

Mansfield District Council

Local Plan Consultation Draft

Infrastructure Study and Delivery Plan Draft Report



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Mansfield
District Council



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1 Introduction

1.1 The purpose of this paper is to explain the council's position in relation to infrastructure planning as of 30th November 2015.

1.2 Infrastructure, social, environmental and economic, is essential for the future development of the district. In order to ensure the infrastructure needed to support the planned levels of growth in the district is provided, the Council has proactively engaged with a range of infrastructure providers to gain understanding of how their infrastructure planning process works and to gather information about existing and future infrastructure capacity.

1.3 This accords with Government guidance in the National Planning Policy Framework (NPPF) which states that Local Planning Authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal management, and its ability to meet forecast demands. ⁽¹⁾

1.4 Currently the Mansfield District Local Plan has reached a Consultative Draft stage (also known as 'Preferred Options'). As such, the planning strategy for the future development of Mansfield District up to 2033, and the intended location of new development, whilst well developed, has not reached its final form. The Infrastructure study and delivery plan, is also at a similar point and will continue to be developed based on discussions during the coming consultation period on the Consultative Draft Local Plan. A formal version of the study will be made available to the public when the plan moves on to the Publication stage following consideration of the response to the current version of the plan and amendments where needed.

1.5 At present, as progress on the Local Plan moves through the plan-making process and the scale and locations for growth become more certain, the Council will continue to work collaboratively with the full range of infrastructure providers to identify how and when any necessary infrastructure requirements will need to be delivered, in conjunction with the planned levels of growth and development set out in the Plan.

1.6 This will remain a 'live' document with periodic updates throughout the life of the Local Plan, indicating new infrastructure provision that has been brought forward where required.

• **Purpose of the Infrastructure Study and delivery Plan**

1.7 The main purpose of the Infrastructure Study at this stage is to identify the existing capacity of infrastructure provision, and to provide initial indication of key issues and pressures where infrastructure improvements may be needed to support the planned future levels of growth and development in the District.

1.8 The Study will form part of the evidence base for the Plan and will support the overall planning strategy by:-

- Identifying key infrastructure requirements;
- Identifying when infrastructure is needed;
- Identifying which agencies are responsible for the provision of infrastructure;

1 DCLG (2012). National Planning Policy Framework. Page 40, Paragraph 162.

- Summarising other information relevant to infrastructure provision for the area e.g. details of funding, risks, and contingencies; and
- Bringing together the sources of evidence on infrastructure requirements into one document.

1.9 Once the Local Plan is adopted, the intention is that the Infrastructure Delivery Plan developed through the preparation of this Study will provide a basis for consideration of future developer contributions, either under the planning obligations regime or in the form of a Community Infrastructure Levy.

Methodology and Approach

1.10 The Government's planning policies require local planning authorities to integrate infrastructure planning into the plan making process. This is to encourage strategic, collaborative and comprehensive thinking to the forward planning of infrastructure, that actively involves key infrastructure providing agencies in identifying requirements, in alignment with development plan preparation.

1.11 To ensure the Study is robust, the approach has been developed having regard to the principles contained in the following Government publications and from the Planning Advisory Service (PAS):-

- Implementing your Local Development Framework: the integration of Infrastructure and Development in Plan-Making⁽²⁾;
- Infrastructure Delivery – Spatial Plans in Practice: Supporting the Reform of Local Planning⁽³⁾; and the
- National Planning Policy Framework⁽⁴⁾.

1.12 This Study has been progressed in the following manner:-

- Stage 1 - Establishing the current infrastructure position and identifying any shortfalls (taking into account planned improvements and increases to existing provision);
- Stage 2 - Identifying potential sources of land supply to accommodate planned growth;
- Stage 3 - Assessing infrastructure requirements with the proposed scale and broad locations for growth identified;
- Stage 4 - Estimating the costs of meeting the shortfall in provision; and
- Stage 5 - Drawing up conclusions on infrastructure deficit and providing recommendations on how this should be addressed through the planning and development process.

1.13 We are currently at step 3, although in reality whilst we have now identified specific sites, we will need to review the infrastructure requirements based on the outcome of this first public consultation on actual site allocations which will take place as part of the Consultative Draft Local plan consultation.

2 PAS(April 2008)

3 CLG(June 2008)

4 DCLG (2012)



1.14 Stages 4 and 5 will be carried out as part of the work towards the publication of the local plan, when site selection will have been confirmed and more in-depth work will be needed on individual projects to assess feasibility, determine costs and likely funding sources. The scope of the infrastructure investigated through the Study is set out in Table 1.1.

Table 1.1 Infrastructure Categories

Category	Sub-Category
PHYSICAL INFRASTRUCTURE	
Transport	<ul style="list-style-type: none">- Walking and Cycling Networks- Bus Networks- Local Rail- Roads
Utilities	<ul style="list-style-type: none">- Gas- Electricity- Water Supply- Waste Water- Telecommunications
Flood Risk	<ul style="list-style-type: none">- Flood Defence & Mitigation
SOCIAL AND COMMUNITY INFRASTRUCTURE	
GREEN INFRASTRUCTURE	
Green Infrastructure	<ul style="list-style-type: none">- Strategic Green Infrastructure- Green Space - Allotments, Urban Parks, Playing Fields etc.

1.15 At this point in the plan preparation process the Study covers stages 1, 2 and 3, but has moved on to specific site selection. It focuses on the identification of the key issues in relation to the area's infrastructure provision. Across the full range of infrastructure types the study looks at the organisation responsible for the delivery of infrastructure and how the service is provided across the district. Using available information within the Council, and that gathered from a range of infrastructure providers, the Study provides an assessment of infrastructure capacity including any known planned improvements into the future.

1.16 A summary of key elements of the preferred strategy including the planned levels and locations for growth is provided in Table 1.2.

1.17 At this point we have requested that infrastructure providers, in the light of the Consultative Draft Local Plan, review the relevant section of the document dealing with their service area and area of infrastructure responsibility and feedback any further comments on issues and infrastructure needs including any known planned infrastructure projects.

1.18 In addition, information is sought from the full range of infrastructure providers on any further infrastructure requirements likely to be needed to cater for the scale of additional growth that is set out in the Plan.

1.19 In the light of any responses received, this draft document may be updated to provide further information on any infrastructure requirements necessary to cater for the planned levels and locations of growth up to 2033. It is requested that providers give details of all relevant infrastructure projects, including information on the business case for such projects, costs, funding, timing and risks for delivery, in order to input into the Draft Infrastructure Delivery Plan as set out in Appendix 4.

1.20 It is clear that some types of infrastructure are more important than others, and that it is not always possible to look ahead over a 20 year period and be able identify all requirements at this stage. On this basis, we have categorised the importance of infrastructure to the delivery of the Local Plan as below:

Table 1.2 Infrastructure Categorisation

Importance to the Local Plan Strategy	Definition
Priority 1 (‘Critical’)	Infrastructure that is fundamental to the delivery of the development strategy and wider plan objectives for the area as set out in the local plan. Critical infrastructure is that without which the plan cannot deliver the intended growth. Such infrastructure provision is most likely to be needed before the development can commence.
Priority 2 (‘Essential’)	Infrastructure that is necessary to meet the needs arising from development and support the overall development strategy for the area as set out in the local plan. The identified infrastructure is necessary to support new development but the precise timing and phasing is less critical than Priority 1 infrastructure and development can commence ahead of provision. In some cases (Schools, local shops) the development will be needed to justify and support the facilities so will have to occur in advance.
Priority 3 (‘Desirable’)	Infrastructure that would secure the achievement of higher sustainability standards, higher quality development and may contribute towards longer-term aspirations for the area. Items are those that add to the quality - either in terms of functionality or attractiveness as a place to live. These items are desirable in order to build sustainable communities.

1.21 As stated above, the infrastructure requirements will be identified as either Priority 1, 2, or 3. In addition, infrastructure items may be strategic or local. Strategic infrastructure refers to facilities or services serving the whole of the district or wider area whilst local infrastructure facilities or services that are needed to mitigate the impact of development at the site or neighbourhood level (see Appendix 3).

1.22 The current infrastructure provision and its future development to support the planned levels of growth in the area is not the sole responsibility of the Council. Throughout this Study it has therefore been necessary to work in partnership with other infrastructure providers to identify the infrastructure capacity issues.



1.23 An initial letter was sent in October 2011 to all infrastructure providers seeking information about how their service is provided and whether there is currently surplus capacity or deficit in the range and type of facilities and services they provide to serve the district. In many cases, this was subsequently followed up with more detailed discussions.

1.24 The response to the questionnaire and subsequent follow-up discussions together with the information gathered by the Council from the relevant plans, programmes and strategies of infrastructure providers has been utilised and is summarised in this study.

1.25 As part of work around the 'Duty to cooperate', this on-going dialogue with infrastructure providers will continue into Steps 4 and 5 as more detailed consideration is given to any necessary additional and/or improved infrastructure requirements, to support the future levels of growth and development in the District.

1.26 The initial letter and pro-forma questionnaire together with the full list of infrastructure providers that were asked to provide information regarding their land use and service requirements is provided in Appendices 1 and 2.

The Council's Preferred Planning Strategy

1.27 The Council has set out to plan positively for the growth and regeneration of the District by making provision for sufficient housing, employment, retail and leisure provision. In addition, the Council is committed to ensuring the timely delivery of any necessary physical, social and environmental infrastructure needed to support the levels of planned growth across the District.

1.28 In meeting the area's development requirements the Council commenced on a strategy of 'urban containment' which sought to maximise development opportunities arising from previously-developed land, and under-used greenfield land within the urban areas of Mansfield, and Market Warsop and the villages. However, it was realised that there were insufficient such sites and therefore the approach has become more about being 'urban concentration' with some extensions to the urban area being required to meet our development needs.

1.29 Although the Plan's strategy is one of urban concentration and regeneration, the Plan is not starting with a blank canvas as there are sites currently being developed and sites that have permission already for future development. In terms of housing and employment nearly two thirds of the District's development requirements for 2033 has already been identified by such sites. As a result the Plan only needs to allocate enough land for the residual requirement to be built during the Plan period.

1.30 Of the residual requirement the majority of development will be concentrated within or on the fringe of Mansfield as the main urban area with a lesser amount at Market Warsop and the villages. Such an approach aims to facilitate major investment in the District's largest urban area for sustainability reasons and to fuel the urban renewal of the town, whilst at the same time allowing for some development to meet the regeneration needs of Market Warsop and the surrounding rural communities in the northern part of the District. Table 1.2 below shows the focus for the preferred approach to the distribution of planned development at the District's main urban areas.

Table 1.3 Preferred Planning Strategy

Area	Development Requirements
Mansfield (Main Urban Area)	Mansfield urban area will be the focus for the majority of the District's planned growth and development. Provision will be made for c.2700 new dwellings, c.11Ha of new employment land and 29,800 sq.m of new retail and leisure floorspace (see below).

Area	Development Requirements
Mansfield Central Area (incl. Town Centre)	Mansfield's central area is identified as a key area of change and development will aim to sustain and enhance its role as a sub-regional centre. Provision will be made for c.20,000 sq.m of comparison goods retail floorspace, a small supermarket of c.1,000 sq.m, and 2,800 sq.m of other complementary town centre uses on a number of mixed-use regeneration opportunity sites. New housing and employment development will also be provided within and around Mansfield town centre.
Mansfield Woodhouse District Centre	Mansfield Woodhouse District Centre will be the focus for c.2,500 sq.m of new comparison goods retail floorspace together with c.350 sq.m of other complementary uses to support its role and function as a District Centre.
Market Warsop (Secondary Urban Area)	Market Warsop urban area will be the focus for some planned growth and development to support its role as the District's secondary urban area. Provision will be expected to be made for c.500 new dwellings, c.2Ha of new employment land and some new retail and leisure development.
Market Warsop District Centre	Market Warsop District Centre will be the focus for c.2,500 sq.m of new comparison goods retail floorspace together with c.350 sq.m of other complementary uses to support its role and function as a District Centre.
Church Warsop, Meden Vale, Warsop Vale & Spion Kop (The Villages)	The villages of Church Warsop, Meden Vale, Warsop Vale and Spion Kop will be the focus for a limited amount of planned development commensurate with the role of these settlements as small rural villages.

Section Two

Physical Infrastructure

2 Physical Infrastructure

2.1 Physical infrastructure essentially concerns the built environment and can be seen in two ways:

1. The development that the Local Plan allocates in terms of housing, employment, retail and community buildings and facilities
2. The supporting development that is required in order to enable the allocated land uses to function which is mainly the subject of this study.

2.2 In some cases there is a blurring of lines between the two, for example there will be internal roads in relation to a housing site which is part of a local plan allocation, where as this document is more concerned over the road and junction improvements that may be required to link the development site to other parts of the district and other facilities.

2.3 Similarly, whilst the bus and rail networks are considered to be physical provision, to a large degree they are dependent on service provision decisions rather than physical infrastructure as such.

2.4 This study considers the issue of Physical infrastructure in terms of Transport, Utilities and Flood Risk.

Transport

2.5 As the District has no Canal network or navigable rivers, the section on Transport considers the infrastructure available in this district in terms of:

1. Walking and Cycling
2. The Bus network
3. Local Rail
4. Roads

2.6 Whilst we are generally considering the physical infrastructure it is recognised that especially in relation to public transport, changes to services can significantly effect usage. Investment, or the lack of it, in running stock such as trains, coaches and buses can have a significant effect and where roads already exist new services can quickly be created to meet demand.

2.7 Providing new physical infrastructure such as paths, roads and rail links have an ascending level of difficulty and need for funding which is recognised.

Walking and Cycling Networks

Key Issues

2.8 Providing the opportunity for people to walk or cycle as part of everyday journeys to work, shop or school is an important part of promoting sustainable forms of transport and reducing congestion levels in the District. Walking and cycling also has positive benefits in promoting healthy lifestyles and creating opportunities to use the area's green infrastructure which may lead to enhancements to the network.

2.9 The District has a network of existing green infrastructure including a number of long distance multi-user routes used by walkers and cyclists including The Mansfield Way, Timberland Trail, Skegby Trail and Meden Trail. Whilst this infrastructure provides good opportunity for recreation it is not so well used for commuting because often the routes follow former mineral railway lines and are generally

un-surfaced, unlit and do not necessarily follow a direct path between key workplaces. Wherever possible opportunities should be taken to provide linkages to these routes to facilitate their use as commuter as well as recreation routes.

2.10 The multi-user routes are nevertheless supplemented by a reasonably good local network of other footpaths, bridleways and dedicated on and off-road cycle lanes. In general, this existing local network is better developed to the south of Mansfield than the north. In the north of the district, it would be good to improve cycle routes in Mansfield Woodhouse and the villages in the Warsop parish and between these areas and Mansfield town centre.

2.11 There is scope for improvement by adding new routes or enhancing the quality of existing routes in combination with new development as and when proposals come forward. Through the Plan's policies it will be important to protect and improve access to existing routes and the usability of the network by altering them or by adding new ones to key destinations.

2.12 The Consultative Draft plan being put forward promotes access to existing routes and facilitates, as well as encouraging new routes, especially in association with the masterplanning of the key regeneration opportunity sites within the Mansfield central area. Where new routes are proposed in connection with development sites these requirements are set out in the relevant policies and accompanying development briefs.

Responsibility for Delivery, Funding Sources and Timescales

2.13 In its role as Highway Authority, Nottinghamshire County Council (NCC) has a key responsibility for managing, maintaining and developing the District's existing walking and cycling network. Although the District Council may manage and maintain some routes, the County Council is the main body with access to dedicated resources through the LTP to bring about significant infrastructure improvements to the existing walking and cycling network. In addition, it is understood that there is the possibility for the leverage of external funding, such as through the Local Sustainable Transport Fund, to support modal switch, including walking and cycling. However, there has been a gradual reduction in the funding available for cycling and walking from central government and other sources of funding and S106/S278 contributions from new development may need to be secured to ensure implementation of schemes.

2.14 The latest LTP3 Implementation Plan aims to bring forward a package of active travel facilities. This includes the following measures:

- Provision of facilities to make key destinations more accessible by walking and cycling
- Provision of cycling and walking facilities including secure cycle parking as part of new developments
- Improved access to rail and bus stops/stations by cycle and on foot
- Promotion and marketing of walking and cycling, as well as existing and new infrastructure
- Working with health partners to maximise opportunities to encourage people to walk/cycle
- Developing and undertaking a programme of improvements (signing, waymarking, surfacing etc.) to the Rights of Way network
- Better integration of the Rights of Way network into the wider highway network
- Green infrastructure improvements.



2.15 It will therefore be important for the District Council through planned growth and development to ensure that through its location, design and layout, new development is managed to make the best possible use of public transport, walking and cycling. In addition to current and future LTP programmes, there are likely to be opportunities to enhance the walking and cycling network during the Plan period through on and off-site cycling and walking measures as a result of new developments, or grant funding of identified schemes.

2.16 In order to achieve sustainable development through integrated transport, the County Council may seek improvements to off-site cycling and walking measures in the general area within which the development lies. Such measures generally only relate to facilities directly related to the development proposed (i.e. bus service improvements, cycling / walking routes, pedestrian crossings) where as funding from the LTP and other sources will be needed for improvements to the wider network.

2.17 In some instances, where development is unable to demonstrate these measures have been taken-up it may be considered more appropriate to seek a developer contribution towards integrated transport investment in the area which may be used to fund improvements in walking and cycling facilities. This may be more suitable where the size of the development is insufficient to afford worth while improvements on its own and pooling it with the contributions from other nearby developments would help bring forward improvements that would benefit the development.

2.18 As a general guide, the County Council typically seeks a developer contribution towards integrated transport measures in the sum of £32,000 for a development scenario that generates 30 two-way peak hour vehicle trips. However, much is dependent upon infrastructure costs and this figure which may be higher for certain types, sizes and locations of development is only normally requested where this directly relates to the development. Any other improvements to the wider network would require funding from other sources such as the LTP.

Bus Network

Key Issues

2.19 Mansfield is generally well served by bus routes with a good coverage of local services and frequency levels across the urban area. There are also regular longer distance service connections from Mansfield to the District's closest towns and cities such as Sutton-in-Ashfield, Chesterfield, Derby and Nottingham.

2.20 In the northern part of the District bus services are however less regular with a more limited number and frequency of service within and around Market Warsop and the surrounding villages.

2.21 In Mansfield town centre, a new bus station linked to the railway station opened in 2013. Annual patronage at the new bus station is as yet unknown, but NCC estimate the new facility will further increase the 5 million existing passengers that used the former bus station by 5-10%. Stagecoach have found that passenger numbers boarding their buses in Mansfield bus station have increased 3.7% year on year since the opening of the new facility.

2.22 The County Council constructed the new bus station to complement the investment made by commercial bus operators in modern accessible buses for the Mansfield bus fleet. The County Council and commercial bus operators have elevated the established voluntary partnership for Mansfield to meet the definition of a Statutory Quality Bus Partnership (SQBP) as defined in the Transport Act 2000.

2.23 The SQBP area covers the Mansfield central area and includes the new bus station together with a further 25 bus stops within the town. The SQBP reflects the quality standards offered by Mansfield's current main commercial bus operators and ensures that all bus companies registering local bus services in the area must meet similar terms and requirements.

2.24 Using the new bus station as the catalyst for qualitative improvements the scheme aims to mark a step change in the public transport highway infrastructure, vehicle profile and age, bus service reliability, and integrated ticketing and information over the next 10 years in Mansfield. The main purpose and objectives of the SQBP are to:-

- facilitate an increase in the modal share of the bus as part of the Local Transport Plan objectives
- improve the overall image of bus services to grow bus patronage
- increase mobility and reduce barriers to make bus use easier
- contribute to economic regeneration and social inclusion policies
- ensure safety and security throughout the whole journey
- ensure interchange between modes of transport is not a major barrier to travel
- provide additional Mansfield Town centre bus infrastructure in order to accommodate more bus services/higher frequencies in-line with modal share targets
- provide information and reassurance to customers already on a journey, or to help customers plan a journey in the future. Key information will be provided at all bus stops and bus shelters, from timetable information to mapping and journey planning information
- achieve better environmental conditions and improve pedestrian and cycling amenities on bus priority streets
- reduce pressure on congested bus priority streets and bus stops to help improve journey reliability and reduce delays
- manage bus stop use so as to maximise capacity within a quality framework whilst maintaining high environmental standards.

2.25 Prior to the introduction of SQBP the main Mansfield bus operator, Stagecoach East Midlands, upgraded on board ticket machines to provide technical platforms for the introduction of smartcards and real time bus information. Concessionary travel has been moved to smartcard transactions and commercial Stagecoach multi journey smartcards can be purchased through the SQBP Nottinghamshire County Council and the commercial operators will be exploring the opportunities for integrated ticketing, bus service enhancements, and fleet investment. The partnership will continue to make appropriate submissions for funding from external sources including the Department of Transport and the European Union to support the regeneration and development of the district.

2.26 The preferred growth scenario adopts an urban concentration approach which will support and enhance the District's existing bus network and services. The Plan will provide the support for the development of public transport services through the implementation of the identified LTP3 bus priority schemes on the key public transport routes in the District including where necessary the protection of land for safeguarded schemes.

2.27 In addition, if the predicted changes in journey times arising from growth, as identified in the Stage 1: Mansfield Transport Study, leads to greater bus passenger volumes the commercial bus operators will adjust timetables, routes and resources to meet the demand. Where growth leads to increased traffic volumes creating longer journey times the County Council and the commercial bus operators will work through the SQBP to devise measures to improve access for buses, which could include a range of bus priority measures designed to keep bus journey times to a minimum.



Responsibility for Delivery, Funding Sources and Timescales

2.28 The main bus operator in the District currently is Stagecoach. Other bus companies operating in the District include ; Trent Barton and Yourbus. In addition, National Express operate services into and out of Mansfield to the main towns and cities throughout the UK.

2.29 In support of qualitative improvements to be made through the SQBP, the County Council is currently investigating the feasibility of bus priority schemes for Mansfield. Similarly, it is an aspiration of the Council to enhance the town centre's cultural facilities through the provision of a coach drop-off/pick-up point outside the Mansfield Palace Theatre on Leeming Street.

2.30 In addition, the A60 bus priority measures (town centre) is one of eight schemes noted as a priority by the D2N2 Local Transport Board for implementation if and when further funding is made available through the Single Local Growth Fund. The schemes currently being investigated by the County Council for possible construction during the LTP3 period up to 2026 are as follows:-

- A6191 Ratcliffe Gate Improvement – inbound bus lane
- A60 Nottingham Road – bus priority measures
- A60 Woodhouse Road – bus priority measures.

2.31 However, as part of the County Council's budget reductions it has re-designed its supported bus network to concentrate on connecting rather than direct services. In addition, early morning, Sunday, bank holiday, and evening services after 7pm which are high cost and with lower useage by the public have been withdrawn.

2.32 In order to achieve sustainable development through integrated transport the County Council may seek off-site public transport measures including bus priority schemes in conjunction with new development. In some instances, where development is unable to demonstrate these public transport measures have been taken-up it may be considered more appropriate to seek a developer contribution towards integrated transport investment in the area which may be used to fund bus infrastructure or bus subsidy. This may be more suitable where the size of the development is insufficient to afford worth while improvements on its own and pooling it with the contributions from other nearby developments would help bring forward improvements that would benefit the development.

Local Rail

Key Issues

2.33 The District is served by the Robin Hood Railway Line, which runs between Nottingham to the south and Worksop to the north. The line carries over a million passengers each year and has stations within Mansfield Town Centre, and at Mansfield Woodhouse.

2.34 Network Rail in its role as developer and manager of the national rail infrastructure prepares Route Utilisation Strategies (RUS's) for the rail network. These strategies provide detail about existing capacity of the network and provide the basis for investment to improve the rail infrastructure through five yearly control periods (CP's). The current period, CP5, covers investment by Network Rail for the period 2014-2019.

2.35 The strategy covering Mansfield is the East Midlands RUS. It highlights that there is evidence of peak crowding and passenger growth along the Nottingham – Worksop line passing through Mansfield. The result is passengers standing above accepted standing allowances on peak train services into and

out of Nottingham to Mansfield Woodhouse. In order to address this problem, the RUS recommends the lengthening of trains from 2 to 3 cars on peak services which serve Mansfield during CP5 2014 – 2019, subject to the availability of rolling stock.

2.36 Investment in the improvement of rail infrastructure is a matter for Network Rail and train operators. As a key stakeholder the Council will seek to continue to engage with the rail industry with regard to the Local Plan preferred growth scenario so that full opportunity is taken to factor in the implications of planned growth into future Network Rail RUS control periods.

2.37 In terms of long-term rail aspirations, the County Council in its role as transport authority is currently investigating the feasibility of improvements to the Dukeries Line involving the possibility of re-opening to passenger trains the freight line from Shirebrook to Ollerton, and linking it to the Robin Hood Line Service. The scheme would also involve the re-opening of the former railway stations at Market Warsop, Edwinstowe and Ollerton and a potential new station at Thoresby.

Responsibility for Delivery, Funding Sources and Timescales

2.38 Network Rail is the owner and operator of the national rail infrastructure with a remit to ensure its effective management and development. Network Rail operates under a licence issued by the Office of Rail Regulation (ORR).

