

Sherwood Lodge
Bolsover
Derbyshire
S44 6NF

Date: 4th September 2012

Dear Sir or Madam,

You are hereby summoned to attend a meeting of the Planning Committee of Bolsover District Council to be held in the Council Chamber, Sherwood Lodge, Bolsover, on Wednesday 12th September 2012 at 1000 hours.

Register of Members' Interest - Members are reminded that a Member must within 28 days of becoming aware of any changes to their Disclosable Pecuniary Interests provide written notification to the Authority's Monitoring Officer.

You will find the contents of the agenda itemised on pages 2 and 3.

Yours faithfully,




Chief Executive Officer

To: Chairman & Members of the Planning Committee

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The Government Standard

PLANNING COMMITTEE

AGENDA

Wednesday 12th September 2012 at 1000 hours

Item No.		Page No.(s)
	PART 1 – OPEN ITEMS	
1.	<u>Apologies for Absence</u>	
2.	<u>Urgent Items of Business</u> To note any urgent items of business which the Chairman has consented to being considered under the provisions of Section 100(B) 4(b) of the Local Government Act 1972	
3.	<u>Declarations of Interest</u> Members should declare the existence and nature of any Disclosable Pecuniary Interest and Non Statutory Interest as defined by the Members' Code of Conduct in respect of: a) any business on the agenda b) any urgent additional items to be considered c) any matters arising out of those items and if appropriate, withdraw from the meeting at the relevant time.	
4.	To approve the minutes of a meeting held on 15th August 2012.	4 to 7
5.	To approve the minutes of a site visit held on 10th August 2012	8
6.	Applications to be determined under the Town & Country Planning Acts.	
	(i) 12/00141/FUL - Change of use to single residential dwelling at The Black Horse Inn, Whaley Road, Whaley	9 to 16
	(ii) 11/00589/FUL - Erection of single storey dwelling (as amended by drawing no. 206:63:11 received on the 27 th March 2012) at Land To The Rear Of 34 To 40 Prospect Avenue, South Normanton, Derbyshire	To Follow

7.	Consultation on North East Derbyshire District Council Local Plan Part 1: Strategic Policies and background papers	17 to 24
8.	Infrastructure Study and Delivery Plan	25 to 168

PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee of the Bolsover District Council held in the Council Chamber, Sherwood Lodge, Bolsover, on Wednesday 15th August 2012 at 1000 hours.

PRESENT:-

Members:-

Councillor D. Kelly in the chair

Councillors P.M. Bowmer, J.A. Clifton, T. Connerton, T. Cook, M.G. Crane, S.W. Fritchley, D. McGregor, C. Munks, B.R. Murray-Carr, G. Parkin, T. Rodda, A.M. Syrett, R. Turner, G.O. Webster and J. Wilson

Officers:-

J. Arnold (Assistant Director of Planning), T. Ball (Principal Planner Development Control), I. Collis (Planning Policy Manager), K. Shillitto (Principal Solicitor) (until Minute No. 317), S. Chambers (Communications Officer) and A. Brownsword (Democratic Services Officer)

312. APOLOGIES

Apologies for absence were received from Councillors R. Brooks and S. Wallis.

313. URGENT ITEMS OF BUSINESS

There were no urgent items of business.

314. DECLARATIONS OF INTEREST

There were no declarations of interest.

315. MINUTES

Moved by Councillor G. Parkin and seconded by Councillor D. McGregor
RESOLVED that the minutes of a meeting of the Planning Committee held on 18th July 2012, be approved as a true and correct record.

PLANNING COMMITTEE

316. SITE VISIT MINUTES

Moved by Councillor B.R. Murray-Carr and seconded by Councillor D. McGregor
RESOLVED that the minutes of a meeting of a site visit held on 16th July 2012, be approved as a true and correct record.

317. APPLICATIONS TO BE DETERMINED UNDER THE TOWN AND COUNTRY PLANNING ACTS

- (1) 12/00071/FUL - Retention of Mobile Home for Residential Use during Construction of Dwelling Granted Planning Permission under application 98/00502 at Land Between 3 and 5 Brookhill Lane, Pinxton, Derbyshire.

