

CLOWNE

- 10.11 Clowne is situated in the northern part of the district approximately halfway between Chesterfield and Worksop, to the east of the M1 Motorway less than three kilometres from junction 30. The town has a fairly compact form around the town centre, which lies about a kilometre from the limestone ridge to the west. The existing mineral railway line, which runs to the north of the town centre, divides the urban area, particularly in the east. An area of undeveloped land, south of the railway line, extends into the town centre from the east and Hollin Hill Grips. The ridge line to the west has tended to define the edge of the settlement, but development has extended down the ridge at West Lea. A shallow valley runs through the town from Harlethorpe Dam, past Clowne Crags to Hollin Hill Grips, but otherwise there are relatively gentle gradients in the town. Green belt and an important open area separate the town from Barlborough, to the west. (Further descriptive and detailed information about Clowne can be found in the Settlement Hierarchy Study).
- 10.12 The main constraints on the future development of Clowne arise from the need to avoid adverse visual impact and areas of potential landslip to the west of the ridge, to maintain the open green corridor into the town from Hollin Hill Grips and the open area between Clowne and Barlborough. Residential development to the east or west, therefore, is not desirable. However, there are suitable opportunities for residential development to the north and south.
- 10.13 Although – as with Bolsover – the loss of significant areas of good agricultural land would be necessary in order to achieve development in the most sustainable locations, Clowne is one of the best locations in the District for significant growth. It is proposed therefore to encourage substantial residential development, as long as an improvement takes place in the employment provision offered by the town.
- 10.14 Following the closure of the collieries, only a small non-service employment base remains in Clowne. Figures from the Settlement Hierarchy Study suggest that in 2008, whilst Clowne had 3,634 economically active residents, the town itself provided just 1,335 jobs. Consequently, it is proposed that 29 hectares of new employment generating land be established in Clowne over the plan period. This should bring the percentage of jobs to economically active residents up to 60%. There are several options for locations of new employment, but the most attractive, for uses such as business, general industrial, storage and distribution would appear to be on the north side of the town which affords the prospect of easy access to the M1 without the need for traffic to cross the town centre.

- 10.15 The town has developed a market town function and the retail centre function has expanded significantly in recent years and it is the largest town centre in floorspace terms in the district. However, a modest expansion of the town centre may be necessary to cater for the needs of a growing population.
- 10.16 Transport (awaiting Study from County). The former railway line which bisects the town, and the former railway station site, have been protected from uses which would prejudice their possible future re-use as an extension of the Robin Hood line.
- 10.17 Clowne has low levels of open space. It is important, therefore, that future open space is provided in locations which are as accessible as possible to local residents.

Policy CS 24: Clowne

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

- **Residential expansion to the north and south east in locations which enable easy access to the town centre, primary schools, secondary school and public transport;**
- **Development of a strong economic base which takes advantage of the proximity of the M1 as a business location but is located within or close to the existing town and to new areas of residential growth;**
- **A strategic allocation for residential and employment generating uses be made on land north of Harlethorpe Dam (see Policy CS25 below);**
- **The town centre of Clowne be enhanced and expanded to cope with the anticipated needs of the town's future population;**
- **Continued protection of the former railway and station site to allow for possible re-use;**
- **Improvement of links for pedestrians and cyclists between Barlborough and Clowne;**
- **Enhancement of the quality of existing green space, and careful location of new green space to maximize accessibility.**

Other alternative options – not selected

- 10.17 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.

Clowne: Strategic Allocation

- 10.18 Although – as with Bolsover – the loss of significant areas of good agricultural land would be necessary in order to achieve development in the most sustainable locations, Clowne is one of the best locations in the District for significant growth. A suitable opportunity exists to work with a lead developer 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 employment, residential and other uses within the Core Strategy. This site is located north of Harlesthorne Dam, a location which offers the potential to create a good highways link with the M1 but which is also reasonably well located to the town centre. Initial analysis suggests that the site could accommodate around 15 hectares of business related uses (i.e B1, B2, B8), 600 dwellings, and a number of other uses.
- 10.19 There are strategically important reasons for proposing the allocation of this site within the Core Strategy; these include:
- Improving a number of highway junctions between Clowne and the M1 which are currently at capacity;
 - Providing a new primary school for Clowne;
 - Boosting provision of affordable housing – larger sites can deliver a higher percentage of affordable housing;
 - Securing a significant improvement to the town's green space resource in an accessible location;
 - 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 25 Strategic Allocation: Land north of Clowne

Development of land north of Clowne (within land shown on Map 4) 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 shall be planned, designed and implemented so as to:

- Provide a minimum of 500 dwellings in the east of the site;
- Provide convenient and attractive pedestrian and cycle routes to the town centre;
- Incorporate provision of a new 1 form entry primary school in a location close to the existing settlement;
- Provide a new highways link between Rotherham Road and Barlborough;
- 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;
- Provide a minimum of 15 hectares of Business (B1), General Industrial (B2), and Storage and Distribution Uses (B8) in the centre of the site;
- Incorporate additional employment generating uses (i.e. not B2 general industrial or B8 storage and distribution) which are compatible with a general residential environment;
- Provide a low carbon development;
- Ensure that the western end of the site continues to contribute to an open break between Clowne and Barlborough;
- Retain and where possible enhance the eastern end of Hickinwood Lane as a quiet, attractive, pedestrian friendly 'green lane';
- Ensure that more than 30% of new dwellings provided is in the form of affordable housing.

Other alternative options – not selected

CS 25A – Omit a policy proposing a Strategic Allocation in Clowne

- 10.20 Although there are several significant sites which may be suitable for future residential development in Clowne 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 Clowne. There is a strategically proven need for a stronger employment base in Clowne, and land to the north or the town is in the best placed to attract new economic development. New residential development can be located close to new employment and help to fund an overall development package producing a number of community benefits

which will benefit both existing and future residents. If policy CS25 was omitted from the Core Strategy, the delivery of strategically important benefits would be delayed.

SHIREBROOK

- 10.21 Shirebrook lies in the centre of the district to the south east of Bolsover on the B6407. It is about nine kilometres east of junction 29 on the M1 motorway, about eight kilometres from the centre of Mansfield. The Robin Hood railway line passes through the town on its eastern edge. The town has a fairly compact form with a well-defined town centre. Much of the town is generally flat, although the land rises to the west of the town centre. The town incorporates two smaller settlements, Shirebrook Model Village to the south of the town centre, which was developed by the Shirebrook Colliery Company, and Langwith Junction in the north west of the town which lies within Scarcliffe Parish. (Further descriptive and detailed information about Shirebrook can be found in the Settlement Hierarchy Study).
- 10.22 Shirebrook is a former mining community and has pockets of significant deprivation. In the Shirebrook East ward, the lung cancer death rate is 127% higher than nationally and rates of new cases of lung cancer are around 170% higher. Shirebrook Langwith and Shirebrook North West are the two wards with the highest number of individuals (aged 16-74) with no or unknown qualifications, both at 59.9%; whilst Shirebrook School has the highest percentage of free school meal uptake (21.8%) within the District.
- 10.23 The Adopted Bolsover District Local Plan (2000) allocated a mixed development regeneration package at South Shirebrook. This included a large area for employment at the former Shirebrook colliery site and large area for residential development on land to the west of South Shirebrook Model Village. At April 2009, the employment site, now called Brook Park, has been laid out into development plateau with a road through the whole site. 14.2 hectares have been developed. 19.95 hectares of land remain to be developed of which 14.75 hectares have planning permission but building works are yet to commence. On the residential site, 9.85 hectares of residential land have been developed to accommodate 301 dwellings. This leaves 19.45 hectares, with planning permission for 879 dwellings, where development has not yet started. The local plan also allocated 1.6 hectares for a school, 5 hectares for additional open space, 3.8 hectares for structural landscaping and 9.8 hectares to be retained for agricultural use.
- 10.24 In comparison with the other four towns within the District, Shirebrook is poorly connected to the strategic road network. The nearest 'A' class road is the A 632 to the north of Langwith Junction, and the main road running through the town is the B6407 which provides a tortuous link between the A617 (Mansfield to Chesterfield road) and the A60 (Mansfield to Worksop

road). A scheme called the Glapwell By-pass has been mooted for some years, which would provide the potential for a link between Shirebrook and the M1. However, the route has several engineering and environmental challenges and the scheme is no longer prioritised in the Regional Funding Allocation. The County Council has yet to consider whether there is any realistic prospect of funding a scheme in the longer term.

