

**Bassetlaw Local Plan
2020-2037**

Publication Version

Infrastructure Delivery Plan

August 2021

1.0 Introduction

1.1 Purpose of the update to the Infrastructure Delivery Plan

- 1.1.1 Bassetlaw District Council is currently producing the new Bassetlaw Local Plan, which will replace the adopted Core Strategy and Development Management Policies DPD adopted in 2011. The emerging Local Plan will set out the strategic planning policy framework for the District up to 2037, and will present a range of policies which will guide new development and identify appropriate locations for future housing and employment growth.
- 1.1.2 The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) require local plans to include strategic policies which set out the strategy for growth in the area to meet local needs and objectives, and make sufficient provision for the delivery of new infrastructure which supports the proposed levels of growth. The NPPF states that local plans should set out the infrastructure required to support growth, and the contributions required from developers and other organisations to support the delivery of new infrastructure.
- 1.1.3 This Infrastructure Delivery Plan (IDP) forms part of the Local Plan evidence base, to assess the existing provision of infrastructure throughout the District, and consider what additional infrastructure will be required in the future to support growth being allocated in the Local Plan. The IDP also considers how required infrastructure should be delivered, and if there are any gaps in information or funding which need to be addressed. It also sets out a method for prioritising the projects to be funded from developer contributions, Bassetlaw's Community Infrastructure Levy (CIL) and other funding streams. The IDP is therefore vital in ensuring that the emerging Local Plan meets the requirements of the NPPF to outline when and how new infrastructure will be delivered.
- 1.1.4 An IDP is a 'live' evidence base document which will be updated each year to reflect the most up to date housing trajectory and infrastructure requirements across the plan area.
- 1.1.5 Following the publication of draft IDPs in January and November 2020, the Council has continued to work with infrastructure providers and developers alongside the progression of the Local Plan to develop and improve infrastructure related information. In August 2021 the Council published for consultation the Regulation 19 Local Plan and supporting evidence base documents. The continued work and consultation undertaken by the Council has informed the production of this version of the IDP. This version therefore replaces the 2020 draft IDPs.
- 1.1.6 To provide sufficient information to meet the needs of the Local Plan, this IDP will provide the following information for each type of infrastructure:
1. Determine infrastructure needs throughout the District to support growth allocated in the Local Plan.

2. Estimate the costs of delivering identified infrastructure needs and consider potential funding sources.
 3. Allocate infrastructure contributions to appropriate strategic allocations in the Local Plan where the identified needs are directly related to the proposed development in accordance with the CIL Regulations (see below).
 4. Identify key bodies and organisations with responsibility for delivering identified infrastructure improvements, and outline what actions may be required now and in the future to support infrastructure delivery.
- 1.1.7 Baseline information which provides background information on the infrastructure item and current provision in Bassetlaw is set out in a separate but related document, the Bassetlaw Infrastructure Delivery Plan Baseline Assessment 2021 at www.bassetlaw.gov.uk/thebassetlawplan .
- 1.1.8 Information contained within the IDP is produced in collaboration with relevant infrastructure partners such as the NHS Bassetlaw CCG, Nottinghamshire County Council, the Environment Agency, Severn Trent and Anglian Water, and is therefore subject to change as the various organisations undertake further assessment work and produce new information. This IDP therefore represents all infrastructure related information available to the Council at 31 August 2021.

3.0 Policy context and legislation for infrastructure delivery

National Planning Policy

- 3.1 The NPPF states that strategic planning policies within local plans should make provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, community facilities (such as health, education and cultural infrastructure), and the provision of minerals and energy (including heat).
- 3.2 The NPPF also states that local plans should consider the long term requirements for major improvements in infrastructure. The NPPF outlines that local plans should set the contributions expected from development to deliver infrastructure, however such policies should not undermine the delivery of the plan. Local plans should also seek to provide infrastructure which widens transport choices, delivers advanced, high quality and reliable communications infrastructure, and supports infrastructure associated with renewable and low carbon energy.
- 3.3 For the purposes of this IDP, 'infrastructure' is defined as physical, social and green infrastructure required to enable sustainable development. IDPs can consider a range of infrastructure suitable to the needs and aspirations of the area being considered, and the particular circumstances of the proposed development sites and stage of preparation of the local plan. To appropriately support the progression of the Local Plan at this time, the Council requires a focused IDP which considers the key infrastructure items which will directly affect sites proposed for allocation in the emerging Local Plan, and in particular considers which infrastructure items may be reliant on developer contributions

and/or Community Infrastructure Levy to be delivered. This IDP will therefore cover the following topics:

- Education
- Healthcare
- Green infrastructure and open space
- Transport
- Flood management
- Water supply and waste water management

- 3.4 The PPG outlines that local plans should set out a vision and framework for the future development of an area, which addresses the needs and opportunities relating to infrastructure. Local plan policy requirements for developer contributions should be informed by proportionate evidence of local infrastructure needs.
- 3.5 The PPG states that local plans should be realistic about what can be achieved and when, identifying what infrastructure is required and how it can be funded and brought forward. Infrastructure deficits and requirements in an area, and opportunities for addressing such deficits and requirements, should be identified by working alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters at an early stage in the plan-making process to assess the quality and capacity of infrastructure, and its ability to meet forecast demands.
- 3.6 The PPG also recommends that, when preparing a plan, strategic policy-making authorities use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices the Council have made about how these contributions will be used. Annual reviews of the infrastructure funding statement should feed back into the review of plans to ensure that they remain deliverable.
- 3.7 The information contained within this IDP will support the Local Plan in meeting these requirements of national planning policy.

Sub-regional and local context

- 3.8 Local Enterprise Partnerships (LEP) are partnerships between local authorities and businesses, and seek to work with partners to pursue and attract major investment and seek to deliver significant economic growth. The D2N2 Local Enterprise Partnership (D2N2LEP) is made up of partnerships between Nottinghamshire and Derbyshire authorities. The D2N2 LEP determines strategic economic priorities including investments and activities to drive growth and create local jobs. D2N2 LEP could therefore be a key source of funding for appropriate infrastructure projects within this IDP.
- 3.9 Nottinghamshire has two tiers of local government. Nottinghamshire County Council (NCC) is the upper tier authority, and is responsible for services including education, transport, surface water flooding, libraries, waste

management, minerals, and social services. NCC produces a range of strategies guiding the delivery of its services. Development contributions towards new or improved infrastructure which supports NCC services are outlined within NCC's Planning Obligations Strategy 2021.

- 3.10 District and borough councils form the lower tier authorities in Nottinghamshire, providing services including the collection of refuse and recycling, leisure services, housing, planning and building control. The adopted Core Strategy and Development Management Policies DPD 2011 forms the development plan for the District. The Council is currently producing a new Local Plan which when adopted will replace the Core Strategy. This IDP has supported the production of the Local Plan, and will form part of the Local Plan evidence base. The Local Plan is proposed for submission to the Secretary of State in 2022.

Relevant legislation

- 3.11 The Community Infrastructure Levy (CIL) Regulations 2010 limits the extent of contributions which can be sought from developers. Regulation 122 states that a contribution (also referred to as planning obligations or Section 106 contributions) can only be required from developers when the contribution is:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

- 3.12 Consideration of funding for identified infrastructure needs must take into account the limitations set out in CIL Regulation 122.

- 3.13 The CIL Regulations 2019 have implemented amendments to the previous Regulations, which includes the removal of restrictions limiting the amount of contributions which can fund a single project (known as pooling restrictions) previously set out within CIL Regulation 123. In accordance with the CIL Regulations 2019, this IDP has no restrictions on the amount of contributions which can be used to fund a single infrastructure project.

