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Sent via email to
FAO Sam Muir
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04 November 2022

Dear Sir/Madam,

Ref: Outline planning application (with all matters reserved except access) for a residential development of up to 300 dwellings with associated infrastructure and landscaping. Land at Newark Road, Coxmoor Road, Sutton in Ashfield, Notts

Thank you for your email dated 30 September 2022 requesting strategic planning observations on the above planning application. I have consulted with my colleagues across relevant divisions of the County Council and have the following comments to make.

In terms of the County Council's responsibilities there are a number of elements of national planning policy and guidance that are of particular relevance in the assessment of planning applications these include Minerals and Waste, Education, Transport and Public Health. Where necessary, the Council will request developer contributions towards its services in accordance with its adopted [Developer Contributions Strategy](#), which is available to view online.

Highways and Flood Risk Management

The County Council as Highway Authority and Local Lead Flood Authority is a statutory consultee to Local Planning Authorities and therefore makes separate responses on the relevant highway and flood risk technical aspects for planning applications.

Should further information on the highway and flood risk elements be required contact should be made directly with the Highway Development Control Team and the Flood Risk Management Team to discuss this matter further with the relevant officers dealing with the application.

Minerals & Waste

Minerals

In relation to the Minerals Local Plan, the proposed site is not in close proximity to any existing or proposed mineral extraction allocation sites. The County Council therefore raises no concern in terms of mineral safeguarding.

Waste

In terms of the Waste Core Strategy, there are no existing waste sites within the vicinity of the site whereby the proposed development could cause an issue in terms of safeguarding existing waste management facilities (as per Policy WCS10).

As set out in Policy WCS2 'Waste awareness, prevention and re-use' of the Waste Core Strategy, the development should be 'designed, constructed and implemented to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, sorting, recycling and recovery of waste arising from the development.' In accordance with this, as the proposal is likely to generate significant volumes of waste through the development or operational phases, it would be useful for the application to be supported by a waste audit. Specific guidance on what

should be covered within a waste audit is provided within paragraph 049 of the Planning Practice Guidance.

Education

The proposed development of 300 dwellings on the above site would yield an additional 63 primary, 48 secondary, 9 post 16 aged pupils, including 2 pupils requiring a specialist place.

Primary

Based on current data there is a projected surplus of places in the planning area and the impact of the development would not lead to a deficit in provision. At this time, the County Council will not be seeking contributions towards additional primary education places.

Secondary

Based on current data there is a projected surplus of places in the planning area and the impact of the development would not lead to a deficit in provision. At this time, the County Council will not be seeking contributions towards additional secondary education places.

Special Educational Needs and Disabilities (SEND)

In line with the NCC Developer Contribution Strategy, a development of this size would yield two pupils requiring a place in a non-mainstream setting. As shown in the table below, the Council's projections indicate that there is a current shortage of specialist places for pupils with SEND, which is forecast to continue. Therefore, the County Council would seek a SEND education contribution of **£180,644** (2 places x £90,322). The contribution will be used towards expanding special school facilities or to fund the provision of specialist provision attached to a mainstream school.

	2021	2022	2023	2024
No. pupils with EHCPs*	3,074	3212	3337	3461
Subtract pupils in mainstream schools	-732	-739	-759	-779
Total pupils requiring specialist places	2,342	2,473	2,578	2,682
No. specialist places available	1,105	1105	1105	1105
Additional specialist places required	1,237	1,368	1,473	1,577

**Education, Health and Care Plans*

The information is correct at the time of enquiry but may be subject to change. The County Council reserves the right to re-assess the response if prior to determination, further planning applications are made, or new pupil forecasts are published which would result in a greater shortfall of pupil places in the planning area.

Transport & Travel Services

General Observations and Accessibility

The planning application covers an area of land to the Southeast of Newark Road in Sutton-in-Ashfield and is for a residential development of up to 300 dwellings. Site access appears to be via a single new access on to Newark Road.

Bus Service Support

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Nottinghamshire County Council's Highway Design Guidance (Part 3.1) states that walking distances to bus stops in urban areas should be located within a maximum of distance of 400metres and desirably no more than 250 metres. The closest existing bus stops are located on Sotheby Avenue, denoted Searby Road and located approximately 450 metres from the centre of the site. There is also an alternative pair of stops located on Kirkby Folly Road, denoted Kirkby Folly Road and approximately 840 metres from the centre of the site.

