

# Pinxton Masterplan



Final Report  
November 2009

**URS**



**BroadwayMalyan<sup>BM</sup>**  
Architecture Urbanism Design



# Contents

---

1. Introduction
2. Issues and Opportunities
3. Vision and Principle
4. Village Masterplan
5. Key Interventions
  - Kirkstead Road
  - Brookhill Industrial Estate
6. Delivery
7. Conclusion

## Appendices

1. Project Action Plan
2. Kirkstead Road Industrial Estate
3. Consultation

# 1. Introduction

---

## 1.1. Introduction to the commission

Broadway Malyan, working with partners Fisher Hargreaves Proctor and URS, was appointed in December 2008 by Bolsover District Council to undertake a masterplanning exercise for the settlements of South Normanton and Pinxton.

The key tasks for the Masterplanning exercise as defined by Bolsover District Council are:

- To improve the main service centres of South Normanton and Pinxton and to secure the present and future roles of these settlements within the District;
- To provide broad guidelines and identify potential projects which will help to inform and encourage future investment into South Normanton town centre and Pinxton's commercial centre; and
- To help to inform future policies and proposals.

## 1.2. Approach and process

The commission has undertaken the following approach:

- A **baseline report** was produced in March 2009 that reviewed South Normanton and Pinxton in terms of design, socioeconomics, transport and property market opportunity. This created an initial platform to develop more detailed interventions.
- Following the baseline report a **stakeholder visioning workshop** was undertaken to understand the key strengths, weaknesses and opportunities of the settlements.
- An initial set of **options** for projects, strategies and opportunities were **publicly consulted** upon in April 2009. Feedback from the consultation went on to assist in the generation of a vision and key principles for the settlements.
- Drawing on consultation and further work, **preferred options** detailing the proposed final masterplan and key interventions were consulted on in September 2009 which informed the **final masterplan**.

## 1.3. Structure of the report

The report takes the following structure:

- Key baseline findings are presented
- Vision and Principles are set out as established through consultation
- The development framework for Pinxton Village is set out with associated intervention strategies
- Priority areas for key intervention are set out for key frontages, routes and the industrial estate.
- The final section of the report concludes and recommends on the key delivery actions.

## 1.4. Acknowledgements

Broadway Malyan is grateful for the support, guidance and advice that has been provided by Bolsover District Council, Derbyshire County Council the local community and other key stakeholders in preparing the report.

# 2. Pinxton: Issues and Opportunities

## 2.1. Introduction

A wide ranging baseline report was undertaken in stage 1 of the masterplanning process. This covered key policies, reviewed the socio-economic context of the settlement, considered a variety of spatial characteristics and included market and transport assessments. Key findings are set out below.

## 2.2. Context

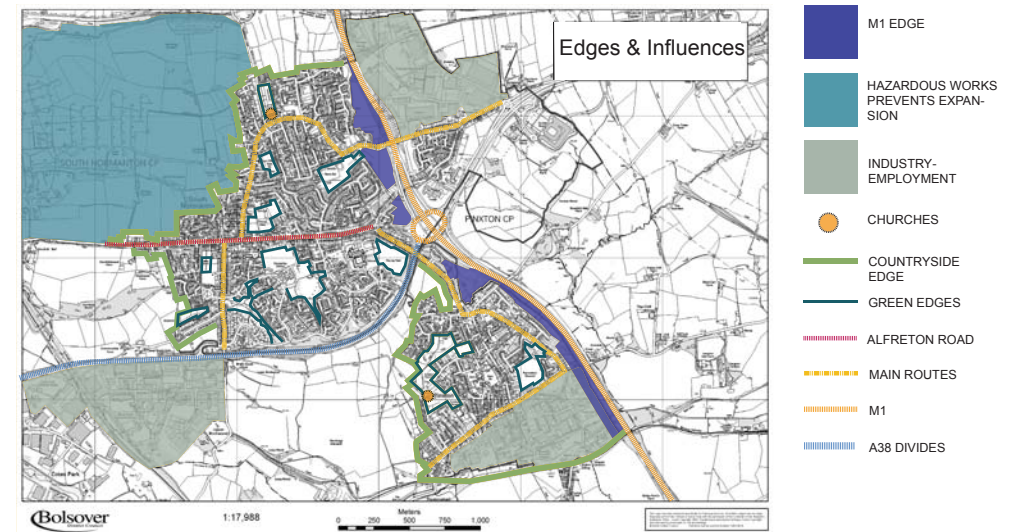
The settlements of South Normanton and Pinxton are located in Bolsover District, east Derbyshire and are situated on Junction 28 of the M1 and to the north and south of the A38 respectively. Pinxton has a reported population of 4,100 people whereas South Normanton is reported of having a population of around 10,000. The settlements are former coal mining villages and now benefit from a large number of local industrial estates building on the access benefits to the M1.

## 2.3. Pinxton Spatial Appraisal

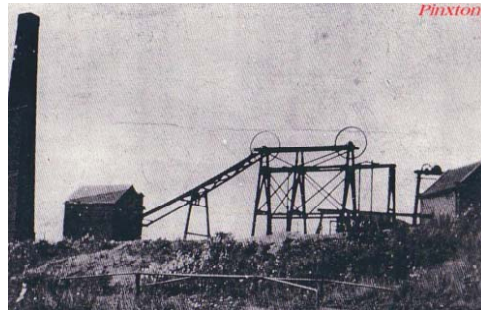
South Normanton and Pinxton contrast with many other former mining settlements as they have amassed a large employment area and opportunities around their communities. This is primarily due to the high accessibility of the locations, triggered by the M1 and A38 interchange. As well as encouraging businesses to locate nearby, this has also made the area more attractive to live in, both in terms of local jobs and the opportunity to commute to other urban areas.