- 3.14 The Government has introduced a more flexible system to ensure the faster delivery of infrastructure. But to ensure that developers do not pay twice for the same piece of infrastructure, known as 'double dipping', the Council's Infrastructure Funding Statement will provide a more consistent and transparent approach to reporting on the use of developer contributions and CIL funds and will provide an audit trail of expenditure. Therefore, a combination of developer contributions and CIL could be used to deliver new or improved infrastructure.

4.0 Methodology

- 4.1 As outlined above, this IDP does not consider all infrastructure in the District, but instead focuses on key items of infrastructure required to support the delivery of growth proposed for allocation in the emerging Local Plan, and particularly infrastructure items which may be reliant on developer contributions/CIL to be delivered. The following research and assessment stages have been undertaken in the production of this IDP.

Stage 1: Baseline review of existing information

- 4.2 This first stage of assessment considered the current infrastructure provision within the District, and how the existing infrastructure is meeting the needs of the current population. The Local Plan evidence base was used, in addition to consultation with relevant infrastructure partners and associated organisations, to set out the baseline information. This is detailed in the separate Bassetlaw Infrastructure Delivery Plan Baseline Assessment 2021 available on the Council's website www.bassetlaw.gov.uk/thebassetlawplan.

Stage 2: Future infrastructure needs of the District

- 4.3 The Local Plan proposes new housing and employment land allocations throughout the District. The future development of these sites will have an impact on existing infrastructure within the District, and may require upgrades or new items of infrastructure to support proposed growth. A further review of existing information contained within the evidence base and further consultation with relevant infrastructure partners was undertaken after each Local Plan consultation to establish how the proposed levels of growth in the Local Plan may impact existing infrastructure provision by 2037, and what improvements may be required to appropriately service the proposed new developments.
- 4.4 The project list included within this IDP reflects current understanding and is not an exhaustive list of requirements through to 2037. Costs identified are indicative as, in many cases, full design and implementation costs have not yet been determined. The indicative costs is based on 2021 figures and will be reviewed where necessary as part of the annual update of the IDP.

Stage 3: Funding and delivery of new and improved infrastructure

- 4.5 Following the identification of improvements which will be required to support growth allocated in the Local Plan, the Council has sought to identify, in consultation with relevant infrastructure partners and associated organisations, potential options for funding and delivering identified infrastructure projects. For infrastructure items which rely on developer contributions for funding, the Council has allocated contributions to each proposed development site in accordance with CIL Regulation 122, taking into account the direct impacts of the development and the levels of contributions which would be fair and reasonable considering the scale of the development.
- 4.6 The IDP prioritises infrastructure to be wholly or partly funded from CIL through the Infrastructure Funding Statement via a five year rolling programme for its delivery. Prioritisation will be informed by the Local Plan housing. This will ensure infrastructure delivery is aligned with growth.
- 4.7 The IDP identifies the extent of the funding gap. CIL will help to bridge the gap, but will not fill it. There will therefore be a need for prioritisation along with exploration of external funding opportunities and innovative approaches to financing which will require strong partnership working arrangements with infrastructure providers.

4.8 The NPPF notes that developer contributions should not be so significant to render a potential development site financially unviable. The Whole Plan Viability Assessment 2021 does not consider the implications of proposed developer contributions and where relevant CIL will adversely impact the financial viability of site allocations in the Local Plan.

4.9 However, the Viability Assessment does indicate that the level of developer contributions sought by site allocations of 50 or more dwellings to be so significant that such proposals should be exempt from CIL. Additionally, the Viability Assessment states that the maximum level of developer contributions that can be sought alongside affordable housing requirements and CIL (where relevant) is £3500 per dwelling. Where the level of contributions is higher than this level the Council will prioritise infrastructure requirements to ensure the site allocations remain viable (see paragraph 7.6).

Stage 4: Ongoing review of the IDP

4.10 The Council will continue to work with infrastructure partners and developers alongside the progression of the Local Plan to develop and improve the information contained within the IDP. The IDP will be updated annually to present the most up to date information on infrastructure requirements throughout the District.

5.0 Information contained within the Infrastructure Delivery Plan

5.0.1 The infrastructure requirements, costs, and timescales contained within this IDP represent the best information available to the Council at this time. This information may therefore be amended and refined as further details on the proposed allocations become available, there is further clarity on the expected build out rates of proposed allocations, and to address any unexpected changes to the existing and future provision of infrastructure within the District. For indexation purposes, all prices within this Plan are from 1 April 2021.

5.1 Seeking funding for infrastructure projects

5.1.1 Infrastructure can be provided in many different ways. The utility providers are private companies that charge for their services, so their upfront provision costs are off-set by what developers pay in terms of initial charges and by future revenues from billing new customers. The utilities companies have not identified any need for strategic infrastructure over the plan period. Therefore utilities infrastructure, in terms of waste water, water, electricity, gas and digital infrastructure will require local connections to the existing network and/or reinforcements to that network. It is usual that such costs are borne by the developer.

5.1.2 The use of other infrastructure, such as new public roads, schools and health facilities, may not be directly charged to users. Although some government funding sources pay for elements of this type of infrastructure, developer contributions can be sought where the extra capacity required directly arises from a new development. Section 106 of the Town and Country Planning Act 1990 (as amended) enables local planning authorities to negotiate with developers, so that they either directly build, or make financial contributions

towards, infrastructure. The rules for negotiating developer contributions are subject to national legal tests identified by paragraph 3.11.

5.1.3 The Highways Authority preferred method for the delivery of highway infrastructure is through agreements under Sections 38 and 278 of the Highways Act 1980. Where the need for improvements to education provision are identified the Local Education Authority will seek contributions in accordance with the Securing Education Contributions from Development, 2019.

5.1.4 The Council's CIL Charging Schedule was approved in 2013. It is the intention of the Council that this be reviewed alongside the Local Plan. Therefore a new CIL Charging Schedule will be implemented following the adoption of the Local Plan. A CIL will provide a flexible source of funding which could be used for a range of strategic infrastructure projects. The draft CIL Charging Schedule is on the Council's website www.bassetlaw.gov.uk.

5.2 Estimated CIL Receipt Income

5.2.1 An estimation of CIL receipts between 2020 and 2037 has been calculated, and will be updated annually. Until the CIL is secured, it is only an estimate, based on:

- An average residential unit has been applied at 90sqm internal floorspace
- Calculations for outline permissions and site allocations are based on the proposed CIL rate of £20sqm for outline permissions and site allocations. Index linking has been applied at the current rate of 333 to account for inflation over time.

5.2.2 It does not take into account the instalment policy, so in practice there will be a time delay in the CIL money being collected, particularly for larger schemes.

5.2.3 No account has been taken for CIL receipts that might be collected from windfall housing sites or retail developments, because these projects are speculative and do not have a delivery timeframe. Once this is known they will be included in future updates.

5.2.4 It also does not take account of the 5% allowed to be used for administration of the CIL, the neighbourhood portion or the exemptions for social housing or self build housing. This will inform future updates.

5.2.5 Table 1 shows that through the housing trajectory for planned housing sites, CIL is expected to raise approximately £18m over the lifetime of the plan for strategic and local infrastructure.

5.2.6 Identifying funding sources is therefore essential given the anticipated funding gap of approximately £89m. CIL receipts should be considered as one source available to fund infrastructure.

