

CHAPTER 4 – THE SPATIAL STRATEGY

INTRODUCTION

- 4.1 The purpose of this chapter is to set out the Spatial Strategy that Bolsover District Council will follow to achieve its Vision and Objectives.
- 4.2 The Local Plan for Bolsover District describes the Council's strategy for delivering the Local Plan Vision and its supporting Objectives. It sets out how much development is planned to take place during the life of the Local Plan and where within the spatial area of Bolsover District this development will take place and illustrates the broad locations for strategic development on a key diagram.

SUSTAINABLE DEVELOPMENT

- 4.3 Achieving sustainable development to create a more sustainable district as outlined in Chapter 3 is the fundamental aim and vision of the Plan. This will be achieved through a range of methods and approaches, strategically related to the basis of our distribution of housing and employment, through to specific policies about sustainable design, to policies aimed at protecting scarce resources.

Photograph of New Bolsover Model Village or Creswell Model Village – these historical developments planned in a sustainable balance between housing, employment and social facilities and reflect very good examples of sustainable development. Possibly use existing photo of Creswell MV, or possibly take new one of New Bolsover MV or ask Kim Wyatt for project photo with people in it looking happy doing crafts.

- 4.4 As the main aim and intention of the Local Plan is to achieve sustainable development, the first consideration must be how the Council will judge what sustainable development is.

Policy SS1: Sustainable Development

In order to contribute to sustainable development in Bolsover District, development proposals should:

- a. Support the local economy by providing employment opportunities suitable for local people, contributing towards business expansion and growth in key sectors, and providing for lifelong learning and skills development;
- b. Promote the efficient use of land and the re-use of previously developed land in sustainable locations;
- c. Locate development in close proximity to trip generators with the aim of reducing the need to travel by non-sustainable modes of transport;

- d. Reduce the need for energy in new development and ensure that it can use energy efficiently through the life time of the development, promoting high standards of low carbon and energy efficient design and renewable energy production where possible and appropriate;
- e. Demonstrate the sustainable use of resources and the management of waste in accordance with the waste hierarchy;
- f. Promote the social and economic wellbeing of Bolsover District's communities, contribute to reducing social disadvantages and inequalities and create a positive image of the District;
- g. Support the hierarchy of centres and / or enhance their role as a focus for new services and facilities. Create well designed places that are accessible, durable, adaptable and enhance local distinctiveness;
- h. Protect and enhance the character, quality and settings of towns and villages and heritage assets through an appropriate mix of good quality, well-designed developments;
- i. Protect, create and / or enhance the character, quality and diversity of the District's green infrastructure and local landscapes, the wider countryside and ecological and biodiversity assets;
- j. Protect and create the productive potential of the District's best quality agricultural land and avoid sterilisation of mineral resources;
- k. Support the provision of essential public services and infrastructure;
- l. Play a positive role in adapting to and mitigating the effects of climate change to contribute to the health and wellbeing of the community and the environment, through the location, design and operation of the development and the use of sustainable drainage systems to ensure that new development is not affected by, and does not increase elsewhere, flood risk;
- m. Take account of any coal mining-related land stability and / or other public safety risks and, where necessary, incorporate suitable mitigation measures to address them;
- n. Protect and enhance water and air quality.

All major planning applications shall be accompanied by a Planning / Sustainability Statement which addresses all of the above points.

SCALE OF HOUSING, EMPLOYMENT AND RETAIL PROVISION

Housing Provision

- 4.5 The North Derbyshire and Bassetlaw Strategic Housing Market Assessment (SHMA) (November 2013) identified among other things the full, Objectively Assessed Need (OAN) for housing, both across the Housing Market Area and each of the component authority areas based on the 2011 Census population data. This evidence was subjected to sensitivity testing in April 2014 in light of updates to SHMA methodology best practice.
- 4.6 Since the publication of this key evidence base document, 2014 Sub National Population projections (SNPP) were published in May 2016 and Sub National House Hold Projections (SNHP) were published in July 2016.

Based on this updated population data, the Council and its partners in the North Derbyshire and Bassetlaw Housing Market Area commissioned an OAN Update Report. For Bolsover District, this report identified that the OAN is 272 dwellings per year from 2014.

- 4.7 The NPPF states that to boost significantly the supply of housing, Local Plans should ensure that the full, objectively assessed need for their area is met. As a result, the Council will plan for 5,168 dwellings for the period 2014 to 2033.
- 4.8 In addition to this, the Council will also provide enough achievable, suitable and achievable sites to provide for a 10% buffer for flexibility purposes, so providing sufficient land via allocations for a total of approximately 5,700 from 2014 to 2033 (5,168 plus 10%).
- 4.9 In developing this scale of housing provision, the Council has also had regard to the activities of the Local Enterprise Partnerships (LEPs). Both of the LEP Growth Plans and Economic Strategies are at an early stage of development in relation to the understanding of their impact upon population and housing. In addition, the combined effect of these Growth Plans upon authorities which fall within both LEPs has not been clarified. The figures for jobs growth are LEP-wide totals with no sub-regional breakdown. Consequently, it is difficult to determine whether there are any direct impacts of the LEP strategies upon the scale of housing in the Local Plan, although both strategies intend to assist with housing delivery. As they stand, their background information indicates that the job growth they aspire to would be possible from population growth already projected across the City Region and D2N2 areas.

Employment Land Provision

- 4.10 The Economic Development Needs Assessment (EDNA) (October 2015) identifies the need for employment land (B use classes only) for Bolsover District as being between 65 and 100 hectares of land for the period 2015 to 2033.
- 4.11 The NPPF states that when drawing up local plans, local planning authorities should plan positively for a strong, competitive economy. As the employment land availability assessment identifies the existence of two sites with sufficient flexibility to accommodate up to two large logistic developments, based on the evidence provided by the EDNA there is sufficient justification for a target at the higher end of the range.
- 4.12 As a result, the Council will align its base date for the scale of employment land provision with the housing OAN base date of 2014, meaning that an additional, pro-rata amount will be added for the monitoring year 2014/15. On this basis, the Council will plan for 93.40 hectares of employment land for the period 2014 to 2033.

Policy SS2: Scale of Development

During the plan period, the Local Plan will accommodate new growth and investment in Bolsover District by making provision for:

- sufficient land to accommodate the delivery of 5,168 dwellings (272 new homes per year) to meet the Council's Housing Objectively Assessed Need across the period 2014 to 2033;
- an additional housing land supply buffer of 10% for site flexibility applied across the period 2014 to 2033 (up to a planned scale of housing provision of 5,700 dwellings);
- sufficient land to accommodate 92 hectares of employment land across the period 2015 to 2033.