Transport & Travel Services has conducted an initial assessment of this site in the context of the local public transport network The following bus services serve the stops located on Sotheby Avenue:

- Trentbarton operates the 3C: This service operates between Nottingham and Mansfield; operating a 30-minute service Monday-Saturday; with an hourly Sunday service.

The following bus services serve the stops located on Kirkby Folly Road in both directions:

- Trentbarton operates the 3C: This service operates between Nottingham and Mansfield; operating a 30-minute service Monday-Saturday; with an hourly Sunday service.
- Trentbarton operates the 90: This service operates between Sutton in Ashfield and Ripley operating an hourly service Monday-Saturday; with no Sunday service provision.
- Trentbarton operates the Black Cat: This service operates between Derby and Sutton In Ashfield; operating an hourly service Monday-Saturday; with no Sunday service provision.

Buses provide access to employment, education, health and other essential services. Evidence from Greener journeys states that a 10% improvement in bus service connectivity is associated with a 3.6% reduction in social deprivation and a 10% reduction in bus journey times and would mean 50,000 more people in work across the UK. New developments in urban centres that are well connected by public transport can stimulate 50% more growth comparable to a similar development on the fringe with no connectivity.

The following comments in the Transport Statement (summarised) are noted:

Executive Summary - to encourage public transport travel, it is proposed to provide funding contributions towards bus service enhancements and bus stop improvements. The bus service would not route through the site, but the development layout would be designed to allow this in the future.

Section 3.16 - a bus service would not be routed through the development, and instead improvements would be made to the existing off-site bus stops and services. However, should the land to the south-west of the development be developed in the future, meaning that the road connection provided, a bus service would then be routed through the site. Hence, the internal roads within the proposed development would be designed to facilitate bus access (6.2m in width) and provide suitable locations for bus stops within the development, should they be required in the future. The current linear spine road configuration, as submitted, appears to terminate within the site with no through access. Any through access in the future would allow for a service to be extended through the development. The current closest stops exceed the Highway Design Guidance, so any service access into the site would make the site acceptable in terms of access to sustainable transport.

A 6.75 metre highway width is required to support future bus access, and potential two-way operation. Any future bus access will be subject to appropriate funding and agreements with local bus operators in context with the prevailing local network, including the details of any future extension through adjacent sites or loop, and identified travel needs.

Transport & Travel Services will request a Planning Obligation to state the below:

A Bus Service contribution of **£200,000** is paid to provide improvements to the local bus services to serve the site.

Justification: For this site to be sustainable in planning terms, additional public transport provision would be required to accommodate the additional demand. It is estimated that this development will generate up to 60 public transport trips per day (120 two-way trips). The requested bus service contribution would enable either an enhancement of any of the existing services to provide capacity

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to meet the identified trip demands from the site and/or potentially a diversion of a service(s) into the site should access be provided as part of this or any future development. The local bus service network is subject to review and the level of contribution requested is reflective of the current anticipated cost to support the service enhancements.

National Bus Strategy: In March 2021 the government published its document 'Bus Back Better – A National Bus Strategy for England', as part of an initiative to build back better services post pandemic. The strategy requires Local Transport Authorities to implement ambitious bus priority schemes and Bus Service Improvement Plans (BSIPs). This includes requiring the provision of economically necessary bus services, including those which improve people's access to employment at all times of the day and night. The requirements of the National Bus Strategy should be reflected in the public transport facilities for this site.

Bus Stop Infrastructure

The current infrastructure observations from Transport & Travel Services photographic records are as follows:

AS0324 Kirkby Folly Road – Bus stop pole and flag, polycarbonate bus shelter

AS0551 Kirkby Folly Road – Bus stop pole and flag, polycarbonate bus shelter

AS0567 Searby Road – Bus stop pole and flag, raised boarding kerbs

AS0566 Searby Road – Bus stop pole and flag, raised boarding kerbs

The Council will request that a Planning Obligation be added to state the below:

A Bus Stop Infrastructure contribution of £42,600 is paid to provide improvements to the four bus stops noted above and shall include real time bus stop poles and displays including electrical connections and raised boarding kerbs.

Transport & Travel Services will also require new bus stop infrastructure to be installed close to / within the development through Section 38 and Section 278 agreements where appropriate.

Any planning permission should be subject to the following Planning Condition: No part of the development hereby permitted shall be brought into use unless or until plans denoting the location of new bus stops within the site have been made to the satisfaction of the Local Planning Authority and shall include: Bus stop pole including flag; bus shelter; solar lighting in bus shelter; raised kerb; real time displays and associated electrical connections; bus stop clearway; lowered access kerbs; additional hard stand (if required).