2.39 Due to the on-going success of the Robin Hood Line a Sunday rail service was introduced and paid for by NCC in 2008. In October 2015 the DfT assumed financial responsibility for the service making it an integral part of the rail franchise for the future.

2.40 In terms of rail improvements, a Study by Network Rail (Guide to Railway Investment Projects Stage 2 Report (GRIP)) into what work would be required to bring the Dukeries Line and signals up to passenger carrying standards, and re-open the stations at Market Warsop, Edwinstowe, and Ollerton, estimates the capital cost of works to be in the region of £12M. However, work is on-going in relation to the potential of this scheme for opening up development opportunities across the area and funding is being sought.

2.41 Whilst this project does not currently feature in the LTP implementation programme up to 2019 it is a transport scheme which will aim to be developed to access further funding as and when it is made available through the Single Local Growth Fund, or other sources. As such, it will be important for the route and any associated land to be safeguarded in the Plan to facilitate the re-opening of the line and station at Market Warsop to passenger traffic in the long term.

Roads

Key Issues

2.42 The key strategic road network serving Mansfield consists of the A617 (A6191), the A60, the A38, and the A6009 town centre ring road.

2.43 The A617 runs generally east-west through the District from Chesterfield to Newark improving access to J29 of the M1, and the A38 and A1. In recent years, significant investment has been made in the A617 with the completion of the Rainworth By-pass, and the Mansfield Ashfield Regeneration Route. Not only has this investment brought about a degree of traffic relief to parts of Mansfield, it also improved east-west connectivity across the District.



2.44 Nevertheless, as one of the major routes northwards into and out of Mansfield the A617 (& A6191) continues to carry large traffic flows, and this is often the cause of peak hour congestion in particular at Pleasley, and the A6075 Chesterfield Road/Debdale Lane/Abbot Road crossroads at the north-west edge of the town. In addition, there is often congestion in the Mansfield central area where this route joins with the town centre ring road.

2.45 The A60 which runs through Mansfield's central area and dissects Mansfield Woodhouse is the main north-south route providing access to Market Warsop and Worksop to the north, and Nottingham to the south. At the southern edge of the District, it intersects with the A611 Derby Road in front of West Nottinghamshire College which together provide a reasonably direct route to J27 of the M1 through neighbouring Ashfield District.

2.46 The A60 carries high proportions of long distance north south traffic which around Mansfield mixes up with town centre trips. The outcome is congestion and delay on the route in the morning and evening peak hours in particular outside the main retail and commercial areas close to Mansfield town centre where it adjoins the ring road.

2.47 As well as these routes the A38 is one of the major roads serving Mansfield which connects with the town centre ring road providing east west access through Ashfield District and beyond to J28 of the M1 and westwards towards Derby, Stoke and the Birmingham conurbation. It carries some of the largest traffic flows in the District in particular into and out of Mansfield town centre.

2.48 Analysis of the capacity of the highway network undertaken through the Mansfield Transport Study: Stage 1 shows that the existing network generally operates in a satisfactory manner but that there are currently localised congestion hotspots mainly within the Mansfield urban area where particular junctions are operating at, or over, capacity.

2.49 By 2031 traffic is predicted to grow by some 17% from 2012 levels based upon the completion of current commitments i.e. developments with planning permission. However, this increase in traffic and the capacity in the highway network, are not considered to be major constraints to the future planned levels of development being put forward through the Consultative Draft Local Plan.

2.50 The cumulative impacts of the additional planned growth will be examined in more detail in Stage 4 of the Study. Nevertheless, at this stage in the process it is anticipated that at worst it may be likely that there will be a need to secure the delivery of appropriate highway mitigation measures at certain junctions where individual development or clusters of developments may have a detrimental impact on sustainable growth in localised areas.

2.51 Stage 1 of the Study highlighted the following 8 junctions as having highway capacity issues in the forecast year of 2031 (without any additional planned growth and development):-

Mansfield Urban Area

- Chesterfield Road / Debdale Lane
- A60 Nottingham Road / Berry Hill Lane;
- Carter Lane / Southwell Road / Windsor Road;
- A60 Leeming Lane / New Mill Lane;
- A617 MARR / A6191 Southwell Road;

- A60 Leeming Lane / Peafield Lane;
- A38 Sutton Road / Skegby Lane.

Market Warsop Urban Area

- A60 Church Street / Wood Street.

Responsibility for Delivery, Funding Sources and Timescales

2.52 One of the key drivers in local transport policy is the Local Transport Plan (LTP). The current Plan relating to Mansfield is the Nottinghamshire LTP3 which covers the period up to 2026. It is made up of two documents the 'Strategy', and the 'Implementation Plan'. The latter details the transport improvements that will help deliver the former, and where investment in transport will be prioritised over a four year period.

2.53 As the LTP is heavily dependent upon Central Government, the duration of implementation programmes aim to run for the same period as Central Government's capital funding allocations to ensure they take account of realistic funding levels from the Department of Transport (DfT).

2.54 Nottinghamshire County Council in its role as highway authority plays a pivotal role in the implementation of the LTP. In addition, as a member of the Infrastructure Board of the D2N2 LEP, the County Council is one of the key stakeholders involved in developing, administering and implementing programmes of major transport schemes across Nottinghamshire and Derbyshire through the LEP Single Local Growth Fund.

2.55 Despite significant cuts in funding for local transport arising from the Government's Comprehensive Spending Review the D2N2 Local Enterprise Partnership through its Single Local Growth Fund has recently agreed an initial £67.3M programme to support six major schemes across D2N2.

2.56 There are no major transport schemes within the Mansfield District that are currently supported by D2N2 for implementation during the 2015 to 2019. However, there are two projects within Mansfield namely the Dukeries Line Improvement and the A60 Bus Priority (town centre) that will be promoted and may be further developed to access funding as and when it is made available through the Single Local Growth Fund.

2.57 Although there is continuing uncertainty about future funding for local transport projects, the County Council as highway authority is currently seeking to safeguard schemes within Mansfield for possible construction during the LTP3 period up to 2026 as follows:-

- A617 Pleasley By-pass Extension – to complete the link from the possible Glapwell By-pass to the Mansfield Ashfield Regeneration Route to provide improved connectivity to J29 of the M1 and to ease localised congestion and delays on the existing A617 at Pleasley (the uncertainty over this scheme is further compounded by the prospect of Derbyshire County Council rescinding the proposals for the Glapwell by-pass)
- A6075 Debdale Lane Bridge Replacement – to improve accessibility through the bridge including new footway provision
- A6075 Abbott Road – to improve accessibility by widening the carriageway



- A60 Bus Priority Scheme - to improve bus provision along Woodhouse Road and Nottingham Road
- A6191 Bus Priority Scheme - to improve bus provision along Ratcliffe Gate.

2.58 Whilst the County council are currently seeking protection for the A617 Pleasley By-pass Extension, it should be recognised that this scheme links with the proposals for a Glapwell By-pass which would provide an improved link to Junction 29 of the M1 through neighbouring Bolsover District. As such both schemes are complimentary and one without the other may not be appropriate.

2.59 The current position with regard to the Glapwell By-pass is that the route has several engineering and environmental challenges, potential costs are high and not matched by potential benefits. Accordingly, the scheme is not identified as a priority in the Regional Funding Allocation, and Derbyshire County Council has advised Bolsover District Council that the scheme should not be a factor in the consideration of their emerging local plan. In the light of this it is not considered appropriate to protect a route for the Pleasley By-pass Extension. Through the non protection of the route through the Consultative Draft Local Plan, the Council are seeking to clarify the degree of County Council commitment to this scheme.

Conclusions

2.60 A summary of the key issues relating to transport infrastructure is provided in Table 2.1:-

Table 2.1 - Transport

Transport			
Mansfield Urban Area			
Walking & Cycling	Bus	Rail	Roads
The urban area has a network of existing footways and cycle routes mainly within the highway corridor. This existing cycling infrastructure is better developed to the south of the town than the north with a number of routes providing linkages with Mansfield town centre. Strategic multi-user routes pass east west across the town linking it with Ashfield District and beyond, and National Cycle Route 6.	There is good coverage of bus services across the urban area. Increase in public transport patronage is expected as a result of the opening of the new Mansfield Bus Station. Some bus operators report delays at peak times on the main public transport corridors especially within and around Mansfield town centre. It is predicted that this is likely to get marginally worse with committed growth and development. The recently introduced Mansfield SQBP and the bus priority measures earmarked through the LTP3 will be important public transport schemes that aim to improve the quality of bus services in Mansfield.	Access to the rail network is provided by Mansfield station adjacent to the bus station on the edge of the town centre, and Mansfield Woodhouse station to the north of the town. Trains run half hourly along the Robin Hood Line from Nottingham to Worksop during the daytime except on Sundays when a more limited service operates. Network Rail identifies peak growth and crowding on the line and recommends subject to the availability of rolling stock, train lengthening to cater for additional demand at peak times.	There are hotspots on the network where increased traffic volumes will cause further congestion and delay at localised areas within Mansfield. There are no major road schemes programmed for implementation through the devolved funding to the D2N2 Local Transport Board for the period up to 2019 but there may be potential for successful bids to be made for smaller schemes which could address these hotspots. The County Council is however currently safeguarding schemes for the Debdale Lane bridge replacement, carriageway widening on the A6075 Abbott Road, A60 bus priority, A6191 bus priority during the LTP3 period up to 2026. Although the County Council still seek to protect the A617 Pleasley By-pass Extension it should be recognised that this scheme links with the proposals for a Glapwell By-pass (no longer protected) which would provide an improved link to Junction 29 of the M1 through neighbouring Bolsover District. As such both schemes are complimentary and one without the other may not be appropriate.
Market Warsop Urban Area and the Villages			

Transport			
In the north of the District both off and on-road cycle routes combine to provide links between Market Warsop, Church Warsop and Warsop Vale. Routes are un-lit and less direct and more suited to recreation use than for as commuter routes.	Whilst there is reasonably levels of bus services along the A60 between Mansfield and Market Warsop the number and frequency of services in the villages of Church Warsop, Warsop Vale, and Meden Vale is more limited.	Long term aspirations are to re-open to passenger trains the Dukeries Line which links Shirebrook to Ollerton and passes to the south of Market Warsop. The D2N2 LTB has provided in principle support for the scheme and implementation will be dependent upon funding being made available via the Single Local Growth Fund or other sources.	The A60 Wood Street/ Church Street junction is forecast to be operating at, or over capacity in the forecast year 2031. Any additional traffic arising from planned development in the vicinity is likely to put further pressure on this already at capacity junction.

Utilities

2.61 Utilities refer to the services that are generally provided to enable the reasonable operation of buildings. They address the following issues:

1. Gas
2. Electricity
3. Renewables
4. Water supply (Potable water)
5. Waste water
6. Telecommunications (now covering broadband provision as well).

Gas

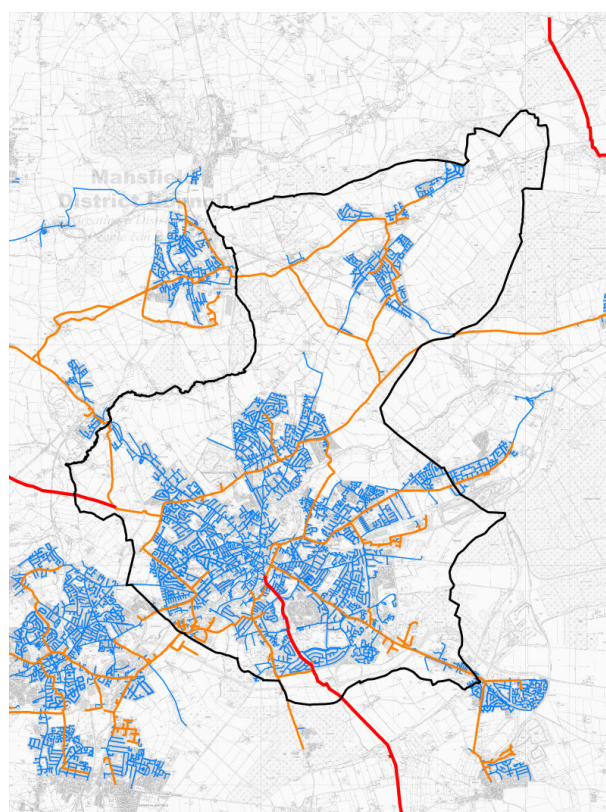
Key Issues

2.62 Gas is transported across the Country through a national network of high pressure pipelines. It is then taken from the national system to end users through a lower-pressure distribution network falling within 12 local distribution zones. Mansfield District falls within the East Midlands Local Distribution Zone. This zone contains the network of pipes which eventually supply smaller end consumers, including the homes, shops and businesses within the District.

2.63 National Grid has provided a network diagram identifying the location of low pressure, medium pressure, intermediate pressure gas mains serving the District. The location of these assets is identified on the map below.



Gas Network Diagram



Key

- MDC Boundary
- Intermediate Pressure
- Medium Pressure
- Low Pressure



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2.64 A review of National Grid's infrastructure reveals that no high pressure gas mains fall within the District. However, the main urban areas of Mansfield, and Market Warsop, and the rural settlements of Church Warsop, Warsop Vale, Meden Vale and Spion Kop are all shown to be in close proximity to a number of strategic intermediate and medium pressure gas mains. These feed a large and complex lower pressure distribution network.

2.65 The response from National Grid during the preparation of this Study is that there are currently no known capacity issues regarding the local gas distribution network and no foreseen issues in terms of its reinforcement at the local level. However, National Grid highlights the possibilities of delays in providing improvements, especially where the cumulative impacts of a large number of developments result in the need for new or extended pipelines.

Responsibility for Delivery, Funding Sources and Timescales

2.66 National Grid is the company responsible for ensuring gas is delivered safely and efficiently to customers around the Country. It 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.

2.67 The National Grid Company Long Term Development Plan 2011 is the most relevant document dealing with gas infrastructure for the Local Plan and the infrastructure planning process. It sets out the future demand position for gas and the consequences for investment in the gas distribution network taking into account the supply from the national transmission system. Improvement in the strategic network is usually as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. In general, improvements to provide supplies to the local gas distribution network are as a result of overall demand growth in the region rather than site specific developments at the local level.

2.68 National Grid has no planned capital investment schemes to the strategic high pressure gas infrastructure within the East Midlands Local Distribution Zone (LDZ) between 2011 and 2017. It is therefore assumed that there are currently no particular issues with the strategic gas infrastructure network serving the District.

2.69 Nevertheless, taking into account the above issues it will be important that on-going dialogue continues with National Grid with regard to the projected trajectory for additional growth up to 2033, and the anticipated timing of requests for local gas infrastructure upgrades bearing in mind the possibilities of delays in making any necessary improvements.

2.70 It is expected that any necessary extensions and upgrades to the local gas distribution network arising from new development will be funded by developers.

Electricity

Key Issues

2.71 National Grid operates the national electricity transmission network that transports electricity at 275,000 and 400,000 volts across the Country. Within the District the National Grid’s high voltage transmission assets include the 275 kV transmission line which cuts across the countryside between Mansfield Woodhouse and Market Warsop. This line carries electricity between the Grid Supply Points (GSP) at Chesterfield and High Marnham.

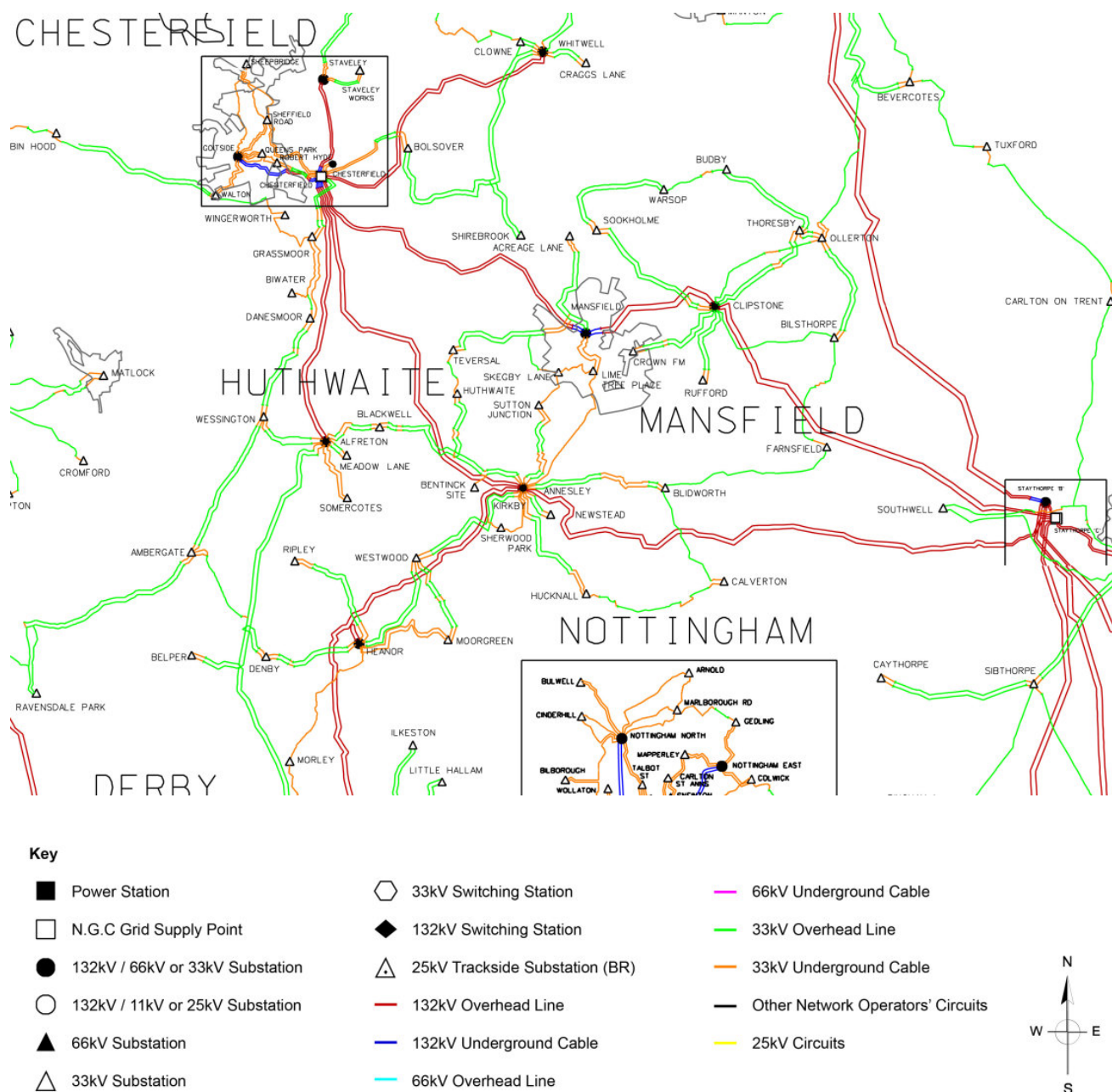
2.72 From the national grid, electricity is transmitted to a network of lower voltage electricity infrastructure principally comprising 132kV overhead and underground cables linked to a series of 132kV>33kV bulk supply points (BSP). Typically, the 33kV services transmit power to Primary Substations where it transforms down to 11kV for distribution purposes. Table 2.2 and the map overleaf identifies the local electricity distribution network serving the District.

Table 2.2 - Electricity Distribution Network

Supply Point	Location
Primary Sub-Station	Crown Farm, Lime Tree Place, Skegby Lane, Acreage Lane, Sookholme, Warsop



Electricity Distribution Network



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2.73 Whilst not detailed on the schematic above, which is taken from the Central Networks Long Term Development Statement 2011, a network of smaller 11kV Substations exist within the Mansfield, and Market Warsop urban areas which further reduce voltages down to 415/230V's for distribution to homes, shops and other business premises. At the time of writing no current supply capacity problems at the GSP's (Chesterfield and High Marnham) and the BSP's (Mansfield, Clipstone and Annesley) have been identified by Western Power Distribution through the discussions undertaken on this Study.

2.74 However, it should be noted that the Newark & Sherwood District Infrastructure Delivery Plan highlights a potential cross-boundary issue on the eastern side of Mansfield. It highlights that growth outside the District at Clipstone may be constrained by limited available capacity at the Crown Farm

Primary Substation. Additional development in this area may therefore trigger upgrading of this Primary Substation or the upstream 33kV network depending upon the cumulative scale of any development and the size of electricity demands.

Responsibility for Delivery, Funding Sources and Timescales

2.75 National Grid owns and maintains the national electricity transmission network across the Country that provides electricity supplies from generating stations to local distribution companies. Whilst it does not distribute electricity direct to individual premises National Grid has a critical role to play in the wholesale market by ensuring reliability and quality of electricity supply.

2.76 At the district level it is the role of local distribution companies to distribute electricity to homes, shops and businesses. The electricity distribution company serving the District is Western Power Distribution (formerly EON Central Networks).

2.77 The Western Power Distribution Long Term Development Statement (November 2011) provided information on all planned major developments to the system at 132kV or 33kV that have financial authorisation to proceed and that will change the systems capability in the next 2 years. The Statement included no plans for works to the local electricity distribution network serving the District and it is assumed that there are no particular issues in the short term.

2.78 It remains important that on-going dialogue continues with Western Power Distribution so as to ensure the timely provision of any necessary electricity infrastructure improvements in tandem with the projected trajectory for additional development up to 2033.

2.79 It is expected that any necessary extensions and upgrades to the local electricity distribution network will be developer funded.

Renewables

Key Issues

2.80 The scale of renewable, decentralised and low carbon energy generation in the District is currently limited, and the area is predominately reliant on mains electricity and gas for its energy supplies. Increasing the generation of renewable and low carbon energy will be critical in reducing the District's contributions to climate change, helping to meet national emission reduction targets and improving energy security. The Government's push towards zero carbon development did significantly increase the importance of local renewable and low carbon energy generation however there is now uncertainty in relation to this.

2.81 In the District the key local renewable and low carbon energy opportunities relate to the potential for micro-generation including heat pumps, solar thermal and solar PV to fuel and power new and existing buildings. In terms of wind energy the District has some locations with good average wind speeds which may provide some opportunities for small scale wind turbines in appropriate locations, but the potential for commercial large scale wind energy development is limited by existing development and environmental constraints including bird sensitive areas. Following recent governmental guidance, additional advice is being taken in relation to this issue.

2.82 In addition, within the urban area of Mansfield where areas of high heat demand combine with existing anchor loads there may be scope for the consideration of district heating networks in conjunction with major regeneration proposals. Whilst the potential for this distribution technology arises mainly in areas where there is high existing and potential heat demand densities such as within the Mansfield central area, there are some established industrial areas on the west side of Mansfield which may act as major anchor heat loads for future district heating networks.



2.83 In this regard it will be important for the Local Plan to provide a positive strategy to promote energy from renewable and low carbon sources and to develop policies that maximise renewable and low carbon energy opportunities whilst ensuring that adverse impacts are satisfactorily addressed.

Responsibility for Delivery, Funding Sources and Timescales

2.84 The Government estimates that 14% of UK heat demand could be cost effectively met by heat networks by 2030 and around 43% by 2050. The report by the Committee on Climate Change agreed with DECC that heat networks can play an important part of the overall plan for lower carbon heating in the decades ahead.⁽⁵⁾

2.85 Despite this the amount of heat supplied to buildings in the UK via heat networks is around 2% of domestic, public sector and commercial heat demand. This amounts to around 2000 networks serving approximately 210,000 dwellings and 1700 commercial and public buildings across the UK.⁽⁶⁾

2.86 One of the main reasons for this is that the distribution technology is not cheap or easy to install largely due to the upfront capital costs and constraints involved with the installation of the network of insulated pipes which are needed to convey the hot water between buildings. In addition, the lack of standardised commercial models and difficulties in attracting finance are significant barriers that increase the commercial risk and make heat network delivery less attractive to the private sector.

2.87 In order to address some of these barriers the Government through DECC has launched the Heat Networks Funding Stream, a £7M grant funding programme. The fund is designed to support local authorities to identify, evaluate and develop new heating and cooling networks and the expansion of existing heating and cooling networks. The fund will be managed by the new Heat Networks Delivery Unit (HNDU).

2.88 The primary purpose of the grant funding is to allow additional projects and developments to be progressed to the point where the information delivered forms the basis of a business plan that is sufficiently robust to allow them to develop an investable proposition to attract a range of finance options including the Green Investment Bank and other commercial lenders.

2.89 The fund will meet 67% of the estimated eligible external costs of heat mapping, associated master planning, developing technical proposals, financial evaluations, appropriate governance procedures and processes, project management and any other agreed appropriate works to allow the preparation of investment documents, business plans, financial models etc. which facilitate the installation of new heat networks and the improvement and/or expansion of existing heat networks. LAs will be required to provide the other 33% of funding.

2.90 In this regard the Local Plan can play a role in creating a supportive environment for the development of heat networks in the area including undertaking the energy masterplanning of areas suitable for heat networks. In addition, through site development briefs the Council can promote the consideration of heat networks as part of area wide regeneration strategies.

