

Greater Nottingham Strategic Plan

Infrastructure Delivery Plan

September 2024





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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 2041. 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 and the residents or occupants have access to local services. The IDP was produced in two stages (baseline assessment and then the required infrastructure and services) and it sets out the type and level of strategic infrastructure required, where and when it is needed, and how it will be funded.
- 1.3. In January 2023, the Councils published a baseline assessment as the first stage in this process and this supported the Preferred Approach Consultation. It was an initial assessment of the levels of existing infrastructure provision in order to identify where further engagement with stakeholders is required.
- 1.4. The baseline assessment was prepared at an early stage of the Strategic Plan when numerous pieces of topic specific evidence had not been commissioned or completed. Since consultation on the Preferred Approach, the Councils have consulted infrastructure and service providers and updated the evidence base, including undertaking transport modelling which is critical to the identification of transport infrastructure required to deliver the development identified in the plan.
- 1.5. The IDP now includes the specific infrastructure requirement for the site allocations, how these will be funded, delivered and by what timescale.
- 1.6. The IDP is an iterative document and as such, if and when further evidence emerges the IDP will be reviewed and updated. Once complete, the delivery plan will be monitored annually and reviewed where necessary.

1.7. The IDP covers 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

- 1.8. 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.
- 1.9. 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 area's population. It is therefore critical to ensure that the phasing and delivery of infrastructure at relevant trigger points is carefully planned.
- 1.10. An accurate appreciation of planned, secured, and committed funding also needs to be established to gain a thorough understanding of the types of

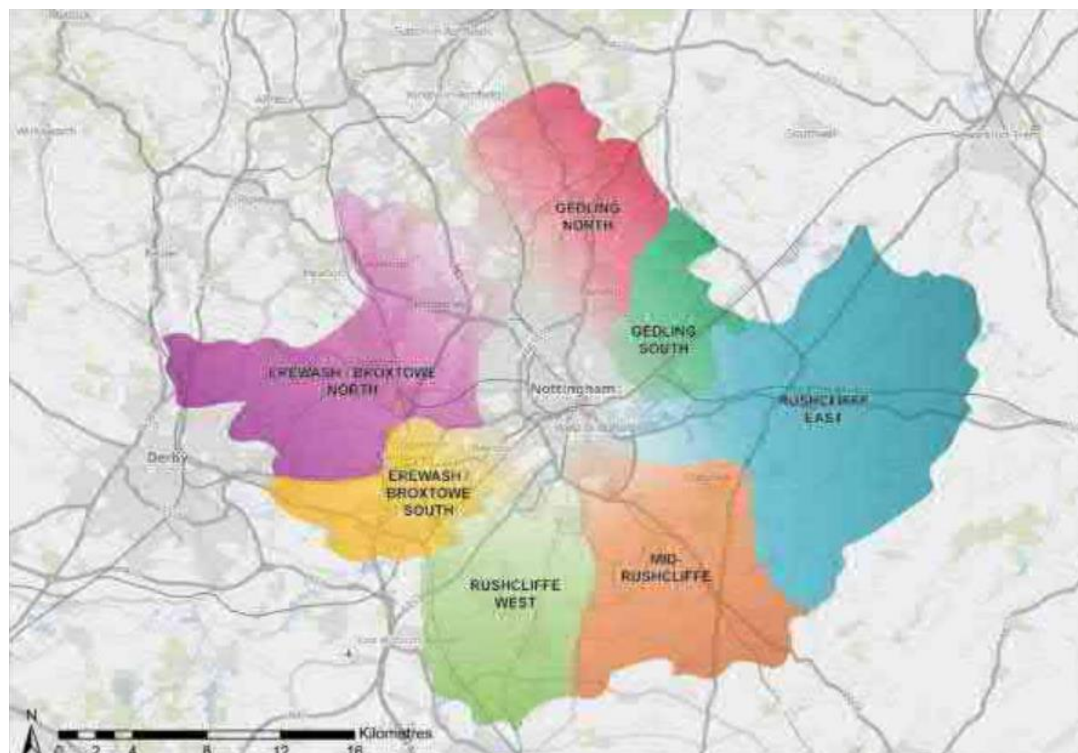
infrastructure which may be at risk if funding is not available, and the potential effects of this on local residents.

- 1.11. Within the document, most notably within the Transport section, 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

- 1.12. These areas are shown on the map below:

Figure 1 Assessment Areas (Growth Options Study):



National Policy and Guidance

- 1.13. The production of an IDP is an essential part of the evidence base in developing and delivering a sound Local Plan.
- 1.14. A draft National Planning Policy Framework (NPPF) was published in 2024, and a revised version is anticipated to be in place by the end of 2024. However, the Greater Nottingham Strategic Plan is being published under the transitional arrangements set out in the draft NPPF, and thus will be

examined under the 2023 NPPF. References to the NPPF in this document refer to the 2023 version, unless otherwise stated.

- 1.15. The 2023 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”*
- 1.16. 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.**"*
- 1.17. 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

- 1.18. 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 (see Section 3).

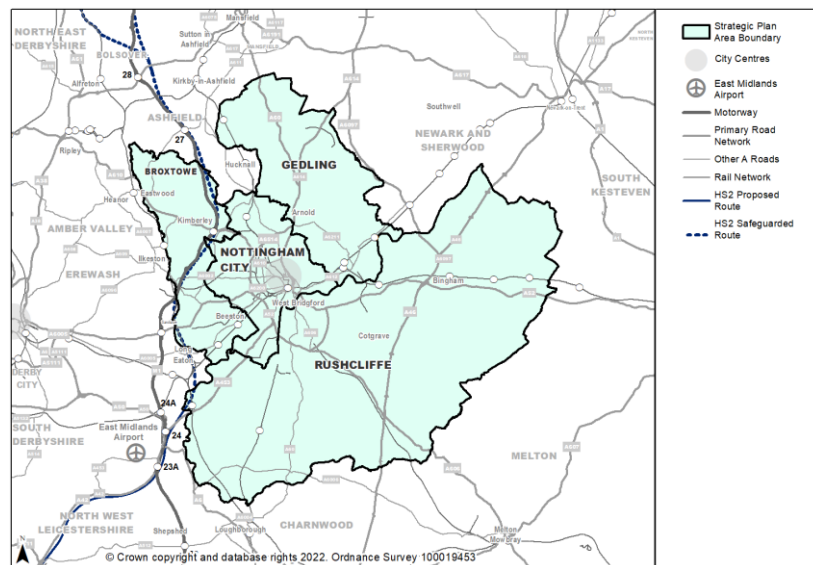
- 1.19. Planning obligations – Also known as Section 106 agreements (based on that section of the 1990 Town & Country Planning Act) are agreements made between local authorities and developers and are attached to a planning permission to mitigate the impact of development to make it acceptable in planning terms.
- 1.20. 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.
- 1.21. [Gedling Borough Council](#) has published an Informal Planning Document and guidance relating to planning obligations. 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. Rushcliffe Borough Council is preparing a supplementary planning document relating to planning obligations and has already adopted an affordable housing supplementary planning document which covers relevant planning obligation related matters. There are other mechanisms that may be used to secure certain types of infrastructure from time to time, such as S278 highways agreements. Broxtowe Borough Council uses Local Plan policy and case-by-case assessment to decide on the appropriate level of contributions; it is also considering the possible introduction of CIL.

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 2041.
- 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 has been produced in close collaboration with Nottinghamshire County Council who also form part of the Planning Partnership.

Figure 2: 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 one of the eight English “Core Cities” 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 train 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 widely recognised cultural infrastructure, including Nottingham castle and 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, and also act as service centres for surrounding villages in their respective parts of the Borough. 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 (Regulation 18) Consultations

- 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 subsequently undertook a Preferred Approach consultation in January and February 2023 seeking views on the proposed strategy and vision, the approach to housing and employment provision and the proposed strategic sites.
- 2.11 In September 2023 the Councils undertook a second Preferred Approach Consultation which focused on strategic distribution and logistics. This identified two sites that will contribute to meeting logistics needs within the Greater Nottingham sub region. Further details of both Preferred Approaches are contained within the [Preferred Approach Consultation](#) document and supporting evidence base.
- 2.12 The Preferred Approach consultations identified 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.

Publication Draft (Regulation 19) Consultation

- 2.13 Following consultation, the Councils amended the plan period (extending the period between 2023 to 2041) and as a result of this, and the draft NPPF published in summer 2024, the housing and employment targets for each local authority have increased within the Publication Draft Greater Nottingham Strategic Plan and these are listed below:

Housing Target 2023-41

Authority	Housing Target
Broxtowe Borough Council	8,250
Gedling Borough Council	8,370
Nottingham City Council	26,690
Rushcliffe Borough Council	11,360
Greater Nottingham	54,670

Employment Target 2023-2041

Authority	Office and Research Development Provision	Industrial and Warehouse Provision	Strategic Distribution Provision
Broxtowe Borough Council	21,000 sq. m	6 hectares	61 hectares
Gedling Borough Council	8,000 sq. m	18 hectares	-
Nottingham City Council	194,000 sq. m	21.5 hectares	-
Rushcliffe Borough Council	68,000 sq. m	128 hectares	Up to 36 hectares (as part of a larger site of 128 hectares)

- 2.14 The increased housing and employment requirements arising from the extension of the Plan period have not resulted in additional strategic sites or further extensions to sites being proposed within the Publication Draft plan. Within Gedling, where the additional dwellings will require additional allocated land, this will be identified through future plan preparation. In

Nottingham City, the requirement is based on the supply of homes that are considered to be deliverable during the plan period. Any increase in provision will be the result of additional windfalls or other sources of supply that will come available during the additional years.

Strategic Logistics and Warehousing

2.15 In addition to general employment and warehousing, the publication draft strategic plan identifies land for strategic logistics and warehousing. This land is in two locations, at:

- Former Bennerley Coal Disposal Point (61 hectares)
- Ratcliffe on Soar Power Station (up to 36 hectares)

Strategic Infrastructure and Services Policies

2.16 In addition to the development requirements and allocation of strategic housing, employment and mixed-use sites, the Publication Draft plan contains several policies that address infrastructure, local services and developer contributions.

2.17 Policy 12: Local Services and Healthy Lifestyles (provision of, or contributions towards community facilities).

2.18 Policy 13: Culture, Tourism and Sport (provision of new culture tourism and sports facilities).

2.19 Policy 14: Managing Travel Demand (hierarchical approach to transport infrastructure, managing demand, active travel, public transport, making better use of highway network, and only then highway capacity improvements).

2.20 Policy 15: Transport Infrastructure Priorities (transport measures associated with increased demand and proposed development).

2.21 Policy 16: Blue and Green Infrastructure and Landscape (conserving and enhancing Blue and green Infrastructure networks).

2.22 Policy 17: Biodiversity (approach to biodiversity net gain).

2.23 Policy 18: Infrastructure and Developer Contributions (principles for negotiating developer contributions).

2.24 The following policies allocate strategic sites and the IDP has assessed the infrastructure required to deliver these sites and meet the needs of the occupiers:

- Policy 19: Strategic Allocation Boots Site (Broxtowe and Nottingham City)
- Policy 20: Strategic Allocation Field Farm, North of Stapleford (Broxtowe)
- Policy 21: Strategic Allocation Toton and Chetwynd Barracks (Broxtowe)
- Policy 22: Strategic Allocation Former Bennerley Coal Disposal Point (Broxtowe)
- Policy 23: Strategic Allocation Top Wighay Farm (Gedling)
- Policy 24: Strategic Allocation Former Stanton Tip, Hempshill Vale (Nottingham City)
- Policy 25: Strategic Allocation Broad Marsh (Nottingham City)
- Policy 26: Strategic Allocation Melton Road, Edwalton (Rushcliffe)
- Policy 27: Strategic Allocation Land North of Bingham (Rushcliffe)
- Policy 28: Strategic Allocation at Former RAF Newton (Rushcliffe)
- Policy 29: Strategic Allocation Former Cotgrave Colliery (Rushcliffe)
- Policy 30: Strategic Allocation South of Clifton (Rushcliffe)
- Policy 31: Strategic Allocation East of Gamston/North of Tollerton (Rushcliffe)
- Policy 32: Strategic Allocation, Ratcliffe on Soar Power Station (Rushcliffe)

3. Community Infrastructure Levy

- 3.1 Within the Strategic Plan area, only Gedling and Rushcliffe have adopted a Community Infrastructure Levy (CIL). Within Broxtowe and Nottingham City, all financial contributions from developments for infrastructure and community services are agreed within Section 106 Agreements. Broxtowe are currently considering whether to introduce CIL.

Gedling

- 3.2 Gedling approved its Charging Schedule in 2015. More information including base and indexed CIL rates for 2024 is available on the Council's website [Community infrastructure levy - Gedling Borough Council](#). Considering viability, the schedule identifies three zones within which a different CIL rate for residential developments is charged.

- Zone 1: £0/sqm
- Zone 2: £66.97/sqm
- Zone 3: £104.18/sqm

- 3.3 For retail developments (A1 to A5 (now class E)), a borough wide rate of £89.30/sqm is charged.

- 3.4 The Infrastructure Funding Statements (formally the Regulation 123 list) identifies the following projects that are funded by CIL and this source of funding is identified where appropriate in the IDP:

- Former Gedling Colliery/Chase Farm Access Road
- Gedling Colliery Country Park
- Former Gedling Colliery/Chase Farm Secondary School Contribution
- Top Wighay Farm Secondary School Contributions

Rushcliffe

- 3.5 Rushcliffe approved its Charging Schedule in 2019. More information is available on the Council's website [Community Infrastructure Levy - Rushcliffe Borough Council](#). Considering viability, the schedule identifies five zones within which a different CIL rate for residential developments is charged:

- Zone 1 (Strategic Allocation East of Gamston/North of Tollerton): £0/sqm
- Zone 2: £40/sqm
- Zone 3: £50/sqm
- Zone 4: £75/sqm
- Zone 5: £100/sqm

- 3.6 For general retail developments (A1 to A5 (now class E), a borough wide rate of £50/sqm.
- 3.7 Food supermarkets have a borough wide rate of £100/sqm.
- 3.8 The Infrastructure Funding Statement identifies the following projects that are funded by CIL and this source of funding is identified where appropriate in the IDP:
- Provision of Park and Ride along the A52 corridor and bus priority measures in West Bridgford.
 - Provision of or improvements to playing pitches and ancillary facilities.
 - Provision of or improvements to indoor leisure provision.
 - Provision of additional secondary school places across the Borough through new provision or extension to existing provision.
 - Provision of health facilities across the Borough through new provision or extension to existing provision.

4. Transport

Overview

- 4.1. Detailed transport modelling has been undertaken as part of preparation of the Publication Draft of the Strategic Plan. This modelling has predicted the additional journeys that will be generated by the developments in the plan and their effects on highway congestion, allowing for public transport patronage. Critically it identifies the mitigation measures that are required to reduce any congestion. More information can be found in the Transport Modelling Background Paper, 2024.
- 4.2. The information within this chapter has been also informed following consultation with Nottingham City Council, Nottinghamshire County Council Highways Departments and Highways England.
- 4.3. In addition to the measures identified through the transport modelling the IDP includes several transport infrastructure measures identified in adopted or emerging transport strategies. Some will have been approved, whilst others are still being developed.
- 4.4. [Nottinghamshire County Council](#) and [Nottingham City Council](#) published their Local Transport Plans (LTPs) 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; and
 - Improving quality of life, safety and promoting greater equality of opportunity.
- 4.5. Within both plans, 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.
- 4.6. 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 reductions in carbon emissions and air pollution.
- 4.7. 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 to be compact and connected in accordance with key principles of '20-minute' neighbourhoods will help to achieve this. Accordingly, the concept compact and connected neighbourhoods and the need to locate development within short walking and cycling (active travel) distances of local services and facilities has been incorporated within the Greater Nottingham Strategic Plan.

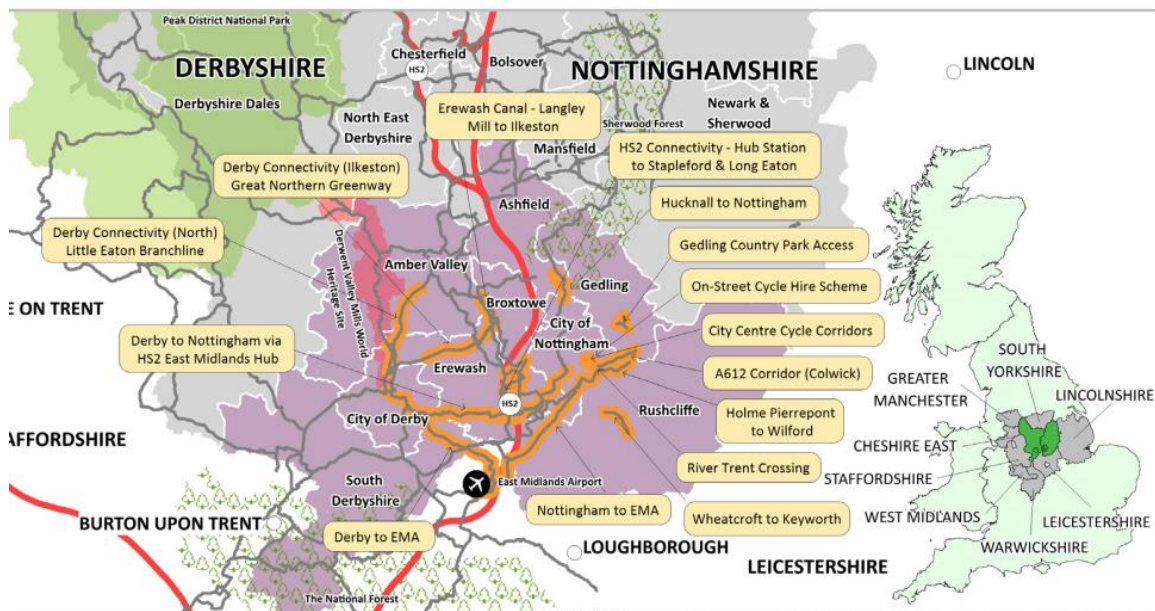
- 4.8. The newly formed East Midlands Combined County Authority (EMCCA) will exercise functions of the Nottinghamshire and Nottingham City councils as local transport authorities in relation to how transport is planned, delivered and operated across the combined area. The EMCCA will amongst other things:
- lead the development of a new area wide LTP to shape future local transport investment
 - co-ordinate a joint approach to highways asset management and define a key route network
 - following a transition period, consolidate the public transport powers of the City and County Councils into the EMCCA for supported bus services, smart ticketing and passenger information
- 4.9. The two Councils will continue to be the Local Highway Authorities, and will also retain responsibility for delivery of local improvements.
- 4.10. The new area wide LTP will replace the current separate LTPs, and will be the LTP that sets out the strategy and transport investment priorities associated with the Greater Nottingham Strategic Plan.
- 4.11. The Greater Nottingham Strategic Plan is being prepared during the early days of EMCCA, without the benefit of a new area-wide LTP being in place. (A draft LTP is anticipated to be published in the Autumn of 2024). As noted above, future transport investment will be driven by the new LTP. The plan making authorities are liaising closely with EMCCA to ensure the LTP recognises and responds to the growth aspirations of the Strategic Plan. At the current time, until the publication of the EMCCA LTP, there are very few committed transport schemes, however EMCCA has a significantly enhanced budget over the previous funding package, which should enable a step change in transport investment across its area.

