CHAPTER 8 – INFRASTRUCTURE, TRANSPORT, COMMUNITY AND RECREATION PROVISION

INTRODUCTION

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) Green: the network of multi-functional open spaces, including formal parks and gardens, woodland, green corridors, waterways, hedgerows, and habitats for protected species;

b) 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 and sports & leisure facilities;

c) 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.

> Photograph of infrastructure, a primary phase school for preference given this a key infrastructure type we will be seeking planning obligations for delivery. Possibly use stock photo used in Local Plan Strategy of Creswell Junior School (see page 116) or get photo of a primary phase school in South Normanton, Pinxton, Whitwell or Shirebrook – avoid Clowne, Bolsover and Barlborough where pressures currently exist.

8.2   In order to carefully plan for sustainable development, the Council has both developed its plans for growth in light of an understanding of infrastructure capacity across the District and has shared its plans with infrastructure providers to obtain their input on the infrastructure requirements for growth.

8.3   Based on these discussions with infrastructure providers, the Council has been able to identify infrastructure projects that are critical in the short term, that are necessary over the plan period and those that are complementary to maximise the benefits of sustainable growth for local communities. The findings of this work are set out in the Infrastructure Study and Delivery Plan (March 2018).

8.4   Beyond these more local infrastructure projects, it is recognised that there are a number of national infrastructure projects taking place in and around Bolsover District, such as the creation of HS2 and improvements to the M1.
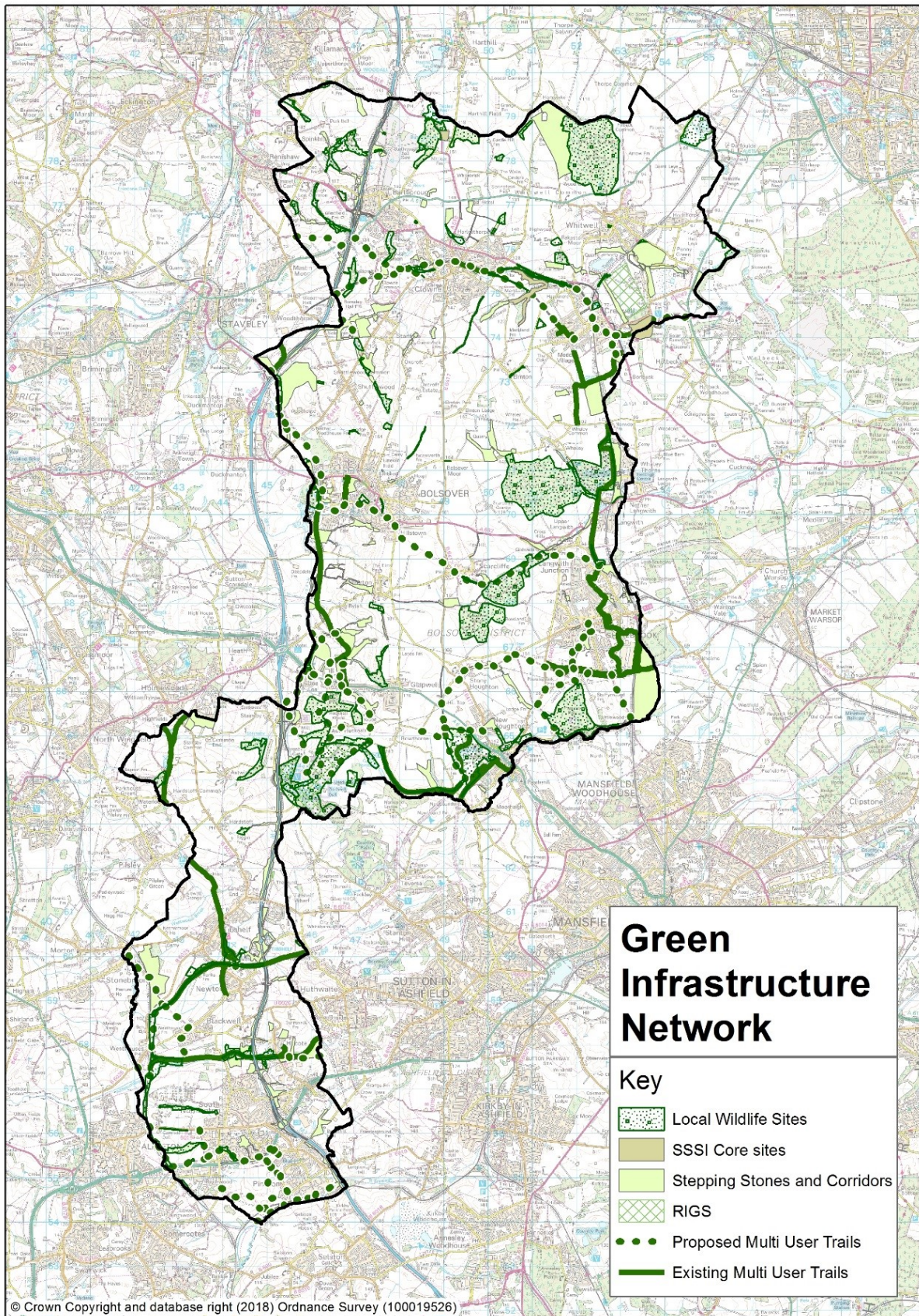
GREEN INFRASTRUCTURE

