood District Council
Voluntary and community sector input		Voluntary and community sector input		Voluntary and community sector input		Voluntary and community sector input	

5.4. There are two Place-Based Partnerships which cover the Strategic Plan Area:

- The South Nottinghamshire Place-Based Partnership covers Broxtowe, Gedling, Rushcliffe and Hucknall (Ashfield). The partnership is built around six Primary Care Networks which are groups of GP practices that work alongside other services in the community.
- The Nottingham City Place Based Partnership covers the Nottingham City area and has eight Primary Care Networks.

5.5. The linkages between health and the built and natural environment have long been established and the role of the environment in shaping the social, economic and environmental circumstances that determine health is increasingly recognised. The environment in which we live in is inextricably linked to our health across the life course. For example, the design of our neighbourhoods can influence physical activity levels, travel patterns, social connectivity, mental and physical health and wellbeing outcomes.

5.6. A good planning system can create better places where it is easy for people to lead healthier lifestyles, in which illness is prevented, people's lives are improved with health and social care costs cut. The planning function in local government is an important lever to shape the natural and built environment

11 through green spaces, housing, transport and our high streets and town centres.

- 5.7. GP practices across the county are experiencing significant and growing strain with declining GP numbers and rising demand. The Greater Nottingham Growth Options Study (Aecom, July 2020) provided an overview of where there may be capacity issues in primary and acute healthcare. However, it should be noted that since this data was collected, service pressures for all areas of healthcare have increased significantly following Covid-19:

Assessment Area	Commentary
Gedling North	There is currently a surplus in provision for primary healthcare. Additional services in acute healthcare might be required to support potential growth.
Gedling South	There is currently a surplus in provision for primary healthcare. Additional services in acute healthcare might be required to support potential growth.
Rushcliffe East	There is currently a surplus in provision for primary healthcare at district level. Additional services in acute healthcare might be required to support potential growth
Mid Rushcliffe	There is currently a surplus in provision for primary healthcare. Additional services in acute healthcare might be required to support potential growth.
Rushcliffe West	There is currently a surplus in provision for primary healthcare. Additional services in acute healthcare might be required to support potential growth.
Broxtowe South	Information not provided.
Broxtowe North	Information not provided.

Key Considerations:

- There are pressures on health provision across all parts of the Greater Nottingham area, particularly following Covid-19, and contributions to increase healthcare capacity is likely to be required.

- 5.8. The Nottinghamshire Planning and Health Framework (2019 -2022) brings together the Spatial Planning for Health and Wellbeing for Nottinghamshire (2016) and Planning and Health Engagement Protocol (2017) into a single guidance document.
- 5.9. The purpose of this document is to present a holistic overview of health and planning across Nottinghamshire and to provide robust planning and health responses to planning applications, local plans, neighbourhood plans and other relevant planning documents, to ensure health is fully embedded into the planning process. In order to maximise health and wellbeing and ensuring that health/social care infrastructure requirements are considered to meet the growth requirements of the population of Nottinghamshire.
- 5.10. Nottinghamshire County Councils Health and the Nottingham City Council health and wellbeing board were established under the Health and Social Care Act 2012 and are a formal committee, tasked with promoting greater partnership working between the National Health Service, public health, and local government. The boards are responsible for improving the health and wellbeing of everyone in Nottinghamshire and Nottingham and reducing health inequalities in our communities.
- 5.11. The Nottinghamshire County Council [Joint Health and Wellbeing Strategy for 2022 – 2026 \[PDF\]](#) outlines how the board plans to enable everyone in Nottinghamshire to live healthier and happier lives, to prosper in their communities and remain independent in later life.
- 5.12. The Nottingham City Council [Joint Health and Wellbeing Strategy for Nottingham for 2022-2025](#) identifies health inequalities and identifies how these inequalities can be tackled and reduced.

Funding

- 5.13. Funding for new GP surgeries from new development is sought where there is insufficient capacity within existing facilities. Funding is also derived from S106 and CIL as a result of planning applications. Other funding mechanisms are available, however this depends on the nature of the project/development.

Key Delivery Organisations

- Nottingham City Council
- Nottinghamshire County Council
- Nottingham University Hospitals NHS Trust
- Nottinghamshire Healthcare NHS Foundation Trust
- East Midlands Ambulance NHS Trust
- Nottingham and Nottinghamshire Integrated Care Board
- NHS England

6. Utilities

Water Supply

- 6.1. The Greater Nottingham Strategic Plan area falls entirely within the remit of one Water Company - Severn Trent Water (STW) which has responsibility for providing clean water and sewerage services.
- 6.2. The Severn Trent Water area has been identified as 'seriously water stressed'. Serious water stress is defined in the Water Industry (Prescribed Conditions) Regulations 1999 as where 'the current household demand for water is a high proportion of the current effective rainfall which is available to meet that demand; or, the future household demand for water is likely to be a high proportion of the effective rainfall which is likely to be available to meet that demand'. Water companies in areas determined as an area of serious water stress must evaluate compulsory metering alongside other options through their Water Resources Management Plans. Local authorities can use the water stress determination to inform whether they can require the tighter standard of 110 litres per head per day in new developments.
- 6.3. STW's Water Resources Management Plan (2019) divides the supply area into 15 water resource zones. The relevant zone for the Strategic Plan is 'Nottinghamshire'. The plan forecasts that a significant deficit will develop between supply and demand for water over the medium term in the Nottinghamshire zone unless action is taken.
- 6.4. To address the identified deficit between supply and demand, new supply schemes are already proposed which includes new pipelines and pumping stations to be delivered between 2020 and 2045.
- 6.5. In addition to increasing supply sources, STW use demand management measures to reduce the amount of water used by:
 - Reducing leakage;
 - Helping customers to use less water through water efficiency activities and education; and
 - Increasing the coverage of water meters across the network to further reduce consumption and to improve understanding of water demand patterns.
- 6.6. As a result of the constraint in the region on water resources, it is recommended that the Strategic Plan includes policies to support water efficiency activities to help reduce demand from existing development and there needs to be further dialogue with Severn Trent Water regarding site allocations.

Waste Water Treatment

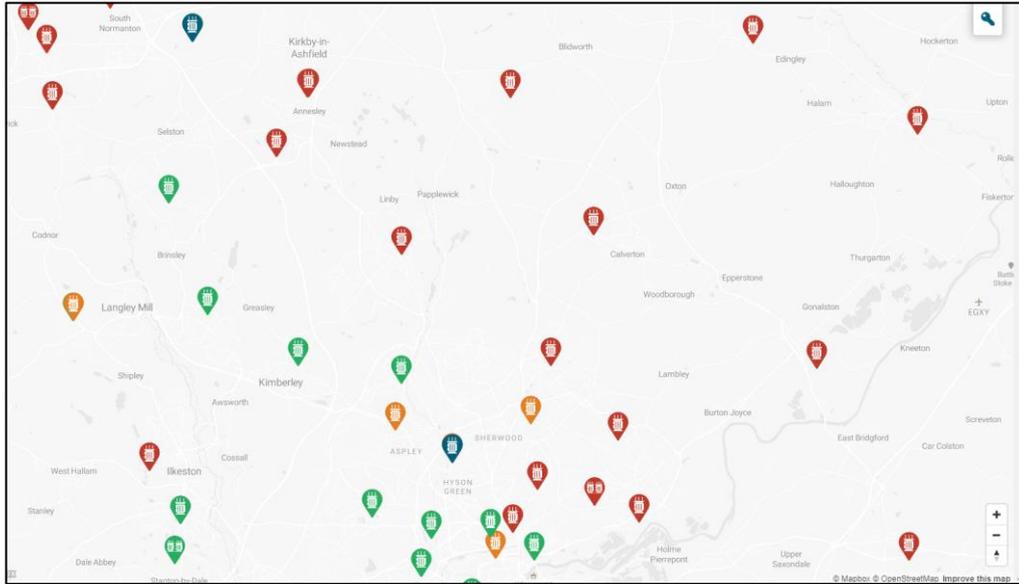
- 6.7. STW has published a Draft Drainage and Wastewater Management Plan (DWMP) which sets out long-term plans to accommodate future challenges for drainage and wastewater associated with climate change, population growth and increases in rainfall run-off associated with paving over permeable areas.
- 6.8. Greater Nottingham lies within the Lower Trent Strategic Planning Area (SPA) which is aligned to the Trent Lower and Erewash River Basin Management Catchment.
- 6.9. The DWMP: Level 2 Strategic Planning Area Assessment (Lower Trent) states that many of the Wastewater Treatment Works do not have large amounts of spare headroom built into their design just in case there is significant new development allocated within its catchment. Whilst STW take account of foreseeable growth set out in local development plans when they upgrade the Wastewater Treatment Works, they try to avoid building oversized, potentially expensive assets with underutilised capacity which can be inefficient and costly to operate. As a result, many Wastewater Treatment Works could struggle to accommodate future pressures from climate change, growth, and urban creep by 2050 and still maintain permit compliance without investment.
- 6.10. As the scope of DWMP is intended to inform the most appropriate high level direction for a catchment, it does not give more details as to what specific schemes are likely to be built with this detail to follow in the future.
- 6.11. Further engagement with STW is required to the impacts that growth will have on the sewers and wastewater treatment works.

