

CHAPTER 8 INFRASTRUCTURE, TRANSPORT, COMMUNITY AND RECREATION PROVISION

- 8.1 The term infrastructure is broadly used for planning purposes to define all of the requirements that are needed to make places function efficiently and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories, defined as:
- a) **Physical:** the broad collection of systems and facilities that house and transport people and goods, and provide services e.g. transportation networks, energy, water, drainage and waste provision, and ICT networks;
 - b) **Green:** the network of multi-functional open spaces, including formal parks, gardens, woodland, green corridors, waterways, hedgerows, and habitats for protected species;
 - c) **Social & Community:** the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It includes the provision of community facilities such as education, health care, retail, community centres, places of worship, and sports & leisure facilities.
- 8.2 In general, infrastructure requirements relate to strategic and local need. Strategic infrastructure refers to facilities or services serving a wide area that may include several communities, the whole District, or further afield. For example improvements to the M1, or investment in water, sewerage, and ITC networks. The infrastructure may be required where broader strategies are pursued to accommodate the cumulative impacts of growth, for example in a sub-region, rather than simply to accommodate the needs of the development proposals of a particular town or village.
- 8.3 Local infrastructure includes facilities or services that are essential to meet the day-to-day needs of specific communities - for example schools, health facilities, community facilities and local green spaces. These are often essential for a development to occur and/or are needed to mitigate the impact of development at the site or neighbourhood level and to help integration into local surroundings.
- 8.4 Some of the policies in this chapter are also intended to help people to lead healthier lifestyles. The availability of a variety of good quality and accessible community infrastructure such as open spaces, walkways and cycleways, sports and recreation facilities and cultural assets is vital to improving health and wellbeing. A combination of protecting, replacing and improving existing spaces and facilities and developing new ones will provide opportunities for residents and visitors to participate in a variety of activities which suit their needs and interests, reducing the need to travel and ensuring a range of provision and opportunity locally.

8.5 It is recognised that there is a requirement for investment in infrastructure in the district to deliver the growth identified in the spatial strategy for the district in a sustainable way. The Council's Infrastructure Delivery Plan sets out the full range of strategic and local infrastructure needs which have been identified arising either directly or indirectly from the Local Plan.

8.6 New development must be supported by the required infrastructure at the appropriate time. The District Council will work in partnership with infrastructure providers, funding bodies, key stakeholders and other agencies and organisations to ensure a co-ordinated delivery of facilities and infrastructure. Equally, the Council will also seek to protect, and where appropriate improve, services and facilities on which communities in the district depend.