Walking and Cycling

- 4.12. Nottingham City Council and Nottinghamshire County Council have worked 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



- 4.13. 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.

- 4.14. 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.
- 4.15. 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.

Public Rights of Way

- 4.16. 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.
- 4.17. 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.
- 4.18. 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.

- 4.19. 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.
- 4.20. 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.

Key Cycling and Walking Infrastructure Issues:

- **Future development should utilise and enhance the existing walking and cycling network. Walking and cycling forms a critical part of facilitating compact, connected and sustainable development. These form key elements of the Preferred Approach Strategy.**
- **Links should be explored between the enhancement of Blue and Green Infrastructure and active travel.**

The Rail Network

- 4.21. 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.
- 4.22. However, compared to some other routes, journey times are generally 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.
- 4.23. An estimate of station usage is provided by the Office of Rail and Road. Due to the impact of Covid-19 on passenger numbers and an increase in working from home, the period of 2019-20 has been included as a comparison with

the latest figures from 2020-2021, 2021-2022 and 2022-2023. 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). The data indicates that passenger numbers have recovered since the height of the pandemic, although they are still down at the majority of stations and across all stations were down by 15% (comparing 2021-2022 against 2019-2020).

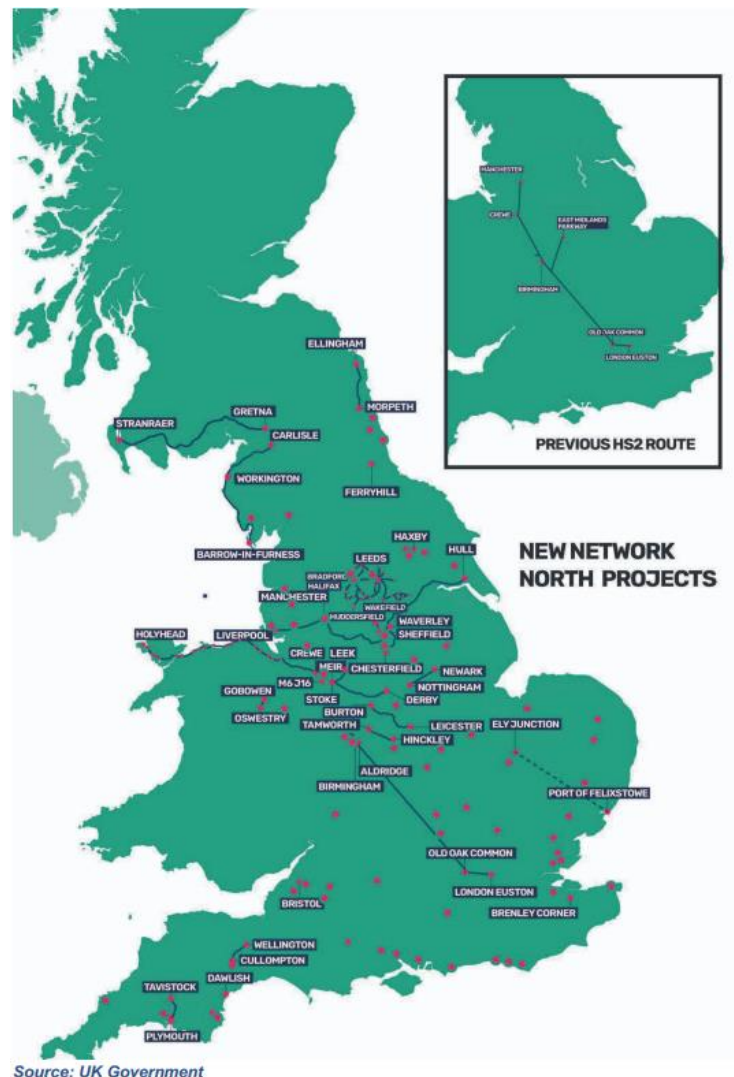
Stations	Estimated total number of entries and exits made at the station in 2019-20	Estimated total number of entries and exits made at the station in 2020-21	Estimated total number of entries and exits made at the station in 2021-22	Estimated total number of entries and exits made at the station in 2022-23
Nottingham	7,864,690	1,416,536	5,202,438	6,739,558
Attenborough	106,882	17,586	46,934	52,704
Beeston	574,304	109,068	327,608	439,410
Burton Joyce	15,330	1,826	6,146	9,426
Carlton	57,552	12,254	27,610	36,846
Netherfield	8,292	1,210	5,556	6,946
Newstead	44,200	8,570	23,010	31,702
Bulwell	68,852	20,138	34,504	56,336
Aslockton	33,438	3,736	15,914	23,472
Bingham	79,410	14,442	55,774	63,540
Elton & Orston	68	12	40	56
Radcliffe on Trent	12,404	1,952	9,838	11,882
Ilkeston	123,610	25,495	101,026	127,512
Long Eaton	649,100	142,896	461,426	474,788
Hucknall	198,694	34,688	83,164	120,616
East Midlands Parkway	343,420	39,350	196,298	309,864
Totals	9,638,132	1,810,409	6,400,988	8,194,794

Rail Improvement Projects

- 4.24. On the 4 October 2023, the Government confirmed within “Network North: Transforming British Transport” that the eastern leg of HS2, also known as Phase 2b, which would have run between Birmingham to the East Midlands, with a stop at East Midlands Parkway in Rushcliffe, would be cancelled.
- 4.25. Network North: Transforming British Transport identifies a number of alternative rail projects that will improve connectivity between Greater Nottingham, neighbouring towns and cities, and conurbations beyond the East Midlands. These include the upgrading of the link between Newark and

Nottingham; and the extension of the existing London-Leicester-Nottingham trains to Yorkshire and the northeast (cutting direct journey times from Nottingham to Leeds by around an hour and enable the quadrupling of direct seats from Nottingham to Leeds). Alongside this, the investment will enable up to 600 seats each hour between Leicester and Nottingham. Network North also proposes the reopening the Maid Marion Line to passenger rail services between a new rail hub at Toton and Ashfield.

Network North Proposals:



- 4.26. In addition to the Government's Network North proposals, the following rail improvement schemes are currently being examined by the Transport Authorities and have been considered as potential mitigation within the transport modelling. All would provide longer distance alternatives to the private car:

- Extension of the Robin Hood Line to Ollerton;
- Line speed improvement on the Castle line to Newark;
- Additional service provision on the Poacher Line to Grantham;

- Improved service connections to Derby; and
 - Improved service connections to the Midlands Hub (Birmingham)
- 4.27. Transport for the East Midlands and Midlands Connect “Our Shared Vision for the East Midlands” 2024 has eight key strategic investment priorities, three of which relate to rail infrastructure which will benefit Greater Nottingham:
- Midland Main Line Electrification (MML)
 - Nottingham-Leicester-Coventry Rail Connectivity
 - Midlands-Leeds & North East Rail Connectivity
- 4.28. The MML remains the only mainline route not to be fully electrified. The Government’s 2021 Integrated Rail Plan committed to electrifying the MML to Leicester, Derby, Nottingham and Sheffield by the early 2030s. This will enable EMR’s new Aurora Class intercity trains to run in electric mode when the wires south of Bedford are upgraded from 100mph to 125mph. Leicester and Coventry are just 25 miles apart and are without a direct rail connection, which could reduce travel times between Nottingham and Coventry by 38 minutes, to 70 minutes. The development and delivery of this project requires investment from the Rail Network Enhancement Pipeline which has yet to be agreed by the Government. Despite its cancellation, the strategic need to improve rail connectivity along the route of the former Eastern Leg of HS2 remains, and would bring significant economic benefits.
- 4.29. Within the Greater Nottingham Strategic Plan Area itself there are opportunities to deliver new railway stations and improvements to existing stations. This additional rail related infrastructure includes:
- A new station for the Jubilee University Campus, at Faraday Road.
 - Increased services at existing stations – including Netherfield, Carlton and Attenborough.
 - Improved public transport interchanges at rail stations, including park and ride facilities (potentially at stations on Poacher Line between Nottingham and Grantham)
- 4.30. Although not included as a proposed mitigation measure in the transport modelling, a new local/regional railway station at Toton is included in the government’s Integrated Rail Plan for the North and Midlands (2022). Its delivery would be highly beneficial to in terms of connectivity in the western part of Greater Nottingham, and its delivery will be pursued.

Key Rail Infrastructure Issues:

- **Ensure future development maximises opportunities arising from Network North, Network Rail, the East Midlands Development Corporation, East Midlands Free Port, and other partners.**
- **Ensure future development, including where appropriate the logistics sector, utilises existing rail links where appropriate.**
- **The creation and improvement of local stations, including increased rail services and accessibility by public transport and active travel.**

The Bus Network

- 4.31. 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.
- 4.32. 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.
- 4.33. 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.

Bus Improvement Projects

- 4.34. 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.

- 4.35. Two Bus Service Improvement Plans (BSIPs) cover the plan area. One covers Greater Nottingham (Robin Hood), the other Nottinghamshire. Both were adopted in 2021.
- 4.36. The Greater Nottingham (Robin Hood) BSIP identifies the following improvements:
- Bus priority measures – removing pinch points on key corridors.
 - Potential bus rapid transport networks (including new bus lanes, signal priority, no waiting and enforcement) across 8 strategic corridors that will turn these routes from high quality bus routes to BRT corridors:
 - A52 – Derby Road
 - A52 – West Bridgford
 - A60 – Nottingham Railway Station to Central Avenue, West Bridgford
 - A60 – Mansfield Road
 - Upper Parliament Street to Victoria Centre
 - A609 Ilkeston Road to Wollaton Road
 - Edwards Lane
 - Hucknall Road
 - Integration of services with other transport modes
 - Improvements to passenger experiences (improved busses and bus stops)
- 4.37. The Nottinghamshire BSIP identifies the following improvements:
- Bus priority measures:
 - A60 Nottingham Road
 - A38, including Bus Rapid Transit
 - A52 Gamston Bus Priority
 - A611, Bus Rapid Transit and Priority
 - A632 and A619 Corridor Improvements
 - Integration measures, including Inter-modal connections, mobility hubs and pocket Park and Ride facilities.
 - Improvements to passenger experiences (improved busses and bus stops, real time information displays and CCTV).
- 4.38. Building on the BSIPs a programme of bus priority improvements at existing pinch points is being developed on behalf the Combined Authority¹. They include a:
- A610 Bus Rapid Transit Corridor between Kimberley and Nottingham, linking to existing bus priority infrastructure.
 - A611 Bus priority measures, including bus lanes.
 - A60 transport corridor comprising bus lane through Sherwood.

¹ draft East Midlands Combined Authority Public Transport Schemes (Dec 23)

- Underground tunnel at Crown Island – facilitating bus movements through the junction.
- A453 Crusader Island – proposed “hamburger” junction with bus priority through the centre.
- Upper Parliament Street to Victoria Centre - traffic light priority for busses at the junctions of Milton Street, Sherwood Street and Burton Street.

Key Bus Infrastructure Issues:

- **Maximise opportunities to enhance and support bus and services, including increased services and route extensions, through new development.**
- **Deliver highways improvements that reduce journey times to and from new developments**
- **Integration with other modes of public transport and active travel routes.**

The Tram Network

- 4.39. 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.
- 4.40. Nottingham’s tram is a major part of the integrated public transport network in Nottingham, and has been extremely well received by the public, stakeholders, and businesses. The tram system:
- has nearly 19 million users per annum and is continuing to grow, with recent year on year increases of over 5%, and since the first tram line opened, public transport use in Nottingham has grown by nearly 25%;
 - contributes significantly to Nottingham being the only city outside London recording a reduction in car usage. 30% of tram trips were formerly undertaken by car or by park and ride;
 - is of particular benefit to people with mobility difficulties, with evidence of users gaining an increased quality of life, and of opening new employment opportunities based on the improved accessibility provided by the system;
 - contributes to economic growth in Nottingham, improving access to jobs, and maximising inward investment, with significant commercial development adjacent to the City Centre tram stops and along the routes. Businesses in Nottingham have cited good public transport links as a major factor in business relocation and expansion; and

- provides a reduction in emissions as an energy efficient mode and is non-polluting at the point of use.

Tram Improvement Projects

- 4.41. Further extensions and new lines have been proposed within NET Phase Three. These comprise:
- An eastern route to Gedling via the Meadows, new Island site development, Waterside, Daleside Road, Racecourse park and ride and Netherfield. This route would serve the Island site (minimum 1,750 homes and 55,000 sqm of office space) and through the Waterside Regeneration area, which proposes a further 3,000 homes and 150,000 sqm of employment land, and the Council has recently adopted a Supplementary Planning Document for part of the site to help shape the proposals in this area. A full route would also serve recently developed strategic sites in Gedling at Teal Close (830 homes, 18,000 sqm employment) and potentially Gedling Colliery (1,050 homes, 30,000 sqm employment). The route within Nottingham City is safeguarded in the Local Plan.
 - a route south from the current Clifton Park and Ride terminus through the proposed Fairham Pastures development site which proposes 3,000 homes and 100,000 sqm of employment land
 - Extensions to a new transport hub at Toton (linking to rail and a park and ride facility) and potentially a further extension to Long Eaton. This route extension was considered important in meeting the objectives of the Growth Strategy.
- 4.42. In addition to the above there are ambitions to extend the tram network:
- north beyond Hucknall,
 - south through West Bridgford (Lady Bay) and towards Gamston
 - and west beyond Phoenix Park towards Kimberley and Eastwood.
- 4.43. However, all these further extensions require feasibility work to establish whether they are economically viable and sustainable, would have sufficient impacts on reducing congestion and would have any wider impacts.

Key Tram (NET) Infrastructure Issues:

- **Maximise opportunities to enhance and support tram services, including potential NET extensions at Clifton, Toton and towards Gedling.**
- **Associated park and ride sites and public transport interchanges should be promoted along NET routes where appropriate.**
- **Protect identified safeguarded routes.**

Strategic Roads

- 4.44. 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, A52, A453 and A46.
- 4.45. 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.
- 4.46. Detailed transport modelling has been undertaken as part of preparation for the Publication Draft of the Strategic Plan. This has identified mitigation measures which will assist in moderating congestion brought about through Strategic Plan proposals. Prior to the modelling being undertaken the Growth Options Study (Aecom, 2020) highlighted a number of existing highway 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. 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).

Assessment Area	Commentary
	The A60 into Nottingham can become heavily congested.
Gedling South	The area is poorly connected to the M1, but north-south routing can be accommodated by the alternative A46 route. The Gedling Access Road (GAR) will improve east - west connectivity in the area 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). Capacity analysis likely to be needed to assess impact on these routes, as well as routing through Gedling Village.
Rushcliffe East	The A52 is a key east-west route across the East Midlands and is subject to congestion at its junctions resulting in regular queuing and delays. National Highways 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. The A46 generally performs well, having been upgraded in 2012 to dual carriageway. Capacity analysis likely to be needed to assess the above routes and impacts around West Bridgford and Gamston.
Mid Rushcliffe	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 National Highways and Nottinghamshire County Council. The cul-de-sac layout of the city fringe west of A52 reduces potential for integration and connectivity Relatively close to city centre (but across river). Poor connectivity to north, without a Fourth Trent crossing. The Strategic Road Network is constrained by traffic congestion and need further transport assessment examination and mitigation
Rushcliffe West	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

Assessment Area	Commentary
	of this scheme, the M1 Junction 24 has also been recently upgraded. Localised congestion problems occur in Ruddington. Capacity analysis likely to be needed.
Broxtowe South	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. 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.
Broxtowe North	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 23a and 34. 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.

- 4.47. Since 2014, there have been several improvements to the road network and numerous projects which are currently underway:

Project	Status	Local Authority
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.	Completed	Gedling
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. 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,	Ongoing	Rushcliffe

Project	Status	Local Authority
Stragglethorpe, Silverdale and Gamston junctions, which are all now complete. It is expected that work on the two larger junctions – Nottingham Knight and Wheatcroft will be undertaken from 2025 onwards.		
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.	Completed	Rushcliffe / Nottingham City

- 4.48. Nottinghamshire County Council and the East Midlands Development Corporation are also exploring funding opportunities to provide access to the Toton Strategic site, including a “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.