5.3 Other Funding Streams

5.3.1 There are a range of organisations in the area and within Government which can be influential in seeking support and funding for infrastructure. These include:

- Nottinghamshire County Council
- D2N2 Local Enterprise Partnership (D2N2LEP)
- Government Departments

5.3.2 In addition, there may be an opportunity to seek ‘specialist funds’ for topic specific projects, for example seeking funding from the Heritage Lottery Fund. Where secured specialist funds are identified throughout the IDP.

5.3.3 The appropriateness of these potential funding sources depends on the project being considered, the amount of funding available through the sources, and the amount of funding required for the project.

6.0 Infrastructure assessment

6.1 This will summarise the provision of existing infrastructure in the District, and consider what new or improved infrastructure will be required to support the delivery of growth proposed for allocation within the Local Plan. Infrastructure delivery is linked closely to that of the delivery of growth across the District. The trajectory of when development is likely to come forward throughout the plan period is set out within Appendix 3 of the Local Plan. The allocations in the Local Plan are set out in the table below.

Site Reference	Name of Site	Approximate no of dwellings	Developable employment land (ha)
HS1	Peaks Hill Farm, Worksop	1000	5.0
HS2	Bassetlaw Pupil Referral Centre, Worksop	20	
HS3	Radford Street, Worksop	120	
HS4	Former Manton Primary School, Worksop	100	
HS5	Talbot Road, Worksop	15	
HS7	Trinity Farm, Retford	244	
HS8	Milnercroft, Retford	5	
HS9	Former Elizabethan School, Retford	46	
HS10	St Michael’s View, Retford	20	
HS11	Fairy Grove, Retford	61	
HS12	Station Road, Retford	5	
HS13	Ordsall South, Retford	800	
HS14	Land south of Ollerton Road, Tuxford	75	
New settlement	Bassetlaw Garden Village	500	10.0
EM008	High Marnham Green Energy Hub	-	38.4
SEM001	Apleyhead Junction	-	118.7

	Worksop allocations	Central	DPD	625	
TOTAL				3639	167.1

Table 1: Draft Bassetlaw Local Plan housing and employment allocations

7.0 Infrastructure Schedule

- 7.1 Appendix 3 of the Local Plan presents the housing trajectory for sites proposed for allocation in the Local Plan. The trajectory identifies which five-year period a proposed site allocation is expected to start completing the development of houses/businesses. For some of the larger schemes, the development of housing may last more than five years.
- 7.2 Appendix 1 presents the Infrastructure Schedule for the IDP, which lists all infrastructure items identified as being currently required to support the needs of future residents within the site allocations proposed in the Local Plan.
- 7.3 Where there are multiple proposed site allocations recommended to be contributing towards the delivery of an infrastructure item, the item has been separated into the relevant S106 developer contributions from each site and identified as a 'joint project'.
- 7.4 Based on the housing trajectory, the Infrastructure Schedule has identified the five-year period within which an infrastructure item is expected to be delivered. In some instances an infrastructure item receiving contributions from multiple sites may need to be completed to support the needs of other sites in advance of the delivery of houses on a specific allocation. In this situation, the Infrastructure Schedule will outline when the shared infrastructure item will be delivered, however it is accepted that S106 contributions from the site will be provided at a later date.
- 7.5 The Council recognises that the ability to fund required infrastructure is based upon housing delivery timeframes and the anticipated cash flow of funding streams, such as CIL. It is unlikely that developer contributions or CIL receipts individually will be sufficient to fund all infrastructure required within the plan area. It is necessary to prioritise the infrastructure projects in most need of funding.
- 7.6 The Infrastructure Schedule prioritises each identified infrastructure project. This will distinguish those projects critical to enabling development and mitigating infrastructure compared to those that are important to deliver good place making principles, but would be appropriate to deliver at a later date, based on the following approach:
- **Essential** – an infrastructure project which is essential to enable growth and are a prerequisite to unlock any future works to facilitate the delivery of strategic sites and the Local Plan. Thereby essential in ensuring that the impact of the new development does not have a significant detrimental impact on existing infrastructure, services and facilities.
 - **Necessary** – necessary to mitigate the impact of new development i.e. must happen so that development does not have a significant adverse

impact on existing infrastructure. Usually identified through the sustainability appraisal and other assessments as necessary to make a proposed development acceptable in planning terms

- **Desirable** – is unlikely to prevent development taking place but would benefit place-making.

7.7 Appendix 2 presents the infrastructure schedule for each site allocated in the Local Plan. This table outlines all S106 developer contributions which are required from each site to support the provision of new infrastructure. It also highlights where CIL could be used, but this will be confirmed through the Infrastructure Funding Statement.

7.8 This IDP schedule will need to be reviewed in accordance with future agreements and trajectories. The Monitoring Framework will be central to this process and ensure achieved and anticipated growth directly informs the IDP.

8.0 Conclusion

Infrastructure funding gap

8.1 An infrastructure funding gap is the cost of infrastructure required in the District which has not received any funding. An infrastructure funding gap is used to demonstrate the need for alternative methods of funding infrastructure, such as the use of a Community Infrastructure Levy.

8.2 The infrastructure schedule has identified a funding gap for the provision of infrastructure to support future needs in the District of around £89 million. Section 106 contributions are estimated to be around £39 million. Therefore, the infrastructure funding gap excluding estimated section 106 contributions is £50 million. The estimated CIL receipt is likely to be around £18m. As outlined in Appendix 2, the costs of all infrastructure requirements are not known at this time. It is therefore likely that, taking into account infrastructure items which cannot be costed at this time, the infrastructure funding gap for the District will be higher than £50 million.

Infrastructure costs for sites allocated in the Local Plan

8.3 Consideration of the infrastructure costs for each site allocation in the Local Plan assists the Council in considering the financial viability and deliverability of each site. The schedule lists the infrastructure requirements for each proposed allocation, and outlines the infrastructure costs which can be established at this time.

Infrastructure improvements to support growth in the District

8.4 The IDP has identified a wide range of infrastructure needs for future residents of the District. To support the delivery of growth proposed within the Local Plan, it is important that the Council works with infrastructure partners and developers to ensure the timely delivery of infrastructure alongside new development.

8.5 To ensure that the District is supported by an appropriate provision of new infrastructure, the Council will oversee the following key infrastructure improvements identified in this IDP up to 2037:

- at least £11 million of new education facilities;
- at least £2.4 million of green infrastructure, sports and open space improvements;
- £2 million of new healthcare facilities;
- £73.9 million of transport infrastructure improvements;

8.6 Despite a clear approach to infrastructure prioritisation being there remains a significant funding gap. Whilst the deficit is not unexpected, future versions of the IDP will need to scrutinise the cost of projects and their ability to meet the legal tests set out for CIL funding. This will be informed by a refined development trajectory as further details of project delivery is known.

8.7 The Community Infrastructure Levy Regulations 2019 introduced a requirement for local authorities to publish an annual Infrastructure Funding Statement (IFS). The statement should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. Annual reviews of the Infrastructure Funding Statement should feed back into the review of plans to ensure that they remain deliverable. The Council publishes an Infrastructure Funding Statement annually. Information contained within this, and any future versions of the IDP, will be used to inform the production of the Infrastructure Funding Statement on the following pages.

