

greater detail and includes an audit of each settlement which provides information on the facilities present and a wide range of other factors.

Bolsover Settlement Hierarchy

Category	Classification	Settlement
Towns	Urban Area	Bolsover (including Carr Vale and Hillstown) Clowne Shirebrook (including Langwith Junction) South Normanton
Main Villages	Urban Area	Barlborough Creswell Pinxton Tibshelf Whitwell
Village	Rural Area	Bramley Vale/Doe Lea Blackwell Newton Pleasley New Houghton Glapwell Hilcote Hodthorpe Langwith/Whaley Thorns Palterton Scarcliffe Shuttlewood Westhouses
Small Settlements in the Countryside	Countryside	Astwith Ault Hucknall Barlborough Low Common Belph Bentinck Row Bolsover Woodhouse Elmton Hardstoft Old Blackwell Oxcroft Settlement Rowthorne Stainsby Stanfree Stetley Stony Houghton Upper Langwith Whaley Whaley Common Whitwell Common Worksop Road (Mastin Moor)

- 5.9 Policy CS 2 below sets out the broad approach to the location of development within the District. Needs in terms of future housing provision in the District are determined by the East Midlands Regional Plan. Within the framework set by the Regional Plan decisions have to be made on the extent to which development should be concentrated in the towns and how much should be located in main villages and other settlements.
- 5.10 In order to reduce the need to travel and to make the most efficient use of infrastructure and services, new development is best sited close to existing clusters of service provision. The District's four towns have more services and facilities than the main villages, which have more services and facilities than villages. Existing services can often be expanded to accommodate new demands more efficiently than creating new service locations. If development were concentrated in villages rather than towns, major investment would have to be made in making new service provision or new residents would have to travel longer distances to access services in nearby towns. Consequently, it is proposed to distribute growth in a hierarchical manner, and by this means the LDF will ensure that the general thrust of national and regional policy to concentrate new development in higher order settlements is met. However, it is not proposed that every settlement within the same level of the hierarchy should grow at the same rate, because each town and village has different constraints and opportunities.
- 5.11 Development on appropriately located Brownfield (previously used) land is an efficient use of land and the redevelopment of existing sites within settlements for the same or similar uses can have significant benefits by increasing density in sustainable locations (where this does not create additional unacceptable impacts). In addition redevelopment can replace buildings which are no longer fit for purpose with more energy efficient structures, although care must be taken to ensure that buildings of heritage merit are as far as possible retained. Much redevelopment takes place by land owners themselves and through normal commercial practice. Exceptionally, it may be necessary for the Council to use compulsory purchase powers to facilitate new development and redevelopment. The Council will only use those powers following extensive public consultation, including consultation with land owners, and after the formal adoption of a development plan document and its addition to the local development framework.

POLICY CS 2: LOCATION OF DEVELOPMENT

The Settlement Hierarchy set out in this document will be the organising basis for the location of development and service provision within the District.

The towns of Bolsover, Clowne, Shirebrook and South Normanton will be the primary locations in the District for employment, shopping and community facilities. Within this level of the settlement hierarchy, the priorities for new residential and employment development are Bolsover and Shirebrook, followed by Clowne, and then by South Normanton.

The main villages of Barlborough, Creswell, Pinxton, Tibshelf and Whitwell will be secondary locations for employment and community facilities and will provide for day to day shopping needs. Within this level of the settlement hierarchy, the priorities for new residential and employment development are Creswell and Whitwell, followed by Tibshelf. Pinxton and Barlborough might benefit from some additional residential development, but significant new employment development is not a priority in these two settlements.

Within the settlement frameworks for towns and main villages, as shown on the Bolsover District Local Plan proposals map, development and redevelopment will be approved subject to compliance with other policies.

The villages, as defined in the Settlement Hierarchy, will normally only be suitable for limited infill development within defined settlement frameworks, with the exception of the villages of Hodthorpe, Langwith/Whaley Thorns, New Houghton, and Shuttlewood, where opportunities for significant new development may be possible, and Doe Lea /Bramley Vale where there are some significant existing commitments for new development.

Other alternative options – not selected

The other options considered for the general location of development have been discussed within the spatial strategy set out in Chapter 4 above.

Transport and Accessibility

- 5.11 In a semi rural area with a dispersed settlement pattern, the provision of high frequency and extensive public transport services will often be difficult. Consequently, making good decisions about the location of

facilities can make a major contribution to improving their accessibility for all. Similarly, it will be important to ensure that preference is given to using more sustainable means of transport to access any new development, for example through ensuring that developers implement green travel plans and support public transport.

- 5.14 There are areas of the district where traffic congestion is severe, particularly on the M1 Motorway and around its junctions, and this causes environmental problems and increased journey times. The local highway network is still poor in some areas of the district, and this contributes to deprivation and peripherality in some settlements. The proximity of the district to the M1 motorway offers good accessibility to cities and conurbations in and outside the region, and as a freight route to the ports and terminals outside the region. However, care must be taken not to encourage use of the motorway as a means of long distance commuting either into or out of Bolsover District. In the Council's opinion the priority for road improvements over the plan period lies with the local road network and improving its accessibility for goods vehicles, and in particular improved connections between Clowne and Bolsover.
- 5.15 28% of households in the district do not have access to a car (2001 Census) and for them, safe, cheap, efficient and convenient public transport is vital. In the rural parts of the district in particular public transport remains a problem, with infrequent services and circuitous routes. Many respondents at the Issues and Options stage complained about the low frequency of existing bus services, particularly in the more rural parts of the district. In order to facilitate the growth of the towns and main villages as centres for jobs and services, it is important to improve their accessibility to and from other settlements in the district by all modes of transport, whilst discouraging greater car usage.
- 5.16 Responses to the Bolsover Sustainable Communities Strategy consultation raised concerns over poor public transport networks, with poor timetables and poor links between routes. The preferred option contributes to achieving a number of priorities in the Bolsover Sustainable Communities Strategy including increasing accessibility to everyday facilities for all, especially for those without a car, promotion of healthier lifestyles through walking and cycling, and wider priorities in terms of regeneration and economic growth.
- 5.17 There are significant opportunities to improve the use of rail transport in the district, both for freight and passenger travel. The multi-modal study for the East Midlands section of the M1 motorway identified potential extensions to the Robin Hood Line passenger service using existing mineral rail lines, to link it to Chesterfield and Sheffield through Clowne, and to the Midland Main Line through Pinxton. As well as providing the

potential for new stations at Clowne and Pinxton, this could also enable new and further ranging services to be added for the network. Freight access to all these lines is possible, and in the longer term disused rail lines could be brought back into use, if the routes are not compromised.

Although funding for these possible developments has not been secured, the District will ensure that, as far as possible, these significant sustainable transport opportunities are not compromised by short term planning decisions.

- 5.18 All proposals for development would be assessed against the following policy, and similarly the service plans of the Council and its partners will seek to take these matters into account. The term 'significant' as used in the policy below means a 10% increase in 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.

POLICY CS3 TRANSPORT AND ACCESSIBILITY

Development and the provision of services should be located so as to minimise the need to travel. Convenient access via footpaths, footways, bridleways, cycle paths and public transport should exist or be provided, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport.

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

Transport schemes that lead to improvements in accessibility, promote road safety for all highway users, and manage traffic to avoid congestion will be approved. Where significant volumes of traffic are likely to arise from a development the proposal shall be supported by a traffic impact assessment and the potential for facilitating sustainable means of transport addressed, including the preparation of travel plans.

Other alternative options – not selected

CS3 A : Prioritise highway schemes and shift towards a more car-based strategy, with lower priority given to securing improvement to public transport and walking and cycling

- 5.19 The Council considers that a range of measures and different types of schemes are required to secure an integrated sustainable transport system for the district. This option would not be compliant with the overall

objectives of national and regional guidance, which is to reduce reliance on the car. It would also be socially divisive in respect of those without ready access to a car.

Developer Contributions

- 5.20 Developers and Local Authorities are able to enter into a legal agreement under Section 106 of the Planning Act called a **Planning Obligation**, as part of the process of obtaining planning permission. This system allows for the easing of those impacts of development which would otherwise make a proposal unacceptable. This includes the additional burden placed on the transport system, services like schools and doctors practices, provision of a proportion of affordable housing and green infrastructure such as sports pitches and children's play provision and other community benefits like contributions to public art. Used appropriately planning obligations can ease planning problems, enhance the quality of development and make a development more sustainable.
- 5.21 The need to bring forward substantial development across the district will put extra pressure on existing resources and facilities. Planning obligations can play a key role in ensuring that funding is available to address any shortfalls that arise as a direct consequence of new development. This could entail contributions to affordable housing, school places, health provision, community facilities and green infrastructure such as open space. Contributions will also be required to secure a more sustainable transport system in the district.
- 5.22 The Council is keen to ensure that the need to secure planning obligations does not act as a deterrent to development coming forward. Developers are generally familiar with the requirement to provide planning obligations, but require certainty as to the type and scale of the obligations required. Policies under specific topic areas will feature in both the Core Strategy and other Development Plan Documents to provide formulae to calculate the scale and type of obligations required in terms of, for example, affordable housing, transport infrastructure and open space. Where the requirements for infrastructure and other facilities arising from development exceeds that which can be viably funded through the development, a choice may be necessary between different requirements, or requirements may have to be scaled back, if the development is to proceed. The District Council proposes a priority order for the consideration of requirements under a section 106 planning obligation
- 5.23 It is clear that any strategic sites proposed in the Core Strategy must be able to mitigate their impacts and deliver all priority obligations. The Council will seek to ensure that a firm business case has been agreed

with the proponents of such sites as a pre-requisite to their inclusion in the Core Strategy.