There are drawbacks associated with the M1 and A38, as they create barriers in terms of access and also encourage people to travel to nearby centres rather than use the local centres. Furthermore, the M1 appears to attract distribution based industries which are relatively low value and less secure in their employment characteristics.

The village of Pinxton, located to the south of South Normanton across the Mansfield Road, developed around the former coal pits in the 18th century. The villages road layout reflects its earlier heritage and many of the roads are narrow and not well suited to 21st century traffic.



Central areas of the village compose of terraced housing with areas of social housing along Town Street and a more recent housing development around Hill Top to the north west corner of the village.



Transport and traffic are a key issue for the village in terms of tight street layouts and particularly as there is only a single main access point in and out of the village along the Alfreton Road. This must accommodate traffic from the village and industrial estate at the south end of the village. The single primary access point is a key constraint to the village's development and expansion.



The Village benefits from a number of community facilities located along Kirkstead Road, including a primary and nursery school, gym, library, the village hall and a youth centre. South Normanton and Pinxton (SN&P) development project has also developed a community garden in the area adjacent to Kirkstead Road.

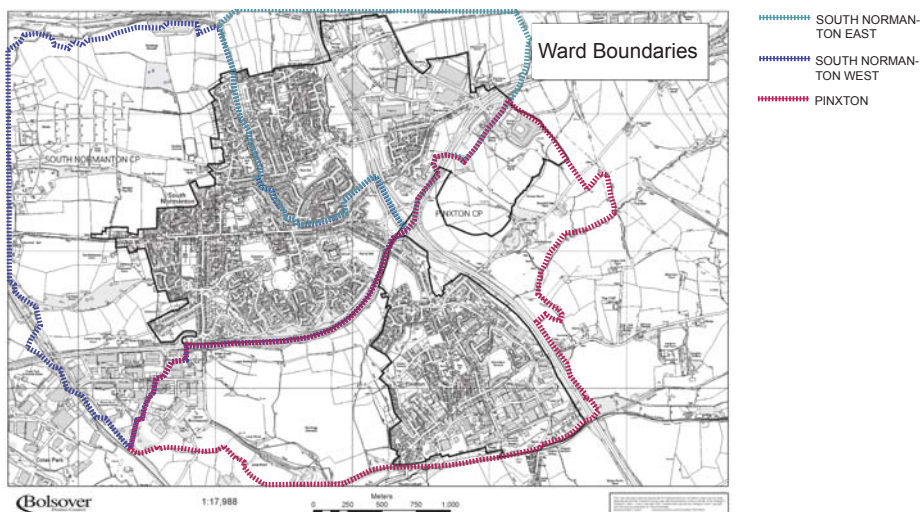
Pinxton's Kirkstead Road Industrial Estate is sited on the former pit head site at the south of the village. Whilst a number of new industrial estates have sprung up around the M1 route, the Kirkstead Road estate provides an alternative offer, with lower rental values catering for a number of older manufacturing activities rather than business or distribution centres. A number of smaller workspaces have been provided by Derbyshire County Council. At the time of investigation approximately 5 percent of the floorspace was vacant, indicating the overall vitality and viability of the estate is strong despite a dilapidated appearance in places.



Pinxton's retail centre is located along Wharf Road although some of the village's retail offer and activities are housed more centrally to the north end of Victoria Road. Parking is an evident constraint for retail activities. Consolidation of the retail offer along Wharf Road would create

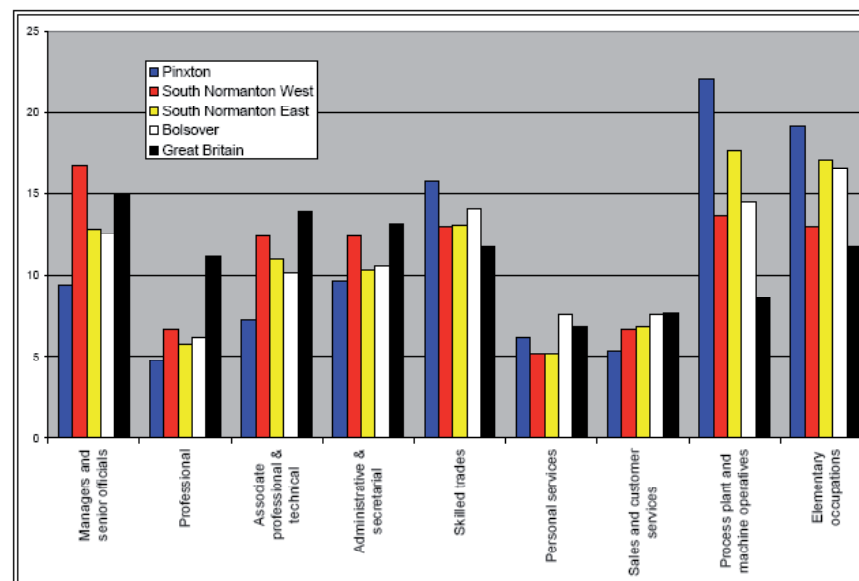
## 2.4. Policy

- The Bolsover District Local Plan (adopted 2000) sets out local planning policies for the District. Under the provisions of the Planning and Compulsory Purchase act 2004 most of these policies have been saved until a new Local Development Framework has been adopted. The Plan refers to the challenges associated with the contraction of traditional industries including the coal and textile industries and incorporates policies aimed at continuing the conversion of the district's economic base. In addition to providing land for industrial and commercial development throughout the district the plan recognises the need for a boost to the local economy by proposing business and industrial development at key sites linked to the M1 and the A38. The plan also encourages former mining communities to develop a new role. It seeks to ensure that there are the necessary job opportunities and homes to maintain vital and sustainable communities.
- The Regional Plan (East Midlands RSS adopted March 2009) has set a target of 400 dwellings per year for Bolsover District for the period 2006 - 2026. Current work on the Local Development Framework suggests that the future growth potential of Pinxton is limited.
- The Retail Capacity Study reports that the District, and in particular the south of the district, leaks considerable retail spend, however, there is capacity for further food retail in nearby South Normanton.



