

Greater Nottingham Strategic Plan



Infrastructure Delivery Plan Addendum

November 2025

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Introduction

- 1.1 This document provides an update to the Infrastructure Delivery Plan (IDP) (September 2024). It identifies the critical infrastructure required to support the growth planned in the Greater Nottingham Strategic Plan as well as that needed to bring forward particular strategic sites. The update is based on further information provided by infrastructure providers and due to the completion of the transport modelling work. It should be read together with the IDP (September 2024).
- 1.2 The critical infrastructure topics are:
 - Education;
 - Health;
 - Transport;
 - Utilities – electricity and water (supply and treatment);
 - Sports and Recreation
- 1.3 This addendum to the IDP is intended to provide an updated position on how critical infrastructure will be delivered, when it will be delivered and by whom. It is presented in a schedule form for ease of understanding and the topics are in alphabetical order. The following organisations have provided information which has informed this update:
 - Nottinghamshire County Council (Education and Transport)
 - Nottingham City Council (Education and Transport)
 - Integrated Care Board (Health)
 - National Grid (Electricity)
 - Severn Trent (Water)
- 1.4 The main IDP (September 2024) provides an overview of the capacity constraints and issues relating to key infrastructure. In so doing, it is important to note that demand for services and facilities is down to factors such as population change, changes in the age structure of the population as well as new planned housing growth. Other factors include economic performance and changes to how services are delivered including increased use of technology. In this context, it is worth stressing that the growth identified in the plan is likely to represent a relatively small proportion of the total demand on key infrastructure.
- 1.5 The IDP is concerned with infrastructure needs arising from growth and not about addressing any perceived deficiencies or underinvestment in the infrastructure currently provided. It is unreasonable for future growth to take responsibility for remedying past deficiencies.
- 1.6 The main IDP document includes a chapter on transport providing details on modelling and concludes that: “The 2014 Reference Case therefore indicates that even without the Greater Nottingham Strategic Plan, general traffic

growth will result in significant increases in traffic flow and congestion by 2041. Consequently, any mitigation measures required to address this congestion cannot be directly delivered or funded by developments in the Strategic Plan.” It goes on to consider modelling with mitigation and lists out a number of measures but crucially notes that further refinement of the model is being undertaken, and more targeted mitigation measures are expected to improve the position somewhat. This modelling work has been completed and the updated transport mitigation measures are set out in this document.

- 1.7 The main IDP also makes the point that the transport modelling highlighted that many junctions are currently close to their operational capacity, meaning that relatively modest traffic growth can jeopardise junction operation. This, combined with the fact that much of the congestion impact over the Strategic Plan period is due to background growth, rather than the Plan’s allocations means that it is difficult to attribute particular transport mitigation measures to individual allocations.
- 1.8 The Plan Wide Viability Assessment undertaken to support the Strategic Plan identifies viability headroom for transport measures to be funded via the development, rather than including specific schemes.
- 1.9 Assessing infrastructure needs over the plan period to 2041 is a difficult exercise for a number of reasons. Firstly, the investment plans of providers are often for shorter periods of time making the identification of needs in the later years of the plan period much more speculative. In this respect, infrastructure providers face particular challenges in that the exact need for services is difficult to predict so far into the future given limited resources, changing demographics, technological change and that community expectations are constantly shifting. The IDP is considered a “living” document and will need to evolve and be updated as the planning process progresses.

Education

- 2.1 Infrastructure requirements related to education have been updated below based on the latest information from the education authorities (Nottinghamshire County Council and Nottingham City Council).
- 2.2 Since the original Infrastructure Delivery Plan was drafted, decreases to birth rates have had an impact on demand for school places, particularly in relation to primary school education. In addition, additional capacity has been created in some planning areas, such as new schools. This has either resulted in reduced deficiencies or greater surpluses in school places in some areas.
- 2.3 For the following planning areas it is forecast that there will be a deficit of places for primary school provision over the next five years and a deficit for secondary school provision over the next seven years. This may be subject to change during the plan period.
- 2.4 This is based upon data submitted for the purposes of the Department for Education's School Capacity Survey 2024, adjusted to reflect the temporary nature of some existing school buildings and to allow for parental preference and in-year applications. The data is inclusive of projected demand from committed housing developments (i.e., with full or outline planning permission) and does **not** include demand from existing or proposed allocations without planning permission. Additional school planning areas may need to be added to the list as and when further planning permissions are granted that would result in increased demand for places.

Planning areas forecasted to have a deficit of places for primary school provision over the next five years:

Local Authority	Primary School Planning Area
Broxtowe	• None
Gedling	• Mapperley • Calverton
Nottingham City	• None
Rushcliffe	• Keyworth • Ruddington • West Bridgford

Planning areas forecasted to have a deficit of places for secondary school provision over the next seven years:

Local Authority	Secondary School Planning Areas
Broxtowe	• Broxtowe South
Gedling	• Carlton • Calverton
Nottingham City	• North • Central West • (Central, South West and South forecast to have small deficits)
Rushcliffe	• West Bridgford • East Leake • Rushcliffe East

- 2.5 It should be noted that the above information relates to mainstream education provision and that there is a forecast deficit of special education needs places for all year groups across the whole of the Greater Nottingham area.
- 2.6 Following engagement with the education authorities (Nottinghamshire County Council and Nottingham City Council), the following infrastructure projects have been identified.

Primary School Education

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Broxtowe / Nottingham City – contributions to primary school places in Dunkirk planning area.	Policy 19: Strategic Allocation Boots.	Contributions to primary school places through expansion of existing schools in Nottingham City.	£840,000	£840,000	S106 (100%)	Nott City Council	BBC	Developed in line with the housing development	Source Notts County Council Nottingham City Council Education s106 contributions are to be paid to Nottingham City Council
Broxtowe, Field Farm – primary school contributions Bramcote planning area	Policy 20: Strategic Allocation Field Farm	Contributions to primary school places	£700,000	£700,000	S106 (100%)	Notts County Council	BBC	Delivered. Expansion of Albany Infant School Stapleford	Source Notts County Council
Broxtowe – New primary school, Toton/Chetwynd	Policy 21: Toton and Chetwynd Barracks	New two form entry primary school with nursery required (3ha site)	£14.25m	No	S106 (100%)	Notts County Council	BBC	Developed in line with the housing development	Source Notts County Council
Broxtowe, Awsworth	Policy 22: Former Bennerley Coal Disposal Point	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Notes Site is proposed as a strategic logistics employment site and will not affect primary school capacity

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Gedling – New primary school Top Wighay Farm, Hucknall planning area	Policy 23: Top Wighay Farm	1 Form Entry Primary School (210 places) with the ability to expand to 1.5 Forms of entry (315 places)	1 FE £4.75m Expansion to 1.5 FE £2.3m	£4,750,000 (index linked) No	S106 (100%) S106 (100%)	Notts County Council	GBC	Developed in line with the housing development.	Source Notts County Council
Nottingham City – primary school contributions Bulwell school planning area	Policy 24: Strategic Allocation Former Stanton Tip	Contributions to primary school places – dependent on final number of dwellings.	TBC depending on number of houses.		S106 Basic Need capital funding	Nottingham City Council		Developed in line with the housing development	Source Nottingham City Council Notes Site recommended to be deleted from Strategic Plan Feasibility work is required to establish the required infrastructure. If expansion or improvement of education facilities is required, it would be funded by S106 and Basic Need capital funding.
Nottingham City primary school contributions Meadows / Sneinton planning area	Policy 25: Strategic Allocation Broad Marsh	Contributions to primary school places – estimate 210 places but is	TBC based on housing mix. Estimate 210 places		S106 Basic Need	Nottingham City Council		Developed in line with the housing development	Source: Nottingham City Council Notes If expansion or improvement of

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
		dependent on housing mix.	@ £20,946 per place		capital funding				education facilities is required, it would be funded by S106 and Basic Need capital funding.
Rushcliffe, Melton Road, Edwalton, West Bridgford planning area	Policy 26: Strategic Allocation Melton Road, Edwalton	New primary school. All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	Delivered £9m	S106 £6.5m	S106 and NCC	NCC	RBC	Delivered (Rosecliffe Spencer Academy).	Source: Notts County Council Notes Primary school delivered on site and opened in September 2020
Rushcliffe, Bingham planning area	Policy 27: Strategic Allocation Land North of Bingham	New one form entry primary school	Delivered £7.8m	S106 £4.9m	S106 and NCC			Delivered (Bingham Primary School).	Notes Education mitigation secured by s106 Agreement: New primary school opened September 2022.
Rushcliffe, Bingham planning area	Policy 28: Strategic Allocation RAF Newton	New Primary School or expansion of existing school in Bingham	TBC	£2,350,000 (index linked) S106	S106 (100%)	Notts County Council	RBC	Developed in line with the housing development	Notes S106 Agreement provides contribution and site for new half form entry school however this is not a viable size therefore NCC's preference is to

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
									expand existing school subject to agreement with developer.
Rushcliffe, Cotgrave planning area.	Policy 29: Strategic Allocation Former Cotgrave Colliery	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Notes All dwellings and educational requirements delivered. No further infrastructure required.
Rushcliffe, South of Clifton, East Leake planning area	Policy 30: Strategic Allocation South of Clifton	New primary school on site (three form entry)	£10,006,000 Plus serviced area of land of 3ha on site.	S106 £10,006,000 (index linked)	S106 (100%)	Notts County Council	RBC	Developed in line with the housing development	Notes Education mitigation secured by s106 Agreement. A new primary school will be delivered on site
Rushcliffe, East of Gamston within the West Bridgford planning area	Policy 31: Strategic Allocation East of Gamston / North of Tollerton	Two new two form entry primary schools on sites which include early years provision. Two 2ha sites required.	£29m (£14.5m per school)	No	S106 (100%)	Notts County Council	RBC	Developed in line with the housing development	Source Notts County Council Notes Provision of two primary schools on site. The developer(s) may choose to directly provide themselves to an agreed specification.
Rushcliffe, Ratcliffe on Soar	Policy 32: Strategic Allocation Former Ratcliffe	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Notes Site is proposed as a strategic employment site and will not

