

Bassetlaw Infrastructure Capacity Baseline Assessment

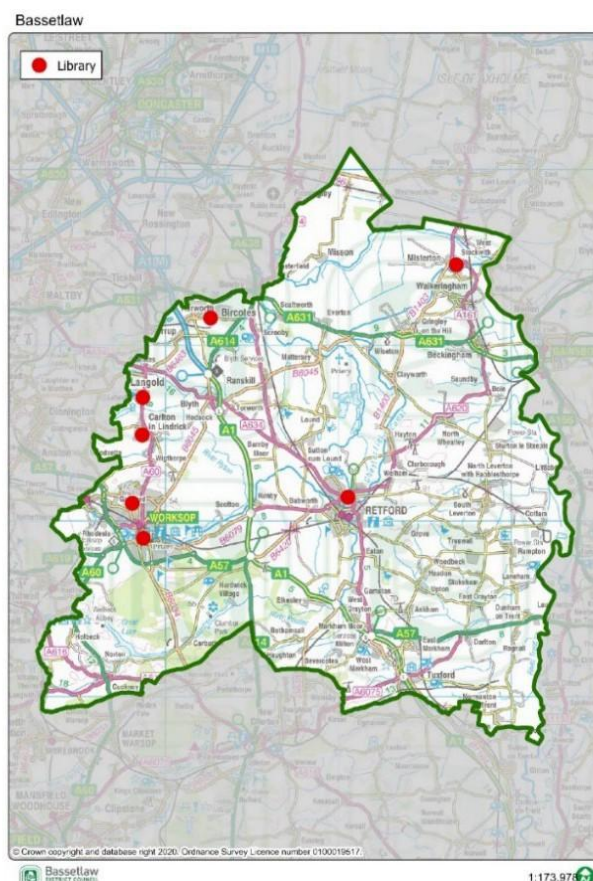
September 2026



Bassetlaw
DISTRICT COUNCIL
— North Nottinghamshire —

LIBRARIES

- 1.1 Libraries within the District are managed and run by a Community Benefit organisation set up by Nottinghamshire County Council, known as Inspire. There are 7 libraries within the district: two in Worksop and one in Harworth & Bircotes, Carlton in Lindrick, Langold, Misterton and Retford (shown on the map below).



- 1.2 The libraries provide books for loan to children and adults (fiction, non-fiction and large print), free public access PCs, free WIFI and a range of information services. Other facilities that are offered at the libraries include books in other languages and MFD services (scan, photocopy and print as a charged service). Worksop and Retford also have meeting rooms and gallery space to hire. Library customers have access to loan e-resources such as e-books, e-audiobooks, e-newspapers and e-magazines free with library membership. Libraries also provide a wide range of events, activities, exhibitions and adult education courses.

Service	Balmoral, Worksop	Carlton-in-Lindrick	Harworth & Bircotes	Langold	Misterton	Retford	Worksop
Disabled Access							
Newspapers & Magazines							
Audio & talking books							
Free Wi-Fi							
Public PCs							
Printing							
Self-service kiosk							

Service	Balmoral, Worksop	Carlton-in-Lindrick	Harworth & Bircotes	Langold	Misterton	Retford	Worksop
Contactless Payments							
Induction Loop System							
Photocopying/Print/Scan							
Study Space							
Books in other languages							
Customer Toilets							
Refreshments							

Table 1: Libraries and their resources

- 1.3 Inspire also operates a mobile library service, which covers the majority of Bassetlaw's rural area enabling residents to borrow books every four weeks. Overall, there are 14 routes that cover the rural area as well as parts of Worksop, Retford and Harworth & Bircotes. A weekly mobile library operates from Tuxford.

Route Name	Villages Covered
North Mobile Route 1	Retford: Lound-Ordsall-Retford-Sutton cum Lound
North Mobile Route 2	Worksop: Bothamsall-Budby-East Markham-Elklesley-Perlethorpe
North Mobile Route 3	Retford: Dunham-East Drayton-Headon-Laneham-Ragnall-Rampton-Stokeham-Treswell-Upton
North Mobile Route 4	Retford: Clarborough-Clayworth-Hayton-Hayton Smeath-North Wheatley-South Wheatley-Welham
North Mobile Route 5	Retford: Everton-Gringley-Misterton-Walkeringham-West Stockwith
North Mobile Route 6	Retford: Everton-Harwell-Mattersey-Mattersey Thorpe-Misson-Scaftworth-Scrooby
North Mobile Route 7	Worksop: Cuckney-Norton-Rhodesia-Shireoaks-Welbeck-Worksop
North Mobile Route 9	Newark and Sherwood: Tuxford Ollerton: Bevercotes-Egmanton-Milton-Rufford-Walesby-Wellow
North Mobile Route 11	Newark and Sherwood: Carlton-on-Trent-Cromwell-Grassthorpe-High Marnham-Low Marnham-Normanton on Trent Ollerton: Weston
North Mobile Route 13	Worksop: Harworth-Oldcotes-Ranby-Scotton-Styrrup
North Mobile Route 14	Retford: Beckingham-Bole-Saundby-West Burton-Wiseton
North Mobile Route 15	Retford: Hablesthorpe-North Leverton-South Leverton-Sturton
North Mobile Route 16	Retford: Barnby Moor-Ranskill-Torworth
Tuxford	Newark and Sherwood: Tuxford

Table 2: Mobile Library Routes, Bassetlaw

Conclusion

- 1.4 The scale and distribution of Libraries across Bassetlaw means that there is sufficient capacity in existing Library provision to meet the current needs of residents including with planned growth in the adopted Local Plan. However, further resources and stock may be necessary to improve the service at each library to meet greater demand.

FAMILY HUBS

- 1.5 Family Hubs are designed to offer children under five years of age, and their families, access to integrated early childhood services 'when and where they need them'. Many are accommodated in their own premises; others share premises or are based on several sites, with the defining feature being their unique way of getting public agencies to work together rather than a bricks and mortar presence.
- 1.6 The Department for Education and the Department of Health and Social Care expect Family Hubs to provide the following integrated core offer for the first 19 years of a child's life (age 25 for SEND) through Start of Life (0-19) and Universal Services:
- Pregnancy and new parents
 - Parenting and family support
 - Supporting children and families to be healthy and happy
 - Education Supporting children and families to play, learn and have fun and be ready for school
 - Finances and employment - getting ready for work
 - Relationship and communication
- 1.7 Family Hubs also provide support for families with children and young people aged 5-19 (up to age 25 for those with SEND) through:
- Information, Advice and Guidance (IAG),
 - Parenting support,
 - Service navigation, including support to access targeted and specialist services through a one front door approach.
- 1.8 Nottinghamshire County Council manage seven Family Hubs in Bassetlaw at; Worksop (Manton, Prospect Kilton, North Worksop), Retford, Langold (West Bassetlaw), Harworth & Bircotes, Misterton (Bassetlaw Rural).

Conclusion

- 1.9 The scale and distribution of Family Hubs across Bassetlaw means that there is sufficient capacity in existing provision to meet current residents' needs including with planned growth in the adopted Local Plan.
- 1.10 Any additional growth is likely to increase the need and demand for both Family Hub and wider support services as practitioners provide more immediate responses and interventions at the point of contact. Whilst this aligns with the ambition of earlier intervention and improved outcomes for children and families, no additional funding has been identified to support this increase in demand.
- 1.11 This has the potential to result in longer waiting times for services and evidence-based interventions. NCC will therefore need to further consider workforce capacity, service thresholds and the wider system's ability to respond sustainably to increased demand.

YOUNG PEOPLE'S CENTRES

- 1.12 Young people's centres provide safe spaces for young people, with trusted youth workers and fun and engaging activities. In Nottinghamshire, the County Council (NCC) have a number of purpose-built young people's centres across the county as well a number of clubs and mobile provision.
- 1.13 NCC delivers the services to four locations in the District at Retford, Harworth & Bircotes, Carlton in Lindrick and Misterton. The North mobile youth bus service also operates in the district in the evenings, during term time. The vehicles are well resourced and have wheelchair access. The service is for young people aged 10-19, or up to 25 for people with disabilities. The mobile youth service provides:
- Access to information and advice on a wide range of topics
 - Board games, console games, music, and even circus skills
 - Arts, crafts and quizzes
 - The opportunity to take part in trips out, for example ice skating or bowling
 - The chance to participate in sports like cricket, football, volleyball, rounders, tennis, badminton and basketball
 - Snacks and refreshments
- 1.14 In addition, a Link Club for young people with disabilities aged 13-24 is held weekly in Retford and Worksop, providing inclusive youth provision.

Conclusion

- 1.15 The scale and distribution of Young People's Centres across Bassetlaw means that there is sufficient capacity in existing provision to meet current residents' needs including with planned growth in the adopted Local Plan.

EDUCATION

- 1.16 Nottinghamshire County Council (NCC) is the Local Education Authority (LEA). NCC has a statutory responsibility to ensure there is sufficient provision for school places to meet the needs of Nottinghamshire. This includes managing the supply and demand of primary and secondary school places. The Department of Education allocates capital funding to enable local authorities to provide sufficient school places. However, should new development take place and there is an additional burden on schools the DFE funding would not cover those impacts, so there is an expectation that developers make a proportionate contribution to mitigate associated impacts on education facilities in the locality.
- 1.17 NCC's methodology for assessing the potential impact of new housing on education infrastructure is set out in chapter 4 of its [Developer Contributions Strategy](#). The strategy describes how developer contributions towards the cost of mitigating the impact of housing on school place sufficiency is calculated and how those contributions are used. It also describes how NCC forecasts the need for school places within the county.
- 1.18 NCC groups schools and their catchments across the county into 'pupil planning areas', which have been created following an analysis of the movement of children across school catchment areas, moderated by local knowledge. Using this approach provides a more accurate reflection of the specific areas within the county that are likely to become pressure points. The current projections for each planning area are described below.