SETTLEMENT HIERARCHY AND DISTRIBUTION OF DEVELOPMENT

- 4.13 The NPPF reaffirms the legislative need for local plans to be prepared with the objective of contributing to sustainable development.
- 4.14 To ensure the Local Plan for Bolsover District achieves this, the Council has within the Settlement Hierarchy Study (April 2015 and updated March 2018) assessed the existing sustainability of the District's settlements and ranked them from the most to the least sustainable. In doing so, the Study considers the following sustainability factors:
- level of population;
 - level of jobs;
 - level of services / facilities, such as schools, shops, GP surgeries, etc.;
 - level of public transport services.
- 4.15 The Study finds that the District's largest settlements tend to be the most sustainable settlements also. This is in large part due to them having the largest populations but is also indicative of them having higher numbers of destinations journeys are being made to, such as centres of employment, shops and services. In addition, the larger settlements also have the most frequent and commercially viable public transport services to provide greater opportunities for sustainable transport to other locations, such as nearby larger towns and cities.
- 4.16 This evidence provides an important consideration for the Council's efforts to achieve sustainable development, including efforts to enhance the sustainability of settlements through the planning of appropriate forms and levels of growth through this Local Plan. In addition, factors such as the environmental and deliverability constraints of settlements will also need to

influence how the Local Plan seeks to deliver the Vision and Objectives through the distribution of development.

- 4.17 The Council’s spatial strategy has a strong focus on sustainable development with an appropriate balance between achieving more difficult regeneration aims and securing immediately viable developments in order to contribute to the delivery of the Local Plan Vision and Objectives regarding sustainable growth.
- 4.18 On this basis, growth will be directed to the District’s more sustainable settlements, such as Bolsover and Shirebrook, in order to take advantage of their greater employment opportunities, better transport links and services and facilities but ensures that a larger share goes to settlements such as Clowne where viability is better and to Whitwell and Bolsover where key brownfield sites exist. However, whilst South Normanton is identified as one of the District’s most sustainable settlements, it will have a lower level of growth due to the significant constraints on development represented by the EPC Rough Close works and the strategic highway network. Beyond this, lower levels of growth will be directed to the smaller settlements in recognition of their lower sustainability and often greater environmental constraints.

Photograph of Bolsover town centre or Shirebrook town centre – these locations would pick up on the point in paragraph 4.18 regarding transport links, services and facilities. Possibly use stock photo used in Local Plan Strategy (see pages 27 or 98 – although a more up-to-date photo of either or both would be helpful).

- 4.19 In light of the evidence provided by the Settlement Hierarchy Study and the decisions within the Preferred Spatial Strategy, taking into account the DEFRA Rural Urban Classification the Local Plan sets out the Settlement Hierarchy as recorded in Figure 4A.

Table 4A: Settlement Hierarchy

Type of settlement	Place	
Urban: Small Town	Bolsover Shirebrook	
Transitional: Emerging Town	South Normanton Clowne	
Rural: Large Village	Barlborough Creswell Pinxton	Tibshelf Whitwell
Rural: Small Village	Blackwell Bramley Vale / Doe Lea Glapwell Hilcote	Newton Palterton Pleasley Scarcliffe

	Hodthorpe Langwith New Houghton	Shuttlewood Westhouses Whaley Thorns
Rural: Small settlement in the countryside	Astwith Ault Hucknall Barlborough Low Common Belph Bentinck Bolsover Woodhouse Chesterfield Road (south of Holmewood) Church Lane, Pleasley Doe Hill Lane (near Tibshelf) Elmton Hardstoft Locko Lane, Hardstoft Common Low Road / Slayley Lane (near Clowne) Newboundmill Lane, Pleasley	Old Blackwell Out Lane (south of Holmewood) Oxcroft Settlement Penny Green (near Belph) Pleasley Vale Rowthorne Stainsby Stanfree Steetley Stony Houghton Sunnybank (near Tibshelf) Upper Langwith Whaley Common Whitwell Common Worksop Road (A619)

- 4.20 As seen in Table 4A, the category of Transitional: Emerging Town is included to recognise the growth in South Normanton under the previous Local Plan that has seen its population grow above 10,000. Also, given the Council's Spatial Strategy directs a large share of growth to Clowne, it is recognised that this growth will see Clowne grow from a village to a town within this Local Plan.
- 4.21 To deliver the Scale of Development set out in policy SS2 in accordance with this Spatial Strategy, policy SS3 below outlines how much development each settlement will have allocated in this plan during the period 2014 to 2033. With the exception of the small settlements in the countryside, each settlement's position in the settlement hierarchy and its share of the allocated growth is shown on the Key Diagram in Figure 4F.
- 4.22 This distribution of development has been tested in terms of infrastructure provision and the results of that testing are set out in the Council's Infrastructure Study and Delivery Plan (March 2018). The amounts of development are based on either existing planning permissions or land availability assessment site area calculations but will not act as a maximum level. However, developments leading to unsustainable increases to those amounts will not be permitted, particularly where this would deviate from or undermine the outlined settlement hierarchy in policy SS3.

Policy SS3: Spatial Strategy and Distribution of Development

To achieve sustainable development, the Local Plan will direct development and service provision within Bolsover District in accordance with the following settlement hierarchy:

1. firstly to the Small Towns of Bolsover and Shirebrook and the Emerging Towns of South Normanton and Clowne;
2. then to the Large Villages of Creswell, Pinxton, Whitwell, Tibshelf and Barlborough.

Beyond these more sustainable settlements, the Local Plan will support limited development in a small number of the Small Villages.

Each of the settlements in the hierarchy above has a settlement framework defined on the Policies Map, within which urban forms of development will generally be acceptable in principle.

The Small Settlements in the Countryside are considered to not be sustainable settlements and the Local Plan will not support urban forms of development beyond infill development on single plots and conversion of agricultural buildings to employment uses where appropriate.

Based on this spatial strategy, the following distribution of the scale of development set out in policy SS2 will be delivered.