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
	on Soar Power Station								affect primary school capacity

Secondary Education

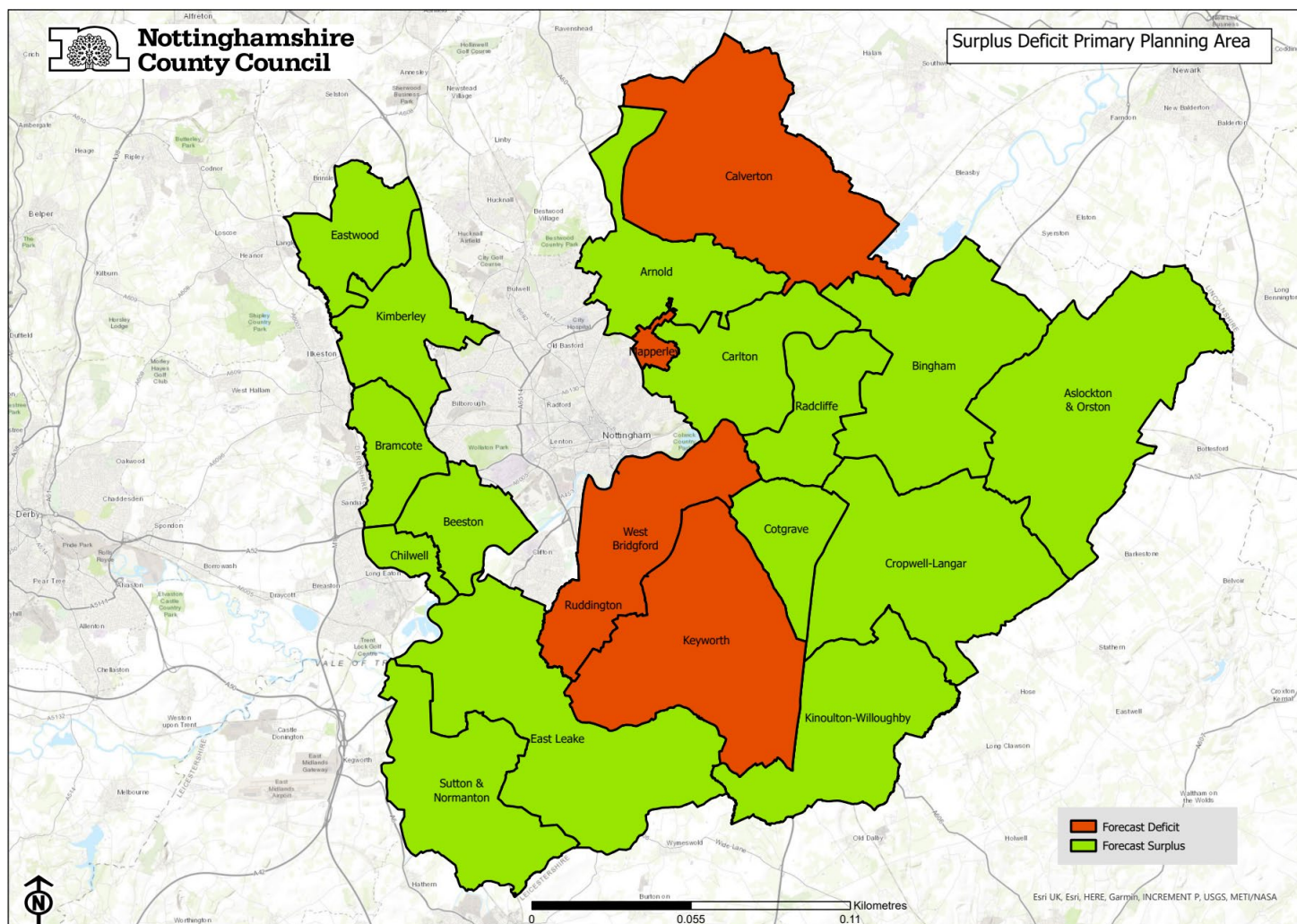
Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Broxtowe, south planning area contributions to secondary school places	Policy 21: Strategic Allocation Toton and Chetwynd Barracks	Expansion of existing secondary schools to meet need for 432 pupils based on 2700 dwellings	£13m (432 places) Plus SEND £1.5m (14 places)	No	S106	Notts County Council	BBC	Developed in line with the housing development	Source: Notts County Council
Expansion of secondary school(s) in the Hucknall Secondary Planning Area	Policy 23: Strategic Allocation Top Wighay Farm and allocated sites in the Ashfield Local Plan within Hucknall Secondary	Holgate Academy to be rebuilt by DfE. There is scope for capacity to be added using developer contributions. It is currently proposed to add one form of entry (150 places),	TWF consented (805 dwellings) £3.9m TWF extended area (710 dwellings) £3.45m Ashfield Local Plan	£3.9m (GBC CIL) None £1.88m	CIL (29%) S106 (25%) S106 (46%)	Notts County Council	GBC ADC	In line with housing delivery and DfE School Rebuilding Programme	Source: Notts County Council Notes Consented area Funding to be secured from GBC CIL. For extension to site - S106 contributions will be required relative to pupil yield Plus

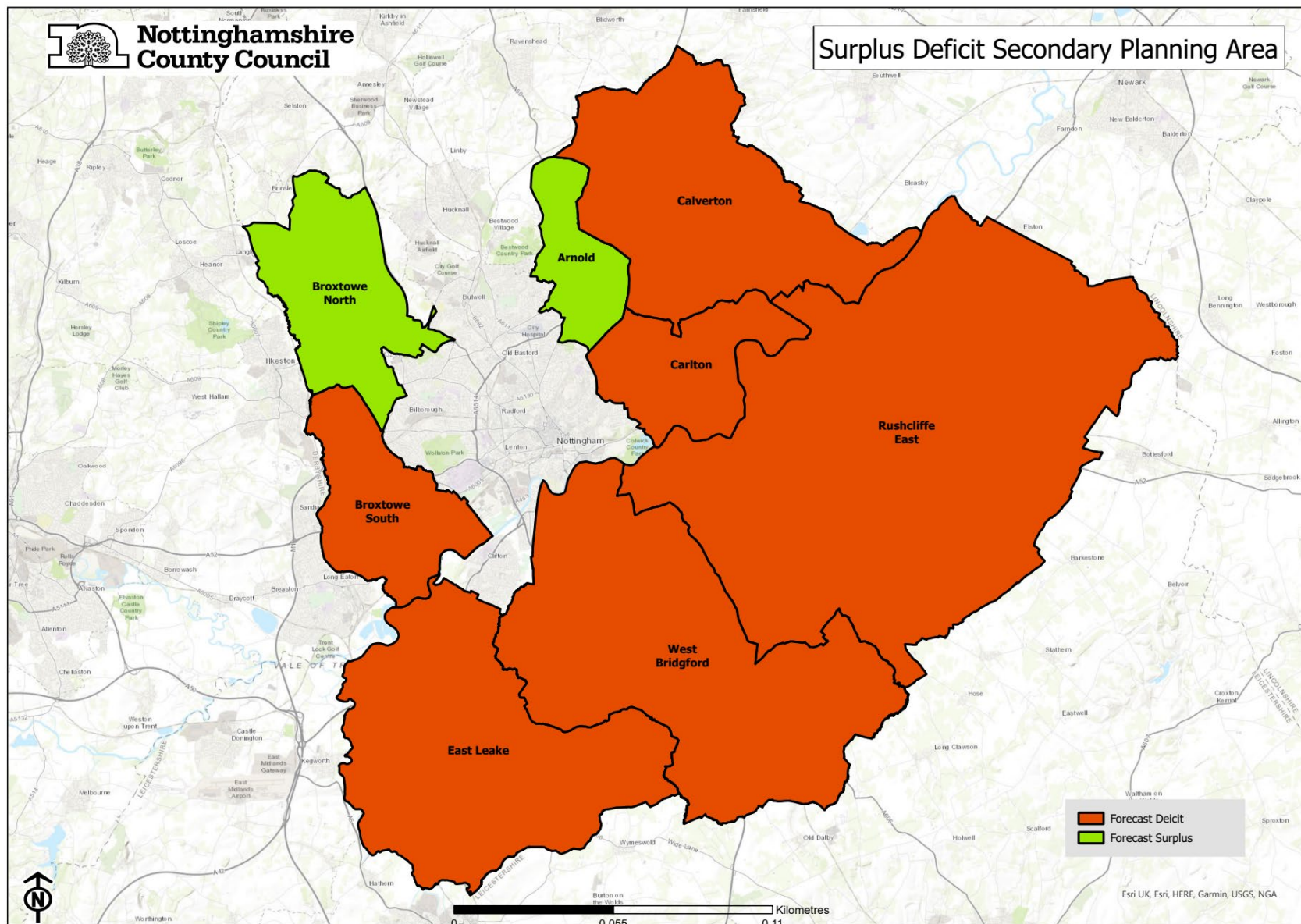
Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
	Planning Area	though up to three forms of entry may be required over plan period.	Sites (1311 dwellings) £6.35m Plus £1m SEND (10 places) Total estimated contribution sought = £13.7 m plus SEND contribution						Allocations within Hucknall part of Ashfield in their Local Plan will be required to make contributions relative to their pupil yield. Partial contributions received from consented sites.
Secondary school contribution to North or Central West area.	Policy 24: Former Stanton Tip	Possible contribution for secondary school places.	TBC based on number of homes.	No	S106 Basic Need Capital Funding	Nottingham City		Developed in line with the housing development	Notes Site recommended to be deleted from Strategic Plan Ellis Guilford School is the closest school. Capacity pressure remains until 2028. Feasibility work is required to establish the required infrastructure.
Secondary school contribution Meadows /	Policy 25: Strategic Allocation Broad Marsh	Possible contribution for secondary school places	£3.2 m based on 150 places @ £21,235 per place.	No	S106 Basic Need	Nottingham City Council		Developed in line with the housing development	Notes Likely that capacity is not sufficient within this area. However, this would require confirming.