POLICY CS4 DEVELOPER CONTRIBUTIONS

Planning obligations will be sought where the implementation of a development would create a need to provide additional or improved infrastructure, amenities or facilities or would exacerbate an existing deficiency.

Contributions will be sought for the following, where they are necessary and relevant, in the following order:

1. land use and other controls and other requirements with insignificant financial implications.
2. infrastructure requirements essential to the development proceeding including:
 - open space, sewerage, sewage disposal, land drainage, flood prevention, and energy generation infrastructure;
 - environmental mitigation or maintenance works for nature conservation, landscaping, treatment of contamination, measures to improve land stability, energy conservation, heritage conservation;
 - provision of access including pedestrian, cyclist and vehicular access, disabled access, and public transport
3. affordable housing
4. education requirements
5. health requirements
6. local community requirements including community buildings and facilities, crime prevention, percent for art
7. other infrastructure, environmental mitigation or maintenance, or access requirements
8. all other requirements

Where all requirements cannot be viably accommodated, those of the highest priority will be considered first. Where a requirement of lower priority has an identified higher relevance for that development, or that location or community; other requirements will be reduced if possible to accommodate it.

The above list is not necessarily exhaustive. In some cases the obligation will take the form of a financial contribution. In all cases they will be directly, fairly and reasonably related in scale and kind to the proposed development

Other alternative options – not selected

Option CS 4 (a): Seek other means of financing community benefits

- 5.24 Another option would involve seeking other means of financing key community infrastructure. The most realistic option for most of the items identified above, could be the Community Infrastructure Levy (CIL). This levy will be a new charge which local authorities in England and Wales will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on formulae which relate the size of the charge to the size and character of the development paying it. The proceeds of the levy can be spent on local and sub-regional infrastructure to support the development of the area. It is possible that the Council may want to make use of these powers, but at the present, further analysis is needed on how the scheme might work and the resources required to implement such a scheme.

Option CS 4 (b): Reduce the extent of requests for planning obligations

- 5.25 Another option would be to reduce the level of planning obligations entered into by the Council. This would mean identifying fewer items for possible contributions and lowering standards of provision. While this might prove more attractive to developers, it would not optimise the level of benefits that might be available to the local community. It would also, again, hinder the Council in pursuing its regeneration objectives.

CHAPTER 6 : LIVING COMMUNITIES

Housing Provision and Location

- 6.1 The scale of future housing and employment growth in the district will be an important factor in ensuring its continued prosperity. In particular, the numbers of new houses required in the district will affect how much employment land is required for new jobs, and the levels of shops and other services provided.
- 6.2 Policies in the East Midlands Regional Plan provide guidance on how many new houses should be developed in the district in the future. These figures have been subject to public consultation through the Regional Plan preparation process. Policy 13a of the Regional Plan requires the provision of 8,000 dwellings in the District between 2006 and 2026.
- 6.3 Decisions about the location, quantity, type and quality of new houses need to match the desire to achieve economic growth; to broaden the range of jobs and improve the quality of jobs in the district. There is therefore a close inter-relationship between new, and existing, houses and jobs and this will need to be taken into account when planning development sites.
- 6.4 The Council envisages that the housing requirement as set by the East Midlands Regional Plan will be met by:
- completions since 2006;
 - completion of developments with planning permission (existing commitments);
 - the development of sites identified within the Land Allocations DPD; and
 - the development of unidentified sites within the main built-up areas.

The progress being made in meeting the District's housing requirement is set out below.

The housing requirement of the East Midlands Regional Plan	
Total Housing Requirement	8,000 dwellings
Annual requirement over a 20 year period	400 dwellings
Net completions 2006 – 2009	680 dwellings
Residual housing requirement 2009 – 2026	7,320 dwellings
Annual requirement over remaining 17 years of plan period	430 dwellings
Note: All figures for dwellings are net i.e. they take account of demolitions and conversions as well as newly built dwellings	

- 6.5 In line with national and regional guidance and the overarching Spatial Strategy new housing in Bolsover will be focused in those settlements that are considered to be the most 'sustainable' locations for development. The Council has used a number of sustainability principles to assess and to help shape the policies within the Core Strategy. Economic and social objectives have been balanced with an assessment of the impact of new development on the environment.
- 6.6 In accordance with the principles of sustainability, the Settlement Hierarchy and the results of the Sustainability Appraisal, it is proposed that new housing development will be focused on the defined built-up areas of Bolsover and Shirebrook followed by Clowne. These settlements have the greatest potential for accommodating significant new development close to existing services and facilities. Clowne, however, has a weak employment base and it is especially important here that new residential development is accompanied by significant employment development. Of the four towns, South Normanton is the most constrained in its ability to accommodate new growth. The emphasis here is on renewal and improvement of green infrastructure in and around the town. Locating development in the existing built-up areas will minimise the impact on key biodiversity and landscape features and offers the greatest scope to reduce the need to travel by private vehicle because of the proximity to existing services, jobs and public transport. This settlement hierarchy approach will also help safeguard the Green Belt, as far as possible, and support the general principle of making the best use of previously developed land.
- 6.7 With regard to the Main Villages, further residential development is desirable to help support local services, although each village has a number of constraints. Accordingly growth rates are likely to be moderate rather than high. Creswell already has a several outstanding planning permissions for significant residential development. Potential housing sites have been identified at Tibshelf and Whitwell, although to avoid becoming dormitory villages, expansion of employment provision is needed in both villages. In contrast, Barlborough and Pinxton have high levels of employment provision but suitable opportunities for significant residential development are scarce.
- 6.8 6.8 In line with national and regional policies, the general approach to new development in villages is one of restraint. However, for the reasons set out in the Spatial Strategy (see Chapter 4) , Bramley Vale/Doe Lea, Hodthorpe, Langwith/Whaley Thorns, New Houghton and Shuttlewood have been identified as 'growth' villages. Potentially suitable sites for residential development exist in or adjacent to these villages, these will be given further consideration and appropriate sites identified in the Site

Allocations DPD. This may necessitate changes to settlement framework boundaries. In all other villages - namely Blackwell, Newton, Palterton, Pleasley, Glapwell, Hilcote, Scarcliffe, Shuttlewood, Westhouses – , new residential development will be restricted (with the exception of existing commitments) to infilling and limited development within existing settlement frameworks as shown on the Bolsover District Local Plan proposals map providing that the proposed development is at an appropriate scale in relation to the size and character of the village. Although villages are not necessarily the most sustainable in purely locational terms, it is felt that a policy which allows infilling has benefits for these communities including support for local services (e.g. public transport, shops, schools), and often facilitates effective use of land.

- 6.9 Settlements falling within the ‘Small Settlements in the Countryside ‘ category of the Settlement Hierarchy are excluded from the provisions of Policy CS5. These villages and hamlets tend to have only very limited services and facilities and limited access to the larger communities in the District. Some are not very compact or comprise scattered or loose knit groupings of buildings where infilling or limited development could not take place without significantly affecting their character or that of the surrounding countryside. Accordingly, the settlement framework boundaries for some of these settlements, shown in the Local Plan, would no longer apply.
- 6.10 Work undertaken on a Strategic Housing Land Availability Assessment (SHLAA) appraised the potential of many sites across the District for new housing. The results of the SHLAA show that there is a choice of potentially suitable housing sites. This means it is important that the Core Strategy guides both the location and the amount of new housing so that development takes place in locations where it will be most beneficial in supporting sustainable communities and the Spatial Strategy.

Policy CS 5: Housing Provision and Location

The Council will make provision for at least 8,000 net additional dwellings within the District between the period 2006 and 2026 in accordance with the East Midlands Regional Plan.

In meeting this requirement, priority will be given to locating new residential development within the settlement frameworks as shown on the Bolsover District Local Plan proposals map within the range of total provision of additional dwellings identified below for each settlement type:

Towns	5,005 to 5,535
Main Villages	1,660 to 1,840

The settlement framework boundaries will be reviewed as part of the Site Allocations DPD. Changes in the settlement framework boundaries for Clowne and Bolsover would need to be made to accommodate the proposed strategic sites identified in Chapter 10. In addition, the development of brownfield land which adjoins settlement frameworks of towns or main villages will be permitted where they are situated in sustainable locations, would not be better used for an alternative use and where development would contribute towards achievement of the above housing targets.

The Council will require an appropriate mix of dwelling type and size to meet the needs of the local community where these have been defined.

Other alternative options – not selected

The other options considered for the housing provision and location have been discussed within the spatial strategy set out in Chapter 4 above.

Affordable Housing

- 6.14 'Affordable Housing' is a term which has a precise definition, given in Planning Policy Statement 3, and which includes social rented and intermediate housing. (Intermediate housing is housing at prices and rents above those of social rent, but below market price or rents; such housing includes shared equity housing.) One of the major issues now facing the District is to ensure that a suitable level of affordable housing is provided for local people to ensure they are not forced to either live in unsatisfactory accommodation or to leave the district in search of a home elsewhere.
- 6.15 A Strategic Housing Market Assessment was carried out by Fordham's Research for the Northern Sub-Region (incorporating Ashfield, Bassetlaw, Bolsover, Chesterfield, Mansfield, North-East Derbyshire, Newark and Sherwood) in the summer of 2007. Fordham's report included a recommendation that 40% of new housing to be built in the district should be affordable. However, it was recognised that it may not be viable to require such a level of affordable housing to be provided through the planning system e.g. by incorporating requirements into Section 106 Planning Obligations attached to the development of market housing.
- 6.16 In order to assess the issue of viability a further report was commissioned. The Report on the Economic Viability of Affordable Housing Provision within Bolsover District was prepared by King Sturge LLP. The King

Sturge report states that it should be possible to deliver 30% affordable housing on sites in urban areas given mean levels of social housing grant, or 20% where grant is not available. In rural areas, 40 % affordable housing should be viable with social housing grant, or 30% if no grant is available.