## 2.5. Socio-economic review

- The population of Pinxton at the 2001 Census was 4,040. Of the total population 59.4% are of working age. 34.1% of residents are pensioners living alone. 32.1% of households are without a car.
- Of the total ward population of Pinxton, 72.9% were economically active below the national average in 2001. As of January 2009, Pinxton's number of JSA claimants was 113 people or 4.4%. Total claimants stood at 18.7% with more than 9 percent on incapacity benefit.
- Employment within the Process Plant and Machine Operatives category is highest at 22.1% (which is twice the national average), and the lowest at 4.8% are employed within the Professionals category, compared to the national average of 11.2%.
- The percentage of residents with no qualifications in the ward is higher than the national average (35.8%) at 58.3%, whilst the number with higher level qualifications is 5.6%.  
Employment by occupation 2001



Source: Censuses of Population (Table CAS033) - Sex and Occupation by Age) Note: Figures are for working age by Soc 2000 major groups. Percentages are based on all persons in employment

## 2.6. Summary of Opportunities

The following opportunities were highlighted at the baseline stage:

- Potential for bringing businesses together in through a business forum
- Strengthening retail offer of Wharf Road.
- Draw on the historic links of the village
- Create a sense of identity and pride
- To take full advantage of infill opportunities within the existing urban fabric, including brownfield and greenfield sites, before considering urban expansion
- Enhance green space and public realm
- Ensure safe routes to schools
- Improve leisure provision by utilising open green areas
- Identify existing landmarks, create new focal elements
- Improve security, signage and environment on employment area
- Opportunities for the creation of homezone or other pedestrian friendly area.



# 3. Pinxton: Vision and Principles

## 3.1. Introduction

The project steering group and residents, through consultation, played a central role in developing the plans. This helped to create a vision and principles.

## 3.2. Vision

Based on the stakeholder workshop and public consultation, the vision for Pinxton has been developed as:

**“A Village to be proud of, providing education, recreation and employment in a safe and green environment”**

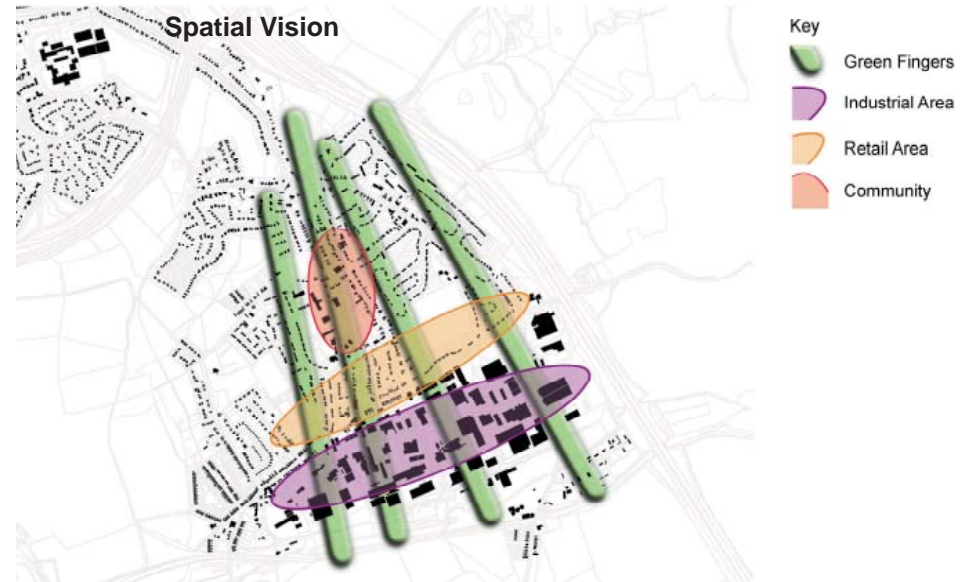
The spatial vision for Pinxton builds on the idea of four strategic spatial areas as set out in the diagram opposite. These are: the community heart of the village along Kirkstead Road which contains key community facilities; the retail experience of Wharf Road; employment opportunities on the industrial estate (and linked to estates outside the village); and planting and environmental enhancements throughout to green the village.

## 3.3. Principles

The key principles for the masterplan stemming from the vision are:

- Pedestrian safety – traffic management outside schools and along key roads, particularly Kirkstead Road
- Retail experience – improved shop fronts on Wharf Road
- Employment – enhancing the industrial estate
- Recreation – long term regeneration plans for Pinxton Wharf
- Environment – enhanced streetscape, green spaces, walking routes and links to countryside

These principles are intended to guide the projects and proposals for the masterplan to help



## 3.4. Public Consultation

Public consultation was a key principle for the masterplan and was undertaken during at the options development and preferred options stages. Consultation involved week long displays of exhibition boards in the settlement village halls, supplemented by an exhibition day when the displays were manned and the public invited to engage and ask questions. The events were advertised through adverts in local press and through posters in shop windows and flyers in local centres. Full consultation results are set out in the appendix.