8.5   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.

Photograph of green infrastructure. Possibly use stock photo used in Local Plan Strategy of Five Pits Trail (see page 73) or get photo of somewhere else.

8.6   In relation to the key recreational destinations, the Strategic Green Infrastructure Study (2008) identified a number of locations, such as Creswell Crags and Hardwick Park, which provide important nodes within the development of a green infrastructure network. Whilst this evidence dates from 2008, it is considered to still be relatively up-to-date in this sense. The Study also 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.

8.7   Based on this baseline, through work with Derbyshire County Council and the Derbyshire Wildlife Trust the Council has developed a Strategic Green Infrastructure Network within Bolsover District comprising the following two distinct but complementary networks:

   a.   The Multi-User Trails Network;
   b.   Wildlife Sites, RIGS, SSSIs and Wildlife Corridors.

8.8   This Strategic Green Infrastructure Network is shown on Figure 8A overleaf. Policy ITCR1 aims to ensure that the District's Strategic Green Infrastructure Network is preserved, whilst development proposals which will extend and enhance these assets are treated positively.

Figure 8A: Strategic Green Infrastructure Network

Green Infrastructure Network

Key

Local Wildlife Sites
SSSI Core sites
Stepping Stones and Corridors
RIGS
Proposed Multi User Trails
Existing Multi User Trails

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Policy ITCR1: Strategic Green Infrastructure Network

The District's Strategic Green Infrastructure Network will be preserved and wherever feasible enhanced.

Proposals for new development will be permitted where they conserve the Strategic Green Infrastructure Network or assets within it 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:

a) a reduction in the extent of the Strategic Green Infrastructure Network;
b) the fragmentation of existing sites;
c) 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 Strategic Green Infrastructure Network.

THE MULTI-USER TRAILS NETWORK

8.9   Derbyshire County Council oversees the Multi-User Trails network and its development. Multi-User Trails are routes that are mainly located outside settlements that can be used by any combination of the following users: cyclists, walkers and horse riders, but not necessarily all three on all routes. 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 Multi-User Trails. This has included improvements to the Five Pits and Stockley Trails. The policy below lists 25 existing routes to be protected.

8.10   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 Multi-User Trails. Over time, it is planned that further proposed routes will be implemented and a comprehensive Bolsover District Multi-User Trails Network will be established which connects to established

cycle networks in the District's largest settlements. Discussions with landowners and identifying funding opportunities are ongoing. The status of proposed Multi-User trails varies, some are close to implementation, others are just a direction of travel to link places or parts of the route and are not necessarily the final, fixed route. Generally, the proposed routes are not definitive but represent broad corridors where a range of possible options may need to be considered. These are also highlighted in ITCR2 as proposed routes.

8.11   In addition to the proposed routes there are also routes that would help to link places that would require much more extensive investigation. The uncertainties over these potential routes means that they are not currently suitable for inclusion in the Local Plan, but for information they are:

    a)   West of South Normanton
    b)   Slayley Lane to Barlborough Village
    c)   Clowne Branch line with Slayley Lane
    d)   Clowne Branch line to Bolsover via Stanfree and Shuttlewood

8.12   Policy ITCR 2 aims to ensure that the Multi-User Trails Network in the District is protected and enhanced, by the creation of new routes.