- 10.25 The main physical constraints to the further expansion of Shirebrook are the Robin Hood railway line which forms the eastern boundary to the town, and the former railway line at Upper Langwith in the north. However, there is good agricultural (Grade 2) land to the west and south. Whilst there have been some flooding problems in the town, these only affect small areas
- 10.26 The rate of residential development on the South Shirebrook site has been disappointingly slow. This strategic housing site retains planning permission and the Council will work closely with the developers to secure its implementation. There is no need to consider a further strategic housing allocation in the town until the South Shirebrook site is substantially underway.
- 10.27 In shopping floorspace terms the town centre is the second largest in the district, and it hosts by far the largest open market. This market is held four days a week and attracts up to 90 stalls. The scale of anticipated residential growth in Shirebrook over the plan period suggests that a modest extension of the town centre would be appropriate. Work on an informal area plan, the Shirebrook Masterplan, and a subsequent development brief, has already made a start on this issue. A large food store has been identified as a key need, as has the need to accommodate such a store in a way that supports the town centre rather than undermines it.

Policy CS 26: Shirebrook

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

- **Residential expansion to the south east but within the settlement framework boundaries as shown on the Bolsover District Local Plan proposals map in locations which enable easy access to the town centre, primary schools, secondary school and public transport;**
- **Further employment development to the south west, and around the town centre in locations with good access to the Robin Hood railway line;**

- No further development east of Common Lane or south of the South Shirebrook distributor road to protect good agricultural land and retain Shirebrook's compact form of settlement;
- The town centre of Shirebrook be enhanced and expanded to cope with the anticipated needs of the town's future population;
- That priorities for comprehensive redevelopment of existing residential areas be identified in the Site Allocations DPD.

Other alternative options – not selected

10.28 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.

SOUTH NORMANTON

10.29 South Normanton is situated in the south of the district on both sides of the M1 motorway immediately adjoining junction 28. For planning purposes, the A38 trunk road has been taken as the boundary between South Normanton and Pinxton, although the two settlements are physically linked and a sizeable part of the Broadmeadows Estate, to the north of the A38, is in Pinxton Parish. The Midland Mainline, with Alfreton Station, lies just over a kilometre to the west of the town and Alfreton lies approximately two kilometres to the west, with Sutton-in-Ashfield approximately five kilometres to the east. (Further descriptive and detailed information about South Normanton can be found in the Settlement Hierarchy Study).

10.30 Significant expansion of the town is subject to a number of constraints. Firstly, development is likely to have direct impacts upon the A38/M1 junction which is already at capacity. Secondly, Exchem, an explosives factory, is located at the Rough Close works to the east of the town, and a zone around the works needs to be limited to a very restricted range of development. Thirdly, the town sits within a 20 km sprawl of development along the A38 from Mansfield to Alfreton. If South Normanton is to retain its identity then the remaining open areas separating South Normanton from its neighbours need to be protected.

10.31 Given these constraints, future growth of South Normanton will be modest in comparison with that of the District's other towns. The main remaining opportunities for residential development lie east of and adjacent to the motorway in locations that are well located in relation to the town centre.

10.32 South Normanton has the strongest economic base of the District's towns, and existing commitments for employment land total 51 hectares, much of

which is located in the Castlewood Employment Growth Zone. Given the size of this commitment, and the amount of existing employment provision, it is not proposed to identify any further major employment sites within or adjacent to South Normanton.

- 10.33 The East Midland Designer outlet, which has a sub-regional catchment, is situated on the site of the old South Normanton Colliery. Although it provides the comparison shopping floor space of a medium-sized town centre, it is not very easy for many residents to access by walking or cycling. Nevertheless, it significantly enhances the retail offer of the town and of Bolsover District.
- 10.34 More day to day shopping needs are catered for by the town centre which is located on the north western edge of the town and not centrally. This centre, constrained by its off centre location, has not developed in the same way as the town although it serves a local function and has a small market. Consequently, the town centre has the smallest amount of retail floorspace of any town centre in the District. However, in 2009 work began on construction of a Joint Services Centre on a site identified for expansion of the town centre. The Centre will provide a base for a number of medical, administrative, educational and community services. Accordingly, it is likely to be a major destination for a lot of local trips and retail premises in the town centre should benefit from additional custom. Studies have been undertaken to examine options for enhancing the retail offer of the town centre, and a flexible approach is needed to ensure that South Normanton gets a town centre which can play a bigger role in providing for the retail needs of local residents.
- 10.35 A Green Infrastructure Study of the District considered that South Normanton and Pinxton suffered from a poor green infrastructure context. Much of the local landscape is dominated by the motorway, the A38 or large commercial, industrial and business developments. Open space provision within South Normanton is low, and therefore the remaining open areas separating the town from Alfreton to the west and Blackwell to the north have additional value as green lungs within the Mansfield-Alfreton conurbation. Positive measures to enhance the quality and recreational value of these open areas, and to protect the setting of the Carnfield Hall Conservation Area, need to be taken.

Policy CS 27: South Normanton

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

- **The vast majority of new residential development in the town to be contained within the the settlement framework boundaries as**

shown on the Bolsover District Local Plan proposals map , although the desirability of relatively minor extensions to the boundaries will be considered within the Site Allocations Development Plan Document;

- The town centre of South Normanton be enhanced and expanded to compete more effectively in providing for the retail needs of local residents;
- That priorities for comprehensive redevelopment of existing residential areas be identified in the Site Allocations DPD;
- That land to the west and north of the town be protected from development which would be detrimental to their open character, and that positive measures be taken to enhance their environmental character and recreational value.

Other alternative options – not selected

10.36 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

CHAPTER 11: THE MAIN VILLAGES

11.1 Main or 'service' villages are settlements that provide a basic level of services and facilities in relation to needs like education, shopping, public transport, etc. They also provide access to these basic services for smaller settlements located nearby. However, most residents are likely to also require regular access to the wider range of services and facilities available in towns or other sub-regional centres. Analysis and discussion carried out during the preparation of this study has determined that the usual criterion for a main village is a minimum population of 3,000 and good accessibility to:

- A Primary School (or Infant and Junior School)
- Community Centre or Village Hall
- Local centre - a cluster of at least five businesses in a Class A use (shops, financial services, cafes, public house, hot food takeaways)
- Public Transport - providing reasonable access to a higher order settlement
- Post Office;
- Doctor's surgery;
- Good accessibility (i.e. the above facilities should all be located within 800 metres of at least 80% of village residents)

(Further details on these criteria can be found in the Settlement Hierarchy Study)

11.2 The following main villages have been identified within the District's Settlement Hierarchy:

- Barlborough
- Creswell
- Pinxton
- Tibshelf
- Whitwell

11.3 The main aims of planning policy for the main villages are to

- maintain their role as local service centres catering for their own population and smaller villages nearby;
- achieve a better balance between employment and residential provision;
- achieve a better balance between the amount of affordable and private housing.