Transport modelling

- 4.49. Transport modelling has been undertaken by Systra (using the East Midlands Gateway Model), with assistance from ARUP, who have developed the mitigation measures required to reduce the impacts of the plan on the strategic highway network.
- 4.50. The modelling has been undertaken in three stages, first establishing a 2041 reference case which determines traffic growth between 2016 and 2041 without the Strategic Plan, the second which includes the Strategic Plan and developments proposed, and the final stage which includes a range of mitigation measures. Further detail is included in the Transport Modelling Background Paper 2024.

2041 Reference Case

- 4.51. The 2041 Reference Case indicates that even without the Strategic Plan, general traffic growth and various infrastructure schemes will result in significant increases in traffic, with most strategic routes experiencing an increase in traffic flow and several experiencing increases of over 300 passenger car units (PCUs) during the morning and evening peaks. This includes the M1, A46, A453, A52. Overall, between 2016 and 2041 trips will increase by 19% during the morning peak and 18% during evening peak.
- 4.52. The modelling has determined that these levels of traffic growth will by 2041, result in severe congestion, particularly within and around Nottingham City, but also across the Greater Nottingham Strategic Plan area, in particular around Broxtowe given it's proximity to the M1. The M1 and A52 include several junctions where the volume of traffic will exceed capacity. For example, M1 junctions 24/24a, 25 and 26, as well as the A52 towards Derby and through Nottingham City, are significantly congested in both peaks, with capacity exceeded at multiple points along these strategic routes.

- 4.53. On the local network, significant congestion is identified across the plan area and the City itself, particularly on strategic roads such as the A60, A610 and A6514.
- 4.54. 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.

Greater Nottingham Strategic Plan Scenario

- 4.55. The modelling of trips generated by developments in the Greater Nottingham Strategic Plan predicts that an additional 60,351 person trips will be made in the morning peak and 57,200 person trips in the evening peak. These trips are split 55% private vehicle, 12% public transport and 33% active travel.
- 4.56. Considering highway and public transport modes, which are modes explicitly modelled, the number of total person trips increases by 6% between the Reference Case and the Strategic Plan scenario, which is made up predominantly of additional GNSP development trips (circa. 90% of growth) but also from an increase in background traffic (circa. 10% of growth) between 2023-2041 between the Reference Case and the Strategic Plan scenario in the GNSP area.
- 4.57. Accounting for vehicle occupancy and mode share, there are an additional 16,113 vehicle trips modelled in the morning peak and an additional 15,434 vehicle trips modelled in the evening peak overall.
- 4.58. Modelling the development trip distribution, a significant level of development trips use the strategic road network, especially the A46, A52, A453 and M1. On the local road network, many development trips utilise the A52 and A6514 to travel around Nottingham in both peaks, having headed in/out of Nottingham City on a variety of radial routes, including but not limited to in the AM peak the A606, A60, A612, A6005, A6200, A609, A610 and A6130. Nearby to the A453, development trips route via local roads in and around Gotham to access the A453 at junctions less congested than those within Clifton and around the Clifton South (Fairham Pastures) development.
- 4.59. Given the predicted trip distribution, significant increases in traffic flow would be experienced on the strategic road network. However increased congestion, notably along the A453 result in a flow decrease due to reassignment from this congestion. There is some reassignment of existing traffic, particularly in the west of Nottingham around Toton, which is due to the addition of the development and infrastructure in this area, such as the Toton Link Road.
- 4.60. On much of the strategic road network, there is generally an increase in junction congestion. There is however some reduction in volume capacity at A52 Bardhills Roundabout due to the additional capacity provided by the

Toton Link Road infrastructure. The A453 also shows an increase in congestion. Further north on the M1, volume capacity decreases at junction 26 in the morning peak, whereas in the afternoon peak congestion increases. However, in both peaks, the Junction 26 remains congested in the Strategic Plan scenario.

- 4.61. Within Nottingham there are a significant number of junctions that exhibit an increase in congestion. In most cases however, this congestion increase is focussed on strategic corridors such as the A52, A60, A610, A612, A6008 and A6011 where most of additional development traffic routes, as well as in the City Centre itself, where many junctions were already congested in the Reference Case before any additional development is added.

Greater Nottingham Strategic Plan Mitigation Measures

- 4.62. The proposed mitigation measures range from designing developments to be compact and connected, with daily needs within short journey times, active travel hubs within new development and at key locations, and new cycling routes. In terms of public transport, bus frequency improvements are proposed, route extensions and priority measures, park and ride, NET extensions, and improvements to National Rail services. Limited highway/signalling improvements are also included, Toton Link Road, A453 corridor, Bramcote Island (A52) and Junction 24 improvements in line with those included in the Local Development Order.
- 4.63. The mitigation strategy thus delivers reductions in demand as a result of policies such as walkable neighbourhoods; reductions in demand as a consequence of active travel measures; and increased public transport use where services are improved. However, a key finding is that overall, a substantial amount of congestion remains.
- 4.64. It would be unrealistic for mitigation measures to result in no increase in congestion between the Reference case and the GNSP With Mitigation scenario, given existing congestion, the fact that many junctions are already at or close to capacity, and the constrained nature of many junctions preventing further capacity improvement.
- 4.65. Initial modelling resulted in only a 4% improvement in congestion over the GNSP No Mitigation scenario in the AM peak, and a 10% deterioration in congestion in the PM peak. This is due to bus priority measures which remove road capacity for private vehicles. Removing the bus priority from the modelling of the mitigation package results in a 28% improvement in congestion over the GNSP No Mitigation scenario in both the AM and the PM peak. Average speeds in the GNSP No Mitigation and the GNSP With Mitigation scenarios are 37km/hr, a 7.5% reduction against the 40km/hr average reported for the Reference Case AM Peak, and a 5.1% reduction against 39km/hr average reported for the Reference Case PM peak.
- 4.66. Further refinement of the model is being undertaken, and more targeted mitigation measures are expected to improve the position somewhat.

However, given the already congested nature of the network, and the constrained nature of most junctions restricting their improvement, the scope for significant further mitigation is likely to be limited. This further modelling is ongoing and will be ready for examination of the Plan.

- 4.67. Notwithstanding this, the benefits of growth set out in the GNSP in terms of new house building and employment are considered to outweigh the disbenefits of congestion. The consultants also note that the model cannot accurately measure behavioural changes, such as increased cycling and walking or peak spreading. In addition, the weaknesses of transport modelling as a 'predict and provide' methodology are considered further in the Transport Modelling Background Paper.
- 4.68. The table below shows the mitigation measures identified through the modelling process within the Transport Mitigation Strategy. More detail about the cost assumptions made are included in the Transport Modelling Background paper. As noted above, until EMCCA publishes its LTP, there are very few currently committed schemes. However, the enhanced resources available to EMCCA will enable a step change in transport investment across the EMCCA area.

Mitigation Measure	Description	Delivery Mechanisms	Sources of Funding	Cost £million
Compact and Connected Neighbourhoods	Up to 30% walking mode share at developments located within 500-800m walking distance of an existing city, town, district or local centre or which are proposed to deliver more than 1,000 dwellings.	Delivered as part of new developments Development management decisions	Delivered as part of new developments	N/A
South-West Orbital cycling corridor	A new cycle route connecting Wilford and West Bridgford with the Queens Medical Centre, Wollaton Park, University Park and the Jubilee Campus via Clifton Boulevard.	Local Cycling and walking Infrastructure Plan Nottingham City and Nottinghamshire County Council County Council	TBC	£0.45 to £1.75 per km
East-West cycle corridor	A new route adjacent to the A52 running between the M1 in the west and Bingham in the east via the city centre.	Local Cycling and walking Infrastructure Plan Nottingham City and Nottinghamshire County Council	Largely complete	£0.65 to £1.75 per km
Active travel connections	Up to 10% cycle mode share at developments achieved by connecting sites to existing and proposed D2N2 walking and cycling routes.	Delivered as part of new developments Development management decisions	Developer contributions	N/A
Micro-mobility trials	Shared bike or electric scooter services at large development locations such as Ratcliffe-on-Soar Power Station.	Partnership with Derbyshire, Nottinghamshire County Councils	DfT Transforming Cities Fund	£0.05 to £0.1
'Wheel and ride' facilities	Modelled at the following NET locations: Clifton Centre, Wilford Lane, Beeston Centre, Bramcote Lane, Highbury Vale and Moor Bridge. To be delivered at the following national rail stations: Netherfield, Beeston, Attenborough, Ilkeston, Bulwell and Hucknall.	Nottingham City and Nottinghamshire County Council	TBC	£3.00 to £9.00
Increased bus service frequencies	Four buses per hour on the following routes: Rushcliffe Villager and bus service numbers 9, 26, 27, 33 and 141.	EMCCA/ Operators	TBC	£1.88 to £2.58

Mitigation Measure	Description	Delivery Mechanisms	Sources of Funding	Cost £million
Bus extensions and diversions	Bus service extensions and diversions to East of Gamston, Gedling Colliery, Ravenshead, Waterside, RAF Newton Site, Teal Close (Victoria Retail Park), Toton (aligning with extension of NET and new station), Chetwynd Barracks (including bus priority), and Ratcliffe on Soar Power Station.	EMCCA/ Operators	TBC	£2.24 to £2.94
Bus priority measures	Along Clifton Boulevard and Middleton Boulevard (A52) to improve the route of buses 53 and 54. Along the A52 between Bingham and Nottingham City Centre, aligning with proposed Park and Ride sites at Bingham. The A60 Leapool to Sherwood Express Busway. A612 Daleside Road and Colwick Road Bus Priority. A6011 Radcliffe Road, Gamston to A6520 Trent Bridge - Bus Priority. At developments in Clifton, including turning circles and bus gates. This could also include bus priority at A453 Crusader Roundabout. In Edwalton, dedicated bus-only access onto Musters Road (to north of site) and onwards to West Bridgford and Nottingham City Centre. A611 Hucknall Road bus priority measures between Nottingham and Mansfield. A60 Nottingham Rail Station to West Bridgford bus priority measures.	Nottingham City and Nottinghamshire County	TBC	£0.425 to £0.85 £1.4 to £2.8 £1.3 to £2.6 £0.725 to £1.7 £0.4 to £0.8 N/A (by development) N/A (by development) £0.9 to £1.8 £2

Mitigation Measure	Description	Delivery Mechanisms	Sources of Funding	Cost £million
	Bus Rapid Transit corridor towards Eastwood along the A610 via Kimberley. Further enhancement and bus priority for NCT service 50 to Teal Close and Waterside Areas together with the potential rerouting and bus priority along London Road and through the Cattle Market. Further enhancement and bus priority for NCT service 45 which serves Gedling Colliery, with priority along Westdale Lane and Mapperley Top / Plains.			£1.65 to £3.3 £2.125 to £4.75 £1.025 to £2.3
Nottingham Express Transit (NET) Extensions and improvements	Extension from current terminus at Toton Lane to the site of the proposed railway station. An eastern extension towards Gedling. Extension through Fairham Pastures. Extension north of Hucknall to serve developments to the north.	EMCCA Nottingham City and Nottinghamshire County Councils	TBC	£30 to £70 £180 to £420 £30 to £70 £75 to £150
Park and Ride sites	East of West Bridgford (Gamston) accessed from the A52 / Radcliffe Road three arm roundabout. At the site of the new station proposed in Toton. Leapool west of the A60, near to the roundabout junction with A614 Ollerton Road. A new service to connect the Boots site to existing P&R at either Clifton or East Midlands Parkway.	County Council S106 for Boots site	TBC	£5.5 to £8.5 £5.5 to £8.5 £5.5 to £8.5
Improvement to access to national rail	Better transport interchanges at existing stations including active travel routes, bus	EMCCA/ Midlands Connect/	TBC	£0.75 to £2.25

Mitigation Measure	Description	Delivery Mechanisms	Sources of Funding	Cost £million
	interchange and parking facilities (including wheel and ride) at Attenborough, Netherfield and Carlton. Upgrade of the Maid Marian Line to facilitate passenger services. Extension of the Robin Hood Line to Ollerton. Line speed improvements on the Castle Line to Newark. Additional services provision on the Poacher Line to Grantham.	National Rail (subject to Restoring your Railway funding bid)		£12 to £19 £60 to £90 £18 £0.5 to £1
Toton Link Road	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.	Delivered as part of the Toton and Chetwynd Strategic Site	Developer contributions Development Company TBC	£40
A453 Corridor (Clifton)	Widening to the north-eastbound and south-westbound A453 approaches to Crusader roundabout to provide a third entry lane on both arms (as per the Clifton South SUE scheme). Realignment of both A453 approaches to the A453 / Green Lane junction, to provide a three through-lanes in both directions. Widening and realignment of the north eastbound A453 approach to Farnborough Road roundabout, to provide an additional through lane.	National Highways	TBC	£0.85 to £1.7
Bramcote Island (A52)	Signalisation of the remaining un-signalised arms of the junction	National Highways		£0.5 to £1
M1 Junction 24 / 24a	Widening of the J24 bridge decks to enable the provision of additional circulatory lanes	National Highways	TBC	TBC

Mitigation Measure	Description	Delivery Mechanisms	Sources of Funding	Cost £million
	(helping to facilitate bus priority measures for the east-west links in particular).	Local Development Order requirement and Transport for the East Midlands/ Midlands Connect "Our Shared Vision for the East Midlands" priority		
A52 Corridor (south of West Bridgford)	Widening of the A52 off-slips at the A52 Clifton Boulevard / Queens Drive junction, to provide additional capacity and / or bus priority lanes. Signalisation of the A52 Clifton Boulevard / Abbey Street roundabout, to help provide bus priority on key approaches.	National Highways	TBC	£0.75 to £2.25

Key Transport Modelling Infrastructure Issues:

- Mitigation of all impacts of growth is not possible.
- Mitigation should follow the hierarchy set out in the Strategic Plan, i.e. first travel demand management and active travel, then improvements to public transport infrastructure, then optimisation of existing highway network, then highway management measures, and only where absolutely necessary to ensure highway capacity enhancements to mitigate severe impacts.

Strategic Site Transportation Infrastructure Projects

- 4.69. As identified by the Transport Modelling, the Local Transport Plans and advice from Nottinghamshire County Council, Nottingham City Council and National Highways the table below identified transport infrastructure required to deliver the site and ensure the site delivers planning policy objectives on sustainability by contributing to or providing public transport or active travel infrastructure.

Strategic Site	Transport Infrastructure Constraint/Issue	Infrastructure Requirements, Potential Costs and Funding
Field Farm (planning permission)	Absence of cycle and pedestrian infrastructure in the area, especially along Ilkeston Road and towards Nottingham. In addition, there is no bus service linking site to Nottingham. No cycle facilities along A52 corridor linking Stapleford to University. Site would add to catchment area of a potential Wollaton rail station. Potential for some demand increase at Toton Lane NET Park and Ride.	In total £275,000 has been secured within S106 for contributions to public transport improvements identified in the Interim Transport Planning Statement. S106 monies secured for bus service split between 2011 original outline and 2020 full consent. Improvements to bus services including increased capacity and new routes. Bus facilities to be provided to Highway Authority standard when the site spine road is complete. £343,000 has been secured in the S106 for off-site highways improvements. This will improve capacity at the double mini-island at Hickings Lane as part of the original permission. Additional cycling facilities could be provided along Ilkeston Road, but this may fall within the scope of the Stapleford Town Fund.
Toton and Chetwynd Barracks	A policy requirement is in place for a link road between Chetwynd Barracks and through the	Provision of new access roads into the site.

Strategic Site	Transport Infrastructure Constraint/Issue	Infrastructure Requirements, Potential Costs and Funding
(only part of Toton site has planning permission)	site to the A52 and to provide a new access to the west of the site near Bessell Lane. Other road junctions are also at capacity. Tram extension west with provision of new park and ride. This would include a link to a potential new rail hub at Toton. Public transport mitigations to be determined with planning applications and Transport Assessments. There is a Neighbourhood Plan which advocates a more robust network to encourage walking/cycling/public transport to promote connectivity.	Improvements to bus services including increased capacity and new routes should be delivered. Bus facilities should be improved where required to Nottinghamshire County Council standards. Key road junctions in the immediate area will need to be upgraded. Extension of the existing tram line. Active travel and public transport links to Toton NET and to a new rail hub. Potential A52/A6005 Bus Priority. Implementation of a travel plan. Facilitate delivery of mainline railway station ('rail hub').
Boots (planning permission)		Link road complete and operational. Application required alterations to the Humber Road roundabout which have been implemented. No further works required on the wider road network. S106 contributions of £600,000 to the City and County Councils (£300,000 each) for bus services to access the site. Public transport links between the site and Beeston and Nottingham. Bus facilities should be improved where required to Nottinghamshire County Council standards.
Former Bennerley Coal Disposal Point (no planning permission)	The site is located adjacent to a railway line with access achievable via a disused spur. Highway infrastructure improvements would include a junction with the A610 and potential wider capacity improvements on the local highway network. Appropriate public transport infrastructure would need to be provided to serve the site with suitable footway connections and crossings	Provision of a freight rail link to serve the site from the existing railway line. Highway infrastructure improvements including a new junction with the A610. Active travel measures including cycle and walking links with existing settlements including Eastwood and Ilkeston. Bus facilities should be improved where required to Nottinghamshire County Council standards. Implementation of a travel plan.

