

**Bassetlaw Local Plan
2020-2038**

Publication Version Second Addendum

**Infrastructure Delivery Plan
Update**

July 2022

1. Introduction

Purpose of the update to the Infrastructure Delivery Plan

- 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 2038, and will present a range of policies which will guide new development and identify appropriate locations for future housing and employment growth.
- 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 for a minimum of 15 years from the date of adoption, 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.
- 1.3 This Infrastructure Delivery Plan (IDP) forms part of the Local Plan evidence base; it assesses the existing provision of infrastructure throughout the District, and considers 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, identifies when Bassetlaw's Community Infrastructure Levy (CIL) could be used, and the role other delivery mechanisms and funding streams can play. 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.
- 1.4 An IDP is a 'live' evidence base document which will be updated at least annually to reflect the most up to date housing trajectory and infrastructure requirements across the plan area.
- 1.5 Following the publication of draft IDPs alongside the Regulation 18 Local Plan in January and November 2020 the Council has continued to work with infrastructure partners 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, which included an updated IDP. The IDP was further updated to support the Publication Version Addendum consultation of the Draft Local Plan (January 2022), and the Publication Version Second Addendum consultation of the Draft Local Plan (May 2022).
- 1.6 The continued work and consultation undertaken by the Council since the Regulation 19 consultation and Publication Version Addendums has informed the production of this version of the IDP, designed to accompany the Submission Version of the Local Plan. This identifies infrastructure required to

deliver the site allocations for the plan period to 2038 to ensure the Local Plan is planning for 15 years from the likely adoption date. This version therefore updates previous IDPs.

- 1.7 To provide sufficient information to meet the needs of national policy and inform the delivery of the Local Plan, this IDP will provide the following information for each relevant 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. Identify the strategic Local Plan allocations where the evidenced needs identify a requirement for development related infrastructure, in accordance with the CIL Regulations (see below).
 4. Identify key partners with responsibility for delivering/facilitating the delivery of identified infrastructure improvements, and outline what actions may be required now and in the future to support infrastructure delivery.
- 1.8 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/bassetlawplan. It also takes into account work at a wider Nottinghamshire level as reflected in the draft Nottinghamshire Strategic Infrastructure Plan, January 2022.
- 1.9 Information contained within the IDP is produced in collaboration with relevant infrastructure partners such as Nottinghamshire County Council, the NHS Bassetlaw CCG, 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 1st July 2022.
- 1.10 An updated Whole Plan Viability Assessment, April 2022 informs the Submission Version of the Local Plan, and the content of the Infrastructure Delivery Plan. The updated reports will be provided as part of the Council's evidence to support the submission of the Local Plan.

2. Policy context and legislation for infrastructure delivery

National Planning Policy

- 2.1 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).
- 2.2 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.
- 2.3 For the purposes of this IDP, 'infrastructure' is defined as physical, social and green/blue 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 focussed 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 the Community Infrastructure Levy to be delivered. This IDP will therefore cover the following topics:
- Education (primary and secondary)
 - Healthcare (primary and acute)
 - Green/blue infrastructure (recreational open space, biodiversity enhancement, flood management)
 - Social infrastructure (indoor/outdoor sports facilities, community facilities)
 - Carbon offsetting
 - Transport (highways, public transport, walking/cycling)
 - Utilities (Water supply and waste water management, electricity infrastructure and digital infrastructure)
- 2.4 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.
- 2.5 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.

- 2.6 The NPPF states that where up to date policies have set out the planning contributions expected from development, planning applications that comply with them should be assumed to be viable. Paragraph 58 goes on to state that it is for the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.
- 2.7 The weight given to the applicant's viability study is for the decision maker to decide having regard to all the circumstances in the case including whether the plan and viability evidence supporting it is up to date and any changes to the plan since it was brought into force.
- 2.8 Two sites in the emerging Local Plan; at Peaks Hill Farm and Ordsall South are expected to deliver over more than one individual plan period. The NPPF, Paragraph 73 identifies that large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). In doing so, development must consider opportunities presented by existing or planned investment in infrastructure, the area's economic potential and scope for net environmental gains.
- 2.9 Footnote 37 adds that, 'The delivery of large scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated.'

Relevant legislation

- 2.10 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 contribution / agreement) 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.

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

- 2.11 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.
- 2.12 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. The Council's Infrastructure Funding Statement provides a consistent and transparent approach to reporting annually on the use of developer contributions and CIL funds and will provide an audit trail of expenditure. Annual reviews of the infrastructure funding statement will feed back into the review of the local plan to ensure that it remains deliverable.
- 2.13 To ensure developers do not pay twice for the same piece of infrastructure (known as 'double dipping'), the IDP identifies the potential sources of funding that will be used to secure infrastructure. On that basis, a combination of developer contributions and CIL could be used to deliver new or improved infrastructure. This will be identified in the Bassetlaw [Infrastructure Funding Statement](#).

Sub-regional and local context

- 2.14 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 (D2N2 LEP) 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. The D2N2 LEP could therefore be an important source of funding for appropriate infrastructure projects within this IDP.
- 2.15 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 Developer Contributions Strategy 2021.

Draft Nottinghamshire Strategic Infrastructure Plan

- 2.16 In 2021, the County Council consulted on its county-wide Strategic Infrastructure Plan (SIP), which presents an overview of growth patterns, assesses the infrastructure required to support the growth, and estimates likely costs and funding gaps. It is not intended to supersede or replace local studies (including this IDP), but it is a useful reference point for strategic infrastructure

issues across the county. The final plan is expected to be taken forward for approval in 2022.

- 2.17 The SIP prioritises infrastructure improvements based on available evidence. One scheme relevant to Local Plan growth is the A57 Improvement Plan. The SIP work confirms that there is a significant gap between the cost of the infrastructure Nottinghamshire is likely to need by 2040, and the funding available to deliver it.
- 2.18 District and borough councils form the lower tier authorities in Nottinghamshire, provide 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 July 2022.

3. Methodology

- 3.1 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

- 3.2 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. Planning for infrastructure is complex, and the Council recognises that infrastructure partners' plans can change due to wider considerations such as central government policy/ plans and funding.
- 3.3 It should be noted that all planning contributions will be subject to the relevant indexation which will be detailed and applied during the drafting of the relevant legal agreement for a specific site/proposal. The costs identified in this IDP were considered to be appropriate by the relevant infrastructure partner, as of April 2022.
- 3.4 It is therefore important to document the evidence base for the requirements set out in the IDP for each infrastructure type, and any assumptions used to calculate infrastructure costs. This is detailed in the separate Bassetlaw Infrastructure Delivery Plan Baseline Assessment 2021 available on the Council's website www.bassetlaw.gov.uk/bassetlawplan.

Stage 2: Future infrastructure needs of the District

- 3.5 The Local Plan proposes new housing and employment land allocations throughout the District. Most housing sites are not due to start delivering homes for at least 5 years. With the exception of two sites, all are expected to be fully built out by the end of the plan period. Peaks Hill Farm and Ordsall South are expected to deliver over more than one individual plan period. The trajectory for both sites is shown in Appendix 3 of the Local Plan.
- 3.6 Delivery of employment sites are responsive to the market. All nine general/larger unit employment site allocations, have planning permission. Infrastructure requirements of these sites have been agreed through the development management process.
- 3.7 The strategic employment site is allocated to meet a regional/sub-regional need for large scale logistics. Apleyhead is being actively promoted and a pre-application consultation was completed in November 2021. The site is therefore considered to be advanced. This IDP identifies the infrastructure requirements for Apleyhead.

- 3.8 The future development of these sites may have an impact on existing infrastructure within the District, and may require upgrades or new items of infrastructure to support proposed growth.
- 3.9 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 2038, and what improvements may be required to appropriately service the proposed new developments.
- 3.10 It is also important to note that there may be interdependencies between sites and/or different phases of a development. This IDP cannot set out all the interdependencies, not least because the timing of development and/or infrastructure requirements may change. Developers are encouraged to cooperate with each other and infrastructure partners. Legal agreements or conditions will be negotiated at planning application stage and can set out requirements related to the provision of infrastructure in relation to the development proposed.