- 6.17 However, the reports are based on district wide assessments and do not reflect the differing requirements of settlements within the District. Accordingly, the preferred policy option set out below seeks to set out the settlement specific targets established in Spatial Principle 5. Affordable housing on rural exception sites is dealt with in Chapter 12, policy CS31.

CS6: Affordable Housing

To support the provision of balanced communities, a minimum of 2,640 affordable homes will be provided in the District from 2006 to 2026. To help in achieving this, the Council will expect a proportion of affordable housing to be provided on sites of 15 or more dwellings or sites of 0.4 ha in towns and main villages and developments of 6 or more dwellings or sites of 0.2 ha in villages.

Where the development site has the potential to be part of a larger development site, the assessment of site capacity will be made on the basis of the larger potential site.

The proportion to be provided should reflect the individual affordable housing needs of the relevant settlement. Indicative requirements are shown below.

Settlement	Indicative Requirements for provision of affordable housing from private sector led developments 2006 - 2026
Towns	
Bolsover	25%
Clowne	30%
Shirebrook	20%
South Normanton	30%
Main Villages	
Barlborough	30%
Creswell	25%
Pinxton	30%
Tibshelf	30%
Whitwell	25%
Villages	
Blackwell	15%
Bramley Vale/Doe Lea	5%

Glapwell	25%
Hilcote	35%
Hodthorpe	25%
Langwith	35%
New Houghton	25%
Newton	30%
Palterton	30%
Pleasley	40%
Scarcliffe	35%
Shuttlewood	30%
Westhouses	40%
Whaley Thorns	30%

The indicative requirements must be met unless a different proportion of affordable housing is negotiated on a site by site basis taking into account: identified local need, existing provision, characteristics of the site and economics of provision.

Exceptionally a financial or other contribution may be sought towards the provision of affordable housing off the development site, in particular the bringing back into affordable housing use of vacant and/or unfit housing stock.

Other alternative options – not selected

- 6.19 The other options considered for the affordable housing have been discussed within the spatial strategy set out in Chapter 4 above.

Provision for Gypsies, Travellers and Travelling Showpeople

- 6.20 Circular 1/2006 has put in place a framework to enable local authorities to assess the needs of Gypsies and Travellers and to identify land within their local development frameworks to help meet the need for more authorized sites.. As a consequence a Gypsy and Traveller Accommodation Assessment (GTAA), which excludes travelling showpeople, has been carried out for Derbyshire. That assessment identified the requirement for one extra pitch within Bolsover District between 2007 and 2012, to ensure a minimum provision of 16 pitches.
- 6.21 Policy 16 of the Regional Plan reinforces the need to fulfill the short term 2012 requirement of the GTAA, and also requests LDFs to make provision for future growth beyond 2012 on the basis of an increase of 3% compound growth per year for household formation. This would require a minimum total provision of 24 pitches by 2026.

- 6.22 In October 2009 there were three sites with planning permission in the district. A site at Blackbridge, Pleasley, has planning permission for a total of 25 permanent pitches (50 caravans), and 11 transit pitches. There is also 1 pitch for caravans at Blackwell, and 1 pitch for a caravan at Shuttlewood. This gives a total potential provision within the District of 27 permanent pitches.
- 6.23 There is a need to ensure future policies for Gypsy and Irish Traveller sites do not seek to promote isolated rural locations that are dislocated from shops and services, irrespective of the fact that an applicant may presume this approach would reduce the possible scale of objections to a proposal.
- 6.24 The policy below seeks to ensure that adequate provision is made for the accommodation needs of gypsies and travellers. In addition, the policy aims to promote social inclusion and ensure gypsies have fair and reasonable access to services.
- 6.25 Similar arrangements are in place for travelling showpeople and are set out in Circular 4/2007. The lifestyle of Travelling Showpeople is very different to that of gypsies and travellers. Consequently their needs in terms of site provision are also different. Showpeople need to be able to travel for the work they do, and cannot leave expensive equipment alone for security reasons. Living in a caravan, therefore, is more of a practical, than a cultural, issue. The nature of work undertaken has changed in recent years. Instead of traditional summer village fairs, showpeople now tend to be involved with larger scale fairs and festivals. There has also been an increase in the number of winter fairs. This not only keeps them busier for more of the year but has also required them to buy bigger and better equipment, which makes additional demands on space.
- 6.26 Paragraph 3.1.18 of the Regional Plan suggests that a growth rate of 1.5% should be assumed for travelling show people. However, the Plan does not specify whether this increase should be accommodated within the Region, within Counties or within Districts. This is an important issue because there are only two sites for travelling showpeople within Derbyshire, and both of them are located in Pinxton. One site is located off Plymouth Avenue and accommodates 8 caravans, the other site is located off Guildhall Drive and has 30 plots. The Guildhall Drive site was the first purpose built site for showpeople in the country. In 2008 it was occupied by 22 families, and the Showmen's Guild itself owns 5 of the plots which are rented out to members who cannot afford to purchase their own site.

The Showmen's Guild have indicated their desire for additional space, so that extended families and large equipment can be accommodated. Any

new site would need to have good access to the strategic road network but preferably located within a community.

CS7: Provision for Gypsies, Travellers and Travelling Showpeople

If independent assessments show that there is an anticipated need within the District for further provision of sites or pitches to accommodate gypsies, travellers or travelling showpeople within 5 years of the date of the assessment, the Council will use or amend the Local Development Framework to allocate suitable land to satisfy this need.

Planning permission for new sites will be granted if the proposed development:

- will result in an acceptable living environment for its residents;
- is located within a reasonable distance (less than 2 kilometres) of local services and facilities including a convenience food store, primary school, doctor's surgery and public transport;
- has safe highway access with adequate provision for parking and servicing; and in the case of sites for travelling showpeople has good access to the strategic highway network;
- is so located, designed and landscaped that its use will not detract from the amenity of adjoining or nearby land and so enclosed as to prevent encroachment onto adjoining land;
- is appropriate to the scale of the nearest settlement, its local services and infrastructure;
- will not cause unacceptable nuisance to existing neighbours by virtue of noise and other disturbance caused by on-site activity and/or movement of vehicles to and from the site;
- is not within or adjacent to a residential area;
- is not within the green belt, or an important open area, or a conservation area.

Where it is possible that a proposal may cause material harm to nearby uses, a temporary permission may be granted to assess its actual impact provided that there are strong compassionate or other personal grounds on behalf of the applicant to do so. In such cases the temporary permission will be restricted to a personal permission for the applicant only.

Applications for new sites and refurbishment of existing sites must meet the design guidelines detailed in National Guidance (Designing Gypsy & Traveller Sites, Good Practice Guide).

Other alternative options – not selected

CS7A : Allocate additional sites now for Gypsies, Travellers and Travelling Showpeople

- 6.22 There is no evidence of any need for additional provision for gypsies and travellers over and above that identified in the Regional Plan. Bolsover District has a high level of authorised site provision, one of the best in Derbyshire. In the case of travelling showpeople, Bolsover District provides 100% of existing provision within Derbyshire. Whilst discussions with the Showmen's Guild suggest that there is a need to identify a further site for showpeople in the Derbyshire/Nottinghamshire area within the Plan period, there is no identified future requirement which is specific to Bolsover. Accordingly, the Council's approach is to encourage the Guild to work with local authorities in the area to identify a suitable site. However, as outlined above in the preferred policy, if an outstanding need specific to Bolsover District is demonstrated, then the LDF will be amended to allocate a specific site.

CHAPTER 7 : WORKING COMMUNITIES

- 7.1 The strength of the District's economy is vital to the future prosperity and quality of life of its residents. Economic development can help increase employment opportunities and income, help regenerate deprived communities and create the confidence needed to encourage long term investment.
- 7.2 The decline of mining and related industries in the latter part of the last century, left the District facing severe economic challenges. However, these challenges were faced head-on. For example, between 1985 and 2003 the amount of commercial and industrial floor space in Bolsover grew by 57% compared with 23% in England as a whole. Until recently, most of these developments have been in the south and north of the District, and the employment that has come in their wake has not tended to be high-skilled or high-wage. As a result, the District still has persistent pockets of deprivation which will require determined, concerted efforts to tackle.
- 7.3 Whilst the District has made a successful transition to a post-mining economy, the task now is to ensure that the benefits of economic development are shared across the whole of the District and that no communities are disadvantaged through poor access to employment opportunities. In addition, there is a perceived need for a broader economic base, and for provision of higher skilled, higher paid employment. See also Policies CS23 and CS25 for employment requirements for strategic allocations.

Principles for Economic Development

- 7.4 Policies CS 9 to CS 12 give a strategic direction to the scale, distribution or particular aspects of economic development. However, general principles also need to be set for economic development .