11.4 An analysis has been carried out of the potential of each main village to accommodate new residential and employment development. This

analysis is set out below in subsequent paragraphs. Policy CS28 below summarises the anticipated residential and employment development in each main village over the plan period, based on the reasoning set out in the spatial strategy. As stated in the spatial strategy, this Core Strategy aims to ensure that in each main village the 'employment density' is at least 40% (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 1 hectare or 10% of the figures given for employment, whichever is the greater; 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 CS 28: Development of the Main Villages

Provision will be made for following approximate scale of development within each main village during the plan period 2006-2026:

Town	Residential (Net additional housing provision)	Employment generating uses (hectares)
Barlborough	200	3
Creswell	600	12
Pinxton	250	4
Tibshelf	300	8
Whitwell	350	10

Other alternative options – not selected

- 11.5 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.
- 11.6 Further expansion of Barlborough is heavily constrained by the presence of the green belt to the north, east and west. It has a very strong economic base, but there is no need from a local perspective to provide further employment here, as the proportion of employment to residential uses is already very high. Given the opportunities for residential and employment development elsewhere in the District and nearby in Clowne, there is no case for any incursions into the green belt. Clowne and Barlborough need to be treated separately, whilst recognizing their close association. In this regard, improved links for pedestrians and cyclists between the two

settlements would improve accessibility of employment opportunities, retail outlets and community facilities.

- 11.7 Significant commitments for residential development already exist in Creswell and there is no need to expand the settlement framework boundary to accommodate the housing provision indicated in Policy CS28. The accommodation of around 12 hectares of employment development is more problematic, and the presence of some low bridges in the village does not help. However, employment provision is the priority in Creswell in order to create a more balanced and sustainable community. Brownfield land at the former Creswell Colliery offers one possible opportunity, this and other opportunities for employment development need to be explored in the Site Allocations DPD. The proximity of Creswell Crags, a heritage asset of outstanding importance, and the need to protect and enhance its wider setting, also needs to be taken into account as a strategic issue in the further development of the village.
- 11.8 Further expansion of Pinxton is heavily constrained by the M1 motorway to east, the A38 to the north, the County boundary to the south and the need to retain a good open break between the village and Alfreton/Somercotes to the east. However, it should be possible to accommodate the housing provision indicated in Policy CS28 within, or with limited extensions, to the current settlement framework boundary. Given the village's strong base of employment provision, further allocations for employment land are not required. However, improvement of existing employment areas in terms of access and appearance are necessary to ensure that employment levels are maintained. The low levels of greenspace provision and the general 'hemmed in' feeling, mean that efforts to improve green infrastructure in and around the village should be a priority.
- 11.9 Tibshelf currently has a limited amount of employment opportunities. Although provision at the nearby Sawpit Lane Industrial Estate is a mitigating factor, if the village is not to remain a dormitory village, significant employment generating development needs to be accommodated. An opportunity for such development may arise as a result of a re-organisation of educational provision within the village. It is anticipated that a new secondary school may be built on a new site, and this gives an opportunity to consider changes in the location of primary education. Tibshelf occupies a ridgeline location, and accordingly opportunities for accommodating significant development whilst respecting this character and avoiding adverse impacts on the landscape or wildlife habitats are heavily constrained. The most acceptable opportunity for significant residential development would appear to be on land adjacent to the motorway and within walking distance of the village centre.

11.10 Whitwell is another main village with a low level of employment provision. If the village is to expand, therefore, it is important that it does so in balanced manner with priority given to new employment development. It should be possible to accommodate the employment provision indicated in Policy CS28 within the site of the former Whitwell Colliery along Southfield Lane. The settlement framework boundary of the village would almost certainly need to be extended in at least one area to accommodate all of the residential provision indicated in Policy CS28. The acceptability of using part of the former Whitwell tip site for residential development is currently being explored and could, if feasible, be a good reuse of brownfield land.

Policy CS 29: Main Villages : Strategic Principles

In all main villages, proposals and initiatives will be approved provided they will maintain or enhance their role as local service centres as long as proposals are in keeping with village character and community need.

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

- **Barlborough: continued protection of the green belt; possible limited expansion of the village to the west on land east of the motorway; no requirement for significant employment development beyond existing commitments; improvement of links for pedestrians and cyclists between Barlborough and Clowne.**
- **Creswell : employment provision a top priority; further residential development beyond existing commitments should be constrained at least until targets for employment provision have been attained; possible southwards expansion of the village for employment purposes to the west of the Robin Hood railway line; recognition of the need to protect and enhance the wider setting of Creswell Crag.**
- **Pinxton : continued protection of the open break between the village and Clover Nook Industrial estate and the district boundary; possible limited extensions of the village to accommodate residential development but the majority of new housing to take place within the existing settlement framework boundary, no requirement for significant employment development but enhancement of the Brookhill Industrial Estate is a priority; enhancement of green infrastructure in and around the village including enhancement and restoration of the Pinxton canal.**

- **Tibshelf** : continued protection of the open break between the village and Newton; possible extensions of the village to accommodate residential development between the village centre and the motorway; a new secondary school and re use of existing secondary school for employment and community uses; significant employment development as a priority.
- **Whitwell** : employment provision a priority; possible expansion of the village to the south east of the Robin Hood railway line to accommodate employment and residential development on brownfield land.

Other alternative options – not selected

11.11 The above policy has many facets, each of which have a number of alternatives. With one exception as outlined below, 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. Nevertheless, in the detailed implementation of these policies – principally through the proposed Site Allocations Document – alternative implementation options will be explored wherever appropriate.

Policy CS 29A : Allocate strategic development sites in Creswell and Whitwell

- 11.12 A local landowner has suggested that the Core Strategy should identify former colliery land at Creswell and Whitwell as strategic development sites. The suggestion proposes employment generating development and new or improved road and rail access at the former Creswell colliery, and residential and employment development at the former Whitwell colliery.
- 11.13 The most appropriate document for consideration and identification of development sites is the Site Allocations Development Plan Document which will be produced when the Core Strategy has been approved. Therefore, whilst the Council is keen to see brownfield land such as the former colliery sites at Creswell and Whitwell put to effective use, it feels that it would be inappropriate to identify the sites as strategic development sites within the Core Strategy. National guidance in PPS 12 states that any strategic sites identified within Core Strategies must be considered 'central to achievement of the Strategy'. Whilst the two sites suggested would be supportive of the Strategy, they could not be said to be central to it. In relation to use of Creswell Colliery for employment there are various other alternatives for employment development in the district. Similarly if development of Whitwell Colliery for residential uses were not to materialize, then alternatives are available both around the village and

elsewhere in the District. Secondly, whilst in principle, reuse of the colliery sites as suggested would appear to be desirable, a large number of questions need to be answered as to whether suitable forms of development can be achieved on these sites given a variety of concerns including contamination, landscape impacts, and in the case of Creswell Colliery provision of appropriate vehicular access.

CHAPTER 12: THE RURAL AREAS

- 12.1 Rural areas make up a large proportion of the District and are one of its greatest assets, containing large areas of good agricultural land, wildlife habitats, and a number of villages, small settlements and hamlets, many of which have been designated as conservation areas. The principles of planning for sustainability give great weight to concentrating new development in urban areas, however, it needs to be remembered that a substantial proportion of the District's population live and/or work in rural areas.
- 12.2 Policy 3 of the East Midlands Regional Plan states that new development in rural areas should contribute to:
- maintaining the distinctive character and vitality of rural communities;
 - shortening journeys and facilitating access to jobs and services;
 - strengthening rural enterprise and linkages between settlements and their hinterlands;
 - respecting the quality of tranquility, where that is recognized in planning documents.
- 12.3 The Spatial Strategy set out in Chapter 4 of this document, argues against a 'one size fits all' approach to the future growth of villages. In most villages, it is felt appropriate that future development be limited to infilling within existing settlement boundaries. However, a few villages have special needs and opportunities, which mean that significant development would have particular benefits. Rural communities also have their own issues to address. These include lack of affordable housing for local people, changes in the nature of the rural economy, loss of community facilities and lack of access to public transport,

Residential Development in Villages

- 12.4 Spatial Principle 2 and the supporting text in Chapter 4 of this document, sets out the preferred approach to future residential development in the District's rural villages. Some very small villages are treated along with small settlements in the countryside, and are covered in policy CS31. These very small villages are identified on page 12 of the Settlement Hierarchy Study 2009. Beyond existing commitments, the Strategy seeks to restrain development to small scale infilling in most villages, but for the reasons given in Chapter 4, there are reasons for encouraging significant development in certain specified villages. This is because suitable development sites exist, in villages where significant development would help to sustain important local services and improve sustainability. The word 'approximate' in the policy below should be taken

to indicate growth within 50 dwellings of the figures given for housing provision.