Key issues highlighted at consultation included:

- Traffic management.
- Street appearance.
- Regeneration projects around the Wharf.
- Enhancing green spaces.



- Traffic calming measure with single passing place
- New pedestrian crossing
- Raised table crossing



What are we proposing?

- A raised school crossing outside Kirkstead Road Junior School to encourage safer crossing a slow traffic
- A single passing place for traffic between Kirkstead Road Junior School and the Pass Centre to slow traffic and prevent parking
- A 20mph zone along Kirkstead Road

Do you agree with the proposals?

How could they be improved?



What are we proposing?

- New estate gateways with enhanced public realm
- New signs and wayfinding
- Enhanced footpaths and cycleways
- New planting
- Estate colour coding
- New boundaries that are secure and improve visual amenities

Do you agree with the proposals?

How could they be improved?



Wayfinding on the estate



Secure and pleasant fencing

- Enhanced entrances: new public realm and landscaping
- Enhanced Pedestrian links: defining the Greenway
- Renew Links to existing footpaths
- Longer Term Options for Greenway (requiring removal of scrap yard)
- New Planting
- Colliery Road Cycleway

# 4. Village Masterplan

## 4.1. Introduction

Building on the baseline and consultation with stakeholders and members of the public a development framework and regeneration strategy have been produced for the town. The framework highlights key features and opportunities. The regeneration strategy provides a more detailed set of strategies for intervention.

## 4.2. Development Framework

The framework includes the following features of note:

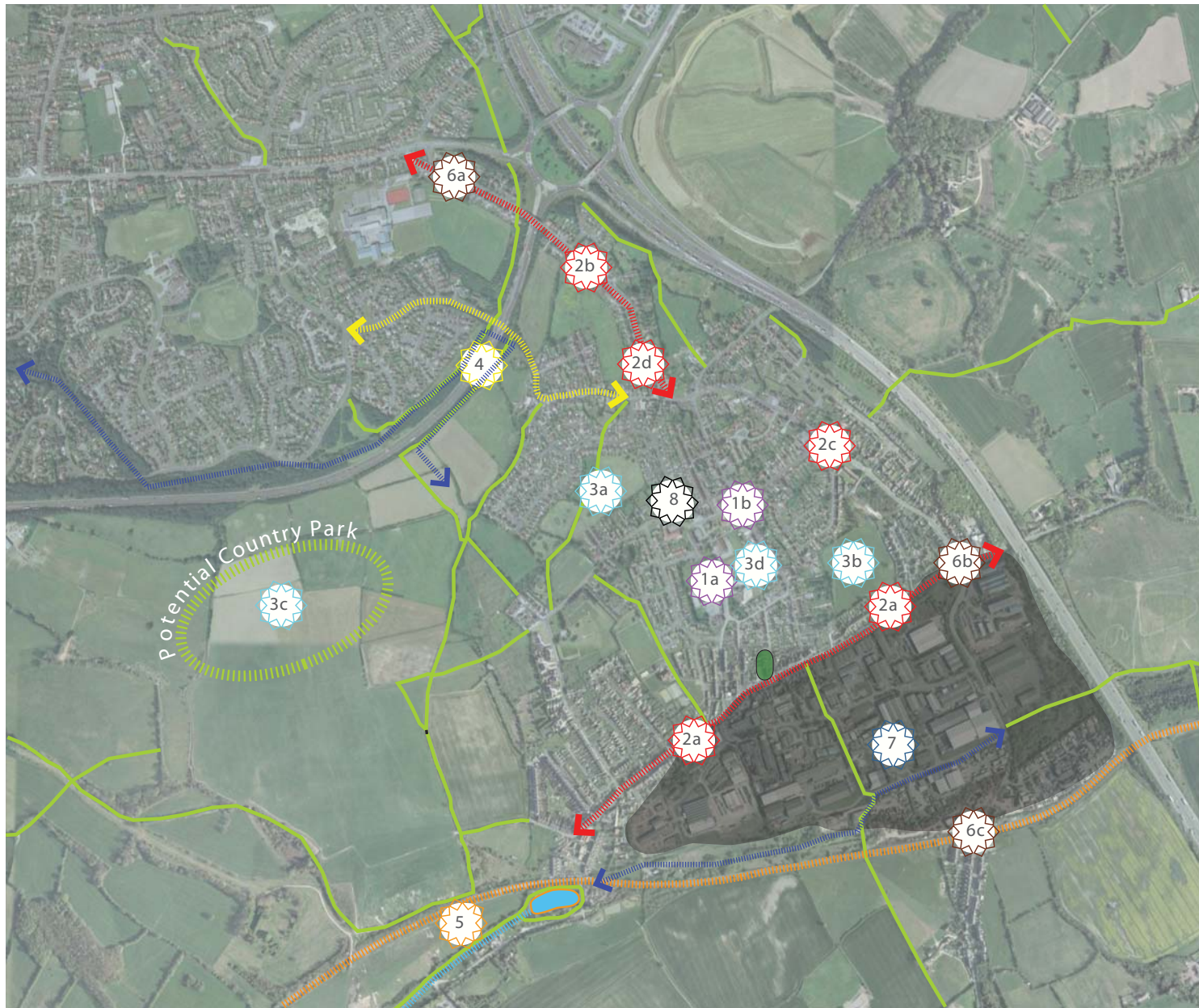
- Streetscape and gateway improvements
- Housing infill opportunities that reinforce town gateways and enhance street frontage.
- Potential to increase the vibrancy of key frontages.
- Opportunity to enhance green spaces.
- Long term regeneration projects: to reopen the canal and reinstate the rail link with a new rail halt.
- In line with the District's Green Infrastructure Strategy, a country park opportunity exists to the south of Mansfield Road.