Water Supply

Key Issues

2.91 Severn Trent Water is currently responsible for providing drinkable water throughout the District.

5 Committee on Climate Change (2013). Meeting Carbon Reduction Budgets 2013 Progress Report to Parliament, Page 133.

6 DECC (2013). The Future of Heating: Meeting the Challenge. Page 39, Paragraph 2.6

2.92 The area supplied by Severn Trent Water is currently divided into fifteen Water Resource Zones (WRZ's) for the purposes of planning water resources. Mansfield District is located in the Nottinghamshire WRZ which covers the whole of the County. The water supplies in the Nottinghamshire zone come from a combination of local groundwater sources and imports of surface water from within the surrounding Strategic Grid zone. These zones are shown on the map opposite.



2.93 The 2014 WRMP highlights that due to future pressures on groundwater supplies to reduce to more sustainable abstraction levels along with the impacts of climate change the Nottinghamshire zone will require new sources of supply in the long term. The overall strategy for the Nottinghamshire zone is based around reducing leakage and the demand for water within the zone itself together with providing more support from within the Strategic Grid zone.

2.94 The main new supply scheme for the Nottinghamshire zone which is programmed for delivery within the Asset Management Plan 10 (2035-2040) is to provide a major treated water link from Ogston Reservoir to Mansfield connecting with the Strategic Grid zone. This will provide new strategic infrastructure to allow for a more flexible supply system better able to cope with drought conditions.

2.95 Discussion with Severn Trent through the preparation of this Study has confirmed that there are no other particular concerns relating to the supply of water to the District over the plan period.

Waste Water

Key Issues

2.96 Waste water includes sewage from houses and some run-off from surfaces such as roads and roofs. It is managed by water companies via a network of sewers, sewage treatment works (STWs), combined sewer overflows (CSOs), and other outfalls.

2.97 As illustrated by the schematic opposite, the District has a relatively simple waste water collection and treatment system which comprises two main catchments split by the ridge of the higher ground which runs southwest to northeast between Mansfield and Market Warsop.

2.98 There are two STWs in the District located at Bath Lane in Mansfield, and at Broomhill Lane in Church Warsop. Additionally, parts of Forest Town in the east of the District drain to the Edwinstowe STW, whilst parts of Berry Hill and Lindhurst in the south east of the District drain to the Rainworth STW, both of which fall outside the District. Whilst the topography of the District dictates that much of Mansfield's waste water is gravity fed to Bath Lane STW there are pumping stations that lift flows from the Mansfield Woodhouse area.





2.99 Through the preparation of this Study Severn Trent Water has indicated that whilst there is sufficient hydraulic headroom at the Bath Lane STW to accept increases in volume of untreated sewage there is limited capacity within the on-site processes to treat this sewage to the standard required by the Environment Agency consent. At the Rainworth STW similar issues apply.

2.100 With regard to the north of the District there is limited hydraulic headroom available at the Church Warsop works and STW has indicated that investment is likely to be required to accommodate new growth and development in this catchment.

Responsibility for Delivery, Funding Sources and Timescales

2.101 Severn Trent Water is the water company responsible for the supply of water, and the collection and treatment of foul and surface water in Mansfield District. Every 5 years the company prepares a Business Plan (or Asset Management Plan - AMP) that sets out its proposed spending plans for the AMP period and the prices it will charge customers to fund its 5 year investment programme. In the light of this it is often difficult for the Company to commit to provide capacity to service developments beyond its current AMP period.

2.102 The Severn Trent Water Business Plan 2015 -2020 covers the next AMP 6. It sets out that STW will invest £3.2 billion over the period to deliver service improvements to the benefit of customers and the environment including reducing leakage, service interruptions, sewer flooding and carbon emissions from their own operations. In particular, it aims to invest £329 million to improve the quality of rivers and more than double the programme of Sustainable Drainage Systems (SuDS) to prevent sewer flooding.

2.103 Recently dialogue has commenced with Nottinghamshire County Council in their role as the SuDS approval body.

2.104 In AMP 5 the Company had an on-going capital scheme at Rainworth STW as part of a quality scheme. Once complete this should provide some additional headroom to accommodate growth in the catchment including the strategic urban extension already committed to the south of the town.

2.105 Discussion with Severn Trent in the preparation of this Study has confirmed that there may be a need for local re-enforcements to the District's water cycle infrastructure. In particular this relates to the sewage treatment works at Bath Lane and Church Warsop which may need upgrading to accommodate the cumulative impact of committed developments.

2.106 Severn Trent Water has stated that funding for this is likely to be provided by a combination of monies from the AMP process and private developer contributions negotiated as a result of the additional demands placed upon infrastructure from new development. The need for and timing of necessary improvements to meet the requirements of planned growth set out in the Local Plan will be discussed further during stages 4 and 5 of this study.

Telecommunications

Key Issues

2.107 Telecommunications is defined as the network and services for land-line phone, mobile and broadband. BT is the major provider of telecommunications networks and services in the UK. Openreach is the regulated part of the company responsible for control of the local access network. It has a duty to provide network access on an equal basis to all the UK's communications industry. BT's strategy is to drive broadband-based consumer services by providing network access in a non-discriminatory way and by improving the speed of its own broadband service.

2.108 BT Openreach is the regulated 'Open Access' telecommunications network provider that provides infrastructure to enable a wide range of services including television, telephone and broadband within Mansfield District.

2.109 BT has universally replaced 'dial-up' connection through the deployment of its first generation technology - ADSL (Asymmetric Digital Subscriber Line) to all of the telephone exchanges serving Mansfield District.

2.110 In addition, the Mansfield telephone exchange is enabled with a range of newer technologies which makes for a more flexible, streamlined and reliable network which has the capability to offer faster download speeds including via SDSL, and 21CN technologies.

2.111 The detail of the local telephone exchanges serving the District is set out in Table 2.3 and map below.

Table 2.3 - Local Telephone Exchanges

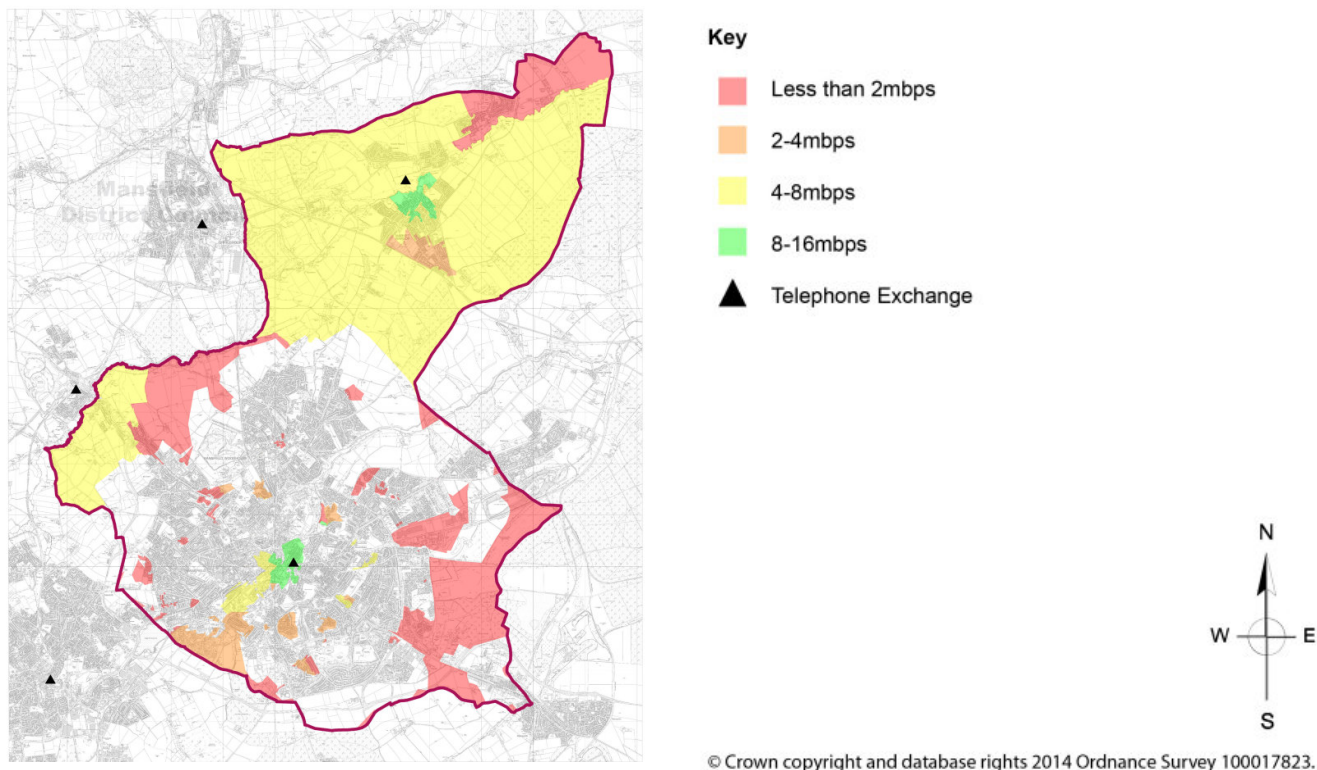
BT Exchange	No. of residential served	No. of non-residential served	SDSL	BT's 21st Century Capital Investment Programme	FTTC Enabled (NGA)
Mansfield	41,957	1,549	Yes	Enabled	Yes
Pleasley	2,665	99	No	Not Enabled	Not Enabled
Warsop	5,184	178	No	Enabled	Not Enabled
Shirebrook	6,108	236	No	Enabled	Not Enabled
Tibshelf	4,658	145	No	Not Enabled	Not Enabled

2.112 The quality of the available broadband service at a particular location is however dependent upon a number of factors, including the type of broadband technology enabled, whether the cabling between the telephone exchange and the site is copper or fibre optic cable (or a combination of both), and the distance from the telephone exchange.

2.113 The map below shows typical average down load speeds across the District based on current BT enabled ADSL technologies (i.e. existing copper wires) outside the Next Generation Access (NGA) investment areas planned by BT.



Typical Average Download Speeds



2.114 Whilst ADSL technology is universally enabled across the District, and the Mansfield telephone exchange benefits from the installation of newer upgraded technologies, it can be seen that there are currently areas of the District where typical average download speeds are below 2 megabits per second (2 Mbps). 2 Mbps is the basic speed of service the Government is committed to provide for virtually all homes and businesses by 2015, and which is the minimum speed required to allow applications such as BBC i-Player to work effectively and to enable on-line applications which are media-rich to support small business and home-working.

2.115 It should be noted that this position does not take into account the presence of Virgin Media. Virgin Media is a privately built fibre optic network which includes over 38,000 street cabinets across the UK. Within Mansfield District, it has a significant presence through its core network which delivers access to a range of data, voice and internet solutions to local residents and businesses.

Responsibility for Delivery, Funding Sources and Timescales

2.116 BT is committed to investing £2.5bn to achieve NGA to support the delivery of superfast broadband across the UK. Within Mansfield District, the Mansfield telephone exchange has recently been enabled with NGA technology primarily through its FTTC Programme (Fibre to the Cabinet), and in tandem upgrades have been made to a number of street cabinets in Mansfield to receive superfast broadband.

2.117 At the time of writing this, there are no firm plans to roll-out fibre optics to any of the other telephone exchanges serving the District.

2.118 Once enabled NGA will be available to all communications providers to access on an open wholesale basis. It has the potential to improve the current broadband speeds within the District, and facilitate strong competition in the retail provision of superfast broadband. As a result of these upgrades a significant proportion of residents and businesses in the District should be able to access much faster download speeds of at least 24 Mbps into the future.

2.119 On top of BT's investment made under its commercial model, the Government has committed £530M nationwide through its Broadband Delivery United Kingdom (BDUK) project to enable the roll-out of NGA into areas where the commercial case for super fast broadband is more challenging.

2.120 Nottinghamshire County Council under the Nottinghamshire Local Broadband Plan has secured £4.5M from BDUK towards a total cost of £15.2M required to enable access to superfast broadband. In order to deliver a target of 90% of all Nottinghamshire's premises to have access to superfast broadband. It is currently anticipated that BT will invest £4.7 M with the remaining amount to be found from other local or European funding sources.

2.121 Work to date undertaken for the Local Broadband Plan which concentrates on those areas unaffected by BT's roll out plans for NGA reveals intervention in the market is needed to realise superfast broadband.

2.122 The Open Market Review carried out as part of the procurement process shows that 11,031 premises in the district (including 365 business premises) are eligible in the Better Broadband for Nottinghamshire programme. Not all of these premises will benefit as the funding is limited and the contract with BT is based on a target of 90% of premises achieving access to a fibre-based network. A further Open Market Review is planned which will inform the County Council's application to the new Superfast Extension Programme. These additional resources will enable the Better Broadband for Nottinghamshire programme to deliver access to fibre-based networks to over 95% of premises in the district.

Conclusions

2.123 A summary of the key issues relating to utilities infrastructure is provided in Table 2.4 below:-

Table 2.4 - Utilities

Utilities				
Mansfield Urban Area				
Water & Sewerage	Gas	Electricity	Telecommunications	Renewables
There is sufficient hydraulic headroom, but limited spare capacity within the on-site treatment processes to deal with increased volumes of waste water without adversely affecting water quality standards at Bath Lane, and Rainworth STW's. There are existing water quality issues at Foul Evil Brook and Rainworth Lakes SSSI which require improvement. At Rainworth STW there is an on-going capital scheme to improve capacity from a water quality viewpoint	Mansfield has a large and complex low pressure distribution network linked to nearby strategic intermediate and medium pressure gas infrastructure. There are no known capacity issues identified except for the usual requirements for reinforcement / connection works through developer contributions.	There may be limited available capacity at the Crown Farm Primary Sub-Station on the eastern side of Mansfield. Upgrades may be required to the sub-station and the upstream 33KV network to cope with the accumulation of new development. Detailed works and costing are unknown at this stage.	The majority of Mansfield is to be enabled with superfast broadband through BT's FTTC programme. Despite this there are parts of the urban area which will typically continue to experience slow average download speeds including the southern, and western fringes of Mansfield. Government support is committed to enable superfast broadband to such areas not affected by BT's roll out plans. Significant match funding will be required to enable delivery.	There is potential for micro-generation including heat pumps, solar thermal and solar PV to fuel and power individual buildings. Some opportunities exist for small scale wind turbines but this is limited by existing development and environmental constraints. Within the Mansfield central area there is potential for heat networks based upon high existing and potential heat demand densities.



Utilities				
Additional investment may be likely to be required to accommodate new development in the catchment.				
Market Warsop Urban Area and the Villages				
Water & Sewerage	Gas	Electricity	Telecommunications	Renewables
There is limited hydraulic headroom at the Church Warsop STW, and there may be a need for additional investment to cater for growth and development in the catchment.	No known capacity issues identified except for the usual requirements for reinforcement/ connection works through developer contributions.	No known capacity issues identified except for the usual requirements for reinforcement/ connection works through developer contributions.	There may be deficiencies in the local access network to enable superfast broadband to Market Warsop and the surrounding villages. The most challenging area is likely to be Meden Vale which is furthest away from Warsop exchange.	There is potential for micro-generation including heat pumps, solar thermal and solar PV to fuel and power individual buildings. Some opportunities exist for small scale wind turbines but this is limited by existing development and environmental constraints.

Flood Risk

2.124 The issue of Flood risk sits within the Climate Change section of the Local plan, reflecting the relationship between these issues. Concern over potential flooding issues have increased significantly over the last 10 to 15 years, with numerous severe weather warnings and reports from areas suffering in the short and medium term from severe flood damage.

2.125 The Environment Agency has advised council's to commission Strategic Flood Risk Assessments (SFRA) to give an up to date picture of flood risk in their areas, which the Council has done. We have also taken note of the Humber River Basin Management Plan, and Water Framework Directive.

Flood Defence and Mitigation

Key Issues

2.126 In accordance with the advice of the Environment Agency (EA) the Council commissioned a Strategic Flood Risk Assessment (SFRA) to give an up to date picture of flood risk in the District. The SFRA was complete in 2008 and brought together a range of information on flood risk including assessment of risk from the District's main watercourses - the River's Maun and Meden.

2.127 In view of the age of the study, an addendum has recently been drafted in-house and agreed with both the EA and Severn Trent Water (STW). Although still in draft form this addendum does not amend any of the findings of the study but recognises some of the changes to the legislative background, advice and guidance, and highlights more recent information available from bodies such as the EA.

2.128 The main pockets of higher flood risk areas in the district tend to be localised along the main rivers, especially around structures with limited flow capacity. Whilst only a small proportion of the District is affected by flood risk the impact is predicted to be highest in the Mansfield central area where regeneration and development needs are greatest.

2.129 In addition, the District is susceptible to moderate risks of flooding from excessive surface water run-off and sewers associated with particular topographical and drainage capacity limitations within the Mansfield, and Market Warsop urban areas. As such during the floods of June 2007, a number of flood incidents occurred away from the main rivers. Most of these were repeats of historic flood incidents, mainly attributable to inadequate surface water drainage and overwhelmed sewer systems. A cautious approach is recommended when considering development around these particular locations.

2.130 With regard to groundwater flooding, the SFRA highlights the existence of natural springs within the River Meden catchment. In such locations, where there is low lying ground new springs or temporary streams may emerge when groundwater levels are elevated in the underlying Limestone aquifer. However, the risks of groundwater flooding within the district are low.

2.131 Mansfield District falls within the Sherwood sub-area within the Trent Catchment Flood Management Plan. The Plan considers all types of inland flooding – although the coverage of surface and ground water is limited due to lack of available information. Its conclusions support those of the SFRA in that flood risk in the sub-area is highlighted as generally low but slightly higher within the urban areas. EA's policy for the sub-area is to aim to promote opportunities to utilise more sustainable water management practice on the basis that flood risk is currently managed appropriately and not expected to increase significantly in the long term.

River Maun Catchment

2.132 The River Maun flows through the centre of Mansfield in a northeast direction from Kings Mill Reservoir. Caudwell Brook is a tributary of the River Maun and joins the main river at Bleak Hills. Overall, the extent of flood risk associated with the River Maun is generally localised and confined to the low lying areas adjacent to the river. In particular, the presence of flood defences to the south of Field Mill pond, and between Bath Street and Rock Valley reduces the risk of flooding within the areas identified as Flood Zone 3.

2.133 With regard to other flood sources, there is potential for sewer flooding during extreme rainfall events within the catchment area. Historically, this been a particular problem at the lower end of Bridge Street, and the prolonged period of intense rainfall in June 2007 caused floodwater to exit manholes and gullies in this location.

2.134 The list of identified historic flooding incidents within the River Maun catchment including those locations affected by the June 2007 flood event are shown in Table 2.5 below. It should be noted that during the most recent floods in the winter 2013/14 there were no flooding problems in the River Maun catchment.

Table 2.5 - River Maun Catchment Historic Flooding

Location	Primary Cause
Field Mill Dam	River Maun
Nottingham Road	River Maun
Titchfield Park	River Maun
Bridge Street	Sewer flooding
Mansfield-Ashfield Regeneration Corridor	Surface run-off

2.135 As well as flood risks, the SFRA examined the potential to enhance biodiversity within the river environment. It identified the following key opportunities to enhance biodiversity within the River Maun catchment:-



- the removal of culverts at Caudwell Brook, Field Mill Pond Outfall, Rock Valley and D/S of Rock Valley to enable the restoration of natural river channel conditions and the potential for the creation of new habitats;
- the introduction of green SUDS along the stretches of the River Maun between Kings Mill Reservoir and Caudwell Brook, and within the Maun Valley Local Nature Reserve. Green SUDS in these locations present the opportunity to protect and enhance run-off entering the Maun and its tributaries with positive benefits for biodiversity.

2.136 Whilst the removal of culverts may be likely to reduce the risk of flooding upstream and increase the risk downstream it is considered that any increased risks could be mitigated by increased flood storage and carefully designed flow control structures. Any newly created flow control structure must ensure compliance with the requirements of the Water Framework Directive and should not allow flow conditions of the River Maun to deteriorate. In addition, the particular importance of parcels of open land between Old Mill Lane and New Mill Lane for flood storage purposes must be recognised.

River Meden Catchment

2.137 The River Meden predominately flows through rural areas in the northern part of the district passing to the north of Market Warsop and south of Meden Vale. Lees Brook flows north from Mansfield Woodhouse and joins the River Meden near Spion Kop. Overall, the flood risks associated with the River Meden are low, predominately impacting upon road and rail infrastructure which is affected at several river crossings.

2.138 With regard to other flood sources, the SFRA highlights the presence of springs that signify shallow groundwater at Market Warsop, Sookholme and Spion Kop. In these locations further elevation of the water table in periods of excessive rainfall could lead to seepage to the surface posing a risk of flooding. In addition, the County Council have found the re-emergence of previously inactive springs in the Meden Catchment area which has increased surface water flow as a result of the cessation of subsurface mine water pumping.

2.139 Overland flow of water resulting from rainfall on the former tip at Meden Vale has in the past caused flooding problems at the western end of Meden Vale. In this location, the natural topography channels surface water run-off towards the rear of homes in Egmanton Road which may need to be addressed in the future. It is hoped that the closure of Welbeck Colliery and the instigation of a remediation scheme will help to address these issues.

2.140 Historically, there have been a number of incidents of flooding within the River Meden catchment. The list of identified historic flooding incidents including those locations affected by the June 2007 flood event are shown in Table 2.6 below. It should be noted that during the most recent floods in the winter 2013/14 there were no flooding problems in the River Meden catchment.

Table 2.6 - River Meden Historic Flooding

Location	Primary Cause
Pleasley Square, Pleasley	River Meden
Water Lane, Pleasley	River Meden
Carter Lane, nr. Shirebrook	Meden Tributary
Sookholme Road, nr. Spion Kop	River Meden
The Carrs, A60 Road Bridge	River Meden

Location	Primary Cause
Church Road, Market Warsop	River Meden
Meden Vale	Surface run-off
Warsop Vale	Surface run-off

2.141 As well as flood risks, the SFRA examined the potential to enhance biodiversity within the river environment. It identified the following key opportunities to enhance biodiversity within the River Meden catchment:-

- the introduction of green SUDS along the stretch of the River Meden between Hills and Holes and Sookholme Brook SSSI and The Carrs LNR. Green SUDS in this location present the opportunity to provide a link between existing fragmented habitats in this area.

Low Flow Catchment

2.142 There are particular local issues of low flow conditions in parts of the wider river system where problems arise due to a lack of water in the river environment. This is referred to as the low flow catchment within the SFRA.

2.143 The low flow catchment extends across the south east part of the Mansfield urban area including the ordinary watercourses Vicar Water, Rainworth Water and Foul Evil Brook on the edge of the district. Although no detailed modelling of flood risk exists for these watercourses their floodplain is generally narrow and situated away from existing properties. The location of these watercourses together with the fact that there are no known historic flood incidents within the low flows catchment means that it is considered they are unlikely to pose a risk of flooding.

2.144 The low flow conditions in Vicar Water and Rainworth Water has the potential to generate increased siltation and pollution with consequential effects for water habitat and biodiversity in the area. There is therefore a need to restore flows to Vicar Water, Rainworth Water and Foul Evil Brook as a means to enhance biodiversity at these locations. In order to do this the following approaches are recommended within the Low Flows catchment:-

- the use of soakaways subject to assessment of the presence of contamination;
- the minimisation of surface water into public sewers which drain surface water away from its natural catchment; and
- the maximisation of opportunities for controlled water discharge into Vicar Water, Rainworth Water, and Foul Evil Brook

2.145 In addition, in order to maximise the environmental benefit of restoring flows within the Low Flows catchment area sensitive engineering to re-profile banks, remove excessive silt and clear excessive scrub from the dry bed would bring much needed environmental benefits. Any proposals to remove contaminated sediment from the low flow catchment would require chemical testing under waste disposal regulations. Long term maintenance plans would ensure the longevity of these environmental benefits.

2.146 In accordance with the NPPF the Council has used the SFRA to assess potential allocations in relation to flood risk and has steered all proposed housing and employment development sites to areas of lowest flood risk in accordance with the sequential test. In addition, the recommendations will be used to inform the preferred policy options for the Local Plan.



2.147 However, it still remains that flooding from the River Maun poses the highest flood risks in the Mansfield central area in particular affecting 3 proposed mixed use regeneration opportunity sites at the former Mansfield Brewery, White Hart Street, and Riverside. Despite this no sequentially preferable sites exist which would bring the same wider sustainability and regeneration benefits to the town, and the Environment Agency is supportive of the approach to develop these sites. Nevertheless, the masterplanning process will need to take into account the flood vulnerability of the different types of land uses proposed on these sites and build in appropriate mitigation measures to the overall design and layout as necessary. Any masterplan will also need to take into account the requirements of the Water Framework Directive, ensuring flood mitigation measures do not cause any element of the WFD designation to deteriorate and deliver WFD benefits where possible.

Surface Water Flooding

2.148 Although the Water Cycle Scoping Study identifies that across the district as a whole the overall risk of surface water flooding remains moderate to low there are localised areas where the risk is higher. These areas are mainly within the Mansfield, and Market Warsop urban areas where impermeable surfaces, such as associated with housing and other urban development, restricts infiltration of rainfall and promotes rapid run-off of surface water into the area's drainage system.

2.149 The impact of this is that water is conveyed far more quickly through the urban area than natural processes with consequential effects for flood risk and the water quality of the river's Maun, and Meden. In addition, surface water run-off which flows directly into the area's drainage system avoiding natural percolation of rainfall into groundwater resources exacerbates low flows which is a particular problem in the River Maun catchment in the south east part of Mansfield.