Stage 3: Funding and delivery of new and improved infrastructure

- 3.11 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 delivery.
- 3.12 National planning practice guidance identifies a range of costs to be considered as part of a viability assessment. Those relevant to the IDP include:
- build costs
 - site-specific infrastructure costs, which might include access roads, sustainable drainage systems, green infrastructure, connection to utilities and decentralised energy.
 - the total cost of all relevant policy requirements including contributions towards affordable housing and infrastructure, Community Infrastructure Levy charges, and any other relevant policies or standards.
- 3.13 The Whole Plan Viability Assessment makes a distinction between these costs, specifically between developer contributions and the Community Infrastructure Levy. The IDP schedule therefore reflects this. The likely S106 contribution therefore only relates to developer contributions (and that which contributes to the £4000, see paragraph 3.19 below), and does not include CIL charges, site-specific costs and build costs which as per national guidance should be considered separately. It should be noted that the developer contributions identified for each type of infrastructure may be phased alongside housing/employment proposed.
- 3.14 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, reasonable and proportionate, considering the scale of the development.

- 3.15 The IDP identifies strategic infrastructure to be wholly or partly funded from the CIL. In future, this will be identified through the Infrastructure Funding Statement via a five year rolling programme for its delivery. Prioritisation will be informed by the Local Plan trajectory. This will ensure infrastructure delivery is aligned with growth.
- 3.16 The IDP identifies the extent of the infrastructure funding gap. Consistent with national planning guidance, the CIL will help to bridge the gap, but is not required to fill it. There may therefore be a need for prioritisation of developer contributions along with exploration of external funding opportunities with infrastructure partners and organisations. Additionally the Council will work with developers to ensure innovative approaches to financing development maximise opportunities for infrastructure delivery. This is particularly important for those sites expected to build out over a number of years and through a number of phases. Strong partnership working arrangements with infrastructure partners and developers will help ensure that proportionate infrastructure delivery is secured alongside each phase of development.
- 3.17 The NPPF notes that developer contributions should not be so significant to render a potential development site financially unviable. The Whole Plan Viability Assessment 2022 considers the implications of proposed developer contributions and where relevant CIL on the financial viability of site allocations in the Local Plan.
- 3.18 On that basis, the Whole Plan Viability Assessment 2022 indicates 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. To ensure that the levy compliments plan policies for strategic sites national Planning Practice Guidance states that zero rates may be appropriate where plan policies require significant contributions towards housing or infrastructure through planning obligations and this is evidenced through the viability assessment. This is because infrastructure partners have identified that these sites should plan for significant on-site infrastructure which may be more effectively secured through section 106 planning obligations.
- 3.19 Additionally the Whole Plan Viability Assessment 2022 states that the maximum level of developer contributions that can be sought alongside affordable housing requirements and CIL (where relevant) is £4000 per dwelling. Where the level of contributions is expected to be higher than this level the Council will prioritise infrastructure requirements to ensure the site allocations remain viable (see paragraph 6.6 below). Where CIL is not sought (i.e. on sites over 50 dwellings) there is an expectation that developer contributions can exceed £4000 per dwelling as part of a viable development.

Stage 4: Ongoing review of the IDP

- 3.20 The Council will continue to work with infrastructure partners and developers alongside the progression of the Local Plan to develop and update 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.

4. Information contained within the Infrastructure Delivery Plan

- 4.1 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 updated 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.

Funding and delivery for infrastructure projects

- 4.2 In line with policies in the Local Plan, developers will be expected to contribute to or deliver infrastructure necessary to support their sites and to mitigate the impact of their development. This will be informed by the viability assessment, and then the Community Infrastructure Levy (CIL) Charging Schedule review, which is expected to follow closely behind the timetable 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 can be viewed on the Council's website at: <https://www.bassetlaw.gov.uk/planning-and-building/planning-services/community-infrastructure-levy/whats-a-community-infrastructure-levy/cil-charging-schedule/>
- 4.3 Based on the current viability evidence, it is expected that a significant element of the infrastructure costs associated with the proposed strategic sites will be funded through developer contributions. These are usually secured via Section 106 Agreements, which will be subject to indexation together with the associated legal, management and monitoring fees from the relevant Local Authorities which are likely to include the District and County Council.
- 4.4 When seeking funds from these sites through developer contributions, the relevant legislative CIL tests will need to be considered (see paragraph 2.10 above) and the content of national policy relating to viability (see paragraphs 2.6-2.7 above).
- 4.5 The Highways Authority preferred method for the delivery of highway infrastructure is through planning conditions 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.
- 4.6 In areas where Neighbourhood Plans are made and where 'windfall' sites come forward, it is expected that funds will be secured for infrastructure both through developer contributions and through the Council's Community Infrastructure Levy. Where Neighbourhood Plans are made, 25% of any CIL funds will be transferred to the local parish to enable them to be spent on local priorities, expected to be those identified as needed to support development within the Neighbourhood Plan. Elsewhere, local CIL monies will be spent on infrastructure in line with the district council spending strategy, with infrastructure partners given over funds in line with identified infrastructure

priorities. This has been calculated as a 15%. The parish portion splits are set out in Appendix 1.

- 4.7 Additionally, 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 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.

Estimated CIL Receipt Income

- 4.8 An estimation of CIL receipts between 2020 and 2038 has been calculated in Appendix 1, and will be updated annually. Until the CIL is secured, it is only an estimate, based on:
- An average residential unit of 90sqm internal floorspace (as identified by the viability assessment)
 - 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.
- 4.9 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.
- 4.10 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.
- 4.11 The CIL calculations do include the Neighbourhood Plan / parish portions as well as any social housing developments and any other developments not liable to pay CIL, or are exempt from CIL (including sites with planning permission that was granted prior to September 2013). It does not however take account of the 5% allowed to be used for administration of the CIL, or exemptions from self-build, but these will inform future updates.
- 4.12 Appendix 1 shows that through the housing trajectory (dated 1st April 2022) for planned housing sites, **CIL is expected to raise approximately £11 million over the lifetime of the plan for strategic and local infrastructure.**
- 4.13 National planning practice guidance recognises that there will be uncertainty in pinpointing other infrastructure funding sources, particularly beyond the short-term. It indicates that to justify the need for CIL the Council should focus on providing evidence of a funding gap. It concludes that any significant funding

gap should be considered sufficient evidence of the desirability of CIL funding, where other funding sources are not confirmed.

Funding Gap

- 4.14 To calculate the infrastructure funding gap, an initial funding gap has been identified for each of the site allocations in Appendix 2. Where known sources of funding (likely Section 106 contributions by 2038) are available these have been subtracted from the identified funding gap. This then equates to the Infrastructure funding gap as set out in paragraph 7.5 below.
- 4.14 **Identifying funding sources is therefore essential given the anticipated funding gap of approximately £19 million.** CIL receipts should be considered as one source available to contribute to funding infrastructure, however it should be noted that CIL funding can be earmarked on infrastructure yet to be identified.

Other Funding Streams

- 4.15 Strategic infrastructure can have wider benefits across the District, as well as cross boundary within the County and in the wider sub-region. Given this, and the complexity of planning and designing such infrastructure and viability considerations, it is expected that other wider funding streams will contribute towards strategic infrastructure identified as required to support the cumulative impact of growth.
- 4.16 It is expected that other funding streams including Central Government funding, such as through the Bus Service Improvement Plan, or through other partners investments plans, such as the Environment Agency investment plan will come forward within the Local Plan period that will contribute towards delivery of strategic infrastructure.
- 4.17 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.
- 4.18 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.

5. Site allocations infrastructure assessment

5.1 This assessment will identify 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	1080	-
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	305	-
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	890	-
HS14	Land south of Ollerton Road, Tuxford	75	-
SEM001	Apleyhead Junction	-	118.7
TOTAL		2732	118.7

Table 1: Draft Bassetlaw Local Plan housing and employment allocations

6. Infrastructure Schedule

- 6.1 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. For some of the larger schemes, the development of housing may last more than five years.
- 6.2 Appendix 2 presents the Infrastructure Schedule for the IDP, which lists all infrastructure items identified as being currently required to support the needs of future residents/employees within each site allocation proposed in the Local Plan. The schedule lists the infrastructure requirements for each proposed allocation, and outlines the infrastructure costs which can be established at this time.
- 6.3 Where there are multiple proposed site allocations contributing towards the delivery of an infrastructure item, the item has been separated into the relevant developer contributions/CIL from each site and identified as a 'joint project'.
- 6.4 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 homes/businesses 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 developer contributions from the site will be provided at a later date although this would be confirmed through negotiations at planning application stage.
- 6.5 The Council recognises that the ability to fund required infrastructure is based upon housing/employment 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 therefore necessary to prioritise the infrastructure projects in most need of funding.
- 6.6 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 evidence base documents as necessary to make a proposed development acceptable in planning terms

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

6.7 Appendix 2 presents the infrastructure schedule for each of the site allocations in the Local Plan. This outlines all developer contributions which are required from each site to support the provision of new infrastructure. It also highlights where provision will be delivered directly by the developer on site as part of the development programme. Where this is the case, the cost is still identified as part of the funding gap. In those cases where CIL could be used, this will be confirmed through the Infrastructure Funding Statement.