Electricity

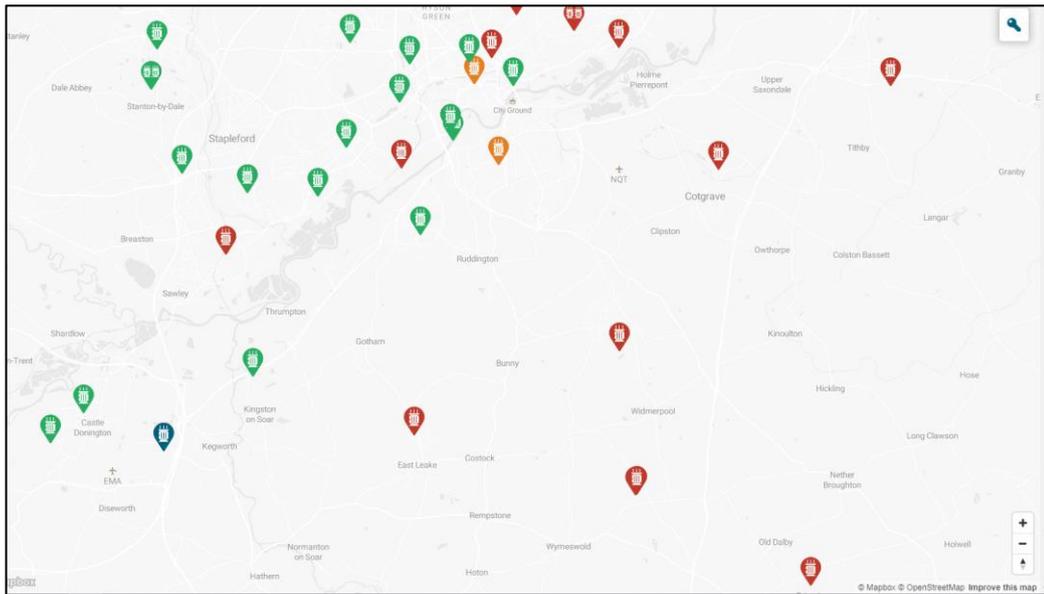
- 6.12. National Grid operates, owns and maintains the national electricity transmission network in England providing electricity supplies from generating stations to local distribution companies. The company has a statutory duty to develop and maintain an efficient, coordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity.
- 6.13. National Grid do not distribute electricity to individual premises but their role is to ensure a reliable and quality supply to all via a high voltage electricity system, which operates at 400,000 and 275,000 volts and is transmitted by a network of pylons, overhead lines, underground cables and substations.

- 6.14. To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations. If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. In addition, National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.
- 6.15. Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses. Western Power operate the local distribution network for the Greater Nottingham area.
- 6.16. It is likely that demand for electricity can be made for the proposed level of housing however, local electricity distribution reinforcement of networks will be necessary which is the norm for all proposed development. There may also be a need to reinforce primary networks (33,000Volts and above). Western Power do not build infrastructure in advance of firm connection requests and therefore early dialogue with developers is required on development and electricity infrastructure phasing.
- 6.17. Where reinforcement of the primary network may require the acquisition of new overhead line, cable routes and new substation sites, this will have long lead in and construction times with a 2-3 year lead in for a new Primary with possible longer lead in times for Bulk Supply Points. Developers may be required to pay for two main elements – the full costs of local infrastructure for the sole purpose of serving a development site and a proportion of any higher voltage reinforcement required to make the local connection (based on the proportion to be used by the development). Where adequate capacity exists ‘upstream’ reinforcement works may not be necessary.
- 6.18. Western Power has developed a network capacity map to give a general illustration of availability constraints:

Greater Nottingham (North):



Greater Nottingham (South):



Key:

 Bulk Supply Point (BSP)	Intermediate substation generally where 132kV is transformed down to 33kV
 High (Green)	15% total site capacity still available
 Medium (Amber)	5% to 15% total site capacity still available
 Low (Red)	Less than 5% total site capacity available
 Primary	Intermediate substation generally where 33kV is transformed down to 11kV
 High (Green)	20% total site capacity still available
 Medium (Amber)	10% to 20% total site capacity still available
 Low (Red)	Less than 10% total site capacity available

- 6.19. The mapping indicates that there are likely to be more capacity constraints to the east and to the south of Nottingham. There are also capacity constraints within Nottingham City.
- 6.20. Western Power has also developed a map to show capacity for electric vehicle charging. This indicates that for the majority of the area there is capacity for electric charging. However, there are some areas within the main built up area where managed charging would be required.
- 6.21. The Councils are keen to encourage a coordinated network of charging points across Greater Nottingham that will give residents and visitors the confidence to use electric vehicles. Nottinghamshire County Council (NCC), in partnership with Nottingham City (lead authority for this programme), Derbyshire County and Derby City Councils were awarded funding from the Office of Low Emission vehicles (OLEV) to help deliver a number of initiatives to promote and encourage ultra-low emission vehicles through the Go Ultra Low (GUL) programme. One element of this programme was the expansion of publicly accessible EV charge points to create an area-wide network across the four local authority areas. Charge points have been installed at key off-street locations near major roads, park and ride sites, council-owned car parks and retail outlets.
- 6.22. The [D2N2 electric vehicle charging point map](#) includes information on each of the charge points installed through the project, including the 23 sites located within Nottinghamshire.

Gas

- 6.23. National Grid owns and operates the high pressure gas transmission system in England (including pipelines, compressor stations and distribution networks). National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.
- 6.24. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and

changes in patterns of supply. Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

- 6.25. National Grid also owns and operates the lower-pressure distribution gas mains in the East Midlands delivering gas to homes and employment sites. Reinforcements and developments of local distribution network generally are as a result of overall demand growth in a region rather than site specific developments. A competitive market operates for the connection of new developments.
- 6.26. It is unlikely that any extra growth will create capacity issues given the scale of their transmission networks.

Renewable Energy

- 6.27. In terms of renewable or low carbon energy / wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.

Telecommunications

- 6.28. High speed internet is provided either through cables or masts (for example mobile phone masts). Telecoms provided through cables are defined as 'fixed' telecoms whilst the network of transceivers mounted on masts or tall buildings is often categorised as 'mobile' telecoms. Fixed telecoms are provided by commercial suppliers including OpenReach, and Virgin Media. These companies supply individual premises with connections however due to legacy issues relating to the infrastructure which is already in place and when this installed data speeds can often be lower in some areas than others.
- 6.29. [Better Broadband for Nottinghamshire](#) is a £31m+ partnership between the County Council and a range of funding partners including Central Government, Openreach and the area's district, borough and City councils. The Better Broadband for Nottinghamshire programme has ensured that 98.4% of the county's homes and businesses can access superfast broadband. In respect of the Greater Nottingham area, there is good access to superfast broadband although there are variations in access to full fibre broadband which is required for the quickest broadband speeds:

Local Authority	Access to superfast (>=30 Mbps)	Access to full fibre
Broxtowe	99.3%	49.5%
Gedling	99.1%	64.2%

Local Authority	Access to superfast (>=30 Mbps)	Access to full fibre
Nottingham City	98/7%	46.7%
Rushcliffe	98.5%	48.5%

- 6.30. Project Gigabit is a programme aimed at delivering nationwide gigabit-capable broadband. As part of this, a public review is being undertaken to identify areas in Nottinghamshire and West Lincolnshire that may be suitable for future public funding for gigabit-capable broadband. Access to broadband in rural areas has also been supported through the [Nottinghamshire Gigabit Broadband Voucher](#) scheme.