### PINXTON MASTERPLAN FRAMEWORK



### KEY

- Main Routes into Town Centre
- Main Routes to School / Improvement Strategy
- Promote and Enhance Links to Countryside
- Green Fingers - Environment Street Improvement and Public realm Strategy, forming linkages to Pinxton Wharf and encouraging intergration of Village Industrial Estate areas
- Potential Streetscape and Environment Improvements to existing Industrial Estate
- Canal Link to be enhanced as part of a green infrastructure strategy providing access and amenity
- Gateway into Pinxton - improved signage and public realm
- Primary Town Centre Gateway / Signage Strategy - to be enhanced, way marking routes to village and Ind Est
- Secondary Nodes - consider punctuation / demarkation of space as part of integrated public realm strategy
- Potential sites of new housing
- Green Links - enhance recreation and amenity value, improved linkages as park of wider gree infrastructure strategy
- ✿ Village Retail 'Heart' - focus of village centre retail activity and improved offer
- ✿ Village Community 'Heart' - focus on traffic calming and environmental improvements
- Ⓐ Potential for Environmental Improvements to Existing Green Space, including church public realm and lighting scheme
- Major transport corridors
- Settlement Boundary
- Rail Line - Potential to reinstate
- Potential New Rail Halt
- School
- Wharf Area - Improved Environment and Cromford Canal Regeneration
- Long term opportunity to develop transport access



-  Pinxton Village Centre Strategy
  - a : Improve traffic safety on Kirkstead Road
-  Streetscape and Frontage Strategy
  - a: Wharf Road: Shop front improvements, new parking opportunities
  - b: Alfreton Road: Formalise parking spaces and encourage planting
  - c: Town St: Investigate traffic calming and consider relocating crossing
  - d: Relocate bus stop away from junction
-  Environmental Strategy
  - a : Hill Top Park: Improved access and environment
  - b: South Rec: Environmental enhancements
  - c: Long term opportunity for country park
  - d: Potential skate park on village green
-  Safer Routes to School Strategy
  - a: Storth Lane : Safety improvements
-  Pinxton Wharf
  - Clean up the Wharf environment
  - Support Cromford Canal Regeneration
  - Investigate rail halt and rail reinstatement
-  Gateways for Traffic Strategy
  - a: Pinxton Village gateway
  - b: Estate gateway
  - c: Pinxton village gateway
-  Wide range of Estate Improvements
-  Key infill site
-  Existing footpaths to be retained and enhanced
-  Cromford Canal, long term renewal proposals
-  Pinxton Wharf, environmental enhancements
-  Streetscape enhancements
-  Potential public car park
-  New Greenway Opportunity

### 4.3. Regeneration Strategy

The regeneration strategy promotes a range of interventions that can be delivered to enhance the town. These are set out below.

#### 1) Pinxton Village Centre: Improved School Safety

- a. **Kirkstead Road Junior School:** Opportunity to improve traffic safety outside the school through a defined and raised crossing, a 20mph limit and an extended no park zone. Interventions are detailed as a key intervention (see later section of report). Improving safety through traffic management can also be importantly achieved through ongoing work with the school travel plan.
- b. **John King Junior School:** Opportunity to improve traffic safety outside the school through a raised crossing further from the current junction.



#### 2) Streetscape and Frontages Strategies

- a. **Wharf Road:** The development of a retail frontages strategy will enhance the external appearance of retail premises, detailed later in this report. There is also an opportunity to reclaim the George Inn public house site as a public car park that would serve to support retail activity on Wharf Road - although a permission for residential development on this site is likely to increase the cost of acquisition.
- b. **Alfreton Road:** Consultation identified concerns around speeds and work with the County Council can identify a suitable speed control mechanism. A wider emphasis on

environmental improvements and parking space would enhance this gateway. Parking spaces can be formalised through planting, paving and environmental treatments.

- c. **Town Street:** consider relocation of pedestrian crossing closer to facilities.
- d. **Alfreton Road Bus Shelter:** consider relocation shelter further up the road away from the main junction.



Opportunities to improve frontages and formalise parking

#### 3) Environmental Strategies

- a. **Hill Top Park:** Environmental improvements as part of a wider strategy of greening work in the village can enhance the space. A
- b. **South Rec:** Opportunity to enhance and maintain the play facilities.



Examples of play facilities and shelters for young people

- c. **Country Park:** The Bolsover Green Infrastructure Strategy identified the area as a possible Country Park site. Further work with suitable funders and existing landowners can be explored to bring this project forward in the longer term. Access to the park should support walking and cycling in the area building on current links.
- d. **Village green:** Opportunity to enhance and maintain the play facilities, particularly the those for teenagers and young people such as a skate park - as discussed with Derbyshire County Council - building on the existing shelter at this overlooked space.

Environmental improvements and access to the countryside play an important role in enhancing Pinxton. Ensuring access to existing footpaths and where possible upgrading these, aligned with promoting activity in the town through led walks and routefinder leaflets, can encourage greater fitness, health and well being of residents. In particular a new Greenway route running along the south of the Industrial Estate and one to the north to South Normanton (Broadmeadows) facilitating cycling and walking would benefit residents.

#### 4) Safe routes to school:

Storth Lane has been identified as a concern on school routes. Derbyshire County Council has recently worked with local schools to develop a travel plan and stakeholders should continue to work to implement travel plan proposals.