6.8 The IDP highlights delivery partners. These are those key partners necessary to enable the delivery of infrastructure. Identifying a partner does not imply that the partner will make a financial contribution to the infrastructure item. Rather their involvement may be required to approve the technical specification for example.

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

7.0 Conclusion

7.1 An IDP is a 'living' document. Infrastructure providers consist of public organisations and private organisations. Organisations have a requirement to produce organisational and business plans. As different infrastructure providers respond to their own unique challenges, the information that they provide will naturally date and alter over time, reflecting changing needs. Together with the fact that values will change including land values, material values, transportation costs and manual labour costs.

7.2 In terms of Infrastructure requirements this also depends on the timing of the submission of a planning application for development, the capacity of existing infrastructure, the requirement for an extension or creation of new infrastructure etc. For example in the case of education it will depend on the legislative education considerations.

7.3 The information contained within this IDP should be viewed as indicative rather than prescriptive. Some pieces of Infrastructure cannot be specifically costed. As such the requirements identified at the time of writing will naturally evolve, and it is planned that that IDP will be updated at least annually to reflect changing circumstances.

7.4 An infrastructure funding gap is the cost of infrastructure required in the District which has not received any funding. The infrastructure funding gap, recognises the gap in funds needed to deliver the Local Plan, it does not recognise the costs expected to be met by the Council alone. 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.

- 7.5 The IDP identifies a funding gap of around £54 million. Developer contributions are estimated to be around £35 million. Therefore, the infrastructure funding gap excluding the estimated developer contributions is £19 million. The estimated CIL receipt is likely to be around £11 million. As there are multiple infrastructure items which cannot be costed at this time, the infrastructure funding gap for the District is likely to be significantly higher than £19 million.
- 7.7 It should be noted that an estimated cost has been inputted for the 2 form entry secondary satellite school associated with HS1 (Peaks Hill Farm) as this cost has yet to be provided by Nottinghamshire County Council. It should also be noted that there is an obvious funding gap for the 1 form entry primary school and early years facility associated with HS13 – Ordsall South, as not all of the housing will be delivered within the plan period. These are significant infrastructure projects that cannot yet be costed in full.
- 7.8 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 2038:
- Almost £19 million of new education facilities;
 - 1.8 million of new healthcare facilities;
 - at least £2.8 million of green infrastructure, sports and open space improvements; and
 - over £31 million of transport infrastructure improvements;
- 7.9 Despite a clear approach to infrastructure prioritisation there remains a significant funding gap. Whilst the deficit is not unexpected, future versions of the IDP will need to continue to scrutinise the cost of projects and their ability to meet the legal tests set out for development related funding. This will be informed by a refined development trajectory as further details of project delivery is known.
- 7.10 Over time there may be a number of reasons why the findings of the IDP may change, for example:
- Updated related evidence base documents
 - Changes in current service provision
 - Capacity, design and safety of existing Infrastructure
 - Estimated and design costs of Infrastructure
 - Maintenance costs of Infrastructure
 - Material and transportation costs
 - Progression of infrastructure interventions, providing more certainty around costs and phasing
 - New delivery partners
 - Availability of funding sources
 - Changes in line with legislation, national or local policy

- Timing of submitting planning applications, planning appeals and decisions on planning applications and appeals and final signature of planning obligation documentation.
- Economic Circumstances

7.11 On that basis, to support the delivery of growth proposed within the Local Plan, it is important that the Council continues to work collaboratively with infrastructure partners and developers to ensure the timely delivery of infrastructure alongside new development.

APPENDIX 1

APPENDIX 2

HS1

Site HS1: Peaks Hill Farm, Worksp											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (S106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Education														
Education, secondary	2 form entry secondary satellite school	Peaks Hill Farm, Worksp	Essential	NCC/Developer	S106/CIL	Yes - with HS2-HS5	12,000,000	0	12,000,000	3,952,913		Y	Y	£12,000,000 cost has been estimated as NCC have yet to provide cost for secondary school. Cost identified by NCC based on the NCC Developer Contributions Strategy. 1020 generates 163 secondary school places @ £24,251 per place. Part of overall cost from other Worksp site allocations. Total cost of school to be agreed with NCC. Provision of approximately 2.5ha will be required to deliver 2 form entry (330 place) school on site. £3,952,913 likely S106
Health														
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Worksp	Essential	CCG/Developer	S106	N/A	658,800	0	658,800	658,800		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, Worksp	Essential	Bassetlaw & Doncaster NHS Trust/Developer	S106	N/A	74,520	0	74,520	74,520		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	Necessary	Developer	S106	N/A	TBC	0	TBC	TBC		Y	Y	Cost unknown at this stage. Provision will be required in line with the latest versions of the Playing Pitch Strategy and Built Sports Facilities Strategy & to reflect dual use facilities provided at the secondary school/community centre, so is subject to change
Green Infrastructure, Sport and Open Space Improvements (inc. Community Facilities and Flood Management)														
Community centre	Provision of a community centre on site	Peaks Hill Farm	Necessary	Developer	S106	N/A	TBC	0	TBC	TBC		Y	Y	Cost unknown at this stage
Green infrastructure	Provision of children's play space on site	Peaks Hill Farm	Necessary	Developer	Direct delivery by developer	N/A	260,000	0	260,000	N/A		Y	Y	Standard BDC costs of provision are £180,000 for a NEAP / LEAP & £80,000 for a MUGA.
Green infrastructure	Provision of multifunctional open space on site	Peaks Hill Farm	Necessary	Developer	Direct delivery by developer	N/A	608,000	0	608,000	N/A		Y	Y	Provision of 7.6ha open space on site. Based on BDC open space standards, Nov 2020. Standard BDC costs of £80,000 per 10,000sqm
Green infrastructure	Provision of allotment space	Peaks Hill Farm	Desirable	Developer	Direct delivery by developer	N/A	10,000	0	10,000	N/A		Y	Y	Based on BDC open space standards, Nov 2020. 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	Desirable	BDC/Developer	Direct delivery by developer	N/A	108,000	0	108,000	N/A		Y	Y	Standard BDC cost of £100 per dwelling. To be provided on site.
Transport														
Transport, highways	Provision of an east-west distributor road and public transport corridor from the A60 to the B6045	Peaks Hill Farm	Essential	Developer	Direct delivery by developer	N/A	8,000,000	0	8,000,000	N/A		Y	Y	Direct delivery of a new link road by the developer. 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	Worksp	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y	Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2022. 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	Worksp	Essential	NCC/Developer	S278/S106	N/A	25,000	0	25,000	25,000		Y	Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2022. Technical specification and improvements to be agreed with NCC Local Highways Authority
Transport, highways	Contribution to improve the A57/Claylands Ave/A60/Shireoaks Common junction	Worksp	Essential	NCC/Developer	S278/S106	Y	380,000	0	380,000	380,000		Y	Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2022. Technical specification and improvements to be agreed with NCC Local Highways Authority. £380,000 is the proportionality cost which is 35% of £1.07m
Transport, highways	Contribution to improve the A60 Mansfield Road/A619 junction	Worksp	Essential	NCC/Developer	S278/S106	Y	910,000	0	910,000	910,000		Y	Y	Project identification and indicative cost identified through the Bassetlaw Transport Study 2022. Technical specification and improvements to be agreed with NCC Local Highways Authority. Proportionality cost is 28% of £3.24m.
Transport, highways	Contribution to improve the A57/A614/A1 Five Lanes End roundabout	Worksp	Essential	NCC/Developer	S278/S106	Y	20,000	0	20,000	20,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Moorgate	Worksp	Essential	NCC/Developer	S278/S106	Y	400,000	0	400,000	400,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Amcot Way	Worksp	Essential	NCC/Developer	S278/S106	Y	40,000	0	40,000	40,000		Y	Y	
Transport, highways	Contribution to improve the A638 Arlington Way / Grove Street	Worksp	Essential	NCC/Developer	S278/S106	Y	120,000	0	120,000	120,000		Y	Y	
Transport, highways	Contribution towards improvements at A638 Arlington Way / London Road	Worksp	Essential	NCC/Developer	S278/S106	Y	50,000	0	50,000	50,000		Y	Y	

Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Worksop	Essential	NCC/Developer	S278/S106	Y	90,000	0	90,000	90,000		Y	Y		
Transport, highways	Any additional improvement to highways infrastructure required to bring forward the development	Worksop	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y	Y	This is subject to change depending on the developers Transport Assessment for the site.	
Transport, public transport	Extended bus service through the site	Peaks Hill Farm	Essential	NCC/Operators	S106	N/A	1,200,000	0	1,200,000	1,200,000		Y	Y	Costs based on updated Bassetlaw Transport Assessment (May 2022)	
Transport, walking/cycling	New pedestrian and cycle route - between the A60 and the B6045	Peaks Hill Farm	Necessary	Developer	Direct delivery by developer	N/A	TBC		TBC	N/A		Y	Y	Although costs are expected to be between £150,000-£300,000 per km, it is not known how long the route would be. Await further information when the Green Infrastructure network is known	
Transport, walking/cycling	Any additional sustainable transport upgrades (including for walking/cycling/demand management measures) required to bring forward the site	Peaks Hill Farm	Necessary	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y	Y	To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.	
Utilities															
Utilities	Waste water management infrastructure and/or treatment upgrades	Peaks Hill Farm	Essential	Severn Trent/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y	Y	This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply	
Utilities	Water management infrastructure and/or treatment upgrades	Peaks Hill Farm	Essential	Severn Trent/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y	Y	upgrades that may be needed	
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Peaks Hill Farm	Essential	Northern Powergrid/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y	Y	This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator	
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Peaks Hill Farm	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y	Y	More detailed modelling and consultation with BT Openreach will be required to determine the scale and timing of the digital infrastructure upgrades that may be needed.	
Totals							£24,954,320.00	£0.00	£24,954,320.00	£7,921,233.00					
Number of dwellings allocated in the Local Plan in this plan period											1080				
Infrastructure cost per dwelling											£7,334.48				

HS2

Site HS2: Bassetlaw Pupil Referral Centre, Worksp											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (£106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Education														
Education, secondary	Non-specific contribution towards increasing secondary school capacity in the area	Worksp	Essential	NCC/Developer	CIL	Yes - with HS1, HS3-HS5	72,753	0	72,753	N/A	Y			Specific projects and timescales have not yet been identified by NCC. Per site cost based on the contributions outlined in the NCC Developer Contributions Strategy. 3 secondary school places @ £24,251 per place
Health														
Healthcare, GP surgeries	Non-specific contribution towards increasing healthcare capacity in the area	Worksp	Necessary	CCG/Developer	S106	N/A	12,200	0	12,200	12,200	Y			Specific projects and timescales have not yet been identified by CCG/Trust. 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 population of the population. £10 per dwelling
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing healthcare capacity in the area	Worksp	Necessary	Bassetlaw & Doncaster NHS Trust/Developer	S106	N/A	1380	0	1380	1380	Y			
Green Improvements (inc. Community Facilities and Flood Management)														
Green infrastructure	Contribution towards improving multifunctional open space in the area	The Canch, Worksp	Desirable	BDC/Developer	S106	N/A	5,600	0	5,600	5,600	Y			Based on BDC open space standards, Nov 2020. Standard BDC costs of £80,000 per 10,000sqm. I calculate the OS need at 0.07ha
Green infrastructure	Provision of trees to contribute to carbon offsetting	Worksp	Desirable	BDC/Developer	S106	N/A	2,000	0	2,000	2,000	Y			Standard BDC cost of £100 per dwelling.
Transport														
Transport, walking/cycling	New pedestrian footway connecting the site to Newgate Street	Bassetlaw Pupil Referral Centre	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured through discussion with the Local Highway Authority.
Transport	Any additional highways, sustainable transport upgrades required to bring forward the development	Bassetlaw Pupil Referral Centre	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC	Y			To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.
Utilities														
Utilities	Waste water management infrastructure and/or treatment upgrades	Bassetlaw Pupil Referral Centre	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed.
Utilities	Water management infrastructure and/or treatment upgrades	Bassetlaw Pupil Referral Centre	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y			
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Bassetlaw Pupil Referral Centre	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the Distribution Network Operator.
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Bassetlaw Pupil Referral Centre	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y			More detailed modelling and consultation with BT Openreach will be required to determine the scale and timing of the digital infrastructure upgrades that may be needed.
Totals							£93,933.00	£0.00	£93,933.00	£21,180.00				
Number of dwellings allocated in the Local Plan in this plan period													20	
Infrastructure cost per dwelling													£1,059.00	

HS3

HS4

Site HS4: Former Manton Primary School, Worksp											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (S106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Education														
Education, secondary	Non-specific contribution towards increasing secondary school capacity in the area	Worksp	Essential	NCC/Developer	S106	Yes, with HS1-HS3, HS5	388,016	0	388,016	388,016	Y			Specific projects and timescales have not yet been identified by NCC. Per site cost based on the contributions outlined in the NCC Developer Contributions Strategy. 16 secondary school places @ £24,251 per place
Health														
Healthcare, GP surgeries	Non-specific contribution towards increasing healthcare capacity in the area	Worksp	Necessary	CCG/Developer	S106	N/A	61,000	0	61,000	61,000	Y			Specific projects and timescales have not yet been identified by CCG/Trust. 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 population of the population. £610 per dwelling
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing healthcare capacity in the area	Bassetlaw Hospital, Worksp	Necessary	Bassetlaw & Doncaster NHS Trust/Developer	S106	N/A	6,900	0	6,900	6,900	Y			
Green infrastructure, Sport and Open Space Improvements (inc. Community Facilities and Flood Management)														
Green infrastructure	Provision of multifunctional open space on site	Former Manton Primary School	Essential	Developer	Direct delivery by developer	N/A	92,000	0	92,000	N/A	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, Nov 2020. Standard BDC costs of £80,000 per 10,000sqm
Green infrastructure	Provision of trees to contribute to carbon offsetting	Worksp	Desirable	BDC/Developer	S106	N/A	10,000	0	10,000	10,000	Y			Standard BDC cost of £100 per dwelling
Sports facilities	Contribution to playing pitch provision in the area	Worksp	Essential	BDC/Developer	S106	N/A	240,000	0	240,000	240,000	Y			Youth pitch costs based on Sport England Facilities Costs Update Q22021 of £80,000 per pitch. Provision will be agreed to reflect the requirements in the latest Bassetlaw Playing Pitch Strategy so is subject to change
Transport														
Transport, walking/cycling	New pedestrian footway/cycle access between Kingston Road and South Avenue	Manton School	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured through discussion with the Local Highway Authority.
Transport	Any additional highways, sustainable transport upgrades required to bring forward the development	Manton School	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC	Y			To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.
Utilities														
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Manton School	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed
Utilities, water	Water management infrastructure and/or treatment upgrades	Manton School	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y			
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Manton School	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Manton School	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y			More detailed modelling and consultation with BT Openreach will be required to determine the scale and timing of the digital infrastructure upgrades that may be needed.
Totals							£797,916.00	£0.00	£797,916.00	£705,916.00				
Number of dwellings allocated in the Local Plan in this plan period										100				
Infrastructure cost per dwelling										£7,059.16				