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Sneinton planning area		estimated at 150 places.	Plus £239,000 for SEND		Capital Funding (%)				
Secondary school contribution West Bridgford planning area	Policy 26: Strategic Allocation Melton Road	Secondary school places contribution to secondary school(s) in West Bridgford planning area	Rushcliffe Spencer Academy has been extended £27m	S106 (£7.25m)	S106 and NCC	Notts County Council	RBC	Rushcliffe Spencer Academy has been extended by three forms of entry plus expanded sixth form.	Notes . S106 contributions secured for extension to Rushcliffe Spencer Academy
Secondary school contribution Rushcliffe East planning area.	Policy 27: Land North of Bingham	Secondary school places contribution to secondary school(s) in Rushcliffe East planning area estimated at 168 places.	TBC	£2,761,040 (index linked) S106	S106	Notts County Council	RBC		Notes Funding provision secured for the expansion of South Nottinghamshire Academy
Secondary school contributions East Leake planning area	Policy 30: Strategic Allocation South of Clifton	Secondary school places contribution to East Leake Academy	£7,185,338	£7,185,338 (index linked) S106	S106	Notts County Council	RBC	Developed in line with the housing development	Notes Contributions agreed within existing S106.
Secondary school contributions West	Policy 31: Strategic Allocation East of Gamston /	New Secondary school (4 forms of entry) plus	£30m Plus £2m for SEND	No	S106	Notts County Council	RBC	Developed in line with the housing development	Source: Nottinghamshire County Council Notes

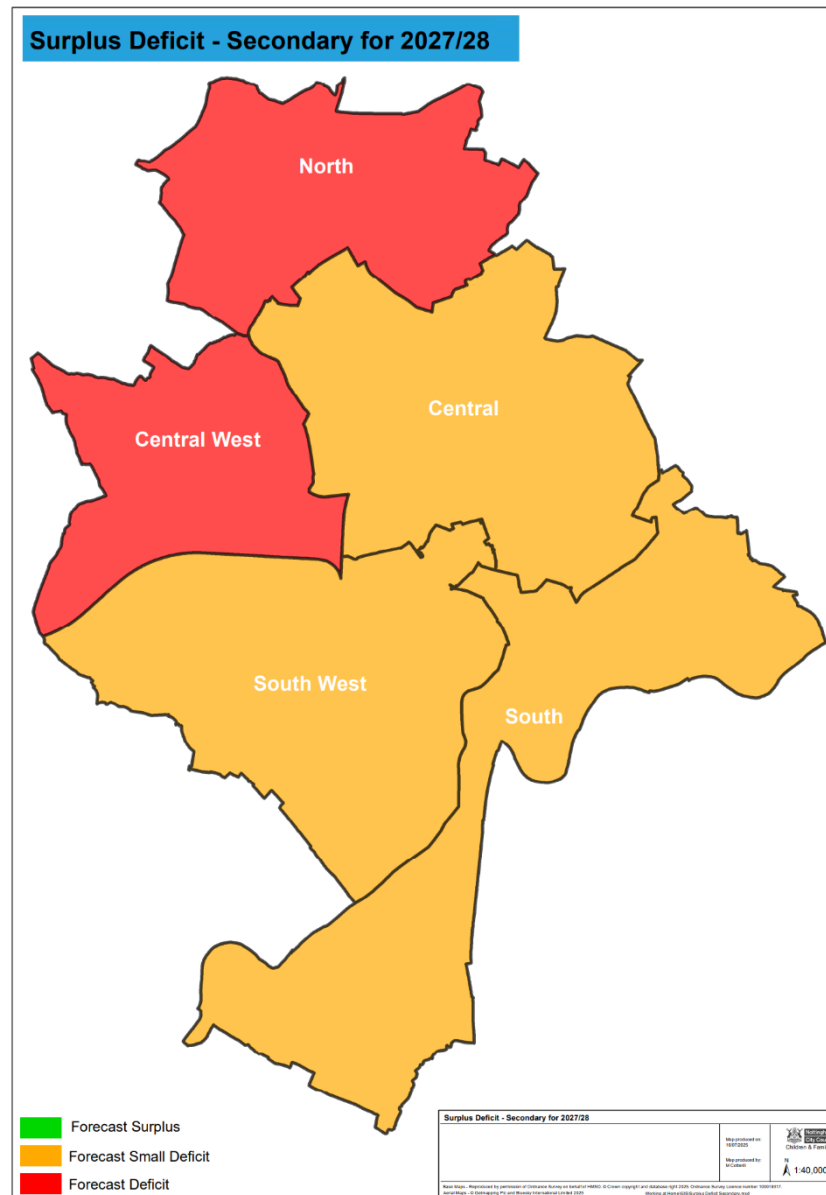
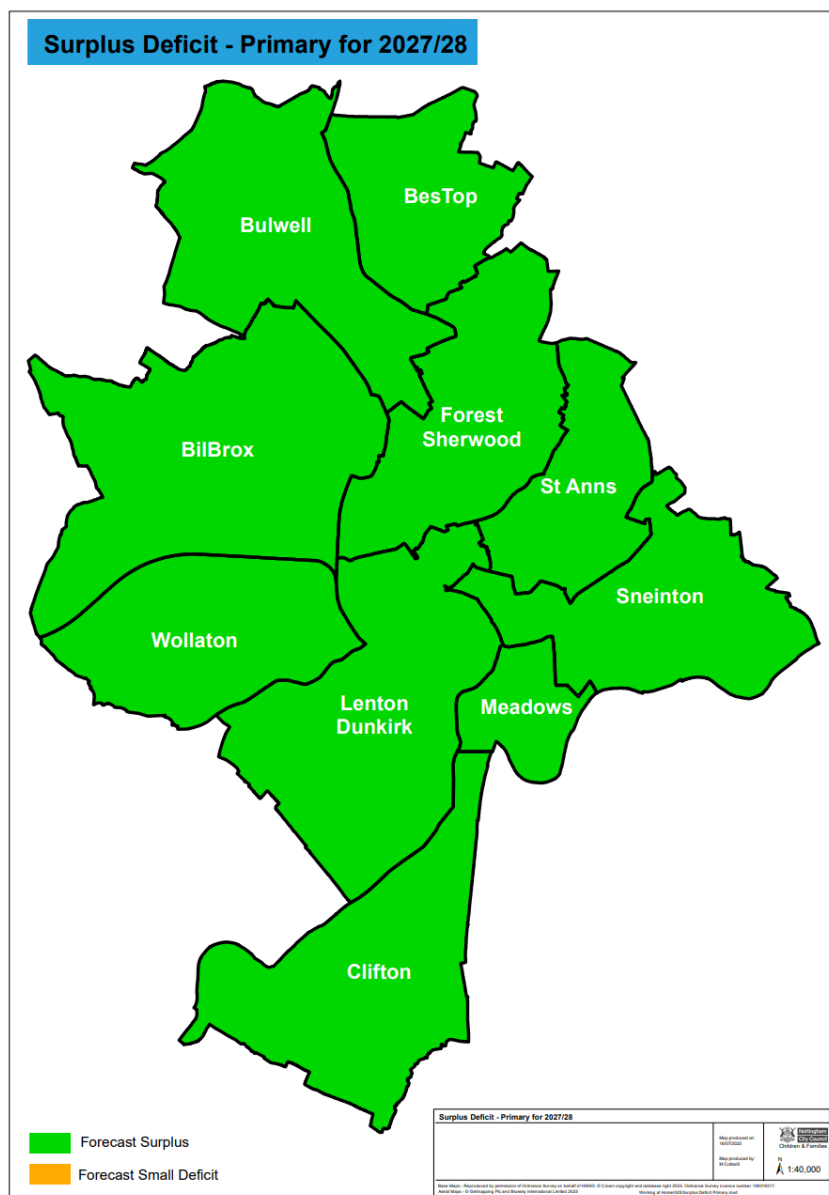
Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Bridgford planning area	North of Tollerton	sixth form required on site (8ha).							Provision of secondary school on site required. This will be agreed through the Supplementary Planning Document currently being developed for the site.
Secondary school contributions Carlton Planning Area	Gedling Local Plan Sites	Expansion of Carlton Academy (200 places)	TBC	£4m S106	S106 and NCC	Notts County Council	GBC	Developed in line with the housing development	
Secondary school contributions Arnold Planning Area	Gedling Local Plan Sites	Expansion of Redhill Academy (160 places)	£2.5m	£1.7m S106	S106 and NCC	NCC	GBC	Developed in line with the housing development	

Nottinghamshire County Council: School Planning Areas showing surplus and deficit in school places





Nottingham City Council: School Planning Areas showing surplus and deficit in school places



Health

- 3.1 The Nottingham and Nottinghamshire Integrated Care Board (ICB) is a statutory NHS organisation responsible for planning and overseeing health services in the Nottingham and Nottinghamshire area. It was established to replace Clinical Commissioning Groups (CCGs) and is part of the broader Integrated Care System (ICS) for the region.