2.150 One of the ways to combat these problems and to manage rainfall in a way similar to natural processes is through the use of Sustainable Drainage Systems (SuD's). In summary, SuD's will:-

- manage the volume and flow rates of run-off to reduce the downstream flow and destructive power of surface water, and reduce the risk of flooding;
- improve water quality by reducing pollution in rivers;
- encourage natural groundwater recharge to help maintain river flows in periods of dry weather;
- protect and enhance water quality and provide significant opportunities for wetland habitat creation.

2.151 In order to manage water so as to reduce flood risk and improve water quality it will be important for the Plan to include policies that prioritise the use of SuD's in new developments especially where there is the opportunity to replenish low flows and create habitat wetlands.

Responsibility for Delivery, Funding Sources and Timescales

2.152 At the time of writing, provision of strategic or regional flood defence is the responsibility of the Environment Agency. Regional Flood Defence and Coastal Committees (RFCCs) have been set up to deliver regional flood risk management functions. The RFCC covering the District is the Trent RFCC.

2.153 RFCCs take decisions about the investment in flood risk management schemes. These are mainly funded by central government funding known as Flood Defence Grant in Aid and / or regional Local Levy funding. The Government's latest approach is however to encourage a partnership approach where securing local contributions and achieving multiple benefits through schemes will help to secure central government grant. The principle being that any grant payment is based on the benefits that a

scheme delivers. If the payment for the benefits does not cover the cost of the scheme, then the scheme cost will need to reduce and/or contributions from other sources will need to be found to bridge the funding gap.

2.154 The local authority’s role is to allocate development to low risk sites or to require flood defence and mitigation measures as part of new development proposals (via developer contributions) including the incorporation of SuD’s in development schemes.

2.155 Nottinghamshire County Council have recently taken on the role as the Lead Local Flood Authority, to lead on the management of flood risk in Nottinghamshire. In this role, they will work alongside partners to manage flooding from local sources: surface water, ordinary watercourses and groundwater. They have completed a Preliminary Flood Risk Assessment and are finalising a Local Flood Risk Management Strategy for Nottinghamshire. We are awaiting comments from them in relation to our SFRA and Addendum.

2.156 Unless grant funding is available for the management of flood risk, the costs of mitigation measures and improvements will need to be factored into overall development costs by the developer. Where there is a significant level of gap funding due to flood constraints on site, taking account of developer contributions, there will be a requirement to seek extra funding from external regeneration agencies (both for physical regeneration and green infrastructure improvements) to overcome any constraints and to bring about improvements.

2.157 In terms of SuD’s it should be noted that the funding for long term maintenance is still to be determined and under active consideration by the Government.

Conclusions

2.158 A summary of the key issues relating to flood risk is provided in Table 2.7 below:-

Table 2.7 - Flood Risk

Flood Risk
<p>Mansfield Urban Area</p> <p>The extent of flood risk associated with the River Maun is generally localised and confined to low lying areas adjacent to the river. Whilst only a small proportion of the District is affected by flood risk the impact is predicted to be highest in the Mansfield central area where regeneration and development needs are greatest. Historically, there has been a particular problem with sewer flooding at the lower end of Bridge Street in the town, and the prolonged period of intense rainfall in June 2007 again caused floodwater to exit manholes and gullies in this location. In addition, in the past floodwaters overtopped Field Mill Dam causing problems for businesses in that area and affecting the main A60 Nottingham Road. In the past excessive rainfall overwhelmed drainage on the Mansfield-Ashfield Regeneration Route causing the road to be closed due to flooding. Flooding from the River Meden has also caused problems for homes and businesses in Pleasley Square.</p> <p>The introduction of green SUDS along the stretches of the River Maun between Kings Mill Reservoir and Caudwell Brook, and within the Maun Valley Local Nature Reserve present the opportunity to protect and enhance run-off entering the Maun and its tributaries with positive benefits for biodiversity. The removal of culverts at Caudwell Brook, Field Mill Pond Outfall, Rock Valley and D/S of Rock Valley presents the opportunity to restore natural river channel conditions and the potential for the creation of new habitats. Care will need to be taken to avoid any increased risks of flooding downstream.</p> <p>In addition, there is a need to restore flows to Vicar Water, Rainworth Water and Foul Evil Brook as a means to enhance biodiversity at these locations. In order to do this the use of soakaways; the minimisation of surface water into public sewers which drain surface water away from its natural catchment; and the maximisation of opportunities for controlled water discharge into Vicar Water, Rainworth Water, and Foul Evil Brook is recommended.</p>
<p>Market Warsop Urban Area and the Villages</p> <p>The flood risks associated with the River Meden are low, predominately impacting upon road and rail infrastructure which is affected at several river crossings. Flooding from the River Meden has in the past caused problems on the A60 at The Carrs, and Church Road, Market Warsop together with Sookholme Rd, near Spion Kop. Overland flow of water resulting from rainfall on the former tip at Meden Vale has in the past also caused flooding problems at the western end of Meden Vale.</p>



Flood Risk

The introduction of green SUDS along the stretch of the River Meden between Hills and Holes and Sookholme Brook SSSI and The Carrs LNR present the opportunity to provide a link between existing fragmented habitats in this area. Care will need to be taken to avoid any increased risks of flooding downstream.

Section Three

Social and Community Infrastructure

3 Social and Community Infrastructure

3.1 This section has been broken down into four main area:

1. Education - From early years provision through to Further and Higher Education
2. Healthcare - GP's and Health centres, Pharmacies Dentists and Hospitals
3. Community Services - Looking at Post offices, Places of Worship, Community Halls and Social clubs, Children's centres, Libraries, Crematoria and cemeteries and Household waste recycling.
4. Emergency Services - Covering the Police, Fire and Ambulance services.

3.2 Once again there is clearly a degree of overlap between the Ambulance and Health care provision and between Education and Children's centres, however this is considered to be a reasonable way to approach these issues.

Education

3.3 The education section considers provision from age 2 upwards, with our higher and further education provision having no age constraints. Whilst Mansfield does not host a University, West Nottinghamshire College, working in partnership with universities, provides access to higher level qualifications.

Early Years

Key Issues

3.4 Early year's education is defined as full or part time education from the start of the term following a child's third birthday and up to compulsory school age. Early years education places are provided in state maintained, voluntary aided, and private day nurseries, and by childminders working from home.

3.5 The universal free nursery education entitlement is for 15 hours per week for 38 weeks a year. There are also limited places available for disadvantaged two year olds which is expected to significantly increase demand for places in the private, voluntary and independent (PVI) sectors.

3.6 Many of the full or part time nursery places within the District are available (from 9am-3pm term time only) in maintained sector nursery schools which are more often than not attached to primary schools. In addition, the PVI sector including childminders offers either sessional places (similar to those in the maintained sector) or full time places which are generally 8am-6pm all year round. The PVI sector also provides places for children under the age of 3.

3.7 According to the latest Childcare Sufficiency Assessment (CSA) the County Council considers the current early year's education provision to be adequate although there is unmet childcare need for school aged children i.e. 5-11. This assessment also highlights that a key issue for childcare places in Mansfield revolves around the flexibility of provision e.g. to cater for the varying shift patterns of working parents.

Responsibility for Delivery, Funding Sources and Timescales

3.8 Nottinghamshire County Council as the Local Education Authority (LEA) is required to secure a free minimum amount of early learning for all 3 and 4, and some 2 year olds whose parents want it. They also have a duty to assess the local childcare market to secure sufficient childcare for working parents which meets the needs of the community in general and in particular those families on lower incomes and those with disabled children.

3.9 It is assumed that where there is a need to build a new primary school it would be normal practice to require early year's provision in order to meet demands for pre-school children arising from new development. The management of the nursery will be determined when the governance of the new school



is decided upon but it is possible that the new school's nursery setting could be operated by a PVI provider. In addition, new daycare nurseries may also be required to meet the needs of working parents particularly those parents with children under the age of 3 who need childcare outside of normal school times.

3.10 It is anticipated that contributions from developers will be secured to enable increase in the number of early years learning places for 3 and 4 year olds as part of new primary school provision where new development places extra demands on provision. In particular, it is fully expected that a new state maintained nursery will be provided within the new primary school to be built as part of the 'Lindhurst' scheme to the south of Mansfield.

3.11 The provision of new private daycare facilities i.e. including places for the under 3's, will be a matter for the childcare industry to be funded under the commercial model of operators.

Primary, Infant and Junior Schools

Key Issues

3.12 There are currently 37 primary phase schools in the District which provide education for children from 5 to 11 years of age. In a small number of cases, there are separate infant and junior schools. According to the latest Ofsted inspections many of the District's primary phase schools are good performing and high achieving schools.

3.13 Information on the current capacity situation with regard to primary phase schools provision has been provided by the education authority, Nottinghamshire County Council.

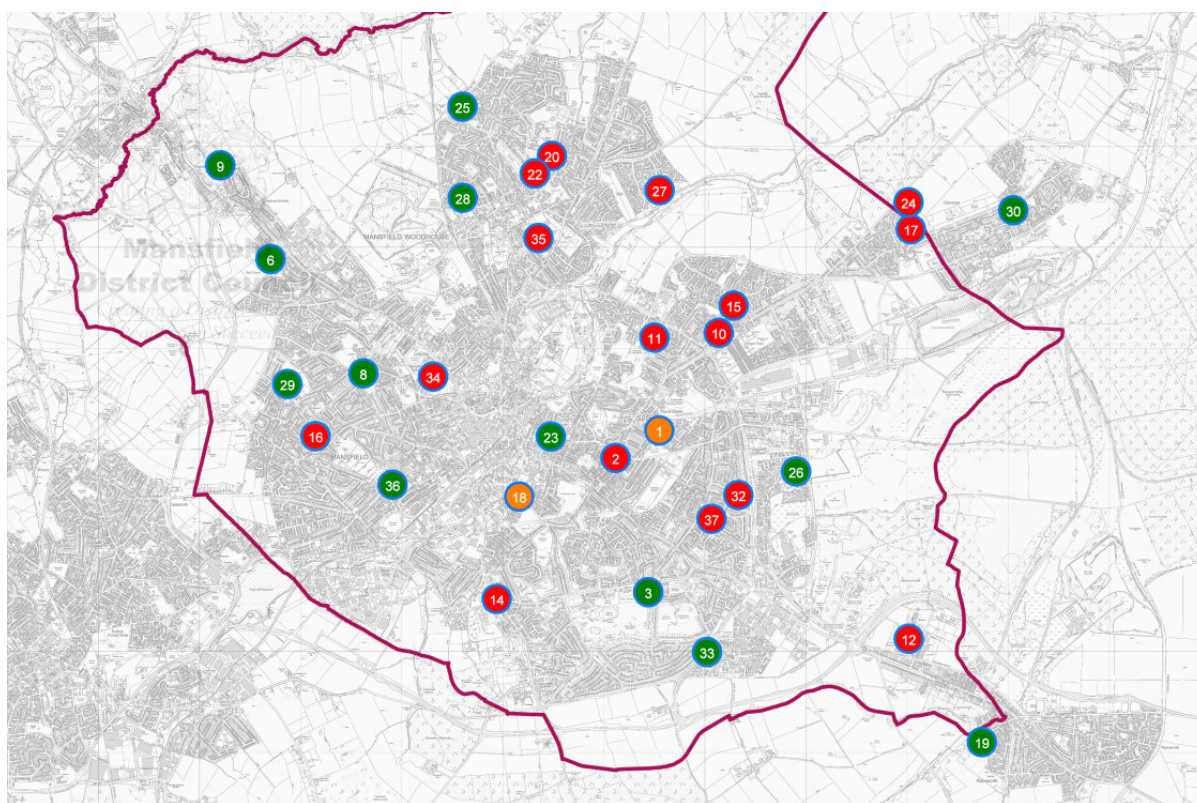
3.14 In 2014, the total number of primary school places available across the district's schools listed was 10,171. The County Council has invested heavily in increasing the capacity of schools across the district, using the basic need allocated funding from central government. In January 2014, 9,017 primary age children attended these schools, leaving an estimated surplus capacity of around 11%. However, district-wide data does mask sub-areas which are still under considerable pressure for places.

3.15 However, whilst it is predicted that there will be surplus overall, the information provided by the County Council in response to discussions on this study shows a deficit of school places at a number of individual primary schools. As can be seen in the following Tables a school with less than a 5% surplus of places against its 'net capacity' is categorised as deficient (at least a 5% surplus in school places is recommended by the DfE).

Table 3.1 - Key to Categorisation of School Capacity

Capacity Status	Range of School Places	Colour Coding
Deficiency	Less than 5% surplus	Red
At Capacity	With 5-10% surplus	Orange
With Capacity	More than 10% surplus	Green

Capacity Status of Primary Phase Schools in Mansfield



Key

- MDC Boundary
- Deficiency
- At Capacity
- With Capacity

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Mansfield Urban Area

3.16 Over two thirds of the primary schools in the Mansfield area are currently oversubscribed. The greatest pressure is on the eastern and southern sides of town within about a 5km radius of Abbey Primary School (Map Ref: 1). Most of the primary schools in this area are currently full and pupil projections indicate that this is likely to continue until 2016/17. Information from the County Education department on the capacity of the primary schools serving Mansfield is set out in Table 3.2 below.

Table 3.2 - Capacity Status of Primary Phase Schools in Mansfield

Map Ref:	Name of School	Net Cap.	Total Nos. On Roll (2014)	Capacity Status		
				Nos.	%	Category
1	Abbey Primary	300	272	28	9	
2	Asquith Primary and Nursery	315	313	2	1	
3	Berry Hill Primary and Nursery	420	369	51	12	
6	Crescent Primary and Nursery	330	283	47	14	
8	Ethelwainwright Primary and Nursery	420	344	76	18	



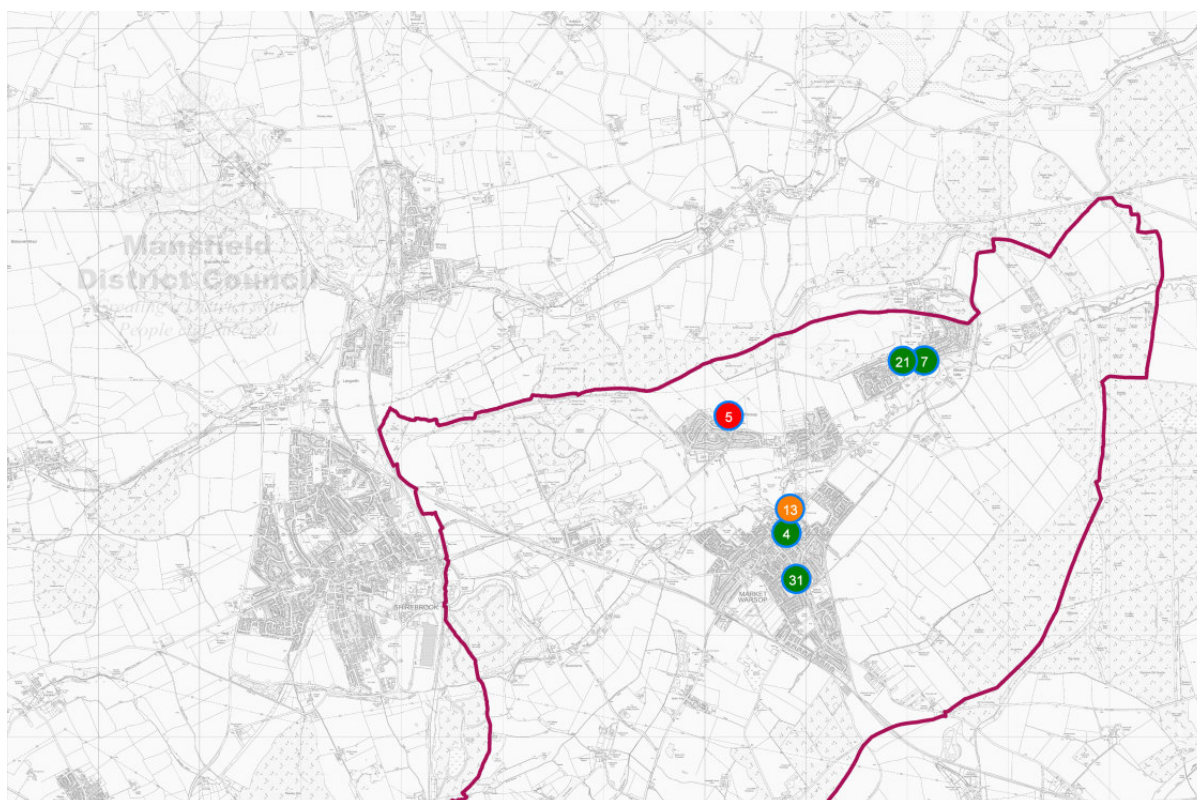
Map Ref:	Name of School	Net Cap.	Total Nos. On Roll (2014)	Capacity Status		
				Nos.	%	Category
9	Farmilo Nursery and Primary	210	170	40	19	
10	Forest Town Primary and Nursery	292	287	5	2	
11	Heatherley Primary	210	221	-11	-5	
12	Heathlands Primary and Nursery	175	175	0	0	
14	High Oakham Primary School	428	415	13	3	
15	Holly Primary	280	293	-13	-5	
16	Intake Farm Primary and Nursery	210	206	4	2	
17	John T Rice Infant and Nursery	120	131	-11	-9	
18	King Edward Primary	409	374	35	9	
19	Lake View Primary and Nursery	210	156	54	26	
20	Leas Park Junior	280	276	4	1	
22	Nettleworth Infant and Nursery	210	210	0	0	
23	Mansfield Primary Academy	210	181	29	14	
24	Newlands Junior	180	174	6	3	
25	Northfield Primary	367	253	114	31	
26	Oak Tree Primary and Nursery	280	112	68	24	
27	Peafield Primary and Nursery	315	302	13	4	
28	Robin Hood Primary and Nursery	210	165	45	21	
29	Flying High Academy	420	264	156	37	
30	Samuel Barlow Primary and Nursery	279	237	42	15	
32	St Patricks Catholic Primary	210	212	-2	-1	
33	St Peter's CofE Primary	315	203	112	36	
34	St Philip Neri with St Bede Primary and Nursery	420	420	0	0	
35	St Edmunds CofE Primary	210	205	5	2	
36	Sutton Road Primary and Nursery	420	373	47	11	
37	Wynndale Primary	210	223	-13	-6	

3.17 In addition, it should be noted that in Clipstone just over the district boundary a significant level of development is either committed or proposed which will have significant implications for primary schools in this area. According to the Newark & Sherwood IDP there is likely to be insufficient capacity at the Samuel Barlow Primary to accommodate the amount of growth proposed, and there may be a case for providing a single new school in due course to replace the existing older school and cater for the expected increase in pupil numbers.

Market Warsop and the Villages

3.18 With the exception of the Church Vale and Hetts Lane primary schools there is currently spare capacity at all of the primary phase schools located in Market Warsop and the surrounding rural villages. Information from the County Education department on the current capacity of the District's primary schools in this area is set out in Table 3.3.

Capacity Status of Primary Phase Schools in Market Warsop



Key

□ MDC Boundary

● Deficiency

● At Capacity

● With Capacity



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3.19 There are no firm plans to increase the capacity of any of the primary schools in Market Warsop and the surrounding villages. Table 3.3 and the map above shows the capacity status of the primary phase schools serving Market Warsop and the villages.

Table 3.3 - Capacity Status of Primary Schools in Market Warsop and the Villages

Map Ref	Name of School	Net Cap	Total Nos. On Roll (2014)	Capacity Status		
				Nos.	%	Capacity
4	Birklands, Market Warsop	235	148	87	37	
5	Church Vale, Church Warsop	157	173	-16	-10	
7	Eastlands Junior, Meden Vale	164	120	44	27	
13	Hetts Lane, Market Warsop	180	162	18	10	



Map Ref	Name of School	Net Cap	Total Nos. On Roll (2014)	Capacity Status		
				Nos.	%	Capacity
21	Netherfield Infant, Meden Vale	120	103	17	14	
31	Sherwood Junior	240	211	29	12	

Responsibility for Delivery, Funding Sources and Timescales

3.20 Nottinghamshire County Council is responsible for ensuring sufficient school places are available and acts as a commissioner rather than provider of new schools.

3.21 Although monies for new schools may come from Central Government it is expected that the County Council will seek to secure appropriate contributions from developers where education provision is required to accommodate pupils generated as a result of new development in the area.

3.22 The County Council may not provide the site for any new school required as a result of additional demand for places created by housing developments, unless there is a reserved school site in the immediate vicinity which could be used. It will procure the school building through its Official Journal of the European Union (OJEU) compliant contractor framework and provide the new building for the successful provider to occupy.

3.23 At present despite parental choice in education and the government's new initiatives to support greater variety of schools including 'free schools' and 'academies', school place planning is still done by the County and on the basis of the 'normal area' system. This means that school places are allocated according to where a child lives. In terms of assessing need this is the simplest approach to identifying the impacts of new residential development on schools within the area.

3.24 In order to address existing capacity issues the County Education department has made successful bids to increase the size of a number of schools under the Priority School Building Programme. Subject to confirmation from the Education Funding Agency it is anticipated that the following changes will be implemented by September 2015.

- Abbey Primary School – 100% increase in places from 210 to 420;
- Ethel Wainwright Primary School – 25% increase in places from 420 to 525;
- Flying High Academy formerly Rosebrook Primary School – 37% increase in places from 306 to 420

3.25 In addition, as a result of the proposals for a major urban extension to the south of Mansfield it is expected that new primary school provision will be provided to cater for the increase in pupil numbers in this area. This will involve the developer providing the land for a new school and/or paying a financial contribution towards the cost of building the school, or building the school on behalf of Nottinghamshire County Council.

3.26 Further proposed changes to Mansfield's primary schools which are managed and funded through the County Education department's basic need programme are also currently being considered. At the time of writing the outcome of this is unknown, but the Study will be updated with any changes to provision if and when proposals become more certain.

3.27 The County Education department currently calculates 21 primary places required per 100 dwellings. Using the formula, 1,000 new dwellings on a site would generate a need for a 'one form entry' primary school (210 pupils). If it is deemed that there is no requirement for a new school the County Education department would normally request the sum of £11,455 per pupil exceeding the current capacity of the school (as per the latest Department for Education cost per pupil of capital development projects).

Secondary Schools

Key Issues

3.28 There are 8 secondary schools in the District which provide education for 11 to 19 year olds. All of them except Garibaldi College have changed to or are moving towards academy status in line with the Coalition Government's policy on academies. Although still publicly funded these schools are or will be free from LA controls. According to the latest Ofsted inspections most of the District's secondary schools are performing satisfactorily with a number displaying good features.

3.29 The following information on the capacity situation with regard to secondary schools provision was provided by the education authority, Nottinghamshire County Council. In total the number of places available i.e. the net capacity within the secondary schools serving the District, is 10,302. In January 2014, it is expected that these schools will be attended by 7,969 pupils. As such, there will be a surplus of 2,333 school places or 22%. The 2014/15 year is likely to be the last year to exhibit falling rolls in secondary schools as the current rapid increase in primary numbers will obviously begin to work its way into the secondary sector.

3.30 However, whilst it is predicted that there will be surplus overall, there are individual schools that currently show a deficit of school places. As can be seen in the following Tables a school with less than a 5% surplus of places against its 'net capacity' is categorised as deficient (at least a 5% surplus in school places is recommended by the DfE).

Table 3.4 - Key to Categorisation of School Capacity

Capacity Status	Range of School Places	Colour coding
Deficiency	Less than 5% Surplus	
At Capacity	With 5-10% Surplus	
With Capacity	More than 10% Surplus	

Mansfield Urban Area

3.31 Most of the secondary schools in Mansfield currently have more than a 10% surplus of places available. However, the Brunts Academy and All Saints are oversubscribed which limits choice especially for those living outside the normal catchment areas. In addition, the Joseph Whittaker Academy which falls outside the District at Rainworth, but draws pupils from Mansfield has little spare capacity.

3.32 Information from the County Education department on the current capacity of the District's secondary schools serving Mansfield is set out in Table 3.5.