Strategic Site	Transport Infrastructure Constraint/Issue	Infrastructure Requirements, Potential Costs and Funding
	where necessary. This should link to and enhance existing walking and cycling routes.	
Top Wighay (planning permission over Core Strategy allocation, no planning permission for additional Strategic Plan allocation)	Vehicle/ pedestrian/ cycle connections to adjacent development. Potential impacts on road network and public transport infrastructure. Need for a safeguarded route for the Nottingham Express Transit line.	Although not developed to date, there are various proposals for sustainable transport in the form of public transport, walking and cycling and Electric Vehicle facilities included in the planning permission. Service specification to be determined with local operators. A Bus Service contribution secured to enhance the local Hucknall Connect network and/or inter-urban services subject to signed 106. Bus facilities should be improved where required to Nottinghamshire County Council standards. Footway and cycleway improvements on Annesley Road and Wighay Road and new pedestrian (toucan) crossing on Wighay Road. Transport assessment and implementation of a Travel Plan required.
Broad Marsh (no planning permission)	Constrained previously developed site. Requires highway and transport remodelling to ensure the proposed new neighbourhood can integrate sustainably into the City Centre.	Realignment and straightening of the Southern end of the section of Maid Marian Way between Castle Gate and Canal Street. New pedestrian crossing facilities across Maid Marian Way. Establishing new pedestrian and cycle routes through redeveloped areas. Creation of new high quality areas of public realm. Improving connectivity with easy parking, bus and taxi access as well as electric bikes, scooters and electric disability vehicles to allow access to the City Centre, including potentially an additional tram stop to serve the area.
Stanton Tip (no planning permission)		New access required. Cycling and walking links required to Phoenix Park NET Park and Ride along with a local bus link to Bulwell.
Melton Road (planning permission)	Majority of development completed.	Full planning permission granted and mitigation measures for the site secured through S106 agreement for the majority of the site.

Strategic Site	Transport Infrastructure Constraint/Issue	Infrastructure Requirements, Potential Costs and Funding
		For the remainder of the site: Contribution towards A52 junction improvements in accordance with the A52 Memorandum of Understanding (MoU) (Secured through S278 agreement). Last signed position in 2019 is £2398.08 per dwelling, however there is an indexation formula within the signed MoU. Contributions towards bus services.
North Bingham (planning permission)	Development has commenced.	Planning permission granted and mitigation measures for the site secured through S106 agreement
Former RAF Newton (planning permission)	Development has commenced.	Full planning permission granted and mitigation measures for the site secured through S106 agreement.
Former Cotgrave Colliery (planning permission)	Residential development complete.	
South of Clifton (planning permission)	Need to provide active travel links within the site and connections to Clifton and Gotham.	There is adequate infrastructure subject to the conditioned measures being implemented as part of the outline application: 14/01417/OUT. Contribution towards A52 junction improvements in accordance with the A52 Memorandum of Understanding (MoU) (Secured through S278 agreement).
East of Gamston (planning permission)	The Local Plan highlights the need for additional highway infrastructure to be provided to enable the development. Two developers have currently submitted technical information to inform the current level of infrastructure required to facilitate the full site. Need to connect site with the main urban area, which requires a crossing over the A52. Absence of public transport and connectivity.	Need for additional highway infrastructure to enable the development. Need to connect site with the main urban area, which requires a crossing over the A52. Absence of public transport and connectivity needs resolving. Contribution towards A52 junction improvements in accordance with the A52 Memorandum of Understanding (MoU) (Secured through S278 agreement).
Ratcliffe on Soar Power Station (Local)	Adjacent to East Midlands Park Way, however a considerable distance from the main urban area.	Strategic improvements to M1 J24. Contributions for improvements likely to be met from a number of sites that form part of the East Midlands Freeport, together with other sources of funding.

Strategic Site	Transport Infrastructure Constraint/Issue	Infrastructure Requirements, Potential Costs and Funding
Development Order)	Approved Local Development Order requires a transport mitigation strategy be agreed with National Highways by condition, The approved Local Development Order also contains a submission checklist which is intended to be used as a reference for ensuring that all matters are covered when an application is submitted. One of the items on the checklist is a transport mitigation strategy. The Mitigation strategy will be required to include other East Midlands Freeport proposals around East Midlands Gateway, East Midlands Intermodal Park, a proposed allocation for a new settlement in the draft NW Leicestershire Local Plan and at East Midlands Airport (all located outside of the GNSP area) Requirement for travel plan coordinator condition of the LDO in order to consider requirement at site and phase level	Outside of developer contributions, other potential funding sources have been identified including: • Freeport seed capital grants • Regional Growth funding • EMCCA funding • Local authority budgets Other potential improvements to the Strategic Road Network and to local roads. Improvements to walking, cycling and public transport both within and linking to the site. Shuttle bus from the site to East Midlands Parkway and NET Park and Ride site at Clifton. Potential for a new east facing railway station entrance.

Funding

- 4.70. 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 East Midlands Combined County Authority, 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

- 4.71. The following organisations are key stakeholders involved in the delivery of transport infrastructure:
- East Midlands County Combined Authority (Transport Authority)

- Nottinghamshire County Council (Local Highway Authority)
- Nottingham City Council (Local Highway Authority)
- Broxtowe Borough Council
- Gedling Borough Council
- Rushcliffe Borough Council
- East Midlands Development Company
- National Highways
- Network Rail
- East Midlands Railway
- Nottingham City Transport
- Trent Barton
- Sustrans

5. Education

Overview

- 5.1. 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. 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.
- 5.2. 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.
- 5.3. The information within this chapter has been informed by consultation with and information from Nottingham City Council and Nottinghamshire County Council Education Departments.
- 5.4. In addition to school places for two groups - primary (5-11) and secondary (11-15) education the IDP considers early years and childcare. Assessment has focussed on sites which are likely to come forward in the first 5 years of the plan period due to the difficulties of projecting longer term pupil numbers. However, broad assumptions have been made for longer term sites.

Early Years and Childcare

- 5.5. 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.

- 5.6. 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.
- 5.7. In respect of Nottinghamshire, the [Childcare Sufficiency Assessment \(2022\)](#) identifies that there are no areas of the County where demand for Early Years provision outweighs supply. However, within: Gedling; Radcliffe and Cotgrave; West Bridgford; Beeston; Chilwell; and Kimberley, Watnall, Nuthall and Ashworth there are lower vacancy rates or between 0 and 25%. There are areas of Nottinghamshire with significant vacancy rates (50 to 76%) but not within the Greater Nottingham area.
- 5.8. In respect of Nottingham City, the [Childcare Sufficiency Assessment \(Summer 2022\)](#) states that there are sufficient childcare places for all age groups across the City, based on the number of vacancies. However, there needs to be an element of caution taken with the data presented. Measuring sufficiency is complex, particularly as the full extent of the impact of the pandemic and the current cost of living crisis is only just starting to emerge. This uncertainty is reflected in the data which 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 as part of the City's economic recovery.
- 5.9. 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.
- 5.10. 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 place.

Primary and Secondary Schools

- 5.11. The local education authorities monitor the capacity of schools and projected demand over a five-year period for primary schools and seven-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 below:

Local Authority	Type of Provision	Places per 100 Dwellings
Nottinghamshire	Primary School (5-11)	21
Nottingham City	Primary School (5-11)	21
Nottinghamshire	Secondary School (11-16)	16
Nottingham City	Secondary School (11-16)	15
Nottinghamshire	Post-16	3

- 5.12. 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.
- 5.13. 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	• Chilwell
Gedling	• Lambley • Mapperley
Nottingham City	• Meadows
Rushcliffe	• Bingham • East Bridgford • East Leake • Ruddington • Tollerton • West Bridgford • Willoughby

- 5.14. Within Nottingham City, the local authority advises that the birth rate has been declining and that many areas of the City (but not all) are seeing a decline in the demand for primary school places. It is possible that the birth rates could rise again or that outward migration could fall, which would lead to a higher demand for school places. It is therefore crucial that demographic trends are closely monitored.
- 5.15. 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	• Broxtowe North
Gedling	• Arnold • Carlton

Local Authority	Secondary School Planning Area
Nottingham City	• North • South West
Rushcliffe	• West Bridgford

- 5.16. Within Nottingham City overall city secondary capacity remains tight for at least the next 4/5 years until 2027/28 before demand may start to fall. Ideally the City will require extra capacity for this period and it is exploring potential proposals to achieve this. The additional estimated yield from new housing or increased inward migration is more difficult to predict.
- 5.17. The agreed formula to predict additional pupil yield from new housing developments provides an approximation, but is difficult to predict year on year as developments will be built over a protracted period so the impact is very gradual.
- 5.18. But regardless, it clearly has implications on the level of need – that when demand drops it may not be as significant if offset by new housing yield. The south and north planning areas have the highest expected pupil yield from new housing, but those most progressed are more in the north, or central.
- 5.19. 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.
- 5.20. 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.

Funding

- 5.21. Funding for the provision of additional school places is derived from two sources. The County and City Councils receive 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 use developer 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](#) (April 2024).
- Nottingham City Council: [Revised S106 Contributions](#) (Education Contributions updated January 2024.)

Key Delivery Stakeholders

- 5.22. Within the strategic plan area, Nottinghamshire County Council and Nottingham City Council are the education authorities and key delivery organisations. Both have provided advice on the strategic allocations, including existing capacity, the pupil numbers generated, required infrastructure and costs. They are also consulted when proposals are submitted to the local planning authorities.

Existing planned projects

- 5.23. As the Greater Nottingham Strategic Plan carries forward the strategic sites within the adopted Aligned Core Strategy and the Rushcliffe Core Strategy, and many of these allocated sites have planning permission or under construction, there are a number of new schools or expansions currently either planned or under construction that already meet the needs for pupil places generated within the Greater Nottingham Strategic Plan.
- 5.24. 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.
- 5.25. 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. The table below outlines the expansion projects planned and recently completed, in many cases these have been required to meet the needs of strategic allocations retained within the Greater Nottingham Strategic Plan. Consequently, the educational infrastructure required for these strategic allocations has either been agreed and in some cases already delivered.

School Expansion Projects

Local Authority Area	Proposal	Details	Meets GNSP Pupil Places Requirements
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 with the development of the housing. S106 identifies a payment of £4,750,000 to the County Council for the construction of this school.	No, the new school meets need of the extant Top Wighay allocation. Further contributions will be required to meet the needs of the expansion proposed in the GNSP.
Rushcliffe	New Primary School at Romans' Quarter, Bingham	A new primary school has been built as part of the development north of Bingham. The school opened 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.	Yes, the new school meets the needs of the retained North of Bingham allocation in the GNSP.
Rushcliffe	New Primary School at East Leake	The village of East Leake has seen significant growth in recent years and 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 opened in September 2023 providing 315 pupil places.	No, this new school meets the needs of the current extant Core Strategy (Local Plan).
Rushcliffe	Expansion of Secondary School, West Bridgford	Rushcliffe Spencer Academy will be expanded to provide an additional 450 pupil places to meet the demand from the Strategic Allocation at Melton Road, Edwalton and the wider area using developer contributions.	Yes, the expansion of the school meets the needs of the retained Melton Road, Edwalton allocation in the GNSP.
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.	Yes, the new school meets the needs of the retained Land South of Clifton allocation in the GNSP

Local Authority Area	Proposal	Details	Meets GNSP Pupil Places Requirements
Rushcliffe	New Primary School, former RAF Newton	Land is set aside for a new primary school on site and S106 money secured. Planning permission has not yet been approved for the school. There may be alternative provision made through expansion of an existing school in Bingham, however negotiations are still ongoing.	Yes, the new school or school expansion meets the needs of the Former RAF Newton allocation in the GNSP

Strategic Sites – School Infrastructure Requirements

- 5.26. The following tables set the additional school places required for each strategic site and likely future provision of primary and secondary pupil places. For some strategic locations (delivery to commence later in the plan period) it is not yet possible to confirm provision and a further review of future pupil projections is required. As indicated above, as many of the strategic sites within the Greater Nottingham Strategic Plan are being carried forward from the current Core Strategies and education provision has been agreed and in some cases delivered. This is made clear in the tables outlining the requirements for both primary and secondary school places below.

Primary School Capacity and Infrastructure Requirements

Strategic Site	Places Required	Current Primary School Capacity	Infrastructure Requirements and funding
Field Farm	95	Adequate infrastructure within the Bramcote planning area with agreed mitigation.	Education mitigation covered by an existing s106 agreement that includes a payment of £485,000. This contribution has been used to expand local schools.
Toton and Chetwynd Barracks	500 to 600** (depending on type of residential development)	Existing facilities are at capacity in the local area. This housing development is not included in the current pupil projections. A new primary school is required.	The development provides the opportunity to deliver new facilities to meet the needs of local people and new residents. Developers will need to provide land and/or contributions for new schools within the sites.
Boots	113*	Site is within Broxtowe and Nottingham City. Adequate primary infrastructure within the Beeston planning area (Broxtowe) with agreed mitigation. Within Nottingham City, the nearest school is	Any required mitigation and costs will be confirmed on receipt of full planning applications (to NCC and BBC) and dependant on timing and current costs. For both Broxtowe and the City, the agreed S106 outlines payment of £13,656 per 100 dwellings. This

Strategic Site	Places Required	Current Primary School Capacity	Infrastructure Requirements and funding
		Dunkirk, where there is currently sufficient capacity	equates to £840,000 (for the 622 units approved in full).
Former Bennerley Coal Disposal Point	N/A	N/A	Site is proposed as a strategic logistics employment site and will not affect primary school capacity.
Top Wighay	311	Within the Hucknall planning area, where there is not sufficient capacity to accommodate additional pupils. However, mitigation has been agreed for the 805 dwellings.	A one form entry school (210 places) with the ability to expand to 1.5 form entry (315 places) is to be built as part of the Top Wighay development and will provide additional school places for the extant allocation (805 units) as well as the wider area, including the proposed extension to this allocation. The delivery of the one form entry school has been agreed within a S106 and the school will be delivered in line with the development of the housing. Further S106 money will be required from the expanded development to expand the school to 1.5 form entry.
Broad Marsh	210**	Likely that capacity is not sufficient within this area. However this would require confirming during negotiations on any planning application.	If expansion or improvement of education facilities is required, it would be funded by S106 and Basic Need capital funding.
Stanton Tip	105	Bulwell is the nearest primary school. Contributions will be required to accommodate additional pupils.	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.
Melton Road	357	Within West Bridgford planning area, where there was not sufficient capacity to accommodate this development. A new primary school has however been delivered on site addressing this capacity issue.	Education mitigation secured by s106 Agreement: New primary school opened on site September 2020.
North Bingham	220	Within the Bingham planning area, where additional capacity was	Education mitigation secured by s106 Agreement: New

Strategic Site	Places Required	Current Primary School Capacity	Infrastructure Requirements and funding
		required to accommodate the pupils generated by this development.	primary school opened September 2022.
Former RAF Newton	111	Within the Bingham planning area, where additional capacity is required to accommodate the additional pupils generated by this development.	Primary mitigation secured by s106 Agreement: The provision of a primary school is proposed with land made available on site, however negotiations are underway as to whether this funding could be used instead to expand an existing school in Bingham.
Former Cotgrave Colliery	0	Within the Cotgrave planning area. All dwellings and educational requirements delivered.	No further infrastructure required.
South of Clifton	630	Within the East Leake planning area, where additional capacity would be required to meet the pupils generated from this development. A new primary school is however proposed within the site. New primary school could initially have an impact on drawing pupils from Clifton in the City, dependant on how full it is.	Education mitigation secured by s106 Agreement. A new primary school will be delivered on site.
East of Gamston	840	Within the West Bridgford planning area, where additional capacity would be required to meet the significant number of pupils generated from this development. Two new primary schools are however proposed within the site.	Provision of two primary schools on site. S106 contributions to be confirmed on receipt of full planning application and dependant on timing and current costs. The developer(s) may choose to directly provide themselves to an agreed specification.
Ratcliffe on Soar Power Station	None	None	Employment Site – no requirement for primary education.

*based on submitted proposal, rather than local plan capacity assumptions and school place projections

**depending on housing mix, which in this location may include significant numbers of 1 and 2 bed flats. These will generate less requirements for pupil places.

Secondary School Capacity and Infrastructure Requirements

Strategic Site	Places Required	Current Secondary School Capacity	Infrastructure Requirements and funding
Field Farm	125	Within the Broxtowe South planning area, where following agreed mitigation there is adequate infrastructure to meet the capacity requirements of this development.	A contribution of £624,987 have been secured through S106 for secondary school provision.
Toton and Chetwynd Barracks	400 – 500** (depending on type of accommodation) including approximately 80 post 16 places.	Within the Broxtowe South planning area. Additional secondary school places required.	New secondary school provision will be required to accommodate the number of pupils from this development. A range of options will therefore need to be considered, including the potential expansion of existing secondary schools or new provision. S106 contributions to be confirmed on receipt of full planning application and dependent on timing and current costs
Boots	91 (77 within Broxtowe and 14 in Nottingham City)*	Within the Broxtowe South planning area. Contributions will be required to address projected shortfalls resulting from this development. Closest school within Nottingham City is the NUA Secondary School, which is full and over-subscribed.	Education contributions to be paid to Nottingham City Council and Nottinghamshire County Council. Contributions to be confirmed on receipt of full planning application and dependent on timing and current costs. Whether expansion and/or improvement of education facilities occurs, it would be funded by S106 and Basic Need capital funding. For Broxtowe and the City, the agreed S106 outlines a payment of £17,753 per 100 dwellings. This equates to £840,000 (for the 622 units approved in full).
Bennerley Former Coal Disposal Point	N/A	N/A	Site is proposed as a strategic logistics employment site and will not affect secondary school capacity.