PRIMARY EDUCATION

Worksop

- 1.19 There are eleven primary schools in the Worksop planning area. At planning area level, there is a surplus of places, and this is projected to increase by 2029-2030.
- 1.20 There may be potential pressures around Norbridge Academy, Prospect Hill Junior School and St Anne's C of E Primary; however, only St Anne's CofE Primary is projected to have a deficit of places.

Gateford-Shireoaks

- 1.21 There are four primary schools in the Gateford-Shireoaks planning area. Three schools – Gateford Park, St John's C of E Academy and St Luke's C of E (Aided) Primary – have small surpluses forecast; the fourth school, Whipman Woods Academy, which opened in 2024, has a larger surplus of places.
- 1.22 Although there is currently a surplus of places, it is likely that, by 2029-2030, all schools within the planning area will have a significant deficit of places. However, Whipman Woods has the potential for expansion and the Gateford-Shireoaks planning area is also geographically close to the Worksop planning area, which could accommodate additional children, thereby mitigating this deficit.

Retford

- 1.23 There are ten primary schools in the Retford planning area. One school – Bracken Lane Academy - is currently at capacity and will likely continue to remain so through the projection period.
- 1.24 Based on current data there is a projected surplus of primary places in the Retford planning area, in the five year projection period to 2029-30. However, the pupil forecast is exclusive of demand anticipated from the planned development at Ordsall South which may create localised pressure in the medium to long term.
- 1.25 As such, the adopted Local Plan requires this development to provide land and contributions to deliver a 1FE (210 places) primary school with the ability to expand to 1.5FE (315 places). Ordsall South was granted planning permission in May 2026, subject to a S106 agreement. The land and costs would need to be secured via a planning obligation and are based on the cost per pupil data contained in the current NCC Developer Contributions document.

Harworth & Bircotes

- 1.26 There are three primary schools within the Harworth planning area. Currently the planning area has a surplus of places, as there is a small surplus of places within all the schools. However, this surplus is projected to decrease and, in 2029-2030, it is projected that all primary schools will fall into a deficit of places.
- 1.27 Serlby Park Academy is projected to have a significant deficit of places; however this should be mitigated by the planned primary expansion comprising 1.5 forms of entry. This expansion will be funded in part through developer contributions.

Beckingham and North Wheatley

- 1.28 There are two primary schools within the Beckingham and North Wheatley planning area. At planning area level there is a small surplus of places and this surplus is projected to increase slightly by 2029-2030.
- 1.29 Although Beckingham Primary School currently has a surplus of places, the projections suggest that, by 2029-2030, it will have a small deficit. However, North Wheatley C of E Primary School is projected to have enough of a surplus to counteract this deficit.

Elkesley-Gamston

- 1.30 There are two primary schools within the Elkesley-Gamston planning area. Both schools currently have a surplus of places and this is projected to increase by 2029-2030.

Langold

- 1.31 There are four primary schools in the Langold planning area. At planning area level there is a surplus of places, but in 2029-2030 it is projected that there will be a significant deficit of places. In order to mitigate this deficit, there is a planned expansion of Langold Dyscarr Primary which is funded partly through developer contributions.
- 1.32 Currently three primary schools – Langold Dyscarr Community, St Mary and St Martin Primary and Ramsden Primary – have a deficit of places. Kingston Park Academy currently has a surplus of places, and it is likely that this surplus will remain through to 2029-2030.

Leverton-Sturton

- 1.33 There are two primary schools in the Leverton-Sturton planning area. Both schools currently have a surplus of places and it is likely that this surplus will increase by 2029.

Normanton-Sutton

- 1.34 There are two primary schools in this planning area. Both schools currently have a surplus. The projections for 2029-2030 indicate that there will continue to be a surplus across the planning area, although the picture at school level is slightly different
- 1.35 It is projected that Sutton on Trent Primary will have a slightly larger surplus in 2029-2030; however, St Matthew's C of E Primary will have a small deficit in 2029-2030.

Tuxford

- 1.36 There are four primary schools in the Tuxford planning area. There is currently a surplus of places in the planning area and it is projected that this will remain until 2029-2030.
- 1.37 While Dunham-on-Trent Primary, Rampton Primary and Tuxford Primary Academy are all projected to have surplus by 2029-2030, it is likely that East Markham Primary will start to have a deficit of places by 2027 and this deficit is projected to increase.

Walkeringham and Misterton

- 1.38 There are three primary schools in this planning area: Misterton Primary and Nursery, St Peter's C of E Primary and Walkeringham Primary. There is currently a significant surplus of places in the planning area and the projections suggest that this surplus will increase by 2029-2030.

North Notts Rural

- 1.39 There are four primary schools in the North Notts Rural planning area: Everton Primary, Mattersey Primary, Misson Primary and Ranskill Primary.
- 1.40 All schools currently have a surplus of places; however Mattersey Primary and Misson Primary have a significant surplus, while Everton Primary and Ranskill Primary have a smaller surplus of places. While Everton Primary, Mattersey Primary and Misson Primary are projected to continue to have a surplus of places by 2029-2030, Ranskill Primary is likely to have a deficit.

Conclusion

- 1.41 Nottinghamshire County Council state there are some current deficiencies in primary education provision in the District. It is also expected that there will be further deficiencies in some areas by 2030. These are most prevalent within the planning areas of Gateford-Shireoaks, Harworth and Langold.

SECONDARY EDUCATION

- 1.42 There are six secondary schools in Bassetlaw. All are academies. The six schools are; Outwood Academy (Portland), Outwood Academy (Valley), Serlby Park Academy, Retford Oaks Academy, The Elizabethan Academy and Tuxford Academy.
- 1.43 There is forecast to be insufficient secondary school places within the Worksop planning area during the projection period to 2032/33. A recent net capacity assessment completed by the DfE has indicated that there are additional places available within the Outwood Academy schools, which has reduced the extent of the projected deficit. However, an expansion of 150 places at Outwood Academy (Portland) is still required, which will be funded partly through the CIL. Financial contributions are sought from the planned development at Peaks Hill Farm to further expand this school, if needed in the longer term.
- 1.44 The adopted Local Plan requires the Peaks Hill Farm development to make provision for a new secondary school satellite facility. A planning application is pending consideration but includes provision for 2.5ha of serviced land and an appropriate financial contribution towards enabling a 2 form entry secondary school satellite facility on site.
- 1.45 Further capacity is also likely to be required in Harworth in the short to medium term, utilising the existing school estate at Serlby Park Academy in order to mitigate the impact of existing housing commitments in the area. It is not currently anticipated that further capacity will be required in Retford or Tuxford during the projection period.

Conclusion

- 1.46 Nottinghamshire County Council state that there are some current deficiencies in secondary education within Worksop and in the medium term Harworth.

FURTHER AND HIGHER EDUCATION

- 1.47 North Nottinghamshire College is part of the RNN Group, and the leading further education provider and trainer in the North Nottinghamshire area. It has 1,200 full-time students aged 16-18, over 3000 adult learners alongside apprenticeships and part-time students. The college employs around 540 staff.
- 1.48 The College's main campus is in Worksop. It also hosts a new AMT Electrotechnical Testing Centre

which has increased the number of assessment bays and facilities available for courses.

1.49 North Notts College also delivers a variety of Higher Education courses from level 3 to level 6 at The Bridge Skills Hub in Worksop town centre.

1.50 Additional facilities provided by the College include:

- A remote site at Serlby Park School through funding from the Bassetlaw Local Strategic Partnership;
- Additional campuses at Idle Valley (Idle Valley Rural Learning Centre) and Carlton Road, Worksop, for employment-specific courses.
- Maintaining bus services to rural areas, allowing access to the college from these areas;
- Early discussions with employers new to the area about skills and training plans.

1.51 North Nottinghamshire College has capital budgets for improvements and extensions direct from government.

Conclusion

1.52 Further education requirements rely on personal choice, including preference of education establishment, availability of course, access arrangements and qualification entry. Therefore, this is considered to sit outside the scope of the Local Plan.

BLUE LIGHT EMERGENCY SERVICES

EAST MIDLANDS AMBULANCE SERVICE (EMAS)

1.53 EMAS provides emergency and unscheduled care and patient transport services to 5 million people in an area covering approximately 6,425 square miles. EMAS employs over 4400 staff at more than 70 locations, including three control centres at Nottingham, Lincoln and Northampton.

1.54 There are two ambulance stations within Bassetlaw, one in Worksop and the other in Retford. There are also stations at Newark and at Ollerton that also serve the Bassetlaw area. Furthermore, staff are now based at selected locations across the District in order to ensure that they meet response times. Therefore, stations are now used for training purposes, at the beginning and end of shifts and for any storage of equipment necessary.

1.55 Ambulance response times in the Bassetlaw area are now governed by the national Ambulance Response Programme (ARP), replacing the outdated 'call connect' standard. Under this framework, performance is measured against clinical urgency, targeting 7-minute averages for Category 1 emergencies and 18 minutes for Category 2.

1.56 The response times within Bassetlaw are around average with the mean response time being around 8 minutes. Within rural Bassetlaw, the response times are slightly longer at 9.5 minutes.

Conclusion

1.57 The EMAS considers that existing ambulance service provision is sufficient to meet existing residents needs including for the planned growth in the adopted Local Plan.

NOTTINGHAMSHIRE FIRE AND RESCUE SERVICE

1.58 Nottinghamshire Fire and Rescue Service carry out fire prevention, fire safety, firefighting and rescue, road traffic collision extrication and rescue, and other emergency rescue

activities such as responding to flooding or terrorism incidents within the County. Within Bassetlaw, there are two whole time fire stations at Worksop and Retford and retained stations at Harworth, Misterton and Tuxford.