Policy CS 30 Residential Development in Villages

Provision will be made for following approximate scale of development within the settlement frameworks as shown on the Bolsover District Local Plan proposals map of the following 'growth' villages during the plan period 2006-2026:

Bramley Vale/Doe Lea	165
Hodthorpe	150
Langwith/Whaley Thorns	100
New Houghton	200
Shuttlewood	250

Infilling and limited residential development will be permitted within all villages identified in the Settlement Hierarchy.

Notes

- **The settlement framework boundaries will be reviewed as part of the Site Allocations DPD.**
- **For the purpose of this policy infilling is defined as the development of a small gap in an otherwise built up frontage, or the small scale redevelopment of existing properties within such a frontage.**
- **For the purpose of this policy limited residential development is defined as development on a self contained site of less than 10 dwellings.**

Residential Development on Rural Exception Sites

- 12.4 The overall thrust of the Core Strategy is to concentrate new development in urban areas. However, whilst it is usually desirable to minimise housing development in the countryside, this can create difficulties in rural communities for people who want or need to live in the villages or small settlements in which they have been born or brought up or have found employment but for whom the local market precludes access to affordable housing. It is recognised that pockets of exceptional housing need may arise, therefore, in villages and small settlements in the countryside. Accordingly, the preferred option below provides for an exceptions approach that would allow the Council to respond flexibly and pragmatically in these circumstances.

- 12.5 Government guidance indicates that a rural exceptions sites policy can enable small sites to be used specifically for affordable housing in small rural communities. The East Midlands Regional Plan also encourages local planning authorities to consider the use of such policies.
- 12.6 In applying the following policy, the Council will ensure that there are adequate occupancy controls to ensure that any development granted planning permission continues to meet affordable housing needs in perpetuity.

Policy CS 31: Residential development on Rural Exception Sites

Exceptionally, small scale 100% affordable housing schemes may be approved on sites outside of, but adjoining the settlement boundaries of villages and on sites related to small settlements in the countryside, as identified in the settlement hierarchy, where the development meets a settlement specific local need, and where that need cannot be met within the settlement or in a higher order settlement

To be approved, such schemes must meet a genuine settlement specific local need that would not otherwise be met. Accordingly, developers will be expected to carry out a detailed survey of the settlement in consultation with the local planning authority to provide evidence of local needs. Developers will also need to demonstrate that the proposal is the most sustainable and appropriate means of meeting this need. The type of housing provided must reflect the evidence of need in terms of tenure, affordability and accommodation.

In all cases, development should not result in unacceptable environmental impacts and must provide any necessary mitigating or compensatory measures to reduce harmful impacts to acceptable levels.

Notes : In this context 'small scale' means developments of under 10 dwellings.

Other alternative options – not selected

CS 31a: Do not include an exceptions policy

This alternative was not selected because it would not provide any flexibility to address the needs for affordable housing in rural settlements.

CS 31b: Do not include an exceptions policy but instead include a policy stating that sites will be identified in rural villages solely for for affordable housing purposes in a future Site Allocations DPD.

This policy was not selected because of the work that would be involved in assessing affordable housing need in every village and then in assessing suitable sites. At present, the priority is to secure a major improvement in the levels of affordable housing provided in the larger settlements i.e. towns and main villages.

Supporting the Rural Economy

- 12.7 The Taylor Review (Living Working Countryside, DCLG, July 2008) called for a greater recognition of the ways that economic growth in rural areas can improve sustainability, especially by providing opportunities for people to work near where they live. To enable this to happen it is important that planning policies facilitate rather than frustrate rural economic regeneration. The District's villages can provide appropriate locations for small businesses, particularly those which might be inappropriate in a built up urban area, or which need or benefit from a rural location.

POLICY CS 32 Supporting the Rural Economy

Employment generating developments of a scale appropriate to the settlement and/or surroundings will be approved in rural areas where the development or activities are necessary to meet the needs of farming, forestry, recreation, tourism and other enterprises with an essential requirement to locate in a small settlement in the countryside or the countryside itself, and will help to support a sustainable rural economy and contribute to rural environmental or social regeneration, and

a) are necessary to secure a significant improvement to the environment or the conservation of a feature of acknowledged importance; or

b) would provide community facilities which meet a local need, where that need cannot be met in a settlement within the hierarchy; or

c) would re-use brownfield land or existing buildings without substantial alteration or reconstruction; or

d) would retain or expand existing businesses or enable existing small businesses to diversify ;or

e) would make provision for renewable energy generation, of a

scale and design appropriate to its location; and

Other alternative options – not selected

CS 32a: Restrict economic development in rural areas to the needs of farming, forestry and recreation

- 12.9 This alternative policy would limit economic development in rural areas to activities which have a clear link with the land, in terms of agriculture, forestry or recreation. However, agriculture and forestry only account for a small proportion of people employed in rural areas. In order to sustain rural communities a more flexible policy like that outlined in CS32 is needed.

Policy CS 32a: Be less restrictive than policy CS32 in allowing economic development in rural areas

- 12.9 An alternative to policy CS32 would be to allow more types of economic development to occur in rural areas. This would certainly raise employment levels, but the likely result would be development would be diverted away from urban areas with more suitable locations and greater accessibility.

Needs of Rural Communities

- 12.10 Village shops and community facilities play an important role in supporting village communities. However, changing patterns of retailing which have seen retail expenditure becoming concentrated in a smaller number of larger settlements and increased levels of personal mobility have resulted in the closure of a number of shops in the District's rural areas. This decline in the District's rural village shops is part of a national trend and one that may continue as economic and lifestyle patterns change. In addition, rural communities are strongly affected by rationalisation of services, for example, some longstanding rural post offices have closed down in the District in recent years.
- 12.11 The Core Strategy does not pretend that it will be possible to turn back the clock, and facilitate a resurgence in the village shop. To do this would require the allocation of large amounts of residential development to rural settlements, which would clearly be contrary to national and regional guidance. The clear priority set out in this document is to concentrate retail and service provision in the towns and main villages, (see Policy CS 10) This is felt to be the most realistic and achievable strategy. Whilst large parts of the District are rural, no village is more than 5 kilometres from a town or main village. The critical issue, therefore, is accessibility to these service centres by public transport from rural areas. Nevertheless, whilst

the Council cannot prevent the closure of rural facilities such as shops, it can discourage alternative uses for such premises and resist the loss of key services and facilities. (See Policy CS 19 - Protection and Provision of Services and Facilities).

Policy CS 33 : Needs of Rural Communities

Approval will be given to proposals and support will be given for initiatives which:

a) result in better access by local residents to local shops or services and which would help to retain local shops or services; or.

b) result in better access by local residents or businesses to information technology and electronic communication; or

c) improve public transport links to sub-regional centres, towns, main villages and employment areas;

Other alternative options – not selected

CS 33 a: Prevent changes to use which would lead to loss of any retail outlet or service provision

- 12.12 This alternative policy would seek to prevent a change of use where this would result in the loss of the only shop in a village, or the loss of a service or facility e.g. a community hall. This would be an additional policy and stronger policy to CS 19 which seeks to prevent unnecessary loss of services and facilities wherever they may be located. However, whilst such a policy could perhaps be implemented over a short time period, say 1 or 2 years, it would be unreasonable to prevent a change of use where there is clearly no prospect of the original use being re-established.