Policy ITCR2: The Multi-User Trails Network

Planning permission will be granted for proposals providing that they would not prejudice the use of the following sites as existing Multi-User Trails (a-y) and proposed Multi-User Trails (1-38) as shown on the policies map:

Existing Multi-User Trails

    a. Blackwell Trail (Huthwaite to Westhouses)
    b. Hilcote Link to Blackwell Trail
    c. Silverhill Trail (Chesterfield Road, Huthwaite to Gloves Lane)
    d. 5 Pits Trail (Holmewood – Tibshelf)
    e. Newton West (Alfreton Road to Newton Road)
    f. Doe Lea Nature Reserve
    g. Stockley Trail (Bolsover – Glapwell)
    h. Castlefields, Bolsover
    i. Sookholme Road to Wood Lane, Shirebrook
    j. Portland Drive / Weighbridge Road to Meadow Lane, Shirebrook
    k. Archaeological Way (Sookholme Road, Shirebrook to Frithwood Lane, Creswell)
    l. East of Shirebrook Station
    m. Dukeries Trail, Shirebrook
    n. Wood Lane to Station Road, Shirebrook
    o. Wood Lane to Green Lane, Shirebrook
    p. Stinting Lane, Shirebrook
    q. Teversal Trail, near Pleasley
    r. Skegby Trail, near Pleasley

s. Rowthorne Trail, near Pleasley
t. Pleasley Country Park
u. Chesterfield Road, Pleasley towards the Meden Trail
v. Wood Avenue towards Hazelmere Road, Creswell
w. Creswell Crags
x. Clowne Linear Park
y. Seymour Link Road (Woodthorpe to Poolsbrook)

Proposed Multi-User Trails

1. The Clowne Branch Line from Gypsy Lane, Creswell to Seymour Junction
2. The Creswell Branch Line from Wood Avenue / Hazelmere Road, Creswell to Hollin Hill, Clowne
3. Archaeological Way Link from Frithwood Lane Bridleway to Gypsy Lane, Creswell
4. West of Creswell Model Village Link
5. Creswell Crags Visitor Centre eastwards towards Clumber Park
6. Cliff Hill, Clowne westwards towards Woodhouse Lane
7. Former Oxcroft Disposal Point, near Stanfree
8. Langwith Junction – Scarcliffe – Hillstown
9. East of Langwith Bassett School
10. Main Street to Meadow Lane, Shirebrook
11. Littlewood Lane (South of Shirebrook)
12. Wood Lane (Shirebrook) through to Pleasley Vale Mills
13. East of Stony Houghton to Pleasley Country Park (Balkham Lane, Water Lane, Green Lane and Fordbridge Lane)
14. Dale Lane to Longhedge Lane (West of Pleasley Country Park)
15. Pleasley Pit Country Park Northern East-West link
16. Meden Avenue, to Rotherham Road, New Houghton
17. Chesterfield Road, Pleasley
18. Newton North Link
19. Stonebroom Lane, Doe Hill Country Park, Gloves Lane through Blackwell and link to Blackwell Trail
20. Blackwell Trail Link
21. Westhouses to Gloves Lane, (Link between Blackwell Trail and Silverhill Trail)
22. Alfreton Road to Red Lane, South Normanton
23. Broadmeadows and Red Lane, South Normanton
24. North of Wincobank Farm, South
25. Pinxton South
26. Pinxton West (Mill Lane to Storth Lane)
27. Birchwood Lane to Sleights Lane, Pinxton
28. Stockley Trail North, Bolsover
29. Bramley Vale Link
30. Doe Lea Nature Reserve
31. Doe Lea Eastwards Link
32. Hardwick Loop
33. Bramley Vale to Hardwick
34. Eastern link to Stockley Trail, Bolsover
35. Bolsover to Markham Vale Link

36. Green Lane, South of Shirebrook towards Stony Houghton
37. Bolsover North Multi-User Trails
38. Clowne Garden Village Multi-User Trails

ECOLOGICAL NETWORKS

8.13 The Ecological Network is comprised of Core Sites, Stepping Stones and Corridors. The Core Sites are Sites of Special Scientific Interest and Local Wildlife Sites. The stepping stones and corridors include all other semi-natural habitats that may be of value for wildlife. This is discussed further within Chapter 7 and all of these sites are shown on the Policies Maps.