#### 5) Pinxton Wharf:

- a. **Wharf Environment:** Improved maintenance of the Wharf area will promote user enjoyment. This will form a key part of the Village's environmental improvements.
- b. **Railway Halt:** A long term opportunity exists for the re-instatement of the rail line with a halt at the current scrap yard. A long term funding route and delivery plan would be required in line with the Cromford Canal project.
- c. **Cromford Canal:** The Cromford Canal restoration project is a long term project led by the Friends of Cromford Canal. It includes the retention of the river diversion channel across the Smotherfly opencast site to the south-west of Pinxton to ultimately connect to the main canal system with flood relief benefits.



#### 6) Gateways for the Village

- a. **North Village Gateway:** the current sign from the Mansfield Road and area opposite could be enhanced to provide a greater sense of arrival in the village.
- b. **Estate Gateway:** improved signage and landscaping are proposed later in this report.
- c. **South Village Gateway:** Signage at the Selston gateway would enhance the sense of arrival to the village. This could be delivered as a part of industrial estate improvements.

#### 7) Estate Improvements:

A detailed schedule of improvements to the estate are set out in the following section of the report.

#### 8) Land to south of Lambcroft Road:

This land is in private ownership and whilst used as a public thoroughfare it is not a safe environment. A residential development here that respects the built form in style and maintains permeability between Combcroft Road, Church Street West and Hill Top Park would enhance the character of the area. Consultation suggested this be a suitable drop-off area for school children attending local schools to reduce congestion. The feasibility of this arrangement could be identified between the developer/landowner and District Council.

# 5. Pinxton: Key Interventions

## 5.1. Introduction

Three areas in Pinxton have identified for key projects to support sustainable regeneration based upon consultation.

## 5.2. Kirkstead Road

Consultation raised concerns that Kirkstead Road suffers from excessive traffic at peak school times which compromises the safety of children. In addition to excessive vehicles, parking controls are not always adhered to. The school has recently developed a travel plan to seek to tackle issues relating to school routes to encourage walking. Proposals have been developed in this masterplan to deliver a raised crossing that provides a safe and defined crossing space for pupils. In addition, it is proposed the area be made a 20mph zone and that parking restriction be extended along the west side to increase visibility.



### KEY

1. Extended no parking zone
2. Community garden
3. Raised and defined crossing
4. School
5. Nursery school

### 5.3. Wharf Road

A retail frontage strategy is proposed to enhance the external appearance of retail premises. Based on the following principles:

- De-cluttering of external wires.
- Fill length flat fascias that have conform in heights with other shops.
- Introduction of canopies at least 2m above pavement height.
- Building repairs.
- Agree a consistent palette with shop owners - the Farm Gate Butchers in Pinxton provides a good example

The strategy should seek to work with shopkeepers to identify best strategy. Public realm at key places can be enhanced to provide an improved pedestrian experience. These are detailed later as a part of the industrial estate and landscape approaches.



Examples of strong retail frontage: Large, clear displays; full length fascia; canopies





---

## 5.4. Brookhill Industrial Estate

Brookhill Industrial Estate provides an important environment for local businesses. Interventions are designed to raise the appearance of the estate, making it more attractive to businesses and for local residents who work there or with to access local walks and trails.

Key aims for industrial estate proposals are include:

- Aid way finding
- Create and enhance connections
- Enhance security
- Contribute to the overall sustainability of the estate.


Detailed proposals are set out in appendices which include working with Groundwork to develop and adopt an environmental management system for the estate. In summary these are:

- Enhancing the greenway by providing a separate traffic / non traffic minimum 3.5m wide route that can be safely accessed by pedestrians, cyclists and horseriders including provision of access controls for all users that prevent motorcycle use. This can be introduce along the route and include plant clearance at the off-road section. Surfacing to be introduced to the area immediately to the south of the estate (Plymouth Avenue).
- Enhancing the footpath link via Colliery Road to provide safe access for pedestrians, cyclists and horseriders whilst retaining resident parking spaces at the north but restricting vehicle access along to Brookhill Road. Improved surface and formal street tree planting to be introduced.
- Enhancing public realm along Wharf Road at key gateways
- Colour coding the estate with different 'quarters'
- Improved signage at key gateways
- Security and aesthetic improvements through Weldmesh fence installation
- Planting throughout the estate.

Prioritisation of weld mesh fencing is recommended as:

1. Improving amenity of footpath / cycleway link via Colliery Road
2. Replacing 'industrial style' fencing along Wharf Road boundaries with boundary treatment in keeping with residential surroundings
3. Replacing fencing along key access routes e.g. Brookhill Road and Plymouth Avenue
4. Replacing fencing elsewhere



-  Enhanced entrances: new public realm and landscaping
-  Enhanced Pedestrian links: defining the Greenway
-  Renew Links to existing footpaths
-  Longer Term Options for Greenway (requiring removal of scrap yard)
-  New Planting
-  Colliery Road Cycleway



Wayfinding on the estate



Proposed access controls



Secure and pleasant fencing

# 6. Delivery

## 6.1. Introduction

The range of projects and development proposals identified in this report will each require a coherent delivery strategy. Guidance on each project is referred to in this report whilst the broader outline is set out below. Each of the delivery areas outlined below would benefit from a project champion in the village to take the projects forward. This might include a business on wharf road, one from the industrial estate, and a volunteer or local resident for Kirkstead Road and the wider environmental improvements.

## 6.2. Role of the Council

Bolsover District Council is the key actor in many of the projects in terms of planning, land ownership and officer time. Given the range of projects in the centre it is suggested an officer be dedicated at least part time to the area over a period of two or more years to assist in regenerating the town who could also be shared with South Normanton.