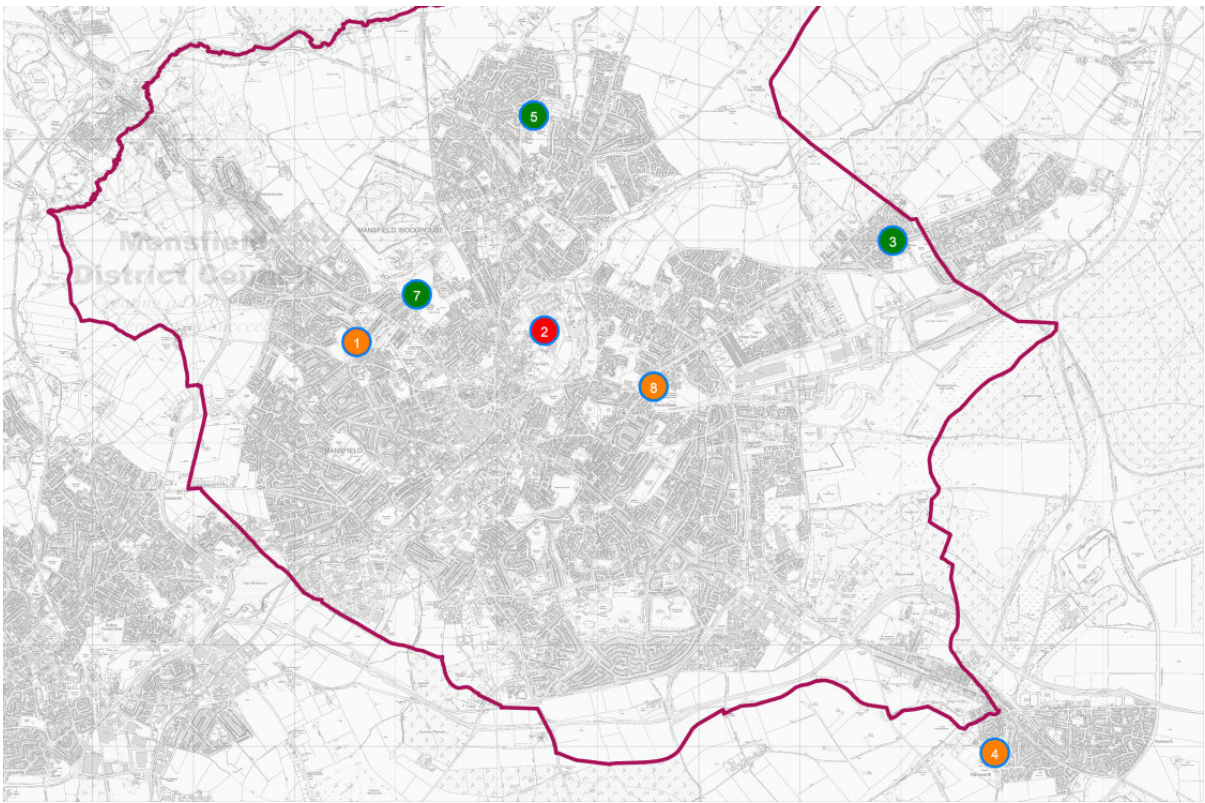
Table 3.5 - Capacity Status of Secondary Phase Schools in Mansfield

Map Ref.	Name of School/Academy	Net Capacity	Total Nos. On Roll (2014)	Capacity Status		
				Nos.	%	Category
1	All Saints Catholic School	1107	1052	55	5	



Map Ref.	Name of School/Academy	Net Capacity	Total Nos. On Roll (2014)	Capacity Status		
				Nos.	%	Category
2	Brunts Academy	1530	1479	51	3	
3	Garibaldi College	1257	718	539	43	
4	Joseph Whittaker Academy	1288	1203	85	7	
5	Manor Academy	1470	977	493	34	
7	Queen Elizabeths Academy	1144	663	481	42	
8	Samworth Academy	1150	1062	88	8	

Three: Social and Community Infrastructure



Key

-  MDC Boundary
-  Deficiency
-  At Capacity
-  With Capacity

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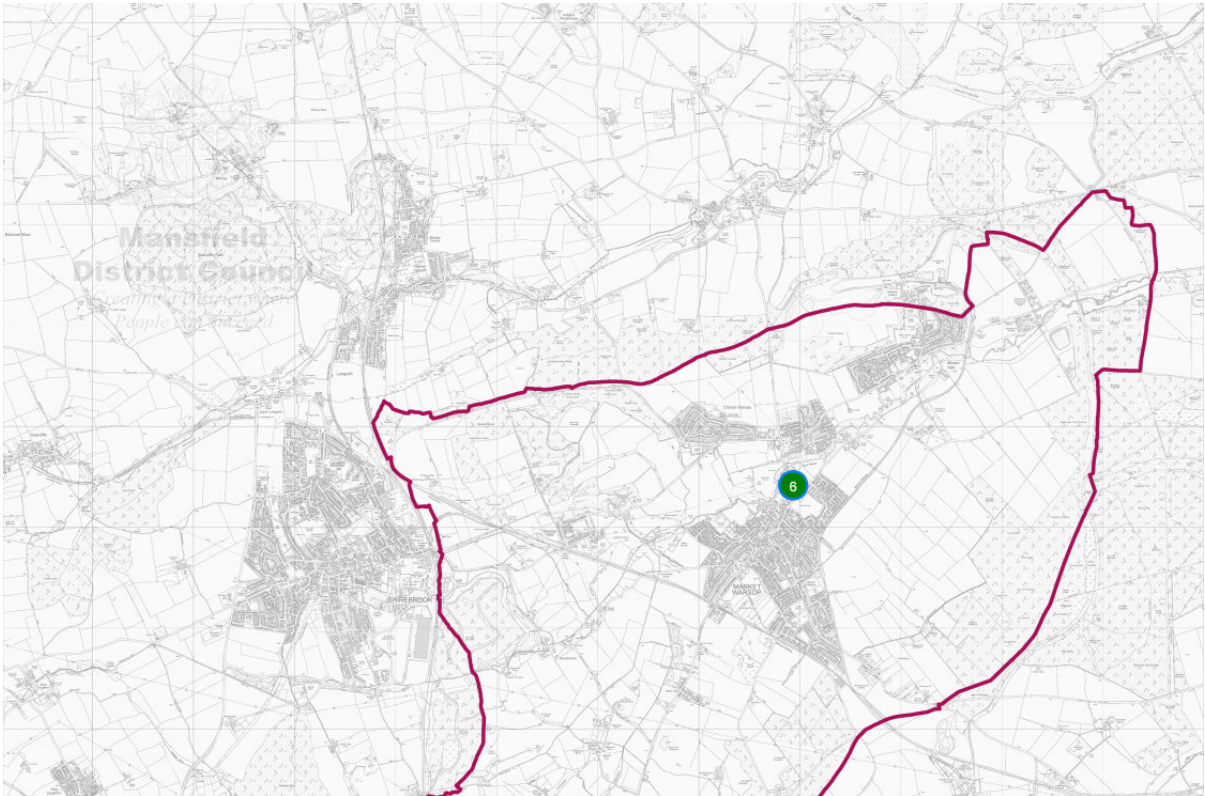
3.33 The Joseph Whittaker School (actually just within Newark and sherwood District council) is planning to increase its capacity using S106 education contributions already collected. In addition, Vision West Notts College opened the Vision Studio School for 14-19 year olds in Mansfield in September 2014.

Market Warsop and the Villages

3.34 Meden School currently has some capacity to accommodate growth from in the District, and as such there are no firm plans to increase its capacity.

Table 3.6 - Capacity Status of Secondary Schools in Market Warsop and the Villages

Map Ref.	Name of School/Academy	Net Capacity	Total Nos. On Roll (2014)	Capacity Status		
				Nos.	%	Category
6	Meden School "A Torch Academy"	1356	815	541	40	



Responsibility for Delivery, Funding Sources and Timescales

3.35 Nottinghamshire County Council is responsible for ensuring sufficient school places are available and acts as a commissioner rather than provider of new schools.

3.36 Although monies for new schools may come from Central Government it is expected that the County Council seek to secure appropriate contributions from developers where education provision is required to accommodate pupils generated as a result of new development in the area.



3.37 Usually the County Council with contribution from developers will provide the site and the funds for a new school. It will procure the school building through its Official Journal of the European Union (OJEU) compliant contractor framework and provide the new building for the successful provider to occupy.

3.38 In terms of assessing need arising from new residential development the County Education department calculates 16 secondary places required per 100 dwellings. Using the above 1,000 new dwellings on a site would generate a need for one form per year for secondary schools. If it is deemed that there is no requirement for a new school the County Education department would normally request the sum of £17,260 per pupil exceeding the current capacity of the school (as per the latest Department for Education cost per pupil of capital development projects).

Further and Higher Education

Key Issues

3.39 Vision West Nottinghamshire College (WNC) is the major further education and learning provider in this area. It caters for both young and adult learners delivering a range of courses including GCSE's, A Levels, vocational and professional qualifications and higher education in subject areas such as engineering and manufacturing technologies, health, public services and care, visual and performing arts and media, and business administration.

3.40 In 2010/11 there were over 11,500 college students roughly split between 4,700 young learners, 500 studying for higher education courses, and 6,600 adult learners. In addition, the college works in partnership with employers to oversee apprenticeships to about 5,000 apprentices, and delivers NVQ's in the workplace to over 6,700 learners.

3.41 The college has two main campuses at Derby Road on the southern edge of Mansfield, and Chesterfield Road South on the edge of Mansfield town centre, together with a number of specialist centres within the town delivering vocational training.

3.42 Vision WNC is recognised by Ofsted as a good college with many positive features. It has gained Beacon college status in recognition of its delivery of outstanding teaching and learning, and has been awarded the Training Quality Standard for its high quality work with employers. In 2010 the college was ranked 14th best place to work in the public sector and retained its star rating in the 2010 Best Companies accreditation scheme.

3.43 In addition, the North Nottinghamshire College at Worksop is a major provider of education and training serving the area including Mansfield District. It has over 2000 full and part time students, employs over 500 staff and turns over about £16M.

Responsibility for Delivery, Funding Sources and Timescales

3.44 WNC has recently undergone a £24M re-development of its main campus at Derby Road situated to the south of the town. It is the biggest single recent investment in education and skills in the area and one which has helped transform facilities for students across West Nottinghamshire.

3.45 The re-development scheme included a new £11M teaching block, a six badminton-sized sports hall with modern changing facilities and a sports science laboratory. In addition, other works on the campus have seen the enclosure of an outdoor courtyard with a part-glazed roof to provide additional learning and social space. In addition, the College has converted the existing three storey building into more teaching space and re-clad the six-storey tower and other buildings on the site to rejuvenate the visual appearance of the campus.

3.46 Although it has not been possible to discuss provision with Vision WNC at this stage in the preparation of the Study, it is assumed that the transformed college has enabled it to be able to cope with any additional needs that would be generated by the projected increase in population in the area.

Conclusions

3.47 A summary of the key issues relating to education provision is provided in Table 3.7:-

Table 3.7 - Education

Education			
Mansfield Urban Area			
Early Years	Primary	Secondary	Further & Higher
Provision is adequate although there is unmet childcare needs for school aged children i.e. 5-11. A key issue for childcare places is around the degree of flexibility on offer, for example, to cater for the shift patterns of working parents.	There are capacity issues at most of the primary schools in Mansfield. The greatest pressure is on the western and southern side of town including Berry Hill, Oak Tree and Forest Town areas. Improvements are planned through the PBSP but there may be need for additional capacity to cater for increase in pupil numbers arising from planned development.	There is no spare capacity at All Saints School. This poses issues in this part of town as it is the only secondary school on the western side of Mansfield. Brunts Academy is also oversubscribed and this limits choice in this area.	No current capacity issues. Major investment has taken place which has modernised the facilities at West Nottinghamshire College.
Market Warsop Urban Area and the Villages			
Early Years	Primary	Secondary	Further & Higher
Provision is adequate although there is unmet childcare needs for school aged children i.e. 5-11. A key issue for childcare places is around the degree of flexibility on offer, for example, to cater for the shift patterns of working parents.	There is surplus space at all of the schools in Market Warsop, and Meden Vale. However, Church Vale Primary School at Church Warsop is currently at capacity.	No capacity issues at Meden School.	There is no significant local provision. However, good bus links to facilities further afield including at West Nottinghamshire College, and North Nottinghamshire College at Worksop provide opportunities for education and training.

Healthcare

3.48 This section looks at most of the healthcare issues subject to general availability through the national health service and supporting providers.

GP's and Health Centres

Key Issues

3.49 The Nottinghamshire County Teaching Primary Care Trust (NCT PCT) was responsible for planning and commissioning a range of services to meet the diverse health and well-being needs of people in the County. However, in April 2013 the PCT ceased to exist and Clinical Commissioning Group's (CCG's) took over the commissioning of health services for the local population. Typically, these are groups of GP's that identify local priorities and develop plans that meet local needs.

3.50 Across the District there is reasonable geographical spread of GP's. In addition, out of hours care providing urgent medical advice and attention when GP surgeries are closed is provided by Primary Care 24. This is situated at the Kings Mill Hospital just over the district boundary in Ashfield District.

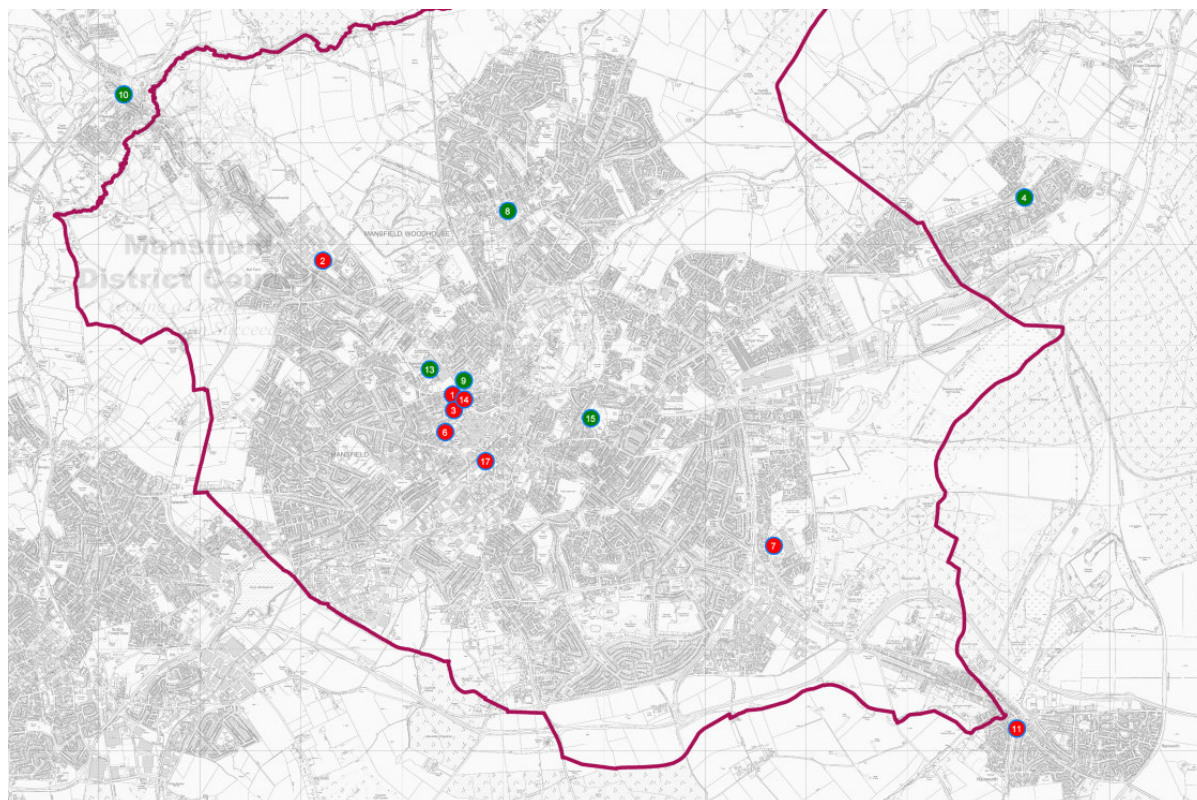


3.51 The NHS Nottinghamshire Strategic Service Development Plan 2008 – 2018 is the most relevant document to the local plan and infrastructure planning process relating to health. It examines population growth, health needs and the condition of NHS premises and outlines priorities for further development of healthcare facilities across Nottinghamshire. It earmarks potential development schemes in the short, medium and long term where it is considered a priority to consider future service configuration.

Mansfield Urban Area

3.52 A key priority of the Service Development Plan was the relocation of GP services from the St John's Street Health Centre mainly to the new Mansfield Community Hospital on Sutton Road which is well served by bus services. The NHS vacated the building in 2010 and its recent demolition presents a significant development opportunity on the edge of Mansfield town centre.

Capacity at GP's and Healthcentres within Mansfield



Key



MDC Boundary



Without Capacity



With Capacity

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3.53 In addition, new housing development over the years in Forest Town has placed particular pressure upon health facilities in this area. The Plan also identifies the need to consider reconfiguration of services at Sandy Lane Surgery and Oak Tree Lane Health.

3.54 It is possible to estimate the impact of new residential development in terms of both physical space and patient lists for GP's. Although it has not been possible to gather information on the physical space needs of doctor's surgeries the NHS Commissioning Board has provided information on current patient lists at GP's in the District.

3.55 The general guide from the NHS Commissioning Board that typically a whole time equivalent GP Practitioner would be expected to have a list size of 1800 – 2000 patients has therefore been used for the purposes of assessing capacity in this Study. It should be noted that this assumption alone may not provide a complete and accurate picture of the capacity of GP provision.

3.56 As can be seen in Table 3.8 and the map from the information gathered there may be capacity issues at Acorn Medical Practice, Bull Farm Primary Care Centre, Churchside Medical Practice, Mill View Surgery, Oak Tree Lane Health Centre, Rainworth Primary Care Centre, Roundwood Surgery, and St Peters Medical Practice serving the Mansfield urban area.

Table 3.8 - Capacity at GP's and Healthcentres within Mansfield

Map Ref.	Name	Location	Practice Capacity	Patient List	Capacity Status		
					Nos.	%	*/
1	Acorn Medical Centre	Wood Street, Mansfield	1900	2693	-793	-41.7	
2	Bull Farm Primary Care Centre	Enterprise Way, Mansfield	2850	3038	-188	-6.6	
3	Churchside Medical Practice	Wood Street, Mansfield	6800	10166	-3366	-49.5	
4	Clipstone Health Centre	Clipstone, Mansfield	9500	9400	100	1.1	
6	Mill View Surgery	Goldsmith Street, Mansfield	5700	8108	-2408	-42.2	
7	Oak Tree Lane Health Centre	Jubilee Way South, Mansfield	1900	2949	-1049	-55.2	
8	Oakwood Surgery	Church Street, M ^f ield Woodhouse	18050	14195	3855	21.4	
9	Orchard Medical Practice	Crow Hill Drive, Mansfield	12350	12048	302	2.4	
10	Pleasley Surgery	Chesterfield Road, Mansfield	4800	2996	1804	37.6	
11	Rainworth Primary Care Centre	Warsop Lane, Rainworth	5700	6000	-300	-5.3	
13	Rosemary Street Health Centre	Rosemary Street, Mansfield	17100	9716	7384	-43.2	
14	Roundwood Surgery	Wood Street, Mansfield	11400	13398	-1998	-17.5	
15	Sandy Lane Surgery	Sandy Lane, Mansfield	6700	6197	503	7.5	
17	St Peters Medical Practice	Commercial Street, Mansfield	1900	2622	-722	38	

3.57 In terms of future provision, it is anticipated that new healthcare facilities will be provided as part of the major urban extension to the south of Mansfield. It is expected that the developer will provide the land for a new GP surgery and/or pay a financial contribution towards the cost of building the facility. In addition, the Clipstone Health Centre have recently relocated to a new purpose built facility on land at Clipstone Road East.

Market Warsop and the Villages

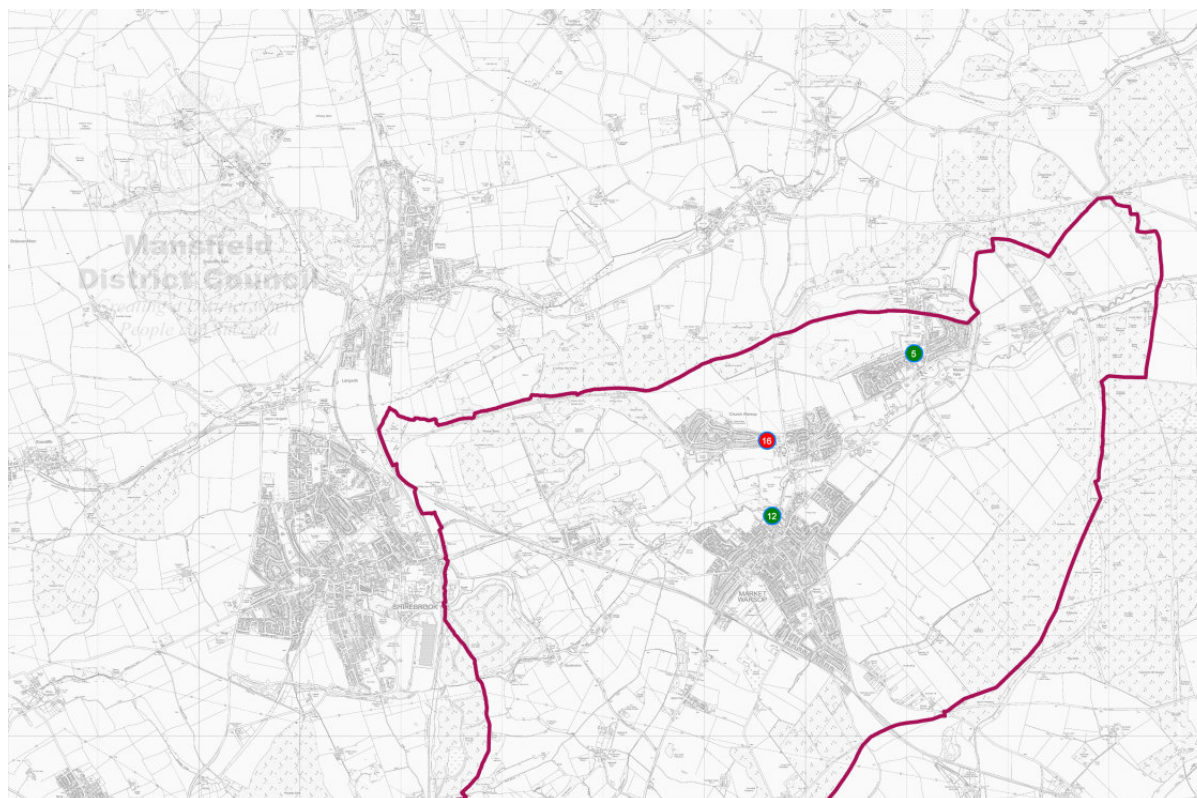


3.58 In Market Warsop there are no identified capacity issues at the two GP's practices serving the town. However, the branch surgery at Church Warsop currently experiences high patient numbers and is over subscribed.

Table 3.9 - Capacity at GP's and Healthcentres within Market Warsop and the Villages

Map Ref.	Name	Location	Practice Capacity	Patient List	Capacity Status		
					Nos.	%	+/-
5	Meden Vale Medical Services	Egmaton Road, Meden Vale	6700	6805	615	9.2	
12	Riverbank Medical Services	Carr Lane, Market Warsop	4800	4040	760	15.8	
16	Shires Health Centre	Bishops Walk, Church Warsop	1900	2950	-1050	-35.6	

Capacity at GP's and Healthcentres within Market Warsop and the Villages



Key

□ MDC Boundary ● Without Capacity ● With Capacity



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Responsibility for Delivery, Funding Sources and Timescales

3.59 There are three main ways of funding primary care services. These are GP led, PCT LIFT schemes, and third party developments.

3.60 As described above, most of healthcare budgets are devolved to practice based clusters of GP's across the County. High Point Health was the PBC Cluster formed by GP's and practices covering Mansfield and Ashfield. It comprises 31 GP practices across the area dealing with approximately 185,000 registered patients.

3.61 From April 2013 this cluster of GP's became the Clinical Commissioning Group (CCG) responsible for around 80% of the area's healthcare budget. An NHS Commissioning Board oversees its operation and is responsible for ensuring that the group spends its budget in the most efficient and effective way. It also keeps control of commissioning a number of specialist services like transplants, for example.

Pharmacies

Key Issues

3.62 Pharmacists and chemists play a key role in providing quality healthcare to patients. Working in the community, primary care and hospitals, pharmacists use their clinical expertise together with their practical knowledge to ensure the safe supply and use of medicines by patients and members of the public.

3.63 Under new Government arrangements the aim is to place greater emphasis on the provision of a wider range of services through community pharmacy by making better use of pharmacists' expertise and clinical skills. Many pharmacists now have consulting rooms and can give advice on a range of minor ailments including the offer of the NHS Health Check, seasonal influenza vaccination, and stop-smoking service, for example. It is expected that these enhanced services are likely to become more extensive in the future as increasing pressure is put upon other areas of the NHS including GP's and A&E departments within hospitals.

3.64 Each Health and Well Being Board is required to undertake a Pharmaceutical Needs Assessment (PNA) to determine the level of pharmaceutical provision in its area. The PNA is a key tool to:

- identify the pharmaceutical needs of the local population
- support the decision making process for pharmacy applications (subject to regulation)
- support commissioning decisions in relation to pharmacy services.

3.65 Currently there are 22 pharmacies providing services in the District including four 100-hour pharmacies (pharmacies that are open for at least 100 hours per week). These existing pharmacies are mainly located within Mansfield, although there is some provision in Market Warsop and Meden Vale in the north of the District.

3.66 According to the latest PNA the pharmacy services in the Mansfield area are considered to be sufficient for the current population and there are currently no unmet needs.

Responsibility for Delivery, Funding Sources and Timescales

3.67 Many services provided by community pharmacists are commissioned locally according to the needs of the area. Community pharmacies require inclusion on a list held by NHS England. Once included the pharmacy will hold a pharmacy contract with the NHS to deliver a set level of service to the local community.

3.68 From 2005 contractors have been able to secure a new contract if they satisfy one of four exemptions to the necessary or desirable test. This relates to:-



- pharmacies in a large retail development (greater than 15,000 sq.m)
- pharmacies in a consortium-run primary care centre
- pharmacies that plan to open at least 100 hours per week
- pharmacies that plan to operate on a distance-selling basis (e.g. mail order).