Integrated Care System (Nottinghamshire)

Our family portrait - Nottingham and Nottinghamshire Integrated Care System (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	
NHS Nottingham and Nottinghamshire Integrated Care Board (ICB)							
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	Bassetlaw District Council

- 3.2 The Nottingham and Nottinghamshire ICB will be clustered with Derby and Derbyshire and Lincolnshire. This may lead to a formal merger in the future but not before April 2027.
- 3.3 The ICB works in partnership with local authorities, healthcare providers, and other stakeholders to ensure that health and care services are well-coordinated and meet the needs of the local population. Engagement between the Councils and the ICB has resulted in the following infrastructure projects for primary healthcare being identified:

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Beeston primary health care – Increasing capacity in existing practices		Increase capacity within the Beeston area.	TBC but not connected to strategic site allocations.		TBC but not connected to strategic site allocations	Nottingham & Nottinghamshire Integrated Care Board (NNICB) GP surgeries	BBC	1 to 5 years.	Exploring opportunities to expand an existing practice in Beeston.
Broxtowe, Toton and Chetwynd primary health care practice	Policy 21: Strategic Allocation Toton and Chetwynd Barracks	New primary healthcare provision will need to be made on site.	£1.4m Estimated based on NHS standard costs for 6750 residents (2700 dwellings x 2.5 average people per dwelling). Standard area m2 for premises of 0.085m2 per person and cost of £2,550 per m2.		S106 plus land (100%)	Nottingham & Nottinghamshire Integrated Care Board (NNICB) Developer	BBC	Developed in line with the housing development	
Provision of primary health care in Hucknall	Policy 23: Strategic Allocation Top Wighay	Provision of primary health care through a new facility in	£644,000 (TWF)	£21,741 (S106) GBC	S106 (100%)	Nottingham & Nottinghamshire Integrated Care Board (NNICB)	GBC ADC	Developed in line with the housing development	Notes Potential project is to replace 3 existing

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
	Farm and sites allocated in the Ashfield District Local Plan in Hucknall	Hucknall. Details of project under consideration but will have significant costs.	£1 m (ADC sites) Estimate based on NHS standard costs per dwelling of £920 per dwelling. Note ADC cost per dwelling is £610 plus £69 per dwelling for acute care.	£436,209 (S106 GBC) £1.1m (ADC)		Developer			surgeries in the Area and provide land and new primary health care facility in Hucknall.
Provision of primary health care, Nottingham City Centre	Policy 25: Strategic Allocation Broad Marsh	Provision of primary health care through expanding existing practices.	TBC – Work ongoing to establish costs but dependent on time of accommodation proposed.		S106	Nottingham & Nottinghamshire Integrated Care Board (NNICB)	Nottingham City		Proposal for Community Diagnostic Centre on the Broad Marsh site.
Provision of primary health care, Nottingham	Policy 24: Strategic Allocation Former	Expanding existing premises if required.	TBC - Work ongoing to establish costs based on reduction of		S106	Nottingham & Nottinghamshire Integrated Care Board (NNICB)	Nottingham City		Site is proposed to be deleted from the GNSP due to being

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
City, Bulwell, Aspley	Stanton Tip		proposed dwellings.						below strategic threshold. Potential for expansion of existing practices due to lower housing numbers.
Provision of primary health care West Bridgford	Policy 26: Strategic Allocation Melton Road, Edwalton	Provision of primary health care through expansion of Gamston Medical Centre.	N/A as delivered	S106	S106 (100%)	Nottingham & Nottinghamshire Integrated Care Board (NNICB)	RBC	Planning permission in place for expansion of medical centre.	Notes £1.38m – to fund extension to Gamston Medical Centre. Secured through S106 contribution.
Provision of primary health care, Bingham	Policy 27: Strategic Allocation Land North of Bingham two additional consulting rooms at the Bingham	New facility has been provided at Bingham.	N/A as delivered	S106	S106 (100%)	Nottingham & Nottinghamshire Integrated Care Board (NNICB)	RBC	New facility has been provided at Bingham.	Notes S106 contribution total of £101,155.

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
	Health Authority.								
Provision of primary health care,	Policy 28 Strategic Allocation Former RAF Newton	Provision of primary health care.	Secured	S106	S106 (100%)	Nottingham & Nottinghamshire Integrated Care Board (NNICB)	RBC		Notes S106 contribution secured. Expansion of facilities at Radcliffe-on-Trent.
Provision of primary health care, South of Clifton	Policy 30: Strategic Allocation South of Clifton	Provision of primary health care on site, South of Clifton.	Secured	£2.76 m Plus site (S106)	S106 (100%)	Nottingham & Nottinghamshire Integrated Care Board (NNICB)	RBC		Notes S106 contribution £2,760,000 and reserved site.
Provision of primary health care, East of Gamston	Policy 31: Strategic Allocation East of Gamston / North of Tollerton	Provision of primary health care on site, East of Gamston / North of Tollerton or contributions towards off site provision.	£8.3 million plus site	Would form part of a s106.	S106 (100%)	Nottingham & Nottinghamshire Integrated Care Board (NNICB)	RBC	Being considered as part of wider masterplan.	Details provided by ICB.

Transport

- 4.1 The Councils have undertaken a transport modelling study to assess the strategic transport impacts of the Greater Nottingham Strategic Plan. The purpose of the study was to demonstrate that the development proposals are feasible in strategic transport terms and to determine what strategic mitigation is required to acceptably accommodate the Plan proposals.
- 4.2 The mitigation measures have been iteratively developed in consultation with the commissioning authorities of Broxtowe, Gedling, Nottingham City and Rushcliffe together with Derbyshire and Nottinghamshire County Councils and with input from East Midlands Combined County Authority (EMCCA).
- 4.3 It should be noted that much of the proposed development is already committed or consented with associated transport mitigation and / or contributions agreed. Sites are under construction or have planning consent and can proceed to delivery without further assessment of their transport impacts. A further site has a Local Development Order (LDO) which includes provisions for S106 such that developer contributions outside those reasonably allowed for by the LDO are unlikely. Additionally, two development sites in the city have viability challenges and require a Homes England subsidy to deliver which may constrain contributions from these sites. Consequently, much of the development proposed in the GNSP could be delivered without any additional transport mitigation or opportunity to negotiate contributions.
- 4.4 The transport strategy accompanying the Plan has also been developed without an agreed regional transport strategy to integrate with as the Nottingham and Nottinghamshire Local Transport Plans (LTP) are out of date and the emerging LTP being developed by EMCCA has not yet been published.
- 4.5 Further details regarding this study can be found in the “Greater Nottingham Strategic Plan Strategic Transport Assessment Reference: GNSP Mitigation Report”.
- 4.6 The table below provides an update in respect of the transport projects which are contained within the Greater Nottingham Strategic Plan and form part of mitigation measures within the transport modelling. A map is also included to show the status of strategic cycle projects in Nottingham City.

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Policy measure - Compact and Connected Neighbourhoods	Policies, 2, 12 and 14	Create places in which most of people's daily needs can be met within a short walk or cycle.	Site specific	N/A	N/A	BBC Nottingham City RBC	Notts CC	Delivered as part of future developments.	Policy based intervention, delivered through site development.
Policy measure - Active Travel Connections	Policy 14	Improvements in connectivity through active travel (walking and cycling) facilities provided by new developments.	Site specific	N/A	S106	BBC Nottingham City RBC	Notts CC	Delivered as part of future developments.	Policy based intervention, delivered through site development.
South-West Orbital cycling corridor	Policy 15	New cycle route connecting Wilford / West Bridgford with Queens Medical Centre, Wollaton Park, University Park and the Jubilee Campus.	£13.8M to £42.5M	No	LCWIP funding to be sought.	EMCCA Nottingham City Notts CC	BBC RBC Sustrans	Developed incrementally as part of LCWIP process. Work with Sustrans may see investment in some areas 26/27.	Included in LCWIP. Not currently funded. Made of a number of smaller elements, incremental implementation as design and funding allow. Further work identified in partnership with Sustrans which may see external funding to upgrade elements of this route to enable it to be incorporated into the National Cycle Network.
East-West cycle corridor	Policy 15	A new route adjacent to the A52 running between the M1 in the west and Bingham in the east.	£9.9M to £30.6M	Yes	LCWIP funding to be sought. Partially complete.	EMCCA Nottingham City Notts CC	BBC RBC	Developed incrementally as part of LCWIP process.	Included in LCWIP. Made of a number of smaller elements, incremental implementation as design and funding allow. National Highways are currently providing a section of route

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
									between QMC and Priory roundabouts.
A6005 Cycle Superhighway	Policy 15	New cycle superhighway running along the A6005 between Beeston and Long Eaton.	£2.8M to £8.5M	No	EMCCA S106	Notts CC	BBC	To be confirmed. Included in Nottinghamshire County Council's LCWIP Delivery Programme.	Included in LCWIP. May form part of wider mitigation associated with Toton/Chetwynd developments.
Walking and cycling measures around Cinderhill	Policy 14	Implementation of various improvements to encourage walking and cycling in Cinderhill.	£1.2M to £2.1M	No	EMCCA /LCWIP	Nottingham City	EMCCA	TBC	Design and feasibility work is required. Small scale improvements have been identified in the vicinity of Stanton Tip, but require funding. This would improve walking and cycling routes between the park and ride and the housing to the west of Stanton Tip. The River Leen remains an investment priority and a review of schemes is currently taking place to identify priorities and costs.
London Road Public Realm Improvements	Policy 14	Implementation of various potential improvements to the pedestrian environment along London Road.	£1.7M to £3.2M	No	EMCCA/ LCWIP/ S106	Nottingham City	EMCCA	TBC	Design work and modelling is underway to enhance the Cattle Market Road junction for pedestrians and cyclists. Some public realm improvements have been designed for around the southern end of Meadows Way/Turneys Quay area.