Key Considerations:

- Sufficient lead in time for Severn Trent is regarded as the most critical element in delivering water and waste water services. Early dialogue on development proposals will enable Severn Trent to plan for off site works and ensure sufficient resources. Inclusion of water efficiency measures will be an important element in managing future supply.
- No abnormal costs have been identified relating to gas distribution or gas supply. There may be additional costs related to local electricity distribution. Although Western Power has an extensive capital programme for reinforcement which is not attributable to individual developments they may recover costs of reinforcement works required to meet the needs of specific developments.
- Generally, new developments are expected to include superfast broadband connections to all new premises.

Key Organisations

- Severn Trent Water
- Environment Agency
- National Grid
- Western Power
- Cadent
- Nottingham City Council
- Nottinghamshire County Council

7. Flooding and Drainage

Context

- 7.1. The Environment Agency is responsible for managing flooding from major watercourses ('Main Rivers') and reservoirs.
- 7.2. The Flood and Water Management Act (2010) assigns powers and duties to Lead Local Flood Authorities for coordinating the management of local flood risk. Local flood risk includes flooding from minor watercourses ('Ordinary Watercourses'), surface water and groundwater. The Lead Local Flood Authorities are Nottinghamshire County Council and Nottingham City Council. The Lead Local Flood Authority acts as a required consultee on all major developments for surface water drainage.
- 7.3. The main source of flooding in the study area is from the River Trent and its tributaries, mainly the River Derwent and the River Soar. Other sources include the River Erewash, River Leen, River Smite and other smaller brooks and dykes.
- 7.4. Flood Zones 2 and 3 of the River Trent affect Nottingham City and the settlements of Toton, Attenborough, Rylands, Beeston, Clifton, Wilford, West Bridgford, Lenton, Adbolton, Colwick, Netherfield, Radcliffe on Trent, Stoke Bardolph and Burton Joyce.
- 7.5. The River Soar poses a risk of flooding to agricultural land and settlements including Sutton Bonington, Normanton on Soar and Stanford on Soar. Kingston Brook, a tributary of the River Soar flows westwards through Rushcliffe posing a particular flood risk to areas of East Leake and Kingston on Soar.
- 7.6. Significant flooding events related to the Trent occurred in 1998 and 2000 which highlighted the limitations of Nottingham's flood defences and led to a review of flood risk and the publication of the Fluvial Trent Strategy. This strategy and the River Trent Strategic Flood Risk Assessment informed the development of the Nottingham Left Bank Flood Alleviation Scheme (FAS) which was completed in 2012. The FAS reduces the risk of flooding to 16,000 homes and businesses along a 27 kilometre stretch of the River Trent, from Sawley to Colwick.
- 7.7. Flood Maps for Surface Water issued by the Environment Agency, which are based on national data and present a severe worst case scenario based on a 1:200 year event, indicate potential for surface water flooding in many existing urban areas. There is a particular risk of surface water flooding within the built up area of Nottingham.

- 7.8. It is recognised that climate change and development may have further adverse impacts on flooding and flood risk and that information relating to flood risk is dynamic and will need ongoing review.
- 7.9. A summary of flood risk for the assessment areas is provided below:

Assessment Area	Commentary	Recommendations
Gedling North	<p>Areas of high fluvial flood risk (Flood Zone 3) exist in Hucknall and Arnold associated with the River Leen, Day Brook and Baker Lane Brook, and in the east of Gedling North, associated with the headwaters of the Dover Beck.</p> <p>There are a number of ponds and reservoirs in the headwaters of the River Leen which pose a risk to areas downstream.</p> <p>Areas of high fluvial flood risk are likely to increase with climate change.</p> <p>High surface water flood risk is widespread across the area.</p> <p>The area surrounding Hucknall has an underlying geology that renders it susceptible to groundwater flooding.</p> <p>Flood Investigation Reports prepared under Section 19 of the Flood and Water Management Act identified this area as having experienced notable flooding in recent years.</p> <p>Surface flooding is recorded in the Section 19 Report for Calverton July 2013.</p> <p>Flooding occurs due to the impermeable nature of the geology and the capacity of the surface water drainage being exceeded.</p>	<p>Capacity constraint within the Day Brook/ River Leen catchment area. EA recommends restricting runoff rates from new developments in this area to a level that is lower than greenfield rates</p> <p>EA recommends the Strategic Plan makes the creation of additional flood storage a mandatory requirement for new developments in this area</p>
Gedling South	<p>Areas of high fluvial flood risk (Flood Zone 3) exist in Epperstone and Woodborough areas associated with the Dover Beck and ordinary</p>	<p>EA recommends the Strategic Plan makes the creation of additional flood</p>

Assessment Area	Commentary	Recommendations
	<p>watercourses which drain towards the River Trent.</p> <p>In the south, Burton Joyce, Stoke Bardolph, Netherfield and the Colwick areas are at high fluvial risk (Flood Zone 3) from the River Trent.</p> <p>Areas of high fluvial flood risk are likely to increase with climate change.</p> <p>High surface water flood risk is widespread across the area.</p> <p>In areas along the watercourses, the surface flow pathways are shown to interact with the ordinary watercourses.</p> <p>Flood Investigation Reports prepared under Section 19 of the Flood and Water Management identify this area to have experienced notable flooding in recent years.</p> <p>The area surrounding Stoke Bardolph and the River Trent have underlying geology that makes them susceptible to groundwater flooding.</p>	<p>storage a mandatory requirement for new developments in this area</p>
<p>Rushcliffe East</p>	<p>Large areas of high fluvial flood risk (Flood Zone 3) associated with the River Trent exist in Radcliffe-on-Trent, Holme Pierrepont, Lady Bay and West Bridgford.</p> <p>A large number of ordinary watercourses and ponds at Radcliffe-on-Trent, Holme Pierrepont, Lady Bay and West Bridgford also contribute to the fluvial flood risk.</p> <p>Areas of high fluvial flood risk are likely to increase with climate change.</p> <p>High surface water flood risk is widespread across the area.</p> <p>Areas surrounding the River Trent have an underlying geology that</p>	<p>Opportunities to improve fish passage (Holme Sluices at Colwick) – potential contributions from new developments</p>

Assessment Area	Commentary	Recommendations
	<p>makes it susceptible to groundwater flooding.</p> <p>Areas surrounding Aslockton and Scarrington have underlying geology that makes them susceptible to groundwater flooding.</p> <p>The July 2012 Cropwell Butler Section 19 Reports indicates the capacity of the surface water drainage was exceeded</p>	
<p>Mid Rushcliffe</p>	<p>Mid-Rushcliffe forms the headwaters of several watercourses which feed into the River Trent. Areas of high fluvial flood risk (Flood Zone 3) exist throughout the growth area associated with the relatively narrow floodplains of these watercourses.</p> <p>Areas of high fluvial flood risk are likely to increase with climate change.</p> <p>High surface water flood risk is widespread across the area. • There are several small watercourses shown to interact with surface water during high rainfall events.</p> <p>Areas surrounding Edwalton Park and Ruddington have underlying geology that makes them susceptible to groundwater flooding.</p>	
<p>Rushcliffe West</p>	<p>Areas of high fluvial flood risk (Flood Zone 3) exist throughout the growth area. The River Trent and its tributaries the Fairham Brook and Kingston Brook affect the northern area. To the west the River Soar is present.</p> <p>Areas of high fluvial flood risk are likely to increase with climate change.</p> <p>High surface water flood risk is widespread across the area.</p> <p>Flood Investigation Reports prepared under Section 19 of the</p>	<p>Opportunities to improve fish passage (Thrumpton Weir, Kingston on Soar, Ratcliffe on Soar and Normanton on Soar) – potential contributions from new developments</p>