3.69 Funding for community pharmacies is negotiated annually by the Department of Health (DH) and the Pharmaceutical Services Negotiating Committee (PSNC) and distributed down to the local level through NHS contracts.

3.70 NHS funding is largely prescription volume based and so the profitability of a pharmacy depends upon securing prescription volume. Many pharmacies will therefore seek to maximise the opportunity to locate close to GP practices and health centres to maximise seamless access for patients from the GP to the counter for prescribed medicines and other healthcare products. Most recently a new pharmacy opened at the Rosemary Street Health Centre in Mansfield which has added to the pharmaceutical services in the District.

3.71 It is expected that any further provision will be funded through the private healthcare market in the context of NHS funding arrangements at the time. The current issues with regard to the economics of pharmacies relate to the increasing number of new contracts coming forward including within large retail stores, the local prescribing policies of GP's resulting in unequal distribution of NHS funding, and the availability of private finance to pharmacy contractors from banks and other sources.

Dentists

Key Issues

3.72 The provision of dental services in the community plays an important role in the overall health and well being of residents. Everyone should therefore expect to be able to access good quality NHS dental services at reasonable cost.

3.73 In the District the main providers of NHS dental services are general dental practitioners who operate under the General Dental Service (GDS). These dental practices are run as businesses owned by dentists who work as independent contractors to the NHS.

Mansfield Urban Area

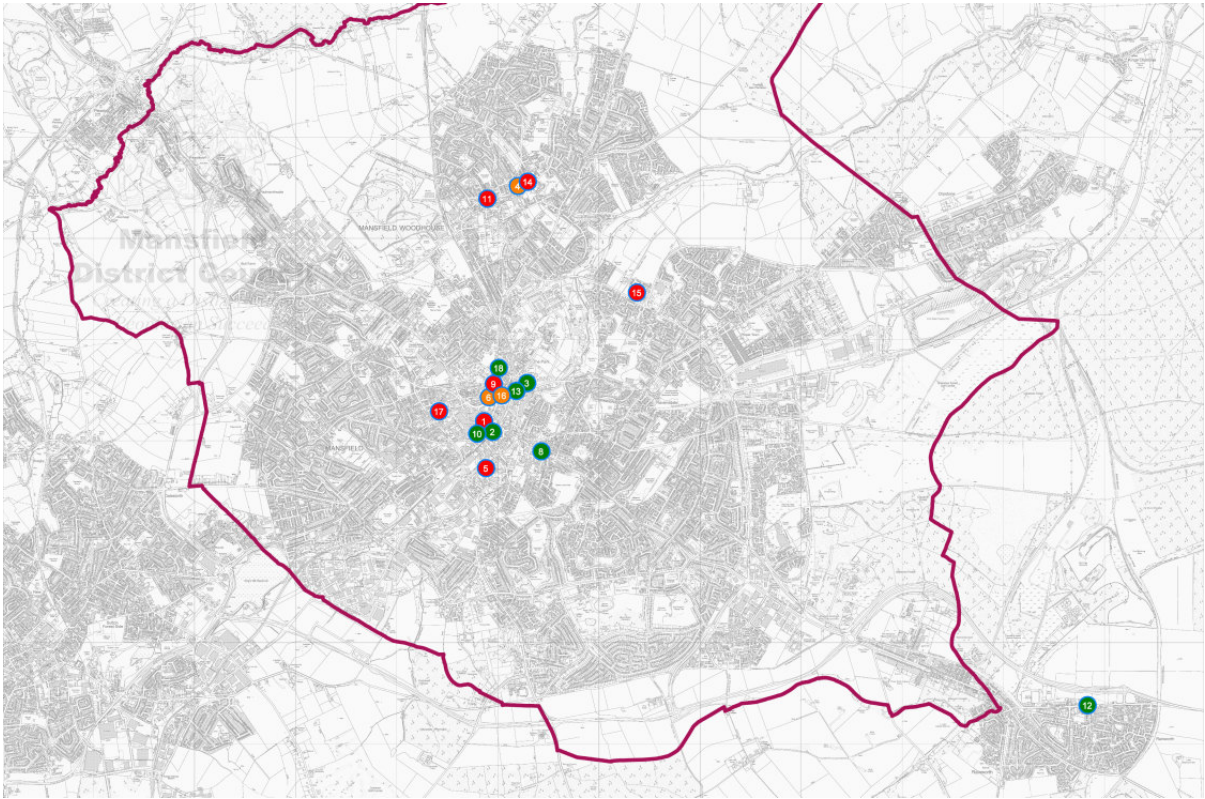
3.74 At the time of writing the District had a range of NHS General Dental Practices spread throughout the District. The provision of NHS General Dental Practitioners is heavily concentrated in and around Mansfield's central area. In addition to dental care services provided by dentists a range of specialist orthodontic treatment is available at the Orthodontic Practice on Woodhouse Road, Mansfield Woodhouse.

Table 3.10 - Capacity at Dentists within Mansfield

Map Ref.	Name	Location	Accepting NHS Patients
1	1st Call Dental Surgery	1a Leeming Street, Mansfield, NG18 1QJ	No
2	A Usher & Associates	6 White Hart Street, Mansfield, NG18 1DG	Yes
3	ADP Mansfield Ltd	23 Bath Lane, Mansfield, NG18 2BU	Yes
4	C.M.J. Kirkpatrick	23a High Street, Mansfield Woodhouse, NG19 8BB	Under 18's only

Map Ref.	Name	Location	Accepting NHS Patients
5	Titchfield Park Dental Clinic	1 Commercial Gate, Mansfield, NG18 1EJ	No
6	Jackson & Rigby	86 Leeming Street, Mansfield, NG18 1NG	Under 18's only
8	Jordan Dental	50 Ratcliffe Gate, Mansfield, NG18 2LJ	Yes
9	Kevin Manners Denture Clinic	14 Woodhouse Road, Mansfield, NG18 2AD	No
10	Market Place Dental Practice	3 Exchange Row, Mansfield, NG18 1JU	Yes
11	Titchfield Dental Clinic	18 Station Street, Mansfield Woodhouse, NG19 8AB	No
12	Rainworth Dental Centre	Sherwood Parade, Kirklington Road, NG21 0JP	Yes
13	Redmount Dental Surgery	11 Bath Lane, Mansfield, NG18 2BU	Yes
14	Sherwood Dental Practice	65 High Street, Mansfield Woodhouse, NG19 8BB	No
15	Shine Dental Care Ltd	Sandlands Way, Mansfield, NG19 0GG	No
16	Thackeray Dental Care	6 Rufford Avenue, Mansfield, NG18 2BT	Under 18's only if parent registered
17	The Dental Care Centre	16 St Johns Street, Mansfield, NG18 1QJ	No
18	Mansfield Dental Practice	18 Woodhouse Road, Mansfield, NG18 2AF	Yes

3.75 However, as can be seen in Table 3.10 over half of the dentists in the area do not currently accept NHS adult patients. It is understood that no further provision is planned and it would appear from the information gathered that there is restricted access to NHS dental services within certain parts of the District.



Key

 MDC Boundary

Accepting NHS Patients:

 No

 Under 18's Only

 Yes



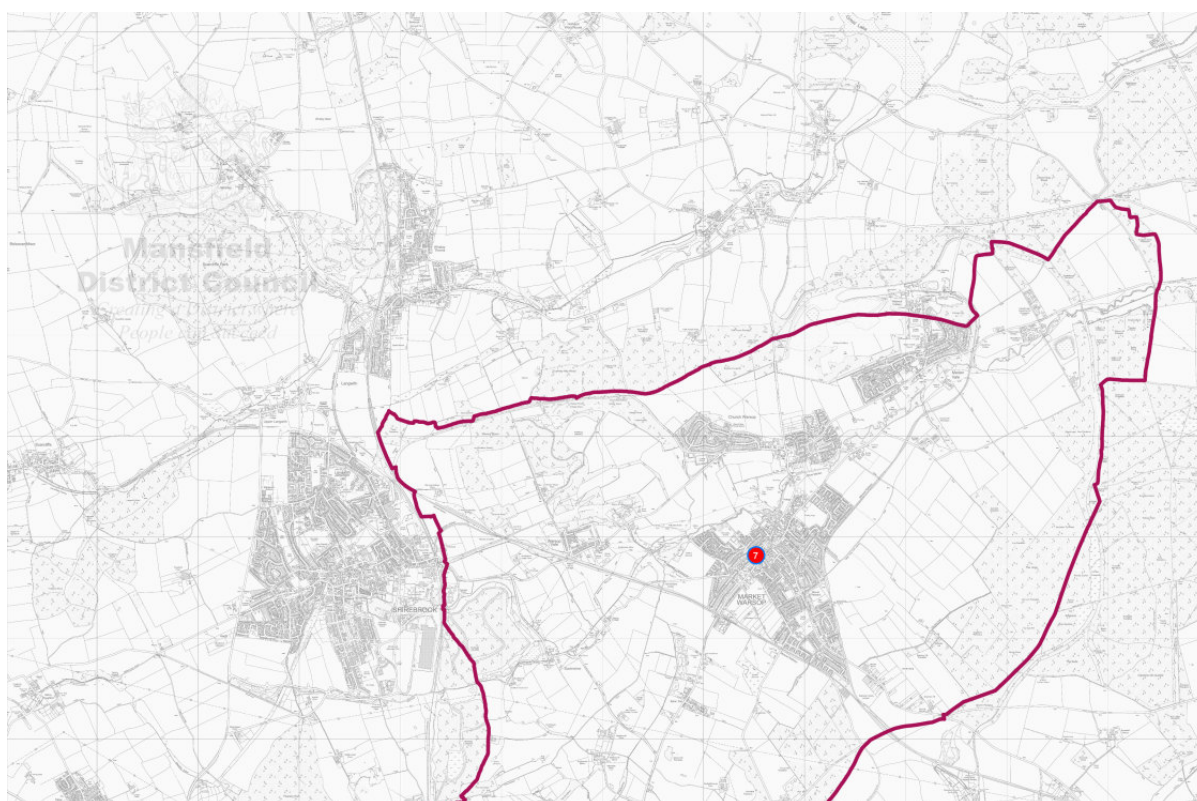
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Market Warsop and the Villages

3.76 In Market Warsop provision is more limited with one practice serving the town and the surrounding villages. At present this practice does not accept NHS patients.

Table 3.11 - Capacity at Dentists within Market Warsop and the Villages

Map Ref.	Name	Location	Accepting NHS Patients
7	Hall & Purchase	Carr Lane, Market Warsop, NG20 0BN	No



Key

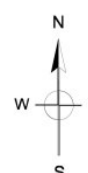
 MDC Boundary

Accepting NHS Patients:

● No

● Under 18's Only

● Yes



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Responsibility for Delivery, Funding Sources and Timescales

3.77 Unlike dentists practising within NHS dental services General Dental Practitioners are not NHS employees but like GP's are independent contractors. Under new contract arrangements introduced by the Government the method by which a dentist's income is determined has changed such that dentists are now paid for the quality of care they deliver rather than the volume of work they carry out.

3.78 In the future it is expected that contracts will continue to be commissioned locally through the area's local Clinical Commissioning Group rather than nationally as in the past. As such control over resource allocation of NHS monies in dentistry will rest with the area's local Clinical Commissioning Group and be likely to be tailored to local needs.

3.79 As well as dentists working under contract through the GDS, special needs dental care is provided by NHS dentists in the area. This is a referral only service providing dental care for those patients who are unable to access and obtain routine dental care in a general dental practice setting because of some impairment, disability or other medical condition. Such dentists work for the NHS within a wider clinical team including other health professionals such as school nurses, health visitors etc.

3.80 It is expected that any future dentist provision will be funded through independent General Dentist Practitioners in the context of NHS funding arrangements and contracts at the time.



Hospitals

Key Issues

3.81 The Sherwood Forest Hospitals Foundation Trust (SFHFT) runs King Mill Hospital situated just over the district boundary in Ashfield District, as well as providing services at the Mansfield Community Hospital, close to Mansfield Town Centre.

3.82 Kings Mill Hospital has over 550 bed spaces and treats about 30,000 in-patients, 77,000 day cases and 106,000 emergencies in the A&E department each year. Although located just outside the District, Kings Mill Hospital provides an extensive range of services which caters for the health needs of the local population in Mansfield. More specialist services are referred to other Hospitals including the City Hospital, and Queens Medical Centre at Nottingham.

3.83 Services at the Mansfield Community Hospital are more limited, but include a range of out-patients departments dealing with children and adolescent, diabetic, geriatric, neurological, and family planning services. In addition, two residential units on the site care for adults with mental health problems and/or learning difficulties.

3.84 Whilst Kings Mill is the popular choice for large numbers of people living in the district there is also opportunity for residents in the more northern part of the District to travel to Bassetlaw Hospital in Worksop. Bassetlaw Hospital is a smaller general hospital that is one of the key hospitals in the Doncaster and Bassetlaw Hospitals NHS Foundation Trust. It has 300 beds, treats about 33,000 in-patients, and deals with around 45,000 emergencies in the A&E Department each year.

Responsibility for Delivery, Funding Sources and Timescales

3.85 Over the last few years SFHFT has invested £320M in a phased programme of works to create a new ‘super hospital’ at Kings Mill. Significant improvements have also been made to the Mansfield Community Hospital through a major refurbishment scheme.

3.86 Bassetlaw Hospital to the north of the District has also benefitted from some recent investment by the Doncaster and Bassetlaw Hospitals NHS Foundation Trust which has improved the range of secondary care services including most recently a new Breast Care Unit, and the expansion of the A&E department.

3.87 However, following the Government’s spending review the NHS remains under significant financial pressure and the challenge for the future will be to deliver high-quality services to patients that are clinically and financially stable.

3.88 Although it has not been possible to discuss hospital provision with both of these Hospital Trusts through the preparation of this Study, it is assumed that with increasing demand and the need for continual improvement that some services will expand whilst others will change to meet modern clinical needs. It will be important for the Trust to ensure that the changing face of hospital services in the future is able to cope with increases in population arising from housing growth and the changing needs of the population.

Conclusions

3.89 A summary of the key issues relating to health provision is provided in Table 3.12:-

Table 3.12 - Healthcare

Healthcare
Mansfield Urban Area

Healthcare			
GP's	Pharmacies	Dentists	Hospitals
There are capacity issues at a number of GP practices serving Mansfield particularly those located within and around the Mansfield central area. Similar deficiencies also exist at facilities serving Bull Farm, Oak Tree and Rainworth on the eastern and western sides of the town. A new GP surgery is planned to cater for the likely increase in population arising from the southern urban extension of the town.	No identified capacity issues. A new pharmacy opened at the Rosemary Street Health Centre in Mansfield during 2013 which has further added to provision.	Most dentists are well located within or close to existing centres including Mansfield town centre. Despite their good location there are issues with access to NHS dental care at a number of dentists across the District where patient admissions are restricted to private patients only.	Kings Mill Hospital just over the district border is a major hospital which serves Mansfield, Ashfield and the surrounding areas. The hospital has benefitted from £320 investment which has seen major re-development of the site and the services it provides. At present there are no known capacity issues. However, NHS budget cuts may place some services at risk. Similarly, the increased competition from other growth areas for more limited NHS funding may result in the relocation or merging of some services.
Market Warsop and the Villages			
GP's	Pharmacies	Dentists	Hospitals
No identified capacity issues	No identified capacity issues	There is very limited provision with only one dentists practice serving this part of the District. Of particular cause for concern is that provision at this practice is limited to private patients only.	The nearest hospitals are Kings Mill Hospital in Ashfield, and Bassetlaw Hospital in Workshop. There are no known capacity problems. However, the main issues relate to the relative accessibility of these facilities to local communities.

Community Services

3.90 Community Services covers a wide range of uses which are important to the communities which they serve. Some have become over the years far more market lead than their original community service/facility background. The best example is probably Post Offices which used to have a governmental role but are now largely market lead in terms of viability.

3.91 Also, especially within this area, many villages had mining related social infrastructure in the way of social clubs and sporting facilities, heavily supported by the local colliery. Whilst some of these have migrated to a more market supported approach, generally there has been a reduction in the social facilities available.

3.92 Economic pressures have also had a significant impact on our places of Worship which were often vibrant centres of community life, and whilst this is still true in some areas, they are less active in others.

3.93 This section looks at a range of what may be considered as Community services.

Post Offices

Key Issues

3.94 Post Office Ltd is the company responsible for the network of retail post offices across the Country. It provides a wide range of services and products that are important to local residents and businesses of the District. These include payment of pensions, financial, insurance and banking services, travel related



products, and other counter services such as vehicle licensing and tax. In addition, the Post Office sells postage stamps, accepts letters and parcels, and deals with other mail related enquiries on behalf of Royal Mail Group.

Mansfield Urban Area

3.95 The main post office is located in Mansfield town centre and this is supplemented by a number of smaller Sub-Post Offices at various locations spread throughout the Mansfield urban area.

Table 3.13 - Post Offices within Mansfield

Name	Location
Brown Avenue	12 Brown Avenue, NG19 8AG
Bull Farm	114 Chesterfield Road, NG19 7JD
Carter Lane	41 Carter Lane, NG18 3DQ
Clipstone Village	129 Mansfield Road, NG21 9AA
Forest Town	115 Clipstone Road West, NG19 0BT
Ladybrook	8 Ladybrook Place, NG18 5JP
Mansfield	14 Church Street, NG18 1AA
Mansfield Woodhouse	52 Station Street, NG19 8AB
Oak Tree Lane	1 Ling Forest Court, NG11 3PH
Southwell Road	97 Southwell Road West, NG18 4EX
Rainworth	Lake Farm Road, NG21 0ED

Market Warsop and the Villages

3.96 In the north of the District there are Post Offices at Market Warsop, Church Warsop, and Meden Vale. There are no Post Offices at Spion Kop or Warsop Vale.

Table 3.14 - Post Offices

Name	Location
Church Warsop	16 Lime Crescent, NG20 0TE
Meden Vale	Netherfield Lane, NG20 9PA
Market Warsop	25a High Street, NG20 0AA

Responsibility for Delivery, Funding Sources and Timescales

3.97 Post Office Ltd has set out on a programme to modernise the network of Post Offices across the Country.

3.98 In order to secure its long-term future the Government has committed £1.34 billion by 2015 in a bid to help address changing customer needs, with extended opening hours and a more innovative range of products and services for its customers. The investment programme aims to see over 6,000 branches nationwide revamped with new 'main' and 'local' style Post Office branches.

3.99 Post Offices that opt to become a 'main' branch have the potential to realise up to £45,000 of investment on their premises whilst a 'local' branch could receive up to £10,000. Typically, 'main' branches will be the existing network of existing larger Post Offices, whilst new 'local' branches will be the new way of operating Post Offices in convenience type retail stores.

3.100 Although it has not been possible to discuss issues with the Post Office Ltd through the preparation of this Study, it is understood that the modernisation programme is voluntary and the decision to upgrade premises will be a matter for individual sub-postmasters. The Government has nevertheless indicated that it wants to invest more money into the Post Office and eventually set it up as a mutual business. It is anticipated that any increase in population arising from new growth and development would help to sustain the existing network of Post Offices across the District.

Places of Worship, Community Halls and Social Clubs

Key Issues

3.101 There are currently over 120 venues that offer a focus as a social meeting place for residents across the District. These include a range of different types of places of worship, community halls, and social clubs within local communities including a number of Colliery Welfare facilities provided by the Coal Industry Social and Welfare Organisation. In addition, within the Council's housing stock there are a number of tenants meeting rooms some of which provide dual use for residents and the public in general. There is reasonable distribution of different types of social and community facilities across the District. No further provision is planned and no unmet needs are identified.

Responsibility for Delivery, Funding Sources and Timescales

3.102 The provision of the range of social and community facilities is the responsibility of a wide variety of agencies, organisations and individuals. Whilst some may be private enterprises many of them are run by non-profit organisations that rely on a range of alternative funding sources including grants to sustain their presence in the community. In particular, with the demise of the coal industry the viability of colliery welfare institutes have come under increasing pressure now that social welfare funding has ceased.

Children's Centres

Key Issues

3.103 Sure Start Children's Centres are a national initiative aimed at improving outcomes for young children and their families and reducing inequalities, particularly those families in need of greatest support. First launched in the late 1990's the Government's objective for the Sure Start Programme was for every area to have a Children's Centre within pram pushing/walking distance by 2010.

3.104 A Children's Centre is defined in law as a place or group of places:-

- which is managed by or on behalf of the local authority to secure that early childhood services are made available in an integrated way;
- through which early childhood services are made available – either by providing the services on site, or by providing advice and assistance on gaining access to services elsewhere; and
- at which activities for young children are provided.

3.105 Although the services on offer may vary from one centre to another the Department of Education sets out a range of services which all Children's Centres must provide. These services are known as the 'core offer' and include the following:-



- Information and advice to parents on a range of subjects including looking after babies and young children, the availability of local services such as childcare
- Drop-in sessions and activities for parents, carers and children
- Outreach and family support services, including visits to all families within two months of a child's birth
- Apprenticeships, Skills, Children and Learning Act 2009, section 198 Sure Start Children's Centres Child and family health services, including access to specialist services for those who need them
- Links with Jobcentre Plus for training and employment advice
- Support for local childminders and a childminding network.

3.106 It follows from the statutory guidance for Sure Start Children's Centres that sufficiency of children's centres is as much about making appropriate and integrated services available, as it is about providing premises in particular geographical areas.

Mansfield Urban Area

3.107 Table 3.15 and the map provide the location of the Children's Centres serving Mansfield urban area which have been developed throughout the District through the various phases of the Sure Start Programme.

Table 3.15 - Children's Centres within Mansfield

Children's Centre	Location
Bellamy Children's Centre	Trowel Court, Bellamy Road Estate, NG18 4NT
Forest Town Children's Centre	Clipstone Road West, Forest Town, NG19 0AA
Ladybrook Children's Centre	Rosebrook Primary School, Ladybrook, NG19 6NJ
Mansfield Woodhouse Children's Centre	Swan Lane, Mansfield Woodhouse, NG18 8BT
Oak Tree Children's Centre	Jubilee Way North, Oak Tree, NG18 3PJ
Pleasley Hill Children's Centre	Woburn Lane, Pleasley, NG19 7RT
Ravensdale Children's Centre	54-56 Sanders Avenue, NG18 2DN
Sandy Bank Children's Centre	Bilborough Road, NG18 2NZ
Sherwood East Children's Centre	1A Braemar Road, Clipstone, NG19 0LL
Sherwood West Children's Centre	Lake View Primary & Nursery School, Rainworth, NG21 0DU
Titchfield & Oakham Children's Centre	73-75 Princess Street, NG18 5SL

Market Warsop and the Villages

3.108 Table 3.16 and map provide the location of the Children's Centres serving Market Warsop urban area and the surrounding villages which have been developed throughout the District through the various phases of the Sure Start Programme.

Table 3.16 - Children's Centres within Market Warsop and the Villages

Children's Centre	Location
Meden Vale Children's Centre	Netherfield School, Meden Vale, NG20 9PA
Warsop Children's Centre	Mansfield Road, Market Warsop, NG20 0AN

Responsibility for Delivery, Funding Sources and Timescales

3.109 The Government through its Spending Review made commitment to support the existing network of children's centres across the country. However, with increasing demand for services and cuts in the levels of grant from other sources it is expected that more innovative approaches will be needed to make the best use of the resources and sustain children's centres into the future.

3.110 Now over 10 years on and in the wake of significant public spending cuts the Government is pushing a re-focus of children's centres in a way that aims to improve outcomes for the most disadvantaged children and their families.

3.111 The Government has recently consulted on new draft Guidance for Local Authorities to change the focus of Children's Centres. The key changes as currently proposed relate to:-

- the definition of the 'sufficiency' of children's centres i.e. to be in a reasonable travelling distance of those who need the services rather than for every 800-1200 children as required at present;
- less prescription about what services must be provided and more local decision-making about the best services to provide;
- more focus on the outcomes that must be improved through the services that are provided; and
- greater emphasis on closing the achievement gap for the disadvantaged.

3.112 At present it is considered that the existing children centres provide a reasonable spread of this type of facility across the District and it is understood that there are no plans from Government to expand the Sure Start or other programmes in order to develop new or expanded children's centres.

Libraries

Key Issues

3.113 The County Council provides a public library service throughout the County as part of its duty as a library authority under the terms of the 1964 Public Libraries and Museums Act.

3.114 The County Council currently operates 7 libraries in the District as follows:-

Table 3.17 - Libraries

Library	Location
Ladybrook	Ladybrook Lane, NG18 5AJ



Library	Location
Market Warsop	High Street, NG20 0AG

3.115 Together these libraries provide a variety of facilities and services such as:-

- book, CD and DVD lending
- newspapers and magazines
- local history area
- reading groups
- free internet access
- refreshment facilities
- photocopying
- flexible event space
- public toilets.

3.116 The refurbished Mansfield Library on West Gate with its new children's area, more computers, dedicated space for research, and a larger local history area opened in January 2012. This is the largest library building in the region (4,000 sqm) and is designated as the central library for Nottinghamshire County Council. The discovery room manage a programme of events and exhibitions and the library cafe provides a basic service for the building. In addition, the library also provides free Wifi. The second floor called 'The Central' provides a 192 seated theatre, large 'studio floor' and several smaller meeting rooms and is a key venue for hire and library events. As a cultural, business and community resource Mansfield Central Library is a key asset for the district.