Type of settlement	Place	Residential (dwellings)	Employment (hectares)
Urban: Small Town	Bolsover	1,769	0 ha
	Shirebrook	786	10.82 ha
Transitional: Emerging Town	South Normanton	380	25.31 ha
	Clowne	1,494	20 ha
Rural: Large Village	Creswell	289	0.46 ha
	Whitwell	218	5.50 ha
	Pinxton	56	1.23 ha
	Tibshelf	306	0 ha
	Barlborough	159	6.12 ha
Rural: Small Village	Blackwell	1	0 ha
	Bramley Vale / Doe Lea	1	0 ha
	Glapwell	36	0 ha
	Hilcote	0	0 ha
	Hodthorpe	39	0 ha
	Langwith	2	0 ha
	New Houghton	71	0 ha
	Newton	37	0 ha
	Palterton	11	0 ha
	Pleasley	23	0 ha
	Scarcliffe	0	0 ha
	Shuttlewood	0	0 ha

	Stanfree	1	0 ha
	Westhouses	0	0 ha
	Whaley Thorns	11	0.58 ha
Non-settlement		33	21.54 ha
TOTAL		5,723	92 ha

STRATEGIC SITES

4.23 In order to assist in the delivery of the Preferred Spatial Strategy (Policy SS2), the Plan allocates three strategic sites that are considered critical to achieving the Plan's overall strategy for sustainable and deliverable growth. The sites are:

1. Bolsover North;
2. Clowne Garden Village;
3. Former Whitwell Colliery site.

4.24 These strategic sites are expected to deliver substantial growth in Bolsover, Clowne and Whitwell respectively during the plan period, enabling a planned approach to sustainable growth that will contribute to the delivery of the infrastructure required to achieve sustainable development. This is considered to contribute to the delivery of the Local Plan Vision and Objectives regarding sustainable growth and the broad locations of these strategic site allocations are shown on the Key Diagram in Figure 4F.

Bolsover North Strategic Site

4.25 The Bolsover North site is approximately 38 hectares in size and is situated just to the north of Bolsover town centre and so offers an excellent opportunity to grow the town significantly within close proximity to its services and facilities and key public transport nodes.

4.26 From testing of this suggested strategic site, the site is expected to accommodate approximately:

- a) 950 dwellings;
- b) the creation of a new highway through the site to relieve traffic pressures on Welbeck Road / Marlpit Lane;
- c) the creation of a new town park;
- d) the relocation of the Infant School on Welbeck Road into the site and facilitate its expansion to provide additional capacity;
- e) an extra care facility.

4.27 The site has house builder support and has outline planning permission (ref. 14/00080/OUTEA). The proposal is expected to be delivered over 11 years via 6 phases following a start in 2019. A reserved matters application is

being prepared for the first phase of the development which will incorporate approximately 300 dwellings and related highway improvements.

- 4.28 The outline planning permission for the Bolsover North site was approved on the basis of the masterplan shown in Figure 4B below. This represents an appropriate, high quality design led approach to the development of this important site.

Figure 4B: Bolsover North – Approved masterplan



- 4.29 The Council has previously prepared a Bolsover North Strategic Allocation Design Brief to guide the general planning principles for the development of the site. This will be updated in light of the approved masterplan and prepared as a Supplementary Planning Document to ensure the planning principles can respond in a flexible way to changes in circumstances during the plan period that would necessitate revisions to the above masterplan.

Policy SS4: Strategic Site Allocation - Bolsover North

As part of the growth requirement for Bolsover set out in Policy SS3, land at Bolsover North as defined on the Policies Map is allocated as a Strategic Site within the Local Plan. Proposals for the development of this strategic site will be permitted where they are guided by the approved masterplan for the site (see Figure 4B) or any subsequent approved document and:

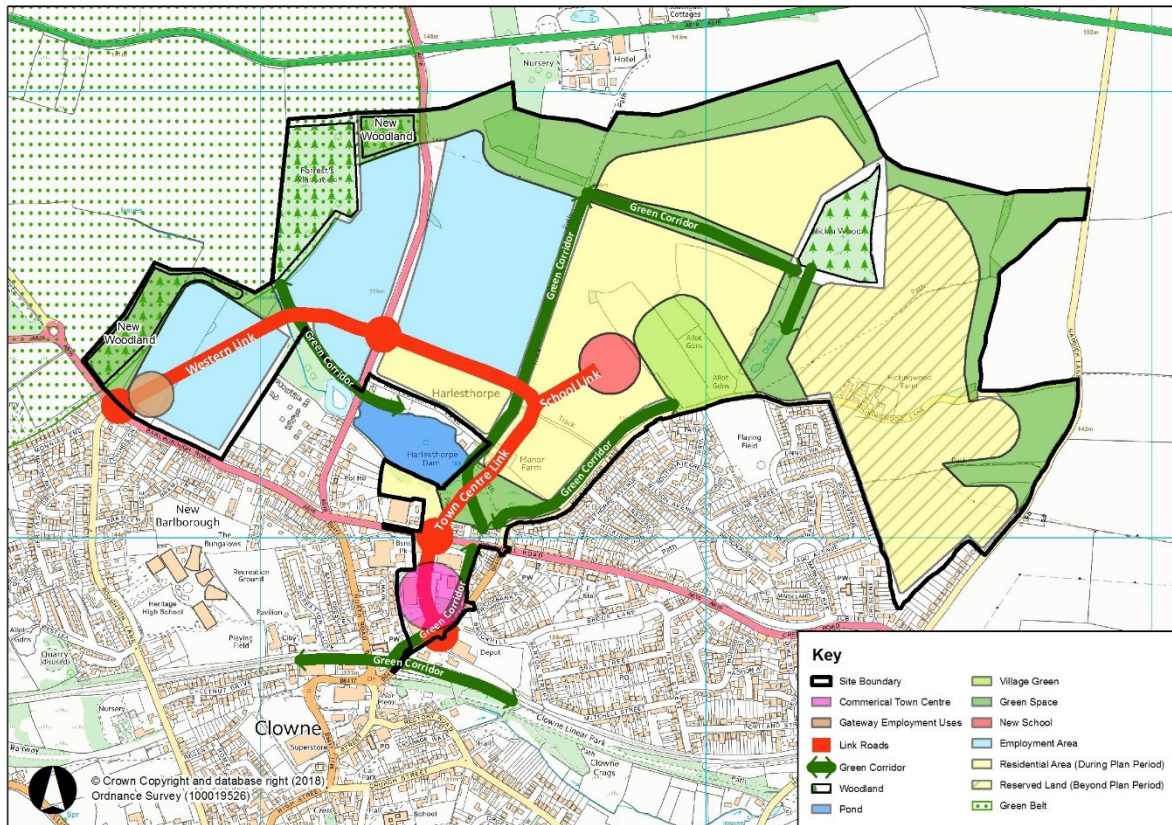
- a) Enable completion of the site by 2033;
- b) Optimise the use of the site or make best use of land;
- c) Provide in the region of 900 dwellings;
- d) Deliver an improved highways link between Bolsover and Clowne through the re-routing of Welbeck Road through the site to connect with Marlpit Lane;
- e) Improve the existing local highway network in Bolsover as related to the development;
- f) Provide for the expansion of primary phase education provision in Bolsover through the relocation of the existing Bolsover Infant and Nursery School to within the site and providing for its expansion as related to the development;
- g) Provide for the expansion of primary phase education provision in Bolsover through the expansion of the existing Bolsover Church of England Junior School as related to the development;
- h) Demonstrate that adequate sewage infrastructure and capacity exists or can be provided as part of the development;
- i) Deliver an Extra Care / social housing scheme within the site;
- j) Meet green space standards through the creation of a town park within the site;
- k) Contribute to the planned Bolsover Town cycle network through the provision of cycling facilities within the site;
- l) Contribute to the development of the planned wider multi-user trails network through the retention and improving of Elmton Lane as a principal green corridor to the countryside;
- m) Contribute towards minimising the need to travel by private car through provision of convenient access via sustainable modes of transport to locations of employment and services;
- n) Contribute towards place making through the delivery of a high quality designed development through the use of a design code that creates an attractive and locally distinctive new urban neighbourhood utilising as appropriate public art;
- o) Contribute towards conserving and enhancing the biodiversity of the District through the protection and incorporation of existing hedgerows and orchard site within the site's general layout, design and orientation;
- p) Contribute towards the efforts to tackle climate change through its approach to sustainable construction, renewable energy and energy conservation within the site's general layout, design and orientation;
- q) Require provision for the investigation, excavation and recording of archaeological remains within the site and placing of the results within the public domain.