Explanatory Notes on items in text

1. 5,622 additional economically active residents x 75% (existing ratio of jobs to economically active residents) x88% (ration of employee jobs to total jobs) = 3,710
2. Nevertheless, our Housing Market Area assessment by Fordhams identified a higher need in this district, of 40% of all new houses i.e. 3,200. This remains as the aspirational target and the Council should use every opportunity to lobby Government and the relevant agencies for the funding and implementation mecehanisms to realise this target.

APPENDIX 1 : POLICIES IN THE BOLSOVER DISTRICT LOCAL PLAN WHICH WOULD BE REPLACED BY CORE STRATEGY POLICIES IF THEY WERE TO BE ADOPTED

The following table identifies those previously saved policies in the Bolsover District Local Plan 2000 which would be replaced by the preferred policies in this Core Strategy, if they were to be included without significant amendment in a finally adopted Core Strategy.

Local Plan Policy	Relevant Core Strategy Policy
HOU7 : Low Cost Housing in the Countryside	CS31 : Residential development on rural exception sites
CLT1 : Protection of Existing Buildings which serve the Community	CS19 : Protection and Provision of Services and Facilities
CLT14: Hotel Development	CS14: Tourism and Visitor Economy
TRA1: Location of Development	CS3: Transport and Accessibility
TRA7: Design for accessibility by bus	CS3: Transport and Accessibility CS4: Developer Contributions CS12:Creating better quality design and places
HOU2: Location of Housing Sites	CS2: Location of Development CS30: Residential development in Villages
HOU3: Affordable Housing	CS4: Developer Contributions CS5: Housing Provision and Location CS6: Affordable Housing
HOU15: Sites for Gypsies and Travellers	CS7: Provision for Gypsies and Travellers
SAC8: Individual Local Shops	CS10: Retail, Town Centre and Local Centre Development
CLT6: Existing Outdoor Playing Space and Amenity Open Space	CS20: Open Space and Recreation
CLT 9: Protection of Allotments	CS20: Open Space and Recreation
TRA10: Traffic Management	CS3: Transport and Accessibility CS12: Creating better quality design and places
TRA15: Design of Roads and Paths	CS3: Transport and Accessibility CS12: Creating better quality design and places
ENV2 : Protection of the best and most versatile agricultural land and the viability of farm holdings	CS17: Managing Natural Resources
ENV3: Development in the Countryside	CS13:Countryside and Landscape Character
GEN5: Land Drainage	CS1: Sustainable Development Principles

APPENDIX 2: GLOSSARY OF TERMS

Term	Definition
Affordable Housing	Housing that is available for people who cannot afford to rent or buy houses generally available on the open market.
Aims	The broad, long-term goals of the Local Development Framework that will achieve the Local Development Framework's Vision .
Biodiversity	The relative abundance and variety of plant and animal species and ecosystems in particular habitats
Bolsover District Adopted Local plan (2000)	This is the local plan for Bolsover District Council area. It is one of the set of documents which make up the current development plan. To be replaced by new Development Plan Documents .
Brownfield / Previously Developed Land	Land which has been previously developed. This may include vacant or derelict land; land occupied by redundant or unused buildings; and developed land where further intensification may be acceptable.
Carbon Neutrality	Principle of counterbalancing and reducing the direct and indirect Carbon Dioxide (CO ₂) emissions that result from a development.
Climate Change	Refers to the build up of man-made gases in the atmosphere that trap the sun's heat, causing changes in weather patterns on a global scale.
Commission for Architecture and the Built Environment (CABE)	Government advisor on architecture, urban design and public space. They work directly with architects, planners, designers, and developers, offering them guidance on development projects.
Community Strategy	The strategy of the Bolsover local strategic partnership, prepared in consultation with the council. The partnership involves public, private, community and voluntary bodies and groups. Local Development Frameworks are required to include policies and site allocations which deliver the spatial elements of Community Strategies.
Conservation Areas	An area designated under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as being of special architectural or historic interest, the character and interest of which it is desirable to keep or enhance.
Core Strategy	A Development Plan Document that forms part of the LDF . It outlines the long term spatial vision for an area and how that vision will be achieved.

Term	Definition
Corporate Plan	Sets out what the Council as an organisation seeks to achieve and sets measurable targets against which performance can be judged
Derby and Derbyshire Joint Structure Plan / Structure plan	This sets out strategic planning policies for the entire County over a period to 2011. Superseded by the East Midlands Regional Spatial Strategy / Regional Plan in March 2009.
Development Control	Section of the Council's planning department which processes planning applications in accordance with the Local Development Framework policies.
Development Plan Documents	The Development Plan Documents are prepared by Local Planning Authorities and form part of the Local Development Framework . They must contain the following components; Core Strategy; Site Allocations and a Proposals map.
East Midlands Regional Biodiversity Strategy (2006)	Provides a strategic framework for the conservation and enhancement of Biodiversity in the Region.
Employment Growth Zone	Employment site (or a closely related group of sites) which are large enough to be attractive at sub-regional level.
Evidence base	Data, research and surveys that have informed the preparation of Development Plan Documents.
Examination	All Development Plan Documents and the Statement of Community Involvement will be subject to independent examination by an inspector appointed by the Secretary of State to determine the 'soundness' of the plan. Following the examination the inspector will produce a report which will be binding on the Local Planning Authority (LPA).
Green Belt / North East Derbyshire Green Belt Local Plan (1986)	An area of open land where strict planning controls apply in order to check the further growth of a large built up area, preventing neighbouring towns from merging or preserving the special character of a town.
Green Infrastructure	A network of multifunctional green spaces in urban areas, the countryside in and around towns and the wider countryside.
Greenfield Site	Land which has not been previously developed.
Greenprint (2006)	Sets out which habitats and species in the District are particularly important. It contains an action plan to enhance and improve biodiversity in the District.
Gypsy and Traveller	A joint study undertaken by all the Councils in

Term	Definition
Accommodation Assessment (2007)	Derbyshire, the “Derbyshire Gypsy and Irish Travellers Accommodation and Needs Survey” provides a full understanding of their accommodation needs.
High Quality Grade Agricultural land	Part of the Agricultural Land Classification System, the system classifies land into 5 Grades; the best and most versatile land being Grades 1, 2, and 3a.
Housing Market Area	A geographical area which is relatively self-contained in terms of housing demand; new home; i.e. a large percentage of people moving home or settling in the area will have sought a dwelling only in that area. The district is defined as within the Sheffield/Rotherham Housing Market Area in the Draft Regional Plan .
Housing Market Assessments	A study to understand housing characteristics, the needs and demands of occupants and the drivers of market change in a Housing Market Area .
Housing Needs Survey	The survey provides an assessment of housing need for an area, including the extent and pattern of need. In addition it examines both aspirations and demands for the communities and households of the District.
Housing Trajectory	Monitors whether the Council’s planning policies are likely to secure housing provision in accordance with the housing requirement
Important Open Area	Open land between settlements which provides a setting and separates them from other concentrations of development.
Infrastructure	The public transport facilities, roads, sewers, water mains, schools, gas and electricity, etc, which are needed to allow developments to take place.
Integrated Sustainable Transport Network	A transport system for the district which maximises opportunities for walking, cycling and public transport use, and is therefore less damaging to the environment and which contributes less to traffic congestion than one-person car journeys.
Issues and Options	A consultation stage in the production of the district’s Local Development Framework intended to promote the discussion of planning issues affecting the District together with any alternative options that might exist. The consultation responses helped to derive the Preferred Options .
Listed Buildings	A building or structure recognised for its architectural or historic importance and included in a list (approved by the Secretary of State for Culture, Media and Sport) giving details of each building.
Local Agenda 21	A comprehensive action strategy prepared by local