## 6.3. Wharf Road

Wharf Road has the potential to benefit from the proposals in the masterplan, particularly public realm (at industrial estate gateways), shop front improvements and the introduction of parking space. Bringing together high street traders in a business forum including Bolsover District Council and Leo Business (formerly Bizzfizz) will be an important part in the delivery of a shop front improvement programme. Works for a shop front improvement strategy will need to accord with all traders, building from an agreed signage and palette approach. The Farm Shop provides a strong design precedent for other Wharf Road shops. Public realm works along the road will require detailed designs and agreement with highways officers. In order to provide the derelict George Inn public house as a public car park the public sector will have to acquire the site, known to be in private ownership with planning granted for residential units.

## 6.4. School Safety and Traffic

Along Kirkstead Road the proposed landscaping and traffic calming interventions proposed will require ongoing consultation with key partners including the range of service delivery partners along the road (junior and infant school, youth club, arts centre, village hall and library) as well as service users and DCC Environmental Services. The school travel plan is an important tool in alleviating congestion and encouraging walking and the

school can continue to work with Derbyshire County Council to implement this. Other traffic issues around the village, including John King School, pedestrian crossings and potential traffic calming measures will require joint working between the community, District Council and County Council as well as community groups. A strong theme in public consultation was the need for better regulation of parking restrictions and consideration might be given to the presence of a parking enforcement office visiting the village on a weekly / fortnightly basis.

One of the key issues for the village is the constrained overall traffic movement in and out of the village, with industrial and residential traffic both using Alfreton Road. A long term solution to this arrangement would be the reinstatement of the road connecting Wharf Road and Birchwood Lane. However, the costs of such a road would have to be met through significant residential development in one of the few open areas between Pinxton and Somercotes which may not be desirable in itself. In addition, such development may not be feasible if ground conditions are unstable due to former coal mining, or because of adverse traffic impacts on the A38 or M1. Conclusions about such an extension to Pinxton are beyond the remit of this document and are more properly addressed in the ongoing work on the Local Development Framework. The costs of implementing this road are likely only to be met through significant local residential development that requires such a route and may be prohibited if the ground conditions are unstable due to former coal mining. Appropriate housing sites can be identified through the Council's Strategic Housing Land Availability Assessment and Local Development Framework.

## 6.5. Brookhill Industrial Estate

A range of proposals have been developed for the industrial estate that include works to highways, planting, signage, public realm, business security and external appearance works. Works to businesses or privately owned land, particularly upgrading fencing and providing colour coding, will require business sign up. Bringing businesses together in a forum would provide the strongest delivery mechanism. In the first instance notifying businesses of the opportunity to input into proposals (such as signage design) and the potential availability of funding (match funding for fencing upgrades) provides a platform for a wider range of improvements. Adopting an environmental management system for estate in partnership with Groundwork may be an effective way forward.

## 6.6. Environmental Strategy

Many of the proposals in this report emphasise the benefits of a comprehensive environmental strategy in Pinxton which seeks to improve key green spaces. The 7KS group is currently

---

working with local pupils to enhance the SN&P community garden and work towards qualifications. This work could be expanded to improve other parts of the village, such as Hill Top Park, South Rec, the Wharf and the greenway to the south of the industrial estate. Derbyshire County Council will be a key partner in delivering greenway improvements as their greenway strategy moves forward. Groundwork would also be able to support the implementation of proposals, particularly on the industrial estate.

Opportunities to promote existing routes or create new countryside routes should be improved wherever possible to create an integrated and well connected network of green routes. The County Council's Rights of Way Improvement Plan (2007-2012) and Greenway Strategy provide a framework for activity and the County and District Council, working with local partners including the Bolsover Countryside Partnership can continue to take forward local improvements. A green 'champion' for the village would help create leadership.

## 7. Conclusion

---

Pinxton is a village of some 4,000 residents with a strong sense of character and history. Its strong educational offer and access to the countryside contributes to making it a desirable place to live, albeit that the road access is highly constrained. The industrial estate is an important offer for local businesses although these share the route with residents out of the village.

A range of relatively small projects are promoted in the masterplan to benefit the local community and residential environment, including environmental improvements to green spaces, traffic calming and the opportunity to improve the local retail offer. Where possible it is suggested that retail activity be consolidated along Wharf Road rather than the village centre, aided by shop front improvements and additional parking.

Enhancing the industrial estate through a range of works, particularly to improve security, legibility and appearance can help support investment in the estate as well as increase its aesthetic amenity for residents.

Longer term regeneration of the village, including projects such as the country park, canal, railway reinstatement and rail halt will require dedicated resources and partnership working between voluntary and community groups, land owners and public agencies to define projects, secure funding bids and set up working groups.