These requirements will be carried forward into a Supplementary Planning Document to ensure that the Council can respond if required in a flexible way to changes in circumstances during the plan period that would necessitate revisions to the approved masterplan. In the event that the masterplan needs to be revised, this will be considered and approved by the Council through the initial preparation or review of the Supplementary Planning Document.

Clowne Garden Village

- 4.30 The Clowne Garden Village site is approximately 140 hectares in size and is situated to the north of Clowne along the A616 and encompasses a stretch of the A618 between the A616 and A619. It offers an excellent opportunity to grow Clowne significantly within reasonable proximity to its services and facilities and key public transport nodes.
- 4.31 From testing of this suggested strategic site, the site is expected to accommodate approximately:
- a) 1,500 dwellings (1,000 dwellings during the plan period);
 - b) 20 hectares of B-use employment land;
 - c) 5 hectares of non B-use employment land;
 - d) improved highway connection to town centre;
 - e) a new western link highway to the A616 / Boughton Lane junction;
 - f) a new primary school within the site;
 - g) a new substantial and central village green;
 - h) greenways through the site that connect to the enhanced Clowne Linear Park proposal;
 - i) significant landscape planting, especially to the east, north and western boundaries and in other appropriate locations.
- 4.32 As stated above, the Clowne Garden Village proposal will provide at least 500 further dwellings beyond the plan period. This land will be reserved within this local plan for this future use.
- 4.33 Within the site there is the potential to create a new western employment gateway to Clowne by removing a small area of land from the Green Belt. The Council has examined this and considers that there are 'exceptional circumstances' to justify this release of Green Belt land.
- 4.34 The site is being promoted by a master developer and detailed analysis of the potential deliverability of the proposal has been undertaken. At this stage, the master developer is preparing to market the site for developer partners and an outline application for the whole site has been submitted in December 2017 (ref. 17/00640/OUT).
- 4.35 The Council expects the development of this strategic site to deliver an appropriate, high quality design led approach. This will be guided by the indicative masterplan shown in Figure 4C below and shall employ a design code to the development of the many phases and zones of this important site.

Figure 4C: Clowne Garden Village – Indicative masterplan



4.36 The Council will incorporate the indicative masterplan and the planning principles behind this proposal within a Design Brief. This will be prepared as a Supplementary Planning Document so that the proposals can respond in a flexible way to changes in circumstances during the plan period that would necessitate revisions to the above masterplan.

Policy SS5: Strategic Site Allocation - Clowne Garden Village

As part of the growth requirement for Clowne set out in Policy SS3, land at Clowne Garden Village as defined on the Policies Map is allocated as a Strategic Site within the Local Plan. Proposals for the development of this strategic site will be permitted where they are guided by the indicative masterplan for the site (see Figure 4C) or any subsequent approved document and:

- a) Enable completion of 1,000 dwellings within the site by 2033;
- b) Optimise the use of the site or make best use of land;
- c) Deliver 20 hectares of B-use employment land;
- d) Provide 5 hectares of non B-use employment land;
- e) Improve highway connection to town centre;
- f) Create a new western link highway to the A616 / Boughton Lane junction;
- g) Provide for a new primary school within the site;
- h) Create a new substantial and central village green;

- i) Provide greenways through the site that connect to the enhanced Clowne Linear Park proposal;
- j) Create significant landscape planting, especially to the east, north and western boundaries and in other appropriate locations;
- k) Contribute towards minimising the need to travel by private car through provision of convenient access via sustainable modes of transport to locations of employment and services;
- l) Contribute towards place making through the delivery of a high quality designed development through the use of a design code that creates an attractive and locally distinctive new urban neighbourhood utilising as appropriate public art;
- m) Contribute towards conserving and enhancing the biodiversity of the District through the protection and incorporation of existing hedgerows and woodlands within the site's general layout, design and orientation;
- n) Contribute towards the efforts to tackle climate change through its approach to sustainable construction, renewable energy and energy conservation within the site's general layout, design and orientation.

These requirements will be carried forward into a Supplementary Planning Document to ensure that the Council can respond if required in a flexible way to changes in circumstances during the plan period that would necessitate revisions to the indicative layout diagram. In the event that the masterplan needs to be revised, this will be considered and approved by the Council through the initial preparation or review of the Supplementary Planning Document.