- 1.59 A new whole time fire station opened in May 2022 within Worksop at Vesuvius Way. Relocating from elsewhere in Worksop, the new £3.5m 800m² station comprises a two storey building, an adjoining single storey appliance bay 'garage' for 3 fire engines and a three storey training tower.
- 1.60 The main building accommodates a gym, offices and a meeting/training room for use by fire service personnel and the wider community. The station's Community Room also functions as a staff training room for use both by on site fire service personnel and others from across the county for specialist rescue training.
- 1.61 The 3 storey training tower will also offer Nottinghamshire Fire and Rescue Service a unique multi-storey training facility. Unlike most fire service training towers it functions as the building's external escape stair from both first floor and roof level, and as a result provides a different training facility to towers elsewhere, which are usually separate, a distance away from their building and only have ladder access platforms within.
- 1.62 The majority of calls for primary incidents within the district is from road traffic accidents and house fires. The current response standard for attending all incidents is within an average of 8 minutes not including call handling times.

Conclusion

- 1.63 The Nottinghamshire Fire and Rescue Service considers that existing fire service provision is sufficient to meet existing residents needs including for the planned growth in the adopted Local Plan.

NOTTINGHAMSHIRE POLICE

- 1.64 Nottinghamshire Police operate two policing areas within Bassetlaw - West and East. West Bassetlaw policing area covers Worksop, Carlton, Langold and Blyth, and East Bassetlaw covers the rest of the district. The divisional headquarters are based in Queen's Buildings, Worksop with other stations located in Retford (East Bassetlaw headquarters) and Harworth & Bircotes. There are contact points in Misterton and Tuxford.
- 1.65 Nottinghamshire Police are expected to move from their current base in Queen's Buildings, Worksop to No73 Bridge Street, Worksop. This will include a new front counter service and increase police visibility within the town centre. The District Council currently own No73 but Nottinghamshire Police are expected to take full responsibility for the facilities that are provided at the new station.

Conclusion

- 1.66 Nottinghamshire Police considers that existing police service provision is sufficient to meet existing residents needs including for the planned growth in the adopted Local Plan.

GP'S, HEALTH CENTRES AND PHARMACIES

- 1.67 The Bassetlaw Integrated Care Partnership (ICP) is the Statutory NHS body with responsibility for the commissioning of health services for the people of Bassetlaw.
- 1.68 There are 15 General Practitioner practices and care centres within the District. The General Practitioner premises in Harworth & Bircotes and three of the four surgeries in Retford (some of which are located on the Retford Hospital site) have been relocated into

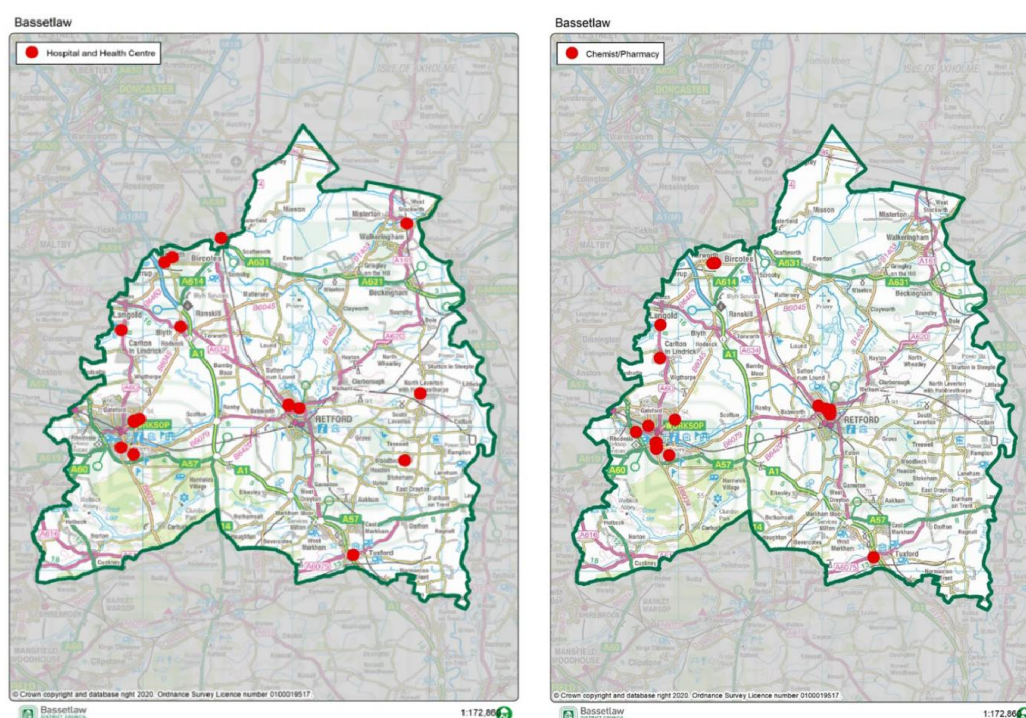
purpose built Primary Care Centres which offer a greater range of local services. These centres also provide space to accommodate a greater number of patients. The map overleaf shows the distribution in the District.

- 1.69 A significant £8.5m extension to Newgate Medical Surgery is underway. On completion, it will provide 24 new consulting rooms for doctors, 3 new treatment rooms and space to provide a range of health and well-being services. The medical centre is expected to open by Spring 2027 enabling the surgery to provide services for new patients closer to home.

Settlement	Practice
Blyth	Blyth Surgery The Archway High Street
Carlton-in-Lindrick	Carlton Village Surgery Long Lane
Retford	Crown House Surgery, Retford Primary Care Centre
Retford	Kingfisher Family Practice, Retford Primary Care Centre
Langold	Lakeside Surgery
Worksop	Larwood Health Partnership, 55 Larwood
Worksop	Newgate Medical Group, Newgate Street
North Leverton	North Leverton Surgery, Sturton Road,
Harworth & Bircotes	Oakleaf Surgery, Harworth Primary Care Centre
Gringley	Riverside/Gringley Surgery, Leys Lane
Harworth & Bircotes	Riverside, Harworth Primary Care Centre
Retford	Riverside Health Centre, Riverside Walk
Misterton	Riverside, Marsh Lane
Tuxford	Tuxford Medical Practice, Faraday Avenue
Worksop	Westwood, Pelham Street

Table 10: List of GP Surgery Practices in Bassetlaw

- 1.70 Some of these facilities offer an in-built pharmacy whereas others have one located within walking distance. There are 22 pharmacies in Bassetlaw (shown on the map), including those that are within retailers such as Boots and supermarkets.



Dentists

- 1.71 There are 11 Dentists in Bassetlaw (listed below) all of which offer NHS and private services.

Settlement	Practice
Retford	Carl A Godfrey
Carlton in Lindrick	Carlton Dental Practice
Retford	Churchgate Dental Clinic
Retford	Dental 22
Worksop	Kaye Rafferty & Associates
Langold	Langold Dental Surgery
Retford	P B Robinson
Harworth	PB Robinson & Associates
Worksop	Robinson & Associates
Worksop	The Dental House
Retford	The Dental Surgery

Table 11: Dental Practices in Bassetlaw

BASSETLAW HOSPITAL

- 1.72 Bassetlaw Hospital, in Worksop, is one of the key hospitals in Doncaster and Bassetlaw Hospitals NHS Foundation Trust. Between April 2024 - March 2025 the Hospital treated 209,821 emergency patients – a 5.6% increase on the previous year – and delivered 551,036 outpatient appointments, up 7.7%. 127,893 inpatients were seen and 4,280 babies delivered, with March 2025 marking the busiest month on record for urgent and emergency care (18,629 patients). As of 31 March 2025, the Hospital employed around 7,300 across nursing, medicine, estates, corporate and support roles.
- 1.73 Bassetlaw is an acute hospital with over 170 beds, a 24-hour Emergency Department and the full range of district general hospital services including a breast care unit and renal dialysis. Bassetlaw has inpatient, day case and outpatient facilities.
- 1.74 The Hospital Trust has invested in improvements including a new Emergency Village with modern Emergency Department, an Acute Medical Unit, and a Children's Assessment Unit restoring overnight paediatric care for the first time since 2017.
- 1.75 Retford Hospital provides a range of outpatient, diagnostic and community health services for patients in Retford and the surrounding areas. This includes physiotherapy, speech therapy, chiropody, audiology, child health, community nursing, continence services, dental care, genito-urinary medicine, intermediate care and medical imaging.

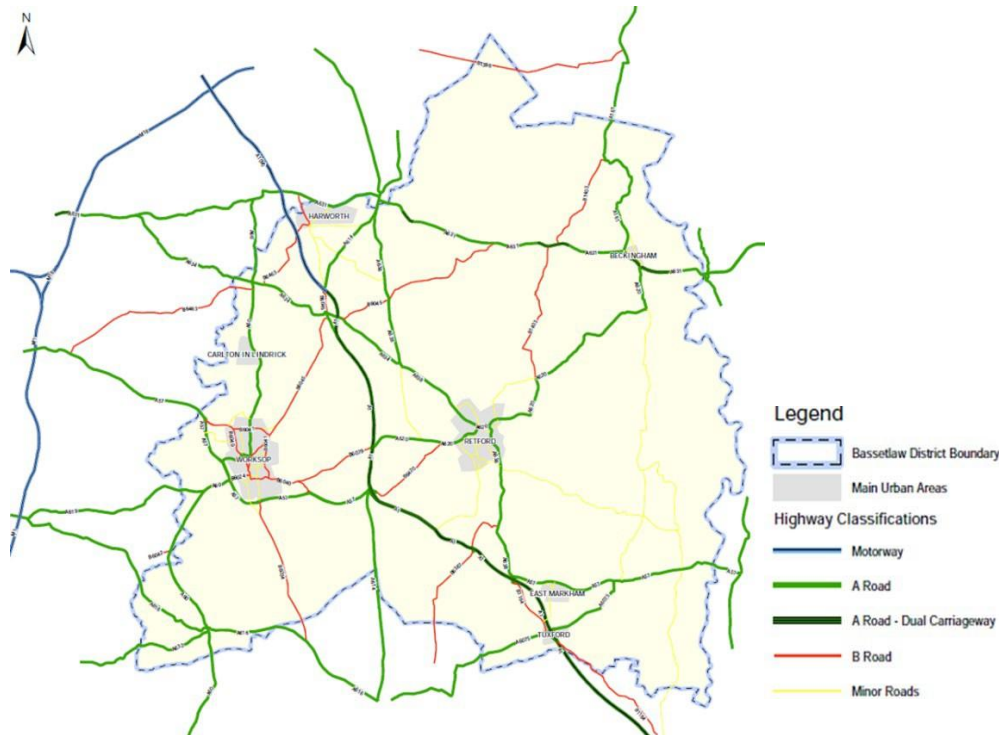
Conclusion

- 1.76 Health care providers consider that the scale and location of facilities are sufficient to meet residents needs associated with the current Local Plan. However, this is with developer contributions and CIL secured to improve facilities to meet the needs of planned growth in the adopted Local Plan. This includes the provision of a GP satellite surgery at Ordsall South, Retford (planning permission granted subject to a s106 agreement).