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Micro-mobility trials	Policy 14	Expand existing shared micromobility schemes to the whole of the Greater Nottingham area.	£50k to £100k (per trial)	Partial	EMCCA/ DfT / S106	Nottingham City Notts CC	BBC RBC	TBC / As part of new large developments.	Potential to form part of new large developments in addition to expanding existing schemes beyond City boundary. E-cycle hire scheme in place in the City and in part of Broxtowe. City forms part of a national trial for scooter hire.
'Wheel and ride' facilities	Policy 14	'Wheel and ride' facilities installed at trial locations.	£600k to £1.2M	No	EMCCA DfT	Nottingham City Notts CC	BBC RBC	TBC	12 anticipated at £25k to £75k per scheme. NET locations: Clifton Centre, Wilford Lane, Beeston Centre, Bramcote Lane, Highbury Vale and Moor Bridge. National rail stations: Netherfield, Beeston, Attenborough, Ilkeston, Bulwell and Hucknall. This could involve the expansion of the Cycle Hubs scheme.
Increased bus service frequencies	Policy 14 (includes improvements to public transport local infrastructure and services)	Bus frequencies on 7 routes close to GNSP developments could be increased.	£1.5M to £2.9M plus annual operating costs	No	S106	EMCCA	Bus operators	As part of large scale new developments.	New vehicle: Euro VI diesel - £220,000. Operating and fixed costs: £800,000 - £1,500,000 per annum. Routes: Rushcliffe Villager, 27 – Nottingham-Carlton, 26 – Nottingham-Southwell, 141- Nottingham-Sutton in Ashfield, 33 – Nottingham-Cropwell Bishop-Radcliffe/Sutton, 9 Nottingham-Bunny-Loughborough, 45 – Nottingham-Victoria Park.

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Bus extensions and diversions	Policy 15 / Site specific policies	Extend or divert 9 bus services in specific locations.	£1.9M to £3.8M plus annual operating costs	No	S106 EMCCA	EMCCA	Bus operators	As part of large scale new developments.	New vehicle: Euro VI diesel - £220,000. Operating and fixed costs: £800,000 - £1,500,000 per annum. Extensions to benefit: East of Gamston, Gedling Colliery, Ravenshead, Waterside, RAF Newton site, Teal Close, Toton and Chetwynd, Ratcliffe on Soar (shuttle bus).
New limited stop bus service	Policy 15	Limited stop bus service to operate along the A52 Gamston Park and Ride Radcliffe on Trent and Saxondale.	£0.9M to £1.7M plus annual operating costs	No	S106 / EMCCA	EMCCA	Bus operators	As part of large scale new developments.	Costs based on 4 new vehicles.
Nottingham Express Transit (NET): Eastern extension towards Gedling	Policy 15	Extension running east on Meadows Way, to Gedling Colliery site and utilising disused railway.	£400M to £650M	No	EMCCA	EMCCA	Nottingham City Notts CC GBC	TBC	EMCCA have allocated funding for a feasibility study into NET extensions during 2025/26. Scope of study still to be determined. Arup benchmarking against existing tram systems in Birmingham, Nottingham and Edinburgh. Eastern extension to Gedling approx. 6km. Requires inclusion in future LTP.
NET: Spur to Gamston (from	Policy 15	Extension heading south from the A612	£150M to £250M	No	EMCCA S106	EMCCA	Nottingham City RBC	TBC	EMCCA have allocated funding for a feasibility study into NET extensions during

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Gedling extension)		leading to proposed Gamston P&R site and into Gamston development site.					Notts CC Tramlink		2025/26. Scope of study still to be determined. Track length 2.5-3k and new bridge structure. Requires inclusion in future LTP.
NET: Extension to South Clifton SUE	Policy 15	Extension extends south-west from the current terminus at Clifton South P&R site to reach the south-western extent of the South Clifton SUE.	£55M to £65M	No	EMCCA S106	EMCCA	Nottingham City RBC Notts CC Tramlink	TBC	EMCCA have allocated funding for a feasibility study into NET extensions during 2025/26. Scope of study still to be determined. Extension through Fairham Pastures approx. 1.5km to serve new development. Requires inclusion in future LTP.
NET: Extension to north of Hucknall	N/A (outside of GNSP area)	Extension to Top Wighay Farm Site.	£75M to £150M	No	EMCCA S106	EMCCA	Nottingham City Ashfield DC Notts CC Tramlink	TBC	EMCCA have allocated funding for a feasibility study into NET extensions during 2025 / 26. Scope of study still to be determined. Assumed length of extension to north of Hucknall approx. 2.5km from existing NET station to A611 / Annesley Road junction. Requires inclusion in future LTP.
NET: Broadmarsh NET station	Policy 25	New tram stop linking to bus station and	£6M to £10M	No	EMCCA Homes England S106	NCC Homes England Tramlink	Nottingham City Tramlink	TBC	Linked to regeneration of Broad Marsh. Feasibility and design options work ongoing.

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
		Broadmarsh development.			Tramlink				Possibility for this being delivered through the NET Concession Agreement is currently being investigated with Tramlink.
NET: Extension to site of potential Toton Railway Station	Policy 15 Policy 21	Extension from Toton Lane P&R NET station to the potential site of Toton Railway Station and development site.	£40M to £55M	No	EMCCA S106	EMCCA	Nottingham City BBC Tramlink	TBC	EMCCA have allocated funding for a feasibility study into NET extensions during 2025 / 26. Scope of study still to be determined. Assumed track length 1.1km. Feasibility work is being undertaken. Requires inclusion in future LTP.
Park and Ride (P&R) sites: East of West Bridgford (Gamston)	Policy 15	P&R accessed from the A52 / Radcliffe Road three arm roundabout.	£5.5M to £8.5M	No	EMCCA S106	Notts CC	EMCCA RBC	TBC	Costs based on provision of a 1,000 space P&R site, approx. total area 35,000m ² . Costs include allowance for surfacing, kerbs, passenger facilities and landscaping / drainage. Allowance made for junction amendments to create new site access.
P&R sites: Leapool,	Policy 15	P&R west of the A60, near to the roundabout junction with A614 Ollerton Road.	£10M	No	EMCCA S106	Notts CC	EMCCA GBC	TBC	Costs based on Notts County Council analysis (2021). Allowance made for junction amendments to create new site access.
Better transport interchanges at	Policy 14	Improved interchange at 7 existing stations	£750k to £2.3M	No	EMCCA	EMCCA	Network Rail BBC	TBC	Interchange costs recognise constrained nature of sites, with limited opportunities for

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Network Rail stations.		including active travel routes, bus interchange and parking facilities (including wheel and ride).					GBC Notts CC		off-carriageway improvements without third party land. Costs allow for upgraded bus stops, cycle parking facilities and localised road reconfiguration. £250,000 to £750,000 per interchange. Stations: Netherfield, Attenborough and Carlton.
Upgrade of the Maid Marian Line	Policy 15	To facilitate passenger services, possible alternative public transport route between Toton and Ashfield.	£12M to £19M	No	EMCCA DfT	EMCCA	ADC Notts CC Network Rail Midlands Connect	TBC	Maid Marian upgrade: costs taken from 'Maid Marian Rail Extension Economic Impact Analysis' Ashfield District Council and Mansfield District Council (Feb 2020) and Ashfield District Council Strategic Outline Business Case (2021).
Extension of the Robin Hood Line to Ollerton	Policy 15	Line extension with intermediate stations at Warsop and Edwinstowe.	£40M to £45M	No	EMCCA DfT	EMCCA	Notts CC Network Rail Midlands Connect	TBC	Costs from Nottinghamshire County Council analysis (2022).
Line speed improvements on the Castle Line to Newark	Policy 15	50% line speed improvements on the Castle Line to Newark from 50mph to 75mph, and possible additional services.	£18M	No	EMCCA DfT	EMCCA	Midlands Connect Network Rail Notts CC	TBC	Castle Line Speed Improvements: As reported in Midland Connect business case (2023).

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
Additional services provision on the Poacher Line to Grantham	Policy 15	One additional peak hour service in each direction.	£500k to £1M	No	EMCCA DfT	EMCCA	Midlands Connect Network Rail Notts CC		Costs based on assumed operating expenses.
Toton Link Road	Policy 15 Policy 21	To provide access to the Toton development.	£40M	No	S106 Link road may be delivered by developers.	BBC Notts CC	EMCCA National Highways	As part of development.	Two-lane single carriageway link road including bus priority or infrastructure for other sustainable modes, to join the A52 approx. 450m to the east of Bardills via a signalised junction to Stapleford Lane. As per Balfour Beatty costed scheme (July 2022).
A453 Corridor (Clifton)	Policy 15	Improvements to three junctions on this highway.	£3.1M to £6.0M	No	LTP	National Highways	Nottingham City RBC	TBC	Assumes reconfiguration of highway would remain within 75m distance of respective junctions in both directions along A453. Widening limited to areas of land within current highway boundary, i.e. no 3rd party land costs. SVD £125,000 to £200,000. Junction reconfiguration £900,000 to £1,800,000.
M1 Junction 24 / 24a	Policy 15 and Policy 32.	Capacity enhancement of this junction.	TBC	No	S106 CIL DfT	National Highways	EMCCA Midlands Connect Notts CC RBC Freeport	Requires inclusion in DfT's RIS programme	A notional scheme has been reflected in the modelling with agreement of National Highways to represent additional capacity on the assumption that a scheme will be delivered in this location. Widening of the

Infrastructure / project	Policy no. / Site	Description	Estimated cost	Funding secured	Funding source	Lead	Partners	Timescale for delivery	Comments / delivery notes
							Transport for the East Midlands		J24 bridge decks to enable the provision of additional circulatory lanes (helping to facilitate bus priority measures for the east-west links in particular). Further work is required to develop a solution and therefore a cost estimate has not been provided.
Widening of the A52 off-slips at the A52 Clifton Boulevard / Queens Drive Junction.	Policy 15	To provide additional capacity and / or bus priority lanes.	£500k to £1.5M	No	LTP/ National Highways Scheme	National Highways	Nottingham City	TBC	Variations in cost dependent on scale of off-slip widening and retaining structure / impact on existing culverts.
Signalisation of the A52 Clifton Boulevard / Abbey Street roundabout	Policy 15	To provide bus priority on key approaches.	£350k to £750k	No	LTP	Nottingham City	National Highways	TBC	Signalisation of the A52 Clifton Boulevard / Abbey Street roundabout dependent on requirement for realignment of circulatory carriageway and need for signals maintenance bay.
A606 Corridor Improvements	Policy 15	Junction improvement schemes at Tollerton Lane / Main Road and Cotgrave Road / Old Melton Road.	£10M to £15M	No	S106 EMCCA	Notts CC	RBC National Highways		Improvements proposed by Notts County and based on plans provided.