Strategic Site	Places Required	Current Secondary School Capacity	Infrastructure Requirements and funding
Top Wighay	237	There is forecast to be no surplus capacity at secondary schools in Hucknall and therefore Nottinghamshire County Council would need to provide capacity to meet the need for the full development of 1515 dwellings, which equates to 242 statutory aged pupils (i.e., 11-16) – there is a forecast surplus of places at post sixteen level.	NCC is presently exploring options with Holgate Academy for expansion. With funding for the requirements arising from the consented area through CIL (£70 sqm)(as set out in the Charging Schedule and Infrastructure Funding Statement). S106 money will be required from the expanded development to fund requirements arising from the extended area including from Ashfield.
Broad Marsh	150**	Likely that capacity is not sufficient within this area. However this would require confirming during negotiations on any planning application.	If expansion or improvement of education facilities is required, it would be funded by S106 and Basic Need capital funding.
Stanton Tip	75	Ellis Guilford School is the closest school. Capacity pressure remains until 2028.	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.
Melton Road	272	Within West Bridgford planning area, where capacity could not accommodate the additional secondary school pupils generated by this development. It could impact on secondary provision within the City if it results in fewer City pupils going to West Bridgford Schools.	Secondary education contribution is now a CIL item in the Infrastructure Funding Statement so contribution is not required for the remainder of the site that does not benefit from planning permission Financial contributions towards the expansion of Rushcliffe Spencer Academy have been agreed within s106.
North Bingham	168	Within the Rushcliffe East planning area, where mitigation will be required to accommodate addition secondary school pupils.	Funding provision secured for the expansion of Toot Hill Academy (secondary school provision).
Former RAF Newton	0		No secondary education mitigation in the S106.
Former Cotgrave Colliery	0	Within the Cotgrave planning area. All dwellings and	No further infrastructure required.

Strategic Site	Places Required	Current Secondary School Capacity	Infrastructure Requirements and funding
		educational requirements delivered.	
South of Clifton	480	Within East Leake planning area. Given the scale of the development it requires increased capacity for secondary school places.	Contributions required towards off-site secondary school provisions. This is agreed within existing s106.
East of Gamston	640	Within West Bridgford planning area. Scale of development requires significant provision of secondary school places, which cannot be accommodated within existing schools.	Provision of secondary school on site required. This will be agreed through the Supplementary Planning Document currently being developed for the site.
Ratcliffe on Soar Power Station	None	None	Employment Site – no requirement for secondary education.

*based on submitted proposal, rather than local plan local plan capacity assumptions and school place projections

**depending on housing mix, which in this location may include significant numbers of 1 and 2 bed flats. These will generate less requirements for pupil places.

Special Educational Needs and Disabilities (SEND)

- 5.27. 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](#).
- 5.28. 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.
- 5.29. 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 or expanded SEND unit attached to a mainstream school.

- 5.30. As is the case nationally, Nottingham City is experiencing considerable growth in the number of young people with SEND and at the current time, virtually all places in special schools and Specialist Resourced Provisions within mainstream school are full. Further capital investment is required that develops the SEND estate and creates more capacity within the education system, so they can continue to meet children and young people's needs effectively and as locally as possible
- 5.31. Advice from Nottinghamshire County Council has specifically highlighted the need for additional SEND infrastructure/capacity as a result of the following strategic allocations:
- Toton and Chetwynd Barracks
 - Boots (2 additional places)

Higher Education Needs

- 5.32. 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.
- 5.33. 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.
- 5.34. No specific higher education capacity or infrastructure issues have been identified by stakeholders.

Key Education Issues:

- There are pressures on education provision across parts of the Greater Nottingham area and contributions to additional school places are likely to be required.
- There are currently primary school capacity issues within the following areas: Chilwell (Broxtowe); Lambley and Mapperley (Gedling); Meadows (Nottingham City); and Bingham, East Bridgford, East Leake, Ruddington, Tollerton, West Bridgford and Willoughby (Rushcliffe).
- There are currently secondary school capacity issues within the following areas: Broxtowe North; Arnold; Carlton; Nottingham City North; Nottingham City South West; and West Bridgford.
- As infrastructure is agreed for the majority of strategic allocations retained in the Strategic Plan, only the following sites require further negotiations (and consideration within the plan wide viability appraisal) regarding educational contributions: Toton and Chetwynd Barracks; Top Wighay (expansion); Broad Marsh; Stanton Tip; and East of Gamston.

6. Healthcare

Overview

- 6.1. In general terms, the population is growing and people are living longer. Technological and pharmaceutical advances are contributing to this longevity. Many people are living with long term conditions and co-morbidities such as diabetes and heart disease or suffer with mental health issues and may need to access their local health services more often.
- 6.2. In contrast to this there are workforce shortages in key professions – GPs in particular, with problems of recruitment and retention. COVID-19 has caused an increase in demand, recovery of services post pandemic and new ways of working.
- 6.3. The needs of our communities, in particular in areas where there are health inequalities, are greater than ever before. Our population is being impacted more and more by complex, long term conditions. There is a growing concern about areas of longstanding unmet health need and the social determinants of health are playing a bigger role than ever before. These new challenges are increasing the pressure on the system to deliver for those in our communities and there is more that can be done to shift our focus from treating those who are unwell to preventing ill health and tackling health inequalities.
- 6.4. 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.
- 6.5. 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.
- 6.6. 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	

6.7. 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.

6.8. PCNs build on existing primary care services and enable greater provision of proactive, personalised, coordinated and more integrated health and social

care for people close to home. Clinicians describe this as a change from reactively providing appointments to proactively caring for the people and communities they serve.

- 6.9. To support PCNs, health professionals will work as part of PCN community teams, under the Additional Roles and Responsibilities Scheme (ARRS). The intention of the scheme is to grow additional capacity through new roles, and by doing so, help to solve the workforce shortage in general practice. These roles include:
- Clinical Pharmacists
 - Pharmacy Technicians
 - First contact physiotherapists
 - Physician's Associates
 - Dieticians
 - Podiatrists
 - Occupational Therapists
 - Community Paramedics
 - Nursing Associates
 - Social Prescribing Link Workers
 - Care co-ordinators
- 6.10. These teams of health professionals, based in the primary care setting, will provide tailored care for patients, and will allow GPs to focus more on patients with complex needs.
- 6.11. The impact of this policy change has been an added pressure on all GP Practice premises as these teams need to be co-located to work effectively alongside their practice and PCN colleagues.
- 6.12. 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.
- 6.13. 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 through green spaces, housing, transport and our high streets and town centres.

- 6.14. Greater Nottingham has 84 GP practices operating from 93 sites. NHS Nottingham and Nottinghamshire ICB is the NHS body overseeing the practices
- 6.15. All practice premises are under pressure from both local growth and the introduction of additional staff (through the Additional Roles and Responsibility Scheme) who support the medical staff by providing a wider range of services. They need to be based within the same premises to be fully integrated into the clinical teams. Growth in list size from housing developments further compounds accommodation issues as more staff are needed to look after a growing registered patient list. Where there is capacity to expand, this would require as a minimum reconfiguration and re-purposing existing space to current NHS clinical standards for primary care; in other cases, it would require extending premises or even moving to new locations where reconfiguration or expansion are no longer options. There is a need therefore to secure contributions to improve health provision across the Greater Nottingham area.
- 6.16. The Greater Nottingham Growth Options Study (Aecom, July 2020) provided an overview of where there may be capacity issues in primary and acute healthcare. It identified some areas of surplus provision, in Gedling and Rushcliffe. However, it should be noted that since this data was collected, service pressures for all areas of healthcare have increased significantly following Covid-19, and the ICB should be consulted for the latest position in any area.

Key Considerations:

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

- 6.17. 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.
- 6.18. 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.

- 6.19. Nottinghamshire County Council and Nottingham City Council each have a Health and Wellbeing Board were established under the Health and Social Care Act 2012 and they are formal committees, 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.
- 6.20. 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.
- 6.21. 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

- 6.22. Funding for new GP surgeries from new development is sought where there is 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.
- 6.23. Potential impacts of the development of the strategic sites on existing Infrastructure is discussed in the table below.

Site Name	Existing infrastructure/ services	Infrastructure/ services required and when	Infrastructure costs/Sources
Field Farm	Existing doctors' surgeries in the area are at capacity within current space. Additional primary healthcare provision will need to be made to meet the patient demand from new development, both within the ACS plan period and beyond. Hickings Lane, Linden, Saxon Cross, Bramcote practices.	GP Practice expansion or relocation for provision of primary healthcare services to the population covered by this development. Space potentially available at Stapleford Primary Care Centre but would require investment to convert to clinical space.	Planning permission has been granted on the site.
Toton and Chetwynd Barracks	Existing doctors' surgeries in the area surrounding Toton and Chetwynd	New build Health Centre for provision of primary healthcare services to the	S106 contribution will be requested and reserved site.

Site Name	Existing infrastructure/ services	Infrastructure/ services required and when	Infrastructure costs/Sources
	Barracks are at capacity. New primary healthcare provision will need to be made on-site to meet the patient demand from new development, both within the ACS plan period and beyond.	population covered by this development.	
Boots	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 ACS plan period to and beyond.	GP Practice expansion or relocation for provision of Primary Healthcare services to the population covered by this development. Some capacity for City at CRIPPS. Beeston practices all at capacity, need new site for Manor Surgery (2 failed attempts to develop new facility); others require expansion.	S106 has not identified a contribution to health facilities.
Former Bennerley Coal Disposal Point	No dwellings are proposed.	Not applicable as housing is not proposed	N/A
Top Wighay Farm	Provision of primary healthcare due to additional pressures from this development on GP Practices in the vicinity. Oakenhall, Whyburn/Om practices	Any sum paid to be used towards the provision of healthcare facilities within the town of Hucknall. New development planned for Hucknall to replace 3 surgeries and other health facilities in the area And growth from residential developments from TWF and to the west of Hucknall (Ashfield)	S106 £21,741.43 collected for 38 houses. 805 + 710 to be confirmed but C£825k to be used to acquire land and develop new facility in Hucknall.
Broad Marsh	City Parliament St, Windmill, Derby Rd, Victoria and Mapperley (Glasshouse St surgery), Greendale,	Serious capacity issues at all practices to accommodate this level of growth in the City Centre (Some minor capacity in St. Anns)	No policy in place to request s106 or CIL for City, ongoing discussions with ICB. Proposal for Community

Site Name	Existing infrastructure/ services	Infrastructure/ services required and when	Infrastructure costs/Sources
	Wellspring St. Anns practices		Diagnostic Centre on the site.
Stanton Tip	City Bulwell, Aspley practices	Serious capacity issues in Aspley/Strelley for significant growth	No policy in place to request s106 or CIL for City, ongoing discussions with ICB.
Melton Road	Provision of primary healthcare due to additional pressures from this development on GP Practices in the vicinity.	Contributions towards improvement to health facilities within West Bridgford.	£1.38m – looking to fund extension to Gamston Medical Centre. Secured through S106 contribution
North of Bingham	Land East and West of Chapel Lane Bingham Bingham Medical Centre, East Bridgford, Cropwell Bishop practices	For the provision of two additional consulting rooms at the Bingham Health Facility.	S106 contribution total of £101,155
Former RAF Newton	For provision of new or improved health facilities and/or support and/or services and/or subsidy of health facilities within the administrative area of Rushcliffe Borough Council. Belvoir MP, Radcliffe-On-Trent MC, East Bridgford MC	Contributions to improve local healthcare facilities. Phase 1 – using to extend East Bridgford surgery Phase 2 – not collected but nominally identified for ROT	S106 contribution
Former Cotgrave Colliery	Cotgrave Surgery, Cropwell Bishop, Bingham MC practices	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	Funding secured and community hub with health provision is built and operational.
South of Clifton	For provision of new or improved health facilities to alleviate pressures on existing practices due to increased population.	A new health facility to be provided on site.	S106 contribution for £2,760,000 and reserved site
East of Gamston/North of Tollerton	For provision of new or improved health facilities to alleviate pressures on existing practices due to increased population. Proposed up to 4,000 dwellings	New health facility on site or contributions towards off-site provision.	Requirement for provision of new or improved off-site health facilities.

Site Name	Existing infrastructure/ services	Infrastructure/ services required and when	Infrastructure costs/Sources
Ratcliffe on Soar Power Station	No dwellings are proposed.	Not applicable as housing is not proposed	N/A

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

7. 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. Further information on water resources is available in the Greater Nottingham Strategic Plan, Water Cycle Study, 2024.
- 6.2 The Severn Trent Water area has been identified as 'seriously water stressed' in the Environment Agency Water stressed areas – final classification (2021) report. 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 The STW's Water Resources Draft Management Plan (2024) divides the supply area into 15 water resource zones. The relevant zone for the Strategic Plan is 'Nottinghamshire'.
- 6.4 STW report that they are on track with commitments made in the previous (2019) Water Management Plan, including:
 - Reducing leakage by 15%
 - Installing almost 500,000 new meters to help customers understand their use
 - New water supply schemes increasing capacity by almost 75Ml/d
 - Investing an additional £566 million in ambitious green recovery programme, which includes increasing water supply capacity by up to 93Ml/d and trialling of new smart meters to help customers save water
- 6.5 The Draft Water Plan sets out the commitment to halve leakage by 2045 and to roll out a universal household metering programme by 2035, accompanied by enhanced water efficiency activities that will help customers reduce their consumption to 110 litres/head/day by 2050.
 - The plan also includes the no / low regret new water supply options that STW believe will be necessary over the next five to ten years to

accommodate the vast majority of future potential long-term supply / demand scenarios.

Waste Water Treatment

- 6.6 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 development where this takes place over permeable areas.
- 6.7 Greater Nottingham lies within the Lower Trent Strategic Planning Area (SPA) which is aligned to the Trent Lower and Erewash River Basin Management Catchment.
- 6.8 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.
- 6.9 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.
- 6.10 Further engagement with STW will be required to the impacts that strategic sites will have on the sewers and wastewater treatment works.

Electricity

- 6.11 National Grid Transmission 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.
- 6.12 National Grid Transmission 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.

- 6.13 To facilitate competition in the supply and generation of electricity, National Grid Transmission 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 Transmission may undertake development works at its existing substations to meet changing patterns of generation and supply.

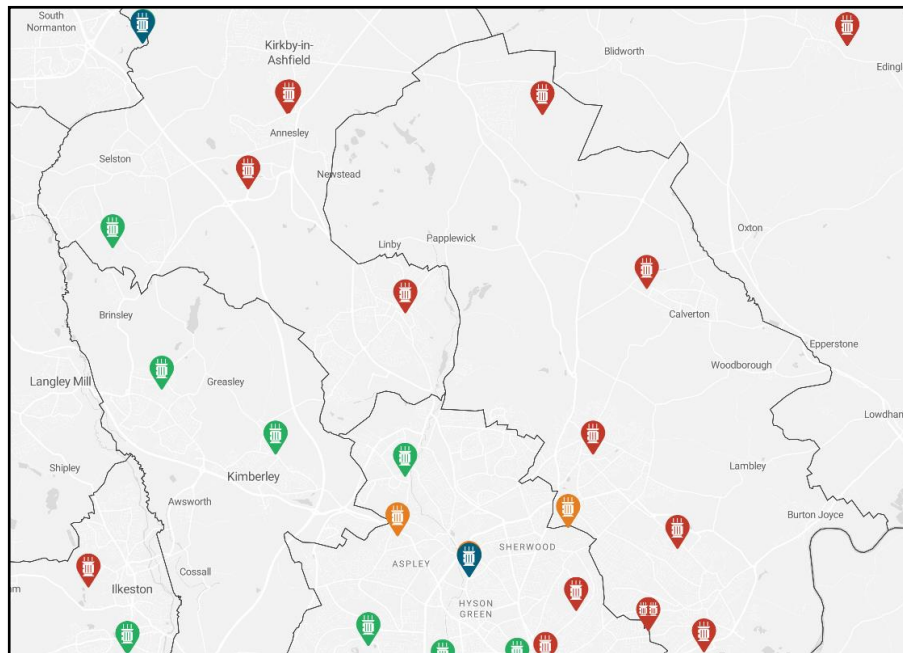
- 6.14 Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses. National Grid ED (East Midlands) operate the local distribution network for the Greater Nottingham area.

- 6.15 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). National Grid ED do not build infrastructure in advance of firm connection requests and therefore early dialogue with developers is required on development and electricity infrastructure phasing.

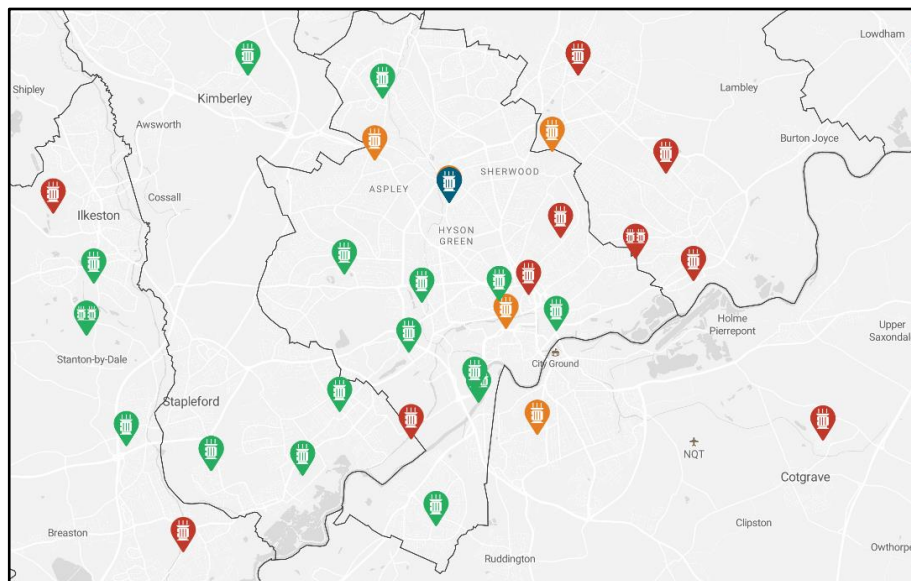
- 6.16 Where reinforcement of the primary network may require the acquisition of new overhead line, cable routes and new substation sites, this will have long lead in and construction times with a 2-3 year lead in for a new primary infrastructure with possible longer lead in times for Bulk Supply Points (where 132,000Volts are transformed down to 33,000Volts). 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.