Assessment Area	Commentary	Recommendations
	<p>Flood and Water Management for Gotham in June 2016 indicates flooding occurred as a result of the existing drainage capacity being overwhelmed, and due to the impermeable nature of the underlying geology.</p> <p>Areas surrounding Ratcliffe on Soar and Kingston on Soar have underlying geology that makes them susceptible to groundwater flooding.</p>	
<p>Broxtowe South</p>	<p>The majority of the broad area of search is at high risk of fluvial flooding (Flood Zone 3) associated with the River Derwent, River Erewash (and Erewash Canal) which all feed into the River Trent. Areas at risk include, Stapleford, and Beeston, however areas around Beeston benefit from the River Trent Left Bank Flood Alleviation Scheme. This scheme, which provides improved flood defences for the Beeston, Chilwell and Attenborough areas, has now been completed and provides a level of protection against the probability of a 1:100 year event occurring.</p> <p>1 in 100 year protection provided by the Left Bank Flood Alleviation Scheme should be considered for areas within Flood Zone 3 of the River Trent and Tinkers Leen. This area however remains at flood risk during a climate change and 1 in 1000 year flood, post completion of the Nottingham Left Bank Flood Alleviation Scheme.</p> <p>Areas of high fluvial flood risk are likely to increase with climate change.</p> <p>High surface water flood risk is widespread across the area.</p>	

Assessment Area	Commentary	Recommendations
	The underlying geology across most of the growth area makes it susceptible to groundwater flooding.	
Broxtowe North	<p>The centre and north of this growth area are at high fluvial flood risk (Flood Zone 3) associated with the River Erewash and tributaries.</p> <p>Areas of high fluvial flood risk are likely to increase with climate change.</p> <p>High surface water flood risk is widespread.</p> <p>The underlying geology across most of the growth area does not make it susceptible to groundwater flooding.</p>	Opportunities to upgrade several ageing flood defence assets in this area – potential contributions from new developments

Key Considerations:

- Greater Nottingham has large areas potentially at risk from flooding and climate change will increase this risk. Flooding constraints for specific sites need to be identified and there needs to be ongoing dialogue with the Environment Agency and the Lead Local Flood Authorities where appropriate.
- Flooding from ground water is a particular issue for Nottingham City’s urban areas.

Key Organisations

- Nottingham City Council
- Nottinghamshire County Council
- Environment Agency
- Severn Trent Water

8. Waste Management and Recycling

Context

- 8.1. Broxtowe, Gedling and Rushcliffe as the Waste Collection Authorities are responsible for collecting waste from households in their district, with Nottinghamshire County Council responsible for managing this waste as the Waste Disposal Authority. As a unitary authority, Nottingham City Council is both the Collection and Disposal Authority.
- 8.2. Both Nottingham County Council and Nottingham City Council are also responsible for waste planning, including the development of Local Plans relating to Waste and determining applications for waste development.

Joint Waste Local Plan

- 8.3. Nottingham City Council and Nottinghamshire County Council are preparing a new Joint Waste Local Plan, which will when adopted, replace the Waste Core Strategy (2013) and Waste Local Plan (2002). This will form the land use planning strategy for waste development within Nottinghamshire and Nottingham up to 2038. It will provide the basis for the determination of waste planning applications within the Plan Area. To support the Waste Local Plan, a Waste Needs Assessment (WNA) was commissioned to set out information on current waste and forecasts likely future growth for each of the main waste streams. The assessment then looks at existing waste management capacity within the Plan area and makes specific recommendations as to whether additional facilities are likely to be needed.
- 8.4. The updated WNA has confirmed that on average approximately 2.5 million tonnes of waste is produced across the Plan area each year. This is from a variety of sources including Local Authority Collected Waste from households and schools; commercial and industrial waste from shops, offices, and factories; and construction, demolition, and excavation wastes such as rubble and soils.
- 8.5. Local Authority Collected Waste (LACW) is made up of household waste collected at the kerbside from individual households (or taken by householders to a local authority recycling centre/civic amenity site) and also any non-household waste that is collected by the local authority from local businesses (also known as trade waste). The amount of LACW waste generated each year has remained relatively stable over the last ten years, ranging between around 540,000 and 580,000 tonnes per year. Most of this waste is recycled, composted, or recovered, including being used to produce energy and heat. Relatively little now goes to landfill. In 2019, the household waste recycling rate was at 43% within Nottinghamshire and 27% within Nottingham.

- 8.6. The amount of commercial and industrial (C&I) waste produced by shops, offices, factories, and other businesses has fluctuated considerably over the last ten years from a peak of almost 1.4 million tonnes in 2013 down to a low of just under 500,000 tonnes in 2016. In 2019, the amount of commercial and industrial waste recorded increased suddenly by 26% from the previous year to almost 950,000 tonnes. This large increase may be the result of major changes in waste markets over the last two to three years including the closure of certain export markets. The WNA analysis suggests that most C&I waste is now recycled or composted with only around 10% sent to landfill.
- 8.7. Construction, demolition, and excavation (CD&E) waste comes from construction activities such as house building, road building and other infrastructure schemes. CD&E waste arisings have increased overall since 2010, reaching a high of 1.5 million tonnes in 2014, but have since fluctuated between roughly 950,000 and 1.2 million tonnes per annum. It is estimated that just over 80% of CD&E waste is recycled or recovered with less than 20% disposed of to landfill.

Future Need

- 8.8. Based on scenarios outlined within the Draft Joint Waste Local Plan:
- There is sufficient recycling/composting capacity to manage the Plan area's LACW, C&I and CD&E waste up to 2038.
 - Landfill capacity for LACW and C&I waste is effectively exhausted, and the Waste Needs Assessment estimates that up to 3.5 million tonnes of waste could require landfilling over the plan period, depending on future recycling and recovery rates. Landfill capacity for CD&E waste is currently adequate but could run out close to the end of the Plan period. Opportunities for future non-hazardous landfill, to manage LACW and C&I waste, are limited within the Plan area due to the underlying geology and groundwater constraints.
 - Nottingham and its surrounding built up areas, including Hucknall, Arnold, Beeston, Carlton, Stapleford, West Bridgford and Clifton, form the major/main urban centre for population and employment. The development of new, or extended, waste facilities to serve these areas is therefore key to managing planned future employment and housing growth.
- 8.9. The County Council operates a network of twelve recycling centres across the county where householders can take household items and garden waste for recycling. However, several of these centres are now at or close to capacity and will not be able to accommodate the additional demand generated by the level of expected housing growth in their catchment area. It

may therefore be necessary to seek developer contributions towards the construction of a new or expanded recycling centre.

Assessment Area	Commentary
Gedling North	The area is served by the Calverton Recycling Centre which has reasonable additional capacity.
Gedling South	The area is served by the Calverton Recycling Centre which has reasonable additional capacity.
Rushcliffe East	A new Recycling Centre is required for Rushcliffe. The current site at West Bridgford is close to capacity.
Mid Rushcliffe	A new Recycling Centre is required for Rushcliffe. The current site at West Bridgford is close to capacity.
Rushcliffe West	A new Recycling Centre is required for Rushcliffe. The current site at West Bridgford is close to capacity.
Broxtowe South	The Recycling Centres in Broxtowe currently have a reasonable amount of capacity.
Broxtowe North	The Recycling Centres in Broxtowe currently have a reasonable amount of capacity.

Future Projects:

- **New Recycling Centre for Rushcliffe:** The existing West Bridgford recycling centre is the only site currently operating in Rushcliffe. The centre occupies a small, constrained site, and has a history of traffic issues due to the location and lack of space for queuing onsite or offsite. The facility is now at full operating capacity and cannot be expanded. It is proposed to develop an additional recycling centre to meet anticipated future housing growth and address under-capacity within the existing recycling centre network.
- **New Waste Transfer Station – Colwick:** The existing Waste Transfer Station at Freeth Street in Nottingham needs to be relocated due to the redevelopment of the area for housing. An alternative site is required to maintain a safe and convenient delivery point for collection vehicles from Broxtowe, Gedling and Rushcliffe. It is proposed to construct a new Waste Transfer Station at Colwick to handle up to 125,000 tonnes of Local Authority Collected Waste per year.

Key Considerations:

- New, or extended, waste facilities may be required. The Joint Waste Local Plan takes into consideration future growth but localised issues will need to be considered.