CS 8 General principles for Economic Development

The sustainable growth of the District's economy will be supported through:

a. The protection, management and enhancement of strategic employment areas (known as Employment Growth Zones) as strategic economic drivers for the district. These are:

- **Barlborough Links Employment Growth Zone (comprising land to the south of Barlborough)**

- Clowne Employment Growth Zone (comprising part of land north of Clowne) (see Policy CS 25 in Chapter 10)
- Markham Employment Growth Zone (comprising Markham Vale and the former Coalite site);
- Shirebrook Employment Growth Zone (Brook Park and Portland Drive, South Shirebrook); and
- Castlewood Employment Growth Zone (comprising land at Carter Lane, Wincobank Farm and Pinxton Castle).

b. The identification, safeguarding and recycling of accessible and well located employment sites to support sustainable communities;

c. Preference will be given, wherever appropriate, to: mixed use development; high quality serviced office space and incubation units, especially for knowledge based firms, in or on the edge of town centres; small, flexible, low cost industrial units within settlements; attractive and high quality mixed employment units for a range of employment sectors within Employment Growth Zones;

d. Partnership working to improve the local employment skills base of local residents especially in those localities where there is a significant disparity in the skills of the local population and the types of local job opportunities available;

e. Making provision for accommodation for visitors to the District, both in terms of business trips and tourism related visits;

f. Providing the conditions and the support for small and medium sized enterprises to become established and grow;

g. Diversification and training to create a higher wage higher skilled economy;

h. Protection and enhancement of existing tourist facilities and infrastructure, whilst also allowing new tourist development where appropriate in order to increase the range, quality and type of facilities available to tourists.;

Other alternative options – not selected

CS8A Omit a policy on general principles for economic development

- 7.6 Policy C8 seeks to safeguard existing employment land, and encourage appropriate forms of new economic development. Omission of such a policy could lead to unwelcome changes in the economic base of the area.

Employment Land Provision

- 7.7 The East Midlands Regional Plan does not set district wide targets for the provision of employment land. However, as mentioned in the Plan, several studies have been carried out which predict a significant decline in demand for industrial floorspace and a significant increase in demand for office floorspace over the next 10-15 years. Local planning authorities are asked to ensure that allocated sites for employment uses are consistent with the priorities contained in the Regional Economic Strategy and are attractive to the market.
- 7.8 The Bolsover Employment Land Study (2006) was commissioned expressly to further the understanding of what the district's employment land needs might be given the policy framework and the district's role within the sub region and wider East Midlands. It reviewed the existing supply of employment land and forecast employment land needs over a twenty year period. It also assessed the quality of sites to see if they were fit for purpose or should be de-allocated for other uses. The Study showed that Bolsover had the lowest jobs provision of any Derbyshire District, and that as a consequence it was inevitable that a large proportion of economically active residents commuted out of the district to work. This situation is unsustainable and must be addressed if the vision of sustainable communities is to be achieved. For further discussion of this issue, see Spatial Principle 3 in Section 4.
- 7.9 Consequently, the Core Strategy seeks to bring the number of jobs and economically active residents back into balance. In doing this, the Council recognises the major contribution made to employment levels by uses not classed as business, general industrial or storage/distribution (classes B1, B2 and B8 in the Use Classes Order 2005). For example, retail, financial services, hotels, residential homes, health, education and leisure uses, all provide significant opportunities for employment growth.

CS9 Employment Land Provision

In order to meet the employment land needs of the District up to 2026, the Council, its partners and service providers will ensure that provision will be made and planning permission granted for at least 250 hectares of land for employment generating uses, in line with the locational policy set out in CS2. Of this provision, up to 220 hectares will be provided for B1, B2, and B8 uses.

Other alternative options – not selected

- 7.10 The other options considered for employment land provision have been discussed within the spatial strategy set out in Chapter 4 above.

Retail, Town Centre and Local Centre Development

- 7.11 The centres of the Towns and Main Villages are key destinations for local people to shop, access services, and access the public transport network. They also function as hubs for leisure and social activities such as eating and drinking. The Core Strategy policy below defines a hierarchy of retail and service centres in the district, where additional retail and service development should be focussed. Promoting the District's centres in this way will also help to support more sustainable communities by ensuring that development which needs to be accessible as possible, is located in the most accessible locations.
- 7.12 In Bolsover, each town centre should aim to serve the day to day convenience, comparison and service needs of their respective populations as well as that of nearby villages. A vital town centre might be expected to contain at least one supermarket or superstore, smaller more specialist foodstores, newsagent, pharmacy, post office, hot food takeaway, clothing, electrical and hardware shops. Services such as banks, building societies, cafes/restaurants, public houses and hairdressers, should also be available. The local centre in each main village would be expected to serve the basic day to day convenience and service needs of their respective populations as well as that of nearby small settlements. Local centres might be expected to contain at least one supermarket or general convenience store, a newsagent, post office, pharmacy, hot food takeaway, and public house.

CS 10 Retail, Town Centre and Local Centre Development

Support will be given to proposals which maintain or enhance the vitality and viability of the following hierarchy of town and local centres:

Town Centres : Bolsover, Clowne, Shirebrook, South Normanton

Local Centres: Barlborough, Creswell, Pinxton, Tibshelf, Whitwell

Retail and other town centre development of a scale and nature appropriate to these roles will be supported in each centre, provided that the development respects the character of the centre, and assists in maintaining its retail and service function.

Retail development must demonstrate that it is :

- a. **Appropriate in scale and function to its location;**
- b. **Located and designed to minimise its impact on the amenity of adjoining or nearby properties and that any impact will be at an acceptable level.**
- c. **Accessible by an appropriate level of public transport.**

A retail impact assessment will be required for applications for over 2,500 square metres of gross retail floorspace. Such assessments may occasionally be necessary for smaller retail development depending on the relative size and nature of the development in relation to nearby centres.

Within the settlement frameworks defined in the Bolsover District Local Plan, shops designed to meet the needs of local residents, compatible in scale and character to the locality, and which do not materially harm the vitality and viability of town or local centres, will be approved.

Other alternative options - not selected

Option CS 10a Direct new retail and service development to Bolsover, Shirebrook, Clowne, South Normanton and East Midlands Designer Outlet Centre.

- 7.13 This option would be contrary to National Guidance and the Regional Plan in that it would be likely to focus future growth away from traditional town centres in the district towards a regional scale out-of-centre location. The sale of “town centre” goods from the Designer Outlet Centre could affect the vitality and viability of the district’s traditional centres.

Tourism and Visitor Economy

- 7.14 Tourism is a growth industry and an important component of the local economy. The district has a number of key tourist sites that are internationally recognised such as Bolsover Castle, Hardwick Hall and Creswell Crags. It is also in close reach of tourism destinations in other areas of the northern sub region such as the Peak District and Sherwood Forest. In addition to this there are a number of smaller sites of tourist interest, and a number of sites which have tourist potential e.g. the trails network. The proximity of this diverse range of archaeological, natural, built and industrial heritage to the M1 is a significant advantage.
- 7.15 In order to derive full benefit from tourism, there is a need to provide appropriate tourism infrastructure including hotels, visitor attractions,

conference centres and interpretation facilities. Many tourists do not spend more than a day in the district and therefore good accommodation would encourage more visitors to stay over night, thereby increasing the amount of money spent in the district. In settlements like Bolsover and Creswell, the tourist economy could clearly play an enhanced role in economic regeneration.

- 7.16 It is important that tourism related development takes place in a sustainable manner, in ways that conserve the countryside and which wherever possible enhance access by non-car modes. Directing the development of significant visitor accommodation (e.g. hotels and hostel accommodation) to the towns and main villages will help to achieve these ends, though there are benefits that can accrue from allowing existing facilities to expand, or through the conversion or re-development of existing buildings. Flexibility is also appropriate for small developments which can help provide jobs in rural areas.

CS 11 Tourism and the Visitor Economy

The majority of new tourism facilities, not directly related to a specific tourist destination, will be directed towards the towns and main villages. Tourism proposals will be promoted and supported where:

- a. They contribute to the achievement of regeneration aims and objectives.**
- b. Development is at a scale which is in keeping with local character and which conserves or improves the quality of the natural and built environment.**
- c. Visitor attractions that could attract large numbers of people are accessible by a choice of means of transport, and offer good access by non-car modes.**

Other alternative options - not selected

Option CS 11 a: Enhancing existing tourist facilities only

Consideration was given to focussing on the enhancement of existing key tourist sites only, but considered that it was important to promote new sites to assist and new facilities in order to spread the benefits of the tourism economy.

CHAPTER 8: THE ENVIRONMENT

- 8.1 The built and natural environment includes everything that surrounds us: towns, villages, woodlands and farmland ; but it also includes cultural and historical aspects such as conservation areas, listed buildings and archaeological sites. It is recognised that Bolsover's residents place considerable value on the largely rural nature of the District's landscapes, and settlements and that quality is something the Council wants to protect and enhance. There is a need to encourage economic development growth but it is also important to safeguard the distinctive character of the District and to reconcile the cumulative effects of development in terms of biodiversity, land use and resources. Ensuring that the environmental quality of Bolsover District is maintained and improved is a major concern for the LDF, and reflects a similar priority in the Sustainable Communities Strategy.
- 8.2 On a global scale, climate change is the most significant environmental concern and the greatest challenge facing the world. Its impacts can be seen worldwide with retreating ice caps, rising sea levels, and more extreme weather events. At a local level we will need to deal with the implications of climate change and seek to mitigate possible impacts. The LDF will need to ensure that the use and development of land contributes to the Government's targets to reduce greenhouse gas emissions and increase electricity production from renewable sources. This means locating development to reduce the need to travel, supporting renewable energy projects of appropriate scale in suitable locations and ensuring the design of new buildings reduces energy consumption.
- 8.3 The Core Strategy's approach to environmental issues, therefore, reflects local concerns about design, landscape character, settlement identity, the conservation of natural and man-made heritage as well as concerns about the use of resources and their wider impacts.