PROTECTING FOOTPATHS AND BRIDLEWAYS

8.14 Beyond the Multi-User Trails 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 ITCR3 aims to ensure that the existing footpaths and bridleways in the district are retained.

Policy ITCR3: Protection of Footpaths and Bridleways

Planning permission will be granted for development provided that:

a) It would not adversely affect an existing footpath of 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

SOCIAL AND COMMUNITY INFRASTRUCTURE

8.15 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.

8.16 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.

8.17   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.

8.18   One of the key characteristics of the District is that it has an aging population and a 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.

8.19   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 they provide new facilities. This policy is intended to help avoid the loss of important facilities where planning permission is required.

8.20   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.

Policy ITCR4: Local Shops and Community Facilities

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, leisure centres, youth centres, cultural facilities and public houses will be granted only where it can be demonstrated that one of the following criteria are met:

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) appropriate replacement facilities are provided in a suitable alternative location;
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; **
d) the facility can be enhanced or reinstated as part of any redevelopment of the building or site.

LEISURE AND RECREATION

8.21   Sport and recreation play an important role in the community, promoting health and wellbeing, 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, updated in 2018.

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 Green Space Quality and Accessibility Report (December 2013), and updated in 2018.This audit included:

a)   A greenspace hierarchy;
b)   An assessment of the quantity of greenspace against standards (see below);
c)   An assessment of the quality of greenspace against standards.

8.25   The Green Space Quality and Accessibility Report 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.

8.26   The quantitative standards used for the assessment were:

a) For formal Greenspace: a minimum of 1.86 ha per 1,000 population;
b) For semi-natural Greenspace: a minimum of 1.2ha per 1,000 population.
c) The quality standard was based on a 60% score based on a range of criteria.

8.27   The Green Space Strategy update summarises how the settlements in the District perform in relation to the standards.

8.28   Policy ITCR5 sets out standards to improve green space and play provision in the district. Applying the policy in the standard below, a proposal for 25 dwellings would require the provision of 0.10 ha of Formal Green Space and 0.06 ha of Semi natural Green Space. Formal Green Space could be either amenity green space, informal recreation grounds, or equipped play areas, or a combination, bearing in mind that all residents should be within 400 metres of an equipped play area. Figure 8b below shows how much Green Space would be required for different numbers of houses proposed.

8.29   A reduction in the requirement for new green space will apply if the site is within 400 metres of an existing green space, but only in settlements that already exceed minimum settlement standards. So for settlements currently below the minimum standards, there will be no reduction of green space requirements even if the site is within 400 metres of existing green space. This is to try to ensure that settlements already below minimum standards per population do not fall even lower.

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, informal recreation grounds, equipped play areas) and 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.

Figure 8B:

Number of houses	Formal	Semi - Natural	Total
25	0.10	0.06	0.16
50	0.20 ha	0.12 ha	0.32 ha
100	0.40 ha	0.24 ha	0.64 ha
150	0.60 ha	0.36 ha	0.96 ha

200	0.80 ha	0.48 ha	1.28 ha
500	2 ha	1.2 ha	3.2 ha
1000	4 ha	2.4 ha	6.4 ha

8.33   More details in relation to how this policy will be operated will be brought forward within a Supplementary Planning Document on Section 106 Planning Contributions. This will provide more guidance on a 'reasonable financial contribution', taking into account types of dwelling, numbers of bedrooms, and the differing costs for different types of green space.

Policy ITCR5: Green Space and Play Provision

New Green Space Quantity Standards

Any residential development of over 25 dwellings will be required to make provision for an equipped play area and new or enlarged green space either on site or within 400 metres walking distance in accordance with the following minimum standards:

a) 1.86 ha. of Formal Green Space (Amenity green space, Recreation Grounds, and Equipped Play Areas) per 1,000 population.
b) 1.2 ha. of Semi-natural green space per 1,000 population.
c) 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 requirement to reflect the percentage of the development site that is within 400 metres walking distance from the edge of existing publicly accessible formal and/or semi-natural green space of at least 0.5 hectares in size.

Quality Improvements to Green Spaces

In addition new residential developments **of more than 10 units** will be expected to make reasonable financial contributions, either for new green spaces, playing pitches, or to improve green spaces, or playing pitches falling within the following walking distances:

- Spaces of a minimum size of 10 ha. within 7.5 km;
- Spaces of a minimum size of 4 ha. within 2 km;
- Spaces of a minimum size of 2 ha. within 800 metres;
- Spaces of a minimum size of 0.5 ha. or equipped play areas within 400 metres.