GREEN INFRASTRUCTURE

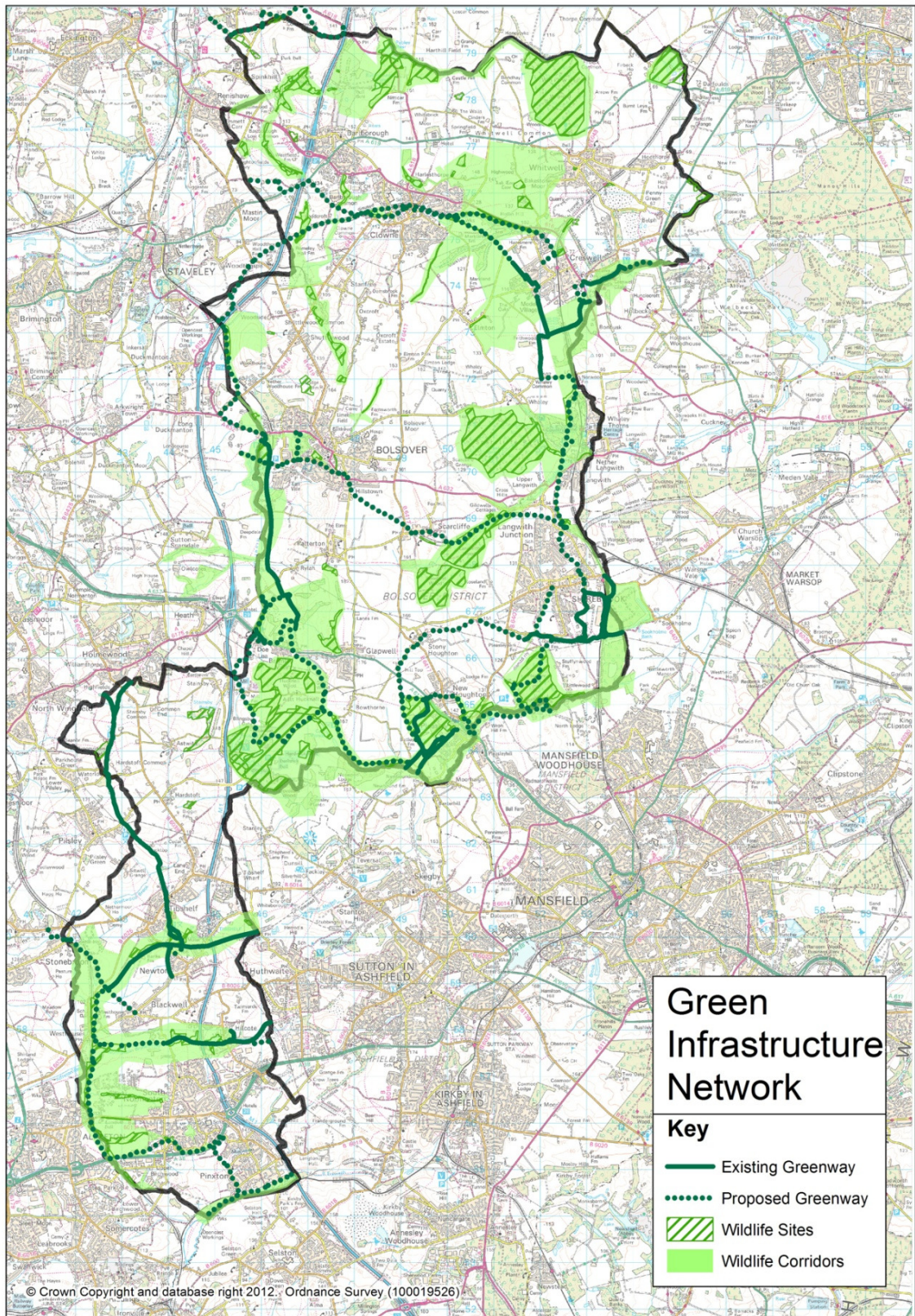
8.7 Green Infrastructure is the network of natural and semi-natural features which provide vital support to a healthy natural environment on which both people and wildlife depend. Green Infrastructure is capable of delivering a wide range of benefits, not just to biodiversity, but to recreation, landscape, sustainable drainage, walking, cycling, and climate change mitigation to name but a few. In a project report entitled 'East Midlands; A Public Benefit Mapping Project' published by East Midlands Regional Assembly in July 2006, the District was identified as one of the most promising locations in the Region for gaining public benefits from green infrastructure improvement. The District has a wealth of country parks, multi-user trails/ disused railways, and forested areas which if linked, enhanced and managed correctly have the potential to add greatly to local quality of life and to the attraction of the District as a place to live and work.

8.8 To identify existing Green Infrastructure, and links that would improve this existing infrastructure the Council commissioned the Green Infrastructure Study for Bolsover District. The Study notes that the green infrastructure resource in the District is important in supporting the biodiversity, landscape and natural systems during times of significant growth and pressure on the local environmental resource due to climate change.

8.9 The Strategic Green Infrastructure Network within Bolsover District is comprised of two distinct but complementary networks which are shown on figure ITCR1 below, taken from the Infrastructure Study (2012), namely:

- a) The Greenways Network;
- b) Key Wildlife Corridors.

FIGURE ITCR1.



8.10 Policy ITCR1 aims to ensure that Green Infrastructure in the District is preserved, whilst development proposals which will extend and enhance these assets are treated positively.

POLICY ITCR1 GREEN INFRASTRUCTURE

Proposals for new development will be permitted where they conserved Green Infrastructure and where feasible expand their extent and multi-functionality. New links will be supported where they:

- a) enhance biodiversity and mitigate against climate change by providing opportunities for species to move or migrate**
- b) create connected public amenity spaces**
- c) create safe and convenient linkages from settlements to the surrounding countryside**
- d) create informal recreation opportunities**
- e) reinforce local distinctiveness, landscape amenity and character**
- f) enhance opportunities for non motorised movement.**

Development proposals should not result in:

- g) a reduction in the extent of the Green Infrastructure network**
- h) the fragmentation of existing sites**
- i) a reduction in the connectivity through damage, disruption, or the removal of connecting features.**

Where existing Green Infrastructure assets would be harmed by a proposed development, schemes will only be permitted where appropriate mitigation and compensation measures can be secured which result in a net enhancement of the Green Infrastructure network.

Key Evidence Base

National Planning Policy Framework (NPPF)
A Green Infrastructure Study for Bolsover (2008)
Lowland Derbyshire Biodiversity Action Plan (2011)
Infrastructure Study (2012)

You told us that...

Access to the countryside, and the opportunities for healthy recreation it provides were highly valued;
New developments need to integrate well with both existing settlements and the surrounding countryside;
You wanted to see the individual character and identity of places reinforced.

Alternative Options considered but not selected...

None

The NPPF tells us that...

Local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

Policy implements Local Plan Objective:

Objective B: Climate Change

Objective C: Countryside, Landscape Character & Wildlife

Objective I: Green Spaces and Green Infrastructure

How will the policy be monitored?