HIGHWAYS CAPACITY

- 1.77 Bassetlaw District has an extensive road network, including some national routes such as the A1 and A57. Nottinghamshire County Council is the Local Highways Authority for the

District. National Highways have responsibility for the A1. Road connectivity is considered good, particularly within the west of the District and from the two major towns of Worksop and Retford. Roads are less accessible towards the east of the District and the travelling time to access the national road network is longer than for those areas than from the west. The road network is shown below.



- 1.78 The Bassetlaw Transport Study 2022 (BTS) identifies existing transport conditions within the district from a review of existing walking, cycling, bus, rail and road transport. Traffic flow data has been obtained for all 'A' and 'B' Classification roads in the district and this has been analysed and 'factored' to a common 2019 base year.
- 1.79 The performance of the road network within the district has been assessed by the BTS based on link capacity. Congestion Reference Flow (CRF) values have been used as a simple indication of the performance of links within the study area. The CRF of a link is a standard measure and is an estimate of the Annual Average Daily Traffic (AADT) flow at which the carriageway is likely to be 'congested' in the peak periods on an average day. Congestion is defined as the situation when the hourly traffic demand exceeds the maximum sustainable hourly throughput of the link.
- 1.80 The assessment methodology uses surveyed link flows and forecast flows to determine Congestion Reference Flows (CRF). Based on these calculated reference capacities link 'stress' levels have been identified where stress is defined as the ratio of the annual average daily traffic (AADT) flow to the Congestion Reference Flow expressed as a percentage.
- 1.81 The Bassetlaw and Retford Transport Assessments identified the cumulative multi-modal transport implications of future housing and employment development within the district in the adopted Local Plan to inform strategic transport infrastructure requirements. Using the CRF assessment methodology, several highway links have been identified to be susceptible to stress in the future year scenario and may require intervention to support delivery of the adopted Local Plan.

- 1.82 These include parts of the A57 around Worksop; specifically, the A60/57 roundabout; the B6040/A57 roundabout; and the A57/A1/A614 roundabout. There are also existing capacity issues on the A638 North Road, Amcott Way and Arlington Way in Retford.
- 1.83 An assessment of junctions located on these highways links has also been undertaken and possible mitigation measures identified where operational impacts are forecast. Whilst any mitigation for the adopted Local Plan can be treated only as indicative until site specific Transport Assessments are undertaken at planning application stage, outline sketches and cost estimates have been prepared in support of the interventions identified. Possible highway infrastructure improvements have been identified in a preliminary form, together with indicative costs provided as part of the Bassetlaw Transport Study.
- 1.84 Detailed Transport Assessments and Travel Plans will be required in support of planning applications for all relevant major developments, and these should identify site access arrangements, on-site transport infrastructure requirements, off-site transport measures/infrastructure and incentives to mitigate their respective transport impacts.
- 1.85 Both NCC and National Highways confirm that developers will be required to fund and deliver all new/improved transport infrastructure required to mitigate the impacts of new development on a 'nil detriment' basis.

Conclusion

- 1.86 The Bassetlaw and Retford Transport Assessments identify a number of locations where road link and/or junction capacity is or will be at capacity over the adopted plan period to 2038. The assessments identify a number of road mitigation schemes necessary to facilitate the level of growth identified in the Local Plan in a sustainable manner. The delivery of these identified measures and infrastructure improvements required to mitigate the direct transport impacts of development will need to be phased to coincide with the development as identified within the latest housing trajectory.

PUBLIC TRANSPORT - BUS SERVICES

- 1.87 The Bassetlaw Transport Study 2022 (BTS) has undertaken an analysis of the provision of the Bassetlaw bus network. It shows two distinct profiles of service. The first relates to the inter-urban bus routes which provide links out of the market towns towards the larger centres of Nottingham, Doncaster and Rotherham. These services are characterised by relatively strong patronage and general financial viability.
- 1.88 Higher levels of patronage from the villages and settlements along these core routes are also evident. Strong flows are also observed from these areas on routes towards the market towns for employment, education and other purposes including access to health care.
- 1.89 In terms of the passenger numbers, pre-COVID-19, Stagecoach carried around 1 million passengers per year on their northbound routes between Worksop and Doncaster and another 2 million on their interurban bus services to Rotherham, Nottingham, Retford, and Chesterfield. Around 400,000 p.a. used the Worksop town services, with the remainder being carried on smaller school, rural tendered services.
- 1.90 The decline in retail opportunity in market towns in Bassetlaw, along with other economic challenges including increasing demand for online shopping, and the continued growth in car ownership and remote working appears to be reducing the demand for bus travel

to town centres. This was exacerbated by the COVID-19 pandemic. At the same time, changes in traffic congestion can affect journey time reliability making bus travel less attractive whilst increasing service operating costs and potentially compromising the commercial viability of some services.

- 1.91 In Worksop, services are primarily provided through partnership working with Stagecoach East Midlands. Throughout the remainder of the District, the services receive significant support from the East Midlands Combined County Authority (EMCCA). Bus operators are listed below.
- 1.92 A few services are tendered, but 70-80% are supported through 'de minimis agreements' and developer funding targeted to maintain frequencies at times of day or service diversions when they would not be provided due to commercial viability. EMCCA's financial support to the Bassetlaw network is considerable and accounts for around half of the total support paid by EMCCA for the county. Notwithstanding this, 80% of bus journeys by Stagecoach in Bassetlaw are provided commercially with the main inter-urban routes considered marginal.

Bus operator	Base(s)	Services Provided
Stagecoach East Midlands	Worksop Chesterfield	Commercial Network Provision
Stagecoach Lincolnshire	Gainsborough	Commercial Network Provision
Marshalls of Sutton on Trent	Sutton on Trent	Local Services Links to Nottingham Home to School services
Kettlewells (Retford) Ltd	Retford	School Services Leisure Services
GEM Travel	Rampton	Commercial Network Provision
Wilfreda Beehive	Doncaster	Commercial Network Provision School services Coach tours

Table 12: Bus Operators in Bassetlaw

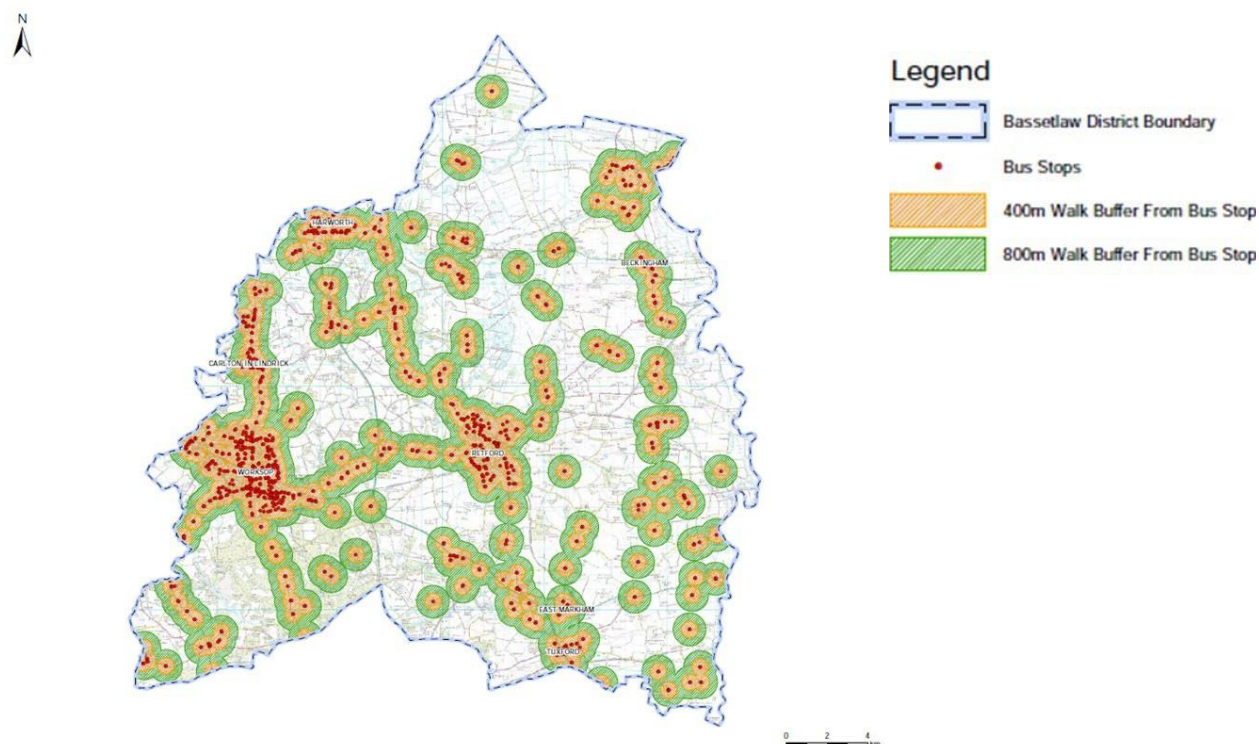
- 1.93 Voluntary and community transport also provides a key service for people unable to utilise conventional public transport services. The role of this sector is forecast to grow as their capability and capacity increases, subject to available and ongoing funding support. It should be acknowledged that government funding has declined in recent years, schemes have scaled back or had to pass on further costs to users and are now becoming unsustainable.
- 1.94 A plan showing the routes taken by bus services through the District is below.