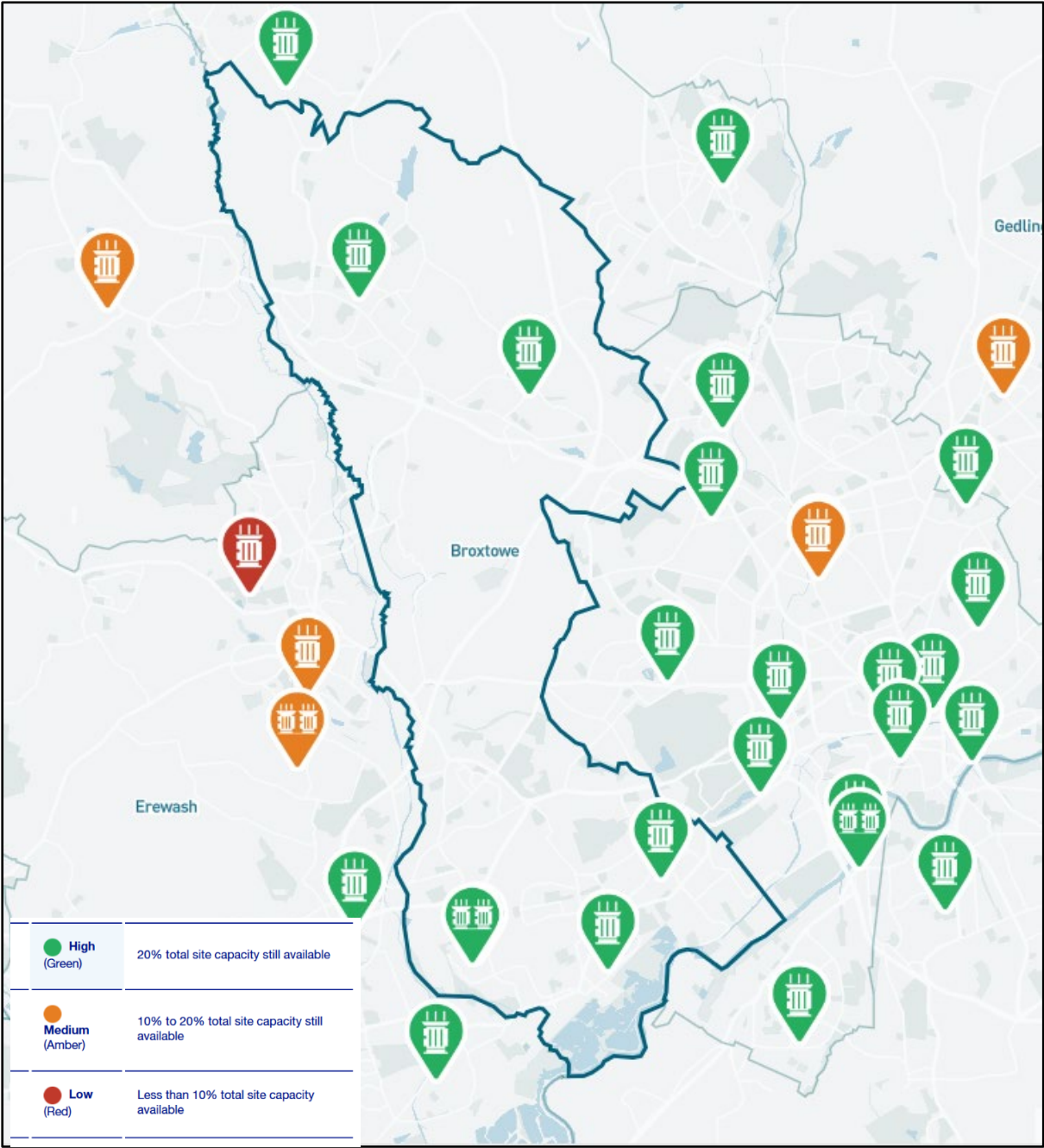
Map of Nottingham showing the Nottingham City Boundary and various road corridors. The map is color-coded to indicate the status of funding for different road sections. A legend in the bottom right corner defines the colors: Blue for 'Funding Secured', Green for 'Investment Complete', Yellow for 'Investment Priority - Funding To Be Sought', and a dashed line for 'Nottingham City Boundary'. The map shows a dense network of roads, with major corridors like the A630, A63, and A630 highlighted. Key locations such as Nottingham City Centre, West Bridgford, and Beeston are labeled. The map also shows surrounding areas like Arnold, Gedling, and Rotherham.

Utilities

Electricity

- 5.1 National Grid Distribution Systems Operator (DSO) have a role to plan for the future Electricity Distribution network, ensuring that it can meet future demand in the right place, at the right time. National Grid DSO has advised that they achieve this through feeding future development proposals into the Distribution Future Energy Scenarios (DFES). This is based on information provided by local authorities, including information regarding allocated sites, proposed allocations and sites with planning permission.
- 5.2 National Grid use the DFES to identify future network constraints, and design the future network needed to facilitate net zero. They advise that, as long as local authorities provide information through the DFES, they will be able to plan the network accordingly. This process ensures that when future development sites apply for a connection to the distribution network, any potential constraints will have been planned for, allowing a connection to be made with less risk of significant delays. They do not advise on capacity to accommodate growth in an area that is happening in the future (post 2030) but instead plan for the network to be 'development ready'.
- 5.3 The Councils have provided updated projections for employment and housing to National Grid, including proposed allocations, as part of the DFES process.
- 5.4 The Network Capacity Map and EV capacity map which are within the IDP (September 2024) have been replaced with an updated mapping system, called the Network Opportunity Map. This tool provides a unified view of possible connection opportunities across National Grid's Bulk Supply Points (BSPs), Primary substations and distribution substations. Extracts for each authority area are provided below.
- 5.5 The maps show that network capacity exists, although, future capacity improvements may be required at the following substations:
 - Keyworth (Rushcliffe)
 - Sibthorpe (Rushcliffe)
 - Nottingham North (Nottingham City)
 - Arnold (Gedling)
 - Blidworth (Gedling)
- 5.6 However, it should be noted that the Strategic Plan is not proposing any new development within close proximity to any of these substations.

Broxtowe Borough Council



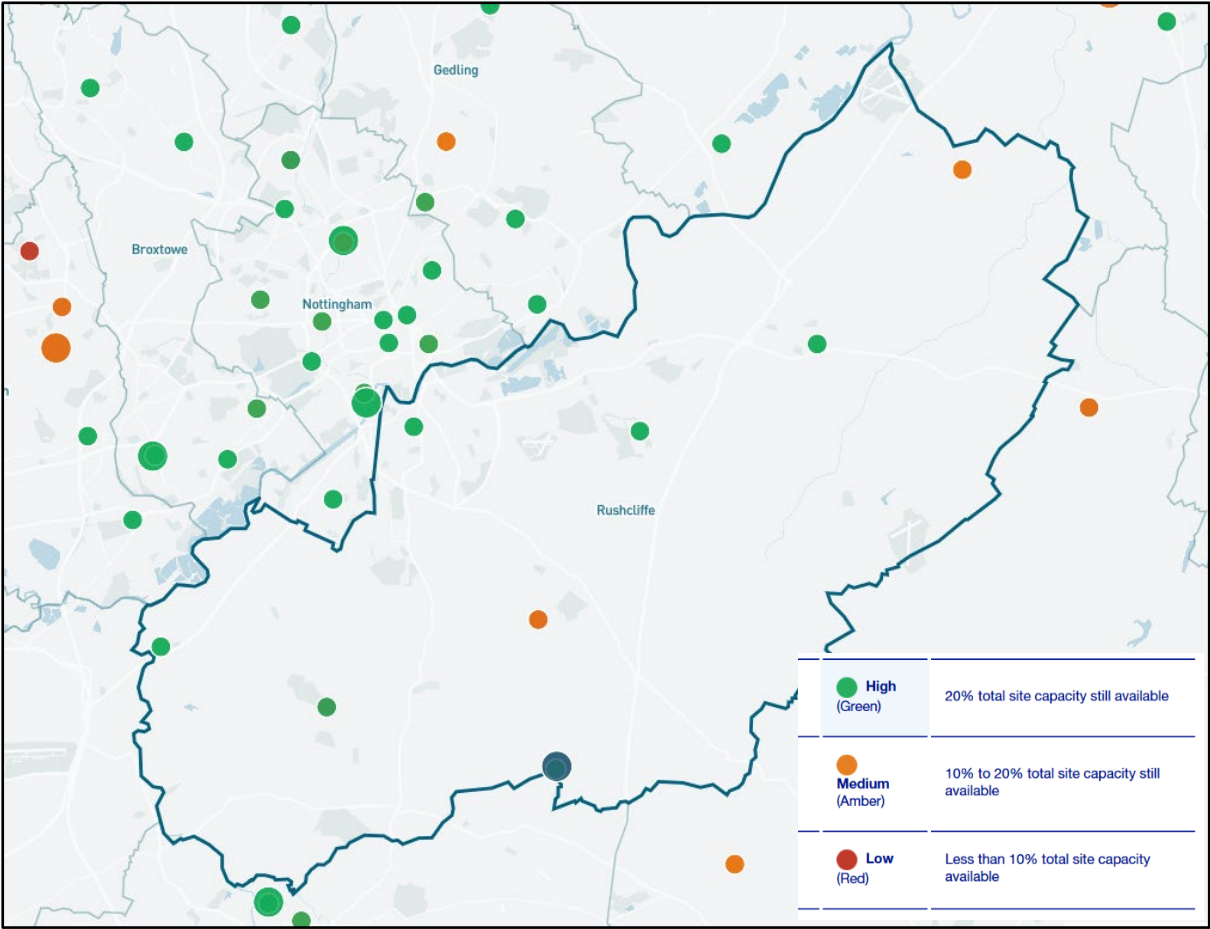
Nottingham City Council



Gedling Borough Council



Rushcliffe Borough Council



Water

- 5.7 Severn Trent Water (STW) is responsible for supplying water and managing waste water within the Greater Nottingham Strategic Plan area.