- 6.17 National Grid has developed a network capacity map to give a general illustration of substation capacity and constraints.

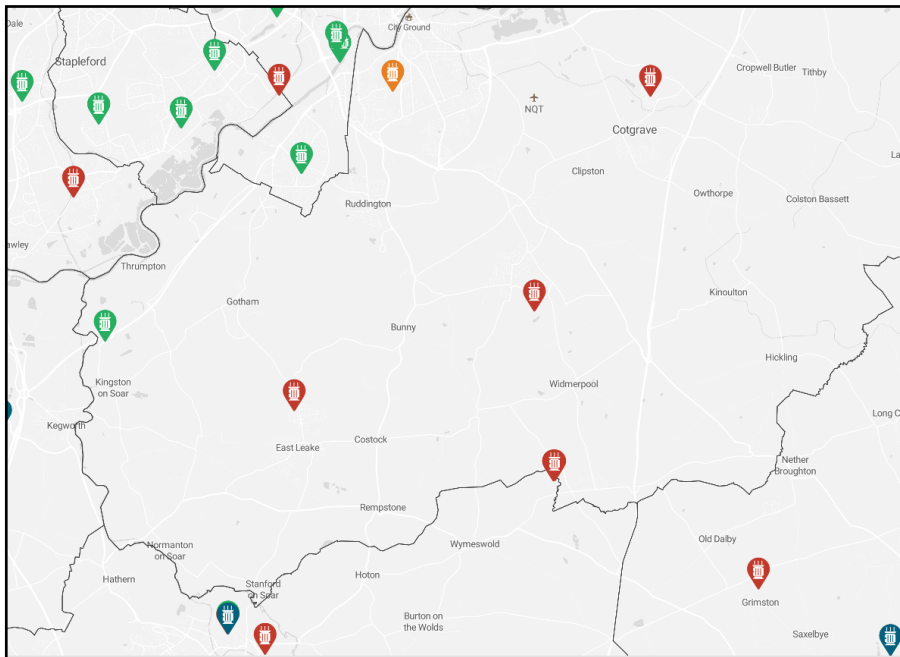
Greater Nottingham North



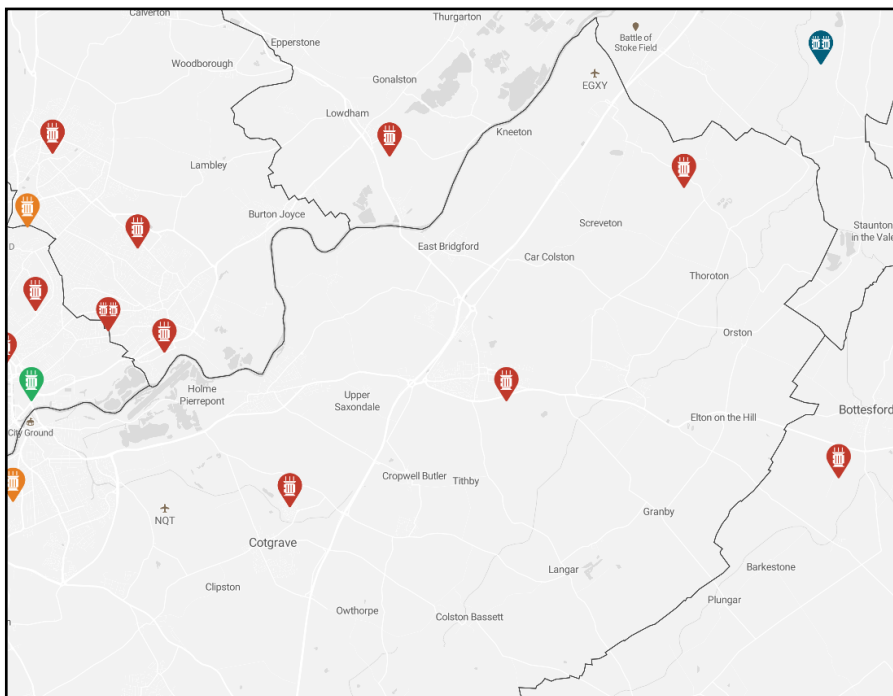
Greater Nottingham Central



Greater Nottingham Southeast



Greater Nottingham East



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

- 6.18 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.

Energy Infrastructure Constraints and Requirements

Transmission

- 6.19 Consultation with National Grid Electricity Transmission and Electricity Distribution has not identified any constraints regarding the national transmission network (between 400,000Volts and 275,000Volts) or raised any concerns regarding the impact of the proposed allocations upon the network.

Distribution

- 6.20 Notwithstanding the constraints within the primary network (see maps above), consultation with National Grid Electricity Distribution on the Preferred Approach strategic allocations has not raised any specific concerns regarding capacity of the local distribution network. They did however raise concerns regarding the Toton Strategic Location for Growth site and the possibility that development could impact upon existing infrastructure.
- 6.21 High voltage overhead power lines supported by steel lattice towers cross the southern portion of the site, to the west of Toton Lane. The Preferred Approach (Appendix A) acknowledged the presence of the overhead line and states that physical infrastructure interventions are likely to include the undergrounding of this line. National Grid Electricity Distribution advised that is not always possible to divert lines, particularly high voltage lines supported by steel lattice towers. Due to National Grid's licence obligations and known engineering constraints with this particular site, they advise that the opportunities to divert or underground the line are extremely limited, with negligible benefits anticipated for the development. Therefore, the optimum solution may be to retain the lines in situ with only a "preference" for the lines to the undergrounded. If they remain in situ, design principles should be

included within the allocation policy to safeguard the retained lines and incorporate sensitively into the development, whilst achieving high standards of design and an efficient use of land.

Electric Vehicle Charging

- 6.22 Western Power (now National Grid ED) has 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.
- 6.23 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.
- 6.24 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. For new development, the provision of charging points now falls under the Building Regulations.

Gas

- 6.25 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.
- 6.26 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.
- 6.27 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.

- 6.28 It is unlikely that any extra growth will create capacity issues given the scale of their transmission networks.

Renewable Energy

- 6.29 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

- 6.30 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.
- 6.31 Openreach are committed to providing full fibre broadband to all developments, those over 20 plots free of developer charge, those under 20 plots with a sliding scale of developer contribution, including single plots. These connections are compliant with the latest Building Regulations. requiring all new development approved from 26th December 2022 to be gigabit enabled.
- 6.32 [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%
Nottingham City	98.7%	46.7%
Rushcliffe	98.5%	48.5%

- 6.33 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.

Telecommunications Constraints and Requirements

- 6.34 Both Openreach and Virgin have provided advice regarding broadband connectivity of the proposed strategic allocations. As stated above Openreach are committed to providing gigabit broadband to all sites over 20 dwellings. Cost of equipment is covered by the telecommunications company.

Site Name	Existing infrastructure / Services	Infrastructure / service required and when	Cost
Field Farm (Planning permission approved)	Phase 1 – Virgin MediaO2 (VMO2) infrastructure installed with Westerman Homes. Phase 2 – Peveril Homes using alternative onsite broadband infrastructure.	VM/O2 onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build to deliver customer choice and access to Giga ready Broadband, TV, Telephony and mobile services.	Rebate offered to developer for installing infrastructure onsite.
Toton and Chetwynd Barracks (Planning permission approved for part of the allocation)	New infrastructure will be required onsite during build. Openreach are engaged with landowner regarding the delivery of Giga ready Broadband.	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build to deliver customer choice and access to Giga ready Broadband, TV, Telephony and mobile services.	Rebate offered to developer for installing infrastructure onsite.
Boots (Planning permission approved)	Broadband is being installed via GTC	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build (VMO2).	Rebate offered to developer for installing infrastructure onsite.
Bennerley Former Coal Disposal Point	New infrastructure will be required onsite during build.	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build.	Feasibility required prior to costs associated.
Top Wighay Farm (Planning permission)	Openreach are providing infrastructure at the boundary.	Onsite infrastructure consists of free issue ducting and internal	Rebate offered to developer for installing

Site Name	Existing infrastructure / Services	Infrastructure / service required and when	Cost
approved for part of the allocation)		wiring to be installed during onsite build.	infrastructure onsite.
Broad Marsh	New infrastructure will be required onsite during build.	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build.	Rebate offered to developer for installing infrastructure onsite.
Stanton Tip	New infrastructure will be required onsite during build.	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build.	Rebate offered to developer for installing infrastructure onsite.
Melton Road (Planning permission approved)	Barratt David Wilson Homes are installing VMO2 infrastructure onsite. Bloor Homes declined to VMO2	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build.	Rebate offered to developer for installing infrastructure onsite.
North of Bingham (Planning permission approved)	Barratt David Wilson Homes are installing VMO2 infrastructure onsite.	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build.	Rebate offered to developer for installing infrastructure onsite.
Former RAF Newton (Planning permission approved)	Redrow Homes are installing VMO2 infrastructure onsite.	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build.	Rebate offered to developer for installing infrastructure onsite.
Former Cotgrave Colliery (Planning permission approved)	Barratt David Wilson Homes have installed VMO2 infrastructure onsite.	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build.	Rebate offered to developer for installing infrastructure onsite.
South of Clifton (Planning permission approved)	Fairham Pastures Ltd are installing VMO2 infrastructure onsite.	Onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build.	Rebate offered to developer for installing infrastructure onsite.
East of Gamston/North of Tollerton	New infrastructure will be required onsite during build.	Onsite infrastructure consists of free issue ducting and internal	Rebate offered to developer for installing

Site Name	Existing infrastructure / Services	Infrastructure / service required and when	Cost
		wiring to be installed during onsite build.	infrastructure onsite.
Ratcliffe on Soar Power Station	As an operational power station, the site has existing telecommunications including broadband. New infrastructure will be required onsite during build.	Additional onsite infrastructure consists of free issue ducting and internal wiring to be installed during onsite build.	Feasibility required prior to costs associated.

- 6.35 Advice from Openreach and Virgin Media/O2 indicates there are no telecommunications constraints.

Key Utilities Infrastructure Issues:

- Sufficient lead in time for Severn Trent is regarded as the most critical element in delivering water and wastewater services. Early dialogue on development proposals will enable Severn Trent to plan for offsite 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 National Grid 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.
- No abnormal costs have been identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.

Key Organisations

- Severn Trent Water
- Environment Agency
- National Grid
- Cadent
- Openreach

- Telecommunications Companies
- Nottingham City Council
- Nottinghamshire County Council

8. Flooding and Drainage

Context

- 8.1. The Environment Agency is responsible for managing flooding from major watercourses ('Main Rivers') and reservoirs.
- 8.2. 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.
- 8.3. The National Planning Policy Framework (revised 2022) sets out how flood risk should be taken into account in preparing plans and sets out the key steps involved when preparing strategic policies.
- 8.4. 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.
- 8.5. 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.
- 8.6. 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.
- 8.7. 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.

- 8.8. In 2017 the Greater Nottingham Partnership commissioned a Strategic Flood Risk Assessment (SFRA) Addendum for the Greater Nottingham area to assist in managing flood risk across the area and to provide guidance to the Councils and developers when assessing the suitability of sites for development in areas at risk of flooding. . This area includes the administrative boundaries of Nottingham City Council, Broxtowe Borough Council, Gedling Borough Council, Rushcliffe Borough Council (all in Nottinghamshire), and Erewash Borough Council (Derbyshire).
- 8.9. 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.
- 8.10. 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.
- 8.11. A summary of flood risk for the strategic sites is provided by the Nottingham City and Nottinghamshire County Council Lead Local Flood Authorities below:

Site Name	Existing Issues/Capacity	Required Infrastructure	Cost/Funding
Field Farm	Planning permission approved. LLFA consulted as part of planning application – no further concerns.	No additional infrastructure required.	N/A
Toton and Chetwynd Barracks	The proposed development is located fully within Flood Zone 1 and lies outside of the modelled breach events. Given the previous use of the Chetwynd site as an army barracks there is a possibility that land contamination may be present and future development will need to demonstrate that contamination risks will be adequately addressed. The site is situated on a secondary aquifer and	Drainage from the site should be via a sustainable drainage system. Additional infrastructure may be required on western part of site which is at higher risk of flooding Mitigation to prevent contamination and protect groundwater resource. .	Unknown

Site Name	Existing Issues/Capacity	Required Infrastructure	Cost/Funding
	care needs to be taken to protect the groundwater resource.		
Boots	LLFA Consulted as part of planning application – no further comments. Planning permission approved	No additional infrastructure required.	N/A
Bennerley Former Coal Disposal Point	Large parts of the site are at risk of flooding from the Gilt Brook and River Erewash. The south-western part of the site is within Flood Zone 3b (functional floodplain), and only essential infrastructure and water compatible development should be located in this part of the site. Should develop a hydraulic model for the Gilt Brook to ensure flood risk is fully understood. Opportunity to reduce flood risk downstream and should explore opportunities to reduce flood risk to the wider catchment where possible.	Further modelling required as part of future planning application. Drainage from the site should be via a sustainable drainage system.	Unknown
Top Wighay Farm	Planning permission approved for part of the allocation. The proposed extension is located in Flood Zone 1.	Drainage from the site should be via a sustainable drainage system.	No abnormal cost requirements.
Broad Marsh	Some surface water issues surrounding Broadmarsh and flooding history to the previous site. This will need to be investigated, forming an FRA for any proposals.	Hydraulic modelling required to confirm wastewater requirements. (already identified on GN Plan consultation).	Unknown

Site Name	Existing Issues/Capacity	Required Infrastructure	Cost/Funding
	• Development must include sustainable drainage systems and blue green infrastructure to manage surface water on-site. • This must carefully consider the cave system beneath the sites. • The LLFA can be contacted for further information and specific guidance.		
Stanton Tip	• The site currently has two locations where water predominantly drains to. There are a number of informal and unmapped drainage channels across the site formed by overland run-off (due to the varying topography on site and underlying ground conditions). • These currently drain via important habitat (ponds and wetlands) so are therefore sensitive locations. • Location 1: Rear of Drysdale Close. Ditches and channels lead to a pond and wetland area. This becomes culverted as part of the surface water network with trash screens in place so is a constraint/risk that needs to be examined. FRM can be contacted for more specific details. • Location 2: Occupation Road/Park Chase. Ditches and ponds	Early liaison with Severn Trent Water, LLFA and Environment Agency will be required to identify feasible outfall locations to drain the site. LiDAR/topography, ground investigations, asset surveys etc. These will all be required as a minimum to form a hydraulic/hydrology study and modelling for the site, offsite impacts to and feasibility of discharging to the receiving network.	Unknown

Site Name	Existing Issues/Capacity	Required Infrastructure	Cost/Funding
	lead to an open channel alongside the industrial estate. This becomes culverted as part of the surface water network with trash screens in place so is a constraint/risk that needs to be examined. FRM can be contacted for more specific details. • The drainage from this site eventually discharges to the River Leen via surface water sewers/ordinary watercourses. Careful consideration of the impact on the River Leen will be required (flood risk, water quality etc.). • There may also be a third mechanism outside of the city boundary between Lovell Close and the A610, where there are ponds and a flood route shown on the EA's flood risk mapping. This warrants further investigation to understand how the site interacts with this. • Given the site's history, contamination, ground water and methods for disposal of surface water need to be looked at collectively to ensure water quality is preserved with appropriate remediation measures in place.		

Site Name	Existing Issues/Capacity	Required Infrastructure	Cost/Funding
	- Severn Trent Water's sewer records show a private sewer and surface water sewer crossing the site. It is unclear whether this is actually a sewer or also represents the route/size of culverted watercourses, as they follow the same route to the River Leen. - Severn Trent Water have historic notes on file that flood maps in this location are inaccurate so would need further investigation. - To summarise, there is therefore potential flood risk associated with the natural routes of water and associated capacity of the existing drainage infrastructure, as well as risks of blockages/failure/exceedance. The site also poses a risk of increasing flooding elsewhere which will be imperative to investigate. Modelling will be required to understand the risk to the site and capacity of receiving watercourses if they are deemed the only feasible discharge location to the site. STW will have specific requirements also relating to drainage.		

Site Name	Existing Issues/Capacity	Required Infrastructure	Cost/Funding
Melton Road	Planning permission approved for 95% of the site and development is well underway	Mitigation measures secured through planning permission	
North of Bingham	Planning permission approved	Mitigation measures secured through planning permission	
Former RAF Newton	Planning permission approved	Mitigation measures secured through planning permission	
Former Cotgrave Colliery	Planning permission approved	Mitigation measures secured through planning permission	
South of Clifton	Planning permission approved Various flooding issues / historic records within city boundary. Development must ensure it does not exacerbate any issues in the city. More information can be provided on this if required.	Mitigation measures secured through planning permission	
East of Gamston/North of Tollerton	Western fringes identified as at risk of flooding from the Polser Brook. Small areas at risk from surface water flooding.	Flood risk assessment for any planning application should consider flood risk from adjacent watercourses with a climate change allowance.	Unknown
Ratcliffe on Soar Power Station	The development is largely within Flood Zone 1 and the impacts on main river flood zones are therefore minimal.	LDO contains appropriate conditions relating to flood risk mitigation	Unknown

Key Infrastructure Issues:

- 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 in parts of Nottingham City's urban area.

Key Organisations

- Nottingham City Council (Lead Local Flood Authorities)
- Nottinghamshire County Council (Lead Local Flood Authorities)
- Environment Agency
- Severn Trent Water

9. Waste Management and Recycling

Context

- 9.1. 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.
- 9.2. 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

- 9.3. 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 produced in 2021 and updated in 2023 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.