The Council will prioritise contributions to achieve minimum quality standards of 60% for Green Spaces and an 'Average' standard for Playing Pitches.

PROTECTION OF GREEN SPACE

8.34   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 spaces identified in the Green Space Strategy there are currently 3 Registered Village Greens in the district. These are located at: Fox Green, Creswell; The Green, Elmton; and Worksop Road, Whitwell.

8.35   Policy ITCR6 aims to protect the existing recreational green space in the District. All sites identified in the green space audit and shown on the Policies Maps are not considered to be surplus to requirements.

Policy ITCR6: Protection of Green Space

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

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.

PLAYING PITCHES

8.36   The NPPF requires robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. Specific needs and quantitative or qualitative deficiencies or surpluses in local areas should also be identified. This information should be used to inform what provision is required in an area. The sports and recreation part of this evidence in relation to Playing pitches has been provided in 2 documents: - a Playing Pitch Assessment and Playing Pitch Strategy and Action Plan.

8.37   Need for playing pitches is no longer standards based, instead it is based on expected demand for participation in particular sports and whether existing pitches can accommodate more teams playing on that pitch. However, Local Plan growth has been assessed and approximations made about the playing pitch need that would be generated through the resulting population increases. The Strategy found that growth within Bolsover Town would need one adult football pitch and growth within the settlements in the Clowne / Northern District analysis area would generate the need for one adult football pitch between them.

8.38   However, these identified needs would be able to be met through intensifying use on existing pitches in their respective areas with no new playing pitch provision being needed. The assessment confirms that there are also no surpluses of playing pitches in the District. Even though some pitches are disused they should still be protected as a strategic reserve. The study recommends that the Local Plan should protect all playing pitches. Playing pitch quality assessments were carried out and pitches were categorised as being good, standard or poor.

8.39   The Sport England New Pitch Demand Calculator will be used when assessing proposals for new development. This updates the likely demand generated for pitch sports based on housing increases and converts the demand into match equivalent sessions and the number of pitches required. This is achieved by taking the current demand or Team Generation Rates (TGRs) and population in the Assessment Report to determine how many new teams would be generated from an increase in population derived from housing growth and gives the associated costs of supplying the increased pitch provision.

8.40   However, even if the playing pitch calculator identifies a need for a playing pitch, the Playing Pitch Strategy needs to be considered by looking at each pitch in the same area and checking to see if there is availability on that pitch. For example, a pitch might only be used on a Saturday, and could be available for use on a Sunday.

8.41   The Playing Pitch Strategy and Action Plan and the Playing Pitch Assessment will need to be reviewed regularly to take into account changes in the number of teams playing on pitches; pitches that may have become too intensively used and consequently the quality may have suffered; and also changes in maintenance regimes that may affect the quality of a pitch.

Policy ITCR7: Playing Pitches

Existing Playing Pitches

Development proposals will be permitted where they do not have an adverse effect or loss of Playing Pitches as identified on the Policies Map or within the Council's Playing Pitch Strategy and associated documents. Proposals resulting in a loss will need to provide a replacement facility.

Need for new Playing Pitches

When considering development proposals the Council will use the Sports England Playing Pitch Calculator and the Playing Pitch Strategy and Assessment to

consider whether new playing pitch provision or improvements to existing pitches will be needed.

NEW AND EXISTING INDOOR SPORTS FACILITIES

8.42   The assessment of Indoor Sports Facilities, has been provided in 2 documents: -The Indoor Sports Facilities Strategy Assessment Report, and Indoor Sports Facilities Strategy and Action Plan. The Indoor Sports Facilities Strategy identified the following shortfalls in provision to 2033:

a) There will be a shortfall of 132m² of water-space, or approximately 2 lanes of a 25 metre community swimming pool;
b) There is a need for a further 2 Badminton courts of Sports Hall space;
c) There is a current shortfall of 140 Health and Fitness stations, set to increase to a shortfall of 220 Health and Fitness stations by 2033;
d) The squash court provision appear to be meeting demand both now and by 2033.