3.117 In its first two months of opening book issues increased by about two thirds. If this rate of loans were to continue it would mean book loans averaging about 300,000 books each year. Not only has the library refurbishment provided improved facilities for its visitors it has further encouraged footfall in Westgate to the benefit of the wider town centre.

3.118 In addition to the District's permanent libraries, there are four mobile library services that serve parts of the District. These are:

- Route 1: Pleasley – Mansfield – Teversal – this provides a monthly service to communities in Pleasley and the western side of Mansfield.
- Route 8: Cuckney – Church Warsop – this provides a monthly service to communities in Meden Vale, Warsop Vale and Church Warsop.

- Route 12: Rainworth – Mansfield – this provides a monthly service to communities on the south eastern side of Mansfield and in Rainworth.
- Route 13: Mansfield – this provides a monthly service to communities on the south eastern side of Mansfield.

Responsibility for Delivery, Funding Sources and Timescales

3.119 The County Council has a duty to provide a ‘comprehensive and efficient’ public library service.

3.120 The County Council’s approach to libraries is provided in the ‘Strategy for Nottinghamshire’s Libraries’. This document is the most relevant to the Local Plan and infrastructure planning process. It re-states the County Council’s commitment to maintain and develop a strong libraries network across the County and confirms the purpose of libraries as being places that aim to be at the heart of Nottinghamshire’s community life and that offer facilities to:-

- inspire the enjoyment of books and reading;
- create knowledge through access to learning, information and local heritage;
- stimulate and encourage cultural activities; and
- offer excellent and inclusive customer service for all every time

3.121 Although the public library service like other public services is required to provide efficiencies in the context of significant restraint on public spending, the County Council has given its on-going commitment to provide access to the library and information service in all of its current 60 locations across the County including Mansfield District.

3.122 It is understood that the County Council is open to the idea of co-locating services within libraries or libraries within other community or retail facilities in order to maximise the impact and value of its library provision. Where new development generates a need for additional library provision the County Council may seek a contribution towards building costs and/or book stock costs.

Crematoria and Cemeteries

Key Issues

3.123 The Council provides facilities for burial and cremated remains committal, in 4 cemeteries and there are also 2 churchyards within the District which still carry out burials. However, these are not under the Council control. In addition, there are a small number of other churchyards across the District that the Council maintain but these are full and no longer in active use.

3.124 Information on past trends and the current capacity of cemeteries has been obtained from the Council’s Registrar of Cemeteries. The table below shows the current position with regard to the estimated number of grave spaces available in each of the Council owned cemeteries and churchyards serving Mansfield, and Market Warsop urban areas.

**Table 3.18 - Cemetery provision within the District**

Cemetery Name	Location	Capacity Status	
		Nos. of grave spaces available	Year estimated to be at capacity
Nottingham Road	Nottingham Road, Mansfield	250	2017
Pleasley Hill	Chesterfield Road North, Pleasley	500	2020
Leeming Lane	Leeming Lane, Mansfield Woodhouse	2500	2030
Cuckney Hill	Cuckney Hill, Market Warsop	4000	2060
St Albans Churchyard Extension	Forest Town, Mansfield	30	2018
St Michaels Churchyard	Pleasley, Mansfield	30	2018

3.125 As can be seen from Table 3.18, based on past trends which have remained fairly static over the last 25 years it is estimated that the cemetery at Nottingham Road has approximately 3 years more capacity for burials and committal of cremated remains. If current trends continue it is expected that this cemetery would fill up during 2017.

3.126 Under this scenario the Pleasley Hill cemetery is expected to be the next to fill up, and within approximately 3 years of Nottingham Road cemetery closing. The cemetery at Mansfield Woodhouse would then be left to take the majority of burials including those which would normally have taken place at the Nottingham Road and Pleasley Hill cemeteries.

3.127 Without new or extended provision it is expected that there would be deficiencies across certain parts of Mansfield with the only remaining cemetery serving the wider urban area being located at Mansfield Woodhouse. It is expected that this cemetery would be at or close to its capacity in approximately 2030.

3.128 Increases in population arising from planned growth is likely to place further pressure on cemetery provision and it is anticipated there will be a need to address the shortfall in available grave spaces across Mansfield during the Plan period in order to take the pressure off the Leeming Lane cemetery.

3.129 In Market Warsop, there is currently enough spare capacity for burials at Cuckney Hill Cemetery to last up until approximately 2060. There is therefore no pressing need to make provision for a new or extended cemetery at Market Warsop.

Responsibility for Delivery, Funding Sources and Timescales

3.130 Although there is no statutory duty on local authorities to provide burial facilities the Council is defined as a burial authority and exercises its power to provide cemeteries under the Local Government Act 1972.

3.131 In execution of this power and under its statutory obligations the Council maintains records of burials, issues deeds of exclusive rights to graves and maintains the cemeteries and churchyards in good order and repair. In addition, in this role it offers free and impartial advice on funeral service arrangements.

3.132 In order to address issues with the shortfall of grave spaces across Mansfield in the long term the Council agreed in its 2013/14 budget to set aside part of the New Homes Bonus and New Homes Bonus Growth totalling £338,000 towards infrastructure work required to develop Cemetery Land in the 2013/2014 financial year and included this within the Consolidated Capital Programme.

3.133 Although proposals were put forward for a new cemetery to the south of Mansfield as part of the planning application for the 'Lindhurst Scheme' this part of the proposal was withdrawn. There is therefore an outstanding issue with regards to water quality to be resolved with the Environment Agency if the proposal is to move forward.

Household Waste Recycling

Key Issues

3.134 Throughout the district there are a wide variety of recycling points enabling the public to deposit a range of items, glass, paper, material, clothing or shoes for example. These are located in a variety of places and were not considered as part of this study. There is also Materials Recovery Facility, or Multi Re-use Facility (MRF) sited within the Crown industrial Estate at Forest Town, which caters for the recycled waste collected by the Council.

3.135 There are also two household recycling centres in the district at Mansfield, and Market Warsop which provide a wide range of recycling facilities. In addition to being able to deposit recyclable items at these sites, residents can take other household waste for safe and responsible disposal. The Mansfield sites is small and is already operating over capacity. Any additional growth is likely to put pressure on this existing facility. and the County Council is looking at various options

Responsibility for Delivery, Funding Sources and Timescales

3.136 The recycling centres at Mansfield, and Market Warsop are run by Veolia on behalf of Nottinghamshire County Council. Although there are currently no firm plans for additional provision the County Council may look at the options to rationalise the sites at Mansfield, Worksop (and Kirkby) into one supersite in the future.

Conclusions

3.137 A summary of the key issues relating to the provision of the main community services in the District are provided in Table 3.19:-

Table 3.19 - Community Services

Community Services				
Mansfield Urban Area				
Post Offices	Churches, Community Halls & Social Clubs	Children's Centres	Libraries	Crematoria & Cemeteries
Investment from government is aimed at supporting existing post offices rather than providing new ones.	There are a range of different types of churches, community halls, and social clubs which provide a social meeting place across the District. No unmet needs are identified.	Existing children centres are spread across the District and provide a reasonable level of provision of service. No unmet needs are identified and the Government and NCC has no plans to expand the Sure Start programme.	Significant investment to improve the facilities at Mansfield library was made in 2012. Six other libraries serve the District. No unmet needs are identified and the County Council as library provider has no plans to build new or expand the District's existing libraries.	There are 3 cemeteries and 2 closed churchyards currently active for burials in Mansfield. Mansfield urban area is experiencing an increasing shortage of burial space which is most acute at the Nottingham Road cemetery.
Market Warsop and the Villages				
Post Offices	Churches, Community Halls & Social Clubs	Children's Centres	Libraries	Crematoria & Cemeteries



Community Services				
Investment from government is aimed at supporting existing post offices rather than providing new ones.	Existing facilities are provided at Market Warsop, and Meden Vale which provide opportunity for people living in the District's more rural communities to access a range of social and community facilities.	Existing facilities are provided at Market Warsop, and Meden Vale which provide opportunity for people living in the District's more rural communities to access these family services	A small library at Market Warsop serves this urban area and the surrounding villages. No unmet needs are identified and the County Council as library provider has no plans to build new or expand the District's existing libraries.	The cemetery at Cuckney Hill has available grave spaces which it is estimated will last up to 2060. No identified capacity issues.

Emergency Services

3.138 This section looks at the provision of emergency services, Police, Fire and Ambulance within the district.

3.139 We are aware that various reviews are going on in a range of public sector areas and therefore the position statements given are our best approximation of the position at present.

Police

Key Issues

3.140 The provision of the police service within the district of Mansfield is the responsibility of Nottinghamshire Police, overseen by the -Police and Crime Commissioner.

3.141 Nottinghamshire is divided into four divisions, with Mansfield being served by the Mansfield and Ashfield division which covers an area of more than 72 sq. miles and a population of over 200,000. The Mansfield and Ashfield division is broken down into four Neighbourhood Policing Areas (NPAs), which include Mansfield North and Mansfield South in this District. This is correct at the moment but it is anticipated that Mansfield and Ashfield will become two Policing Areas in 2016.

3.142 Each NPA is divided into a number of smaller areas called beats, which usually cover neighbourhoods or estates. They are patrolled by police officers, special constables and police community support officers (PCSOs), sometimes alongside neighbourhood wardens employed by local councils.

3.143 Mansfield Police Station and Divisional HQ is located on Great Central Road, within the Mansfield South NPA. This area includes several diverse residential areas - Bellamy Road, Oaktree, Ravensdale residential estates, East and West Titchfield, Berry Hill, Forest Town and parts of Rainworth.

3.144 Mansfield North (NPA) serves both rural and urban communities across a large geographical area, which includes the west side of Mansfield, Pleasley, Mansfield Woodhouse, Warsop, Church Warsop, Warsop Vale and Meden Vale. There is one police station in this NPA in Mansfield Woodhouse. Like many local stations it currently provides base facilities for officers but no public access. A telephone contact point to the main switchboard is also available.

3.145 The Nottinghamshire Policing Plan for 2011-15 plan set out the strategic vision for the Nottinghamshire Police Authority over the next four years, with a more detailed plan for the forthcoming year. It sets out the strategic vision that by 2015 Nottinghamshire Police will be the best performing police force in England and Wales within four years. By 2015 it aims to be:

- the safest county in England and Wales

- the best value-for-money police force in England and Wales
- the most dependable police force in England and Wales

3.146 This vision is supported by three strategic priorities to

- cut crime and keep you safe
- spend your money wisely
- earn your trust and confidence.

3.147 The plan gives an overview of strategic objectives, priorities and targets within the context of national objectives, together with engagement with local communities and partners. It refers to the outcomes the Authority expects to achieve during the lifetime of the Plan.

3.148 Mansfield District Council works in partnership with the police and other agencies within the Mansfield Partnership against Crime (Community Safety Partnership). It produces a Community Safety Partnership Plan (3 year rolling plan) which focuses on key issues affecting Mansfield and its communities, and communicates actions being taken to make communities safer.

Responsibility for Delivery, Funding Sources & Timescales

3.149 Infrastructure provision for the Nottinghamshire Police force is planned for in their Estates Strategy, which has the aim of providing a fit for purpose, flexible and sustainable estate that enables the Force to deliver its goals. These are to:

- enable accessibility for the public to contact the Police
- enable problem solving, closer partnerships and collaboration
- deliver value for money.

3.150 Proposals are delivered from the Nottinghamshire Police funded Capital Programme.

3.151 The response from Nottinghamshire Police in the preparation of this Study indicates that at present there are no capacity issues in terms of the available buildings with regard to the provision of the police service in Mansfield, there being sufficient space to accommodate operational staff in the right locations.

3.152 It is also noted in the response received from the Police, that the planning of infrastructure provision is not specifically informed by population change. However, due to budget pressures it may not be possible to retain all buildings in the future. It is also noted that the Estates Strategy is not specifically informed by forecasts of population change within the district.

Fire

Key Issues

3.153 The Nottinghamshire and City of Nottingham Fire Authority is responsible for ensuring that its Fire and Rescue Service has the people, equipment and training needed to carry out its duties in relation to:



- fire prevention
- fire safety
- firefighting and rescue
- road traffic collision extrication and rescue
- other emergency rescue activities, e.g. responding to flooding or terrorism.

3.154 The Nottinghamshire Fire and Rescue Service provide cover to an area of approximately 805 sq. miles, providing a service for approximately one million people across the city and county. It has 24 fire stations located across the county, staffed by full time and retained fire fighters. It also has a Specialist Rescue Team to provide expert support at incidents such as rescues from height, water, multiple road traffic accidents or building collapse.

3.155 Mansfield District is provided with fire cover from two stations located within Mansfield, and Market Warsop, and also from fire stations in Edwinstowe, Blidworth and Ashfield. The resources based in Mansfield should not be viewed in isolation as they form part of a county wide service which can call on national and regional assistance if required.

3.156 The control room function transferred to the new East Midlands Regional Control Centre in 2011/2012, as part of the National Fire Control project. The purpose of this change is to improve the ability of all the fire and rescue services to respond to a major incident, such as widespread flooding or a terrorist attack.

Responsibility for Delivery, Funding Sources & Timescales

3.157 The Nottinghamshire Fire and Rescue Service has a 3 year service plan 2010-2013 to guide its work, much of which is developed in partnership with other organisations, agencies and voluntary groups.

3.158 It sets out its vision for 'a safer Nottinghamshire by putting safety at the heart of the community'. It aims to make Nottinghamshire a safer place to live and work. This overall aim is supported by six objectives, which highlight the work which needs to be done in order to achieve the aim. They are:

- prevention;
- protection;
- response;
- resilience;
- diversity and workforce; and
- governance and improvement

3.159 It is noted within the plan that the provision of fire services is planned around the needs of local people. Factors which have been taken into account in developing the three-year Plan, include the age and health of the population, local industry, shopping and leisure amenities, the transport infrastructure, areas of deprivation and regeneration and the mix of rural and urban communities. The location of call demand is monitored to enable resources to be moved around as required.

3.160 The scale of development forecast will have a significant impact upon the demands on the Fire Service in the future. The Fire Service works with spatial planning teams in local authorities in order to monitor potential medium or large-scale housing or industrial developments which may impact upon the need for its services. This is intended to ensure that any such developments will include consideration of the resource and cost implications faced by the fire and rescue service with the potential that funding towards the future demands on the service may be obtained through Section 106 agreements. In addition, it also tries to ensure that where possible developments are planned to design out hazards such as fire and flood risk.

3.161 Funding for the fire service is from Central Government through the Comprehensive Spending Review and the Nottinghamshire and City of Nottingham Fire Authority annual Council Tax precept.

3.162 The response from the Fire Service in the preparation of this study indicates that there are currently no specific capacity issues within the District. This in part reflects the fact that the fire service resources based in Mansfield should not be viewed in isolation but as part of a county wide service which can draw on both regional and national support.

Ambulance

Key Issues

3.163 The East Midlands Ambulance Service NHS Trust (EMAS) is responsible for providing emergency 999, urgent care and some patient transport services for the 4.8 million people within Derbyshire, Leicestershire, Rutland, Lincolnshire (including North and North East Lincolnshire), Northamptonshire and Nottinghamshire. From July 2012 the provision of Patient Transport Services (PTS) was transferred to new service providers in the region except in North and North East Lincolnshire.

3.164 EMAS services are commissioned by six Primary Care Trust (PCT) Clusters, made up of eleven PCTs who hold a service contract with EMAS based on service cost and volume. This contracted commissioning arrangement is coordinated by Derbyshire County PCT, who acts as the regional commissioner for emergency services.

3.165 EMAS has staff based at more than 70 locations across the East Midlands, including two Emergency Operation Centres (ECOs) in Nottingham and Lincoln (which host the Trust's call handling function) and a number of ambulance stations across the region.

3.166 In the Mansfield area ambulances are based at a hub station at Kings Mill Hospital, together with ambulance standby points in various locations to facilitate vehicle spread in order to help achieve targets for vehicle response times.

3.167 EMAS has access to the Hazardous Area Response Team (HART) which is a dedicated team which provides specialised cover for civil contingencies, major incidents and Chemical, Biological, Radiological, Nuclear and Explosive (CBRNe) incidents. This team is based in Mansfield.

3.168 The Trust has access to three air ambulances in the East Midlands and where necessary can request support from air ambulances outside the region. The three East Midlands air ambulance are operated by two charities: the Lincolnshire and Nottinghamshire Air Ambulance Charitable Trust and the Warwickshire and Northamptonshire Charity (incorporating the Derbyshire, Leicester and Rutland Air Ambulance). The charities fund and operate the aircraft and the Trust provides the paramedic aircrew. They are not based within Mansfield District.

Responsibility for Delivery, Funding Sources & Timescales



3.169 The response from EMAS in the preparation of this study indicates that there are currently ambulance standby points within the Mansfield area which are based on road side locations. The location of these standby points is based around the need to meet response time targets throughout the area which will be affected by the level of new development and growth within the District. EMAS would look to work with the local authority to identify areas of concern in this respect as it would have an impact upon the requirement for emergency services.

3.170 It has been noted that EMAS is looking for standby points other than roadside locations in order to allow staff access to basic facilities. This might be achieved through being able to access existing buildings. This is required within the Mansfield District area generally, to be achieved as soon as possible. However, as no budget has been identified at this time, EMAS would be looking to work in partnership with other authorities such as the local authority and fire service to achieve this.

Conclusions

3.171 A summary of the key issues relating to emergency services infrastructure is provided in Table 3.20:-

Table 3.20 - Emergency Services

Emergency Services		
Mansfield Urban Area		
Police	Fire	Ambulance
No specific capacity issues have been identified for the Police service.	No specific capacity issues have been identified for the Fire Service which is able to draw additional support from the county, regional and national level if required.	Capacity issues identified for ambulance standby locations and facilities throughout the district generally. There is a proposal to try to address this shortfall through the use of existing buildings possibly co-locating with other services.
Market Warsop and the Villages		
Police	Fire	Ambulance
No specific capacity issues have been identified for the Police service.	No specific capacity issues have been identified for the Fire Service which is able to draw additional support from the county, regional and national level if required.	Capacity issues identified for ambulance standby locations and facilities throughout the district generally. There is a proposal to try to address this shortfall through the use of existing buildings possibly co-locating with other services.

Section Four

Environmental Infrastructure

4 Environmental Infrastructure

4.1 In looking at environmental infrastructure in this instance we are considering three main elements.

4.2 First, Strategic Green Infrastructure - Which is the combined network of natural and managed green environmental features and spaces (including water) within urban, urban fringe and rural settings. It includes important linkages for both people and wildlife. It includes important recreational, landscape and habitat connections essential for supporting a healthy, functional and robust natural environment which contributes to social, environmental and economic benefits required for sustainable communities.

4.3 Then we also are looking at Green Spaces, which incorporate both

1. Areas used for general recreation, relaxation and informal play and
2. Formalised Playing pitches which provide for sporting opportunities across the district

Strategic Green Infrastructure

Key Issues

4.4 The Green Infrastructure IPG was adopted by Mansfield District Council to provide:

- vision, aims and objectives for GI planning in the district
- an evidence base for the emerging Local Plan and to ensure that the environmental, social and cultural importance of the network of green sites and trail networks within the district are taken account of in future planning decisions
- a framework for identifying strategic GI hubs and corridors; areas that need to be protected, enhanced, and or created; areas that contribute to sustainable development and communities; areas where development could provide for important enhancement of the GI network including the creation of new GI.

4.5 With respect to the above mentioned framework, the IPG identifies the essential building blocks and issues required to identify the strategic GI network in the district and the actions required to improve the quality and functioning of this network further detailed in a Green Infrastructure Action Plan. The strategic GI network is informed by and made up of:

- network of sites sensitive to development (based on national and regional priorities and planning policy)
- priority habitats and habitats network supporting nesting, foraging and areas of movement for wildlife
- recreational access networks and areas of publicly accessible green space
- landscape character and important landscape features
- recognised benefits and services that green infrastructure provides in relation to, for example, helping cope and become better resilient to climate change (e.g. Minimising flood risk and costs, providing shade), providing resources for improving physical and mental well being, and providing areas for outdoor education and community cohesion.



4.6 Strategic Green Infrastructure Links are recreational and/or wildlife linkages which are required to maintain, or improve, connectivity from one area of strategic green infrastructure to another, or to green infrastructure assets outside Mansfield District.

4.7 The Council has produced a Green Infrastructure Action Plan for the whole of the district of Mansfield. As part of that work, 15 Areas of Strategic Green Infrastructure have been identified. The justification for their designation is based upon an assessment against the following five key elements:

- Recreation – primarily publicly accessible green space for informal recreation, long distance walking routes, other public rights of way, cycle routes
- Nature Conservation – network of nature conservation designated sites, existing network of priority habitats and opportunities for expanding it
- Climate Change – how Green Infrastructure can address mitigation and adaptation, identifying sustainable transport routes, areas susceptible to flooding, areas important for urban cooling and wildlife corridors
- Historical Importance – areas of archaeological significance, conservation areas, industrial heritage and important landscape features
- Visual and Landscape Character – important views and vistas, local landscape designations informed by the Landscape Character Assessment.

4.8 In addition, 24 strategic green infrastructure links relating to these areas have been identified.

4.9 The 15 areas of strategic green infrastructure identified represent a framework of provision which stretches right across the district and into the neighbouring authorities' areas. They comprise a range of different areas for informal recreation, habitats, and landscape areas etc. which reflect the variety of the strategic green infrastructure provision which currently exists within the district. It constitutes a mixture of public and private land.



Key

[] MDC Boundary

Urban Area

Main Road

Robin Hood Railway

National Cycle Route

Strategic GI Links

Conserve and Enhance

1. Warsop and Meden Vale

2. Oxclose Woods

3. Woodhouse

Conserve, Create and Enhance

4. Meden Valley

5. Timberland

6. Sherwood Heathland

Conserve, Create and Restore

7. Cauldwell

8. Mansfield Way

9. Vicar Water / Mansfield Colliery

10. Clipstone to Warsop

11. Warsop Vale

Conserve, Enhance and Restore

12. Maun Valley

Create and Enhance Through Regeneration

13. Lindhurst

14. Pleasley Gateway

15. Fishpond Hill



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4.10 The strategic links identified represent opportunities to create and/or improve connections between the strategic areas of green infrastructure in the district, and to also connect green infrastructure in other neighbouring authorities. It is important that new green infrastructure created through new development link with existing green infrastructure, and at the same time complement and enhance the function and quality of these linkages.

4.11 The work that has been undertaken in relation to the Green Infrastructure Action Plan will provide the basis for future planning policy, management and monitoring recommendations. It will also link to a future SPD on Green Infrastructure and Biodiversity.

4.12 A key part of this work has been the identification of areas of strategic green infrastructure where protection is vital, and where enhancement, creation and investment will be required. In addition, areas have been identified where new development has the potential to enhance GI and vice versa. Within this work, actions have been set out with respect to each area of strategic green infrastructure. They relate to an overall policy direction for the specific area, and detailed actions required to improve the quality, function and connectivity of these areas.

4.13 When considered against the settlement pattern within the district, it can be seen that the network of strategic GI stretches over most of the district and most of the district's population would be within reasonable distance of informal recreational areas.

4.14 The main policy drive from the work on the GI Action Plan is that existing strategic green infrastructure areas should be conserved and protected from loss, with enhancement and improvement where there are positive opportunities to do so. The work does not specifically identify areas where there is a deficiency of green infrastructure provision within the district. Where appropriate, opportunities for the creation of new green infrastructure have been highlighted, particularly where there is known pressures from future development.

4.15 The strategic linkages which have been identified are important in achieving a better recreational resource, wildlife corridors and habitat networks across the district. The actions which have been identified in relation to them are to protect, enhance and improve the connectivity of these links.

4.16 Two areas where planning permission has been granted, or there is currently significant development pressure, are identified with a recommendation for creation and enhancement through regeneration. These are Lindhurst, and Pleasley Gateway/Peniment Farm. It is expected that strategic green infrastructure provision within these areas will be designed into new development schemes from the outset, which also allow linkages to other areas.

4.17 Where new development is allowed, investment in strategic green infrastructure will be expected, particularly if development is close to an area where there is a general deficiency of open space provision within the urban area such as in the Ladybrook area of Mansfield.

4.18 As noted above, the work on the areas of strategic green infrastructure includes proposals for the creation and physical enhancement of these areas. Recommended actions include: addressing flood risk, improving biodiversity, habitat improvements, developing sustainable transport routes and recreational trails, improvements to water quality and ecology including delivery of the objectives of the Water Framework Directive, SUD's creation, landscape improvements, and better connectivity.

4.19 There is also a need to protect and maintain the strategic GI links which have been identified in the work on the GI Action Plan. A number of actions for enhancements and improvements have been proposed. These include improving recreational links and sustainable transport routes, and habitat creation.

Responsibility for Delivery, Funding Sources and Timescales

4.20 The Green Infrastructure Interim Planning Guidance notes that one of the functions of the GI Action Plan is to create a long term vision for an integrated and thriving GI Network within the district, and that this will require the continuing engagement with stakeholders from the Local Authority, other statutory and non-statutory organisations, and the community. A variety of means and resources will be required to implement the protection and enhancement of existing GI and the creation of new GI.