Creating better quality design and places

- 8.4 Successful places tend to be those that have a distinct identity or sense of place. Good design and the creation of attractive places is not just about how buildings look. It is also about reflecting the local character and context, the quality of the buildings and the spaces around them. Good design can also help to improve quality of life, equality of opportunity and economic growth.
- 8.5 Despite some fine examples of good townscape, there are parts in many settlements which suffer from a poor quality of built environment. Such locations must not give rise to a feeling that poor quality design is acceptable. Instead, it is more important that quality design helps to foster

- an improved environment that creates a positive sense of place and contributes to the existing heritage, and quality of the district.
- 8.6 Supported by policies in the LDF that protect environmental assets, the LDF will seek to ensure that development in the area enhances and protects its local distinctiveness and quality of life. At the level of individual developments the LDF will promote buildings that are sustainable in construction and also in use (including for example lifetime homes). At a wider scale, the LDF will encourage proposals that are designed to assist vitality and create a definable 'sense of place' in communities and neighbourhoods.
- 8.7 The Sustainable Community Strategy identifies safer communities as one of its top priorities. The LDF recognises that the design of buildings and space can make a significant contribution towards reducing opportunities for crime, and to create more pleasant and reassuring environments. Care must be taken, therefore, with the design and layout of new developments, by for example following national guidance on this issue.
- 8.8 More detailed guidance on design requirements will be contained in the Development Policies DPD. This will include requirements relating to the achievement of high standards in relation to sustainable design, addressing for example energy efficiency, sustainable drainage and waste management. In addition, supplementary planning documents (SPDs) which will be produced by the Council. These will provide more detailed guidance on aspects of policies such as design of residential areas and on particular localities (e.g. Conservation Area Appraisals and Management Plans).

CS 12 Creating better quality design and places

All development will be required to achieve a high quality of design of both buildings and landscaping. Approval will be given for proposals that are consistent with the LDF's detailed design policies and meet all the following requirements:

- a. Provide an attractive, functional, accessible, safe and low maintenance development;**
- b. Respect and enhance the local context and its special qualities, including its urban or rural design, landscape, biodiversity, social activities and historic environment, and incorporate public art where appropriate;**
- c. Optimise the potential of the site;**

- d. Minimise the use of scarce resources;
- e. Adopt sustainable construction principles;
- f. Facilitate access through sustainable forms of transport including walking, cycling, horse riding, bus and rail public transport;
- g. Secure improvements to public spaces;
- h. Take account of the need to reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour, and promote safe living environments.
- i. Ensure that highways comply in size and layout to a standard suitable for adoption by the highway authority

Other alternative options - not selected

- 8.9 Given national and regional advice and policies, there is no viable alternative policy.

Countryside and Landscape Character

- 8.10 The landscape character of Bolsover District is varied and contrasting; primarily influenced by the underlying geology. The district encompasses two distinct areas of landscape; the Derbyshire Coalfield in the west and south and the magnesian limestone plateau in the north and east. A detailed description of the landscape character of the district can be found in the Landscape Character of Derbyshire publication produced by Derbyshire County Council. The Derbyshire Landscape Character Assessment subdivides the district into 7 Landscape Character Types (LCT) over 2 National Character Areas.

<u>National Character Area</u>	<u>Landscape Character Type</u>
Nottinghamshire, Derbyshire and Yorkshire Coalfield (Character Area 38)	Estate Farmlands Wooded Farmlands Coalfield Village Farmlands Coalfield Estatelands Riverside Meadows
Southern Magnesian Limestone (Character Area 30)	Limestone Farmlands Limestone Gorges

- 8.11 Each Landscape Character Type has its own specific sensitivity to development. The Southern Magnesian Limestone is characterized by

discrete towns and villages set amidst arable fields with the unifying influence of the magnesian limestone providing a locally distinctive building material. Although many of the settlements associated with former collieries have expanded in size, beyond settlement boundaries the landscape remains essentially rural in character. The limestone plateau is essentially an open, upstanding landscape with prominent views through the landscape and to lower lying landscapes to the east and the west. In considering development proposals within the *Limestone Farmlands* LCT it will be important to maintain this intimate visual relationship between settlement and countryside and protect the key characteristic of a nucleated settlement pattern. In addition the escarpment to the limestone plateau (*Wooded Farmlands* LCT), and the strong ridgeline this creates, is visually prominent from many vantage points to the west including the M1 corridor. Development along this slope or the ridgeline will be extremely visible over large areas and has the potential to create significant adverse effects. Although the gorges are visually contained, there is generally a lack of built development associated with them creating the perception of an extremely natural and tranquil landscape. In order to maintain this key characteristic new development should be resisted within the gorges and their setting.

- 8.12 The Coalfield Landscape Character Type has more varied components, and consequently is more visually diverse. The visual character can be summarised as:

Estate Farmlands – open landscape with long distance views through the landscape. General lack of trees and woodland.

Wooded Farmlands – undulating, well-wooded landscape along the limestone escarpment with filtered or limited views through the landscape

Village Farmlands – variable landscape with views often blocked or filtered by landform and trees. Villages often located on visually prominent ridgelines

Coalfield Estate lands – prominent tree cover often restricts views through the landscape. Settlement visually dominant where visible.

Riverside Meadows – flat landscape along valley floors with variable visual characteristics relating to tree cover. Settlement often visible on ridges above valley sides.

CS 13: Countryside and Landscape Character

Development in locations outside the settlement framework boundaries as shown on the Bolsover District Local Plan proposals map or proposed strategic development sites, either in the countryside or in small settlements, will only be approved when an exceptional case can be made for the proposals, and where:

a) the appearance and character of the landscape, including features such as biodiversity, views, settlement pattern and local distinctiveness is safeguarded and enhanced; and

b) built development is well integrated with existing development and existing buildings, including the re-use of existing buildings, where appropriate; and

c) the development will not seriously undermine the vitality and viability of existing town and local centres; and

d) the development is limited to:

i. small scale development to meet the needs of farming, forestry, recreation, tourism and other enterprises with an essential requirement to locate in a small settlement or in the countryside and which will help to support the social and economic regeneration of rural areas; or

ii. affordable housing in accordance with policy CS 31 or community facilities which meet a local need, where that need cannot be met in a settlement within the hierarchy; or

iii. land extensive outdoor recreational uses that do not involve substantial built development; or

iv. telecommunications and energy installations, transport, infrastructure development where an overriding need for the development to be located in the countryside can be demonstrated, and mitigation works appropriate to landscape character are proposed; or

v. development necessary to secure a significant improvement to the landscape or the conservation of a feature of acknowledged importance; or

vi. the re-use of existing buildings without substantial alteration or reconstruction, which would help to support a sustainable rural economy or help to meet a locally identified need for affordable housing, or retain a structure of architectural or historic interest; or

vii. the reclamation or re-use of vacant or derelict land which would result in benefits to the local community; or

viii. provision for renewable energy generation, of a scale and design appropriate to its location;

In all cases, development should provide any necessary mitigating or compensatory measures to address potentially harmful environmental, landscape or visual impacts.

Other alternative options - not selected

CS 13a : Identify Special Landscape Areas

- 8.13 The alternative approach would be to identify a number of 'special landscape areas'. Planning Policy Statement 7 'Sustainable Development in Rural Areas' suggests that this approach may be acceptable where there is exceptional justification. However, it is considered that the criteria based approach, supported by landscape character assessments would offer clearer policy guidance and would ensure that all of the countryside in the District is recognised as being important for its own sake.

Settlement Identity

- 8.14 The East Midlands Regional Plan establishes a strategy of urban concentration as the most sustainable solution to accommodate future development needs. This recognises that the expansion of existing urban areas is the most sustainable option. In concert with the strategy set out in the LDF it reduces the need to travel longer distances from home to work, shops and services, securing the most efficient use of existing infrastructure, conserving the countryside, and ensuring the socially excluded benefit from development activity.
- 8.15 Green belt and local separation policies are a valuable tool to help mould and direct future urban growth. It is not the purpose of these policies to frustrate urban growth or to redirect growth to less sustainable locations. Instead the protection of the green belt and important open areas helps to enable more sustainable urban extensions whilst avoiding urban sprawl and coalescence of adjoining settlements, and protecting settlement character.
- 8.16 The North East Derbyshire Green Belt (also known as the Sheffield/South Yorkshire Green Belt) was first drawn up in 1955, to limit the sprawl of the Sheffield conurbation and prevent it joining up the settlements of north eastern Derbyshire. The North East Derbyshire Green Belt Local Plan (1986), the Bolsover District Local Plan (2000) and the Derbyshire

Structure Plan (1990) have extended and consolidated the Green Belt boundaries. Within Bolsover, most of Barlborough parish and a small area to the north west of Clowne are included in the existing Green Belt. The Nottingham and Derby Green Belt runs along the district boundary at Pinxton parish, but does not extend into the district.