8.43   A quality assessment of indoor sports facilities in the district was carried out and facilities were rated from good to poor. Taking a very general spatial view of facilities spread across the district the study considers that communities living in/adjacent to the larger towns of Bolsover, Shirebrook and South Normanton should be better served by appropriate sport/leisure opportunity in their localities. The role of planning policy will be two fold. First, to encourage such development if a developer considered there is a commercial opportunity to provide such facilities probably alongside other development. Secondly, to protect the existing stock of Indoor Sports Facilities ranging from multi-sport facilities down to village halls (see Policy ITCR 4).

8.44   Planning policy will also be able to seek developer contributions to the improvement in quality of existing indoor sports facilities through Policy II1: Plan Delivery and Role of Developer Contributions policy.

Policy ITCR8: New and Existing Indoor Sports Facilities

Proposals for new indoor sports facilities will be encouraged. Existing indoor sports facilities, including leisure centres and village halls, will be protected in line with Policy ITCR 4

PHYSICAL INFRASTRUCTURE

8.45   This is the form of infrastructure most people would recognise and understand as infrastructure and can be largely covered by the following four groupings:

   a. Transport – covering cycle and pedestrian routes, bus and rail services and improvements to roads and junctions to provide greater capacity alongside the provision of new roads;
   b. Utilities – originally focused on electricity and gas networks but now also covering information communication technology provision, especially with the importance of faster broadband;
   c. Waste – both in terms of collection and disposal;
   d. Water – in terms of supply and disposal, but with additional issues of water quality and flood risk.

8.46   Physical infrastructure is generally regarded to not cover the provision of buildings, such as schools and surgeries which, whilst physical, are required to meet social or community infrastructure needs.

8.47   As waste planning authority, Derbyshire County Council has the responsibility of preparing development plans for waste. The current development plan is the Derby and Derbyshire Waste Local Plan (March 2005) and this forms part of the Development Plan for Bolsover District. The County, jointly with Derby City, has commenced the preparation of a new Waste Plan that will, once adopted, replace the 2005 plan. As such, whilst discussions between planning authorities take place through the ongoing infrastructure planning work as recorded in the Infrastructure Study and Delivery Plan, it is not necessary to duplicate waste planning policy in this Local Plan.

8.48   In a similar manner, the former nationalised utilities of electricity, gas and water have established regulatory systems and are obliged to support development through ensuring sufficient provision. In addition, as 'statutory undertakers' they have a range of permitted development rights meaning that a large amount of development associated with their operations does not come under the purview of the Council's decision taking. However, the Council wishes to support water quality improvements and as a result Policy SC13 aims to secure an improvement in water quality in the District and prevent adverse changes in water quality in the District impacting on Sites of Special Scientific Interest downstream. Again, the discussions between the Council and the utility companies take place through the ongoing infrastructure planning work as recorded in the Infrastructure Study and Delivery Plan.

TRANSPORT

<u>Introduction</u>

8.49   Transport networks form a key part of the District's physical infrastructure, facilitating the movement of people between their homes and places of work, connecting them to important facilities such as schools, shops and services that help them live their lives. Transport networks also enable goods to be transported to and across the District, thus forming multi-functioning networks for both local and wider economic growth and social progress.

8.50   In view of the important role of transport networks in enabling movement of people and goods, promoting sustainable transport patterns form a key part of the National Planning Policy Framework and its efforts to achieve sustainable development.

8.51   As described in the Spatial Portrait, Bolsover District has a semi-rural character with a dispersed settlement pattern. Associated with this character, the local highway network is limited in some areas of the District, meaning there are in places substandard junctions or carriageways that are below modern standards which act as a constraint to development or lead to local traffic congestion. Despite this, it is the M1 Motorway and in particular the roads around Junction 28 that experience the most severe levels of traffic congestion in the District.

8.52   In addition, the provision of high frequency and extensive public transport services will often be un-economic due to this semi-rural character. Commercial bus services are limited to the District's larger and more sustainable settlements or those settlements located on key roads between the larger towns and sub-regional centres just outside the District. At a more local level, the opportunities to cycle or walk along safe and convenient, purpose built cycle routes or on well thought out walking routes for commuting or leisure purposes are currently limited. Often, people seeking to use these more sustainable modes of transport have to either compete with traffic on the substandard carriageways or walk on narrow road side pavements.

Photograph of cycling. Possibly use photo from Leisure.