Term	Definition
	authorities to help achieve sustainable development.
Local Centre	A concentration or cluster of at least five businesses in a Class A use without any gaps or roads between them likely to be a significant deterrent to pedestrians and containing a minimum of 100 square metres net retail space devoted to convenience goods
Local Development Documents	These are the documents which form the Local Development Framework . They include Development Plan Documents, Supplementary Planning Documents , and the statement of community involvement.
Local Development Framework	A term used to describe the portfolio of Local Development Documents, the Local Development Scheme , the statement of community involvement and the Annual Monitoring Reports .
Local Development Scheme	A rolling three-year time table for the production of new Local Development Documents .
Local Education Authority (LEA)	The local authority in England or Wales that is responsible for education. For the District of Bolsover, the LEA is Derbyshire County Council.
Local Nature Reserves	This is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. It ensures local authorities recognize and protect areas of local importance.
Local Transport Plan	A strategic five-year document that provides a framework to co-ordinate the local delivery of integrated transport and seeks to improve our transport system and the quality of people's lives
Main Village	Settlements with enough residents, local services and facilities to remain as viable communities and provide a focus for surrounding rural communities.
Mixed Use Development	The practice of containing more than one type of use on a site. This can mean some combination of residential, commercial, industrial, office, or other uses.
National planning Guidance	Produced by the Government, national planning policies are set out in Planning Policy Statements, which are gradually replacing the older Planning Policy Guidance Notes.
Natural England	An independent statutory organization championing nature, conservation, biodiversity, landscape, access and recreation.
Northern sub region / Northern Sub regional	The Regional Plan provides a broad framework for the entire region. To focus on issues of particular parts of the region, more detailed sub-regional strategies have been

Term	Definition
strategy	prepared within the overall draft regional plan framework. The district has been included within the Northern sub-region.
Planning Obligation Section 106 Obligation	An obligation between the local authority and any person having an interest in land in their area for the purpose of restricting or regulating development or use of the land, either permanently or during such periods as may be described by the agreement.
Preferred Options	A report offering alternative proposals and policy options for consultation over six weeks. The report highlights those options which the Council feels are most appropriate for further investigation for including in the final submission document of a Development Plan Document .
Proposals Map DPD	This map shows all policies contained within development plan documents which apply to a specific area of land or parts of the district
Regional Planning Board	This is the body set up by the East Midlands Regional Assembly (as Regional Planning Authority) to prepare the regional spatial strategy for the East Midlands by the East Midlands
Regional Spatial Strategy / Regional Plan	Planning policy produced at a regional level that forms part of the statutory development plan against which all planning applications will be assessed.
Regional Transport Strategy	The RTS aims to reduce the need to travel, reduce the rate of traffic growth and promote a step change in the quantity and quality of public transport. It has been informed by the recent process to determine regional infrastructure priorities up until 2016.
Regionally Important Geological Sites	Site listed by Natural England as worthy of protection because of their geological and geo-morphological interest.
Scheduled Ancient Monuments	An archaeological site or monument considered of national importance and protected by the Ancient Monuments and Archaeological Areas Act 1979.
Settlement Capacity Study	A proposed topic paper that will be produced before the Submission versions of the Core Strategy and Site Allocations Development Plan Documents . This will explain how the proposed Settlement Hierarchy for the district has been derived, and will examine what levels of facilities are available in each settlement, how accessible a settlement is, particularly by public transport, walking and cycling.
Sites of Special	Areas identified by Natural England as being of special

Term	Definition
Scientific Interest (SSSI's)	interest for their ecological or geological features.
Strategic Gap	Open breaks between settlements intended to prevent settlements merging and losing their distinctiveness. Also prevents loss to the Open Countryside and Green Infrastructure .
Submission Document	Final "submission" version of a Local Development Document . is consulted on for 6 weeks and is essentially the last chance to have your say before it is sent to a Government Inspector along with a report of all public comments made and how we have responded to these.
Supplementary Planning Document	Document which offers further guidance and background information on how policies will be applied in detail
Sustainability Appraisal	Assessment of the environmental, social and economic impacts of policies. Essential in making sure plans are in line with the principles of sustainable development.
Town Centre / Town Centre Boundary	Town centres sit below "city centres" in the Regional Plan's definition of the scale and role of retail centres, and, in the district, these are the centres of the market towns.
Vision	The long-term desired future outcome of implementing the Local Development Framework , which is intended to inspire and motivate for change.
Wildlife Sites Register	Document held by the District Council detailing where registered wildlife sites are and what the wildlife interest is.

APPENDIX 3 : MONITORING AND REVIEW		
Policy	Monitoring Indicator(s)	Target
CS1: Sustainable Development Principles	Core Indicator H3 - Number of new and converted dwellings on previously developed land	To develop at least 60% of new dwellings on previously developed land within the year
	Core Indicator H6 - Housing Quality – Building for Life	Target to be decided when baseline data available
	Core Indicator E1 - Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	To have no planning permissions given contrary to Environment Agency Advice on flood defence or water quality
	Core Indicator E2 - Change in areas of biodiversity importance	No net loss of areas and populations of ecological importance
	Local Indicator - The targets set out in the Bolsover Greenprint and any subsequent Biodiversity Action Plan for the District and/or Green Infrastructure initiatives	To meet the targets set out in the Bolsover Greenprint and any subsequent Biodiversity Action Plan for the District and/or Green Infrastructure initiatives
	Local Indicator - Overall District ranking in Index of Multiple Deprivation	To improve ranking in each consecutive year
	Local Indicator - Unemployment Level	District level no higher than the national average
	Local Indicator - Average household income	District average no less than the national average
	Local Indicator – Air Quality Management Areas declared as a consequence of development which produces harmful levels of air pollution	Permit no new development which is likely to produce harmful levels of air pollution of a scale likely to require the declaration of an Air Quality Management Area
Local Indicator – Newly permitted hazardous	Permit no new development for hazardous substances within or	

	<p>substances sites within or adjoining residential areas</p> <p>Local Indicator – Planning permissions given contrary to Health and Safety advice</p> <p>Local Indicator – Number of listed buildings demolished</p> <p>Local Indicator – Number of developments affecting a Scheduled Ancient Monument</p> <p>Local Indicator – Amount of new residential development within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment; and major retail centres</p> <p>Local Indicator – Number of new dwellings built within 400m of a bus stop or railway station</p> <p>Local Indicator - Number of new dwellings built within 400m and 1500m of an infant or junior school, and within 2000 of a secondary school</p>	<p>adjoining residential areas</p> <p>No planning permissions given contrary to Health and Safety advice</p> <p>No listed buildings demolished</p> <p>No new development which adversely affects a Scheduled Ancient Monument</p> <p>At least 80% of new residential development of 10 or more dwellings to be built within 30 minutes transport time of a GP (doctors surgery) primary school and secondary school, key employment sites and retail centres. At least 10% of new residential development of 10 dwellings or more to be built within 30 minutes public transport time of a hospital.</p> <p>80% of new housing development consisting of 10 dwellings or more built within 400m of a bus stop or railway station</p> <p>Location of new housing developments consisting of 10 dwellings or more – 30% within 400m of an infant or junior school, and 90% within 1500m. 60% of dwellings within 2000m of a secondary school</p>
CS2: Location of Development	<p>Local Indicator – Amount of new homes, employment and shopping facilities provided in towns and main villages in the district</p> <p>Local Indicator – Amount of</p>	<p>To have more development in the towns than in the main villages year on year</p> <p>No new development outside</p>

	development in villages outside settlement boundaries (Except Hodthorpe, Langwith/Whaley Thorns, New Houghton, Shuttlewood, and Doe Lea/Bramley Vale- as outlined in the policy)	settlement boundaries except as set out in CS13
CS3: Transport and Accessibility	<p>Core Indicator H3 – Number of new and converted dwellings on previously developed land</p> <p>Local Indicator – Amount of new residential development within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment; and major retail centres</p> <p>Local Indicator – Number of new dwellings built within 400m of a bus stop or railway station</p> <p>Local Indicator – Number of new dwellings built within 400m and 1500m of an infant or junior school, and within 2000 of a secondary school within the year</p> <p>Local Indicator- The amount of new strategic footpaths created</p> <p>Local Indicator – The amount of cycle paths created</p> <p>Local Indicator - The number of travel plans submitted as part of planning applications</p>	<p>To develop at least 60% of new dwellings on previously developed land within the year</p> <p>At least 80% of new residential development of 10 or more dwellings to be built within 30 minutes transport time of a GP (doctors surgery) primary school and secondary school, key employment sites and retail centres. At least 10% of new residential development of 10 dwellings or more to be built within 30 minutes public transport time of a hospital.</p> <p>80% of new housing development consisting of 10 dwellings or more built within 400m of a bus stop or railway station</p> <p>Location of new housing developments consisting of 10 dwellings or more – 30% within 400m of an infant or junior school, and 90% within 1500m. 60% of dwellings within 2000m of a secondary school</p> <p>To be decided when baseline information is available</p> <p>To be decided when baseline information is available</p> <p>To be decided when baseline information is available</p>