Appendix 1: Local Plan Infrastructure Schedule

Appendix 2: Infrastructure Schedule per Site Allocation

Site HS1: Peaks Hill Farm, Worksop											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Education, secondary	2 form entry secondary satellite school	Peaks Hill Farm, Worksop	HS1	Essential	S106	?	3,880,160	0	3,880,160	3,880,160		Y	Y	Provision of approximately 2.5ha site and financial contribution to provide 2 form entry (330 place) school. Per site cost based on the contributions outlined in the NCC Planning Obligations Strategy. 160 secondary school places @ £24,251 per place. Total cost of school to be agreed with NCC.
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Worksop	HS1	Necessary	S106	610,000	N/A	0	610,000	610,000		Y	Y	Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS1	Necessary	S106	69,000	N/A	0	69,000	69,000		Y	Y	Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Sports facilities	Provision of sports facilities on site	Peaks Hill Farm	HS1	Necessary	S106	?	N/A	0	?	?		Y	Y	Provision to be agreed at time of application to meet identified needs evidence by Playing Pitch Strategy and Built Sports Facilities Strategy & through discussion with Sport England
Community centre	Provision of a community centre on site	Peaks Hill Farm	HS1	Necessary	S106	?	N/A	0	?	?		Y	Y	Cost unknown at this stage
Green infrastructure	Provision of children's play space on site	Peaks Hill Farm	HS1	Necessary	S106	230,000	N/A	0	230,000	230,000		Y	Y	Standard BDC costs of provision are £150,000 for a NEAP & £80,000 for a LEAP
Green infrastructure	Provision of multifunctional open space on site	Peaks Hill Farm	HS1	Necessary	S106	173,000	N/A	0	173,000	173,000		Y	Y	Provision of 17.3ha open space on site. Based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling based on the future expansion of the population.
Green infrastructure	Provision of allotment space	Peaks Hill Farm	HS1	Necessary	S106	10,000	N/A	0	173,000	10,000		Y	Y	Provision of 10 plot allotment site on site. Standard BDC costs at £10,000 per site.
Green infrastructure	Provision of trees to contribute to carbon offsetting	Peaks Hill Farm	HS1	Desirable	S106	100,000	N/A	0	100,000	100,000		Y	Y	Standard BDC cost of £100 per dwelling
Transport, highways	Provision of an east-west distributor road and public transport corridor from the A60 to the B6045	Peaks Hill Farm	HS1	Essential	S106	8,000,000	N/A	0	8,000,000	8,000,000		Y	Y	Required to open up the site, then phased alongside each stage of development, through agreement with NCC.
Transport, highways	Contribution towards the improvement to B6045 Blyth Road/Farmers Branch	Worksop	HS1	Essential	S106	100,000	N/A	0	100,000	100,000		Y	Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2021. Technical specification and improvements to be agreed with NCC Local Highways Authority.
Transport, highways	Contribution towards the improvement of the B6045 Blyth Road/B6041 Kilton Hill	Worksop	HS1	Essential	S106	100,000	N/A	0	100,000	100,000		Y	Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2021. Technical specification and improvements to be agreed with NCC Local Highways Authority.
Transport, public transport	Contributions to extended bus service through the site	Peaks Hill Farm	HS1	Necessary	S38/S278	460,000	N/A	0	460,000	460,000		Y	Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes an initial investment of approx. £150,000 for years, and then £80,000 for 2 years. The level and duration of subsidisation to be agreed with NCC Local Highways Authority.
Transport, public transport	Provision of new bus stop infrastructure on the site	Peaks Hill Farm	HS1	Necessary	S278/S38	128,400	N/A	0	128,400	128,400		Y	Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes provision of six bus stops & associated infrastructure @ £21,400 per pair
Transport, walking/cycling	New pedestrian and cycle route - between the A60 to the B6045	Peaks Hill Farm	HS1	Necessary	S106	375,000	N/A	0	375,000	375,000		Y	Y	Based on indicative cost of 250,000 per km for a cycle lane
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Peaks Hill Farm	HS1	Essential	Build cost	N/A	N/A	0	N/A	N/A		Y	Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Peaks Hill Farm	HS1	Essential	Build cost	N/A	N/A	0	N/A	N/A		Y	Y	
Total S106 development contributions required from site										£14,235,560.00				
Number of dwellings allocated in the Local Plan										1120				
Infrastructure cost per dwelling										£12,710.32				

Site HS2: Bassetlaw Pupil Referral Centre, Worksop											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Education, secondary	Non-specific contribution towards increasing secondary school capacity in the area	Worksop	HS2	Essential	CIL	72,753	N/A	0	72,753	72,753	Y			Specific projects and timescales for new infrastructure project have not yet been identified by NCC. Per site cost based on the contributions outlined in the NCC Planning Obligations Strategy. 3 secondary school places @ £24,251 per place
Healthcare, GP surgeries	Non-specific contribution towards increasing healthcare capacity in the area	Worksop	HS2	Necessary	S106	12,200	N/A	0	12,200	12,200	Y			Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing healthcare capacity in the area	Worksop	HS2	Necessary	S106	1380	N/A	0	1380	1380	Y			Based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling of £204.
Green infrastructure	Contribution towards improving multifunctional open space in the area	The Canch, Worksop	HS2	Desirable	S106	1900	N/A	0	1900	1,900	Y			Standard BDC cost of £100 per dwelling
Green infrastructure	Provision of trees to contribute to carbon offsetting	Worksop	HS2	Desirable	S106	2,000	N/A	0	2,000	2000	Y			
Transport, walking/cycling	New pedestrian footway connecting the site to Newgate Street	Bassetlaw Pupil Referral Centre	HS2	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the Local Highway Authority.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Pupil Referral Centre	HS2	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Bassetlaw Pupil Referral Centre	HS2	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Total S106 development contributions required from site										£90,233.00				
Number of dwellings allocated in the Local Plan										20				
Infrastructure cost per dwelling										£4,511.65				

Site HS3: Radford Street, Worksop											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Education, secondary	Non-specific contribution towards increasing secondary school capacity in the area	Worksop	HS3	Essential	CIL	460,769	N/A	0	460,769	460,769	Y			Specific projects and timescales for new infrastructure project have not yet been identified by NCC. Per site cost based on the contributions outlined in the NCC Planning Obligations Strategy. 19 secondary school places @ £24,251 per place
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Worksop	HS3	Necessary	S106	73,200	N/A	0	73,200	73,200	Y			Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS3	Necessary	S106	8,280	N/A	0	8,280	8,280	Y			Standard BDC cost of £100 per dwelling
Green infrastructure	Provision of trees to contribute to carbon offsetting	Worksop	HS3	Desirable	S106	12,300	N/A	0	12,300	12,300	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the Local Highway Authority.
Transport, walking/cycling	New pedestrian footway/cycle access through the site to Furnival Street	Radford Street	HS3	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Radford Street	HS3	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Utilities, water	Water management infrastructure and/or treatment upgrades	Radford Street	HS3	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Total S106 development contributions required from site										£554,549.00				
Number of dwellings allocated in the Local Plan										120				
Infrastructure cost per dwelling										£4,621.24				