8.53   Consequently, making good decisions about the location of development is important to increasing the opportunities for the use of more sustainable modes of transport. Furthermore, ensuring new developments contribute where appropriate to improving access to sustainable modes of transport, be that through the re-routing of bus routes through large new developments, assisting in the development of cycle networks in the District's largest settlements or more modest improvements to pedestrian connections is an aim of the Plan. The need for such contributions will be derived from the

preparation of Transport Impact Assessments and proposed improvements set out within Travel Plans and implemented accordingly.

Local Transport Improvement Schemes

8.54   In preparing its Local Plan, the Council has developed in co-operation with Derbyshire County Council and neighbouring authorities as appropriate the North Derbyshire Transport evidence base to inform its plan making decisions. This evidence base, together with the Settlement Hierarchy Study, have helped the Council pursue a spatial strategy that directs the majority of new development to the District's more sustainable settlements with the aim of reducing the need to travel between homes, work places and concentrations of shops and services.

8.55   However, the North Derbyshire Transport evidence base and its accompanying Bolsover Town Transport Study and Clowne Transport Study highlight the need for a number of local transport improvement schemes in order to facilitate the growth planned in the Local Plan. The locations of these planned local transport improvement schemes are identified on the Policies Map, with detailed proposals included with Appendix 8.1 of the Plan.

8.56   Policy ITCR 9 supports these through the plan period and protects them from development that would prejudice their delivery.

8.57   Related to these improvement schemes, as set out in policy WC6, the Bolsover Town Centre Regeneration site should come forward during the plan period. In this case, the regeneration and redevelopment of the site will be required to deliver an acceptable two way vehicular access road between Town End and Oxcroft Lane in order to help mitigate against potential congestion due to traffic generated within and around the town centre.

Policy ITCR9: Local Transport Improvement Schemes

Planning permission will be granted where the proposal would not prejudice the delivery of the following transport schemes as identified on the Policies Map and set out in detail in Appendix 8.1:

Road

   a) Improvements to Town End / Moor Lane / Welbeck Road junction, Bolsover
   b) Improvements to A632 / Portland Avenue / Mansfield Road junction, Bolsover
   c) Improvements to A632 / Rotherham Road junction, Bolsover
   d) Improvements to A616 / Treble Bob junction, Clowne
   e) Improvements to A616 / Barlborough Links junction, Clowne
   f) Improvements to A616 / Lindrick Way junction, Clowne
   g) Improvements to A616 / Clowne Road junction, Clowne
   h) Improvements to A616 / Boughton Lane junction, Clowne
   i) Improvements to A619 / A618 junction, Clowne

j) Improvements to A619 / Gapsick Lane junction, Clowne
k) Improvements to M1 J30 roundabout

Public transport route alterations and improvements

a) Redirection of bus routes through the Bolsover North strategic site
b) Redirection of bus routes through Bolsover Town in light of other residential and employment allocations
c) Redirection of bus routes through the Clowne Garden Village strategic site
d) Redirection of bus routes to service Brookvale and Brook Park allocations in Shirebrook
e) Improved access to Whitwell train station as part of former Whitwell Colliery strategic site

Cycle and walking

a) Development of the Bolsover Town cycle and walking networks infrastructure
b) Development of the Shirebrook cycle and walking networks infrastructure
c) Development of the Clowne cycle and walking networks infrastructure
d) Development of the South Normanton cycle and walking networks infrastructure

Supporting Sustainable Transport Patterns

8.58   To ensure that development growth leads to sustainable transport patterns, the Local Plan for Bolsover District directs the majority of its planned growth to the District's most sustainable settlements.

8.59   To maximise the benefits of this approach, all proposals for development that generate significant amounts of movements will be assessed against the following policy in order to ensure that they support sustainable transport patterns and the use of the District's sustainable transport modes.

8.60   The term 'significant amounts of movements' 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.

8.61   In addition, the term 'support sustainable transport patterns' as used in the policy below means demonstrating where the location of the proposal minimises the need to travel for commuting purposes or to access shops and services by either private car or commercial vehicle and where mixed use development is being proposed.

8.62   Furthermore, supporting the 'use of the District's sustainable transport modes' as used in the policy below means demonstrating the proposal has:

A) good proximity, i.e. within 400 metres walking distance, to existing bus or rail service stops or is contributing to their provision in the form of:

- improved or additional bus services;
- introduction of more convenient and accessible bus stops;
- redirection of routes to serve new developments;
- bus priority lanes or schemes;
- subsidised ticketing.