- 8.17 The Nottingham- Derby Green Belt has been reviewed as part of the development of the East Midlands Regional Plan, and no strategic changes were proposed. The North East Derbyshire Green Belt has not been subject to a strategic review. The Regional Plan advises LDFs to critically assess any impact upon Green Belts and avoid allocations whereby commuter led development would put pressure on Green belt boundaries. The findings of the Strategic Housing Land Availability Assessment, together with other studies (e.g. Employment Land Study) show that it is possible to accommodate the future development needs of the District without significant incursions into the Green Belt. The Core Strategy, therefore, seeks to avoid alterations to Green Belt boundaries. However, there is likely to be a case to make a change in the boundary where it adjoins north east Clowne if this proves to be necessary in order to accommodate the proposed strategic development site to the north of Clowne in an acceptable manner.
- 8.18 The Regional Plan also states that LDFs should identify strategic gaps to prevent settlements merging and protect strategically important open space and other green infrastructure. The Bolsover District Local Plan identifies a number of Important Open Areas which fulfil the function of 'Strategic gaps'. It is intended that the Site Allocations Document will review the continued appropriateness of the location and scale of these 'gaps' and identify any additional areas which would merit this notation. The function of Important Open Areas is to help maintain the distinctiveness of settlements and preserve their individual character, even where they are relatively small in size. They can also prevent unsightly ribbon development linking towns and villages.

CS 14: Settlement Identity

Continued protection will be given to the North East Derbyshire Green Belt and to Important Open Areas from inappropriate development. The boundary of the green belt to the north east of Clowne would need to be amended to accommodate policy proposal CS25. No other changes to the Green Belt will be considered unless an exceptional need arises for development which cannot be met elsewhere within the District or the general locality. The location, scale and boundaries of Important Open Areas as defined in the Bolsover District Local Plan will be reviewed in the Site Allocations Development Plan Document and new areas will be identified if appropriate.

Other alternative options - not selected

- 8.19 The national and regional level support for the Green Belt means that there is no alternative to the principle of seeking its protection. No representations have been received to challenge the strategic role and function of the Green Belt. Fundamental alterations to the strategic role and function of the Green Belt are the responsibility of the East Midlands and Yorkshire and Humber Regional Plans. The issue of an amendment to the green belt boundary to the north east of Clowne is a site specific issue entirely related to the proposed strategic development site in that area. There is more leeway to consider options to Important Open Areas, as outlined below:

CS14a: Cease to identify Important Open Areas

- 8.20 It could be argued that the existence of settlement framework boundaries means that it is not necessary to identify Important Open Areas, as new development will generally be contained within framework boundaries. However, whilst this is true, there are forms of development (e.g. affordable housing, development associated with rural businesses,) which could take place outside settlement framework and which could be a threat to the open character of areas which help to define settlement character.

CS14b: Maintain existing Important Open Areas without any review

- 8.21 Another option would be to maintain the existing designations without any amendment. However, the pressure for development is now considerably greater than was the case when Important Open Areas were defined in the Bolsover District Local Plan. Perhaps as a consequence, a number of sites put forward for consideration under the Strategic Housing Land Availability Assessment would affect land designated as Important Open Areas. Given these factors, it is important to undertake a review to ensure that the LDF results in the most sustainable pattern of development in line with the locational strategy of the East Midlands Regional Plan. It is likely, however, that most if not all of the Important Open Areas will be retained, and it is also possible than one or two additional areas be also be identified.

Principles for the Natural Environment

- 8.22 Biodiversity is the variety of life among plants and animals. However, biodiversity is under threat from a number of sources including climate change, changes in agricultural practices, and the development of land which can lead to the loss of some wildlife habitats and the fragmentation

of others. The conservation of wildlife and habitats is not only important to biodiversity, but also to our quality of life, tourism in the district, and sustainability. The natural environment is a finite resource and losses to important areas are often difficult or impossible to replace.

- 8.24 The East Midlands Regional Plan notes that the area of statutory sites for biodiversity in the Region is well below the national level and that there has been a significant decline in biodiversity. Consequently, compensation for past losses, regional habitat restoration and creation targets through the delivery of 'green infrastructure' needs to be proportionately greater than in other regions. The Regional Plan calls for a net increase in the quality and active management of natural assets across the Region.
- 8.25 The majority of the district is within an identified 'Biodiversity Enhancement Area', as defined in "Putting Wildlife Back on the Map" – The East Midlands Regional Biodiversity Strategy (May 2006). These are areas where the biodiversity resource is poor, or where there are opportunities to reverse biodiversity losses by implementing habitat creation projects on a landscape scale. In these areas emphasis needs to be given to the identification of opportunities for habitat creation. A small part of the district is also designated as a Biodiversity Conservation Area. These areas contain valuable wildlife resources, which need to be conserved and well managed to help biodiversity to recover to sustainable levels.
- 8.26 The Council has published 'A Greenprint for Bolsover District' (May 2006) setting out its action plan to promote and enhance biodiversity in the district. The document sets out 8 flagship habitats, and 6 flagship species which are priorities for the district. The actions in the Greenprint will be undertaken in partnership with the County Council, community groups, landowners, farmers, businesses, industries, and conservation groups to improve and increase the flagship habitats and species. Greenprint translates both the UK and the Lowland Derbyshire Biodiversity Action Plans to a local level to facilitate the implementation of biodiversity action plans across this district.
- 8.27 The District has relatively few – only seven - nationally important habitat sites designated as Sites of Special Scientific Interest. Four of these have been designated because of their ecological interest and three because of their geological interest. However, over 200 sites of local biodiversity importance have been designated by the Derbyshire Wildlife Trust as Local Wildlife Sites. Of these two are also designated as Local Nature Reserves – Rowthorne Trail and Doe Lea.
- 8.28 There are two basic aims for the LDF: firstly to protect the wildlife and habitats in the district and prevent their fragmentation; and secondly to build on existing resources in the district to improve biodiversity.

CS15 : Principles for the Natural Environment

Development should seek to conserve and enhance the biodiversity of the District through the protection of habitats, species and sites of ecological value, with particular regard to designated sites of international, national and local significance, ancient woodland and species and habitats of importance identified in the Derbyshire Biodiversity Action Plan.

The District Council will seek to maintain and strengthen networks of natural habitats. Proposals for improved access, recreation and tourism within such networks will be encouraged where they are compatible with biodiversity aims.

The District Council will seek to maximise biodiversity opportunities in and around new developments through the adoption of good development design.

Other alternative options - not selected

- 8.29 Given national and regional guidance and policies, there is no viable alternative policy

Principles for the Historic Environment

- 8.30 Bolsover District has undergone tremendous physical change over the last thirty years with the change to a post mining economy. The scale of change envisaged in this Core Strategy to meet regional targets will also result in major changes to many settlements over the next 15 years. There is a danger that this unrelenting change could disconnect communities from their roots and their past. Accordingly it is vital that heritage is not seen as a luxury, but as an essential building block for the future planning of the area. This does not mean an anti-development stance, but it does affect the type of development that might be acceptable.
- 8.31 National guidance stresses the importance of identifying and protecting historic buildings, conservation areas, archaeological remains and other features. The Regional Plan recognises that the East Midlands has a rich historic environment which is often undervalued and under threat. It notes that the historic environment can make an important contribution to economic development, regeneration and tourism. The Regional Plan recommends an approach involving the identification and assessment of assets, consideration of their contribution to local character and diversity and their capacity to absorb change.

- 8.32 The District contains a wealth of built heritage with outstanding examples of both vernacular and fine architecture drawing upon local materials. There are currently 27 conservation areas in the District, as well as 393 listed buildings, two of which are on national/international significance – Bolsover Castle and Hardwick Hall. There are 13 Scheduled Ancient Monuments. Creswell Crags is both an ancient monument and archaeological site which is potentially of world heritage status. In addition, there are four registered parks and gardens in the District.
- 8.33 The aim of LDF policy is therefore to give strong support to consideration of heritage issues wherever they may arise, and also to ensure that critical heritage assets - including their settings - are managed in a way ensures they are passed on to future generations in a good condition.

CS 16: Principles for the Historic Environment

Development should seek to conserve and enhance the heritage of the District with particular regard to buildings, landscapes and areas of cultural, historic or archaeological interest including conservation areas, scheduled ancient monuments, historic parks and gardens, areas of archaeological interest, buildings of architectural or historic importance and their settings.

In addition, the District Council will seek to protect and enhance the wider landscape setting of Bolsover Castle, Creswell Crags, and Hardwick Hall and to protect these assets and their wider settings from development which would diminish the ability to fully appreciate them.

Other alternative options – not selected

- 8.34 The other option of not being proactive about safeguarding and enhancing the wider setting of critical heritage assets was discussed in Chapter 4.

Managing Natural Resources

- 8.35 One of the fundamental principles of sustainability is the management of natural resources in a prudent manner for the benefit of future generations. Air, water, soil, fossil fuels, and minerals are all vital natural resources which we depend on for basic needs. Development can have direct and indirect impacts on these critical resources. Direct impacts, for example, include the loss of agricultural land to built development. Indirect impacts include increased needs for power arising from development and land uses which require the burning of fossil fuels.