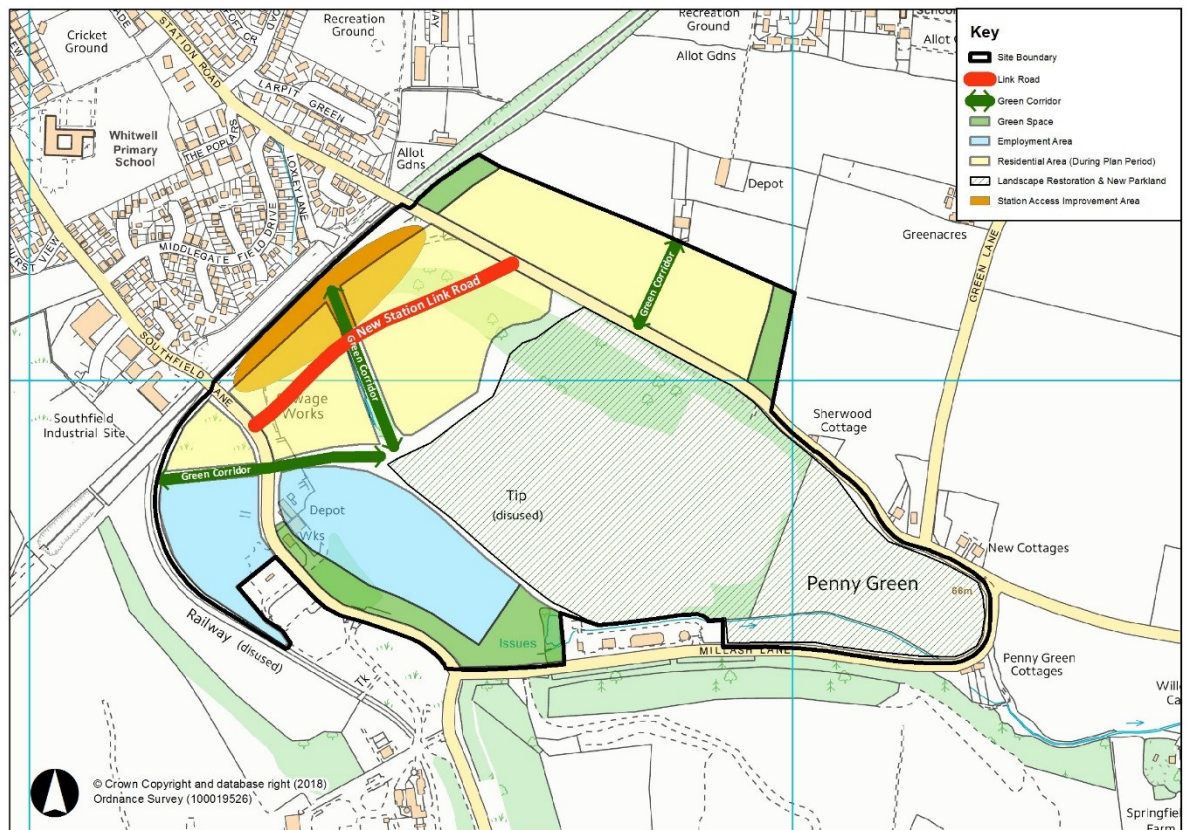
Former Whitwell Colliery site

- 4.37 The former Whitwell Colliery site is approximately 13 hectares in size and is situated to the south of the village and across the Robin Hood railway line. The site is largely the spoil heap from the former Whitwell Colliery that closed in 1986, which now forms an incongruous feature in the wider Magnesian Limestone landscape. It offers an excellent opportunity to address one of the few large areas of post-industrial land within the District.
- 4.38 From testing of this suggested strategic site, the proposal is expected to involve:
- mineral workings;
 - remodelling of resulting landform to an appropriate landscape form and creation of a country park;
 - a minimum of 200 dwellings;
 - 5 hectares of B-use employment land;
 - improved and convenient access to Whitwell train station.
- 4.39 The site is being promoted by the land owner and detailed analysis of the potential deliverability of the proposal has been undertaken. At this stage, the land owner is preparing a minerals application for submission to Derbyshire County Council as the minerals authority. An outline planning

application is also been prepared for the built development elements of this proposals for submission to the District Council as local planning authority.

- 4.40 The Council expects the development of this strategic site to deliver an appropriate, high quality design led approach. This will be guided by the indicative masterplan shown in Figure 4D below and shall employ a design code to the development of the many phases and zones of this important site.

Figure 4D: Former Whitwell Colliery site – Indicative Masterplan



- 4.41 The Council will incorporate the indicative masterplan and the planning principles behind this proposal within a Design Brief. This will be prepared as a Supplementary Planning Document so that the proposals can respond in a flexible way to changes in circumstances during the plan period that would necessitate revisions to the above masterplan.

Policy SS6: Strategic Site Allocation - Former Whitwell Colliery site

To deliver the growth requirement for Whitwell set out in Policy SS3, land at the former Whitwell Colliery site as indicated in Figure 4F and defined on the Policies Map is allocated as a Strategic Site within the Local Plan. Proposals for the development of this strategic site will be permitted where they are guided by the indicative masterplan for the site (see Figure 4G) and:

- a) Remodel the site to an appropriate landscape form;
- b) Create a country park;
- c) Enable completion of at least 200 dwellings within the site by 2033;
- d) Optimise the use of the site or make best use of land;
- e) Provide 5 hectares of B-use employment land;
- f) Improve access to Whitwell train station;
- g) Contribute towards minimising the need to travel by private car through provision of convenient access via sustainable modes of transport to locations of employment and services;
- h) Contribute towards place making through the delivery of a high quality designed development through the use of a design code that creates an attractive and locally distinctive new urban neighbourhood utilising as appropriate public art;
- i) Contribute towards conserving and enhancing the biodiversity of the District through the protection and incorporation of existing hedgerows, woodlands, watercourses and the creation and enhancement of open flower rich grassland, wetland and scrub habitats within the site's general layout, design and orientation;
- j) Contribute towards the efforts to tackle climate change through its approach to sustainable construction, renewable energy and energy conservation within the site's general layout, design and orientation;
- k) Demonstrates that adequate sewerage infrastructure and capacity exists or can be provided as part of the development;
- l) Avoid the sterilisation of important mineral resources;
- m) Protect the setting of heritage assets, in particular the Belph Conservation Area and the wider setting of Creswell Crags.

These requirements will be carried forward into a Supplementary Planning Document to ensure that the Council can respond if required in a flexible way to changes in circumstances during the plan period that would necessitate revisions to the indicative layout diagram. In the event that the masterplan needs to be revised, this will be considered and approved by the Council through the initial preparation or review of the Supplementary Planning Document.