Funding

- 8.10. In cases where a new site is required it may be possible for a developer to gift land that is deemed to be in a suitable location for the construction of a new recycling centre.

Key Organisations

- Nottingham City Council
- Nottinghamshire County Council

9. Blue and Green Infrastructure and Open Space

Context

- 9.1. Blue and Green Infrastructure (BGI) assets and open spaces are wide ranging and vary in scale. They can range from small green spaces, such as domestic gardens and street tree avenues, to playing pitches and recreation grounds, river valleys, canals and lakes, cycle routes, local nature reserves and woodlands. The Greater Nottingham area already has a wealth of BGI assets, notably the River Trent corridor, areas within the Sherwood Forest, including the Greenwood Community Forest, country parks, numerous formal parks, local open spaces, and extensive rights of way network that links the City, suburban areas, towns and rural villages to each other and the wider countryside. BGI assets also have an important role in health and wellbeing for existing and proposed residents.
- 9.2. The River Trent corridor cuts through the Greater Nottingham area, providing accessible sport and recreational opportunities, wildlife habitats and an ecological corridor, water supplies, reduces local temperatures, and offers non-motorised active travel opportunities.
- 9.3. There is a clear overlap between BGI and ecological networks which seek to prevent the ecological isolation of sites through the creation of wildlife route ways and stepping stones. These provide habitats for species and enable their migration.
- 9.4. The Environment Bill requires that local authorities identify Nature Recovery Networks (building on ecological networks), co-operate on the development of Nature Recovery Strategies (which set out priorities and opportunities), and from 2023, it requires that developments achieve a minimum of 10% net gain in biodiversity. The requirement to provide a minimum of 10% net gain will provide opportunities to improve the ecological (nature recovery) network, through targeted habitat enhancements in locations that increase net-gain on sites and also connect habitats, improving the wider network.
- 9.5. In addition to existing BGI assets, there are numerous types of spaces that have the potential, if improved, to provide BGI. Most notably brownfield sites that separate existing BGI assets and could, if improved, connect these spaces and improve the wider network. Existing open spaces may also provide opportunities to increase their functions, through habitat enhancements or the provision of new facilities such as play spaces or leisure facilities. New residential developments provide a clear opportunity to enhance BGI, whether within the site or off-site and this strategy assists in achieving this objective.

Blue-Green Infrastructure Strategy

- 9.6. A Blue-Green Infrastructure (BGI) Strategy has been prepared to identify the strategic network and opportunities to create and enhance them and connect to local (non-strategic networks). The BGI Strategy updates the 6Cs Green Infrastructure Strategy (2010) which underpinned evidence for the Aligned Core Strategies.
- 9.7. The BGI strategy sets out a planned strategic approach to BGI across the whole of Greater Nottingham taking account of current conditions and future opportunities within urban areas, urban fringe and rural locations. Priorities for delivery of the Strategy focus on the need for an integrated approach to BGI across the whole Greater Nottingham area and to build design and quality into the delivery of successful schemes. It identifies five priorities;
1. Supporting healthy and active communities;
 2. Supporting sustainable growth access the Greater Nottingham area;
 3. Protecting and enhancing biodiversity, heritage assets and landscapes;
 4. Mitigating the causes and effects of climate change; and
 5. Effective planning and delivery for Blue- Green Infrastructure.

The Trent Gateway

- 9.8. The Environment Agency (EA) and partners published the Trent Gateway Report in 2020. This identifies a strategic landscape vision and masterplan for the Trent Gateway in the East Midlands, covering a 75km length of the River Trent between Sawley Weir in Erewash and Cromwell Weir in Newark. As such it is an important strategic BGI document for the River Trent corridor as it passes through the Greater Nottingham Area.
- 9.9. The aims within the Trent Gateway are to deliver a functioning watercourse that reduces flood risk, creates and connects habitats, and complements the aims of a wide range of stakeholders, as well as supporting sustainable growth and local economic agenda.
- 9.10. Alongside larger opportunities, the Masterplan for the Trent Gateway identifies a range of smaller scale but important projects that will make a difference for a range of species and habitats, enhancing the catchment for wildlife and opportunities for people to experience that rich and varied wildlife in this important blue corridor.
- 9.11. This BGI Strategy identifies opportunities along the River Trent Valley which complement the objectives and site specific projects within the Trent Gateway area.

Existing Assets

- 9.12. The BGI Strategy identifies and maps existing assets within the Greater Nottingham area. Whilst there is a wide distribution of assets across the area, there is a concentration of assets within the River Trent Corridor; these are connected by pedestrian and cycle routes. Many of these assets provide multifunctional benefits, most notably the wetland environments, large informal open spaces and sports facilities which are highlighted within the discussion of natural environment, recreation and flood water regulation.
- 9.13. Attenborough Nature Reserve which due to its size, the multifunctional benefits it provides, and its location, is a significant strategic asset in its own right. Blue infrastructure at Colwick and on the opposite side of the River Trent at Holme Pierrepont are also important. The importance of the River Trent and land either side, as a primary (sub-regional) corridor (within all the authority areas) with connections to Derby and Newark, is also identified.
- 9.14. A considerable number of rights of way and bus routes interconnect with the regional / sub-regional trails that follow the River Trent and recreational spaces, as does the Nottingham Tram (at Wilford and the Meadows). There remain further opportunities to improve non-car crossings to better connect BGI assets along the River Trent.
- 9.15. Within the urban area, recreational open spaces are distributed widely with limited apparent strategic connectivity. These comprise parks, playing fields and sports pitches that serve local communities.
- 9.16. Canals are also identifiable as important linear routes which connect communities, most notably the Grantham Canal which connects villages and towns and is an important local recreational asset. There are a number of non-motorised (or quiet lanes) that interconnect with the canal at Cotgrave.
- 9.17. Beyond the main urban area, the Sherwood Forest provides nature conservation and informal recreation. It can be accessed via National Cycle Route 6, however, with the exception of the Robin Hood Way there are limited rights of way which connect the open access woodland.
- 9.18. Less extensive is a patchwork of woodland and grassland areas to the south of the study area, within the Nottinghamshire Wolds in Rushcliffe, which are on elevated ground beyond the more intensively farmed areas closer to the main urban area. These circle east to west from Cotgrave round to Gotham and include areas around Keyworth and East Leake. Closer to the main area there are a number of sustainable greenway routes and BGI assets in and around Ruddington and Edwalton.
- 9.19. The BGI Strategy identifies that there is an absence of locally accessible natural green space within the centre of Nottingham. The ring of larger

natural green spaces, including country parks around the main urban area of Nottingham do provide accessible green space for a considerable number of residents. However, residents within Basford and New Basford, and south through Forest Fields, the Park, the Meadows to West Bridgford are not within an accessible distance of natural green spaces larger than 0.5ha. Whilst residents within rural areas have access to a comprehensive network of rights of way, they do not have access to larger natural green spaces.

Opportunities

- 9.20. Opportunities identified within the BGI Strategy and the Trent Gateway Project include improvements to recreational and visitor facilities where these can be delivered without adversely affecting the ecological network, accompanied by creation and enhancement of priority habitats and connectivity along river and canal corridors. In addition to biodiversity gains, re-naturalisation of rivers provides an opportunity to improve flood storage, improve water quality and improve fish passage up rivers.
- 9.21. Specific short, medium and long term opportunities along the River Trent include the regeneration of Ratcliffe on Soar Power Station (this could also benefit the River Soar), opportunities for improving connectivity along the River Trent and in terms of both riverside routes and improved access routes to and from the River Trent. Many of these offer the opportunity also to improve ecological networks.
- 9.22. Specific improvements in connectivity exists within development sites at Beeston, Toton (via Erewash Valley) and within the City. Opportunities to improve connectivity to BGI networks along the Beeston Canal, former Cotgrave Mineral Line and River Leen also exist. Improving the pedestrian and cycle infrastructure along the north bank of the river within Gedling is also identified.
- 9.23. Along the River Leen, redevelopment of adjacent land offers opportunities to naturalise the river, increase semi-natural habitats and improve active travel infrastructure. It could also contain drainage systems that provide wetland habitats that connect to and improve the network of BGI along the River Leen. These could assist in reducing flood events as water storage capacity is increased. Critically the River Leen flows through areas of greater deprivation and density where there is less access to natural and semi-natural green spaces.
- 9.24. The Sherwood Forest and Greenwood Community Forest extend north of the main urban area within the strategy area between the Erewash Canal and the River Trent. Given the area's close proximity to large centres of population, there is significant potential to increase visitor numbers (for recreation and enjoyment of the natural environment) whilst maintaining sustainable woodland management for the benefits of forestry and

biodiversity (parts of the forest are identified as a potential Special Protection Area (for the protection of Nightjar) in addition to Sites of Special Scientific Interests, National and Local Nature Reserves and Local Wildlife Sites).