Justification: The current level of facilities at the specified bus stops are not at the standard set out in the Appendix to the Council's Public Transport Planning Obligations Funding Guidance¹.

The level of funding requested would provide the following improvements:

<u>AS0567 Searby Road</u> –	Real time bus stop poles & displays incl. electrical connections
<u>AS0566 Searby Road</u> –	Real time bus stop poles & displays incl. electrical connections
<u>AS0551 Kirkby Folly Road</u> –	Real time bus stop poles & displays incl. electrical connections, raised boarding kerbs
<u>AS0324 Kirkby Folly Road</u> –	Real time bus stop poles & displays incl. electrical connections, raised boarding kerbs

New bus stops within the site delivered by Planning Condition:

New Bus Stop 1 Real time bus stop pole & display incl. electrical connections, polycarbonate bus shelter, solar or electrical lighting, raised boarding kerbs, lowered access kerbs, enforceable bus stop clearways

New Bus Stop 2 Real time bus stop pole & display incl. electrical connections, polycarbonate bus shelter, solar or electrical lighting, raised boarding kerbs, lowered access kerbs, enforceable bus stop clearways

The overall impact of providing real time and disruption information to customers is positive with additional patronage and increased confidence. Research conducted by Transport Focus has highlighted that at-stop real time information is seen as an important factor for non-bus users and is therefore encourages modal shift to public transport. The real-time displays also provide other network information, including details of current and future disruptions, roadworks and special events, including community information which is not otherwise readily obtainable in a concise format. The displays can therefore help users with making informed decisions about their current and future journeys. Research conducted in Auckland in 2018 suggests that whilst digital access to information by phone is important, digital at stop screens were the highest rated touchpoint at 57%. Department for Transport statistics 2007 reported that satisfaction of personal safety is higher where a shelter is specified, and higher still with real time information.

To deliver modal shift customers need to be attracted to use the bus services, by providing high quality infrastructure. Research from the university of Minnesota suggests that bus stop amenities, such as real time information, shelters and seating, significantly reduces the perceived waiting time for passengers by up to half. The study also suggests that it can makes passengers feel safer, especially women who perceive that their surroundings are unsafe. Further studies by the university of Utah established that stops with shelters and benches patronage grew more than at stops without. A request for a bus shelter is justified if patronage exceeds more than one boarding passenger per journey in areas with a less frequent service i.e., less than every 10 minutes. It is expected that with the additional demand from this development the threshold will be met.

Lighting is essential to promote the use of services on dark mornings / evenings and for making customers feel safer and reducing vandalism. Solar lighting will be provided at the shelter.

Raised boarding kerbs will provide level access boarding and alighting for people with pushchair's, wheelchairs, and those with reduced mobility.

The bus stop clearway will enable services to pull in, directly against the raised kerb, therefore enabling passengers with limited mobility and wheelchair users to access the bus.

Improvements to bus stop infrastructure are a valuable strategic investment in the promotion of the bus network. High quality, modern, attractive, well-designed infrastructure is vital in encouraging modal shift. Therefore, these Improvements are necessary to achieve an acceptable standard to promote sustainable travel and make the development acceptable for public transport access. The specified improvements are consistent with the standard set out in the Council's Public Transport Obligations Funding Guidance¹ and the Developer Contributions Strategy² and has included consideration of other sustainable travel options, including cycling and walking facilities serving the site.

School Transport

The closest schools to the site include Croft Primary School and Sutton Community Academy. At this time, it is not envisaged that contributions towards school transport provision will be sought.

Sustainable Travel

Transport & Travel Services will request that any significant development includes a scheme of free introductory bus passes. These should be made available to residents upon occupation of the development, to encourage usage of public transport, which should also be set out in the Travel Plan. Ticketing incentives are a proven intervention which ensures that developers are able to meet their modal shift targets from the outset. The optimal time to encourage modal shift is upon occupation of the development before alternative travel patterns become embedded. The Travel Plan should include reference to a suitable target for public transport modal share to achieve an uplift in the target share for this site.

Any planning permission should be subject to the following Planning Condition:

No part of the development hereby permitted shall be brought into use unless or until the details of a scheme for provision of free bus passes to residents of the development upon occupation, are

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submitted and approved by the Local Planning Authority. The scheme should include details of the bus pass(es) including period of validity or equivalent, the area of coverage, arrangements for promoting the passes, application and monitoring arrangements.