HS5

HS7

Site HS7: Trinity Farm, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (S106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Health														
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Retford	Necessary	CCG/Developer	S106	N/A	186,050	0	186,050	186,050		Y	Y	Specific projects and timescales have not yet been identified by CCG/Trust. 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 composition of the population: £630 per dwelling.
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Workson	Necessary	Bassetlaw & Doncaster NHS Trust/Developer	S106	N/A	21,045	0	21,045	21,045		Y	Y	
Green Infrastructure, Sport and Open Space Improvements (inc. Community Facilities and Flood Management)														
Green infrastructure	Provision of children's play space on site	Trinity Farm	Necessary	Developer	Direct delivery by developer	N/A	260,000	0	260,000	N/A		Y	Y	Standard BDC costs of provision are £180,000 for a NEAP / LEAP & £80,000 for a MUGA.
Green infrastructure	Provision of multifunctional open space on site	Trinity Farm	Necessary	Developer	Direct delivery by developer	N/A	120,000	0	120,000	N/A		Y	Y	Provision of 1.5ha open space on site. Based on BDC open space standards, Nov 2020. Standard BDC costs of £80,000 per 10,000sqm.
Green infrastructure	Provision of allotment space	Trinity Farm	Necessary	Developer	Direct delivery by developer	N/A	10,000	0	10,000	N/A		Y	Y	Provision of 10 plot allotment site on site. Standard BDC costs at £10,000 per site. Based on BDC open space standards, Nov 2020.
Green infrastructure	Provision of trees to contribute to carbon offsetting	Retford	Desirable	BDC/Developer	S106	N/A	30,500	0	30,500	N/A		Y	Y	Standard BDC cost of £100 per dwelling.
Flood management	Provision of strategic flood management scheme on site	Trinity Farm	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y	Y	Project identification required through the Bassetlaw Strategic Flood Risk Assessment Level 2021. Technical specification and improvements to be agreed with Environment Agency & J1EA.
Transport														
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton lane	Retford	Essential	NCC/Developer	S278/S106	Y	100,000	0	100,000	100,000		Y	Y	Project identification and indicative cost identified through the Retford Transport Assessment 2022. 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	Essential	NCC/Developer	S278/S106	Y	210,000	0	210,000	210,000		Y	Y	
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	Essential	NCC/Developer	S278/S106	Y	90,000	0	90,000	90,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	Essential	NCC/Developer	S278/S106	Y	90,000	0	90,000	90,000		Y	Y	
Transport, highways	Contribution towards improvements at A638 Arlington Way / London Road	Retford	Essential	NCC/Developer	S278/S106	Y	70,000	0	70,000	70,000		Y	Y	
Transport, highways	Contribution to improve the A638 Arlington Way / Grove Street	Retford	Essential	NCC/Developer	S278/S106	Y	170,000	0	170,000	170,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Amcot Way	Retford	Essential	NCC/Developer	S278/S106	Y	130,000	0	130,000	130,000		Y	Y	
Transport, highways	Contribution to improve the A57/A614/A1 Five Lanes End roundabout	Retford	Essential	NCC/Developer	S278/S106	Y	20,000	0	20,000	20,000		Y	Y	
Transport	Any additional highways, sustainable transport upgrades required to bring forward the development	Retford	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y	Y	To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.
Transport, public transport	Extended bus service through the site	Trinity Farm	Necessary	NCC/Operators/Developer	S106	N/A	285,000	0	285,000	285,000		Y	Y	Costs based on updated Bassetlaw Transport Assessment (May 2022).
Transport, public transport	Contributions to improved level crossing safety measures	Botany Bay level crossing	Essential	NCC/Network Rail/Developer	S106	N/A	TBC	0	TBC	TBC		Y	Y	Mitigation may be required following more detailed assessment of the impact on the Botany Bay crossing through the Transport Assessment.
Transport, walking/cycling	New footway along North Road	Trinity Farm	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y	Y	This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured through discussion with the Local Highway Authority.
Transport, walking/cycling	Extension of public right of way through the site	Trinity Farm	Desirable	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y	Y	Provision will be secured through discussion with the Local Highway Authority.
Transport, walking/cycling	Any additional sustainable transport upgrades (including for walking/cycling/demand management measures) required to bring forward the development	Trinity Farm	Necessary	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y	Y	To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.
Utilities														
Utilities	Waste water management infrastructure and/or treatment upgrades	Trinity Farm	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A		Y	Y	This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed.
Utilities	Water management infrastructure and/or treatment upgrades	Trinity Farm	Essential	Anglian Water/Developer	Planning condition	N/A	TBC	0	TBC	N/A		Y	Y	

Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Trinity Farm	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y	Y	This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the regulator.	
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Trinity Farm	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y	Y	More detailed modelling and consultation with BT Openreach will be required to determine the scale and timing of the digital infrastructure upgrades that may be needed.	
Totals							£1,792,595.00	£0.00	£1,792,595.00	£1,372,095.00					
Number of dwellings allocated in the Local Plan in this plan period											305				
Infrastructure cost per dwelling											£4,498.67				

HS8

HS9

Site HS9: Former Elizabethan School, Retford											Phasing			Notes	
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (S106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years		
Health															
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Retford	Necessary	CCG/Developer	S106	N/A	28,060	0	28,060	28,060	Y			Specific projects and timescales have not yet been identified by CCG/Trust. 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 composition of the population. £610 per dwelling	
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Workson	Necessary	Bassetlaw & Doncaster NHS Trust/Developer	S106	N/A	3,174	0	3,174	3,174	Y				
Green Infrastructure, Sport and Open Space Improvements (inc. Community Facilities and Flood Management)															
Green infrastructure	Contribution towards improving the quality of children & young peoples play space in the area	Leaffield	Necessary	BDC/Developer	S106	N/A	260,000	0	260,000	260,000	Y			Standard BDC costs of provision are £180,000 for a NEAP / LEAP & £80,000 for a MUGA.	
Green infrastructure	Contribution towards improving multifunctional open space in the area	Leaffield	Necessary	BDC/Developer	S106	N/A	6,400	0	6,400	6,400	Y			Based on BDC open space standards, Nov 2020. Standard BDC costs of £80,000 per 10,000sqm. Based on 0.08ha of OS - To confirm!	
Green infrastructure	Provision of trees to contribute to carbon offsetting	Retford	Desirable	BDC/Developer	S106	N/A	4,600	0	4,600	4,600	Y			Standard BDC cost of £100 per dwelling	
Transport															
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton lane	Retford	Essential	NCC/Developer	CIL	Y	20,000	0	20,000	20,000	Y			Project identification and indicative cost identified through the Retford Transport Assessment 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	Essential	NCC/Developer	S278/S106	Y	40,000	0	40,000	40,000	Y				
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	Essential	NCC/Developer	S278/S106	Y	20,000	0	20,000	20,000	Y				
Transport, highways	Contribution towards improvements at A638 Arlington Way / London Road	Retford	Essential	NCC/Developer	S278/S106	Y	20,000	0	20,000	20,000		Y	Y		
Transport, highways	Contribution to improve the A638 Arlington Way / Grove Street	Retford	Essential	NCC/Developer	S278/S106	Y	30,000	0	30,000	30,000		Y	Y		
Transport, highways	Contribution towards improvements at A620 Amcot Way	Retford	Essential	NCC/Developer	S278/S106	Y	20,000	0	20,000	20,000		Y	Y		
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	Essential	NCC/Developer	CIL	Y	20,000	0	20,000	20,000	Y				
Transport	Any additional highways, sustainable transport upgrades required to bring forward the development	Retford	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC	Y			To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.	
Transport, walking/cycling	New pedestrian footway/cycle connecting Leafield and West Furlong	Elizabethan School	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured through discussion with the Local Highway Authority.	
Utilities															
Utilities	Waste water management infrastructure and/or treatment upgrades	Retford	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed.	
Utilities	Water management infrastructure and/or treatment upgrades	Retford	Essential	Anglian Water/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y				
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Trinity Farm	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y				This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator.
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Trinity Farm	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y				More detailed modelling and consultation with BT Openreach will be required to determine the scale and timing of the digital infrastructure upgrades that may be needed.
Totals							£472,234.00	£0.00	£472,234.00	£472,234.00					
Number of dwellings allocated in the Local Plan in this plan period													46		
Infrastructure cost per dwelling													£10,265.96		

HS10

Site HS10: St Michael's View, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (S106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Health														
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Retford	Necessary	CCG/Developer	S106	N/A	12,200	0	12,200	12,200	Y			Specific projects and timescales have not yet been identified by CCG/Trust. 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 expectation of the population, £610 per dwelling.
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Workson	Necessary	Bassetlaw & Doncaster NHS Trust/Developer	S106	N/A	1,380	0	1,380	1,380	Y			
Green Infrastructure, Sport and Open Space Improvements (inc. Community Facilities and Flood Management)														
Green infrastructure	Contribution towards improving multifunctional open space in the area	Retford	Desirable	BDC/Developer	S106	N/A	4,800	0	4,800	4,800	Y			Based on BDC open space standards, Nov 2020. Standard BDC costs of £50,000 per 10,000sqm. Based on 0.06ha of OS - TBC
Green infrastructure	Provision of trees to contribute to carbon offsetting	Retford	Desirable	BDC/Developer	S106	N/A	2,000	0	2,000	2,000	Y			Standard BDC cost of £100 per dwelling
Transport														
Transport, highways	Upgrade signal control scheme	Retford	Essential	NCC/Developer	S106	N/A	50,000	0	50,000	50,000				Project identification and indicative cost identified through the Retford Transport Assessment 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	Essential	NCC/Developer	CIL	Y	10,000	0	10,000	10,000	Y			
Transport, highways	Contribution towards improvements at London Road/Whinney Moor Lane/Bracken Lane	Retford	Essential	NCC/Developer	S278/S106	Y	20,000	0	20,000	20,000		Y	Y	
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	Essential	NCC/Developer	S278/S106	Y	10,000	0	10,000	10,000	Y			
Transport, highways	Contribution towards improvements at A620 Amcot Way	Retford	Essential	NCC/Developer	S278/S106	Y	10,000	0	10,000	10,000		Y	Y	
Transport, highways	Contribution towards improvements at A638 Arlington Way / London Road	Retford	Essential	NCC/Developer	S278/S106	Y	10,000	0	10,000	10,000		Y	Y	
Transport, highways	Contribution to improve the A638 Arlington Way / Grove Street	Retford	Essential	NCC/Developer	S278/S106	Y	10,000	0	10,000	10,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	Essential	NCC/Developer	CIL	Y	10,000	0	10,000	10,000	Y			
Transport, highways	Demand Management Measures	Retford	Essential	NCC/Developer	S106	N/A	10,000	0	10,000	10,000				
Transport	Any additional highways, sustainable transport upgrades required to bring forward the development	Retford	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC	Y			To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.
Utilities														
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	St Michael's	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed.
Utilities, water	Water management infrastructure and/or treatment upgrades	St Michael's	Essential	Anglian Water/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y			
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	St Michael's	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the Distribution Network Operator.
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	St Michael's	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y			
Totals							£160,380.00	£0.00	£160,380.00	£160,380.00				
Number of dwellings allocated in the Local Plan in this plan period										20				
Infrastructure cost per dwelling										£8,019.00				