- 9.25. The BGI Strategy also outlines opportunities to enhance secondary networks and more local networks including opportunities to improve connectivity and the environment along the Nottingham and Beeston Canals, including the restoration of the Bennerley Viaduct.
- 9.26. North of Nottingham, within Gedling, a number of routes converge on Calverton and the Sherwood Forest, including the Calverton Mineral Line and Watnall Coppice to Kimberley Cutting. These provide recreational routes east / west, however connectivity of the former mineral line does breakdown at its western end, at the former colliery. Opportunities exist through strategic development at Calverton to improve this connectivity and the local environment of these corridors.
- 9.27. The Bestwood Country Park to Calverton comprises a number of connected rights of way that provide opportunities to link populations in the west of Nottingham's main urban area to Sherwood Forest. It would also provide a link to the Calverton Mineral Line and developments at Calverton.
- 9.28. Opportunities at Redhill exist to improve BGI, within the Urban Fringe, where this route meets the edge of the main urban area.
- 9.29. South of the River Trent, within Rushcliffe, a significant number of Secondary Strategic Networks converge with the River Trent Sub Regional Network. These include the Fairham Brook, Grantham Canal, A52 and Edwalton / Ruddington networks of BGI. This connectivity should be maintained and enhanced.
- 9.30. Strategic and non-strategic developments on the edge of the main urban area (within the Urban Fringe) provide significant opportunities to improve priority habitats, recreational open spaces, accessibility and active travel options (e.g. along Fairham Brook, between Ruddington and the main urban area, Radcliffe on Trent and the main urban area, and critically along the Grantham Canal, a number of rural villages and Grantham to Nottingham). In addition to the Canal, further new and improved connections south and east of the main urban area should be delivered as part of the Gamston Strategic Urban Extension.
- 9.31. Beyond the urban area, elevated land within the Nottinghamshire Wolds extends round from West Leake to Radcliffe on Trent and contains a network of connected rights of way and woodland and grassland habitats that are identified as Secondary Strategic Networks (Keyworth / Clipston / Cotgrave, Gotham / Bunny / Keyworth, and Kingston Brook). Opportunities exist to improve rights of way, informal recreational spaces and habitat connectivity.

- 9.32. Within the main urban area of Nottingham north of the River Trent, within densely populated and deprived areas, there are a limited number of strategically significant BGI assets and routes. There is however a network of assets and corridors that circle the edge of the urban area within Gedling and Nottingham City. Opportunities exist to naturalise and enhance watercourses (similarly to the River Leen) alongside neighbouring land (e.g. at Ventnor Rise) and improve habitat connectivity. There is also potential to create dedicated walking and cycling routes at Colwick, and between Arno Vale and Mapperley Plains.

Key Considerations:

- Development should seek opportunities to enhance blue and green infrastructure and open spaces and have regard to the recommendations within the Blue and Green Infrastructure Strategy and other relevant strategies.

Key Organisations

- Nottingham City Council
- Nottinghamshire County Council
- Natural England
- Environment Agency
- Derbyshire and Nottinghamshire Wildlife Trusts
- Nottinghamshire Biodiversity Action Group

10. Community Facilities

Context

- 10.1. This section of the IDP will focus on libraries, sports and leisure facilities and community buildings.
- 10.2. The NPPF states that strategic planning policies within local plans should make provision for infrastructure for community facilities. Community facilities make an essential contribution to the health, wellbeing, development and education of individuals living and working in the plan area. There are substantial health benefits associated with access to community and family centres, including not just physical health, but also better mental health, through increased social interaction.
- 10.3. Community infrastructure helps to create, sustain and energize communities. It ranges from purpose-built community facilities such as libraries, sports and leisure centres, community centres and village halls to allotments, sports pitches and open spaces equipped for recreational use. Together these places support the activities which are required to help build community, foster a sense of place, meet the cultural and recreational needs of communities and promote community wellbeing.
- 10.4. Strategically, it is important that the IDP recognises the need to be flexible over the plan period, as the needs of the community will change over time. Therefore, the IDP will need to pick these issues up as they arise - it is a 'living' document which will be regularly updated.
- 10.5. There are no national or local standards for the provision of community facilities and there is scope for innovation, and details will need to be worked up which address the particular needs and issues of each development.

Libraries

- 10.6. Nottinghamshire County Council and Nottingham City Council have a statutory responsibility under the terms of the 1964 Public Libraries and Museums Act to 'provide a comprehensive and efficient library services for all persons desiring to make use thereof'. Nottingham City Council as unitary authority are responsible for all libraries within the City boundary, whilst Nottinghamshire County Council are responsible for Libraries within Broxtowe, Gedling and Rushcliffe.

Local Authority Area	Libraries
Nottingham City	Aspley Basford Bilborough Bulwell Riverside Central Library Clifton

Local Authority Area	Libraries
	Dales Centre HMP Library (in partnership with HM Prison Service) Hyson Green (Mary Potter Centre) Radford-Lenton Library/ Nottingham Performing Arts Sherwood Southglade Park St Ann's Valley Strelley Road The Meadows Wollaton
Broxtowe Borough	Beeston Eastwood Inham Nook (Chilwell) Kimberley Stapleford Toton
Gedling Borough	Arnold Burton Joyce Carlton Carlton Hill Calverton Gedling Woodthorpe Mapperley Ravenshead
Rushcliffe Borough	Bingham Cotgrave Sutton Bonington East Leake Gotham Community Partnership Library Keyworth Radcliffe on Trent Ruddington West Bridgford

- 10.7. Nottingham's new Central Library, the replacement for the old Central Library on Angel Row will be open to the public in summer 2023 after the work to turn the building into a modern library has been completed.
- 10.8. The majority of funding for library services comes from public funding. Nottingham City Council and Nottinghamshire County Council are the main funders for Libraries, Archives and Cultural services. The Education and

Skills Funding Agency (ESFA) and the Arts Council England also fund specific areas of delivery.

- 10.9. Where new development places demand on the library network above its physical capacity, a new library or an extension to an existing facility may be required. The need for a contribution will be established by comparing the current capacity of the nearest, existing library and population it serves with the number of people expected to be generated by the new development. The capacity of the library is determined based on the Museums, Libraries and Archives (MLA) recommended service requirement of 30m² of public library space per 1,000 population. The catchment population of the library is identified by the home addresses of customers who borrow from that library using data from the Library Management System.

Sports and leisure facilities

- 10.10. There are a range of public and private sport and leisure centre facilities within the Greater Nottingham area. This includes facilities of national or regional importance such as Trent Bridge Cricket Ground and Holme Pierrepont National Water-sports Centre.
- 10.11. Each authority has a Playing Pitch Strategy (PPS) which provide a clear strategic framework for the maintenance, development and improvement of existing outdoor sports pitches and ancillary facilities. There are also Leisure Strategies which have been prepared to ensure leisure provision meets the needs of the residents.

Authority	Strategy
Broxtowe	Playing Pitch Strategy Identified potential shortfall in football pitch provision.
Gedling	Playing Pitch Strategy Identified improvements required in football and hockey pitch provision.
Nottingham City	Playing Pitch Strategy Identified potential shortfall of youth football pitches, a 3G pitch, one cricket pitch and rugby union pitch provision.
Rushcliffe	Playing Pitch Strategy Identified shortfall in natural grass pitches which may be partly accommodated through investment at existing sites.

- 10.12. There is also leisure centre provision within each authority area.