Payment Triggers – In the event that the funding requests are supported the preferred triggers for payment are as follows:

Bus Service Improvements - 50% of the total upon completion of 25% of the dwellings; 50% of the total upon completion 75% of the dwellings

Bus Stop Infrastructure – Prior to Occupation

The improvements would include an enhanced public transport provision, improvements to bus stops and new bus stops within the site, so are directly related to the development, fair and reasonably related in scale and kind to the development and necessary to make the development acceptable in planning terms (300 dwellings).

The Council reserves the right to re-assess its contribution requirements if, after six months, a decision on any application is still awaited or the s106 agreement has not been completed.

Further information can be supplied through developer contact with Transport & Travel Services:

ptdc@nottsc.gov.uk

Tel. 0115 977 4520

Libraries

The County Council has a statutory responsibility, under the terms of the 1964 Public Libraries and Museums Act, to provide “a comprehensive and efficient library service for all persons desiring to make use thereof”. The County Council has a clear vision that its libraries should be: modern and attractive, of suitable size and standard for intended users, and contain a comprehensive range of stock to meet the needs of the local community.

The proposed development on Land at Newark Road and Coxmoor Road would comprise 300 new dwellings. At an average of 2.3 persons per dwelling, this proposal would add 690 people to the library catchment area population for Sutton in Ashfield Library, which is the nearest existing library to the proposal site.

The Council is not seeking any costs towards increasing the size of the library to accommodate this population, but a contribution is sought towards the provision of additional library stock to ensure that the additional demand generated by this development does not place further pressure on resources.

The Museums, Libraries and Archives Council (MLA) publication “Public Libraries, Archives and New Development: a standard approach” recommends a standard stock figure of 1,532 items per 1,000 population.

Sutton in Ashfield Library is currently below the MLA optimum stock level (see table below) and therefore the County Council seeks a developer contribution to provide the additional stock that would be required to meet the needs of the 690 residents that would be occupying the new dwellings. This is costed as follows: 690 (population) x 1.532 (items) x £10.00 (cost per item) = **£10,571.00**

Library Optimum Stock Levels

LIBRARY	District	Catchment Popn Est (Census 2011)	Total Lending Stock	Ref/Local Studies Stock	Total Stock	Optimum Stock figure	Difference Optimum vs Actual stock
Sutton in Ashfield Library	Ashfield	36,672	32,748	2250	34,998	56,182	-21,184

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Rights of Way

The Rights of Way team have checked the definitive map for the Sutton in Ashfield area and can confirm that Sutton in Ashfield Footpath 82 runs adjacent to the application site. The correct legal alignment of the public right of way can be checked by carrying out an official search, contact row.landsearches@nottscc.gov.uk. Inaccuracies or misalignments of the routes on a legal diversion may result in two paths being legal recorded and generating further inaccuracies and problems.

Public Rights of Way (PROW) are the minor highway element of the public highway network and are afforded the same level of protection and control as the major highway network (i.e., all classes of roads including motorways). They are a material condition in the planning process and due attention should be made to the treatment of them in the application for development.

They form part of the sustainable transport network that has links to healthy living, reducing carbon footprints, safe non-motorised links to local facilities, so it is important ensure that they are linked to the other networks and are of a good design that encourages safe use.

Para 98 of the NPPF states that planning policies and decisions should protect and enhance PROW including taking opportunities to provide better facilities for users. Para 108 states that sustainable transport should be considered and the same and suitable access to the site for all users should be achieved. This encourages safe connectivity to routes, leading to healthier living, reduced carbon emissions etc. Para 110 states applications should prioritise pedestrian and cycle movements and create places that are safe, secure and attractive, minimising the scope for conflicts between users and vehicles.

There are also links with the Nottinghamshire Health and Wellbeing Strategy 2018, to reduce obesity through exercise and ensure opportunities are available in the local area and for general living; and Nottinghamshire Sustainable Community Strategy 201-20 which is developed in conjunction with all **districts** to provide opportunities for safe walking and cycling links and to reduce vehicle use. Partnership working with NCC under Local Transport Plan 3 to promote safe non-motorised routes, connectively and economic growth.

Encouraging developers to engage fully in utilising the available PROW network by upgrading facilities in conjunction with good design principles will help to deliver on these policies.

It is rare that the impact on the Rights of Way network would provide a reason to refuse planning permission, however development can have a major impact on the quality of the route. A change in type of user or frequency as a result of the development needs to be accepted by the developer and consideration of the location, amenity and construction of the path as a result. This can all be accommodated appropriately using good design principle from the start to enhance the public willingness to use and make use of the PROW network to achieve the policy aims of sustainable and safe transport corridors linking to the wider network, health and wellness of the local population, provision of good amenity and enjoyment.