Indicator: Permissions granted contrary to policy

Target: None

Trigger for Review: Trend in appeal decisions against the policy lost.

THE GREENWAYS NETWORK

- 8.11 Derbyshire County Council oversees the greenways network and its development. Since the publication of the East Derbyshire Greenway Strategy in 1998, Derbyshire County Council has with various partners brought a number of disused mineral railway lines back into use as greenways. This has included improvements to the Five Pits and Stockley Trails. The policy below lists 16 existing routes to be protected.
- 8.12 However, a fully linked network is still yet to be established. Pinxton /South Normanton and the Clowne/Barlborough parts of the district are particularly poorly provided for with greenways. Over time, it is planned that further proposed routes will be implemented and a comprehensive Bolsover District Greenways Network will be established. Discussions with landowners and funding are ongoing. The publication version of Local Plan will identify proposed routes that are considered to be deliverable over the plan period. Policy LTCR 2 aims to ensure that the Greenways Network in the District is preserved.

POLICY LTCR2 GREEN INFRASTRUCTURE NETWORK

Planning permission will be granted for proposals providing that they would not prejudice the use of the following sites as existing greenways (1 – 17) and proposed greenways (18 – 29), as shown on the proposals

maps

1. **Blackwell Trail (Huthwaite to Westhouses)**
2. **Silverhill Trail (Chesterfield Road, Huthwaite to Gloves Lane)**
3. **5 Pits Trail (Holmewood – Newton)**
4. **Stockley Trail (Bolsover – Glapwell)**
5. **Meadow Lane, Shirebrook**
6. **Portland Drive / Weighbridge Road, Shirebrook**
7. **Archaeological Way (Sookholme Road, Shirebrook to Frithwood Lane, Creswell)**
8. **Wood Lane to Station Road, Shirebrook**
9. **Teversal Trail, near Pleasley**
10. **Skegby Trail, near Pleasley**
11. **Pleasley Country Park**
12. **Pleasley Country Park to Pleasley Vale via the Meden Trail**
13. **Wood Avenue towards Hazelmere Road, Creswell**
14. **Creswell Crag**
15. **Clowne Linear Park**
16. **Seymour Link Road (Woodthorpe to Poolsbrook)**
17. **Stony Houghton (Water Lane to Balkham Lane)**

Proposed Greenways

18. **The Clowne Branch Line from Gypsy Lane, Creswell to Seymour Junction.**
19. **The Creswell Branch Line from Wood Avenue/Hazelmere Road, Creswell to Hollin Hill, Clowne.**
20. **Archaeological Way Link from Frithwood Lane Bridleway, Creswell to Duchess Street between Fox Green and the allotments.**
21. **Creswell Crag Visitor Centre eastwards towards Clumber Park.**
22. **Langwith Junction – Scarcliffe – Hillstown**
23. **South Shirebrook.**
24. **Stony Houghton via Green Lane to Pleasley Country Park**
25. **Hardwick / Doe Lea Loop**
26. **Gloves Lane to Doe Hill Country Park**
27. **Blackwell Trail South to Alfreton Station**
28. **Westhouses to Gloves Lane, (Blackwell Trail)**
29. **Erewash Canal to Pinxton Wharf and onward from Alexander Avenue to M1 Underpass, Pinxton.**

Key Evidence Base

National Planning Policy Framework (NPPF)
Infrastructure Study (2012)

You told us that...

Access to the countryside, and the opportunities for healthy recreation it provides is highly valued.

Alternative options considered but not selected...

None

The NPPF tells us that...

Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails. (Paragraph 75)

Policy implements Local Plan Objective:

Objective I: Green Spaces and Green Infrastructure

How will the policy be monitored?

Indicator: The amount of identified greenway lost each year.

Target: No greenways to be lost each year.

Trigger for Review: Loss of identified greenway.

PROTECTING FOOTPATHS AND BRIDLEWAYS

8.13 Beyond the greenways network, there is also a rich network of Public Rights of Way that generally affords good access to the countryside. However, gaps exist between Bolsover and Clowne, Creswell, Shirebrook and Glapwell and also to the west of South Normanton. The Council will work with local landowners, Derbyshire County Council and other interested groups to identify and implement additions to the network where possible. Policy LTCR3 aims to ensure that the existing footpaths and bridleways in the district are retained. Where opportunities exist to add links from development sites to the public rights of way network these will be referred to in the relevant policies for those allocations.

POLICY LTCR3 PROTECTION OF FOOTPATHS AND BRIDLEWAYS

Planning permission will be granted for development provided that:

a) It would not adversely affect an existing footpath or bridleway, or

b) An alternative footpath or bridleway route which is appropriate and environmentally attractive can be secured through a planning condition or through negotiation of a planning obligation under section 106 of the Town and Country Planning Act 1990.

Key evidence base

National Planning Policy Framework (NPPF)
Rights of Way Network

You told us that...