Site HS4: Former Manton Primary School, Worksop											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Education, secondary	Non-specific contribution towards increasing secondary school capacity in the area	Worksop	HS4	Essential	S106	388,016	N/A	0	388,016	388,016	Y			Specific projects and timescales for new infrastructure project have not yet been identified by NCC. Per site cost based on the contributions outlined in the NCC Planning Obligations Strategy. 16 secondary school places @ £24,251 per class
Healthcare, GP surgeries	Non-specific contribution towards increasing healthcare capacity in the area	Worksop	HS4	Necessary	S106	61,000	N/A	0	61,000	61,000	Y			Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS4	Necessary	S106	6,900	N/A	0	6,900	6,900	Y			Standard BDC cost of £100 per dwelling
Green infrastructure	Provision of multifunctional open space on site	Former Manton Primary School	HS4	Essential	S106	16,150	N/A	0	16,150	16,150	Y			Provision of 1.15ha of open space on site (inc. retention of on site 0.7ha open space) based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling of £100
Green infrastructure	Provision of trees to contribute to carbon offsetting	Worksop	HS4	Desirable	S106	10,000	N/A	0	10,000	10,000	Y			Standard BDC cost of £100 per dwelling
Sports facilities	Contribution to playing pitch provision in the area	Worksop	HS4	Essential	S106	240,000	N/A	0	240,000	240,000	Y			Junior pitch costs based on Sport England Facilities Costs Update Q22021. Provision will be agreed with Sport England to reflect the requirements in the Bassetlaw Playing Pitch Strategy
Transport, walking/cycling	New pedestrian footway/cycle access between Kingston Road and South Avenue	Manton School	HS4	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the Local Highway Authority.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Manton School	HS4	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Manton School	HS4	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Total S106 development contributions required from site										£722,066.00				
Number of dwellings allocated in the Local Plan										100				
Infrastructure cost per dwelling										£7,220.66				

Site HS5: Talbot Road, Worksop											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Education, secondary	Non-specific contribution towards increasing secondary school capacity in the area	Worksop	HS5	Essential	CIL	48,502	N/A	0	48,502	48,502	Y			Specific projects and timescales for new infrastructure project have not yet been identified by NCC. Per site cost based on the contributions outlined in the NCC Planning Obligations Strategy. 2 secondary school places @ £24,251 per place
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Worksop	HS5	Necessary	S106	9,150	N/A	0	9,150	9,150	Y			Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS5	Necessary	S106	1,035	N/A	0	1,035	1,035	Y			Contribution in lieu of loss of 0.44ha open space on site & that required to mitigate impacts from new development in accordance with BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £100 per dwelling
Green infrastructure	Contribution towards improving the multifunctionality of open space in the area	Talbot Road	HS5	Essential	S106	4,180	N/A	0	4,180	4180	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the Local Highway Authority.
Green infrastructure	Provision of trees to contribute to carbon offsetting	Worksop	HS5	Desirable	S106	1,500	N/A	0	1,500	1,500	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Transport, highways	Provision of a through route from Talbot Road and Lincoln Road	Talbot Road	HS5	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Transport, walking/cycling	New pedestrian footway/cycle connecting Talbot Road and Lincoln Road	Talbot Road	HS5	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Talbot Road	HS5	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Utilities, water	Water management infrastructure and/or treatment upgrades	Talbot Road	HS5	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Total S106 development contributions required from site										£64,367.00				
Number of dwellings allocated in the Local Plan										15				
Infrastructure cost per dwelling										£4,291.13				

Site HS7: Trinity Farm, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Retford	HS7	Necessary	S106	148,840	N/A	0	148,840	148,840			Y	Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS7	Necessary	S106	16,836	N/A	0	16,836	16,836			Y	Standard BDC costs of provision are £150,000 for a NEAP
Green infrastructure	Provision of children's play space	Trinity Farm	HS7	Necessary	S106	150,000	N/A	0	150,000	150,000			Y	Provision of 1.5ha open space on site. Based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling based on the future expansion of the population
Green infrastructure	Provision of multifunctional open space	Trinity Farm	HS7	Necessary	S106	15,000	N/A	0	15,000	15,000			Y	Provision of 10 plot allotment site on site. Standard BDC costs at £10,000 per site
Green infrastructure	Provision of allotment space	Trinity Farm	HS7	Necessary	S106	10,000	N/A	0	10,000	10,000			Y	Standard BDC cost of £100 per dwelling
Green infrastructure	Provision of trees to contribute to carbon offsetting	Trinity Farm	HS7	Desirable	S106	24,400	N/A	0	24,400	24,400			Y	Project identification required through the Bassetlaw Strategic Flood Risk Assessment Level 2021. Technical specification and improvements to be agreed with Environment Agency & LLEA
Flood management	Provision of flood management scheme on site	Trinity Farm	HS7	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2021. Technical specification and improvements to be agreed with NCC Local Highways Authority.
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton lane	Retford	HS7	Essential	S106	2,150,000	Y	0	150,000	150,000			Y	
Transport, highways	Contribution towards improvements at London Road/Whinney Moor Lane/Bracken Lane	Retford	HS7	Essential	S106	220,000	Y	0	50,000	110,000			Y	
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	HS7	Essential	S106	1,080,000	Y	0	110,000	50,000			Y	
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	HS7	Essential	S106	1,080,000	Y	0	130,000	130,000			Y	
Transport, public transport	Contribution to extended bus service through the site	Trinity Farm	HS7	Necessary	S38/S278	460,000	N/A	0	460,000	460,000			Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes an initial investment of approx. £150,000 for years, and then £80,000 for 2 years. The level and duration of subsidisation to be agreed with NCC Local Highways Authority
Transport, public transport	Contribution to improved bus stop infrastructure on the site	Trinity Farm	HS7	Necessary	S38/S278	85,600	N/A	0	85,600	85,600			Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes provision of four bus stops & associated infrastructure @ £21,400 per stop
Transport, public transport	Contributions to improved level crossing safety measures	Botany Bay level crossing	HS7	Essential	S106	?	N/A	0	?	?			Y	Costs unknown at this stage
Transport, walking/cycling	New footway along North Road	Trinity Farm	HS7	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the Local Highway Authority.
Transport, walking/cycling	Provision of public right of way extension through the site	Trinity Farm	HS7	Desirable	Build cost	?	N/A	0	?	?			Y	Costs unknown at this stage
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Retford	HS7	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Retford	HS7	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	
Total S106 development contributions required from site										£1,350,676.00				
Number of dwellings allocated in the Local Plan										244				
Infrastructure cost per dwelling										£5,535.56				

Site HS8: Milnecroft, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Green infrastructure	Provision of community garden	Milnecroft	HS8	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			Standard BDC costs of £10,000 per 10,000sqm
Transport, walking/cycling	New footway to Milnecroft	Milnecroft	HS8	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the Local Highway Authority.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Retford	HS8	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Retford	HS8	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Total S106 development contributions required from site										£0.00				
Number of dwellings allocated in the Local Plan										5				
Infrastructure cost per dwelling														

Site HS9: Former Elizabethan School, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Retford	HS9	Necessary	S106	28,060	N/A	0	28,060	28,060	Y			Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS9	Necessary	S106	3,174	N/A	0	3,174	3,174	Y			
Green infrastructure	Contribution towards improving the quality of children & young peoples play space in the area	Leaffield	HS9	Necessary	S106	62,100	N/A	0	62,100	62,100	Y			Based on BDC open space standards of provision 0.14ha per 1000 population. Standard BDC costs of £150,000 per NEAP generate a cost per dwelling of £362.
Green infrastructure	Contribution towards improving multifunctional open space in the area	Leaffield	HS9	Necessary	S106	4,370	N/A	0	4,370	4,370	Y			Based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling of £204.
Green infrastructure	Provision of trees to contribute to carbon offsetting	Retford	HS9	Desirable	S106	4,600	N/A	0	4,600	4,600	Y			Standard BDC cost of £100 per dwelling
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton lane	Retford	HS9	Essential	S106	2,150,000	Y	0	30,000	30,000			Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2021. Technical specification and improvements to be agreed with NCC Local Highways Authority.
Transport, highways	Contribution towards improvements at London Road/Whinney Moor Lane/Bracken Lane	Retford	HS9	Essential	S106	220,000	Y	0	10,000	10,000			Y	
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	HS9	Essential	S106	1,080,000	Y	0	20,000	20,000			Y	
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	HS9	Essential	S106	1,080,000	Y	0	20,000	20,000			Y	
Transport, walking/cycling	New pedestrian footway/cycle connecting Leaffield and West Furlong	Elizabethan School	HS9	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y		Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the Local Highway Authority.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Retford	HS9	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y		Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Retford	HS9	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Total S106 development contributions required from site										£182,304.00				
Number of dwellings allocated in the Local Plan										46				
Infrastructure cost per dwelling										£3,963.13				