- 8.36 The East Midlands Regional Plan sets out regional policy frameworks for management of water resources, air quality, minerals, flood risk, energy reduction and for promotion of low carbon energy generation. It indicates that local authorities should take water related issues into account at the earliest stages in developing their planning strategies and should seek to protect and improve water quality, manage supply and demand and take account of flood risk and the implications of global warming.
- 8.37 The District contains large areas of good quality agricultural land (Grades 2 and 3a). National guidance encourages local authorities to safeguard this land wherever possible. Unfortunately, in several towns and main villages in the District the most sustainable options for future development are located on good agricultural land. Accordingly if the Core Strategy were to rigorously enforce protection of good quality agricultural land as a strategic principle, the results would be less satisfactory in terms of overall sustainability. In order to achieve compact towns and villages, where services are easily accessible by sustainable means of transport, significant areas of good quality agricultural land will have to be lost to new development. However, with the exception of sites allocated through the development planning process, the protection of remaining areas of good quality agricultural land should be given high priority.
- 8.38 The Regional policies for energy are informed by the Regional Energy Strategy which recommends that policies should seek to reduce the need for energy, significantly increase Combined Heat and Power (CHP) capacity in the region and set minimum regional targets for renewable energy. The regional energy strategy indicates that a package of policies should be promoted that result in zero growth in all forms of controlled waste by 2016.
- 8.39 A Strategic Flood Risk Assessment (SFRA) was produced as part of the evidence base for the LDF. The SFRA classified all land within the District into one or other of the four Flood Zones described in the SFRA. This classification has been undertaken at the strategic level and is intended primarily for guidance purposes in the overall planning process. It should not therefore be regarded as definitive and does not remove the need for site specific Flood Risk Assessments. Policy 35 of the East Midlands Regional Plan sets out the ways in which development proposals need to deal with the issue of flood risk.

CS17 : Managing Natural Resources

Development should maintain or enhance the quality of environmental resources, and demonstrate how it will manage their use. Proposals should take particular account of the need to:

a) minimise the emission of pollutants including those relating to air , artificial lighting and noise;

b) minimise the loss of the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) and by minimising impacts on the viability and efficiency of farm holdings

c) avoid the sterilisation of minerals and aggregate resources;

d) use sustainable design and construction technologies to minimise water use and waste, and incorporate facilities for the re-use and recycling of water and waste.

Other alternative options – not selected

CS 17 A: Omit any policy on natural resources

8.40 It could be argued that a specific policy is not needed as there is sufficient guidance at national and regional level on the above issues. However, the policy flags up the local importance of these issues, and gives additional policy guidance to that provided in the East Midlands Regional Plan.

Sustainable Construction, Renewable Energy and Energy Conservation

8.41 Climate change is now a widely accepted scientific fact, and we all have a part to play in reducing its impact. The Government has reviewed the delivery of national energy policies and recognises that the two major long term challenges are tackling climate change and delivering secure, clean energy at an affordable price. Renewable energy sources are key to a sustainable economic and environmental future. The development of clean sources of electricity is essential to cutting down carbon dioxide emissions - a major contributor to climate change and global warming.

8.42 The District can play a part both in meeting the national and regional targets for energy use reduction and improving the quality of life in the district. Regional policies on energy are underpinned by the following hierarchy:

- To reduce the need for energy;
- To use energy more efficiently;
- To use renewable energy; then
- Any continuing use of fossil fuels to be clean and efficient for heating and co-generation.

- 8.43 As part of tackling climate change and reducing carbon dioxide emissions, the Government is tightening the Building Regulations to bring about a 20% reduction in carbon emissions from new housing by 2010 and nearly 50% by 2013, in order to achieve zero carbon residential development in 2016. In accordance with national and regional guidance this objective should be supported by the planning system.
- 8.44 A Renewable Energy and Low Carbon Study for Bolsover District was completed in April 2010. The study highlighted the major changes that need to take place if significant reductions are to be made in the amount of carbon dioxide emitted from buildings in the District. It demonstrated that the two principal potential sources of renewable energy in the District are wind power and biomass. Analysis carried out for the study showed that opportunities for provision of large wind farms in the District are very constrained. Accordingly, it is intended to seek to identify potentially suitable areas and protect them within the Site Allocations Development Plan Document.
- 8.45 The policy below seeks to reduce and mitigate the causes and effects of climate change by encouraging sustainable construction; renewable energy; and energy conservation principles in new development. New development and the redevelopment and refurbishment of the existing building stock can help tackle the causes of climate change through reducing the reliance on energy sources that generate greenhouse gases such as carbon dioxide. Careful design can help mitigate the impact of new development on the causes of climate change through efficient resource use. This is highly relevant considering the long life span of developments.

Policy CS 18: Sustainable Construction, Renewable Energy and Energy Conservation

a) New buildings and the redevelopment and refurbishment of the existing building stock will be required to :

i) minimise energy use through its design, layout and orientation and maximise on-site recycling facilities;

ii) meet at least Level 3 of the Code for Sustainable Homes for housing, or BREEAM 'Very Good' construction standards for all other development, or higher as dictated by future legislation and guidance (Code Level 4 from 2013 and Code Level 6 by 2016);

b) Applicants will be required to submit evidence to demonstrate how these requirements have been met unless it can be demonstrated that compliance is not technically or financially

achievable having regard to the type of development involved and its design.

c) The District Council will explore the opportunities for provision and management of decentralised and renewable or low-carbon energy sources within the District.

d) The District Council will protect areas with potential for large scale wind power development from forms of development which would prejudice such development.

Other alternative options – not selected

CS 18 A: Require major new development to make a 10% reduction of carbon emissions from prevailing Building Regulations

- 8.35 The Renewable Energy and Low Carbon Study for Bolsover District suggested that the Council establish a policy to achieve a minimum 10% reduction of carbon dioxide emissions from prevailing Buildings Regulation standards. However, the Core Strategy is unlikely to be adopted before 2011, and building regulations are due to be amended during 2010 to require 25% carbon savings in all new housing development. Consequently, the Preferred Policy above does not propose any increase beyond nationally applicable standards. The imposition of additional requirements would increase development costs and could hamper the achievement of housing supply targets.

CHAPTER 9 : INCLUSIVE COMMUNITIES

Protection and Provision of Services and Facilities

- 9.1 Community services and facilities are an essential part of life for the residents of Bolsover District. In order to create sustainable and viable communities it is important to provide for a sufficient range of services and facilities, including retail opportunities, which are accessible and meet the aspirations of the local community. As the population of the District continues to rise it is important that good facilities are provided locally. This reduces the need for people to travel long distances to obtain essential services, particularly benefiting the less mobile members of the community.
- 9.2 The Council will support the co-location of community facilities and services, working in partnership with other service providers and the voluntary sector to meet the needs of communities in the most effective and accessible way. In rural communities, facilities must be protected as much as possible, as their loss can have a major impact on the community.
- 9.3 Shopping facilities of an appropriate scale are needed in some smaller villages to maintain the vitality of these settlements and to minimise the need to travel.

CS 19 Protection and Provision of Services and Facilities

Proposals which would result in the loss of community/village halls, village shops or post offices, schools, colleges, nurseries, places of worship, health services, care homes, convenience stores, libraries or public houses will not be approved unless acceptable alternatives are available or, in the case of shops, stores, public houses and post offices, service provision is shown to be economically unviable.

New residential development should ensure provision of appropriate community and cultural facilities to meet the needs of new residents and ensure the appropriate provision of essential infrastructure.

Other alternative options – not selected

CS 19A Omit a policy on services and facilities

- 9.4 It could be argued that the provision of services and facilities is merely a matter of economic viability and that the above policy will do little to alter this fact. However, it is important that the social and environmental consequences of service provision are also taken into account. The above

policy should help to ensure that alternatives are explored and that every possible effort is made to retain important services and facilities.

Leisure and Recreation

- 9.5 Sport and recreation play an important role in the community, promoting health and well being, social inclusion and community participation. In order to adhere to the principles of sustainable development, suitable facilities must be provided at all levels of the settlement hierarchy (town, main villages, and village) whilst ensuring that more strategic attractions are accessible by walking, cycling and public transport.
- 9.6 The Council has a key role to play in ensuring that leisure and recreational facilities are accessible, attractive and of a high quality and is currently undertaking work on a Green Space Strategy for the District. This Strategy concentrates upon the public open space available for recreational use within the District. This includes parks and gardens, natural and semi-natural green spaces (e.g woodlands, grasslands, wetlands, etc.) green corridors, outdoor sports facilities, amenity greenspace, provision for children and teenagers, allotments, cemeteries and churchyards.
- 9.7 The purpose of the Strategy is to provide a vision and strategic direction for the management and improvement of existing sites and the development of new public open space. It is intended that these spaces should enhance amenity and recreational use, be accessible to all and enhance the quality of life in the District.
- 9.8 The Strategy will identify appropriate local standards of provision for different types of green space and these standards will be important in the future planning of towns and villages, both in terms of the Site Allocations Development Plan Document, and in terms of assessing the public open space needs arising from applications for residential development. The Council will work with partners and voluntary organisations to ensure that the aims and objectives set out in both the Green Space Strategy are achieved. It is likely that further detail will be added to the policy below, when the Green Space Strategy is complete.

CS 20 Leisure and Recreation

In association with the overall spatial strategy for future growth and development, improved formal and informal recreation facilities will be secured to meet the needs identified in the Green Space Strategy and provide for the recreational needs of future residents.

Development of existing recreational land or buildings or amenity open space, or allotment land as shown on the Bolsover District Local Plan proposals map, will not be approved, unless the asset

being replaced can be shown not to meet an identified need, or development secures a satisfactory replacement facility or an improvement in existing provision which outweighs any loss, or provision is made for a facility of an equivalent community benefit.