Water Resources

- 5.8 STW published the final version of the Water Resources Management Plan (WRMP) on 11 April 2025. The WRMP identifies a number of key challenges and responses which relate to the Strategic Plan area:

Key Water Resource Challenges

- Growing Demand: The Greater Nottingham Area, like much of the Severn Trent region, is experiencing population growth, which increases demand for water over the next 25 years.
 - Climate Change Impacts: Rising temperatures and changing rainfall patterns are expected to reduce the availability of water from rivers and groundwater sources. This poses a risk to long-term water supply reliability.
 - Environmental Constraints: Regulatory pressures to reduce abstraction from sensitive water bodies mean Severn Trent must find alternative sources or reduce demand to meet environmental standards.
 - Leakage and Efficiency: Severn Trent plans significant investment in infrastructure, including replacing old mains and improving detection systems to reduce water loss.
- 5.9 The WRMP identifies preferred new supply solutions which impact the Greater Nottingham Strategic Plan area:
- North Notts transfer 30MI/d: Transfer of surplus treated water in the Strategic Grid Water Resources Zone (WRZ) to Nottinghamshire WRZ, via new pipeline and pumping station.
 - Mid Notts transfer 30MI/d: Transfer of surplus treated water in the Strategic Grid WRZ to Nottinghamshire WRZ, via new pipeline and pumping station.
- 5.10 The Councils provide annual information in respect of site status to Severn Trent to ensure that there are adequate water resources to meet demand from new development. Severn Trent, in comments in relation to this IDP update, state the forward looking plan ensures they have enough water in supply for the near-term future and are in constant review of new and emerging housing, planning, and local plan data.

Waste Water

- 5.11 Severn Trent has produced a Drainage and Wastewater Management Plan (March 2023). This sets out how Severn Trent intend to extend, improve, and maintain robust and resilient drainage and wastewater systems.

- 5.12 The Greater Nottingham Strategic Plan area falls within the Lower Trent Strategic Planning Area.
- 5.13 To optimise efficient operational performance and avoid the risk of building over-sized assets, many of the Waste Water Treatment Works are not designed with large amounts of spare headroom to accommodate potential future speculative development. However, Severn Trent take into account foreseeable growth set out in local development plans and through information provided by each Council on an annual basis in respect of site status.
- 5.14 The table below sets out the waste catchment areas which relate to each authority and whether there is planned investment.

Local Authority	Catchment Name	Planned Investment
Broxtowe	Beeston (Lilac Grove) Ilkeston (Hallam Fields) Newthorpe Stapleford (Bessell Lane) Nottingham (Stoke Bardolph) Toton (Long Eaton)	Planned Planned Planned
Gedling	Calverton Rainworth Salterford Nottingham (Stoke Bardolph)	
Nottingham City	Nottingham (Stoke Bardolph)	
Rushcliffe	Aslockton Barnstone (Main Road) Barnstone Cropwell Bishop East Bridgford East Leake Elton Flintham Gotham Granby Village Drain Hawksworth Keyworth Kinoulton Kneeton Langar Langar Limes Farm Loughborough Owthorpe Radcliffe-On-Trent Screveton Shelton (Notts)	

Local Authority	Catchment Name	Planned Investment
	Sibthorpe Nottingham (Stoke Bardolph) Sutton Bonington Sutton Village (Sutton Lane) Thoroton Thrumpton Tithby	

- 5.15 Severn Trent has assessed the sites contained within the Strategic Plan to identify drainage and sewerage risks. They omitted sites which have obtained planning permission.
- 5.16 They state that high risks are not 'showstoppers', they are just locations with more sensitivity regarding the receiving system and may benefit from additional information around connection points and approach to surface water management. With regards to sewage treatment, Severn Trent state they have early warning systems in place which continuously monitor receiving flows at works which allows them to be complaint with environmental regulator standards. The need to consider infrastructure requirements has been highlighted within the relevant site specific policies under infrastructure requirements.

Sewerage

Common Acronyms	
STW - Sewage Treatment Works	EO - Emergency Overflow
SPS - Sewage Pumping Station	SSO - Storm Overflow
CSO - Combined Sewer Overflow	WRW – Water Recycling Works

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
Toton and Chetwynd Barracks	TOTON LONG EATON-WRW via gravity sewers, or STAPLEFORD-BESSELL LANE (WRW) if direct connection.	The proposed development may connect via gravity to a 225mm sewer to the east, which has a full pipe capacity of 100 l/s. CHILWELL – CATOR LANE (WRPS), with an SSO, is located approximately 2000m downstream of the assumed connection manhole. There are 8 HFRR locations near CHILWELL – CATOR LANE (WRPS).	SK50351701 (gravity network) or alternative connection direct to STAPLEFORD-BESSELL LANE (WRW)	High	There are ditches to north of site, however they appear to drain to a culverted watercourse (with limited data). May not be ST owned, but most surface water flow from area drains into this culverted watercourse. Medium risk in case there is insufficient capacity within culverted watercourse.	Assuming a runoff of 5/l/s/ha, the flow rate will be 16 l/s. Given the likely surface water drainage to a nearby watercourse and then a culverted watercourse, a medium risk is determined due to uncertainty over culverted watercourse capacity.	Medium

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
		Possible direct connection to STAPLEFORD-BESSELL LANE (WRW) should be considered but capacity of this is unknown, with multiple HFRR properties near the inlet. Assumed high risk due to HFRR properties. Flow could be split over multiple connections. Needs more detailed investigation.					
Former Bennerley Coal Disposal Point	NEWTHORPE-STW	The proposed development is assumed to connect via gravity to a 450mm sewer, which has a full pipe capacity of 314 l/s. AWSWORTH – A610 (TPS), with an overflow	SK47446102	Low	Direct to Local Watercourse (Gilt Brook)	Assuming a runoff of 5l/s/ha, the flow rate will be 62.25 l/s. Given the surface water will likely drain to a nearby watercourse, a "Low" impact risk	Low

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
		arrangement, is located immediately downstream of the connection manhole, with a pump rate of 48 l/s, as modelled based on survey data. This pumps direct to Newthorpe STW, which is within site border. Direct connection to STW may be appropriate. No HFRR locations are situated in the vicinity hence a 'Low' impact on the network is considered.				level is assumed for this site.	

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
Former Stanton Tip	STOKE BARDOLPH (WRW)	The proposed development is assumed to connect via gravity to a 150mm sewer. SNEINTON – DALESIDE ROAD (SPS), with an overflow arrangement, is located approximately 10000m downstream of the assumed connection manhole. STOKE BARDOLPH – INLET (TPS) is located at the inlet of the STOKE BARDOLPH STW. Five HFRR located 5500m downstream of connection manhole and six HFRR locations are situated downstream of	SK53445101	Medium	SK53445101 - sewer running through site. Drops into watercourse, which includes a culverted section. Capacity of culvert unknown, hence medium risk.	Assuming a runoff of 5l/s/ha, the flow rate will be 21 l/s. Given the proposed surface water drainage will drop into a section of culverted watercourse (unknown capacity) medium risk is selected.	Medium

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
		SNEINTON – DALESIDE ROAD (SPS), but they are not in close proximity to the site. Medium risk determined due to small size of receiving sewers.					

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
Broad Marsh	STOKE BARDOLPH (WRW)	The proposed development is assumed to connect via gravity to a 1530mm sewer, which has a full pipe capacity of 2571 l/s. MEADOWS – EASTCROFT DEPOT (CSO) is located approximately 1000m downstream of the assumed connection manhole. SNEINTON – DALESIDE ROAD (SPS), which includes an overflow arrangement, is located approximately 2500m downstream. STOKE BARDOLPH – INLET (TPS) is situated at the inlet of the	SK57392507	Low	Unknown. Nottingham Canal is approx 100m south of the site, but direct connection will be tricky. Looks like existing runoff goes to combined sewers. Developer should be encouraged to discharge to canal. Site looks to be fully impermeable already, so unlikely to be increase in runoff.	Assuming a runoff of 5/l/s/ha, the flow rate will be 10 l/s. A medium impact is suggested due to uncertainty of surface water disposal. Developer should be encouraged to connect to watercourse, not combined sewer.	Medium

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
		STOKE BARDOLPH STW. Six HFRR locations are situated downstream of SNEINTON – DALESIDE ROAD (SPS), but they are not in close proximity to the site. A 'Low' impact on the network is determined as site is redevelopment and will connect to very large combined sewers.					