Sutton in Ashfield Footpath 82 is unaffected by the proposal. As such, the Rights of Way team has no objections. However, please can the applicant be made aware of the following:

- The existing boundary hedge/tree line directly bordering the development/boundary etc is the responsibility of the current owner/occupier of the land. On the assumption that this boundary is to be retained it should be made clear to all new property owners that they are responsible for the maintenance of that boundary, including the hedge/tree line ensuring that it is cut back so as not to interfere with right of way.
- There are proposed pedestrian links from the development onto Footpath 82. Are these new routes to be permissive or dedicated as rights of way? Please can the applicant clarify this and also who is to be responsible for the future maintenance of these links? Would the applicant consider upgrading the surface of the existing public right of way from where the new stone surface ends off Searby Road to the end of the first field boundary? The Rights of Way team request that this is considered as part of the development to improve the existing path.

- Any new structure on the existing RoW requires authorisation of the highway authority and can only be made under certain criteria.
- If a structure is required for the control of stock then only a gate will be approved.
- There should be no disturbance to the surface of the footpath without prior authorisation from the Rights of Way team.
- The safety of the public using the path should be observed at all times. A Temporary Closure of the Footpath may be granted to facilitate public safety during the construction phase subject to certain conditions. Further information and costs may be obtained by contacting the Rights of Way section. The applicant should be made aware that at least 5 weeks' notice is required to process the closure and an alternative route on should be provided if possible.
- If the route is to be fenced, ensure that the appropriate width is given to the path and that the fence is low level and open aspect to meet good design principles.
- If a structure is to be built adjacent to the public footpath, the width of the right of way is not to be encroached upon.
- Should scaffold be required on or over the RoW then the applicant should apply for a license and ensure that the scaffold is constructed so as to allow the public use without interruption. licences@viaem.co.uk
If this is not possible then an application to temporarily close the path for the duration should also be applied for (6 weeks' notice is required), email countryside.access@nottscc.gov.uk
- If a skip is required and is sited on a highway, which includes a RoW then the company supplying the skip must apply for a permit. <http://www.nottinghamshire.gov.uk/transport/licences-and-permits/skip-permit> and also ensure that the RoW can still be accessed appropriately by the users permitted by its status i.e. equestrians if a on bridleway, motorised vehicles if on a byway open to all traffic

Waste Management

The Recycling Centres in the vicinity of the proposed site of Land at Newark Road, Coxmoor Road, Sutton in Ashfield (Kirkby and Mansfield) are operating at or close to full capacity, particularly at peak times. The sites are old and have seen significant housing built in their vicinity since their construction. Due to significant ongoing and proposed housing development in the vicinity it is anticipated that further recycling centre capacity will be required going forward, potentially including a new site.

The Strategic Housing Market Assessment estimates the need for approximately 8,640 new homes over the next 18 years (based on 480 new dwellings per annum). Currently, on average, each household within the County takes 0.25 tonnes of waste each year to the County's Recycling Centres. The 8,640 new homes would therefore be expected to generate an additional 2,160 tonnes of waste that would be taken to either the Kirkby or Mansfield sites. The proposed development is situated around 1.5 miles from the Mansfield Recycling Centre and around 2.5 miles to the Kirkby Recycling Centre, both less than 10 minutes away by car. It would therefore be expected that any new residents of the proposed site would utilise these sites as their preferred sites. The proposed development alone is expected to generate around an additional 75 tonnes of waste per annum which is deemed to be a significant increase in light of the local housing growth.

The Council is seeking contributions towards the delivery of a new or expanded facility that would cater for both the additional waste generated and the additional site users, which is subject to a feasibility review. Contributions are being calculated proportionally to the size of the development against housing levels in the local plan and existing housing in the district. In order to meet this growing demand on the Kirkby and Mansfield Recycling Centres a financial contribution proportionate to the proposed development of 300 homes is sought towards the development of a fit-for-purpose facility. In order to reach an appropriate figure, the following model has been created.