- 1.95 During weekday daytimes, Retford has a relatively good bus network. There are inter-urban services to Worksop, Newark, New Ollerton, Doncaster and Gainsborough and a small local town network service serves the main residential areas. During weekday daytimes, Worksop benefits from a good town service with frequent local provision and a good inter-urban network with services to Rotherham, Doncaster, Chesterfield, and to Nottingham.
- 1.96 Most bus services operating within Bassetlaw originate or terminate in either Retford or Worksop. However, there are strong links across the district to key centres including Rotherham, Doncaster, Newark, Chesterfield, Lincoln and Nottingham. Supporting these more strategic bus services through the district will remain a key component of the overall future bus strategy.
- 1.97 In spring 2021 NCC were successful with a £1.5m bid to the Department of Transport Rural Mobility Fund. The services started in 2022 with funding being used to pilot flexible Demand Responsive Transport (DRT) services across Nottinghamshire, including rural Bassetlaw, using new route planning/booking software and new vehicles, with two zones serving Bassetlaw. Information: <https://www.nottinghamshire.gov.uk/transport/travel-notts/travelling-by-bus/nottsbusondemand/nottsbus-on-demand-zones>
- 1.98 The map below shows the location of bus stops within the district. Each bus stop location is shown with a 400m and 800m buffer zone surrounding the stop to provide an indication of accessibility to bus services within the district. These buffers represent typical 5 and 10-minute walking distances respectively. The key bus service corridors align with the main transport routes throughout the district. The areas where bus service coverage is at its greatest are within the towns of Retford and Worksop, a corridor between Retford and Worksop, a corridor between Retford and Newark, and outside of the district to Chesterfield, Doncaster and Gainsborough. The district generally has a good coverage of bus stops, although in some of the more rural areas of the district, walking distances to bus services will be comparably longer.
- 1.99 The District has two bus stations, in Retford and Worksop. Annual patronage for Retford and Worksop bus stations has been provided by NCC and show between the end of 2015 and 2019 a decline in bus patronage of 26% at Retford Station and a decline of

11% at Worksop Station. Between the end of 2019 and 2020 the data shows a decline in bus patronage of 15% at both Retford and Worksop Bus Stations, although this includes the initial impacts of COVID-19.

- 1.100 The quality of bus stop facilities varies across Bassetlaw. Provision ranges from bus shelters, seating, lighting, raised kerbs, bespoke service maps and timetable information including real time displays to other locations where only bus stop flags demarcate a designated stop. The variation in information and accessible infrastructure is known to impact on service attractiveness and accessibility, particularly by those with protected characteristics and the mobility impaired.



- 1.101 No provision is made across Bassetlaw for providing bus priority on the highway network. There are no dedicated bus lanes or Vehicle Detection Systems on traffic signals. This is primarily due to a lack of road space and value of investment decision. However, with the recent investment in a Nottinghamshire centralised Traffic Light Priority (TLP) system and connection of Stagecoach, as the main operator in Bassetlaw, into the system, investment at key signals in Bassetlaw will now be less cost prohibitive and may be included in the future.

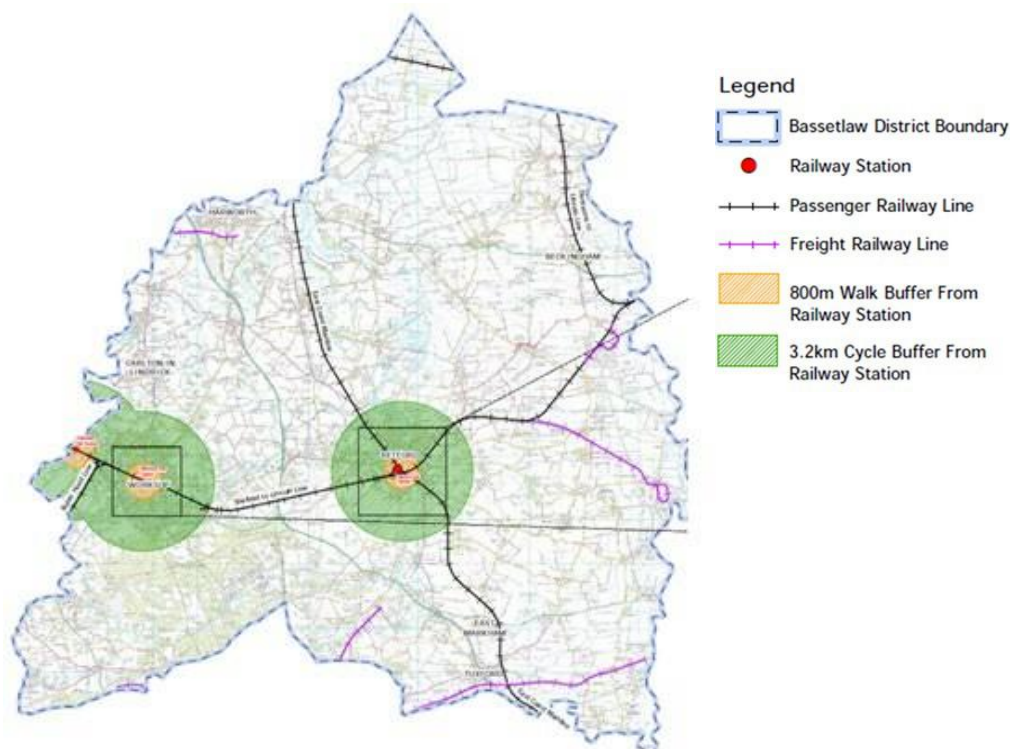
Conclusion

- 1.102 Discussions with bus operators and NCC through the Bassetlaw Transport Study identify that opportunities exist to enhance bus service connectivity and journey times within the district, particularly in Worksop, Retford and Harworth & Bircotes. It is expected that services may come under pressure with additional growth, which may lead to additional infrastructure being required in the towns where the majority of development is being proposed.

PUBLIC TRANSPORT - TRAIN SERVICES

- 1.103 The Bassetlaw Transport Study 2022 (BTS) has analysed rail service provision in the District. The district is served by three passenger routes:

- The East Coast Mainline which runs north-south through the centre of the district via Retford Station;
- The Robin Hood line which runs from Nottingham to Worksop; and
- The Northern Rail Sheffield to Lincoln line which runs broadly east to west passing through both Worksop and Retford Stations.



- 1.104 The East Coast Main Line (ECML) is the high-speed link between London, Yorkshire, the North-East and Edinburgh. It also handles cross-country, commuter and local passenger services, and carries heavy tonnages of freight traffic, particularly over the northern sections. The route forms a key artery on the eastern side of the country and parallels the A1 Trunk Road.
- 1.105 The line's current principal operator is LNER East Coast whose services include regular trains from King's Cross to Leeds and Edinburgh. Regular services operate in both directions throughout the day, every day of the week, with the quickest journeys between Retford and London taking approximately an hour and a half.
- 1.106 The Sheffield to Lincoln line runs east from Meadowhall shopping centre in Sheffield via Shireoaks, Worksop, Retford, Gainsborough Lea Road to Lincoln, with services operated by Northern. Regular services operate in both directions throughout the day Monday to Saturday, with a reduced afternoon only service on Sundays. The service takes approximately one hour between Retford and Meadowhall.
- 1.107 The Robin Hood Line runs from Nottingham to Worksop. At Nottingham, there are frequent onward connections to London, Birmingham, Derby, Leicester, Manchester, Norwich and other centres. Passenger services are operated by East Midlands Railways. Regular services operate in both directions throughout the day Monday to Saturday, with a reduced afternoon only service on Sundays.
- 1.108 The service takes approximately sixty-five minutes between Worksop and Nottingham. In

addition to being an important commuter service the Robin Hood Line also offers access to several visitor attractions in Nottinghamshire and Derbyshire.

- 1.109 Although Retford is the busiest station in Bassetlaw, data shows that rail patronage is increasing, particularly from Worksop, seeing over 150,000 passengers since 2021/22 (post pandemic). Patronage at Retford is not dissimilar with over 146,000 additional passengers. Passengers at Shireoaks station have increased by over 26,000 but remains a small, quite rural station.

	2020-21	2021-22	2022-23	2023-24	2024-25
Worksop	116,272	365,284	420,094	456,672	515,488
Shireoaks	7,890	28,278	35,526	42,882	54,282
Retford	116,384	456,144	519,868	546,108	602,590

Table 13: Passenger entries, exits and interchanges by station, Office of Rail and Road

- 1.110 The ECML timetable was re-cast in December 2025 to accommodate an additional service between London and Newcastle and has resulted in amendments to the timetable, including some improved services from Retford to principal destinations. But this may constrain the ability to run additional services along the ECML.
- 1.111 The forthcoming ECML Route Study in the Autumn of 2026 will set out the rail industry's position on the strategic issues and potential solutions for areas of capacity constraint and catering for growth in passengers and freight for the next decade. This will give greater clarity on identifying future schemes of benefit to the district.
- 1.112 Network Rail are gradually rolling out the East Coast Digital programme, which is replacing trackside signalling with computerised in-cab control. This will lead to greater reliability and more punctual services. The next stage is Peterborough - south of Grantham by the end of 2029.
- 1.113 On the Sheffield - Gainsborough and Worksop - Nottingham routes capacity is a key constraint, particularly at Nunnery Junction north of Sheffield, and the ability to run additional trains is restricted by turn-round times at Sheffield. Additional services on the Brigg line east of Retford towards Grimsby and Cleethorpes are again constrained by a single-track section between Gainsborough and Kirton Lindsey. Improvements to these services would require significant infrastructure intervention. Any intervention will rely on the benefits in terms of patronage outweighing the cost.
- 1.114 At a local level, Network Rail state that any new development in the vicinity of, or on a road/footpath network which lead to a level crossing should be looked at in the context of a hierarchy of elimination of risk associated with that crossing through extinguishment, diversion or on site measures to reduce risk.