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
East of Gamston North of Tollerton	RADCLIFFE-ON-TRENT (WRW)	The proposed development is assumed to connect via gravity to a 150mm sewer, which has a full pipe capacity of 15 l/s. TOLLERTON – COTGRAVE LANE (SPS), with an overflow arrangement, is located approximately 500m downstream of the assumed connection manhole. Two HFRR locations are situated approximately 100m downstream. A high flow is being connected to a pipe with a capacity of only 15 l/s, and two HFRR locations are immediately	SK61357301	High	Direct to Local Watercourse (Thurbeck Dyke).	Assuming a runoff of 5l/s/ha, the flow rate will be 17 l/s. Given the proposed surface water drainage to a nearby watercourse, a potential "Low" impact risk level is assumed for this site.	Low

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
		downstream of the connection manhole. Therefore, a 'High' impact on the network is considered.					
Former Ratcliffe on Soar Power Station	STOKE BARDOLPH (WRW) - most likely, but could be pumped anywhere.	No nearby network for suitable connection. Will likely require a large new SPS and an assessment of where it could be connected without causing local issues. Requires much more detailed investigation. High risk due to massive site and need for a	Unknown - Requires assessment to determine suitable discharge location.	High	Direct to Local Watercourse	Assuming a runoff of 5/l/s/ha, the flow rate will be 640 l/s. No ST assets nearby, so surface water management responsibility of developer.	Low

Site Name	Sewage Treatment Works Catchment	Known network constraints	Assumed connectivity	Potential impact on sewerage infrastructure	Outfall assumption	Surface water disposal	Potential impact on surface water sewerage infrastructure
		drainage strategy.					

Wastewater Treatment

STW Name	STW Name WRW (Water Recycling Works)	Estimated Hydraulic capacity in Dwellings on a 5 year average	Risk of works being undersized	Watercourse Constraints risk	STW Comments
STAPLEFORD - BESSELL LANE (STW)	STAPLEFORD-BESSELL LANE (WRW)	-1,040	VERY HIGH	HIGH	Site does not have capacity currently. We are investigating capacity improvement options incorporating growth in the wider catchment which includes Derbyshire
EAST LEAKE (STW)	EAST LEAKE (WRW)	-906	VERY HIGH	HIGH	A scheme is currently being commissioned which will increase capacity in order to accommodate anticipated growth in the catchment
KEYWORTH (STW)	KEYWORTH (WRW)	-173	VERY HIGH	HIGH	A scheme is being delivered which will increase capacity to accommodate anticipated growth in the catchment
LANGAR LIMES FARM (STW)	LANGAR LIMES FARM (WRW)	-51	VERY HIGH	MEDIUM	Works is being monitored as currently operating at capacity. No growth identified here
THRUMPTON (STW)	THRUMPTON (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
BARNSTONE - PARK ROAD (STW)	BARNSTONE - PARK ROAD (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth

STW Name	STW Name WRW (Water Recycling Works)	Estimated Hydraulic capacity in Dwellings on a 5 year average	Risk of works being undersized	Watercourse Constraints risk	STW Comments
COTGRAVE (STW)	COTGRAVE (WRW)		VERY HIGH		Site is closed, catchment merged onto Radcliffe-on-Trent
LANGAR (STW)	LANGAR (WRW)		NON-MCERTED	HIGH	This is a small site unlikely able to accommodate growth
THOROTON (STW)	THOROTON (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
KNEETON (STW)	KNEETON (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
HAWKSWORTH (STW)	HAWKSWORTH (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
SUTTON VILLAGE - SUTTON LANE (STW)	SUTTON VILLAGE - SUTTON LANE (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
TITHBY (STW)	TITHBY (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
SCREVEYTON (STW)	SCREVEYTON (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
SHELTON - (NOTTS) (STW)	SHELTON - (NOTTS) (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
OWTHORPE (STW)	OWTHORPE (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
ELTON (STW)	ELTON (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
SIBTHORPE (STW)	SIBTHORPE (WRW)		NON-MCERTED	NON-NUMERIC	This is a small site unlikely able to accommodate growth
GRANBY - VILLAGE DRAIN (STW)	GRANBY - VILLAGE DRAIN (WRW)	79	LOW	HIGH	There is headroom for this works

STW Name	STW Name WRW (Water Recycling Works)	Estimated Hydraulic capacity in Dwellings on a 5 year average	Risk of works being undersized	Watercourse Constraints risk	STW Comments
BARNSTONE - MAIN ROAD (STW)	BARNSTONE - MAIN ROAD (WRW)	99	LOW	VERY HIGH	There is headroom for this works
EAST BRIDGFORD (STW)	EAST BRIDGFORD (WRW)	140	MEDIUM	LOW	There is headroom for this works
CROPWELL BISHOP (STW)	CROPWELL BISHOP (WRW)	334	LOW	HIGH	There is headroom for this works
FLINTHAM (STW)	FLINTHAM (WRW)	690	LOW	HIGH	There is headroom for this works
SUTTON BONINGTON (STW)	SUTTON BONINGTON (WRW)	712	LOW	HIGH	There is headroom for this works
GOTHAM (STW)	GOTHAM (WRW)	878	LOW	HIGH	We are seeking to increase capacity through the removal of incorrectly connected springs
KINOULTON (STW)	KINOULTON (WRW)	988	LOW	VERY HIGH	There is headroom for this works
ASLOCKTON (STW)	ASLOCKTON (WRW)	1,433	LOW	VERY HIGH	We are planning to increase capacity in AMP8 in order to accommodate expected growth
RADCLIFFE- ON-TRENT (STW)	RADCLIFFE- ON-TRENT (WRW)	3,288	LOW	HIGH	We are planning for investment to increase capacity in AMP9 in order to accommodate the expected growth within the catchment
STOKE BARDOLPH (STW)	STOKE BARDOLPH (WRW)	7,545	MEDIUM	LOW	We are investigating options for investment to increase capacity in future AMPs in order to accommodate the expected growth within the catchment
BEESTON - LILAC GROVE (STW)	BEESTON - LILAC GROVE (WRW)	9,527	LOW	HIGH	There is headroom for this works
ILKESTON - HALLAM FIELDS (STW)	ILKESTON - HALLAM FIELDS (WRW)	10,260	LOW	VERY HIGH	We are planning to increase hydraulic capacity to improve storm spills performance. There is treatment capacity headroom at this works

STW Name	STW Name WRW (Water Recycling Works)	Estimated Hydraulic capacity in Dwellings on a 5 year average	Risk of works being undersized	Watercourse Constraints risk	STW Comments
NEWTHORPE (STW)	NEWTHORPE- STW	12,916	LOW	VERY HIGH	AMP7 quality scheme delivered. Transfer from Milnhay-Heanor is complete. There is headroom for this works
LONG EATON - TOTON (STW)	LONG EATON - TOTON (WRW)	37,237	LOW	HIGH	We are planning to increase hydraulic capacity to improve storm spills performance. There is treatment capacity headroom at this works

Sports and Recreation

- 6.1 Where developer contributions are required in order to provide for or improve such provision, the Councils utilise Sport England's [Playing Pitch Calculator](#) and [Sports Facility Calculator](#).
- 6.2 An updated list of Playing Pitch Strategies, Leisure Strategies and other studies has been provided below. A number of these will be updated as part of future plan preparation by each Council.

Playing Pitch Strategies

- Broxtowe Borough Council Playing Pitch Strategy (2016-2028)
broxtowe.gov.uk/media/kdtf3coy/broxtowe-borough-council-playing-pitch-strategy.pdf
- Gedling Borough Council Playing Pitch & Outdoor Sport Strategy (2023)
[Appendix E Playing Pitch and Outdoor Sport Strategy.pdf](#)
- Nottingham City Council Playing Pitch Strategy and Action Plan (2015-2020) [nottingham-playing-pitch-strategy-2015.pdf](#)
- Rushcliffe Borough Council Playing Pitch Strategy (2017- 2028)
<https://www.rushcliffe.gov.uk/media/mzxbzoo/rushcliffe-playing-pitch-strategy.pdf>
- Rushcliffe Borough Council Playing Pitch Strategy Mid Point Review Update (2022) [Playing Pitch Strategy 2022 - Rushcliffe Borough Council](#)

Leisure Strategies

- Broxtowe Borough Council Leisure Facilities Strategy (2020)
democracy.broxtowe.gov.uk/documents/s9634/9.1Appendix 1 Broxtowe Leisure Centres Strategy Full Report September 2020 Continuum.pdf
- Broxtowe Borough Council Leisure & Health Business Plan (2025-2028)
[Leisure & Health Business Plan 2025–2028](#)
- Gedling Borough Council Leisure Strategy 2025
<https://democracy.gedling.gov.uk/documents/s43202/App%20A%20Gedling%20-%20BC%20-%20Leisure%20Strategy%202025%20-%20FINAL.pdf>
- Rushcliffe Borough Council Leisure Facilities Strategy (2021-2027)
<https://www.rushcliffe.gov.uk/media/g1kpxg4n/leisure-facilities-strategy-2017-2027.pdf>
- Rushcliffe Borough Council Leisure Facilities Strategy Mid Point Review 2022 <https://www.rushcliffe.gov.uk/leisure-and-culture/sport/leisure-facilities-strategy/>

Other Studies

- Gedling Borough Council's Green Space Strategy 2021-2026 [GSS final compiled document 08.03 Final.pdf](#)
- Nottingham City Council Open and Green Spaces Quality Audit 2021 [36.Nottingham+Open+and+Green+Space+Quality+Audit+2021+-+April+2021+FINAL.pdf](#)
- Nottingham City Council Greenspace Strategy <https://www.nottinghamcity.gov.uk/media/jimbfa5k/greener-healthier-happier-nottingham-strategy-report-23524-compressed.pdf>