B) connections to existing cycle networks or is contributing to their provision in the form of:

- providing linkages currently missing within the network or linkages to the network;
- develop new complementary linkages to key or new local facilities, especially those in town centres.

C) contributing to the development of a meaningful walking network that promotes walking through convenient, safe and well designed routes and supporting infrastructure.

8.63   Beyond this, there remain opportunities to improve the use of rail transport in the District, both for freight and passenger travel, including 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.

8.64   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. The Council will work with partner organisations, such as Derbyshire and Nottinghamshire County Councils and neighbouring local planning authorities, in co-operation to deliver wider strategies and initiatives to promote rail use in the region.

8.65   Whilst still in the early stages of planning, the Government's Proposed Route of the Eastern Limb of the High Speed 2 Rail Project largely follows the M1 corridor through the District, with an additional spur off to link the route into Chesterfield and Sheffield. Its delivery is not part of the remit of the Local plan. If delivered, it should improve access and capacity to high speed rail travel from Sheffield and Derby / Nottingham and it is noted that the East Midlands HS2 Growth Strategy, produced by East Midlands Councils, addresses the opening of the railway line between Kirkby-in-Ashfield and Toton to passenger traffic, in order to access the planned HS2 Hub at Toton. Further initiatives like this may emerge during the plan period and the Council would encourage these coming forward. The Proposed Route will

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 spatial strategy.

Policy ITCR10: Supporting Sustainable Transport Patterns

Planning permission will be granted where new development and the provision of services are located so as to support sustainable transport patterns and the use of the District's sustainable transport modes.

Development proposals which are likely to have significant amounts of movements will need to be supported by:

a) a Transport Statement or Transport Assessment in order to understand their impact on existing transport networks; and
b) a Travel Plan in order to demonstrate how these impacts will be mitigated by prioritising the use of sustainable transport modes.

All development proposals should provide convenient, safe and attractive access via footpaths, footways, bridleways, cycle paths and public realm areas.

Parking Provision

8.66   In March 2015 the Government issued a Ministerial Statement on planning matters which included guidance on the provision of car parking spaces to be read alongside the National Planning Policy Framework. This expects local planning authorities to only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.

8.67   Without adequate car parking provision for residents, customers and visitors or as a result of poor design, inappropriate and illegal parking will occur on pavements verges and adjoining areas leading to impacts on local highway network and surrounding neighbourhoods. Often the existing roads from which new developments take access are below modern standards or earlier forms of development, such as blocks of terrace housing, which do not cater for modern car ownership patterns. In addition, due to Bolsover District's semi-rural character high frequency and extensive public transport services are not currently available meaning the opportunities for people to access reasonable public transport are largely limited to the District's most sustainable settlements.

8.68   As a result, the Council considers that it is essential to set out appropriate standards of parking provision for most types of development. As recommended in the Council's Interim Supplementary Planning Document Successful Places: A Guide to Sustainable Housing Layout and Design, this

should be considered at an early stage of the development process to ensure that they are successfully incorporated into the development.

8.69   Policy ITCR 11 sets out the Council's approach to ensure that development proposals include an appropriate provision for vehicle and cycle parking. This policy is supported by a new Supplementary Planning Document on Local Parking Standards.

Policy ITCR11: Parking Provision

Planning permission will be granted where there is appropriate provision for vehicle and cycle parking as outlined within the Local Parking Standards Supplementary Planning Document.

Parking provision should:

a) relate well to the proposed development;
b) be well designed, taking account of the characteristics of the site and the locality;
c) provide a safe and secure environment;
d) minimise conflict with pedestrians and / or cyclists;
e) make provision for service and emergency access.

INFORMATION COMMUNICATION TECHNOLOGY (ICT) AND TELECOMMUNICATIONS

8.70   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.

8.71   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. In addition to this, Digital Derbyshire is working in partnership with Openreach to lay hundreds of miles of fibre optic cable to bring faster broadband to parts of Derbyshire.

8.72   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 and natural environment is minimised.

8.73   Policy ITCR12 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 ITCR12: Information Communication Technology and 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:

a) 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;
b) the amenities of any neighbouring sites are not unacceptably harmed by the proximity of the proposed telecommunication development;
c) 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;
d) 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.