Access to the countryside and the opportunities for healthy recreation it provides is highly valued.

Alternative options considered but not selected...

None

The NPPF tells us that...

Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails. (Paragraph 75)

Policy implements Local Plan Objective:

Objective I: Green Spaces and Green Infrastructure

How will the policy be monitored?

Indicator: Number of footpaths lost to development.

Target: No footpaths lost to development.

Trigger for Review: One footpath lost to development.

SOCIAL AND COMMUNITY INFRASTRUCTURE

8.14 There are many factors which contribute to creating healthy, safe and sustainable communities. Part of this is a feeling of belonging to communities. This is enhanced where people can access a choice of facilities locally.

8.15 Local facilities include facilities and services that provide for health and wellbeing. These include convenience shops, community/village halls, post offices, schools, nurseries, places of worship, health services, care homes, libraries, youth centres and public houses.

- 8.16 Many village halls and community buildings, offer a range of indoor activities run by a variety of organisations from the public, private and voluntary sectors. It is important that such facilities are protected and improved where necessary, to ensure that communities continue to have access to local facilities. One of the key characteristics of the District is that it has an aging population, and significant number of people in poor health. It is therefore considered particularly important to ensure local people can access facilities locally, and that these are protected and improved where possible.
- 8.17 The council will seek to maintain and improve the provision of local community services and facilities by supporting proposals which protect, retain or enhance existing community facilities (including multi use and shared schemes), or the provide new facilities. It is recognised that permitted development rights exist which allow for certain changes of use. However this policy is intended to help avoid the loss of important facilities where planning permission is required. The council will consider removing these rights in particular areas where the loss of facilities may become an issue in the future.
- 8.18 In addition to the protection offered by ITCR4, if community facilities that are successfully recorded on the council's Community Asset Register come to be sold, a moratorium on the sale (of up to six months) may be triggered under the Community Right to Bid. This provides local community groups with an opportunity to raise finance, develop a business case, and to make a bid to buy the asset on the open market.
- 8.19 There is also a need to manage the development of new or extended local shops so that they do not undermine the retail hierarchy of the district by becoming so large that they attract custom away from established centres. Therefore, the policy sets a maximum size threshold for local shops. Existing local shops serving a local community are by their very nature convenience shops and the policy excludes comparison retail which should be concentrated in existing centres.
- 8.20 Policy ITCR4 aims to ensure that local facilities are retained where possible.

POLICY ITCR4 LOCAL SHOPS AND COMMUNITY FACILITIES

Part A – Protection of local convenience shops and community facilities

Planning permission for development that involves the loss of local convenience shops which serve the daily needs of the local community, or community facilities including community/village halls, post offices, schools, nurseries, places of worship, health services, care homes, libraries, youth centres and public houses will be granted only where it can be demonstrated that either:

- a) the loss of the specific facility would not create, or add to, a shortfall in the provision or quality of such facilities within the locality*,

- b) or appropriate replacement facilities are provided in a suitable alternative location; or
- c) the facility is no longer viable and this can be proven through adequate marketing of the premises for its current use which has failed to produce a viable offer**, or
- d) the facility can be enhanced or reinstated as part of any redevelopment of the building or site.

Part B – New or extended local shops and community facilities

Planning permission will be granted for local convenience shops which are 500 square metres or less, and other community facilities provided they are within settlement frameworks.

*400m radius around the proposal - based on an approximate ten minute walking time.

** Marketing should be through an appropriate agent as well as through the council’s regeneration service facility. The applicant should agree the marketing strategy, including any marketing period, with the Local Planning Authority in advance. Evidence of the results of the sustained marketing strategy will need to be submitted with any planning application. Marketing should not be restricted to just the buildings last use but also other potential community uses.

Key evidence base

National Planning Policy Framework (NPPF)

You told us that...

Necessary new and community facilities and infrastructure should be part of new development.

Alternative options considered but not selected...

None

The NPPF tells us that...

Planning should... deliver sufficient community and cultural facilities and services to meet local needs.

Promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs

Ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community

Policy implements Local Plan Objective:

Objective G: Infrastructure and New Facilities
Objective K: Health and Well Being
Objective O: Place Making

How will the policy be monitored?

Indicator: The number of local shops and community facilities lost to other development

Target: No losses

Trigger for Review: Trend of appeals lost against the policy

LEISURE AND RECREATION

- 8.21 Sport and recreation play an important role in the community, promoting health and well being, social inclusion and community participation. In order to help achieve sustainable communities by reducing the need to travel, opportunities for sport and recreation need to be provided locally.
- 8.22 To ensure that appropriate leisure and recreation facilities are delivered, the Council, in consultation with other important green space partners, has prepared and endorsed a Green Space Strategy (2012) for the District.
- 8.23 The Green Space Strategy provides a vision and strategic direction for the management and improvement of existing sites and the development of new public open space.
- 8.24 Baseline information for the Green Space Strategy was collected in the form of an audit. The audit included:
- a) A greenspace hierarchy. This is set out in table ITCR 1, and has been used to inform the accessibility standards in policy ITCR 5;
 - b) An assessment of the quantity of greenspace against standards (See below);
 - c) An assessment of the quality of greenspace against standards¹
- 8.25 The audit showed that the district has over 300 green space sites covering around 885 hectares. This is a considerable resource. However, it is distributed very unevenly across the district and there are major disparities between the levels of provision in similar sized settlements.