PRIORITY REGENERATION AREAS

- 4.42 The regeneration of brownfield sites forms a key part of the Local Plan Vision and providing support to the comprehensive redevelopment of brownfield sites is one of the accompanying Objectives and the broad locations of these priority regeneration areas are shown on the Key Diagram in Figure 4F.
- 4.43 However, due to the greater challenges of brownfield sites associated with their previous uses and often the significant costs of remediation, it is not always possible to ensure that the development of brownfield sites will be deliverable within the plan period. The NPPF advises that pursuing sustainable development requires careful attention to viability and that Local Plans should be deliverable. As a result, an alternative policy response may

be required in order to support the appropriate regeneration of brownfield sites whilst not fundamentally undermining the delivery of the Local Plan.

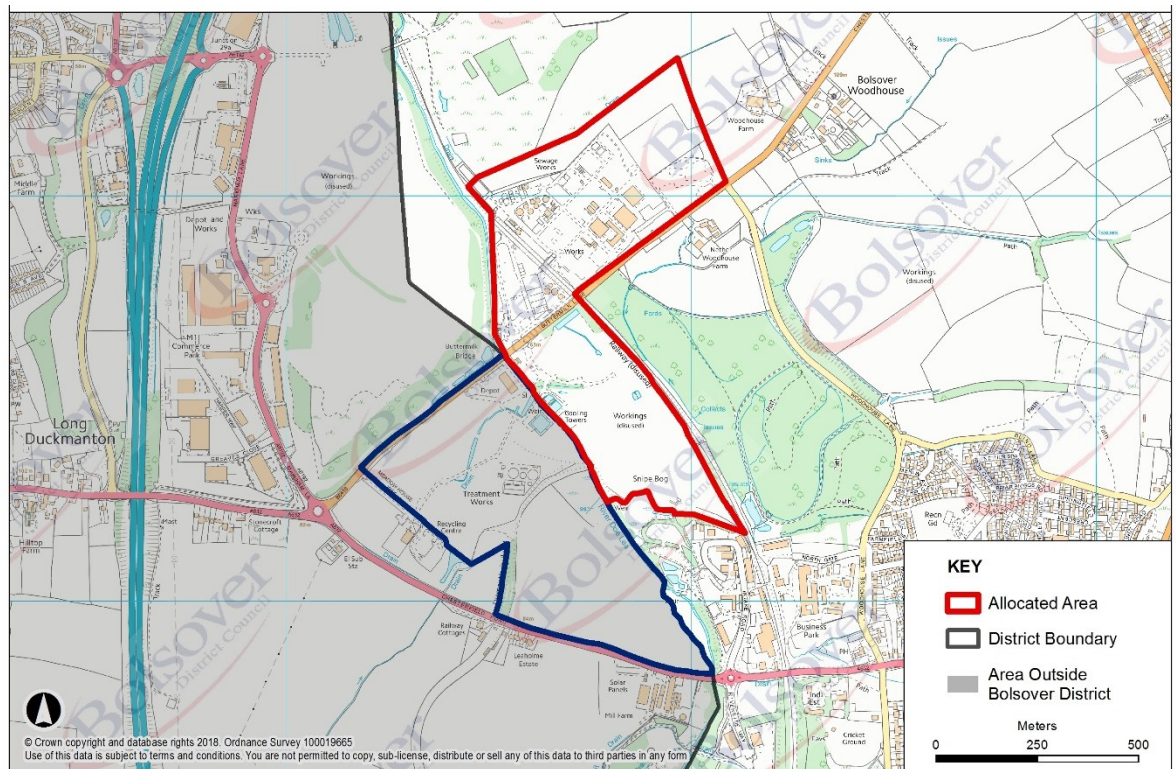
Coalite Priority Regeneration Area

- 4.44 The Coalite Priority Regeneration Area comprises the 61 hectare former Coalite Chemical Works site. This large area of land is located to the west of Bolsover near Junction 29A of the M1 motorway and the Markham Vale Enterprise Zone straddling the administrative boundary with North East Derbyshire District Council and in close proximity to the boundary with Chesterfield Borough Council, making it an important cross-boundary strategic site.
- 4.45 The site is predominately brownfield with a legacy of contamination due to its historical uses associated with coal mining and coal oil chemical processing, particularly the part of the site within Bolsover District, but does include a sizeable adjacent greenfield parcel of land within North East Derbyshire District.
- 4.46 The site forms part of the setting of Bolsover Castle and Sutton Scarsdale Hall and includes the Doe Lea Corridor and its important biodiversity, both of which would need to be effectively protected in any regeneration proposals.
- 4.47 The site is being promoted by the land owner and outline permissions were secured with both Bolsover and North East Derbyshire District Councils in 2015 and 2016 respectively. The approved scheme, based on both planning permissions, includes the remediation of the site, the provision of approximately 660 dwellings; 70,000 m² of employment land, a transport hub; energy centre; visitor centre / museum; local centre and land for a new primary phase school.
- 4.48 Since planning permission was secured on the site, the Government has confirmed proposals for the realignment of the proposed route of High Speed Two (HS2), such that it runs through the eastern end of the former Coalite site mainly affecting the housing site within the North East Derbyshire area, a key roundabout access off Chesterfield Road, and a small part of the employment area within Bolsover. The impact of this creates significant uncertainty for the housing scheme currently approved. However, a lot of remediation work has been carried out on the employment areas within Bolsover and the land owner has confirmed that they remain committed to the development of the entire site, but indicate that a revised scheme for the whole site will be necessary to take account of the impacts of HS2.
- 4.49 There is still a lot of work related to the full remediation of the site, and complexities added by the routing of HS2. At this stage, the Council would not wish to be reliant on the delivery of the Bolsover portion of the site to meet its employment land requirements but recognise that once all conditions have been complied with, employment development could come forward. In essence, the site can be seen as adding some flexibility to our employment offer. The Council still strongly supports the site's remediation

and development and in accordance with the regeneration ambitions of the Local Plan, the Council allocates the site as a Priority Regeneration Area.

- 4.50 The policy approach has been discussed and formulated jointly with North East Derbyshire District Council to ensure that this strategic cross boundary site is addressed appropriately in line with the Duty to Co-operate.

Figure 4E: Coalite Priority Regeneration Area



Policy SS7: Coalite Priority Regeneration Area

Land at the former Coalite Chemical Works site as indicated in Figure E and defined on the Policies Map is allocated as a Priority Regeneration Area within the Local Plan. As such, the site will be safeguarded from development which would jeopardise the comprehensive remediation, reclamation and redevelopment of the whole site (including land within North East Derbyshire District).