# Appendix 1: Project Action Plan

Pinxton Masterplan						
Pinxton Key Projects						
1	Kirkstead Road	Key Actions	Priority	Timescale	Potential Funding	Lead Agencies
	Enhanced crossing and traffic interventions	Work with partners to refine scheme	High	Medium	Safer Routes to School / External Funding / Local Travel Plan (DCC)	DDC / Parish Council / Kirkstead Road Junior School and other partners located on Kirkstead Road
2	Brookhill Industrial Estate					
	Greenway: improvements to existing route via motorway and Beaufit Lane. Provide minimum of 3.5m wide route that can be safely accessed by pedestrians, cyclists and horseriders. Provision of access controls for all users that prevent motorcycle use. Provision of improved lighting at selected locations	Create greening delivery partnership	Medium	Short		Parish Council, BDC, DCC, 7KS, Groundwork, Bolsover Countryside Partnership
	Greenway: segregate footpath/cycleway/bridlepath from vehicles on Plymouth Avenue. Southern 3.5m dedicated route.	Create greening delivery partnership	Medium	Medium		Parish Council, BDC, DCC, 7KS, Groundwork, Bolsover Countryside Partnership
	Greenway: Hard surfacing south of Plymouth Avenue through to Erewash corridor. Provide minimum of 3.5m wide route that can be safely accessed by pedestrians, cyclists and horseriders. Potentially approach landowners to expand path. Provision of access controls for all users that prevent motorcycle use. Provision of improved lighting at selected locations	Create greening delivery partnership and consult with landowners	Medium	Medium		Parish Council, BDC, DCC, 7KS, Groundwork, Bolsover Countryside Partnership, Businesses
	Greenway: enhance greenway towards Pinxton Wharf. Provide minimum of 3.5m wide route that can be safely accessed by pedestrians, cyclists and horseriders. Provision of access controls for all users that prevent motorcycle use. Provision of improved lighting at selected locations. Vegetation clearance to maintain sightlines.	Create greening delivery partnership	Medium	Short		Parish Council, BDC, DCC, 7KS, Groundwork, Bolsover Countryside Partnership

<b>Pinxton Masterplan</b>						
<b>Pinxton Key Projects</b>						
<b>2</b>	<b>Brookhill Industrial Estate continued</b>	<b>Key Actions</b>	<b>Priority</b>	<b>Timescale</b>	<b>Potential Funding</b>	<b>Lead Agencies</b>
	Footpath Link via Colliery Road. Provide minimum of 3.5m wide route that can be safely accessed by pedestrians, cyclists and horseriders, retain residents parking spaces. Retained residents parking at north of Colliery Road, no vehicle access along road to Brookhill Road. No vehicle access via Café to Plymouth Avenue. Elsewhere, 3.5m wide route introduced on road, with improved surface and formal street tree planting.	Create greening delivery partnership	Medium	Medium		Parish Council, BDC, DCC, 7KS, Groundwork, Bolsover Countryside Partnership
	Town Street Gateway: landscape improvements to provided gateway treatment to space. Suggested treatment is the creation of sculptural landform, that could also be used as a public space or play feature, rather than introduction of a piece of public art.	Detail works	Medium	Long		Parish Council, BDC, DCC, 7KS, Groundwork
	Brookill Road Gateway: landscape improvements to provided gateway treatment to space. Suggested treatment is the creation of sculptural landform, that could also be used as a public space or play feature, rather than introduction of a piece of public art.	Detail works	Medium	Long		Parish Council, BDC, DCC, 7KS, Groundwork
	Wayfinding / Colour coding: Introduction of colourful wayfinding measures to aid orientation through the estate. Colour marker posts to define colour 'sectors' of estate	Create business partnership	Medium	Medium		Businesses, BDC, Parish Council, DCC
	Additional proposals: Enhanced signage drawing on colour coding and potential land art. Also indicates public footpaths for pedestrians.	Create business partnership	Medium	Short		Businesses, BDC, Parish Council
	Improve boundaries by replacing existing fencing with weldmesh (potentially colour coded). Prepare schedule of boundaries, ownerships and costs in discussion with landowners	Create business partnership	High	Short		Police, businesses, BDC
	Tree planting: Obtain underground utilities drawings to refine scope for tree planting, obtain land ownership plans and agree scope of planting with landowners	Create greening delivery partnership and consult with landowners	Medium	Medium		Parish Council, BDC, DCC, 7KS, Groundwork, Bolsover Countryside Partnership

Pinxton Village Wide Projects						
<b>3</b>	<b>Wharf Road</b>					
	Shop front improvements: enhanced and conforming shop fronts	Agree and implement through business partnership working	Medium	Short	BDC / external funders	BDC, Shop keepers
	Landscaping: see proposals above at estate gateways					
<b>4</b>	<b>Alfreton Road</b>					
	Formalise parking areas (landscaping / planting). Work with DDC to investigate traffic speeds.	Detail works	Medium	Short	BDC / DDC / external funders	BDC, DCC Environmental services
<b>5</b>	<b>Village Parks</b>					
	Hill top park: environmental improvements to enhance public space as a part of wider programme	Consult with community and partners in order to detail works	Medium	Short		SN&P / BDC / Groundwork / 7KS / Bolsover Countryside Partnership
	Village Green: improve play facilities (teenage)		Medium	Short		
	South Rec: potential to improve play facilities (children)		Medium	Short		
<b>6</b>	<b>Pinxton Wharf</b>					
	Environmental improvements to enhance public space at the wharf as a part of wider programme	Detail works	Medium	Short		SN&P / Parish Council / Groundwork / 7KS / DCC
	Cromford Canal: long term regeneration project to reinstate canal use		Low	Long		Friends of Cromford Canal / DCC
	Rail halt: long term regeneration project to reinstate trains and provide halt at Alexander Terrace on scrap site	Form project group	Low	Long		Parish Council
<b>7</b>	<b>Village Gateways</b>					
	Enhance Mansfield Road gateway with new signage	Detail works	Medium	Medium	BDC / Parish council	BDC / Parish council / DCC
	Enhance Selston gateway with new signage, potentially as part of industrial estate improvements	Detail works	High	Medium	BDC / Parish council	BDC / Parish council / DCC
<b>8</b>	<b>Country Park</b>					
	Long term opportunity to provide a large amenity space west of Suff Lane	Discuss with partners	Low	Long		Landowners / Parish Council / BDC



## Appendix 2: Kirkstead Road Industrial Estate Proposals

---

## Appendix 3: Consultation

---