Table ITCR1: Green Space Hierarchy

¹ Full details of both the baseline Quality and Accessibility Report and Greenspace Strategy are available to view on the Council's website.

Category	Description
Level 1: District Level Green Space Attraction	Green space which: a) attracts regular visitors from a wide area, not just from a town or village or from adjacent settlements; b) minimum size of site 10 hectares; c) has a car park; d) is open to the general public.
Level 2: Multi Functional Town Park	Multi-functional Green Space situated in or adjacent to a town which is open to the general public and which: a) contains at least three of the following uses: amenity green space, outdoor sports, semi-natural green space, equipped play area; b) has a minimum size of 4 hectares.
Level 3: Village or Neighbourhood Park	Green Space situated in or adjacent to a town or village which: a) combines at least two of the following uses: amenity green space, outdoor sports, semi-natural green space, equipped play area; b) has a minimum size of 2 hectares; c) is open to the general public.
Level 4: Local Green Space	Other green spaces which: a) provide one or more of the following uses: amenity green space for informal casual recreation, outdoor sports, semi-natural green space, equipped play area b) has a minimum size of 0.5 hectares; c) is open to the general public.

8.26 The quantitative standards used for the assessment were:

- a) For formal Greenspace: a minimum of 2.4 ha per 1,000 population;
- b) For semi-natural Greenspace: a minimum of 1.2ha per 1,000 population

8.27 The quality standard was based on a 60% score based on a range of criteria.

8.28 Table ITCR 2 below summarises how the settlements in the district perform in relation to the standards.

Table ITCR2: Performance of settlements against standards.

Key	
	Meets standards or exceeds standards
	Just below standards
	Below standards

Settlement	Performance against standard	
Bolsover	'Formal' Quantity	'Semi-Natural' Quantity
	Quality	

	Accessibility	
Shirebrook	'Formal' Quantity	'Semi-Natural' Quantity
	Quality	
	Accessibility.	
Clowne	'Formal' Quantity	'Semi-Natural' Quantity
	Quality	
	Accessibility	
South Normanton	'Formal' Quantity	'Semi-Natural' Quantity
	Quality	
	Accessibility	
Barlborough	'Formal' Quantity	'Semi-Natural' Quantity
	Quality	
	Accessibility	
Creswell	'Formal' Quantity	'Semi-Natural' Quantity
	Quality	
	Accessibility	
Pinxton	'Formal' Quantity	'Semi-Natural' Quantity
	Quality	
	Accessibility	
Whitwell	'Formal' Quantity	'Semi-Natural' Quantity
	Quality	
	Accessibility	
Tibshelf	'Formal' Quantity	'Semi-Natural' Quantity
	Quality	
	Accessibility	
Blackwell	'Formal' Quantity	'Semi-Natural' Quantity
Doe Lea	'Formal' Quantity	'Semi-Natural' Quantity
Glapwell	'Formal' Quantity	'Semi-Natural' Quantity
Hilcote	'Formal' Quantity	'Semi-Natural' Quantity
Hodthorpe	'Formal' Quantity	'Semi-Natural' Quantity
Langwith	'Formal' Quantity	'Semi-Natural' Quantity
New Houghton	'Formal' Quantity	'Semi-Natural' Quantity
Newton	'Formal' Quantity	'Semi-Natural' Quantity
Palterton	'Formal' Quantity	'Semi-Natural' Quantity
Pleasley	'Formal' Quantity	'Semi-Natural' Quantity
Scarcliffe	'Formal' Quantity	'Semi-Natural' Quantity
Shuttlewood	'Formal' Quantity	'Semi-Natural' Quantity
Westhouses	'Formal' Quantity	'Semi-Natural' Quantity
Whaley Thorns	'Formal' Quantity	'Semi-Natural' Quantity

8.29 The table shows that there are wide discrepancies between settlements with none of the larger settlements meeting all of the standards. In a settlement where 3 or more green spaces fell below the 60% it was adjudged to fall below the standards. Just 1 or 2 below the standards meant the settlement was 'just below' the standards.