HS11

Site HS11: Fairygrove, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (S106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Health														
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Retford	Necessary	CCG/Developer	S106	N/A	37,210	0	37,210	37,210		Y		Specific projects and timescales 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 - £60 per
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Workson	Necessary	Bassetlaw & Doncaster NHS Trust/Developer	S106	N/A	4,209	0	4,209	4,209		Y		
Green Infrastructure, Sport and Open Space Improvements (inc. Community Facilities and Flood Management)														
Green infrastructure	Contribution towards improving multifunctional open space in the area	Retford	Necessary	BDC/Developer	S106	N/A	13,600	0	13,600	13,600		Y		Based on BDC open space standards, Nov 2020. Standard BDC costs of £80,000 per 10,000sqm. Based on 0.17ha of OS TBC
Green infrastructure	Provision of trees to contribute to carbon offsetting	Retford	Desirable	BDC/Developer	S106	N/A	6,100	0	6,100	6,100		Y		Standard BDC cost of £100 per dwelling
Transport														
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton Lane	Retford	Essential	NCC/Developer	CIL	Y	30,000	0	30,000	30,000		Y		Project identification and indicative cost identified through the Retford Transport Assessment 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	Essential	NCC/Developer	S278/S106	Y	40,000	0	40,000	40,000		Y		
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	Essential	NCC/Developer	S278/S106	Y	70,000	0	70,000	70,000		Y		
Transport, highways	Contribution towards improvements at A638 Arlington Way / London Road	Retford	Essential	NCC/Developer	S278/S106	Y	10,000	0	10,000	10,000		Y	Y	
Transport, highways	Contribution to improve the A638 Arlington Way / Grove Street	Retford	Essential	NCC/Developer	S278/S106	Y	30,000	0	30,000	30,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Moorgate	Retford	Essential	NCC/Developer	S278/S106	Y	60,000	0	60,000	60,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	Essential	NCC/Developer	CIL	Y	10,000	0	10,000	10,000		Y		
Transport	Any additional highways, sustainable transport upgrades required to bring forward the development	Retford	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y		To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.
Transport, public transport	Contribution to improved bus stop infrastructure in the locality	Retford	Necessary	NCC/Operators/Developer	S106	N/A	100,000	0	100,000	100,000		Y		Costs based on updated Bassetlaw Transport Assessment (May 2022)
Transport, public transport	Contribution to improved level crossing safety	Grove Road	Essential	NCC/Network Rail/Developer	S106	N/A	TBC	0	TBC	TBC		Y		Mitigation may be required following more detailed assessment of the impact on the Grove Road crossing through the Transport Assessment
Transport, walking/cycling	Extension of public right of way through the site	Fairy Grove	Desirable	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y		Provision will be secured through discussion with the Local Highway Authority.
Utilities														
Utilities	Waste water management infrastructure and/or treatment upgrades	Fairy Grove	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A		Y		This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed.
Utilities	Water management infrastructure and/or treatment upgrades	Fairy Grove	Essential	Anglian Water/Developer	Planning condition	N/A	TBC	0	TBC	N/A		Y		
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Fairy Grove	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y		
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Fairy Grove	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y		
Totals							£411,119.00	£0.00	£411,119.00	£411,119.00				
Number of dwellings allocated in the Local Plan in this plan period										61				
Infrastructure cost per dwelling										£6,739.66				

HS12

Site HS12: Station Road, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (S106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Utilities														
Utilities	Waste water management infrastructure and/or treatment upgrades	Station Road	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed.
Utilities	Water management infrastructure and/or treatment upgrades	Station Road	Essential	Anglian Water/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the Distribution Operator.
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Station Road	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y			This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the Distribution Operator.
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Station Road	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y			More detailed modelling and consultation with BT Openreach will be required to determine the scale and timing of the digital infrastructure upgrades that may be needed.
Totals							£0.00	£0.00	£0.00	£0.00				
Number of dwellings allocated in the Local Plan in this plan period														5
Infrastructure cost per dwelling														£0.00

HS13

Site HS13: Ordsall South, Retford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (\$106/other)	Joint project	Total cost	Funding received	Funding gap	Likely \$106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Education														
Education, primary	1.0 form entry primary school & 26 place early years facility	Ordsall South	Essential	NCC/Developer	\$106	N/A	5,459,598	0	5,459,598	5,459,598		Y	Y	Provision of approximately 1.5ha 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 Developer Contributions Strategy. 890 dwellings = 187 primary school places @ £20,918 per place. Funding gap is due to the fact that not all housing will be delivered within plan period.
Health														
Healthcare, primary	New GP branch surgery - approx. 218 sqm GIA - and community healthcare facilities	Ordsall South	Essential	NHS England/CCG/Developer	\$106	N/A	542,900	0	542,900	542,900		Y	Y	A new branch surgery and community healthcare facilities will be funded as part of the development. Initial cost derived in consultation with the Bassetlaw Clinical Commissioning Group.
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Worksop	Necessary	Bassetlaw & Doncaster NHS Trust/Developer	\$106	N/A	61,410	0	61,410	61,410		Y	Y	Specific projects and timescales have not yet been identified by Trust. 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. £69 per dwelling for acute care
Adult Social Care	Extra care housing on site	Ordsall South	Essential	NCC/Housing provider/Developer	\$106	N/A	TBC	0	TBC	TBC		Y	Y	Costs unknown at this stage. To be agreed with NCC Adult Social Care.
Green Infrastructure, Sport and Open Space Improvements (inc. Community Facilities and Flood Management)														
Sports facilities	Provision of sports facilities on site	Ordsall South	Necessary	Developer	\$106	N/A	TBC	0	TBC	TBC		Y	Y	Cost derived using Sport England's Facility Cost 2021, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of the Playing Pitch Strategy and Built Sports Facilities Strategy & dual use facilities provided at the primary school/community centre, so is subject to change.
Sports facilities	Contribution to enhancing Retford Golf Course	Retford Golf Course	Essential	Retford Golf Club/Developer	\$106	N/A	TBC	0	TBC	TBC		Y	Y	Cost unknown at this stage
Community centre	Provision of a community centre on site	Ordsall South	Necessary	Developer	\$106	N/A	TBC	0	TBC	TBC		Y	Y	Cost unknown at this stage
Green infrastructure	Provision of a country park on site	Ordsall South	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y	Y	Cost unknown at this stage
Green infrastructure	Provision of Suitable Alternative Natural Greenspace	Ordsall South	Essential	Developer	Direct delivery by developer	N/A	15,000	0	15,000	N/A		Y	Y	Costs based on good practice. Provision should be bespoke so is subject to change.
Green infrastructure	Provision of children's play space on site	Ordsall South	Necessary	Developer	Direct delivery by developer	N/A	260,000	0	260,000	N/A		Y	Y	Standard BDC costs of provision are £180,000 for a NEAP / LEAP & £80,000 for a MUGA.
Green infrastructure	Provision of multifunctional open space on site	Ordsall South	Necessary	Developer	Direct delivery by developer	N/A	320,000	0	320,000	N/A		Y	Y	Provision of 4ha open space on site. Based on BDC open space standards, Nov 2020. Standard BDC costs of £80,000.
Green infrastructure	Provision of allotment space	Ordsall South	Desirable	Developer	Direct delivery by developer	N/A	10,000	0	10,000	N/A		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	Desirable	Developer	Direct delivery by developer	N/A	89,000	0	89,000	N/A		Y	Y	Standard BDC cost of £100 per dwelling - to be delivered in the country park
Flood management	Provision of a strategic sustainable drainage scheme	Ordsall South	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y	Y	Project identification required through the Bassetlaw Strategic Flood Risk Assessment Level 2021. Technical specification and improvements to be agreed with Environment Agency & JLEA
Transport														
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton Lane	Retford	Essential	NCC/Developer	\$278/\$106	Y	1,430,000	0	1,430,000	1,430,000		Y	Y	Project identification and indicative cost identified through the Retford Transport Assessment 2021 and Bassetlaw Transport Study 2022. Technical specification and improvements to be agreed with NCC Local Highways Authority. £110,000 is 4% of proportionality cost. £80,000 is 2% of proportionality cost. £10,000 is 1% of proportionality cost. £100,000 is 2% of proportionality cost. £90,000 is 2% of proportionality cost. £300,000 is 7% of proportionality cost.
Transport, highways	Contribution towards improvements at London Road/Whinney Moor Lane/Bracken Lane	Retford	Essential	NCC/Developer	\$278/\$106	Y	770,000	0	770,000	770,000		Y	Y	
Transport, highways	Contribution towards improvements at London Road/Whitehouses	Retford	Essential	NCC/Developer	\$278/\$106	Y	880,000	0	880,000	880,000		Y	Y	
Transport, highways	Contribution towards improvements at A638 Arlington Way / London Road	Retford	Essential	NCC/Developer	\$278/\$106	Y	220,000	0	220,000	220,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Amcot Way	Retford	Essential	NCC/Developer	\$278/\$106	Y	140,000	0	140,000	140,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Retford	Essential	NCC/Developer	\$278/\$106	Y	760,000	0	760,000	760,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Moorgate	Retford	Essential	NCC/Developer	\$278/\$106	Y	330,000	0	330,000	330,000		Y	Y	
Transport, highways	Contribution to improve the A57/Sandy Lane roundabout	Retford	Essential	NCC/Developer	\$278/\$106	Y	60,000	0	60,000	60,000		Y	Y	