4.21 The policy recommendations set out in the work relating to the GI Action Plan will inform the strategic policies in the Local Plan which will guide future growth throughout the district. As new development is undertaken it will increase the pressure upon the existing green infrastructure network both physically and in terms of its use.

4.22 The policy recommendations outlined in the GI Action Plan do not refer to funding, delivery or timescales issues in relation to conserving, creating, enhancing and restoring green infrastructure. The protection of existing green infrastructure assets can to a large extent be implemented through the application of appropriate policies in the Local Plan. Where opportunities for creation or enhancement are not likely to arise from a specific new development, alternative grant funding or support from community groups with an interest in well-being of the area will be sought.

4.23 Where new developments are proposed developers will be expected to make provision, either on site or by financial contribution, for green infrastructure provision and/or enhancement. This will need to be secured through scheme design, or required at outline stage by conditions or Section 106 agreements/CIL. These requirements will be set out in policies in the Local Plan, and could help facilitate the protection and enhancement of green infrastructure in areas not directly affected by development proposals. In addition, these may include consideration of commuted sums towards the on-going maintenance of new and improved routes to ensure that the quality of provision is maintained for the long term.

Green Space

Key Issues

4.24 As referred to above, this section looks at two forms of greenspace, areas used for general recreation, relaxation and informal play and formalised playing pitches which provide for sporting opportunities across the district

4.25 Within the District there are a significant number of green spaces which are valuable for both sport, recreation and other open space purposes.

4.26 In 2007/8 the Council embarked upon an Open Space, Sport and Recreational Study in line with the Government's planning guidance set out in the then PPG17 and its companion guide. This work involved the preparation of an audit of the existing provision of all forms of open space, outdoor sport and recreational facilities across the District and provides comprehensive record of the existing open space provision including the quality of the space and the recreational opportunities it provides. The typologies of open space looked at through the Study are listed in Table 4.1.

Table 4.1 - Open Space Typologies

Type of Space	Interpretation
Allotments	Statutory and Non-Statutory Allotments
Amenity Space	Areas of 0.4 h/a or above that do not fit into any other category. Typically areas which have no formal recreational use.
Cemetery or Churchyard	



Type of Space	Interpretation
Civic Spaces	Not included within the Study.
Educational Land	Land associated with schools and colleges.
Incidental Land - 0.4 Ha	Areas of amenity land of less than 0.4Ha.
Green Corridors	Linear areas typically associated with linkage / waterways often including cycle ways, bridleways and footpaths.
Natural and Semi-Natural Green Spaces	Areas such as Local Nature Reserves, -Local Wildlife Sites, Sites of Special Scientific Interest, quarries protected under the 1998 Local Plan.
1998 Local Plan Open Space not yet implemented	Areas of proposed open space / recreational facility which has yet to be developed / provided.
Parks and Recreation Grounds	Significant areas of open space which would normally contain and be used for both formal and informal uses such as football, children's play and dog walking.
Golf courses (sole use)	Does not count towards NPFA standard so identified separately.
Professional Stadia	Included as this category does not contribute towards the NPFA standard.
Types of provision	Types of facility which can be found within one or more of the above Space Types
Provision for Children and Young People	Play equipment including swings, slides etc. Also recreational equipment such as skate parks and multi use games areas geared towards informal activities.
Outdoor Sports Facilities	Outdoor sports facilities provided essentially for organised / formal use. Includes outdoor courts / pitches attached to leisure centres and schools.

4.27 In order to inform the local plan the Council will use the information gathered through the audit to develop its policies for open space, sport and recreation. More specifically, the Council has carried out work in relation to the creation of a Parks and Green Spaces Strategy and commissioned work to develop a Playing Pitch Strategy (PPS), in accordance with the new Sport England Guidance.⁽⁷⁾

4.28 The development of the 'Parks and Greens spaces Strategy', has essentially generated the drafting of two documents. Whilst the Parks department have focused on the strategy and defining the importance of parks in our lives, the planning section has lead on the formulation of standards and the auditing of our current levels of provision. These documents are currently in draft form.

4.29 In developing the Playing pitch strategy the Council are working in partnership with Sport England, the National Governing bodies for football, cricket, rugby and hockey and other relevant partners involved in sport and playing pitch provision.

4.30 In line with the Guidance the strategy will aim to move away from quantity standards for outdoor sport provision placing greater reliance on site or area specific requirements set out in an Action Plan. The Action Plan will provide a clear programme of work and any infrastructure requirements needed to meet the current and future demand for playing pitches in the District. Once complete the Action Plan will be applied to help provide a prioritised list of infrastructure requirements for playing pitch provision including deliverable sport, area and site specific projects with costings which will feed into future iterations of this Draft Infrastructure Delivery Plan as necessary.

Responsibility for Delivery, Funding Sources and Timescales

4.31 New residential developments, independently and cumulatively, need to provide for the recreational needs of the residents who will live there. New residential developments therefore need to contribute to either new provision on site within the proposed development, or contribute towards the upgrading of

7 Sport England (2013). Develop and Implement a Playing Pitch Strategy - A Step by Step Approach

existing facilities in order to adequately provide for the needs of new and future residents. It is likely that the provision of new open space will be designed into new development schemes on-site, or provided off-site through funds secured through section 106 planning obligations.

Conclusions

4.32 A summary of the key issues relating to green infrastructure is provided in the Table 4.2:-

Table 4.2 - Green Infrastructure

Green Infrastructure	
Mansfield Urban Area	
Strategic GI	Green Space
At a strategic level areas of green infrastructure have been identified with the expectation that they will be conserved, enhanced, and restored, with new areas being created, as appropriate. This will involve work in relation to more specific locations and facilities within these areas. Similarly, strategic GI links will be protected and maintained and improved where necessary. Known development pressure have been identified at Lindhurst, Pleasley Gateway, and Fishpond Hill. In these areas there will be a priority of creating new green infrastructure which should integrate into the wider area.	No specific capacity issues relating to the provision of open spaces have been identified at this stage. New residential developments are required to make provision for recreation through on site facilities or through commuted sum payments.
Market Warsop	
Strategic GI	Green Space
At a strategic level areas of green infrastructure have been identified with the expectation that they will be conserved, enhanced, and restored, with new areas being created, as appropriate. This will involve work in relation to more specific locations and facilities within these areas. Similarly, strategic GI links will be protected and maintained and improved where necessary.	No specific capacity issues relating to the provision of open spaces have been identified at this stage. New residential developments are required to make provision for recreation through on site facilities or through commuted sum payments.



Appendix 1 List of Infrastructure Providers

Infrastructure Type	Organisation	Contact
Transport		
Cycling and Walking	Nottinghamshire County Council	David Pick – Transport Planner david.pick@nottscc.gov.uk
Bus	Nottinghamshire County Council Stagecoach Trent Barton	Pete Mathieson pete.mathieson@nottscc.gov.uk Richard Kay richard.kay@stagecoachbus.com Steve Field sfield@trentbarton.co.uk
Local Rail	Network Rail East Midlands Trains	Jeremy Wayman – Jeremy.wayman@networkrail.co.uk Tony Rivero – tony.rivero@networkrail.co.uk getintouch@eastmidlandstrains.co.uk
Roads	Highways Agency Nottinghamshire County Council	Kamaljit Khokhar – Asset Manager Kamaljit.khokhar@highways.gsi.co.uk David Pick – Transport Planner david.pick@nottscc.gov.uk
Utilities		
Gas	National Grid	Paul Cudby – Planning Analyst paul.cudby@uk.ngrid.com
Electricity	National Grid Western Power Distribution	Paul Cudby – Planning Analyst paul.cudby@uk.ngrid.com Graham Paling – Mansfield Team Manager gpaling@westernpower.co.uk
Water Supply	Severn Trent Water	Peter Davies – Commercial Development Advisor peter.davies@severntrent.co.uk David Stone – Service Delivery Manager, Mansfield david.stone@severntrent.co.uk Andrew Pitts – Planning Specialist Andrew.pitts@environment-agency.gov.uk
Waste Water	Severn Trent Water	Peter Davies – Commercial Development Advisor peter.davies@severntrent.co.uk David Stone – Service Delivery Manager, Mansfield david.stone@severntrent.co.uk Andrew Pitts – Planning Specialist Andrew.pitts@environment-agency.gov.uk
Telecommunications	BT Openreach Virgin Media Nottinghamshire County Council	newsite.nottingham@openreach.co.uk new.developments@virginmedia.co.uk Jonathan Hall – Research & Information Officer Jonathan.hall@nottscc.gov.uk
Education		
Early Years (Nursery)	Nottinghamshire County Council	Nottinghamshire Families Information Service fis@nottscc.gov.uk
Primary, Infant and Junior Schools	Nottinghamshire County Council	Jayne Littlewood – Children's Place Planning & Admissions Area Officer jayne.littlewood@nottscc.gov.uk
Secondary Schools	Nottinghamshire County Council	Jayne Littlewood – Children's Place Planning & Admissions Area Officer jayne.littlewood@nottscc.gov.uk
Further and Higher Education	West Nottinghamshire College	www.wnc.ac.uk
Healthcare		

Infrastructure Type	Organisation	Contact
GP's and Health Centres	NHS Commissioning Board	Jonathan Rycroft – Deputy Director, Derby PCT Jonathan.rycroft@derbycitypct.nhs.uk Rachael Owen rachael.owen@derbyshirepct.nhs.uk Ruth Willis ruth.willis@nottspct.nhs.uk Tammy Coles tammy.coles@nottspct.nhs.uk Mark Yates – Primary Care Support Team myates@nhs.net
Pharmacies		www.nhs.uk
Dentists		www.nhs.uk
Hospitals		www.nhs.uk
Community Services		
Post Offices	Post Office Ltd	www.postoffice.co.uk
Community Halls	Mansfield District Council	Christopher Dennis – Information & Monitoring cdennis@mansfield.gov.uk
Children's Centres	Nottinghamshire County Council	Nottinghamshire Families Information Service fis@nottsccl.gov.uk
Libraries	Nottinghamshire County Council	Peter Gaw – Group Manager peter.gaw@nottsccl.gov.uk
Crematoria and Cemeteries	Mansfield District Council	Sally Curtis – Director & Registrar scurtis@mansfield.gov.uk
Emergency Services		
Police	Nottinghamshire Police	Sally Cowling sally.cowling@nottinghamshire.ppn.police.uk
Fire	Nottinghamshire Fire & Rescue	Bryn Coleman bryn.coleman@notts-fire.gov.uk
Ambulance	East Midlands Ambulance Service	Dave Winter dave.winter@emas.nhs.uk
Green Infrastructure		
Strategic Green Infrastructure	Mansfield District Council	Kira Besh – Sustainable Planning Officer kbesh@mansfield.gov.uk
Green Spaces	Mansfield District Council	Kira Besh – Sustainable Planning Officer kbesh@mansfield.gov.uk



Appendix 2 Letter & Questionnaire: Infrastructure Capacity

Two: Letter & Questionnaire: Infrastructure Capacity



Mansfield District Council

Creating a District where People can Succeed

Your Ref:

Our Ref:

When calling please ask for: Mr Delaney
Direct line: 01623 463182
E-mail: ldf@mansfield.gov.uk

Date: 19th October 2011

Dear Sir/Madam,

Local Development Framework (LDF) – Core Strategy Infrastructure Capacity Issues

As a key provider of facilities and services in Mansfield District I am writing to you to request information to assist with the preparation and implementation of Mansfield's Core Strategy.

Mansfield's Core Strategy is the key planning document which the Council is currently preparing as part of its Local Development Framework. In short, it will aim to establish a long term development strategy for the area by setting out core policies and proposals relating to, amongst other things, the overall scale and broad locations for new homes, jobs, shops and other local community facilities across the District (see attached map showing the Mansfield District area).

In order to support the preparation and implementation of the Core Strategy current Government Guidance requires that local authorities prepare an 'Infrastructure Delivery Plan'. This Plan needs to demonstrate the infrastructure requirements for the District, who will provide it and by when. One of the overall aims of the Plan is to better co-ordinate infrastructure provision with the future needs of growth and development.

At this stage the purpose of this request is to gather information specifically on issues relating to existing infrastructure capacity within Mansfield District. In addition, we are keen to understand your existing and emerging strategies, business plans and funding timeframes with regard to your organisations infrastructure provision so that we can take these fully into account in the preparation of the Core Strategy.

In turn, we want you to be fully aware and engaged in the preparation of the Core Strategy so that together we can ensure any necessary infrastructure is delivered in the right place and at the right time to support economic regeneration and the future planned levels of housing growth.



In this regard it is hoped this initial contact will mark the beginning of an on-going dialogue between the Council and your organisation on infrastructure planning and delivery in Mansfield District.

As part of this early stage of our work on the Infrastructure Delivery Plan I would therefore be grateful if you could, **by Friday 11th November**, complete the on-line questionnaire regarding your particular organisations infrastructure.

Please click on the following link to complete the questionnaire online and upload any plans and strategies relevant to your organisations infrastructure <http://mansfield.limehouse.co.uk/portal/infrastructure/questionnaire>. Alternatively, if you would prefer, a paper copy of the questionnaire is available upon request.

If you are not the most appropriate contact within your organisation, I would be grateful if could pass this request on to a more suitable person. In addition, it would be useful if at the same time you could e-mail me at ldf@mansfield.gov.uk with the relevant contacts details so that I can update our records to enable me to get in touch with your organisation in the future with regard to infrastructure provision.

In the meantime if you have questions or queries, please do not hesitate to call me on 01623 463182.

Yours sincerely

Mr Phillip Delaney
Principal Planning Policy Officer

Encl.

MANSFIELD LOCAL DEVELOPMENT FRAMEWORK: INFRASTRUCTURE PLANNING: REQUEST FOR INFORMATION QUESTIONNAIRE

Please complete this form and return it to the Council by Friday 11th November 2011. Your responses will be used to help inform the production of an Infrastructure Delivery Plan for Mansfield District.

If you need to attach additional sheets please do so clearly stating which question the information relates to.

If you require further information to allow you to make a full response please contact Mr Philip Delaney on 01623 463182 or e-mail ldf@mansfield.gov.uk

Organisation:		
Name:		
Address:		
Postcode:		
Telephone:		e-mail: <input type="text"/>

If you have been appointed to act on behalf of someone else please enter your details

Organisation:		
Name:		
Address:		
Postcode:		
Telephone:		e-mail: <input type="text"/>

PART 1 – EXISTING PLANS & STRATEGIES

This section seeks to gain information on any existing plans and strategies which your organisation currently has in place to deliver new infrastructure to serve identified needs within Mansfield District.

Note: Where possible it would prove useful if you could indicate the relevant page and/or paragraph number of the Plan or Strategy you are referring to.

Q1) What plan, strategy or programme does your organisation produce and use to set out its objectives and priorities for service/infrastructure delivery within the Mansfield District area? Please complete the following details below:	
Document title:	<input type="text"/>
Publication date:	<input type="text"/>
Time period covered by the document:	<input type="text"/>
<i>If none, please go to Part 4.</i>	

Q2) What format is the document available in?	
Paper:	<input type="checkbox"/>
Electronic:	<input type="checkbox"/>
Both:	<input type="checkbox"/>
If possible, please enclose a paper copy of the document with this questionnaire; alternatively provide the web link to the document.	



Q3) What are the dates and arrangements for the review of this Plan or Strategy?

Q4) What are the funding sources and cycles relevant to the delivery of this Plan or Strategy?

Q5) What forecasts of population change and/or new development (*if any*) informed the preparation of this Plan or Strategy?

PART 2 – EXISTING INFRASTRUCTURE CAPACITY ISSUES

This section seeks to gain information about whether there is currently surplus capacity or deficit in the facilities or services you provide to Mansfield District.

Q6) What standards are currently used in assessing the provision of your organisations facilities / infrastructure?

Q7) What is your organisations current infrastructure capacity within the Mansfield District area?
(Please tick the appropriate box and answer the supplementary questions below:)

☐ Capacity (i.e. there is currently capacity for growth)

a) How much capacity do you currently have?

b) How long will this last?

☐ Insufficient Capacity (i.e. there is currently no capacity for further growth)

a) What facilities / infrastructure will be needed to address this situation?

b) When will it be needed?

c) Where will it need to be located?

Area	Please tick	Location
Within Mansfield District area generally...	<input type="checkbox"/>	
Specific locations within the Mansfield urban area...	<input type="checkbox"/>	
Specific locations within the Market Warsop urban area...	<input type="checkbox"/>	

d) How much will it cost (£ approx)?

e) How will it be funded?

f) Which agencies / organisations would need to be involved in its delivery?

In the absence of a formal published Plan or Strategy covering the service you provide within our district this section seeks to gain information about any existing or future infrastructure needs.

Q8) Do you have any additional comments you feel may help us understand how your organisations infrastructure is planned, funded and delivered?
(Please list any relevant sources of the information)

Q8) Do you have any additional comments you feel may help us understand how your organisations infrastructure is planned, funded and delivered?
(Please list any relevant sources of the information)

THANK YOU FOR TAKING THE TIME TO COMPLETE THIS QUESTIONNAIRE

Please return this questionnaire to Planning Policy at Mansfield District Council, Civic Centre, Chesterfield Road South, Mansfield, NG19 7BH by Friday 11th November 2011.

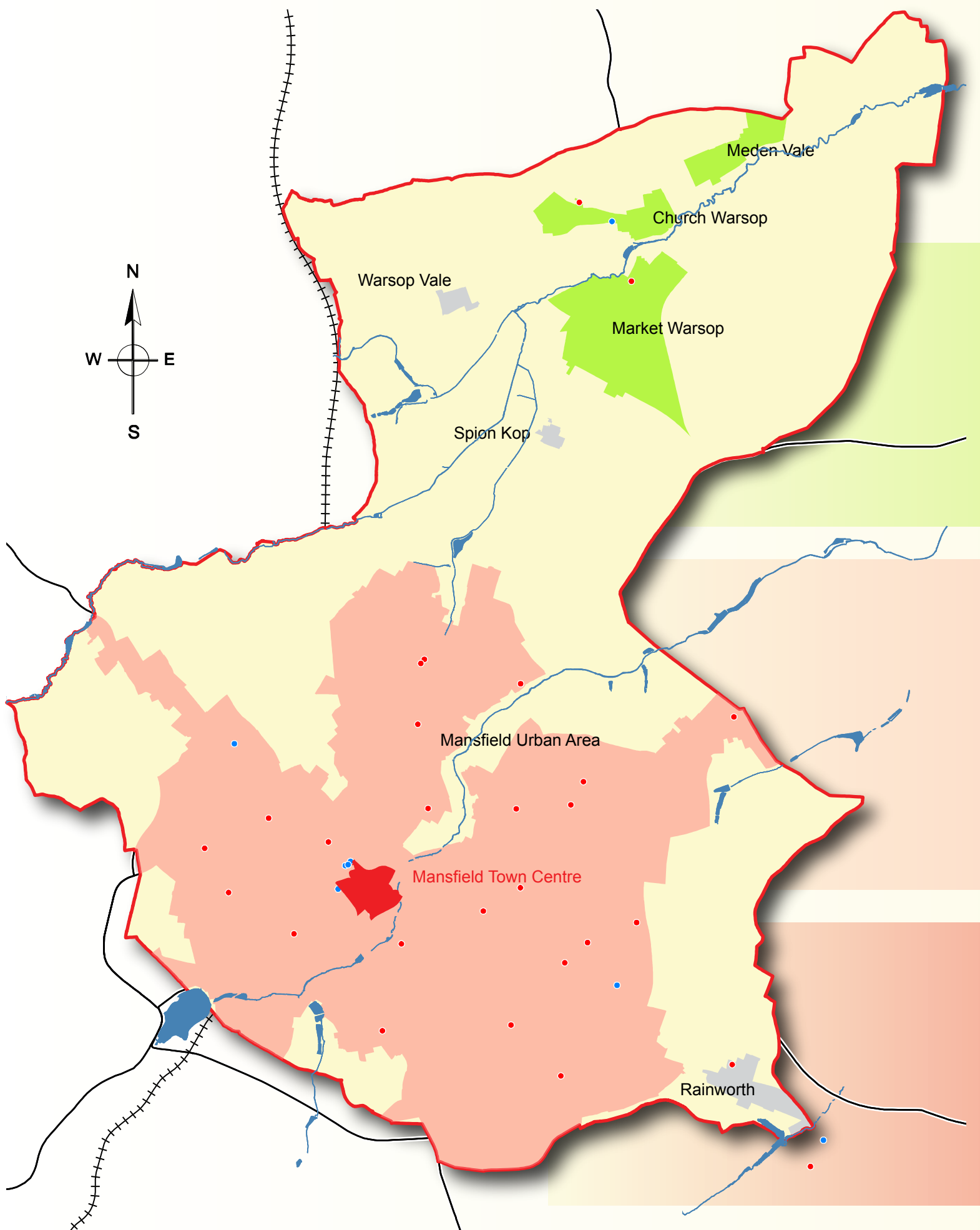
Appendix 3 Potential Infrastructure Priorities

3.1 The importance of individual infrastructure projects will vary from location to location given local differences in capacity and planned growth, but as a general rule the following categorisation will be used in the determination of priorities.

Table 3.1 Infrastructure Priorities

Importance to the Local Plan Strategy	Infrastructure Type	Strategic or Local
Priority 1	None	None
Priority 2	Local highways capacity improvements i.e. on-site & near site junction improvements	Local
	Open space - local parks, neighbourhood play spaces, local greenspace, and local nature reserves	Local
	Education facilities - nursery, primary and secondary schools	Local
	Local flood risk/protection - SUD's in new development incl. maintenance	Local
	Local renewable energy infrastructure - solar PV, heat pumps etc.	Local
	Affordable housing	Local
Priority 3	Strategic transport facilities/improvements such as improvements to strategic road network / railway infrastructure investment (i.e. Pleasley By-pass Extension, A6075 Debdale Lane bridge replacement, A6075 Abbott Road carriageway widening, Re-opening the Dukeries Line and Warsop railway station, A60 bus priority measures	Strategic
	Strategic green infrastructure - improvements to multi-user trails and green corridors	Strategic
	Community - town, and district centre improvements, libraries, community centres and halls, public art	Strategic
	Community scale renewable energy - town centre CHP / district heating	Strategic
	Burial and crematoria provision	Strategic
	Utilities investment in water, sewerage, gas and electricity networks, and communication infrastructure including super-fast broadband infrastructure	Strategic
	Health facilities - doctor's surgeries and health centres	Local

Appendix 4 Key Diagram of Potential Infrastructure Requirements



District-wide Requirements

- Potential capacity issues at primary and secondary schools throughout the district
- Potential capacity issues at GP's and health centres throughout the district
- Enhancement of trails network for walkers and cyclists as part of the development of the District's Green Infrastructure
- Qualitative improvements to bus provision to further increase bus patronage
- Electric vehicle charging points at key destinations incl. public buildings
- Secure, safe and accessible cycle parking and facilities at key destinations incl. public buildings
- Renewable energy infrastructure incl. solar thermal, PV, ground & air source heat pumps etc.
- Creation, restoration and enhancement of GI network to improve biodiversity

Meden Vale

- Flood mitigation to address pluvial flooding from Welbeck Colliery

Church Warsop

- Improve access along the Meden Trail to east of the Carrs LNR
- Improvements required at Church Warsop STW to enable wastewater to be treated to required standards

Market Warsop

- Re-opening of Dukeries railway line to passenger trains including new station at Market Warsop
- Sustainable Urban Drainage Systems between the Hills and Holes & Sookholme Brook SSSI and the Carrs LNR
- Flood mitigation to address flooding at The Carrs across Church Road

Mansfield Urban Area

- Improved cycle route from MARR along Abbott Road to Mansfield town centre / Chesterfield Road to Pleasley
- Regeneration area
- Bridge replacement – A6075 Debdale Ln
- Carriageway widening – A6075 Abbott Rd
- Superfast broad band infrastructure
- Increased capacity required for cremations and burials
- Creation of Green Sustainable Urban Drainage Systems incl. along the Caudwell Brook to improve water quality and restore ecological value
- Improve flood management, water quality and ecology at Hermitage Local Nature Reserve, and Field Mill Pond
- Improve water quality at ponds south of Newlands Farm
- Mitigate fluvial and surface water flooding issues at Pleasley through SUD's
- Increased capacity required at Crown Farm electricity sub-station
- Improvements required at Bath Lane STW to enable wastewater to be treated to required standards

Mansfield Town Centre

- Enhancement of the town centre walking and cycling network
- Pedestrian and cycle priority measures incl. traffic calming, crossing points etc specifically designed to reduce the barrier effect of the town centre ring road
- Bus priority scheme – A60 Nottingham Rd & Woodhouse Rd connecting with the town centre
- Inbound bus lane – A6191 Ratcliffe Gate
- Controlled parking zones to assimilate parking provision within Mansfield's historic core
- Re-development of Mansfield's 'Cultural Hub' incl. new coach drop-off / pick-up point outside Mansfield Palace Theatre
- CHP / District Heating focussed on 'Heat Priority Areas'
- Enhancement of the Old Town Hall
- Public realm improvements in Mansfield town centre incl. enhancements to Mansfield's outdoor market, streetscape, lighting, public art etc.