- 8.30 The Strategy arising from this baseline information concentrates on green space which has a primary purpose of recreation. This includes standards for quantity and accessibility for formal greenspace, (amenity, outdoor sports, equipped play areas); semi-natural areas (woodlands, wetlands, scrub and meadows) which are freely accessible to the public. It does not include standards for allotments, cemeteries, and golf courses. However, wherever such sites are in active use or have a realistic prospect of active use, they will continue to be included as green space sites on the policies map. Accordingly such sites will benefit from the policy protection provided by policy ITCR6.
- 8.31 For settlements that fall below 'formal quantity' standards there may be opportunities to create more formal green space by recycling former allotments where these have fallen into disuse and there is no longer a demand for them.
- 8.32 Regarding the issue of improvements to the quality of existing green space, a survey is underway to update the evidence base for green space quality, and the Green Space Strategy will be updated accordingly. Alongside this survey the Council is undertaking a Playing Pitch Assessment and Built Facilities Strategy that will examine the quality of the playing pitches (including football, cricket, rugby and bowls) in the district, and determine whether supply meets demand for sports usage. The outcome of this work will inform the Publication version of the Local Plan.
- 8.33 Policy ITCR5 sets out standards to improve green space and play provision in the district.

POLICY ITCR5: GREEN SPACE AND PLAY PROVISION

In association with the overall spatial strategy for future growth and development, improved formal and informal recreation facilities will be secured to meet the recreational needs of existing and future residents. The following standards will be used in relation to green space and play provision to ensure that the District as a whole, and each individual settlement, has an acceptable level of green space provision and that all residents of identified settlements have reasonable access to green spaces and play areas:

Quantitative standards:

Formal Green Space: A minimum of 2.4 ha per 1,000 population.

Semi-natural Green Space: A minimum of 1.2 ha per 1,000 population.

Accessibility standards:

Level 1 District Level Green Space Attractions: All residents should be within 7.5 kilometres of a large green space which has a minimum size of 10 hectares, and has a car park which is open to the general public.

Level 2 Town Park: Residents in a town or an emerging town should be

within 2 kilometres walking distance of a multi-functional green space which is open to the public and situated in, or adjacent to a town or an emerging town, has a minimum size of 4 hectares and contains at least three of the following features: amenity green space, outdoor sports, semi-natural green space, equipped play area.

Level 3 Village or Neighbourhood Green Space: Residents of towns, emerging towns, large villages and small villages should be within 800 metres walking distance of a green space which is open to the public and situated in, or adjacent to a town, main village or village, has a minimum size of 2 hectares and contains at least two of the following features: amenity green space, outdoor sports, semi-natural green space, equipped play area.

Level 4 Local Green Space: Residents of towns, emerging towns, large villages and small villages should be within 400 metres walking distance of a green space which is open to the public and situated in, or adjacent to a town, an emerging town, large village or small village, has a minimum size of 0.5 hectares and contains one or more of the following features: amenity green space, outdoor sports, semi-natural green space, equipped play area.

Equipped Play Areas: Residents of towns, emerging towns, large villages and small villages should be within 400 metres walking distance of an equipped play area.

The above standards will be used to determine where new provision of green spaces and play areas are required to address the needs of existing and future residents. In applying the standards the geographical context of the relevant settlement, including the form, location and size of residential populations, will be taken into account.

Any residential development of over 25 dwellings will be required to make provision for new or enlarged green space either on site or within 400 metres walking distance of the site, in accordance with the above minimum standards.

In settlements where the current provision for either formal or semi-natural green space exceeds minimum standards, a reduction will be made in the relevant standard to reflect the percentage of the development site which is within 400 metres walking distance of existing provision which is open to general public access and which is recognised as level 4 or above.

In addition, all new residential developments will be expected to make reasonable contributions for on-going maintenance, either for new green spaces and/ or to improve any town parks, neighbourhood / village or local green spaces falling within the relevant walking distance of such development, in order to accommodate increased use and ensure that

minimum quality standards can be achieved.

Key Evidence Base

National Planning Policy Framework (NPPF)
Green Space Strategy (2012)
Audit of Green Space (2012)

You told us that...

New infrastructure should be provided to meet the needs of new development.

Alternative Options considered but not selected...

None

The NPPF tells us that...

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required. (paragraph 73)

Policy implements Local Plan Objective:

Objective I: Green Spaces and Green Infrastructure
Objective K: Health and Well Being

How will the policy be monitored?

Indicator: The amount of additional new green space provided per year.

Target: None

Trigger for Review: No new green space has been provided within 3 years of adoption.

PROTECTION OF GREEN SPACE

8.34 Table ITCR2 shows that there are deficiencies in all categories of green space across the district, and imbalances in provision across settlements. Policy ITCR 5 seeks to improve this. However, to ensure that provision improves over the life of the Local Plan there is also a need to protect existing provision. In addition to the green space identified Green Space Strategy there are currently

4 Registered Village Greens in the district. These are located at: Fox Green, Creswell; The Green, Elmton; High Street / Worksop Road, Whitwell; and Rylah Hill, Palterton

8.35 Policy ITCR6 aims to protect the existing recreational green space and sports provision in the district.

POLICY ITCR6: PROTECTION OF GREEN SPACE AND SPORTS AND RECREATIONAL BUILDINGS

Development proposals will be permitted where they do not have any adverse effect upon, or loss of, existing green spaces, including allotments, or sports and recreational buildings as identified on the Policies Map or in the Council's Green Space Strategy and associated documents, or any future green space or sports and recreational building.