<p>CS4: Developer Contributions</p>	<p>Local Indicator – The amount of money/new facilities put into new developments from developer contributions</p>	<p>To meet the requirements in: CS6; the Council’s Guidance for Affordable Housing; Open Space and Leisure; and any other requirements introduced following the introduction of the Community Infrastructure Levy.</p>
<p>CS5: Housing Provision and Location</p>	<p>Core Indicator H1- Plan period and housing targets to show the planned housing period and provision</p> <p>Core Indicator H2 (b) – Net additional dwellings for the reporting year</p> <p>Core Indicator H2(c) - Net additional dwellings to show likely future levels of housing delivery, including the area (in hectares) applying to each of the 5 years</p> <p>Core Indicator H2 (d) – Managed delivery target to show how likely levels of future housing are expected to come forward taking into account the previous years performance</p> <p>Core Indicator H3 – New and converted dwellings on previously developed land to show the number of gross new dwellings being built on previously developed land</p> <p>Local Indicator – Breakdown of the number of dwellings provided in Towns, Main Village, and Villages</p>	<p>To meet the requirement in the East Midlands Regional Plan (The Regional Spatial Strategy) requirement for 8,000 dwellings between 2006 -2026 in Bolsover District.</p> <p>To provide the housing required in the relevant Development Plan</p> <p>400 plus or minus any over or under supply</p> <p>To meet the overall housing requirement</p> <p>To develop at least 60% of new dwellings on previously developed land each year.</p> <p>To work towards achieving the distribution of housing as set out in CS5</p>

CS6: Affordable Housing	Core Indicator H5- Gross affordable housing completions to show affordable housing delivery Local Indicator – The level of affordable provision in each settlement in the district	To meet the requirements set out in Policies CS6, and CS 31 To work towards achieving the distribution of affordable housing set out in CS6
CS7: Provision for Gypsies, Travellers and Travelling Showpeople	Core Indicator H4 - Net additional pitches to show the number of Gypsy, Traveller, and Travelling Showpeople pitches delivered	To meet the requirements of the East Midlands Regional Plan (the Regional Spatial Strategy)
CS8: General Principles for Economic Developmen t	Core Indicator BD1– Total amount of additional employment floorspace (gross and net) Core Indicator BD3 – Employment Land Available – by type – land available to include (i) sites allocated for employment uses in Development Plan Documents, and (ii) sites for which planning permission has been granted for employment uses, but not included in (i) Local Indicator – Average household income Local Indicator – Amount of employment land developed at: (a) strategic employment areas; & (b) at local employment sites. Local Indicator – Number of visitors and amount of visitor spend in the district	To work towards providing the provision set out in CS9 To work towards providing the provision set out in CS9 District average no less than national average To work towards providing the provision set out in CS9 Year on year increase in visitor numbers and spend within the district
CS9: Employment Land	Core Indicator BD1– Total amount of additional employment floorspace (gross	To work towards providing the provision set out in CS9

provision	<p>and net)</p> <p>Core Indicator BD3 – Employment Land Available – by type – land available to include (i) sites allocated for employment uses in Development plan Documents, and (ii) sites for which planning permission has been granted for employment uses, but not included in (i)</p> <p>Local Indicator – Amount of Employment Land available</p> <p>Local Indicator: Amount of employment land lost to other uses</p>	<p>To work towards providing the provision set out in CS9</p> <p>To work towards providing the provision set out in CS9</p> <p>Minimise losses of employment land on allocated employment sites over the plan period</p>
CS10: Retail, Town Centre and Local Centre Development	<p>Core Indicator – BD4 Total amount of floorspace for ‘town centre uses’. To show the amount of completed floorspace (gross and net) for town centre uses within (i) town centre areas & (ii) the local authority area</p> <p>Local Indicator - Number of shops outside the defined town and local centres granted planning permission within the year</p>	<p>Not applicable</p> <p>No retail developments larger than 1,000 square metres permitted outside town and local centres, where retail is the primary use of the unit.</p>
CS11: Tourism and the Visitor Economy	<p>Local Indicator – Number of visitors and amount of visitor spend in the district</p>	<p>Not applicable for this policy (but see also Policy CS 8 above)</p>
CS12: Creating Better Quality Design and Places	<p>Core Indicator H6 – Housing quality – Building for Life Assessments to show the level of quality in new housing developments. The collection of the number and proportion of total new build completions on</p>	<p>Target to be decided when baseline data available</p>

	housing sites reaching very good, good, average and poor ratings against the Building for Life Criteria	
CS 13: Countryside and Landscape Character	Local Indicator – Amount of development in villages outside settlement boundaries	New development outside settlement boundaries only as set out in CS13
CS14 Settlement Identity	Local Indicator - whether any development of the North East Derbyshire Green Belt and Important Open Areas has been granted planning permission (with the exception of land identified to accommodate policy proposal CS25)	Not to permit the development of any land in the North East Derbyshire Greenbelt or Important Open Areas over the plan period
CS15: Principles for the Natural Environment	Local Indicator – The targets set out in the Bolsover Greenprint and any subsequent Biodiversity Action Plan for the District and/or Green Infrastructure initiatives	To meet the targets set out in the Bolsover Greenprint and any subsequent Biodiversity Action Plans for the district, and/or Green Infrastructure initiatives
CS16: Principles for the Historic Environment	Local Indicator – Number of listed buildings demolished Local Indicator – Number of developments affecting a Scheduled Ancient Monument Local Indicator – Number of planning permissions that have an adverse impact on the setting of Bolsover Castle, Creswell Crags or Hardwick Hall	No listed buildings demolished No new development which adversely affects a Scheduled Ancient Monument No development that has an adverse impact on the setting of Bolsover Castle, Creswell Crags, or Hardwick Hall
CS17: Managing Natural Resources	Core Indicator E1 – Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	To have no planning permissions given contrary to Environment Agency Advice on flood defence or water quality