Conclusion

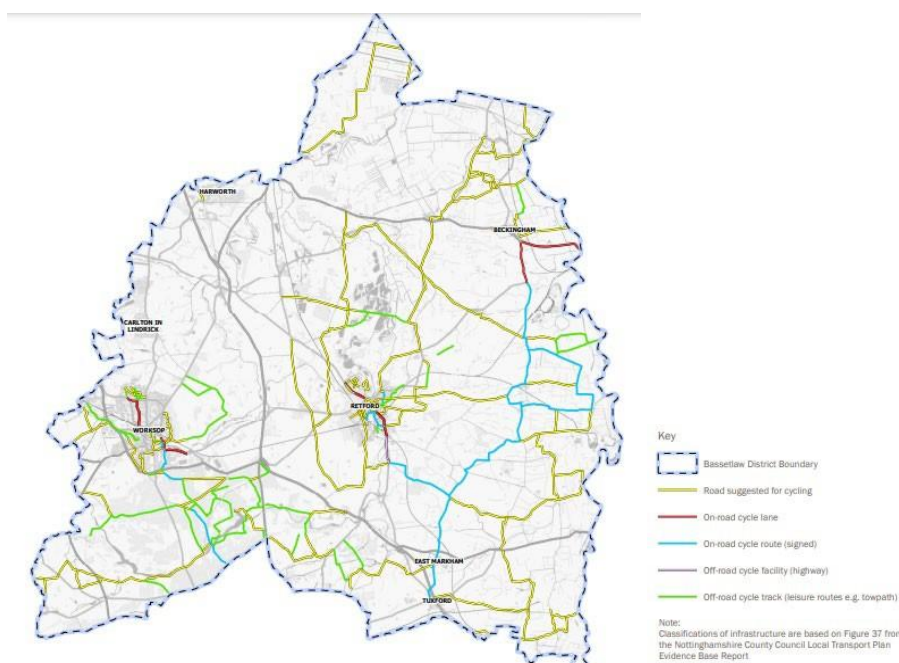
- 1.115 The BTS concludes that rail provision is sufficient to meet the needs associated with adopted Local Plan growth.

CYCLING AND WALKING

- 1.116 The Bassetlaw Transport Study 2022 (BTS) analyses cycle network provision in the District. The focus of provision is around Worksop and Retford. The town centres and their environs have reasonably comprehensive networks of dedicated cycling infrastructure and quiet roads suitable for cycling. The existing network is shown below.
- 1.117 The focus of the Worksop cycling network stems from the National Cycle Network (NCN)

Route 6 which follows the southern towpath of the Chesterfield Canal through the centre of the town. This then travels south eastwards on-road through Manton before entering Clumber Park. From this cycling 'spine', the highway authority and its partners have developed several other cycle routes in the town.

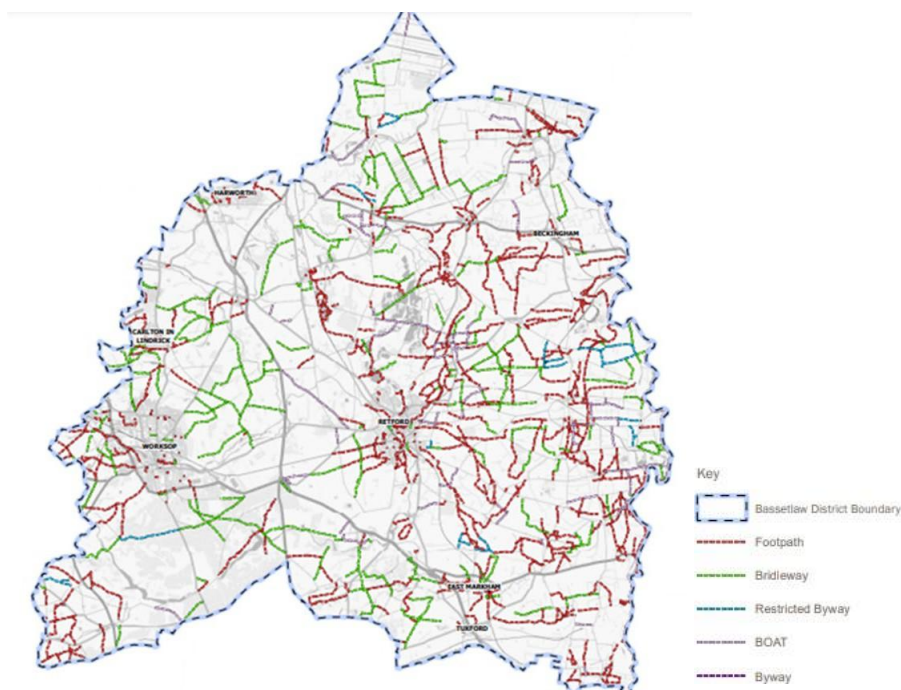
- 1.118 Around the town centre, there are several quieter roads identified by the "Cycling in Bassetlaw" cycle map as being suitable for on-road cycling, with these routes also providing access to the north-west of the town including the Kilton area and Bassetlaw Hospital. In the north-eastern part of the town, there are cycle lanes either side of Valley Road. This joins with several quiet road routes and off-road paths linking the residential area of Gateford via a toucan crossing on Raymoth Lane.



- 1.119 Retford has a similar layout, with the National Byway on-road cycle network providing a link into the south of the town, with the London Road section encompassing dedicated cycle lanes. The National Byway route also connects with the railway station. At Carolgate a further off-highway route is available along the northern bank of the Chesterfield Canal towards Welham. There are also on-road cycle lanes on North Road and shared use footways/cycleways on Babworth Road in the north-western part of the town.
- 1.120 Much of the rest of the district's cycling infrastructure is made up of off-road leisure-based facilities. The exceptions are to the west of Gainsborough on the Bassetlaw side of the Nottinghamshire/ Lincolnshire highway authority boundary, where there are shared footway/ cycleways adjacent to the A620 and A631. Aside from this, there is a lack of specific cycling infrastructure within the district.
- 1.121 In terms of pedestrian access, Worksop and Retford town centres have pedestrianised streets within their central areas. This allows good accessibility to their retail offerings and enables safe interchange with buses. Cycling is not permitted within these areas. Footways are provided in all the main settlements and within many of the residential areas. As the district is largely rural, footways are not normally provided alongside carriageways in these locations due to the cost verses likely low levels of footfall, a lack of available width within the highway corridor to provide footways to current specifications and the aesthetic and environmental reasons of not wishing to 'urbanise' the countryside.

The existing public rights of way is shown below.

- 1.122 Bassetlaw has a reasonably high level of cycling and walking trips to work based upon the 2011 Census results. The levels of cycling and walking to work vary greatly depending upon which ward within the district the commuter lives in. A total of 13.8% of trips are made by these modes, which is above the Nottinghamshire average of 12.8%. Both modes are highest in the wards surrounding the main urban areas of Retford and Worksop, with the highest level of cycling in Worksop South East ward (5.5% of trips to work) and the highest level of walking taking place in Sutton (23%). The lowest levels of cycling and walking occur in the more rural wards, such as Beckingham, Ranskill and Everton.



- 1.123 Within Bassetlaw itself, there are six cycle traffic counters. Overall, these measured a 4% increase in cycling from 2015 to 2019. The average Bassetlaw year on year growth from 2010 to 2019 was 2.5%, ranging from a 5.6% decrease between 2011 and 2012 to a 9.8% increase between 2010 and 2011. This is slightly higher than the average growth in cycling activity in Nottinghamshire which was 2.1% during the same period.
- 1.124 The principal obstacle to greater cycling activity is the lack of adequate or accessible cycling infrastructure and dedicated routes. People can be deterred from making the modal shift from motorised travel to more sustainable modes, even for short distances, by the perceived risks of using busy roads and the lack of connectivity between existing routes. This can be overcome only by the incremental development of new cycle infrastructure, both complementing existing provision and extending elsewhere to form a more cohesive network. This will need to be delivered through a combination of ways such as investment and/or mitigation measures with new development where there is a direct impact and via external funding where more substantial opportunities exist to connect existing routes.
- 1.125 The Local Transport Note (LTN) 1/20 on Cycling Infrastructure Design was published by the Department for Transport (DfT) in July 2020. It forms the latest guidance on the audit and implementation of new and existing cycle infrastructure from understanding the strategic coverage of a network in terms of the density of the network, through to detailed design and route treatment.

- 1.126 The LTN sets the requirements to ensure that the cycle network is coherent, direct, safe, comfortable and attractive – the core design principles to adhere to when considering cycle provision. The costs of such standard should be factored into new development.

Conclusion

- 1.127 In terms of value for money for a local highway authority, the provision of widespread cycling and walking infrastructure between different rural locations is generally not feasible, simply due to there being far fewer potential users of such routes. In general, the comprehensive existing network of more leisure-based cycling and walking provision, such as bridleways, cycle tracks and canal towpaths are considered appropriate for the rural areas of the district.
- 1.128 However, opportunities to supplement existing infrastructure to encourage more journeys to work on foot and by bike are likely where settlements in Bassetlaw are situated within reasonable commuting distances of larger neighbouring conurbations or in close proximity to employment areas. Similarly opportunities exist to encourage more active travel between home and education and everyday facilities by supplementing and/or enhancing the local cycling/pedestrian network. This is likely to be more achievable within and from the main towns in the district.
- 1.129 New development can provide an opportunity to connect with the walking/cycling network and in some cases provide more extensive coverage.