Local Authority Collected Waste and Commercial and Industrial Waste

- 9.4. The 2023 WNA document updated local authority collected waste (LACW) and commercial and industrial waste (C&I) waste arisings to 2038, the forecast was based on current arisings, changes over recent years, the projected growth in the local population and economy, and future trends in the waste generation per household (LACW) or per employee (C&I waste). Based on the preferred forecasting scenarios, approximately 644,000 tonnes of LACW and 1,035,000 tonnes of C&I waste are predicted to be generated per annum by the end of the plan period (2038).
- 9.5. 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).

9.6. The waste arisings were compared with the currently available waste management capacity for total household, industrial and commercial (HIC) waste. This assessment showed:

- Sufficient capacity is provided by recycling/composting facilities within the plan area to manage the plan area's LACW and C&I waste up to 2038, although this surplus reduces over the plan period due to the increasing quantity of waste that is recycled.
- The capacity available for energy recovery within the plan area is insufficient and the deficit continues to increase until the end of the plan period, with the exception of the high recycling scenario which shows the deficit of energy recovery capacity reducing over the plan period.
- Non-hazardous landfill capacity within the plan area is very limited and will be exhausted within 2 to 3 years. The assessment shows that up to 2.5 million tonnes of additional non-hazardous landfill capacity may be required within the plan period.

Construction, Demolition and Excavation

9.7. Construction, demolition, and excavation waste (CD&E) comes from construction activities such as house building, road building and other infrastructure schemes.

9.8. CD&E waste within the plan area has been broadly consistent since 2013, and has been estimated to remain at this level during the plan period, meaning that approximately 1.17 million tonnes of CD&E waste are predicted to be generated in 2038.

9.9. The waste arisings were compared with the currently available waste management capacity. This assessment showed:

- Sufficient capacity is provided by recycling facilities within the plan area to manage CD&E waste during the plan period, although deposit to land capacity is likely to be full earlier in the plan period.
- The capacity available for CD&E waste management at inert landfill declines as the void space in the landfill sites is filled, with a deficit in capacity likely to arise during the latter part of the plan period under the low-medium recycling scenarios.

Hazardous Waste

- 9.10. It is predicted that approximately 108,000 tonnes of hazardous waste will be generated within the plan area in 2038. There is sufficient capacity within the plan area to manage hazardous waste arisings (approximately 180,000 tonnes per annum capacity).
- 9.11. In accordance with national policy, the provision of any significant hazardous waste facilities will take place at a national level

Waste Movements

- 9.12. There are significant flows of waste into and out of the plan area. In 2021, approximately 1.7 million tonnes of waste originating from outside of the plan area was received by waste management facilities located in the plan area (equivalent to 39% of the total waste received by facilities in the plan area), with approximately 1.4 million tonnes of waste originating from the plan area being exported. The plan area is therefore a net importer of waste, with most of this waste being imported for treatment within the plan area.

Future Need

- 9.13. The updated Waste needs assessment has identified that:

LACW and C&I Waste

- There is a surplus in capacity provided by the recycling/composting facilities for HIC (LACW and C&I waste) in the plan area, although this surplus reduces over the plan period due to the increasing quantity of waste that is recycled. The capacity available for energy recovery is insufficient and declines until the end of the plan period, with the exception of the high recycling scenario which shows the deficit of energy recovery capacity reducing over the plan period. Non-hazardous landfill capacity within the plan area is very limited and will be exhausted within 2 to 3 years. The assessment shows that up to 2.5 million tonnes of additional non-hazardous landfill capacity may be required within the plan period

CD&E Waste

- Landfill the capacity for CD&E waste recycling remains at a surplus during the plan period, although deposit to land capacity is likely to be full earlier in the plan period. The capacity available for inert landfill declines as the void space in the landfill sites is filled, with a deficit in capacity likely to arise during the latter part of the plan period under the low-medium recycling scenario.

Hazardous Waste

- It is predicted that approximately 108,000 tonnes of hazardous waste will be generated within the plan area in 2038. There is sufficient capacity within the plan area to manage hazardous waste arisings (approximately 180,000 tpa capacity).

Other Waste Streams

- 9.14. The waste needs assessment also considered agricultural waste, mining waste and low-level radioactive waste.
- 9.15. Only a small amount of agricultural and mining waste was generated by the plan area over the past 10 years (respectively less than 2.5% and 0.5% of the total waste arisings) and is considered insufficient to justify the identification of specific future waste management capacity for the agricultural and mining waste streams within the plan area.
- 9.16. There are no major radioactive waste producers in the plan area, although there are a number of facilities (e.g. hospitals or research facilities) which keep and use radioactive substances. The need for future capacity for radioactive waste has not been considered within the assessment as radioactive waste is managed at the national level.

Household Waste Recycling Centres

- 9.17. Nottinghamshire County Council carried out a strategic review of the HWRC network in the County in 2022 which considered the state of the current network and the need to future proof it against changing demands. An assessment of HWRCs serving Greater Nottingham is set out below together with reference to the HWRC serving Nottingham City.

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.

Assessment Area	Commentary
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.
Nottingham City	The area is served by the Redfield Road Household Waste and Recycling Centre

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. The County Council is currently undertaking a site search in the Rushcliffe area and the strategic allocation at Land East of Gamston may potentially be its preferred option to accommodate such a development.
- **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. Planning permission was obtained in 2021 for a new Waste Transfer Station at Colwick to handle up to 125,000 tonnes of Local Authority Collected Waste per year and is due to open in 2024 when the existing site will close.

Key Considerations:

- New, or extended, waste facilities may be required during the Plan period, particularly to address capacity constraints for the present HWRC serving West Bridgford . The Nottinghamshire and Nottingham Joint Waste Local Plan takes into consideration future growth and provides criteria-based policies including broad locations for development which will help inform selection of sites for future recycling facilities and provide the basis for determination of planning applications taking into account localised issues.

Funding

- 9.18. 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

10. Blue and Green Infrastructure and Open Space

Context

- 10.1. 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.
- 10.2. 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.
- 10.3. 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.
- 10.4. The Strategic Plan puts the creation of new and enhancement of existing BGI at the heart of its growth strategy, to ensure new development supports ecological networks, active travel, recreation and leisure, biodiversity gain and managing flood risk. Adequate BGI provision can be critical in making successful places, and in minimising opposition to new development.
- 10.5. 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.
- 10.6. 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

- 10.7. 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.
- 10.8. 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

- 10.9. 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.
- 10.10. 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.
- 10.11. 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.

- 10.12. 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

- 10.13. 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.
- 10.14. 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.
- 10.15. 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.
- 10.16. 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.
- 10.17. 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.
- 10.18. 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.

- 10.19. 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.
- 10.20. 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

- 10.21. 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.
- 10.22. 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. The Development Company together with Notts Wildlife Trust is promoting significant BGI gain alongside its proposals for Ratcliffe on Soar and Toton (and East Midlands Airport, outside of the Plan area), based around the concept of 'Attenborough Great Park', ensuring new and enhanced BGI and linkages between sites can be maximised as part of these developments, building on the considerable strengths of Attenborough Nature Reserve..
- 10.23. 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.

- 10.24. 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.
- 10.25. 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 possible Special Protection Area (for the protection of Nightjar and Woodlark) in addition to Sites of Special Scientific Interests, National and Local Nature Reserves and Local Wildlife Sites.
- 10.26. 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.
- 10.27. 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.
- 10.28. 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.
- 10.29. Opportunities at Redhill exist to improve BGI, within the Urban Fringe, where this route meets the edge of the main urban area.
- 10.30. 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.

- 10.31. 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. For strategic and non strategic development adjoining the sub-regional centre of Hucknall, any development within 400m of the ppSPA should include appropriate mitigation measures which may include the incorporation of buffers, screens, swales, bunds, cat deterrent planting and landscaping, fencing, directional lighting, and low noise emitting equipment among other solutions. Best practice techniques to minimise lighting , noise standards and quiet construction techniques may also be used to minimise impacts upon breeding birds. In addition, the timing of works should be scheduled to avoid the sensitive bird breeding season.
- 10.32. 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.
- 10.33. 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.

Funding

- 10.34. Where development is required to address blue and green infrastructure issues, it will be required to provide contributions. Depending on the issues and blue-green infrastructure opportunities available, these contributions may comprise the physical delivery of on-site or off-site infrastructure, or a financial contribution to off-site provision.

Key Delivery Stakeholders

10.35. In addition to the development industry and landowners, the following key stakeholders are involved in the delivery of blue and green infrastructure within the Greater Nottingham strategic plan area:

- Nottingham City Council
- Nottinghamshire County Council
- Broxtowe Borough Council
- Gedling Borough Council
- Nottingham City Council
- Rushcliffe Borough Council
- Natural England
- Environment Agency
- Derbyshire and Nottinghamshire Wildlife Trusts
- Canals and Rivers Trust
- Nottinghamshire Biodiversity Action Group

Strategic Sites and Blue and Green Infrastructure

10.36. As a significant number of strategic allocations retained within the Strategic Plan have permission and some are being developed, on and off-site contributions to BGI have been agreed and therefore do not require further consideration. The table below outlines the likely BGI required for each site.

Strategic Site	BGI Infrastructure Requirements	Justification
Field Farm	Planning permission approved – no further BGI requirements can be requested. S106 has secured £432,768 for open space provision.	N/A
Toton and Chetwynd Barracks	10% biodiversity net gain. Site includes land within the River Erewash and Erewash Canal BGI network. Required BGI has been set out within the Toton and Chetwynd SPD. In addition to the provision of BGI across the allocation, Key BGI elements include: • retaining and enhancing existing green infrastructure assets (see the Framework Plan for those assets that should be retained as part of any proposals) and corridors including along the Erewash Canal and Erewash River Valley;	• 10% biodiversity net gain required in accordance with national legislation and GNSP policy. • Broxtowe Green Infrastructure Strategy • Greater Nottingham Strategic Blue and Green Infrastructure Strategy • Toton and Chetwynd SPD

Strategic Site	BGI Infrastructure Requirements	Justification
	• providing a new multifunctional green infrastructure corridor to the south of Toton which connects Toton Fields Local Wildlife Site with Hobgoblin Wood (in Chetwynd Barracks) and extends northwards from Toton Fields up to Bessell Lane; and • delivering a series of new urban boulevards that connect the A52 to Toton Lane, Toton Lane to the railway station and the A52 to Swiney Way.	
Boots	Planning permission approved – no further BGI requirements can be requested.	-
Former Bennerley Coal Disposal	The site includes parts of several 'Primary and Secondary Strategic Networks' and 'Local/Neighbourhood Networks', as defined in the 'Greater Nottingham Blue and Green Infrastructure Strategy January 2022', and parts of several 'Primary and Secondary Green Infrastructure Corridors', as defined in the adopted Broxtowe Part 2 Local Plan. Development needs to link to and enhance the blue and green infrastructure corridors, particularly enhancing biodiversity and linking into recreational routes. This will include the provision of a country park.	• 10% biodiversity net gain required in accordance with national legislation and GNSP policy. • Broxtowe Green Infrastructure Strategy • Greater Nottingham Strategic Blue and Green Infrastructure Strategy
Top Wighay	Planning permission approved for the extant allocation – no further BGI requirements can be requested. Extension to this allocation (within the strategic plan) will be subject to a minimum 10% net gain in biodiversity. The additional area allocated extends north towards woodland within the Sherwood Forest (identified in the GNBGI Strategy as Primary Strategic Network) and includes Joe's Wood local wildlife sites. BGI will be required to mitigate adverse effects on this site and enhance the Sherwood Forest. In accordance with the GNBGI Strategy. Site is within the River Leen Catchment Focal Area. Biodiversity Opportunity Mapping work states that	• 10% biodiversity net gain required on the extended area in accordance with national legislation and GNSP policy. • Gedling Biodiversity Opportunity Mapping • Greater Nottingham Blue and Green Infrastructure Strategy.

Strategic Site	BGI Infrastructure Requirements	Justification
	the Top Wighay Farm development provides an opportunity to create a woodland connection along A611 to Wighay Farm Wood. Potential to create woodland links between Dob Park, Annesley Wood, and Joe's Wood.	
Broad Marsh	Opportunity to provide multi-functional green space within the centre of Nottingham. There is limited green space within this area. 'Green Heart' completed summer 2024. 10% biodiversity net gain. Provide active travel connectivity to the Nottingham Canal which is an important BGI network. Extant Core Strategy promotes improvements to active travel routes within the City Centre.	• 10% biodiversity net gain required in accordance with national legislation and GNSP policy. • Greater Nottingham Blue and Green Infrastructure Strategy • Nottingham Aligned Core Strategy
Stanton Tip	Minimum 10% biodiversity net gain will be required. Former tip is naturally regenerating. The site provides an extensive area of informal recreational open space. This loss will require mitigation through the provision of accessible open space. Land is identified as part of an ecological network which connects to the River Leen catchment and the open countryside. A large area of the site will also be required for landscaping which could provide multi-functional benefits. Local Plan specifically identifies retention and enhancement of existing habitats, including the Local Wildlife Site and creation of new areas to improve biodiversity and linkages to the River Leen corridor. Development should address the topography of the site in terms of accessibility, design and layout. It should also create new green spaces and links to existing open space/green infrastructure. Proposals should open up the existing culvert, sustainable urban	• 10% biodiversity net gain required in accordance with national legislation and GNSP policy. • Nottingham Aligned Core Strategy Greater Nottingham Blue and Green Infrastructure Strategy • Nottingham Local Plan Part 2

Strategic Site	BGI Infrastructure Requirements	Justification
	drainage and flood risk mitigation measures.	
Melton Road	Planning permission approved – no further BGI requirements can be requested. Development has commenced and a significant number of homes have been delivered.	-
North Bingham	Planning permission approved – no further BGI requirements can be requested. Development has commenced.	-
Former RAF Newton	Planning permission approved – no further BGI requirements can be requested. Development has commenced.	-
Former Cotgrave Colliery	Planning permission approved – no further BGI requirements can be requested. All the homes have been delivered and only an element of employment land remains to be delivered.	-
South of Clifton	Planning permission approved – no further BGI requirements can be requested. Development has commenced with employment units being delivered.	-
East of Gamston	A minimum 10% biodiversity net-gain. The extant Core Strategy requires the creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network. It promotes 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 multifunctional green corridor should also be created along the Grantham Canal. The Grantham Canal is identified as a green and blue Infrastructure Corridor within the Greater Nottingham BGI strategy. The strategy identifies this allocation as providing an opportunity to assist the restoration of the canal, to the benefit of water management, biodiversity, historic environment, active travel and its setting. Master planning as part of the emerging Gamston SPD will establish	• 10% biodiversity net gain (20% if granted planning permission after adoption of the Strategic Plan) required in accordance with national legislation and GNSP policy, although first phase submitted prior to law being in place (under consideration). • Rushcliffe Core Strategy • Greater Nottingham Blue and Green Infrastructure Strategy.

Strategic Site	BGI Infrastructure Requirements	Justification
	the locations and extent of green and blue infrastructure across the site, including along the canal.	
Ratcliffe on Soar Power Station	10% net gain required as set out in the Local Development Order. Some will be on-site and remainder off-site. Site is within the Trent Valley Primary (Sub-Regional) BGI Network, as identified in the Greater Nottingham BGI Strategy. It states that regeneration of Ratcliffe on Soar Power Station offers opportunity to improve BGI and connect to the River Soar Sub Regional Corridor. The Trent Gateway Project identifies the inclusion of a fish pass on the nearby weir over the River Trent as an opportunity to increase biodiversity up-stream. This allocation may assist the funding of this work. Areas of multi-functional BGI will be created between developments.	• Biodiversity net gain required in accordance with approved Local Development Order. • National environmental legislation. • Greater Nottingham BGI Strategy • Trent Gateway Project

Key Blue and Green Infrastructure Issues:

- All 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.
- Planning applications within the strategic allocations will, in accordance with the emerging Greater Nottingham Strategic Plan and national legislation, be required to provide a minimum of 10% biodiversity net gain.
- As infrastructure is agreed for the majority of strategic allocations retained in the Strategic Plan, unless further applications are submitted, only the following sites require further negotiations (and consideration within the plan wide viability appraisal) regarding blue and green infrastructure: Toton and Chetwynd Barracks; Top Wighay (expansion); Broad Marsh; Stanton Tip; and East of Gamston.

11. Community Facilities

Context

- 11.1. This section of the IDP focuses on libraries, sports and leisure facilities and community buildings.
- 11.2. The NPPF states that strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for community facilities (such as health, education and cultural infrastructure). 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.
- 11.3. 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.
- 11.4. 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 kept under review.
- 11.5. 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

- 11.6. 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

Local Authority Area	Libraries
	Clifton Dales Centre HMP Library (in partnership with HM Prison Service) Hyson Green (Mary Potter Centre) Radford-Lenton Library/ Nottingham Performing Arts Sherwood Library closed (new Library in development) 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 Keyworth Radcliffe on Trent Ruddington West Bridgford Gotham Community Partnership Library closed for foreseeable future and Gotham will be serviced by a mobile library

- 11.7. Nottingham City has a new Central Library located between the Brogd Marsh site and the railway station, replacing the old Central Library on Angel Row opened to the public in 2023.

- 11.8. 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.
- 11.9. 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 30 metres square 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

- 11.10. 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.
- 11.11. 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 Playing Pitch Strategy Mid-Point Review and Action Plan Update 2022

Authority	Strategy
	Identified shortfall in natural grass pitches which may be partly accommodated through investment at existing sites.

11.12. There is 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 Gym & Swim
Gedling	Arnold Leisure Centre, Redhill Leisure Centre, Carlton Forum Leisure Centre, Calverton Leisure Centre, Richard Herrod Centre
Nottingham City	Active Nottingham oversees 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, East Leake Leisure Centre, Keyworth Leisure Centre, Rushcliffe Arena.

Museums, Galleries and Attractions

- 11.13. The key issue for future years is likely to involve building patronage for such facilities and to seek revenue support to ensure that the services and programmes to meet community needs can be provided.
- 11.14. 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.
- 11.15. 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.