	<p>Core Indicator H6 – Housing quality – Building for Life Assessments to show the level of quality in new housing developments. The collection of the number and proportion of total new build completions on housing sites reaching very good, good, average and poor ratings against the Building for Life Criteria</p> <p>Local Indicator – Air Quality Management Areas declared as a consequence of development which produces harmful levels of air pollution</p>	<p>Target to be decided when baseline data available</p> <p>Permit no new development which is likely to produce harmful levels of air pollution of a scale likely to require the declaration of an Air Quality Management Area</p>
CS18: Sustainable Construction, Renewable Energy and Energy Conservation	<p>Core Indicator H6 – Housing quality – Building for Life Assessments to show the level of quality in new housing developments. The collection of the number and proportion of total new build completions on housing sites reaching very good, good, average and poor ratings against the Building for Life Criteria</p> <p>Core Indicator E3 – The amount of renewable energy generation by installed capacity and type-</p>	<p>Target to be decided when baseline data available</p> <p>To contribute to the indicative sub-regional targets set out in the East Midlands Regional Plan. More detailed local targets to be prepared as part of subsequent Development Plan Documents</p>
CS19: Protection and Provision of Services and Facilities	<p>Local Indicator – Net number of community facilities lost to other uses in the monitoring year</p> <p>Local Indicator – The amount of money put into new developments from developer contributions</p>	<p>No net loss of community/village halls, village shops, colleges, nurseries, places of worship, health services, care homes, convenience stores, libraries, or public houses</p> <p>To meet the requirements in CS6; the Council's Guidance for Affordable Housing; Open Space and Leisure; and any other</p>

		requirements introduced following the introduction of the Community Infrastructure Levy
CS20: Leisure and Recreation	Local Indicator – The amount of money put into new developments from developer contributions Local Indicator – The amount of existing recreation land or buildings or amenity open space lost	To meet the requirements in CS6; the Council's Guidance for Affordable Housing; Open Space and Leisure; and any other requirements introduced following the introduction of the Community Infrastructure Levy No net loss of existing recreation land, or buildings, or amenity open space
CS21: Development of the Towns	Local Indicator – Amount of residential development (Net additional dwellings) in each of the 4 towns in the district Local Indicator – Amount of land developed for employment generating uses in each of the 4 towns in the district	To show progress towards meeting the targets set out at policies CS 21, CS 22, CS24, CS26, and CS27 To show progress towards meeting the targets set out at policy CS 21, CS22, CS24, CS26, and CS27
CS22: Bolsover	Core Indicator BD1 – Total amount additional employment floorspace (gross and net) Core Indicator BD2 – Total amount of employment floorspace on previously developed land Core Indicator – BD4 Total amount of floorspace for 'town centre uses'. To show the amount of completed floorspace (gross and net) for town centre uses within (i) town centre areas & (ii) the local authority area Local Indicator – Amount of residential development (Net additional dwellings) in each of	Not applicable To develop at least 60% of industrial floorspace on previously developed land each year. To increase floorspace in the town centre over the plan period, in line with the objective set out in CS22. To show progress towards meeting the target set out at policies CS 21, CS 22, CS24, CS26, CS27

	<p>the 4 towns in the district</p> <p>Local Indicator – Amount of land developed for employment generating uses in each of the 4 towns in the district</p> <p>Local Indicator – Number of planning permissions that have an adverse impact on the setting of Bolsover Castle, Creswell Crags or Hardwick Hall</p>	<p>To show progress towards meeting the target set out at policy CS 21, CS22, CS24, CS26, CS 27</p> <p>No development that has an adverse impact on the setting of Bolsover Castle, Creswell Crags, or Hardwick Hall</p>
<p>CS 23: Strategic Allocation: Land between Marlpit Lane and Oxcroft Lane, Bolsover</p>	<p>Local Indicators: Progress against requirements set out in CS23</p>	<p>As set out in CS23.</p>
<p>CS 24: Clowne</p>	<p>Core Indicator BD1 – Total amount additional employment floorspace (gross and net)</p> <p>Core Indicator – BD4 Total amount of floorspace for ‘town centre uses’. To show the amount of completed floorspace (gross and net) for town centre uses within (i) town centre areas & (ii) the local authority area</p> <p>Local Indicator – Amount of residential development (Net additional dwellings) in each of the 4 towns in the district</p> <p>Local Indicator – Amount of land developed for employment generating uses in each of the 4 towns in the district</p>	<p>Not applicable</p> <p>To increase floorspace in the town centre over the plan period, in line with the proposals set out in CS24, CS 24, CS26 and CS 27</p> <p>To show progress towards meeting the targets set out at policies CS 21, CS 22, CS24, CS26, and CS27</p> <p>To show progress towards meeting the target set out at policy CS 21, CS22, CS24, CS26, and CS27</p>

	<p>Local Indicator- The amount of new strategic footpaths created</p> <p>Local Indicator – The amount of cycle paths created</p> <p>Local Indicator- for Green Space and Green Strategy to be developed when strategies are in place</p>	<p>To be decided when baseline information is available</p> <p>To be decided when baseline information is available</p> <p>To be decided when strategies are in place.</p>
CS25: Strategic Allocation: Land north of Harlethorpe Dam, Clowne	Local Indicators: Progress against requirements set out in CS25	As set out in CS25.
CS26: Shirebrook	<p>Core Indicator BD1 – Total amount additional employment floorspace (gross and net)</p> <p>Core Indicator – BD4 Total amount of floorspace for ‘town centre uses’. To show the amount of completed floorspace (gross and net) for town centre uses within (i) town centre areas & (ii) the local authority area</p> <p>Local Indicator – Amount of residential development (Net additional dwellings) in each of the 4 towns in the district</p> <p>Local Indicator – Amount of land developed for employment generating uses in each of the 4 towns in the district</p>	<p>Not applicable</p> <p>To increase floorspace in the town centre over the plan period, in line with the proposals set out in CS26</p> <p>To show progress towards meeting the target set out at policies CS 21, CS 22, CS24, CS26, CS27</p> <p>To show progress towards meeting the target set out at policy CS 21, CS22, CS24, CS26, CS 27</p>
CS27: South Normanton	Core Indicator – BD4 Total amount of floorspace for ‘town centre uses’. To show the amount of completed floorspace (gross and net) for	To increase floorspace in the town centre over the plan period, in line with the proposals set out in CS27

	<p>town centre uses within (i) town centre areas & (ii) the local authority area</p> <p>Local Indicator – Amount of residential development (Net additional dwellings) in each of the 4 towns in the district</p> <p>Local Indicator – Amount of land developed for employment generating uses in each of the 4 towns in the district</p>	<p>To show progress towards meeting the target set out at policies CS 21, CS 22, CS24, CS26, CS27</p> <p>To show progress towards meeting the target set out at policy CS 21, CS22, CS24, CS26, CS 27</p>
CS 28: Development of the Main Villages	<p>Local Indicator – Amount of residential development (Net additional dwellings) in each of the Main Villages in the district</p> <p>Local Indicator – Amount of land developed for employment generating uses in each of the Main Villages in the district</p>	<p>To show progress towards meeting the target set out in Policies CS28 and CS 29</p> <p>To show progress towards meeting the target set out in Policy CS28 and CS29</p>
CS29: Main Villages: Strategic Principles	<p>Local Indicaor - whether any development of the North East Derbyshire Green Belt and Important Open Areas has been granted planning permission (with the exception of land identified to accommodate policy proposal CS25)</p> <p>Local Indicator – Amount of residential development (Net additional dwellings) in each of the Main Villages in the district</p> <p>Local Indicator – Amount of land developed for employment generating uses in each of the Main Villages in the district</p> <p>Local Indicator- for Green Space and Green Strategy to be developed when strategies</p>	<p>Not to permit the development of any land in the North East Derbyshire Greenbelt or Important Open Areas over the plan period</p> <p>To show progress towards meeting the target set out in Policies CS28 and CS 29</p> <p>To show progress towards meeting the target set out in Policy CS28 and CS29</p> <p>To be decided when strategies are in place.</p>

	are in place	
CS30 – Residential Development in Rural Villages	Local Indicator – Amount of residential development (net additional dwellings) in each of the Rural Villages in the district	To show progress towards meeting the target set out in Policy CS30
Policy CS31 – Housing on Rural Exception sites	Core Indicator H5- Gross affordable housing completions to show affordable housing delivery	To meet the requirements set out in Policies CS6, and CS 31
Policy CS 32 – Supporting the Rural Economy	Core Indicator E3 - The amount of renewable energy generation by installed capacity and type Core Indicator BD2 – Total amount of employment floorspace on previously developed land	To contribute to the indicative sub-regional targets set out in the East Midlands Regional Plan. More detailed local targets to be prepared as part of subsequent Development Plan Documents To develop at least 60% of industrial floorspace on previously developed land each year.
Policy CS33 – Needs of Rural Communities	Local Indicator – Percentage of shops and services retained in rural areas	To be decided when baseline information is available