Proposals for the development of this priority regeneration area will be guided by the approved masterplan for the site or any subsequent approved document and permitted where they:

- form part of a comprehensive masterplan for re-development on the whole site (including the land in North East Derbyshire District) including infrastructure requirements and delivery;
- enable the full reclamation of the site prior to the development commencing, in line with an agreed programme of work and delivery plan;

- c) protect the setting of heritage assets, in particular the Grade I listed Bolsover Castle and Sutton Scarsdale Hall;
- d) protect and enhance the biodiversity value of the Doe Lea Corridor and promote linkages to the wider green infrastructure network;
- e) protect the water quality of the River Doe Lea;
- f) protect development from the risk of flooding by avoiding placing vulnerable uses in high risk flood zones within the site; and
- g) take account of any potential impacts arising from the implementation of High Speed 2.
- h) Providing for a Multi User trail across the site from the Stockley trail.

Pleasley Vale Priority Regeneration Area

- 4.51 Pleasley Vale provides a high quality environment, bisected by the District and County administrative boundaries separating Bolsover and Derbyshire to the north from Mansfield and Nottinghamshire to the south.
- 4.52 The strong character and identity of the Vale was formally recognised with its designation as part of the Pleasley Park and Vale Conservation Area that was designated in Bolsover District in 1987 and in Mansfield District in 1992. However, the Vale also faces important issues in terms of its long term future which were clearly outlined in the Conservation Area Appraisal and Management Plan (2009), which identifies the following.

THREAT 4

The current under-use of all three Mills could lead to a deterioration of these important buildings which would be detrimental to the character and appearance of the conservation area.

OPPORTUNITY 5

The potential conversion of all three Mills to secure new appropriate and viable uses for the buildings could bring significant benefits to the conservation area. This could include the removal of inappropriate and unneeded existing modern extensions to improve the setting of the Mills.

- 4.53 The Pleasley Vale part of the conservation area currently contains residential and employment uses, but the long term future of the area, especially in relation to the large Mill buildings, is uncertain. In considering any proposals for development in the area careful consideration would be needed in regard to the Nature Conservation site, the area's conservation area status, the Listed buildings and the potential issue of flood risk, as there are small strips of flood zone to either side of the water course, and the fact that the site is located within attractive, high quality countryside.
- 4.54 Generally this should be seen as a brownfield development opportunity involving the conversion and re-use of brownfield land and heritage assets, where the Council would welcome employment, commercial and tourist related uses.

- 4.55 In the recent past, there has been interest shown in regard to the future development of the site in a way that would secure the long term future of the Mill buildings.
- 4.56 Concerns over the long term future of the site has lead the Council to developing a positive proactive policy to encourage development which would provide a long term future for the site and buildings. However, the uncertainties around viability and deliverability mean that the Local Plan does not rely on the delivery of either employment or residential development.
- 4.57 Developers seeking to deliver development in this area will need to carefully consider and address issues related to:
- a. Access, highways and public transport improvements;
 - b. The environmental impact of any proposals on the Nature Conservation site and the wider area in particular the Pleasley Vale Railway SSSI;
 - c. Listed Buildings, Conservation Area and Archaeological issues;
 - d. Flooding alongside the watercourse.
- 4.58 The site is in an area of flood risk, with a portion of the site in the highest category of flood risk (Flood Zone 3B (1 in 20 year event)). Therefore, only water compatible or essential infrastructure development should exist at that particular location. The remainder of the site lies within Flood Zone 3a and 2. Consequently, if the development were to be classified as anything other than Change of Use, the Council would need to consider the proposals to have passed the flooding Sequential Test. Any planning submission should be accompanied by a NPPF compliant Flood Risk Assessment.
- 4.59 The site is adjacent to the River Meden, a Main River of the Environment Agency (EA). Any works proposed within eight metres of Main Rivers may require an Environmental permit for a Flood Risk Activity. The site is sensitive from a controlled waters perspective, being as it is located on a Major Aquifer. Therefore, any redevelopment proposal which includes the disturbance of ground levels would need detailed site investigation and remediation report.
- 4.60 Due to the site straddling the district boundary with Mansfield District Council, this policy approach has been discussed with them as a strategic matter, and thus the Duty to Co-operate, is addressed appropriately.

Policy SS8: Pleasley Vale Regeneration Area

The Council will encourage development proposals for the Pleasley Vale area which preserve and / or enhance the special appearance and character of the area, and provides a long term future for the existing buildings, preferably featuring employment, commercial, and tourism uses. Proposals including other uses will be required to consider national policy and other Policies within this document.

Proposals for development in this area will need to show how they have carefully considered and addressed issues related to:

- a. access, highways and public transport improvements;
- b. the environmental impact of any proposals on the Nature Conservation site and the wider area in particular the Pleasley Vale Railway SSSI;
- c. Listed Buildings, Conservation Area and Archaeological issues;
- d. flooding alongside the watercourse.

COUNTRYSIDE

4.61 As a predominately rural area, Bolsover District has large swathes of countryside where urban forms of development would not be appropriate or sustainable and not in accordance with the Preferred Spatial Strategy. This restraint on the amount of land removed from the countryside for development also contributes to the delivery of the Local Plan Vision and Objectives regarding conserving and enhancing the quality and character of the countryside, its landscapes and villages.

4.62 For the purpose of the Local Plan, countryside is defined as that land outside the settlement frameworks of the Small Towns, Emerging Towns, Large Villages and Small Villages as defined on the Policies Map.

4.63 As well as providing leisure and recreational opportunities, the countryside is a constantly changing workplace. It is necessary to balance and integrate the requirement to protect the countryside with the need to sustain and encourage the vitality and viability of the rural economy, including agriculture and tourism. Whilst many of the activities in the countryside are outside the scope of the planning control, there are other forms of development which can be accommodated without detrimental effect on the countryside.

Photograph of the countryside – to tie in with vitality of rural economy. Possibly use stock photo used in Local Plan Strategy (see pages 128-129 of agricultural land near Markland and Hollinhill Grips). Link to paragraphs on Countryside.