ELECTRICITY NETWORK

- 1.130 The National Grid indicates that the following high voltage electricity overhead transmission lines/underground cables form an essential part of the electricity transmission network in England and Wales lie within the District:
- XE line – 275kV route from High Marnham substation in Bassetlaw passing through Bassetlaw to Ravensfield in Doncaster
 - ZDA line – 400kV route from West Burton substation in Bassetlaw passing through Bassetlaw to Cottam substation in Bassetlaw to Staythorpe substation in Newark & Sherwood
 - 4TM line – 400kV route from West Burton substation in Bassetlaw to Keadby substation in North Lincolnshire, passing through Bassetlaw
 - 4ZM line – 400kV route from West Burton substation in Bassetlaw to Walpole substation in King's Lynn and West Norfolk
 - 4VE line – 400kV route from West Burton substation in Bassetlaw to High Marnham substation in Bassetlaw, passing through Bassetlaw
 - 4VK line – 400kV route from Cottam substation in Bassetlaw, passing through Bassetlaw to Eaton Socon substation in Huntingdonshire
- 1.131 The following substations are also located within Bassetlaw:
- West Burton Substation - 400kV
 - Cottam Substation - 400kV
 - High Marnham Substation - 400kV & 275kV
- 1.132 To be able to distribute the anticipated tripling of offshore wind generation - the Government's ambition to connect 50 GW of offshore wind by 2030 - north-south power flows are set to increase. If all the proposed new offshore wind that is planned to connect into the Croyke Beck area (East Riding) gets built, this would amount to just over 13 gigawatts (GW) of generation capacity by the early 2030s.

- 1.133 The existing network serving the Creyke Beck area can export just under 7 GW of electricity while remaining compliant. The network would therefore not have the capacity needed to export the significant forecast increase in contracted generation out of the area, or to accommodate the north-south power flows that are expected. Because of this, National Grid need to increase the capability of the transmission network between the north of England and the Midlands.
- 1.134 The new line would have an overall length of approximately 90km and would run between two proposed new substations: one to the north of Hull at Creyke Beck in the East Riding of Yorkshire (Birkhill Wood), and one at High Marnham in Bassetlaw. This new line will be taken forward as a NSIP and will be considered by a Planning Inspector on behalf of the Secretary of State.
- 1.135 A summary of the proposals in Bassetlaw is as follows:
- approximately 90 km of new 400 kilovolt (kV) overhead line between the new Birkhill Wood and High Marnham 400 kV substations
 - replacement and realignment of sections of two existing 275 kV overhead lines and two 400 kV overhead lines, to allow for connection into the new High Marnham substation
 - other required works, such as temporary diversions for works on existing overhead line routes, temporary access roads, highway works, temporary works compounds, work sites, utility diversions, drainage works and ancillary works
 - environmental mitigation, compensation and enhancement works, including for biodiversity net gain
- 1.136 The project would need to connect to two new substations – one at Creyke Beck in Cottingham, (known as Birkhill Wood substation) in the East Riding of Yorkshire and a new substation at High Marnham in Bassetlaw (part of a project called ‘Brinsworth to High Marnham’).
- 1.137 Planning permission for the new substations needs to be obtained from the relevant local planning authorities under the Town and Country Planning Act 1990. Planning permission for the 400 kV High Marnham Substation (25/01302/FUL) was granted in June 2026.
- 1.138 At a local level, connectivity from the grid to homes/businesses is delivered via different distribution companies. The majority of Bassetlaw is covered by National Grid Electricity Distribution. Northern Powergrid covers the remainder.

Conclusion

- 1.139 National Grid has identified a need to reinforce the electricity transmission network and provide a new electricity substation at High Marnham to enable the efficient distribution of electricity within the district and across the region.
- 1.140 No existing local capacity issues have been identified in supplying electricity to the planned growth identified by the current Local Plan, although reinforcements/extensions may be required, which is common part of the development process.

GAS SUPPLY

- 1.141 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of approximately 4,300 miles of pipelines and 26 compressor stations connecting to eight distribution networks. National Grid has a duty to develop and maintain an efficient, co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

- 1.142 New gas transmission infrastructure development (pipelines and associated installations) is periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests (e.g. power stations) and requests for additional capacity on the network from gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.
- 1.143 Although National Grid has no gas transmission assets located within the District, they own and operate the local gas distribution network in the Bassetlaw area.

Conclusion

- 1.144 National Grid has identified that there is sufficient capacity at a strategic scale to accommodate existing needs and growth associated with the level of growth in the current Local Plan. No existing local capacity issues have been identified in supplying gas.

TELECOMMUNICATIONS

- 1.145 BT Openreach (the regulated Open Access telecommunication network provider) manages the foundational fixed-line and broadband cables in the district, while major retailers utilise this network. Additionally, mobile network coverage is delivered by four main mobile operators, EE, O2, Vodafone and Three.
- 1.146 Gigabit Full Fibre broadband ($\geq 1000\text{mb}$) is currently available to 87% of the District, and superfast broadband ($\geq 30\text{mb}$) is currently available to 97% of the District.
- 1.147 Nottinghamshire County Council has committed to the D2N2 Gigahubs Project, which will provide gigabit broadband to public sector buildings across the District to provide a more reliable network for community and service facilities.
- 1.148 For rural communities, BT Openreach has been rolling out its Project Gigabit programme for Gigabit Broadband in phases since 2021. The programme aims to invest in providing Fibre-to-the-Premises to rural Nottinghamshire. For example, it is hoped that areas in the northern part of the district will be connected to gigabit broadband by the end of 2026.

Conclusion

- 1.149 BT Openreach confirm at a strategic level that there is sufficient capacity to meet existing needs of planned growth identified within the adopted Local Plan and that connectivity will be enhanced for existing residents as the investment programme continues. Connectivity for new development is negotiated on a case by case basis by a developer with BT Openreach.

WASTE WATER

- 1.150 There are 24 wastewater treatment works located within and serving Bassetlaw under the responsibility of Severn Trent.

Wastewater Treatment Works	Receiving watercourse	Development Areas Draining to Works
Askham/Headon	Trib. of River Trent	
Clumber Park	River Poulter	
Cottam	Trib. of River Trent	Laneham
East Markham	Trib. of River Trent	Tuxford
Elkesley	River Poulter	Elkesley
Gamston	River Idle	

Wastewater Treatment Works	Receiving watercourse	Development Areas Draining to Works
Gringley on the Hill	Trib. of River Trent	
Grove	Trib. of River Trent	
Harworth and Bircotes	River Torne (via Harworth Bk)	Harworth and Bircotes
Hodsock	Trib. of River Trent	Blyth, Carlton in Lindrick, Langold
Lound	River Idle	
Low Marnham	Trib. of River Trent	
Markham Clinton	Trib. of River Maun	
Mattersey Thorpe	River Idle	
Misson	River Idle	Misson
Nether Langwith	River Poulter	Nether Langwith
North Wheatley	Trib. of River Trent	North Wheatley
Norton	River Poulter	
Rampton	Trib. of River Trent	Rampton
Ranskill	Trib. of River Idle	
Retford	River Idle	Clarborough, Hayton, Retford
Walkeringham	River Trent	Beckingham, Misterton
West Burton	River Trent	North Leverton
Worksop (Manton)	River Ryton	Worksop

Table 14: Wastewater Treatment Works within Bassetlaw

Volumetric Consent Capacity

- 1.151 Four of the assessed waste water treatment works (North Harworth, Rampton, Retford and Worksop) are exceeding their volumetric consents and, therefore, have no capacity to treat further flows from new development in the area unless they apply for, and are granted, an increase to their flow consent by the Environment Agency. Additionally, upgrades to the respective works may be required to treat the additional flow; this would need to be confirmed by Severn Trent. Improvements would be needed at Worksop and Retford wastewater treatment plants to accommodate the full extent of the growth planned in the adopted Local Plan.

Wastewater Process Capacity

- 1.152 Process capacity refers to the amount of flow that can be treated to the required quality standards as set under the discharge consent. Severn Trent have undertaken an assessment based on the proposed dwelling and employment growth within the adopted Local Plan to identify those works that are likely to require process upgrades to treat the additional wastewater generated by the proposed growth.
- 1.153 While a wastewater treatment works may not have sufficient spare capacity to accept the levels of development being proposed in its catchment area this does not necessarily mean that development cannot take place. Under Section 94 of the Water Industry Act 1991 sewerage undertakers have an obligation to provide additional treatment capacity as and when required. Where necessary, Severn Trent will discuss any discharge consent implications with the Environment Agency. It is assumed that Severn Trent would seek the funding required to upgrade the processes in the works (if necessary) to treat the additional flow to the standard required under the existing licence.

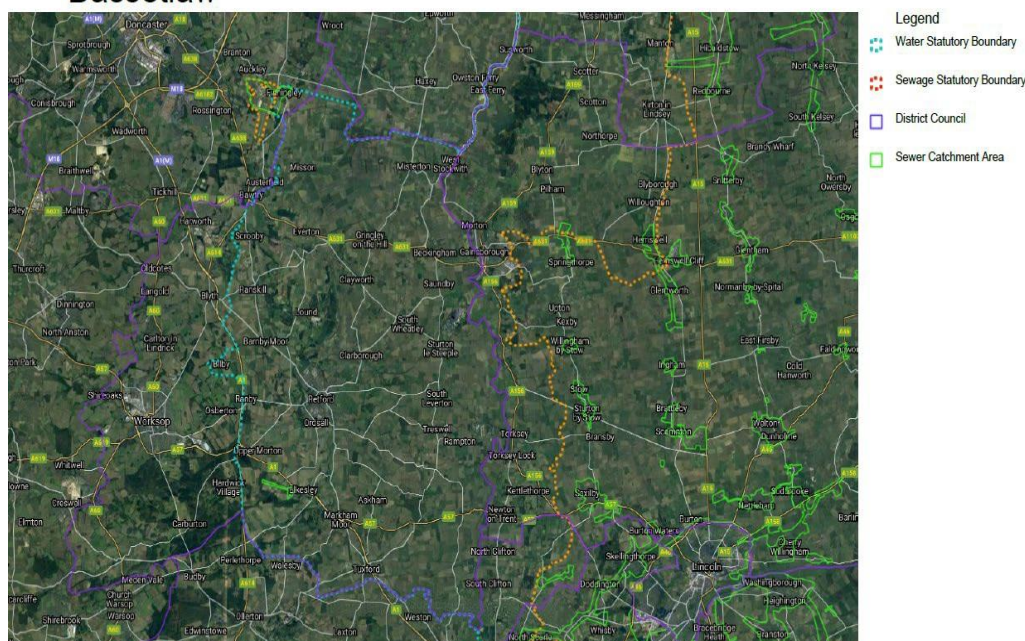
Conclusion

- 1.154 Severn Trent states that strategic waste water infrastructure is sufficient to accommodate planned growth in the current Local Plan. However, new or enhanced waste water infrastructure will be required as part of new development. It is standard practice that such enhancements are funded directly by the developer.