Authority	Leisure Centres
Broxtowe	Leisure was established in October 2016 to run leisure centres and cultural and sports events in Broxtowe Borough. Bramcote Leisure Centre, Chilwell Olympia, Kimberley Leisure Centre
Gedling	Arnold Leisure Centre, Redhill Leisure Centre, Carlton Forum Leisure Centre, Calverton Leisure Centre, Richard Herrod Centre
Nottingham City	Clifton Leisure Centre, Djanogly Community Leisure Centre, Harvey Hadden Sports Village, Ken Martin Leisure Centre, Southglade Leisure Centre, Victoria Leisure Centre.
Rushcliffe	Bingham Arena, Cotgrave Leisure Centre, Keyworth Leisure Centre, Rushcliffe Arena, East Leake Leisure Centre

Museums, Galleries and Attractions

- 10.13. The Covid-19 pandemic and resulting lock downs and social distancing requirements significantly affected the use of and income for cultural facilities across the UK.
- 10.14. The key issue for future years is likely to involve encouraging people back to use such facilities and to seek revenue support to ensure that the services and programmes to meet community needs can be provided.
- 10.15. Culture, creativity and the arts can contribute to the economic recovery and to the visitor economy. Furthermore, there may be opportunities for new users as more people may be in their local areas, due to increased working from home compared to the case pre-pandemic.
- 10.16. The area has significant strengths with regard to both culture and sport, having a critical mass of attractions and facilities which is an important part of the tourism and visitor 'offer'. These facilities are also important in the ongoing economic development of the area, both directly and through their contribution to the area's quality of life. As such, existing facilities will be protected and enhanced where there is a continuing viable need for them, and where they are affected by development, suitable alternative provision will be sought.
- 10.17. The City Centre is particularly well served by cultural facilities and is the premier tourist destination, with 'Nottingham Contemporary' art gallery and the Galleries of Justice being just two examples, while the south east of the Nottingham conurbation is home to Trent Bridge Cricket Ground, the

Nottingham Forest and Notts County Football Grounds, and the watersports centre at Holme Pierrepont. Both these locations could benefit greatly from further development, which will assist in meeting the aim of making Nottingham a top European destination for sport and culture (sport is an important theme in Nottingham City's Sustainable Community Strategy).

- 10.18. An important part of the cultural, tourism and sporting offer is more evenly spread across the plan area, for instance the Lakeside Arts Centre at the University of Nottingham, the New Art Exchange in Hyson Green, and the International Tennis Centre at Highfields. Tourism is also important more widely, centred around Robin Hood, Byron and DH Lawrence, and has an important role for towns such as Eastwood and Hucknall. Similarly, the Sherwood Forest Regional Park has the potential to increase visitor numbers, and there will be opportunities to expand and enhance existing facilities, both here and elsewhere, as well as encouraging new provision. This will be particularly encouraged where a critical mass of facilities can be created, for instance further enhancing the facilities within Nottingham City Centre.
- 10.19. The role of community level culture and sporting facilities is vitally important in creating sustainable and healthy neighbourhoods. In addition, facilities for faith groups provide important cultural facilities at a local level. However, these can require sensitive development when they serve wider purposes, especially if large numbers of visitors are anticipated. In some instances, it may be that new religious and cultural facilities need to be located outside of local centres in order to serve the catchment for the proposed facilities where this local need is shown not to be adequately addressed within a local centre. In addition, proposals in and around existing religious facilities needs to be dealt with sensitively.

Key Considerations:

- Ensure new development provides adequate community facilities, including sports and leisure provision, to meet increased demand and also supports existing facilities.

11. Emergency Services

Context

- 11.1. There are three main emergency services operating in Greater Nottingham – the Police, Fire and Rescue and Ambulances. These are responsive organisations with a duty to serve the population within their area, and so the deployment of resources is based on response times to serve the population.

Police

- 11.2. Nottinghamshire Police provide police services to Greater Nottingham residents. Development in Greater Nottingham will result in increased demand on the police service. The location and amount of development will influence if and how the service will need to adapt to accommodate the new population.

Fire and Rescue

- 11.3. Nottinghamshire Fire and Rescue Service (NFRS) is responsible for fire and rescue services. Within the Greater Nottingham area there are 10 fire stations:

	Broxtowe	Gedling	Nottingham City	Rushcliffe
Whole-time		Arnold Carlton	Stockhill London Road Highfields	West Bridgford
On-call	Eastwood Stapleford			Bingham East Leake

- 11.4. The main risks relate to property/ premises fire, flooding and water risk, road and transport accidents. The location and amount of development will influence if and how the service will need to adapt to accommodate the new population.

Ambulance Service

- 11.5. East Midlands Ambulance Service (EMAS) covers the six counties of Derbyshire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire and Rutland. There are 70 facilities, including ambulance stations, community ambulance stations and two Emergency Operations Centres, one of which is in Nottingham. The spatial distribution of development in the emerging local plan will be discussed with the ambulance service.

Key Considerations:

- Funding for the three emergency services comes from government budgets and council tax. Developer contributions may also be required if there is a demonstrable requirement.

Key Delivery Organisations

- Nottinghamshire Police
- Nottingham Fire and Rescue
- East Midlands Ambulance Service

12. Conclusion

- 12.1. This baseline assessment is the first stage in the process of preparing the Infrastructure Delivery Plan and has been produced to support the Preferred Approach Consultation. It has provided an initial assessment of the levels of existing infrastructure provision in order to identify where further engagement with stakeholders is required. The document provides a considerable amount of data in terms of understanding what improvements need to be made to the existing infrastructure as well as knowing what new infrastructure is needed. The Councils will be working closely with providers in trying to provide more specific information over infrastructure requirements as part of preparing the Strategic Plan.
- 12.2. It is important to note that this document has been prepared at an early stage of the Strategic Plan and there are numerous topic specific evidence bases which have been commissioned which will inform future iterations of this report. As such, future iterations of the IDP will take account of these evidence bases, allowing a more detailed analysis and explanation of infrastructure issues and proposals. Future iterations of the IDP will set out the specific infrastructure requirement for the site allocations, how these will be funded, delivered and by what timescale.

Appendix 1: Preferred Approach Strategic Sites

Broxtowe Borough Council / Nottingham City Council

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
Boots	<p>Outline for 675 dwellings across sites.</p> <p>Reserved Matters for 622 dwellings (216 in Nottingham City and 406 in Broxtowe Borough).</p>	<p>The outline planning permission provides up to 82,000sqm of employment floorspace, comprising office units (E); research and development (E); industrial process (E); general industrial (B2); storage and distribution (B8); residential institutions (C2); non-residential institutions (E/F1); up to 2,500sqm retail & food/drink (E and sui generis).</p>	<p>New access road has been constructed through the site. Contribution to improving bus services.</p> <p>Education contributions to be paid to Nottingham City Council and Nottinghamshire County Council.</p> <p>Health capacity was considered as part of the planning application.</p> <p>Utilities: No abnormal issues identified as part of the planning process.</p>

Broxtowe Borough Council

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
Field Farm	Of the 450-unit outline planning permission, approximately 330 houses remain undeveloped.	N/A.	<p>Enhancements to footpath/cycle way on Ilkeston Road. Localised highway junction improvements.</p> <p>Contribution towards primary and secondary school provision.</p> <p>Utilities: No abnormal issues identified as part of the planning process.</p>
Toton Strategic Location for Growth	1,400 to 1,700 units in the plan period (Broxtowe Part 2 Local Plan refers to a capacity of 3000 units).	<p>Approximately 5.88 hectares of land for mixed employment uses. Approximately 10,000 sq m for offices including innovation campus and high skilled jobs.</p> <p>Innovation campus is likely to be E(g) Use Class uses (offices, research and development and high-tech light manufacturing) with complementary uses such as hotels and conference facilities supported.</p>	<p>Detailed technical and design work ongoing. Physical infrastructure interventions likely to be required include: A52 - Stapleford Lane and a boulevard linking Toton Lane to the railway station; access improvements on the A52, Bessell Lane; and NET extension to the railway station. Cycle and footpath enhancements in local area.</p> <p>Existing facilities are at capacity in the local area. The development provides the opportunity to deliver new facilities to meet the needs of local people and new residents.</p> <p>Existing doctors' surgeries in the area surrounding Toton and Chetwynd Barracks are at capacity. New primary healthcare provision will need to be made on-site to meet the patient</p>

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
			<p>demand from new development, both within the plan period to 2028 and beyond.</p> <p>Physical infrastructure interventions likely to include undergrounding of the high voltage cables west of Toton Lane.</p>
Chetywnd Barracks	The site is considered to have a capacity of 1500 units (to be delivered within the plan period).	The site is allocated for small scale employment and retail use, ancillary to the main housing allocation.	<p>Detailed technical and design work ongoing in conjunction with work being undertaken for Toton Strategic Location for Growth site. Will include enhancements to walking and cycling links and improved permeability through the site.</p> <p>Existing facilities are at capacity in the local area. The development provides the opportunity to deliver new facilities to meet the needs of local people and new residents.</p> <p>Existing doctors' surgeries in the area are at capacity. New primary healthcare provision will need to be made to meet the patient demand from new development, both within the plan period to 2028 and beyond.</p> <p>Utilities: No abnormal requirements identified but detailed work currently being undertaken.</p> <p>Enhancements to open space and green infrastructure.</p>

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
			Development should enhance or better reveal the significance of any heritage assets, including improving public access.