- 11.16. 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. 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.
- 11.17. 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.
- 11.18. 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.

12. Emergency Services

Context

- 12.1. 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

- 12.2. 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.

- 12.3. Nottinghamshire Police is structured in line with local authorities. There are 12 response bases (police stations) within the 4 plan making authorities:

- Broxtowe
 - Eastwood
 - Beeston
- Gedling
 - Jubilee House – Arnold
- Nottingham City
 - Oxclose Lane
 - Bulwell
 - Broxtowe
 - Radford Road
 - Byron House (City Centre)
 - St Anns
 - Clifton/Meadows
- Rushcliffe
 - West Bridgford
 - Cotgrave

- 12.4. The police force is funded from several sources, with the Central Government (Home Office) funding providing the largest contribution. This is agreed annually by the UK Parliament, is known as the police funding settlement, and set out within the Police Grant Report. For 2023/24 Nottinghamshire received a grant of £154 million² (calculated using the needs-based police allocation formula)³. Further funding of £4.9 million is available if Nottinghamshire maintains a headcount of 2,387 officers, £2

² [Nottinghamshire Police Budget 2023-24](#)

³ [Police grant report \(England and Wales\) 2023 to 2024](#)

million is provided as pension top up grant and £9.7 million in Legacy Council Tax Grants.

- 12.5. Further funding from Central Government is provided for the safeguarding of national security.
- 12.6. In addition to Government funding, Police and Crime Commissioners (PCCs) set a local police precept which is part of Council Tax. Within Nottinghamshire the police precept accounts for around 34% of the £261 million of funding the force receives and is paid directly to collecting authorities by local taxpayers. For 2023-24, in Nottinghamshire the police precept provides £89.4 million with each plan making authority providing the following:
- Broxtowe - £9.4 million
 - Gedling - £10.4 million
 - Nottingham City - £18.4 million
 - Rushcliffe - £12.4 million
 - Total Strategic Plan Area - £50.6 million
- 12.7. In addition to the main sources of core funding, PCCs also receive income from other sources. These include: charging for special police services (SPS) (for example providing police officers at football matches, festivals, concerts, and other events where they have been requested to do so by the event organiser) to recover costs; the provision of services such as training; and income from donations and sponsorship. PCCs also hold financial reserves.
- 12.8. Engagement with the police service has not identified specific needs associated with the Strategic Plan, but continued dialogue will be required as detailed proposals +emerge on sites without planning permission.

Fire and Rescue

- 12.9. 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

- 12.10. 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.

- 12.11. In the year 2021/22 the fire service responded to 10,096 incidents, checked over 13,000 homes for fire safety and conducted 559 fire safety audits of businesses.
- 12.12. As with the police service the fire and rescue service is funded through a combination of both local taxation and national grant funding. The fire service's budget within Nottinghamshire is significantly less than the police service, at £50 million (less than a quarter) for 2023/24. Most of the funding, around £29 million, comes from the Council tax precept. Central government funding comprises £6 million, business rates (from both central and local government) provide £11 million and there is a pension grant of £2 million.

Ambulance Service

- 12.13. 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.
- 12.14. The main source of income for the Trust is contracts with commissioners for health care services. Funding envelopes are set at an Integrated Care System (ICS) level. The majority of the Trust's income is earned from NHS commissioners in the form of fixed payments to fund an agreed level of costs.
- 12.15. Revenue is also generated through the HNS injury cost recovery scheme which reclaims costs of treating injured individuals to whom personal injury compensation has subsequently been paid, for instance by an insurer.
- 12.16. Grants from central government and donations also provide some funding.
- 12.17. For the year ending 31 March 2023, the Trust is reporting a surplus of £71k, against a break-even target. The 2022/23 Annual Statement states that the Directors of the East Midlands Ambulance Service NHS Trust will have access to adequate resources (as in previous years) to continue operational existence for at least 12 months.⁴

Key Emergency Services Issues:

- Funding for the three emergency services comes from government budgets and council tax. A requirement for additional funding from developer contributions has not been identified

⁴ [East Midlands Ambulance Service NHS Trust Annual Report 2022/2023](#)

Key Delivery Organisations

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

13. Summary and Conclusions

- 13.1. This IDP seeks to identify what infrastructure is required to be delivered the housing and economic growth identified in the Greater Nottingham Strategic Plan. Much of the infrastructure needs of new development is anticipated to be delivered as part of new development, through Section 106 agreements or via a Community Infrastructure Levy, where these exist. Where there are uncertainties, for instance over the future requirements for school places, or primary health provision, this is highlighted, and the need for further discussions with providers is noted.
- 13.2. Due to the timing of the publication of this IDP, there are very few committed transport schemes programmed. This is due to the transfer of transport functions to the East Midlands Combined County Authority (EMCCA). The City and County Councils will continue to be the Local Highway Authorities, and will also retain responsibility for delivery of local improvements.
- 13.3. Going forward, EMCCA will exercise functions of the City and County Councils as local transport authorities in relation to how transport is planned, delivered and operated across the combined area. Critically, EMCCA will lead the development of an area wide Local Transport Plan (LTP) to shape future local transport investment.
- 13.4. A draft of this LTP is anticipated towards the end of 2024, and will be published in final form in early 2025. Once the LTP is published, it will be possible to update this IDP to support the Strategic Plan examination.
- 13.5. Appendix 1 below lists the strategic sites allocated in the Strategic Plan, together with the infrastructure requirements identified in this IDP. As many of the allocations already have planning permission, the package of infrastructure will already have been negotiated. In addition, as some sites are existing allocations, further planning permissions may be issued prior to the examination.
- 13.6. An additional point to note is 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. The Plan Wide Viability Assessment undertaken to support the Strategic Plan therefore identifies viability headroom for transport measures to be funded via the development, rather than including specific schemes.
- 13.7. The intention is to review this IDP in early 2025 to inform the examination. This review will include refreshed and refined transport modelling, the transport measures included in the EMCCA LTP, and any updates required due to changes in the planning status of sites.

Appendix 1: Publication Draft Strategic Sites

Broxtowe Borough Council / Nottingham City Council

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Issues and Requirements
Boots (Planning Permission)	Outline planning permission for 675 dwellings across sites. Reserved Matters for 622 dwellings (216 in Nottingham City and 406 in Broxtowe Borough).	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).	<u>Transport</u> Link road completed. <u>Education</u> Education contributions to be paid to Nottingham City Council and Nottinghamshire County Council. For Broxtowe and the City, the agreed S106 outlines a payment of £17,753 per 100 dwellings. This equates to £840,000 (for the 622 units approved in full). <u>Healthcare</u> New primary healthcare provision will need to be made to meet the patient demand from new development, both within the ACS plan period and beyond.

Broxtowe Borough Council

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
Field Farm (Planning Permission)	Of the 450-unit outline planning permission, approximately 330 houses remain undeveloped.	N/A.	<u>Transport</u> Absence of cycle and pedestrian infrastructure in the area, especially along Ilkeston Road and towards Nottingham. In addition, there is no bus service linking site to Nottingham. No cycle facilities along A52 corridor linking Stapleford to University. Site would add to catchment area of a potential Wollaton rail station. Primary and secondary school funding secured by S106 agreement. <u>Healthcare</u> Existing doctors' surgeries in the area are at capacity within current space. Additional primary healthcare provision will need to be made to meet the patient demand from new development. Planning permission has been granted on the site.
Toton and Chetwynd Barracks	2700 units in the plan period.	26-32,000 sq. m. of employment development, falling within Use Class E (g) and Class B2 should be provided (including 18,000 sq. m. across Toton, and 8-14,000 sq. m. of small-scale employment development falling within Use Class E (g)(i) at Chetwynd South).	<u>Transport</u> Provision of a road from the A52 east of Bardills Roundabout to Chetwynd Barracks and a west-facing junction from the A52 near Bessell Lane into the site, to which all development must contribute. Provision to extend the tramway to a new park and ride of around five hectares near Bessell Lane, which development must facilitate. Improvements to bus services including increased capacity and new routes should be delivered.

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
			Bus facilities should be improved where required to Nottinghamshire County Council standards. Chetwynd Road should be prioritised for buses, cyclists and pedestrians; Active travel and public transport links to Toton NET and to a potential new rail hub. Implementation of a travel plan. <u>Education</u> Existing Primary school facilities are at capacity in the local area. Two new primary schools are required. New secondary school provision will be required to accommodate the number of pupils from this development. A range of options will therefore need to be considered, including the potential expansion of existing secondary schools or new provision. S106 contributions to be confirmed on receipt of full planning application and dependent on timing and current costs. Need for additional SEND infrastructure/capacity as a result of the development. <u>Healthcare</u> 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 demand from new development. <u>Utilities</u> New infrastructure will be required on-site during build. <u>Flooding</u> Drainage from the site should be via a sustainable drainage system.

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
			Additional infrastructure may be required on western part of site which is at higher risk of flooding. Mitigation to prevent contamination and protect groundwater resource. <u>Blue and Green Infrastructure and Open Space</u> 10% biodiversity net gain required. Site includes land within the River Erewash and Erewash Canal BGI network. Required BGI has been set out within the Toton and Chetwynd SPD. In addition to the provision of BGI across the allocation, Key BGI elements include: - retaining and enhancing existing green infrastructure assets (see the Framework Plan for those assets that should be retained as part of any proposals) and corridors including along the Erewash Canal and Erewash River Valley; - providing a new multifunctional green infrastructure corridor to the south of Toton which connects Toton Fields Local Wildlife Site with Hobgoblin Wood (in Chetwynd Barracks) and extends northwards from Toton Fields up to Bessell Lane; and - delivering a series of new urban boulevards that connect the A52 to Toton Lane, Toton Lane to the potential railway station and the A52 to Swiney Way.

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
Former Bennerley Coal Disposal Point	N/A	Logistics (approx. 61ha	<u>Transport</u> Provision of a rail-freight terminal. This will include railway sidings and a facility to allow freight to be transferred to and from freight wagons. Provision of a rail-freight connection from the Erewash Valley Railway Line to enable rail-freight to be loaded and unloaded within the site. Primary site access should be direct to and from the A610 dual carriageway to the north. Active travel measures including cycle and walking links with existing settlements including Eastwood and Ilkeston. Bus facilities should be improved where required to Nottinghamshire County Council standards. Implementation of a travel plan <u>Flooding</u> Further modelling required. Drainage from the site should be via a sustainable drainage system. <u>Blue and Green Infrastructure</u> The site includes parts of several 'Primary and Secondary Strategic Networks' and 'Local/Neighbourhood Networks', as defined in the 'Greater Nottingham Blue and Green Infrastructure Strategy January 2022', and parts of several 'Primary and Secondary Green Infrastructure Corridors', as defined in the adopted Broxtowe Part 2 Local Plan.

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
			Development needs to link to and enhance the blue and green infrastructure corridors, particularly enhancing biodiversity and linking into recreational routes. This will include the provision of a country park.

Gedling Borough Council

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
Top Wighay Farm (Planning Permission for the original ACS allocation, no planning permission for the extension to the site)	38 dwellings completed (ACS allocation) 805 dwellings remaining (ACS allocation) 710 dwellings (extension to the site)	8.55 ha (gross), 6.5 ha (net) based on planning application (2020/0050).	<u>Education</u> The delivery of the one form entry school has been agreed within a S106 and the school will be delivered in line with the development of housing. Further S106 money will be required from the extended development to expand the school to 1.5 form entry. There is forecast to be no surplus capacity at secondary schools in Hucknall and therefore Nottinghamshire County Council would need to provide capacity to meet the need for the full development of 1,515 dwellings, which equates to 242 statutory aged pupils (i.e., 11-16) – there is a forecast surplus of places at post sixteen level. <u>Healthcare</u> Provision of primary healthcare contribution required due to additional pressures from this development on GP Practices in the vicinity.

Nottingham City Council

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
Broad Marsh (no planning permission)	1,000 homes	Offices	<u>Education</u> Likely that primary/secondary capacity is not sufficient within this area. However this would require confirming during negotiations on any planning application. <u>Utilities</u> New infrastructure will be required onsite during build. <u>Flooding and Drainage</u> Some surface water issues surrounding Broadmarsh and flooding history to the previous site. Development MUST include sustainable drainage systems and blue green infrastructure to manage surface water on-site. This must carefully consider the cave system beneath the site. <u>Blue-Green Infrastructure</u> “Green Heart” open space completion 2024. 10% biodiversity net gain. <u>Transport</u> • Realignment and straightening of the Southern end of the section of Maid Marian Way between Castle Gate and Canal Street. • New pedestrian crossing facilities across Maid Marian Way • Establishing new pedestrian and cycle routes through redeveloped areas • Creating new high quality areas of public realm • Improving connectivity with easy parking, bus and taxi access as well as electric bikes, scooters and electric disability vehicles to allow access to the

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
			city centre including potentially an additional tram stop to serve the area
Stanton Tip – Hempshill Vale (no planning permission)	500 dwellings	Minimum of 5 hectares	<u>Transport</u> Cycling and walking links required to Phoenix Park NET park and ride. Local bus link to Bulwell. <u>Education</u> Bulwell is the nearest primary school. Contributions will be required to accommodate additional pupils. Ellis Guilford School is the closest secondary school. Capacity pressure remains until 2028. Feasibility work is required to establish the required infrastructure <u>Utilities</u> New infrastructure will be required onsite during build. <u>Flooding and Drainage</u> Potential flood risk associated with the natural routes of water and associated capacity of the existing drainage infrastructure, as well as risks of blockages/failure/exceedance. The site also poses a risk of increasing flooding elsewhere which will be imperative to investigate. Modelling will be required. <u>Blue-Green Infrastructure</u> Minimum 10% biodiversity net gain will be required. The existing site provides an extensive area of informal recreational open space. This loss will require mitigation through the provision of accessible open space. A large area of the site will also be required for landscaping. Local Plan specifically identifies retention and enhancement of existing habitats, including the Local Wildlife Site and creation of new areas to improve biodiversity and linkages to the River Leen corridor.

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
			Development should address the topography of the site in terms of accessibility, design and layout. It should also create new green spaces and links to existing open space/green infrastructure. Proposals should opening up the existing culvert, sustainable urban drainage and flood risk mitigation measures.

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Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
Melton Road, Edwalton (planning permission)	Around 1,700 dwellings, with approximately 400 homes remaining to be built	4 hectares employment generating development	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement. Discussions will be had on the remaining phases to ensure a consistent approach to delivery.
North of Bingham (planning permission)	1,050 dwellings in total, of which around 420 dwellings still remain to be built	Around 15.5 hectares with outline planning permission	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Former RAF Newton (planning permission)	528 dwellings in total, of which approximately 370 dwellings are still to be built	Around 6.5 hectares	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
Former Cotgrave Colliery (planning permission)	All dwellings completed	Approximately 2 hectares of employment land remaining	The residential element of the site is complete, and mitigation has been secured through the S106 agreement
South of Clifton (planning permission)	Around 3,000 dwellings plus pitches for gypsy and travellers	Around 20 hectares in total. A number of plots have been completed	The site has outline planning permission, with a number of phases of both the residential and employment elements of the site underway. Infrastructure requirements for the site, including a new onsite primary school and an onsite healthcare facility, have been secured in the permission and associated S106 agreement in order to mitigate against the impacts of the development. Further discussions will be had as detailed proposals emerge to ensure the delivery of appropriate infrastructure.
East of Gamston/North of Tollerton (planning permission)	Around 4,000 dwellings plus pitches for gypsy and travellers	Around 20 hectares, of which around 8 hectares has already been delivered	<u>Transport</u> Highways modelling has identified improvements required to the strategic road network together with mitigation measures. Proportionate cost on development will be required to fund mitigation measures. Any contributions will be secured through a S106 agreement. <u>Education</u> It is expected that two primary schools will be delivered on site. There are capacity issues for secondary schools within West Bridgford and a new secondary school is expected on site. Any contributions will be secured through a S106 agreement. <u>Healthcare</u>

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
			Requirement for provision of new or improved health facilities to alleviate pressures on existing practices. Any contributions will be secured through a S106 agreement. <u>Utilities</u> New infrastructure will be required onsite during build. Further discussions required as detailed proposals emerge. <u>Blue-Green Infrastructure</u> A minimum 10% biodiversity net-gain. The extant Core Strategy requires the creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network.
Ratcliffe on Soar Power Station (local development order)	N/A	Detailed requirements are still to be established for this proposed strategic allocation. The Local Development Order proposes buildings with a gross floor area of up to 810,000 m² to accommodate the following uses: • 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; • Research & Development & Offices (Class E(g) (i) & (ii)); and • Education (Skills and Training) (Class F1(a)).	<u>Transport</u> Access can be achieved onto the A453 (and M1) via existing junctions on the A453. Given the scale of employment development improvements are likely to be required to junctions on the strategic and non-strategic road network. The Local Development Order has agreed the outline principles. Further discussions are required as detailed proposals emerge. <u>Utilities</u> The Power Station is connected directly to the national grid, has gas mains supply, is connected to mains water supply, and has existing telecommunications including broadband. The Power Station also has its own water treatment works. The existing infrastructure will remain on site. Capacity for the existing utilities infrastructure to accommodate the development proposed in the Local Development Order will be established prior to the redevelopment of the site. Further discussions will be required.

Strategic Site	Dwelling Numbers	Employment Use	Key Infrastructure Requirements
			<u>Blue-Green Infrastructure</u> 10% biodiversity net gain will be required and this is set out within the Local Development Order. <u>Community Facilities</u> There is a requirement for a neighbourhood centre on site to provide community facilities of an appropriate scale should be provided to serve the needs of occupiers on the site. The Local Development Order has agreed the outline principles. Further discussion is required as detailed proposals emerge.

Appendix 2: School Capacity Maps