Site HS10: St Michael's View, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Retford	HS10	Necessary	S106	12,200	N/A	0	12,200	12,200	Y			Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS10	Necessary	S106	1,380	N/A	0	1,380	1,380	Y			Based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling of £204.
Green infrastructure	Contribution towards improving multifunctional open space in the area	Retford	HS10	Desirable	S106	1,900	N/A	0	1,900	1,900	Y			Standard BDC cost of £100 per dwelling
Green infrastructure	Provision of trees to contribute to carbon offsetting	Retford	HS10	Desirable	S106	2,000	N/A	0	2,000	2,000	Y			
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton lane	Retford	HS10	Essential	CIL/S106	2,150,000	Y	0	30,000	10,000	Y			Project identification and indicative cost identified through the Bassetlaw Transport Study 2021. Technical specification and improvements to be agreed with NCC Local Highways Authority.
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	HS10	Essential	CIL/S106	1,080,000	Y	0	20,000	10,000	Y			
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	HS10	Essential	CIL/S106	1,080,000	Y	0	20,000	10,000	Y			
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	St Michael's	HS10	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	St Michael's	HS10	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Total S106 development contributions required from site										£47,480.00				
Number of dwellings allocated in the Local Plan										20				
Infrastructure cost per dwelling										£2,374.00				

Site HS11: Fairygrove, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Retford	HS11	Necessary	S106	37,210	N/A	0	37,210	37,210			Y	Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS11	Necessary	S106	4,209	N/A	0	4,209	4,209			Y	
Green infrastructure	Contribution towards improving multifunctional open space in the area	Retford	HS10	Necessary	S106	5,795	N/A	0	5,795	5,795			Y	Based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling of £204.
Green infrastructure	Provision of trees to contribute to carbon offsetting	Retford	HS10	Desirable	S106	6,100	N/A	0	6,100	6,100			Y	Standard BDC cost of £100 per dwelling
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton	Retford	HS9	Essential	CIL/S106	2,150,000	Y	0	40,000	40,000			Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2021. Technical specification and improvements to be agreed with NCC Local Highways Authority.
Transport, highways	Contribution towards improvements at London Road/Whinney Moor Lane/Bracken Lane	Retford	HS9	Essential	S106	220,000	Y	0	10,000	10,000			Y	
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	HS9	Essential	S106	1,080,000	Y	0	80,000	80,000			Y	
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	HS9	Essential	S106	1,080,000	Y	0	20,000	20,000			Y	
Transport, public transport	Contribution to improved bus stop infrastructure in the locality	Retford	HS11	Necessary	S38/S278	85,600	N/A	0	85,600	85,600			Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes provision of four bus stops & associated infrastructure @ £21,400 per stop.
Transport, public transport	Contribution to improved level crossing safety	Grove Road	HS11	Essential	S106	?	N/A	0	?	?			Y	Costs unknown at this stage. To be agreed with Network Rail and the Local Highways Authority
Transport, walking/cycling	Provision of public right of way extension through the site	Fairy Grove	HS11	Desirable	Build cost	?	N/A	0	?	?			Y	Costs unknown at this stage.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Fairy Grove	HS11	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Fairy Grove	HS11	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	
Total S106 development contributions required from site										£288,914.00				
Number of dwellings allocated in the Local Plan										61				
Infrastructure cost per dwelling										£4,736.30				

Site HS12: Station Road, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Cost per site (joint projects)	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Retford	HS12	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Retford	HS12	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			
Total S106 development contributions required from site										£0.00				
Number of dwellings allocated in the Local Plan										5				
Infrastructure cost per dwelling														

Site HS13: Ordsall South, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Education, primary	1.0 form entry primary school & 26 place early years facility	Ordsall South	HS13	Essential	S106	4,936,648	N/A	0	4,936,648	4,936,648	Y	Y	Y	Provision of approximately 2.5ha site and financial contribution to provide 1 form entry (210 place) school and 26 place early years facility. Per site cost based on the contributions outlined in the NCC Planning Obligations Strategy. 236 primary school places @ £20,918 per place
Healthcare, GP surgeries	Non-specific contribution towards a primary care healthcare hub on site	Ordsall South	HS13	Necessary	S106	488,000	N/A	0	488,000	488,000	Y	Y	Y	Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS13	Necessary	S106	55,200	N/A	0	55,200	55,200	Y	Y	Y	Standard BDC costs of provision are £150,000 for a NEAP & £80,000 for a LEAP
Adult Social Care	Extra care housing on site	Ordsall South	HS13	Essential	S106	?	N/A	0	?	?	Y	Y	Y	Costs unknown at this stage. To be agreed with NCC Adult Social Care.
Sports facilities	Provision of sports facilities on site	Ordsall South	HS13	Necessary	S106	?	N/A	0	?	?	Y	Y	Y	Provision to be agreed at time of application to meet identified needs evidence by Playng Pitch Strategy and Built Sports Facilities Strategy & through discussion with Sport England.
Community centre	Provision of a community centre on site	Ordsall South	HS13	Necessary	S106	?	N/A	0	?	?	Y	Y	Y	Cost unknown at this stage
Green infrastructure	Provision of a country park on site	Ordsall South	HS13	Essential	S106	?	N/A	0	?	?	Y	Y	Y	Cost unknown at this stage
Green infrastructure	Provision of children's play space on site	Ordsall South	HS13	Necessary	S106	1,080,000	N/A	0	1,080,000	1,080,000	Y	Y	Y	Standard BDC costs of provision are £150,000 for a NEAP & £80,000 for a LEAP
Green infrastructure	Provision of multifunctional open space on site	Ordsall South	HS7	Necessary	S106	163,200	N/A	0	163,200	163,200	Y	Y	Y	Provision of 4ha open space on site. Based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling of £204.
Green infrastructure	Provision of allotment space	Ordsall South	HS7	Desirable	S106	10,000	N/A	0	10,000	10,000	Y	Y	Y	Provision of 10 plot allotment site on site. Standard BDC costs at £10,000 per site.
Green infrastructure	Provision of trees to contribute to carbon offsetting	Ordsall South	HS7	Desirable	S106	80,000	N/A	0	80,000	80,000	Y	Y	Y	Standard BDC cost of £100 per dwelling
Flood management	Provision of a sustainable drainage scheme	Ordsall South	HS10	Essential	Build cost	?	N/A	0	?	?	Y	Y	Y	Costs unknown at this stage. To be agreed with the Environment Agency and IJEA.
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton Lane	Retford	HS9	Essential	S106	2,150,000	Y	0	1,920,000	1,920,000	Y	Y	Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2021. Technical specification and improvements to be agreed with NCC Local Highways Authority.
Transport, highways	Contribution towards improvements at London Road/Whinney Moor Lane/Bracken Lane	Retford	HS9	Essential	S106	220,000	Y	0	15,000	15,000	Y	Y	Y	
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	HS9	Essential	S106	1,080,000	Y	0	85,000	85,000	Y	Y	Y	
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	HS9	Essential	S106	1,080,000	Y	0	90,000	90,000	Y	Y	Y	
Transport, highways	Contribution to Ordsall Old Village traffic management scheme	Retford	HS13	Essential	S106	?	N/A	0	?	?	Y	Y	Y	Project specification and cost to be agreed through discussion with NCC.
Transport, highways	Contribution to Eaton Village traffic management scheme	Eaton	HS13	Essential	S106	?	N/A	0	?	?	Y	Y	Y	
Transport, public transport	Contributions to extended bus service through the site	Ordsall South	HS13	Essential	S38/S278	460,000	N/A	0	460,000	1,400,000	Y	Y	Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes an initial investment of approx. £150,000 for years, and then £80,000 for 2 years. The level and duration of subsidisation to be agreed with NCC
Transport, public transport	Contributions to improved bus stop infrastructure on the site	Ordsall South	HS13	Essential	S38/S278	128,400	N/A	0	128,400	128,400	Y	Y	Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes provision of six bus stops & associated infrastructure @ £21,400 per pair
Transport, walking/cycling	Provision of a new footpath and marked cycle path along the Ollerton Road frontage	Ordsall South	HS13	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y	Y	Y	Costs unknown at this stage.
Transport, walking/cycling	Contribution to a cycleway along Brecks Road	Ordsall South	HS13	Necessary	S106	?	?	0	?	?	Y	Y	Y	Costs unknown at this stage.
Transport, walking/cycling	Provision of public right of way extension through the site	Ordsall South	HS13	Desirable	Build cost	?	N/A	0	?	?	Y	Y	Y	Costs unknown at this stage.
Transport, walking/cycling	Contribution to a cycle link to Ordsall Old Village	Ordsall South	HS13	Desirable	S106	?	?	0	?	?	Y	Y	Y	Costs unknown at this stage.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Retford	HS13	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y	Y	Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via
Utilities, water	Water management infrastructure and/or treatment upgrades	Retford	HS13	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y	Y	Y	planning condition through discussion with the relevant utility provider.
Total S106 development contributions required from site										£19,962,896.00				
Number of dwellings allocated in the Local Plan										1250				
Infrastructure cost per dwelling										£15,970.32				