Transport, highways	Contribution to improve the A57/Claylands Ave/A60/Shireoaks Common junction	Retford	Essential	NCC/Developer	S278/S106	Y	10,000	0	10,000	10,000		Y	Y	
Transport, highways	Contribution to improve the A57/B6034/Netherton Road roundabout	Retford	Essential	NCC/Developer	S278/S106	Y	100,000	0	100,000	100,000		Y	Y	
Transport, highways	Contribution to improve the A57/B6040 Mantonwood roundabout	Retford	Essential	NCC/Developer	S278/S106	Y	90,000	0	90,000	90,000		Y	Y	
Transport, highways	Contribution to improve the A638 Arlington Way / Grove Street	Retford	Essential	NCC/Developer	S278/S106	Y	70,000	0	70,000	70,000		Y	Y	
Transport, highways	Contribution to improve the A57/A614/A1 Five Lanes End roundabout	Retford	Essential	NCC/Developer	S278/S106	Y	100,000	0	100,000	100,000		Y	Y	
Transport, highways	Any additional improvement to highways/sustainable transport infrastructure required to bring forward the development	Retford	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y	Y	To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.
Transport, highways	Contribution to Ordsall Old Village traffic management scheme	Retford	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y	Y	Project specification and cost to be agreed through discussion with NCC.
Transport, highways	Contribution to Eaton Village traffic management scheme	Eaton	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y	Y	
Transport, public transport	Extended bus service through the site	Ordsall South	Essential	NCC/Operators	S106	N/A	1,400,000	0	1,400,000	1,400,000		Y	Y	Costs based on updated Bassetlaw Transport Assessment (May 2022)
Transport, walking/cycling	Provision of a new footpath and marked cycle path along the Ollerton Road frontage	Ordsall South	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y	Y	Provision will be secured through discussion with the Local Highway Authority.
Transport, walking/cycling	Extension of public right of way through the site	Ordsall South	Desirable	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y	Y	To be confirmed following further more detailed work in the developers Transport Assessment/Travel Plan, and in discussion with NCC and BDC.
Utilities														
Utilities	Waste water management infrastructure and/or treatment upgrades	Ordsall South	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A		Y	Y	This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent/Anglian Water will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed.
Utilities	Water management infrastructure and/or treatment upgrades	Ordsall South	Essential	Anglian Water/Developer	Planning condition	N/A	TBC	0	TBC	N/A		Y	Y	
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Ordsall South	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y	Y	This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the Distribution Network Operator.
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Ordsall South	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A				More detailed modelling and consultation with BT Openreach will be required to determine the scale and timing of the digital infrastructure upgrades that may be needed.
Totals							£13,117,908.00	£0.00	£13,117,908.00	£12,423,908.00	890			
Number of dwellings allocated in the Local Plan in this plan period														
Infrastructure cost per dwelling											£13,959.45			

HS14

Site HS14: Ollerton Road, Tuxford											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (£106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Education														
Education, primary	Non-specific contribution towards increasing primary school capacity in the area	Tuxford	Essential	NCC/Developer	CIL	N/A	264,195	0	264,195	N/A		Y		Specific projects and timescales have not yet been identified by NCC. Per site cost based on the contributions outlined in the NCC Developer Contributions 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	Essential	NCC/Developer	CIL	N/A	291,012	0	291,012	N/A		Y		
Health														
Healthcare, GP surgeries	Non-specific contribution towards increasing primary healthcare capacity in the area	Tuxford	Necessary	CCG/Developer	S106	N/A	45,750	0	45,750	45,750		Y		Specific projects and timescales have not yet been identified by CCG/Trust. 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, 5610 per dwelling.
Healthcare, Bassetlaw Hospital	Non-specific contribution towards increasing acute healthcare capacity in the area	Bassetlaw Hospital, Workson	Necessary	Bassetlaw & Doncaster NHS Trust/Developer	S106	N/A	5,175	0	5,175	5,175		Y		
Green Infrastructure, Sport and Open Space Improvements (inc. Community Facilities and Flood Management)														
Green infrastructure	Contribution towards improving multifunctional open space in the area	Tuxford	Desirable	BDC/Developer	S106	N/A	18,400	0	18,400	18,400		Y		Based on BDC open space standards, Nov 2020. Standard BDC costs of £80,000 per 10,000sqm. Based on 0.23ha of OS - TBC Standard BDC cost of £100 per dwelling
Green infrastructure	Provision of trees to contribute to carbon offsetting	Rural area	Desirable	BDC/Developer	S106	N/A	9,000	0	9,000	9,000		Y		
Transport														
Transport, highways	Provision of access to Ollerton Road	Ollerton Road, Tuxford	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y		This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured through discussion with the Local Highway Authority.
Transport, highways	Any additional improvement to highways/sustainable transport infrastructure required to bring forward the development	Retford	Essential	NCC/Developer	S278/S106	N/A	TBC	0	TBC	TBC		Y	Y	
Transport, public transport	Contribution to improved bus stop infrastructure in the locality	Tuxford	Necessary	NCC/Operators	S106	N/A	80,000	0	80,000	80,000		Y		Costs based on updated Bassetlaw Transport Assessment (May 2021)
Transport, walking/cycling	Provision of a footway along Ollerton Road frontage to The Pastures	Ollerton Road, Tuxford	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y		This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured through discussion with the Local Highway Authority.
Transport, walking/cycling	Provision of a cycle/footway through the site from Ollerton Road to Long Lane	Ollerton Road, Tuxford	Necessary	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A		Y		
Transport, walking/cycling	Contribution to improving the quality of Long Lane from the site to Newcastle St	Long Lane	Necessary	Developer	S106	N/A	TBC	0	TBC	TBC		Y		Costs unknown at this stage. To be agreed with the Local Highways Authority.
Utilities														
Utilities, waste water	Waste water management infrastructure and/or treatment upgrades	Ollerton Road, Tuxford	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A		Y		This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed.
Utilities, water	Water management infrastructure and/or treatment upgrades	Ollerton Road, Tuxford	Essential	Anglian Water/Developer	Planning condition	N/A	TBC	0	TBC	N/A		Y		
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Ollerton Road, Tuxford	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y		This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator.
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Ollerton Road, Tuxford	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A		Y		
Totals							£713,532.00	£0.00	£713,532.00	£158,325.00				
Number of dwellings allocated in the Local Plan in this plan period										75				
Infrastructure cost per dwelling										£2,111.00				