$G = A - B + (Cx D) / (E + F)$ where the following:

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A = Construction costs of the new site - £2,500,000
B = Saleable assets of the current site - £0
C = Land lease costs per annum £40,000
D = Length of lease in years – 25
E = Current households in the borough – 53,730
F = Expected additional housing – 8,640
G = Contribution per household - £56.12

Therefore, the requested contribution for this proposed 300 dwelling development is **£16,836**

Conservation

The proposals are accompanied by a heritage impact assessment that rules out any potential impacts on the setting of various listed buildings and dismisses any contribution to the setting of the scheduled ancient monument of Hamilton Hill made by the proposal site. The Landscape and Visual Impact Assessment does not provide any viewpoints from these locations and as such provides no evidence to support the assessment provided in the HIA. There are clear cumulative impacts arising from other sites and allocations that are not considered and recent criticism from Historic England of the lack of heritage assessment to accompany the ADC local plan allocations is clearly valid here. The Conservation team would not recommend decision making on the basis of the heritage assessment provided to date.

Public Health

The Public Health response is outlined at Appendix One however if any further information is required, the Public Health team will be able to provide further advice via email planning.publichealth@nottsc.gov.uk

Conclusion

It should be noted that all comments contained above could be subject to change, as a result of ongoing negotiations between the County Council, the Local Planning Authority and the applicants. These comments are based on the information supplied and are without prejudice to any comments the County Council may make on any future planning applications submitted for this site. Should the County Council's request for developer contributions be agreed, the Council expects to be included as a signatory to the relevant legal agreement arising from the determination of the application.

Should you require any further assistance in relation to any of these matters please do not hesitate to contact me.

Yours faithfully

Tania Krasteva
Planning Officer
Nottinghamshire County Council

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Appendix 1 - Public Health

The Public Health response is outlined below however any further information is required; the Public Health team will be keen to provide any further advice via email planning.publichealth@nottsc.gov.uk

[Nottinghamshire Joint Health and Wellbeing Strategy 2022- 2026](#)

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Four Ambitions:



[The Nottinghamshire Joint Strategic Needs Assessment \(JSNA\)](#) provides a picture of the current and future health needs of the population of the county. This is a useful source of information when considering the health and wellbeing of residents in planning process.

The use of [local health profile](#) report pulls together existing information in one place about localities affected by a development proposal, highlights issues that can affect health and wellbeing of residents covered within the planning process. Promoting health and wellbeing enhances resilience, employment and social outcomes. For example, consider limiting long term illness or disability as part of the development needs of a localities to ensure that it is age friendly providing good access to health and social care facilities.

[The Nottinghamshire Spatial Planning and Health Framework](#) identifies that local planning policies play a vital role in ensuring the health and wellbeing of the population and how planning matters impact on health and wellbeing locally. In addition, a health checklist is included to be used when developing local plans and assessing planning applications:

It is recommended that this checklist is completed to enable the potential positive and negative impacts of the pre-application (neighbourhood plan) on health and wellbeing to be considered in a consistent, systematic and objective way, identifying opportunities for maximising potential health gains and minimizing harm and addressing inequalities taking account of the [wider determinants of health](#).

Obesity is a major public health challenge for Nottinghamshire. Obesity is a complex problem with many drivers, including our behaviour, environment, genetics and culture. [Nearly a quarter of children in England are obese or overweight by the time they start primary school aged five, and this rises to one third by the time they leave aged 11.](#)

To address Childhood Obesity in 10-11-year-olds. It is recommended that the six themes by the TCPA document ['Planning Healthy Weight Environments'](#) are considered to promote a healthy lifestyle as part of this application.

In addition to [Active Design](#) Sport England 10 principles that promote activity, health and stronger communities through the way our towns and cities are built and designed to encourage activity in our everyday lives.

The six TCPA themes are:

1. Movement and access: Walking environment; cycling environment; local transport services.
2. Open spaces, recreation and play: Open spaces; natural environment; leisure and recreational spaces; play spaces.
3. Food: Food retail (including production, supply and diversity); food growing; access.
4. Neighbourhood spaces: Community and social infrastructure; public spaces.
5. Building design: Homes; other buildings.
6. Local economy: Town centres and high streets; job opportunities and access.

The Ten Principles of Active Design.

1. Activity for all
2. Walkable communities
3. Connected walking & cycling routes
4. Co-location of community facilities
5. Network of multifunctional open space
6. High quality streets & spaces
7. Appropriate infrastructure
8. Active buildings
9. Management, maintenance, monitoring & evaluation
10. Activity promotion & local champions

Please note for major developments (over 25 dwellings) the [Nottingham and Nottinghamshire Integrated Care Board \(ICB\)](#) should be consulted for impact on primary care which may lead to a request for infrastructure support through S106/CIL.

Email: nnicb-nn.estates@nhs.net