Site HS14: Ollerton Road, Tuxford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Cost per site (joint projects)	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Education, primary	Non-specific contribution towards increasing primary school capacity in the area	Tuxford	HS14	Essential	CIL	264,195	N/A	0	264,195	264,195			Y	Specific projects and timescales for new infrastructure project have not yet been identified by NCC. Per site cost based on the contributions outlined in the NCC Planning Obligations Strategy. 15 primary places @ £17,613 per place and 12 secondary school places @ £24,251 per place
Education, secondary	Non-specific contribution towards increasing secondary school capacity in the area	Tuxford	HS14	Essential	CIL	291,012	N/A	0	291,012	291,012			Y	
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Tuxford	HS14	Necessary	S106	45,750	N/A	0	45,750	45,750			Y	Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	HS14	Necessary	S106	5,175	N/A	0	5,175	5,175			Y	
Green infrastructure	Contribution towards improving multifunctional open space in the area	Tuxford	HS14	Desirable	S106	7,125	N/A	0	7,125	7,125			Y	Based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling of £204 Standard BDC cost of £100 per dwelling
Green infrastructure	Provision of trees to contribute to carbon offsetting	Rural area	HS14	Desirable	S106	9,000	N/A	0	9,000	9,000			Y	
Transport, highways	Provision of access to Ollerton Road	Ollerton Road, Tuxford	HS14	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	
Transport, public transport	Contribution to improved bus stop infrastructure in the locality	Tuxford	HS14	Necessary	S38/S278	42,800	N/A	0	42,800	42,800			Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes provision of four bus stops & associated infrastructure @ £21,400 per stop
Transport, walking/cycling	Provision of a footway along Ollerton Road frontage to The Pastures	Ollerton Road, Tuxford	HS14	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the Local Highway Authority.
Transport, walking/cycling	Provision of a cycle/footway from Ollerton Road to Long Lane	Ollerton Road, Tuxford	HS14	Necessary	Build cost	N/A	N/A	0	N/A	N/A			Y	
Transport, walking/cycling	Contribution to improving the quality of the cycle/footway along Long Lane	Long Lane	HS14	Necessary	S106	?	N/A	0	?	?			Y	Costs unknown at this stage. To be agreed with the Local Highways Authority.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Tuxford	HS14	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider
Utilities, water	Water management infrastructure and/or treatment upgrades	Tuxford	HS14	Essential	Build cost	N/A	N/A	0	N/A	N/A			Y	
Total S106 development contributions required from site										£665,057.00				
Number of dwellings allocated in the Local Plan										75				
Infrastructure cost per dwelling										£8,867.43				

New settlement: Bassetlaw Garden Village											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Cost per site (joint projects)	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Education, primary & secondary	School Transport	Garden Village	Garden Village	Essential	S106	500,000	N/A	0	500,000	500,000				Y Per site cost based on the contributions outlined in the NCC Planning Obligations Strategy. 185 primary and secondary school places generated from 500 dwellings @ £500 per pupil per year, for five years.
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Garden Village	Garden Village	Essential	S106	305,000	N/A	0	305,000	305,000				Y Specific projects and timescales for new infrastructure project have not yet been identified by CCG. The HUDU model and standard NHS floor space requirements for primary health care facilities
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	Garden Village	Essential	S106	34,500	N/A	0	34,500	34,500				Y generate the amount of clinical space required per dwelling. Standard NHS costs generate a cost per dwelling based on the future expansion of the population. £610 per dwelling + £69 per dwelling for acute care
Sports facilities	Provision of sports facilities on site	Bassetlaw Hospital, Worksop	Garden Village	Necessary	S106	?	N/A	0	?	?				Y Provision to be agreed at time of application to meet identified needs evidence by Playng Pitch Strategy and Built Sports Facilities Strategy & through discussion with Sport England
Community centre	Provision of a community centre on site	Bassetlaw Hospital, Worksop	Garden Village	Necessary	S106	?	N/A	0	?	?				Y Cost unknown at this stage
Green infrastructure	Provision of children's play space	Garden Village	Garden Village	Necessary	S106	230,000	N/A	0	230,000	230,000				Y Standard BDC costs of provision are £150,000 for a NEAP & £80,000 for a LEAP
Green infrastructure	Provision of multifunctional open space	Garden Village	Garden Village	Essential	S106	?	N/A	0	?	?				Y Costs unknown at this stage - to be informed by masterplanning and phasing. Based on BDC open space standards of provision 4.46ha per 1000 population. Standard BDC costs of £10,000 per 10,000sqm generate a cost per dwelling of £204.
Green infrastructure	Provision of allotment space	Garden Village	Garden Village	Necessary	S106	10,000	N/A	0	10,000	10,000				Y Provision of 10 plot allotment site on site. Standard BDC costs at £10,000 per site.
Green infrastructure	Provision of trees to contribute to carbon offsetting	Garden Village	Garden Village	Essential	S106	50,000	N/A	0	50,000	50,000				Y Standard BDC cost of £100 per dwelling
Transport, highways	Contribution to improving B6420/A620 junction	Garden Village	Garden Village	Essential	S106	?	N/A	0	?	?				Y Project specification and cost to be agreed through discussion with NCC.
Transport, highways	Contribution to improving A614 Blyth Road/A57/A1 junction	Garden Village	Garden Village	Essential	S106	?	N/A	0	?	?				Y
Transport, highways	Improvement and re-alignment of the B6420 Mansfield Road through the site	Garden Village	Garden Village	Essential	Build cost	N/A	N/A	0	N/A	N/A				Y This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the Local Highway Authority.
Transport, public transport	Contribution to delivery of a new railway station on a site	Garden Village	Garden Village	Essential	S106	?	N/A	0	?	?				Y Project specification and cost to be agreed through discussion with Network Rail and NCC.
Transport, public transport	Contribution to closure of level crossings	Garden Village	Garden Village	Essential	S106	?	N/A	0	?	?				Y
Transport, public transport	Provision of public transport interchange on site	Garden Village	Garden Village	Essential	S106	?	N/A	0	?	?				Y Project specification and cost to be agreed through discussion with Network Rail, Northern Rail, NCC and the commercial bus operators
Transport, public transport	Contribution to bus service through the site	Garden Village	Garden Village	Essential	S38/S278	460,000	N/A	0	460,000	460,000				Y Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes an initial investment of approx. £150,000 for years, and then £80,000 for 2 years. The level and duration of subsidisation to be agreed with NCC Local Highways Authority
Transport, public transport	Contributions to improved bus stop infrastructure on the site	Garden Village	Garden Village	Essential	S38/S278	128,400	N/A	0	128,400	128,400				Y Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes provision of six bus stops & associated infrastructure @ £21,400 per pair
Transport, walking/cycling	Provision of walking/cycling infrastructure on the site and connections to that in the locality	Garden Village	Garden Village	Essential	Build cost/S106	?	N/A	0	?	?				Y Project specification and cost to be agreed through discussion with NCC.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Garden Village	Garden Village	Essential	Build cost	N/A	N/A	0	N/A	N/A				Y This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Garden Village	Garden Village	Essential	Build cost	N/A	N/A	0	N/A	N/A				Y
Total S106 development contributions required from site										£1,717,900.00				
Number of dwellings allocated in the Local Plan										500				
Infrastructure cost per dwelling										£3,435.80				