Other alternative options – not selected

CS 20A Omit a policy on leisure and recreation provision

- 9.9 It could be argued that there is no statutory requirement for local authorities to provide open space and therefore no requirement for the above policy CS21. This approach would allow the loss of existing open space or other recreational assets to facilitate new development, and leave the provision of leisure facilities to market forces. However, the above policy is the preferred option, because it is considered that adequate provision of green space is essential for a good quality of life, and such provision is unlikely to be realized without a strong policy base.

CS 20B Adopt a national standard for provision of open space

- 9.10 National organisations such as the Fields in Trust (new operating name for the National Playing Fields Association) produce recommendations for standards of provision of different types of open space. It might be argued that it would be easier to adopt and apply such standards within the District. However, the drawback with this approach is that such standards may not provide a good fit with the local situation in Bolsover district, either in terms of how provision is best made or in terms of the likely resources available. Accordingly an approach based on local discussion and determination of a Green Space Strategy is the preferred approach.

CHAPTER 10: THE TOWNS

10.1 The District has four towns of roughly comparable size and status:

- Bolsover
- Clowne
- Shirebrook
- South Normanton

None of these towns exerts any clear dominance over the District, and their current and intended future role is to serve the needs of their own populations and that of their adjacent hinterland. For the reasons, and in line with the principles, set out in the Spatial Strategy, however, the Core Strategy seeks to bring about a better balance in each town between:

- the amount of employment provision and the number of economically active residents; and
- the amount of affordable and private housing.

10.2 An analysis has been carried out of the potential of each town to accommodate new residential and employment development. This analysis is set out below in subsequent paragraphs. Policy CS21 below summarises the anticipated residential and employment development in each town over the plan period, based on the reasoning set out within the spatial strategy. As stated in the spatial strategy, this Core Strategy aims to ensure that in each town the 'employment density' is at least 60% (i.e. the ratio of jobs provided to number of economically active residents). The word 'approximate' in the policy below should be taken to indicate within 10% of the figures given for employment, and within 50 dwellings or 10% of the figures given for housing provision, whichever is the greater. The indicative targets for housing and employment development are set out below in order to provide the necessary clarity for local communities, development and construction industry, and those public bodies and private companies charged with the provision of vital infrastructure such as health, education, sewerage and water supply.

POLICY CS21: Development of the Towns

Provision should be made for following approximate scale of development within each town during the plan period 2006-2026:

Town	Residential (Net additional housing provision)	Employment generating uses (hectares)
Bolsover	2,200	45

Clowne	1,100	29
Shirebrook	1,650	39
South Normanton	450	51

Other alternative options – not selected

- 10.3 A variety of options relating to the distribution of development and the amount of employment generating development were discussed in relation to Spatial Principles 1, 2, 3 and 4. Please see section 4 for further details.

BOLSOVER

- 10.3 Bolsover is situated within about 3 kilometres of junction 29a of the M1 and 10 kilometres from Chesterfield, the nearest sub-regional centre. The 17th century Bolsover Castle dominates the western approach to the town and is a major visitor attraction of regional importance. The Bolsover Colliery Company developed a major coal mine in the late nineteenth century and also a ‘model’ village at New Bolsover. The colliery closed down in 1992 but the model village remains. Business parks have been established on the redundant colliery sites, creating new employment opportunities and the western fringes of the town have been given a facelift with new footpaths, environmental improvements and the establishment of a nature reserve. Within the Core Strategy the settlement of ‘Bolsover’ includes Carr Vale and Hillstown as the most appropriate unit for planning purposes. (Further descriptive and detailed information about Bolsover can be found in the Settlement Hierarchy Study).
- 10.4 One of the main constraints on the future expansion of Bolsover includes the presence of a consent for the storage of hazardous substances at the former Coalite works in the north western part of the town. As long as this consent remains, consideration has to be given the possibility of a major accident resulting in substantial loss of life or serious injury to persons outside the confines of the Coalite site. Consequently, this is a major constraint on several forms of development in this area, including significant residential development. In addition, land immediately to the west of the limestone ridge which runs north to south through the town, is susceptible to landslip, and there are some minor flooding issues along the Doe Lea which forms the western boundary of the town.
- 10.5 The constraints identified in the previous paragraph suggest that expansion of the town to the east is preferable to expansion to the west. There are also additional strong reasons for favouring an eastwards expansion. The ancient core of the town around the Castle is on top of the limestone ridge, land to the east of the ridge is relatively flat and more easily developable than the western slopes, with less impact on the landscape and offering greater potential for easier walking routes to the

town centre. The main drawback is that the land here is good agricultural land (Grade 2), nevertheless in the interests of overall sustainability significant areas of such land will need to be lost.

- 10.6 To meet the targets set in Policy CS22 above, additional employment land will be needed in Bolsover. Whilst it is anticipated that some of this will be in the west of the town, which has good access to the M1, there is a need for increase employment development in the east of the town, to give a better closer relationship between new residential areas and potential workplaces.
- 10.7 Bolsover is an ancient market town with an historic market charter and continues to host a small market. The Town Centre is characterized by small shops with the largest store being the Co-op (929 square metres gross). The next largest unit, a former convenience store (891 sq m gross) has been vacant for over a year. Given the population increase anticipated by this Core Strategy in Bolsover it will be necessary to examine the potential for a larger town centre. This issue will be addressed in the Site Allocations Development Plan Document.

Policy CS 22 Bolsover

The main strategic principles for the future planning and development of Bolsover during the plan period are:

- **Residential expansion in a general eastwards direction in locations which enable easy access to the town centre, primary schools, secondary school and public transport;**
- **Further employment development in the west of the town particularly on brownfield land, but also employment development in the east of the town close to new areas of residential growth;**
- **A strategic allocation for primarily residential development be made on land between Marlpit Lane and Oxcroft Lane (see Policy CS23 below);**
- **That the town centre of Bolsover be enhanced and expanded to cope with the anticipated needs of the town's future population;**
- **That the wider setting of Bolsover Castle be protected and enhanced;**
- **That encouragement be given to tourist related development in the town and to any initiatives to enhance the town's tourist potential;**
- **That priorities for comprehensive redevelopment of existing residential areas be identified in the Site Allocations DPD**

Other alternative options – not selected

- 10.8 The above policy has many facets, each of which have a number of alternatives. It is not practical to identify all these alternatives. In the Council's judgement, the above principles have the closest match with the Spatial Strategy and more general policies set out earlier in this document.

Bolsover: Strategic Allocation

- 10.9 Bolsover is one of the best locations in the District for significant growth, and a suitable opportunity exists to work with a consortium of developers to develop a large site in a way that will produce a number of strategic benefits. It is proposed, therefore, to identify a strategic site for residential and other uses within the Core Strategy. This site is located between Marlpit Lane and Oxcroft Lane; a location which offers potential for good pedestrian and cycle connections to the town centre which is less than 800 metres walk from much of the site. Initial analysis suggests that the site could accommodate around 900 dwellings. However, in accordance with the principles of this Strategy, the site should also seek to accommodate necessary community facilities/employment generating uses where these are compatible with the proposed general residential character of the area.

There are strategically important reasons for proposing the allocation of this site within the Core Strategy; these include:

- Creating an improved highways link between Bolsover and Clowne;
- Providing a new primary school for Bolsover;
- Boosting provision of affordable housing – larger sites can deliver a higher percentage of affordable housing;
- The need to boost the District's 5 year housing land supply

The proponents of the site will be encouraged to undertake a programme of public consultation on the possible proposals for the site, so that the local community can gain a better appreciation of how this site could be developed, and can input to the design process. The outcomes of this consultation will be taken into account by the Council, together with responses from stakeholders, in considering whether changes should be made to the policy set out below.

Policy CS 23 : Strategic Allocation : Bolsover North - Land between Marlpit Lane and Oxcroft Lane

Development between Marlpit Lane and Oxcroft Lane (within land shown on Map 3) in Bolsover will be permitted in accordance with the principles of development set out below. Development will be

programmed in order to enable substantial completion of the site by 2016.

The comprehensive development of this area will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.

The development will be planned, designed and implemented so as to:

- Provide a minimum of 800 dwellings;
- Provide convenient and attractive pedestrian and cycle routes to the town centre;
- Incorporate provision of a new 1 form entry primary school;
- Provide an improved highways link between Town End/Hornscroft Road and Marlpit Lane;
- Prevent any through route between Marlpit Lane and Oxcroft Lane and limit the amount of development served off the Oxcroft Lane access;
- Enable provision of bus services within the development;
- Ensure that green space and green infrastructure is incorporated within the development in line with the vision, standards and recommendations in the Council's emerging green space strategy;
- Incorporate employment generating uses (not B2 general industrial or B8 storage and distribution) which are compatible with a general residential environment;
- Provide a low carbon development;
- Ensure that more than 25% of new dwellings provided is in the form of affordable housing.
- Provide a carefully designed and attractive approach to the town centre from the north east.

Other alternative options – not selected

CS 23A – Omit a policy proposing a Strategic Allocation in Bolsover

- 10.10 Although there are several significant sites which may be suitable for future residential development in Bolsover and which would appear to be compatible with the principles and policies set out in this document, no other realistic options have emerged as a contender for a strategic development site in Bolsover. There is no doubt that if detailed highway issues can be resolved the Marlpit Lane site, is the most suitable opportunity for residential development in Bolsover. If policy 24 was omitted from the Core Strategy, the delivery of key strategically important benefits would be delayed.

Map 3 : Strategic Allocation - Bolsover North