WATER SUPPLY

- 1.155 Water supply is provided by Anglian Water and Severn Trent. The Map below shows their respective areas.
- 1.156 There are several major groundwater supply abstractions within the District, with Source Protection Zones (SPZs) around these major Public Water Supply abstraction sources. The presence of SPZs means that there is the potential for discharges from development in the west of the District in particular to affect the underlying Major Aquifer.

Bassetlaw



Water Efficiency

- 1.157 Severn Trent Water has one of the lowest metered consumption figures of any United Kingdom Water Company. In terms of the levels of meter penetration, this presently stands at 44% for the whole area covered by Severn Trent and 60% for Anglian Water Services. These compare with a United Kingdom Water Company average of 41%. The current levels of leakage as reported by the two companies are 21% for Severn Trent and 19% for Anglian Water Services, as a proportion of their distribution input figure (based in 2018-19). These targets compare with an industry average of 25% provided by OFWAT.

Water Supply Network and Pumping Stations

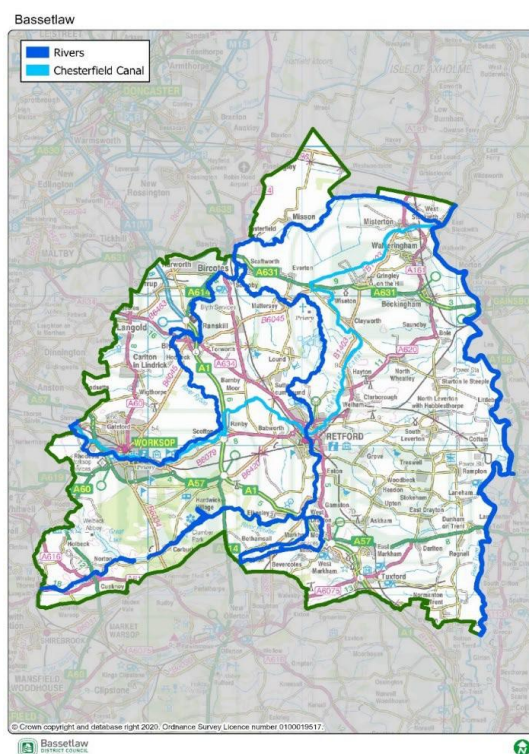
- 1.158 Severn Trent Water and Anglian Water Services hold a large number of groundwater licences locally, many of which have large licensed volumes associated with them. The existence of an abstraction licence does not in itself guarantee that water will be available at the time it is required, for example at times of drought it may not be possible to abstract the full licence quantity. However, it is considered likely that there will be sufficient spare licence capacity available in order to meet these extra demands from the proposed increase in population.

Conclusion

- 1.159 Anglian Water and Severn Trent state that strategic water infrastructure is sufficient to accommodate planned growth in the Local Plan. However, new or enhanced water infrastructure will be required as part of new development. It is standard practice that such enhancements are funded directly by the developer.

FLOOD MANAGEMENT

- 1.160 The Strategic Flood Risk Assessment (SFRA) 2022 identifies that Bassetlaw has been subject to flooding from several sources of flood risk historically, with the principal risk being fluvial from watercourses within the district. Additionally, there are recorded incidents of surface water flooding, particularly in the main urban areas of the district.
- 1.161 The primary fluvial flood risk for the majority of Bassetlaw is associated with the River Trent and its tributary, the River Idle. In the west area of the district, the River Ryton and its tributaries are the primary sources of fluvial risk. There are also other small tributaries that influence the fluvial flood risk in Worksop and Retford. These are shown on the map below.



- 1.162 The SFRA shows that Bassetlaw has experienced a number of historic surface water flooding incidents. The Risk of Flooding from Surface Water map further shows a number of prominent overland flow routes in the district; these predominantly follow topographical flow paths of existing watercourses or road networks in urban areas, with some isolated flow routes through properties by virtue of run-off.
- 1.163 The majority of the district is classified as less than 25% in the AStGWF map (as shown within the SFRA) with areas of increased groundwater flooding susceptibility in the East along the River Trent and to the West over the Carlton Beck. There is increased risk of groundwater flooding throughout the district due to an history of mining in Bassetlaw.
- 1.164 There are 20 reservoirs located within Bassetlaw and a number located outside of the

area whose inundation mapping is shown to affect Bassetlaw. There are no records of flooding from reservoirs impacting properties inside the study area. The level and standard of inspection and maintenance required under the Act means that the risk of flooding from reservoirs and is relatively low.

- 1.165 The Severn Trent Water HFRR register indicates a total of 208 recorded incidents of sewer flooding in Bassetlaw District. Anglian Water had no recorded incidents in Bassetlaw. The settlements with the most recorded incidents include Retford, Worksop and Costhorpe.
- 1.166 The SFRA identifies there are records of historic canal overtopping and breach along the Chesterfield Canal.
- 1.167 Nottinghamshire County Council as the Lead Local Flood Authority provide internal flooding incident figures. These figures are approximate, as some residents/business owners do not report flooding and are based on the number of incidents of internal flooding. For example, if a property has flooded three times, then it has been included three times.
- 1.168 Since 1 April 2020, there have been 476 incidents of internal property flooding in the District. In 2020/2021, 2021/2022 and 2024/2025 there was minimal incidents, in contrast to a high level of incidents 2022/23 and 2023/24.
- 1.169 The significant increase in internal flooding was mostly as a result of specific flooding incidents in 2022-23 and 2023/24. On 16 August 2022, areas of Worksop suffered significant surface water flooding due to a short but intense rainfall. Of the 110 internal flooding incidents in Bassetlaw during 2022-2023, 98% were as a result of this event.
- 1.170 The much higher figures in 2023/24 were again linked to two storm events. The first on 20 October 2023, saw significant flooding throughout the District as a result of sustained heavy rainfall on an already saturated catchment. Retford and Worksop were the areas which recorded the highest number of internal flooding incidents.
- 1.171 In total, 129 properties in Worksop were flooded and in Retford, 134 properties were flooded. Within the rural area, 17 properties were flooded at East Markham, West Drayton, and Rockley. The second event on 2 January 2024, saw 5 properties flooded in Retford and 17 properties in Worksop.
- 1.172 There are a number of agencies with responsibilities for flood management: the Environment Agency is responsible for Main Rivers and reservoirs, the County Council as Lead Local Flood Authority for surface water, groundwater, ordinary watercourses; Internal Drainage Boards for ordinary watercourses within the Internal Drainage district; Anglian Water and Severn Trent for public sewers; Highways Authority for highways drainage.
- 1.173 The Lead Local Flood Authority (LLFA) have undertaken a detailed Surface Water Modelling Study for Worksop, following the flooding caused by short duration, intense rainfall on the 16 August 2022. The outputs from this study identified Property Flood Resilience (PFR) as the most appropriate mitigation for the flooding experienced. This supports the approach taken, with the LLFA having offered approximately 120 properties PFR measures, and an offer of PFR to a further 20 properties funded by Severn Trent
- 1.174 Provision of flood defences reduces the extent of floodplains by confining flood water within closer boundaries to watercourses. Traditionally this has taken the form of physical barriers to retain the water, however in recognition of this as an unsustainable approach; the SFRA recognises that provision of 'soft defences' and seeking flood protection only as

a last resort rather than a necessity is being promoted by the Environment Agency and its partners.

- 1.175 The majority of the River Trent has formal defences and internal drainage board pumps, which offer significant protection to the Trentside villages from flooding. However, some of these defences such as those alongside the former Cottam Power Station are expected to require upgrades to continue to provide an appropriate level of protection. The River Idle in Retford has very few formal defences and relies largely on functional floodplains to take excess water. In response to this, the SFRA identifies large parts of Retford Town Centre at a high risk from flooding.
- 1.176 The SFRA included a screening exercise of all proposed allocations in the adopted Local Plan and assessed their potential for flood risk on and off site. Only two sites partly lie within flood zones: Trinity Farm, Retford where flooding is likely to be associated with a nearby watercourse and Ordsall South, Retford where flooding is likely to be associated with surface water runoff from adjoining agricultural land. The SFRA considers that through good design and the use of sustainable drainage systems the risk from flooding can be appropriately managed on and off site.
- 1.177 Due to the increasing nature of flooding within Bassetlaw, particularly Worksop and Retford, the Council and other organisations, including the Environment Agency, NCC, Internal Drainage Boards, Severn Trent, and the Canal & River Trust, have set up a partnership to reduce the impact of flooding in the district, particularly from the River Idle and River Ryton. For example, in late 2024, the Environmental Agency and partners, including the Council, undertook a series of targeted consultations to share views, seek advice, and provide updates since early 2024. Further information can be found on the Environment Agency webpages.
- 1.178 On the 23 February 2024, the government announced that the [Ryton Natural Flood Management Project](#) had been selected to benefit from £25 million for the Natural Flood Management Programme. The scheme aims to deliver a multi-year, multi-benefit initiative across the Ryton Catchment to alleviate downstream flood risk. Policy ST54: Safeguard Land protects and safeguards the River Ryton Catchment Area from development, helping build flood resilience in Shireoaks and Worksop.

Conclusion

- 1.179 The Environment Agency state that works to better manage the risk of flooding to existing communities is ongoing. It is not envisaged a new strategic flood management scheme will be delivered in Bassetlaw over the next 15-20 years or so. However, the Environment Agency anticipate there may be small scale improvements to address localised issues.
- 1.180 The adopted Local Plan site allocations lie mostly outside of the floodplain. In two cases, relatively minor parts of two sites lie within flood zone. But it is feasible for effective flood management to take place and for development to be situated outside of the flood zones. The Environment Agency and the Lead Local Flood Authority would expect the developer to agree and fund appropriate flood management and/or surface water management.