Site SEM001: Apleyhead Junction											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (S106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Green infrastructure	Provision of trees to contribute to carbon offsetting	Worksop	SEM001	Desirable	S106	41,300	N/A	0	41,300	41,300	Y	Y		Standard BDC cost of £100 per 1000sqm for approx 413,000sqm
Transport, highways	Contribution to improve the A57/B6040 roundabout	Worksop	SEM001	Essential	S106	?	Y	?	?	?	Y	Y		Costs not known at this stage
Transport, highways	Contribution to improve the A614 Blyth Road/A57/A1 roundabout	Worksop	SEM001	Essential	S106	?	Y	?	?	?	Y	Y		Costs not known at this stage
Transport, public transport	Contribution to bus service through the site	Worksop	SEM001	Essential	S38/S278	460,000	N/A	0	460,000	460,000	Y	Y		Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes an initial investment of approx. £150,000 for 2 years, and then £80,000 for 2 years. The level and duration of subsidisation to be agreed with NCC Local Highways Authority
Transport, public transport	Contributions to improved bus stop infrastructure on the site	Worksop	SEM001	Essential	S38/S278	85,600	N/A	0	85,600	85,600	Y	Y		Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes provision of four bus stops & associated infrastructure @ £21,400 per pair
Transport, walking/cycling	Provision of foot/cycle links to nearby development	Worksop	SEM001	Essential	S106	?	N/A	0	?	?	Y	Y		Costs unknown at this stage. To be agreed with the Local Highways Authority.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Apleyhead	SEM001	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y	Y		This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Apleyhead	SEM001	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y	Y		
Total S106 development contributions required from site										£0.00				
Amount of land allocated in the Local Plan										118				
Infrastructure cost per ha														

Site EM008: High Marnham Green Energy Hub											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (\$106/other)	Total cost	Joint project	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Green infrastructure	Provision of trees to contribute to carbon offsetting	Rural Area	EM008	Desirable	\$106	8,000	N/A	0	8,000	8,000		Y	Y	Standard BDC cost of £100 per 1000sqm for approx 80,000sqm
Transport, highways	Contribution to improve the A57/Main Street	Rural Area	EM008	Essential	\$106	?	N/A	?	?	?		Y	Y	Costs unknown at this stage
Transport, highways	Contribution to improve the A57/Woodcoates Road	Rural Area	EM008	Essential	\$106	?	N/A	?	?	?		Y	Y	Costs unknown at this stage
Transport, highways	Contribution to improve the A57/Darlington Road	Rural Area	EM008	Essential	\$106	?	N/A	?	?	?		Y	Y	Costs unknown at this stage
Transport, highways	Contribution to improve the A57/A6075	Rural Area	EM008	Essential	\$106	?	N/A	?	?	?		Y	Y	Costs unknown at this stage
Transport, public transport	Contribution to bus service to the site	Marnham Energy Hub & locality	EM008	Essential	S38/S278	460,000	N/A	0	460,000	460,000		Y	Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes an initial investment of approx. £150,000 for 2 years, and then £80,000 for 2 years. The level and duration of subsidisation to be agreed with NCC Local Highways Authority
Transport, public transport	Contributions to improved bus stop infrastructure on the site	Marnham Energy Hub & locality	EM008	Essential	S38/S278	85,600	N/A	0	85,600	85,600		Y	Y	Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes provision of four bus stops & associated infrastructure @ £21,400 per pair
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Marnham Energy Hub	EM008	Essential	Build cost	N/A	N/A	0	N/A	N/A		Y	Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured via planning condition through discussion with the relevant utility provider.
Utilities, water	Water management infrastructure and/or treatment upgrades	Marnham Energy Hub	EM008	Essential	Build cost	N/A	N/A	0	N/A	N/A		Y	Y	
Total S106 development contributions required from site										£0.00				
Amount of land allocated in the Local Plan										118				
Infrastructure cost per ha														

HB001: Harworth town centre extension											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Site	Priority	Funding mechanism (\$106/other)	Total cost	Cost per site (joint projects)	Funding received	Funding gap	Likely S106 contribution	1-5 years	6-10 years	11-15 years	
Green infrastructure	Provision of trees to contribute to carbon offsetting	Harworth	HB001	Desirable	S106	500	N/A	0	500	500	Y			Standard BDC cost of £100 per 1000sqm
Transport, public transport	Contributions to improved bus stop infrastructure in the town centre	Harworth town centre	HB001	Essential	S38/S278	11,600	N/A	0	11,600	11,600	Y			Costs based on NCC's Public Transport Planning Obligations Funding Guidance for developers, Jan 2020. It assumes provision of two bus stops & associated infrastructure @ £11,600 per pair
Transport, walking/cycling	Contributions to a pedestrian crossing across Scrooby Road	Harworth town centre	HB001	Essential	S106	?	N/A	0	?	?	Y			Costs unknown at this stage. To be agreed with the Local Highways Authority.
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Harworth town centre	HB001	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs.
Utilities, water	Water management infrastructure and/or treatment upgrades	Harworth town centre	HB001	Essential	Build cost	N/A	N/A	0	N/A	N/A	Y			Provision will be secured via planning condition through discussion with the relevant utility provider
Total S106 development contributions required from site										£12,100.00				
Amount of land allocated in the Local Plan														
Infrastructure cost per ha														