Proposals resulting in a loss will need to provide a satisfactory replacement facility, unless the proposal was of greater overall benefit to the local community than existing or realistic potential uses of the greenspace.

Planning permission will be granted for any form of development on village greens providing that it is directly related to the recreational use of the land.

Key evidence base

National Planning Policy Framework (NPPF)

Green Space Strategy (2012)

Audit of Green Space (2012)

You told us that...

Recreation spaces in the district were valued

Alternative options considered but not selected...

None

The NPPF tells us that...

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable

location; or

the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss. (Paragraph 74).

Policy implements Local Plan Objective:

Objective I: Green Spaces and Green Infrastructure

Objective K: Health and Well Being

How will the policy be monitored?

Indicator: The amount of green space lost per year.

Target: None

Trigger for Review: If protected green space is developed contrary to policy

ITC AND TELECOMMUNICATIONS

- 8.36 Technology is increasingly linked to economic competitiveness, and high levels of IT skills amongst the labour force and access to high speed broadband connections are playing an increasingly important role in the success of local economies. Digital connectivity is a vital utility for business and is fundamental to achieving economic growth.
- 8.37 Both the Sheffield City Region and D2N2 Local Enterprise Partnerships are committed to supporting the provision of superfast broadband across their areas, and have a commitment in their Growth Deals with the Government to support the extension of superfast broadband coverage.
- 8.38 Information Communication Technology (ICT) and telecommunications equipment, especially mobile communications are critical to the growth of many business operations. National guidance states that the development of high speed broadband and other communication networks can also play a vital role in enhancing the provision of local community facilities and services. Through the Local Plan, the Local Planning Authority will support the facilitation of telecommunication growth whilst ensuring adverse impacts to the character of the built form or physical environment is minimised.
- 8.39 Policy ITCR7 below aims to provide a thorough assessment for all telecommunication proposals, whether they are prior approval applications or developments requiring full planning permission. It provides guidance for both new and replacement masts, whilst providing the flexibility to allow for an

efficient expansion of the network and to meet the demands imposed by technological advancements.

POLICY ITCR7 - ITC & TELECOMMUNICATIONS

All Information Communication Technology (ICT) and telecommunications proposals should be sited and designed in such a way that the appearance of the surrounding area is considered. Proposals for ICT and telecommunications developments will be supported provided that:

the siting of the proposal and any other additional equipment involved with the development does not unduly detract from the appearance of the surrounding area or form an adverse intrusive addition to the street scene; and

the amenities of any neighbouring sites are not unacceptably harmed by the proximity of the proposed telecommunication development; and

the colour and profile are sympathetic to the sites surroundings and the size of the development is kept to a technical minimum to ensure any adverse impact on the environment is minimised; and

there is justification demonstrating that all alternative sites and potential mast sharing opportunities which fulfil the functional requirements of the development have been assessed, including the use of existing buildings and structures.

Development should make provision to incorporate super-fast broadband where possible.

Key evidence base

National Planning Policy Framework (NPPF)

You told us that...

You supported economic growth and employment opportunities in the district (although no representations have been made to date specifically on this issue).

Alternative options considered but not selected...

Not to have a policy, however, it is considered that this is an important issue in relation to the council's aims to improve employment in the district.

The NPPF tells us that...

Advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including

telecommunications and high speed broadband...

Policy implements Local Plan Objective:

Objective G: Infrastructure and New Facilities

How will the policy be monitored?

Indicator: The number of proposal for granted for ITC & telecommunications granted in compliance with the policy

Target: All granted for this type of development to be in line with this policy.

Trigger for Review: Appeal decisions granted contrary to this policy

TRANSPORT

- 8.40 In an area with a semi rural character with a dispersed settlement pattern, the provision of high frequency and extensive public transport services will often be difficult. Consequently, making good decisions about the location of facilities can make a major contribution to improving their accessibility for all. Similarly, it will be important to ensure that preference is given to using more sustainable means of transport to access any new development, for example through ensuring that developers implement green travel plans and support public transport.
- 8.41 The North Derbyshire Transport evidence base demonstrates that there are areas of the district where traffic congestion is severe, particularly on the M1 Motorway and around its junctions, and this causes environmental problems and increased journey times. The local highway network is still poor in some areas of the district, and this hampers travel between towns and villages in these areas. The proximity of the district to the M1 motorway offers good accessibility to cities and conurbations in and outside the region, and as a freight route to the ports and terminals outside the region. However, care must be taken not to encourage use of the motorway as a means of long distance commuting either into or out of Bolsover District. The Council's spatial strategy and its commitment to delivering sustainable communities will minimise the increased of the use of the motorway in this manner. Reflecting this, in the Council's opinion whilst improvement of the motorway and its related junctions is a clear strategic and sub-regional priority to ensure that the District as a whole is well connected, the local district level priority for road improvements over the plan period lies with improved connections within the District.
- 8.42 A significant proportion of households in the District (23% in the 2011 Census) do not have access to a car, and for them, safe, cheap, efficient and convenient