SEM001

Site SEM001: Apleyhead Junction											Phasing			Notes
Infrastructure Type	Infrastructure Item	Location	Priority	Delivery Partner	Potential Funding mechanism (S106/other)	Joint project	Total cost	Funding received	Funding gap	Likely S106 contribution by 2038	1-5 years	6-10 years	11-15 years	
Green Infrastructure, Sport and Open Space Improvements (inc. Community Facilities and Flood Management).														
Green infrastructure	Provision of trees to contribute to carbon offsetting	Workshop	Desirable	BDC/Developer	S106	N/A	41,300	0	41,300	41,300	Y	Y		Standard BDC cost of £100 per 1000sqm for approx 413,000sqm
Transport														
Transport, highways	Contribution to improve the A60/A619 roundabout	Workshop	Essential	NCC/Developer	S278/S106	Y	1,000,000	0	1,000,000	1,000,000	Y	Y		Project identification and indicative cost identified through the Bassetlaw Transport Study 2022. Technical specification and improvements to be agreed with NCC Local Highways Authority. £1m is 31% proportionality cost. £1.76m is 54% proportionality cost. £420,000 is 40% proportionality cost. £2.83m is 66% proportionality cost. £2.96m is 69% proportionality cost. £1.53m is 36% proportionality cost.
Transport, highways	Contribution to improve the A57/Sandy Lane roundabout	Workshop	Essential	NCC/Developer	S278/S106	Y	1,760,000	0	1,760,000	1,760,000	Y	Y		
Transport, highways	Contribution to improve the A57/Claylands Ave/A60/Shireoaks Common junction	Workshop	Essential	NCC/Developer	S278/S106	Y	420,000	0	420,000	420,000	Y	Y		
Transport, highways	Contribution to improve the A57/B6034/Netherton Road roundabout	Workshop	Essential	NCC/Developer	S278/S106	Y	2,830,000	0	2,830,000	2,830,000	Y	Y		
Transport, highways	Contribution to improve the A57/B6040 Mantonwood roundabout	Workshop	Essential	NCC/Developer	S278/S106	Y	2,960,000	0	2,960,000	2,960,000	Y	Y		
Transport, highways	Contribution towards improvements at A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile /Sutton Lane	Workshop	Essential	NCC/Developer	CIL	Y	560,000	0	560,000	560,000		Y		
Transport, highways	Contribution to improve the A57/A614/A1 Five Lanes End roundabout	Workshop	Essential	NCC/Developer	S278/S106	Y	410,000	0	410,000	410,000	Y	Y		
Transport, highways	Contribution towards improvements at A620 Moorgate	Workshop	Essential	NCC/Developer	S278/S106	Y	290,000	0	290,000	290,000		Y	Y	
Transport, highways	Contribution towards improvements at A638 Arlington Way / London Road	Workshop	Essential	NCC/Developer	S278/S106	Y	50,000	0	50,000	50,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Amcot Way	Workshop	Essential	NCC/Developer	S278/S106	Y	80,000	0	80,000	80,000		Y	Y	
Transport, highways	Contribution towards improvements at A620 Babworth Road/Ordsall Road	Workshop	Essential	NCC/Developer	S278/S106	Y	190,000	0	190,000	190,000		Y	Y	
Transport, public transport	Extension of bus service to the site	Workshop	Essential	NCC/Operators	S106	N/A	1,000,000	0	1,000,000	1,000,000	Y	Y	Y	Costs based on updated Bassetlaw Transport Assessment (May 2022)
Transport, walking/cycling	Provision of a new footpath and marked cycle path from the A57 into the site	Apleyhead	Essential	Developer	Direct delivery by developer	N/A	TBC	0	TBC	N/A	Y	Y		This is a prerequisite of development and is factored into the developer's build costs. Provision will be secured through discussion with the Local Highway Authority.
Transport, walking/cycling	Provision of foot/cycle links to nearby development	Workshop	Essential	NCC/Developer	S106	N/A	TBC	0	TBC	TBC	Y	Y		Costs unknown at this stage. To be agreed with the Local Highways Authority.
Utilities														
Utilities	Waste water management infrastructure and/or treatment upgrades	Apleyhead	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y	Y		This is a prerequisite of development and is factored into the developer's build costs. More detailed modelling and consultation with Severn Trent will be required to determine the scale and timing of the waste water/water supply upgrades that may be needed.
Utilities	Water management infrastructure and/or treatment upgrades	Apleyhead	Essential	Severn Trent/Developer	Planning condition	N/A	TBC	0	TBC	N/A	Y	Y		
Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Apleyhead	Essential	Western Power Distribution/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y	Y		This is a prerequisite of development and is factored into the developer's build costs. Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator.
Utilities	All necessary improvements to allow connections to the digital infrastructure network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Apleyhead	Essential	BT Openreach/Developer	Planning condition	TBC	TBC	0	TBC	N/A	Y	Y		More detailed modelling and consultation with BT Openreach will be required to determine the scale and timing of the digital infrastructure upgrades that may be needed.
Totals							£11,591,300.00	£0.00	£11,591,300.00	£11,591,300.00				
Amount of land allocated in the Local Plan Infrastructure cost per ha														

HB001

TOTALS

Allocation ref:	Site name:	Total cost of project	Identified Funding Gap	S106 contributions	Infrastructure Funding Gap
HS1	Peaks Hill Farm, Worksop	24,954,320.00	24,954,320.00	7,921,233.00	17,033,087.00
HS2	Bassetlaw Pupil Referral Centre, Worksop	93,933.00	93,933.00	21,180.00	72,753.00
HS3	Radford Street, Worksop	554,549.00	554,549.00	554,549.00	0.00
HS4	Former Manton Primary School, Worksop	797,916.00	797,916.00	705,916.00	92,000.00
HS5	Talbot Road, Worksop	95,387.00	95,387.00	46,885.00	48,502.00
HS7	Trinity Farm, Retford	1,792,595.00	1,792,595.00	1,372,095.00	420,500.00
HS8	Milnercroft, Retford	20000	20000	20000	0.00
HS9	Former Elizabethan School, Retford	472,234.00	472,234.00	472,234.00	0.00
HS10	St Michael's View, Retford	160,380.00	160,380.00	160,380.00	0.00
HS11	Fairy Grove, Retford	411,119.00	411,119.00	411,119.00	0.00
HS12	Station Road, Retford	0	0	0	0.00
HS13	Ordsall South, Retford	13,117,908.00	13,117,908.00	12,423,908.00	694,000.00
HS14	Land south of Ollerton Road, Tuxford	713,532.00	713,532.00	158,325.00	555,207.00
SEM001	Apleyhead Junction	11,591,300.00	11,591,300.00	11,591,300.00	0.00
HB001	Harworth Town Centre	43,300.00	43,300.00	43,300.00	0.00
TOTAL:		54,818,473.00	54,818,473.00	35,902,424.00	18,916,049.00

SUMMARY

TOTAL INFRASTRUCTURE COST						TOTAL S106 expected					
Allocation ref:	Education	Health	Green Infrastructure, Sports and Open Space Improvements	Transport	Utilities	Allocation ref:	Education	Health	Green Infrastructure, Sports and Open Space Improvements	Transport	Utilities
HS1	£12,000,000	£733,320	£986,000	£11,235,000	£0	HS1	£3,952,913	£733,320	£0	£3,235,000	£0
HS2	£72,753	£13,580	£7,600	£0	£0	HS2	£0	£13,580	£7,600	£0	£0
HS3	£460,769	£81,480	£12,300	£0	£0	HS3	£460,769	£81,480	£12,300	£0	£0
HS4	£388,016	£67,900	£342,000	£0	£0	HS4	£388,016	£67,900	£250,000	£0	£0
HS5	£48,502	£10,185	£36,700	£0	£0	HS5	£0	£10,185	£36,700	£0	£0
HS7	£0	£207,095	£420,500	£1,165,000	£0	HS7	£0	£207,095	£0	£1,165,000	£0
HS8	£0	£0	£0	£20,000	£0	HS8	£0	£0	£0	£20,000	£0
HS9	£0	£31,234	£271,000	£170,000	£0	HS9	£0	£31,234	£271,000	£170,000	£0
HS10	£0	£13,580	£6,800	£140,000	£0	HS10	£0	£13,580	£6,800	£140,000	£0
HS11	£0	£41,419	£19,700	£350,000	£0	HS11	£0	£41,419	£19,700	£350,000	£0
HS12	£0	£0	£0	£0	£0	HS12	£0	£0	£0	£0	£0
HS13	£5,459,598	£604,310	£694,000	£6,360,000	£0	HS13	£5,459,598	£604,310	£0	£6,360,000	£0
HS14	£555,207	£50,925	£27,400	£80,000	£0	HS14	£0	£50,925	£27,400	£80,000	£0
SEM001	£0	£0	£41,300	£11,550,000	£0	SEM001	£0	£0	£41,300	£11,550,000	£0
HB001	£0	£0	£500	£42,800	£0	HB001	£0	£0	£500	£42,800	£0
Totals	£18,984,845	£1,855,028	£2,865,800	£31,112,800	£0	Totals	£10,261,296	£1,855,028	£673,300	£23,112,800	£0