Gedling Borough Council

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
Teal Close	228 dwellings completed (ACS allocation) 579 dwellings remaining (ACS allocation)	3.4 ha of employment land completed (ACS allocation) 3.05 ha of employment land remaining (ACS allocation)	Infrastructure issues considered as part of the planning application process. Development is now under construction.
Gedling Colliery/Chase Farm	965 dwellings	2.45 ha remaining	Infrastructure issues considered as part of the planning application process. Development is now under construction.
Top Wighay Farm	38 dwellings completed (ACS allocation) 805 dwellings remaining (ACS allocation) 640 dwellings (proposed extension)	8.55 ha (gross), 6.5 ha (net) based on planning application (2020/0050).	Further highway/ transport investigation work required. Utilities: Potential improvements may be required to water supply. Additional or extensions to existing education facilities may be required to support growth

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
			<p>generated from the area of search's development.</p> <p>Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>
North of Papplewick Lane	172 dwellings completed (ACS allocation) 83 dwellings remaining (ACS allocation)	N/A	Infrastructure issues considered as part of the planning application process. Development is now under construction.

Nottingham City Council

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
Broad Marsh	1,000 homes	Offices	<p>Outstanding access to public transport (Train/NET/Bus/Cycle links.)</p> <p>Education requirements to be determined in consultation with the Education Authority.</p> <p>Health facilities: Close proximity to services and facilities at Walk-in Centre and Nottingham City Centre</p>

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
			Utilities: No abnormal requirements. Hydraulic modelling required to confirm waste water requirements.
Stanton Tip – Hempshill Vale	500 dwellings	5-10 hectares	<p>Transport assessment and further highway requirements as part of master-planning work, to also acknowledge existence of informal rights of way.</p> <p>Education requirements to be determined in consultation with the Education Authority.</p> <p>Health facilities: Close proximity to services and facilities at Bulwell Town Centre and nearby Crabtree Farm</p> <p>Utilities: No abnormal requirements. Hydraulic modelling required to confirm waste water requirements.</p>

Rushcliffe Borough Council

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
Melton Road, Edwalton	Around 1,700 dwellings, with approximately 770 homes remaining to be built.	4 hectares employment generating development	<p>Improvements on and off-site to walking, cycling and public transport connectivity. Contributions towards A52 improvement works. Measures to control the access to the site from Musters Road. Other improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development. Implementation of travel plan.</p> <p>Located near to educational facilities to the north of the site. A new primary school has been delivered on site, with contributions required towards off-site secondary school provision</p> <p>Contributions towards improvement to health facilities within West Bridgford</p> <p>Infrastructure: No abnormal requirements</p> <p>Biodiversity enhancements for Sharphill Wood and its environs. Creation and enhancement of open space and green infrastructure which links to the wider Green Infrastructure network. Provision of or upgrade to sports areas and the provision of play areas. Provision of or contribution to indoor leisure facilities.</p>

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
North of Bingham	1,050 dwellings in total, of which around 760 dwellings still remaining to be built	Around 15.5 hectares with outline planning permission	<p>Improvements to walking and cycling links to the town centre and railway station and enhancements to public transport. Other improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development. Implementation of a travel plan</p> <p>New primary school under construction on-site. Financial contributions towards off-site secondary school provision</p> <p>Contributions to be improve local facilities in Bingham</p> <p>Utilities: No abnormal requirements</p> <p>Car dyke management scheme (completed). Creation and enhancement of open space and green infrastructure which links to the wider Green Infrastructure network. Provision of or upgrade to sports areas and the provision of play areas. Provision of or contribution to indoor leisure facilities.</p>

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
Former RAF Newton	528 dwellings in total, of which 504 dwellings are still to be built	Around 6.5 hectares	<p>Improvements to walking, cycling and public transport links and services including a foot and cycleway bridge over the B687 and A46 providing a direct connection to Bingham. Other improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development. Implementation of a travel plan.</p> <p>The provision of a primary school Contributions to be improve local facilities</p> <p>Infrastructure: No abnormal requirements Creation and enhancement of open space and green infrastructure which links to the wider Green Infrastructure network. Provision of or upgrade to sports areas and the provision of play areas. Provision of or contribution to indoor leisure facilities.</p>
Former Cotgrave Colliery	All dwellings completed	Approximately 2 hectares of employment land remaining	All main requirement delivered, except any further required for outstanding employment land.

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
South of Clifton	Around 3,000 dwellings remaining plus pitches for gypsy and travellers	Around 20 hectares in total, including development which has already received planning consent	<p>Improvements to walking, cycling and public transport links through and beyond the site, including enhancements where necessary to existing bus services linking in with the NET terminus. Implementation of a travel plan.</p> <p>Improvements to necessary road infrastructure to mitigate the adverse traffic impacts and serve the new development. Specifically, measures to improve the A453 Mill Hill and Crusader roundabouts. Improvements works to A52.</p> <p>Provision made for the potential to expand the Nottingham Express Transit.</p> <p>A new primary school on site, with contributions required towards off-site secondary school provisions</p> <p>A new health facility to be provided on site</p> <p>Infrastructure: No abnormal requirements</p> <p>The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements. The creation of significant Green Infrastructure areas and</p>

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
			<p>buffers, particularly on the southern and eastern boundaries of the site to contribute to the creation of a permanent defensible Green Belt boundary. Green corridors should also be created through the site linking feature such as the Heart Leas and Drift Lane plantations.</p>
East of Gamston/North of Tollerton	Around 4,000 dwellings plus pitches for gypsy and travellers.	Around 20 hectares, of which around 8 hectares has already been delivered.	<p>Improvements on and off-site to walking, cycling and public transport connectivity.</p> <p>Improvements to necessary road infrastructure to mitigate the adverse traffic impacts and serve the new development, including improvements to the A52 Gamston Lings Bar Road. Wider improvements to the A52. Implementation of travel plan.</p> <p>Provision of two primary schools and a secondary school on site.</p> <p>New health facility on site or contributions towards off-site provision.</p> <p>No abnormal requirements expected.</p> <p>The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for</p>

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
			biodiversity enhancements. The creation of significant Green Infrastructure areas and buffers, particularly on the southern and northern boundaries to contribute to the creation of permanent defensible Green Belt boundaries between the development and Tollerton and Bassingfield. An enhanced Green corridor should also be created along the Grantham Canal.
Ratcliffe on Soar Power Station	No dwellings are proposed	<p>Details requirements are still to be established for this proposed strategic allocation. The draft Local Development Order proposes buildings with a gross floor area of up to a 810,000 m2 to accommodate the following uses:</p> <ul style="list-style-type: none"> • Energy Generation & Storage; • Advanced Manufacturing & Industrial (Class E(g)(iii) & B2); • Data Centre; • Logistics (Class B8) up to a maximum of 180,000 m2 (GFA) on the Northern Area only; 	Major transport improvements expected but specifics still to be determined.

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Considerations
		<ul style="list-style-type: none"> • Research & Development & Offices (Class E(g) (i) & (ii)); and • Education (Skills and Training) (Class F1(a)). 	

Appendix 2: School Capacity Maps