4.64 Within the countryside, there are buildings that are no longer suitable for their original purposes. The majority are likely to be agricultural buildings, but there may be other buildings which are no longer in use for their original purpose and for which an alternative use is being sought. Many of these buildings make a positive contribution to the character and appearance of the area. Provided that they are structurally sound, conversion of these buildings, for example to employment or community use, visitor accommodation or housing, can safeguard their future. By re-using existing resources, conversions can also meet the aims of sustainable built development. However there are some buildings which are not suitable for

conversion, including those which are structurally unsound, roofless, missing substantial sections of wall, or so ruined that only vestiges remain of the original structure; of temporary construction; eyesores which should be removed in the interests of landscape conservation; unsuitable in terms of size and forms of construction; or at risk of flooding.

- 4.65 New buildings should respect the style and character of the locality. Proposals for new buildings in the countryside outside of the settlements listed within the settlement hierarchy will be strictly controlled.

Policy SS9: Development in the Countryside

Development proposals in the countryside outside settlement frameworks will only be granted planning permission where it can be demonstrated that they fall within one or more of the following categories:

- a) involve a change of use or the re-use of vacant, derelict or previously developed land;
- b) are necessary for the efficient or viable operation of agriculture, horticulture, forestry and other appropriate land based businesses, including the diversification of activities on an existing farm unit;
- c) are small scale employment uses related to local farming, forestry recreation, or tourism;
- d) secure the retention and / or enhancement of a community facility;
- e) secure the retention and / or enhancement of a vacant or redundant building that makes a positive contribution to the character or appearance of the area and can be converted without complete or substantial reconstruction;
- f) are in accordance with a made Neighbourhood Development Plan;
- g) the building is of exceptional quality or innovative design.

In all cases, where development is considered acceptable it will be required to respect the form, scale and character of the landscape, through careful location, design and use of materials.

GREEN BELT

- 4.66 Bolsover District includes a small part of the Green Belt that surrounds the Sheffield and Rotherham conurbation. Within Derbyshire this Green Belt is called the North East Derbyshire Green Belt, which was first drawn up in 1955 with the intention to limit the sprawl of the Sheffield and Rotherham conurbation and prevent it joining up the settlements of north eastern Derbyshire. The extent of the North East Derbyshire Green Belt was incorporated into and carried forward by the Derbyshire Structure Plan in 1990, into the previous Bolsover District Local Plan in 2000 and into the Derby and Derbyshire Joint Structure Plan in 2001.

- 4.67 The NPPF indicates that Green Belt boundaries should only be designated or altered through the preparation of a Local Plan. As a result, in light of suggestions to alter the boundary through the submission of potential development sites during the Regulation 18 consultation exercise in October to December 2014 and following the selection of a Preferred Spatial Option in February 2016 that involves the direction of growth to Barlborough and Clowne, the Council commissioned a Local Green Belt Review in accordance with the agreed Sheffield City Region methodology. This Local Green Belt Review has assessed whether land currently within the Green Belt as defined in the adopted Local Plan but adjacent to the settlement framework fulfils any of the five Green Belt purposes stated in the NPPF, namely:
- a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 4.68 The Local Green Belt Review was completed in November 2017 and it has found that the majority of the parcels assessed serve one or more of the five purposes outlined above. However, those required to facilitate the Clowne Garden Village strategic site do not affect the key purpose of the North East Derbyshire Green Belt, which is to prevent the settlements of the North East Derbyshire area from merging into one another.
- 4.69 Therefore, based on this evidence and an assessment of the exceptional circumstances that exist to alter the Green Belt boundary in this limited way. In reaching this conclusion, it is considered that the proposed altered Green Belt boundary has permanence in the long term and is capable of enduring beyond this plan period. The broad location of the Green Belt is shown on the Key Diagram in Figure 4F and its boundary is defined on the Policies Map.

Policy SS10: Development in the Green Belt

Within the Green Belt as defined on the Policies Map, the construction of new buildings will be regarded as inappropriate and will not be permitted. Exceptions to this, where they accord with other policies in the Plan are:

- a. Buildings necessary for the purposes of agriculture or forestry;
- b. Provision of appropriate facilities for outdoor sport and outdoor recreation, and for cemeteries, which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c. Limited and proportionate extensions or alterations to a building;
- d. Replacement of an existing building for the same use, providing it is not materially larger than the one building it replaces;

- e. Limited infilling in villages and limited affordable housing;
- f. Limited infilling or the partial or complete redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt than the current use.

Other forms of development which may be appropriate in the Green Belt, provided it preserves the openness and does not conflict with its purpose include:

- g. Mineral extraction;
- h. Engineering operations;
- i. Transport infrastructure which can demonstrate a requirement for a Green Belt location;
- j. The re-use or conversion of an existing building which is of permanent and substantial construction;
- k. Development brought through a Community Right to Build Order; and
- l. Large scale renewable energy projects where very special circumstances can be demonstrated.

IMPORTANT OPEN BREAKS

4.70 The Bolsover District Local Plan (2000) identified a number of Important Open Areas with the purpose of helping to maintain the distinctiveness of a number of the District's settlements or where open character to the margins of the M1 acted as an environmental cordon.

4.71 Whilst these areas acted as an extra constraint on most forms of development over and above that provided by general countryside policies, they were unjustified and inconsistent in relation to the environmental cordon role. The areas have been reviewed and a new, more robust, methodology has been developed to underpin a new series of Important Open Break allocations going forward. This Important Open Breaks Review (July 2017) sets out the justification for the following Important Open Break allocations.

1. Pinxton – South Normanton (Storth Lane)
2. South Normanton – Alfreton
3. Pinxton – South Normanton (Brookhill Lane)
4. Hilcote – Berristow Lane
5. Blackwell – South Normanton
6. Tibshelf – Newton
7. Bramley Vale – Glapwell
8. Glapwell – New Houghton Area
9. Langwith Area
10. Whaley Thorns – Langwith
11. Clowne – Barlborough
12. Whitwell – Hodthorpe
13. Hardstoft – Tibshelf
14. Blackwell / Newton – Old Blackwell Conservation Area
15. Blackwell – Westhouses

- 16. Shuttlewood – Bolsover Woodhouse
- 17. Bolsover – Palterton
- 18. Elmtun – Creswell

4.72 The Important Open Break allocations provide a clear and strong statement as to where settlements will be prevented from growing in order to prevent settlement coalescence and a loss of a settlement's individual character. The broad locations of the Important Open Breaks are shown on the Key Diagram in Figure 4F and their boundaries are defined on the Policies Map.

Policy SS11: Development in Important Open Breaks

In the open breaks between settlements, as defined on the proposals map and listed above, planning permission will only be granted for development provided it does not detract from the objective of maintaining an open character which contributes to the separation of settlements and their individual identity and sense of place.

Figure 4F: Key Diagram