public transport is vital. In the more remote parts of the district in particular, public transport remains a problem, with infrequent services and circuitous routes. In previous consultations, many respondents complained about the low frequency of existing bus services, particularly in the more remote parts of the district. Responses to the Bolsover Sustainable Community Strategy 2006-2020 consultation also raised concerns over poor public transport networks, with poor timetables and poor links between routes.

- 8.43 There are significant opportunities to improve the use of rail transport in the district, both for freight and passenger travel. The multi-modal study for the East Midlands section of the M1 motorway identified potential extensions to the Robin Hood Line passenger service using existing mineral rail lines, to link it to Chesterfield and Sheffield through Clowne, and to the Midland Main Line through Pinxton. As well as providing the potential for new stations at Clowne and Pinxton, this could also enable new and wider ranging services to be added to the network. Freight access to all these lines is possible, and in the longer term disused rail lines could be brought back into use if the routes are not compromised. Although sources of funding for these possible developments has not been identified, the Local Plan will ensure that, as far as possible, the long term potential of these significant sustainable transport opportunities are not compromised by planning decisions during the plan period.
- 8.44 Whilst still in the early stages of planning, the Initial Preferred Route of the Eastern Limb of the High Speed 2 Rail Project largely follows the M1 corridor through the District. If delivered, this will improve access and capacity to high speed rail travel from Sheffield and Derby / Nottingham. The Initial Preferred Route would affect a number of committed employment sites and be within the setting of Bolsover Castle and Hardwick Hall, although at this stage the implications of the route can be addressed without significant revisions to the strategy.
- 8.45 All proposals for development would be assessed against the following policy, and similarly the service plans of the Council and its partners will seek to take these matters into account. The term 'significant transport implications' as used in the policy below means a potential 10% increase in existing and committed traffic on a nearby road or junction as a result of development, or a 5% increase on a nearby road or junction which is already congested although in some circumstances, at particularly sensitive sites for example, a lower threshold may be adopted. A number of studies have been carried out to assess the cumulative impacts of the levels of development proposed by the Local Plan Strategy, and these studies have informed the identification of specific highway improvements identified in the Infrastructure Delivery Plan.

POLICY ITCR8: TRANSPORT AND ACCESSIBILITY

Planning proposals will be granted where new development and the provision of services are located so as to minimise the need to travel. Convenient, safe and attractive access via footpaths, footways, bridleways,

cycle paths and public transport should exist or be provided, to encourage the use of these modes of travel for local journeys and reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport.

Where appropriate developments should make provision for off-street parking, service and emergency access.

Transport schemes that lead to improvements in accessibility, promote road safety for all highway users, and manage traffic to avoid congestion will be approved. Development proposals which are likely to have significant transport implications will need to be supported by a Transport Statement or Transport Assessment and the potential for facilitating sustainable means of transport addressed, including the preparation of travel plans.

Priority areas for combinations of sustainable transport measures and highways improvements will be:

- a. The A38 Corridor through South Normanton and Pinxton;**
- b. The A616 in Barlborough and Clowne;**
- c. The A619 through the district;**
- d. Clowne Town Centre;**
- e. Bolsover Town Centre;**
- f. The B6417 between Clowne and New Houghton.**

Improvements in pedestrian and cycle links will be sought between the following major residential and employment areas:

- a. South Normanton / Pinxton and Castlewood**
- b. Bolsover and Markham Vale**
- c. Clowne and Barlborough Links**
- d. South Shirebrook and Shirebrook Town Centre**
- e. Shirebrook and Brook Park**

Key evidence base

National Planning Policy Framework (NPPF)
Interim Transport Evidence Information Note

You told us that...

- New Infrastructure was a critical part of new development, and that new development should not increase congestion on existing highway networks; and
- Sustainable development that favours walkable communities, and reduce reliance on private cars should be encouraged.

Alternative options considered but not selected...

None

The NPPF tells us that...

Planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable...

Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment

Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment

Policy implements Local Plan Objective:

Objective H:Sustainable Transport

How will the policy be monitored?

Indicator: The number of proposals for granted for ITC & telecommunications granted in compliance with the policy.

Target: All granted for this type of development to be in line with this policy.

Trigger for Review: Appeal decisions granted contrary to this policy