Further details were included on the Supplementary Report.

The Principal Planner Development Control presented the report identifying the main issues for consideration.

Ms. S. Spencer of the Derbyshire Gypsy Liaison Group attended the meeting and spoke in support of the application.

Members asked questions.

Moved by Councillor B.R. Murray-Carr and seconded by Councillor J.A. Clifton.
RESOLVED that application no. 12/00071/FUL be REFUSED on the following grounds:

1. The general scale and character of the locality around the site comprises detached houses in relatively spacious grounds on the fringe of the settlement. The use of the site is of a different form to the surrounding locality. The design and appearance of the mobile home is in stark contrast to the surrounding character of brick built dwellings being disruptive to the general character and quality of the street scene. It is of an inappropriate design for the area being of a different scale and appearance to that prevailing in the locality. As a result the local planning authority considers that there is a significant change to the character and appearance of the area, and that, with the intrusion into a protected open area of countryside, it is not an appropriate site for a mobile home even for a temporary period. A caravan or mobile home has been on the site for a considerable period of time allowing ample opportunity to construct the house which has planning permission. An effective Enforcement Notice remains in place which requires the cessation of use of the land by caravans for residential purposes.

PLANNING COMMITTEE

To approve the proposal would therefore be contrary to policies GEN2 (Impact of Development on the Environment), HOU14 (Residential Caravans and Mobile Homes), GEN10 (Important Open Areas), and ENV3 (Development in the Countryside) of the Bolsover District Local Plan and contrary to the core planning principles of the National Planning Policy Framework which seek ways to enhance and improve the places in which people live their lives and seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

(Principal Planning Officer)

318. LOCAL PLAN TOPIC PAPERS

The Planning Policy Manager presented the report which gave details of two topic papers prepared as background documents to the forthcoming Local Plan.

(1) Employment

The Planning Policy Manager explained that there was currently not enough employment within the District. The number of economically active residents exceeded jobs by around 10,000 people. Consequently a high percentage of local residents commuted out of the District to work. It was desirable to reduce this percentage. The paper provided the calculations behind the target number of jobs for 2031 that would be compatible with sustainable planning principles within the District, and then looked at what land was committed in relation to the target.

(2) Transport

The Planning Policy Manager explained that many studies on transport issues had been carried out with neighbouring Derbyshire districts and the Derbyshire County Council, and in addition the Council had carried out its own study on Bolsover town centre. The topic paper pulled all the studies together and noted that the busiest roads were those identified as part of the Strategic Highways Network. There was a need to make an effort to shift travel to more sustainable methods.

Members thanked the Planning Policy Manager for his presentation and asked whether any links with the work of the Partnership team had been explored in order to work together on bids for European funding. The Planning Policy Manager noted that he would chase up this enquiry.

Members also hoped that serious consideration would be given to the development of the Robin Hood Line between Creswell and Chesterfield and more promotion of rail travel between Alfreton and Chesterfield as an alternative means of transport between the south of the District and Chesterfield. It was also noted that there was very little public transport from Blackwell and Hilcote in order to access employment within the District.

PLANNING COMMITTEE

The Planning Policy Manager informed the meeting that a request had been sent out to Parish Councils, developers and agents inviting suggestions for possible employment development sites and Members noted that there was a need for investment and proper access throughout the District.

Comments were made regarding the poor public transport between settlements and major employment areas which meant that many jobs within the District went to people from outside.

Moved by Councillor S.W. Fritchley and seconded by Councillor B.R. Murray-Carr
RESOLVED that (1) the contents of the Local Plan Topic Papers be endorsed and their inclusion as background documents to the Local Plan Strategy on the Council's website, be approved,

(2) the Assistant Director of Planning be authorised to make any changes to the Employment and Transport Topic Papers necessary to correct minor errors, update information or ensure alignment with approved Council policies.

(Assistant Head of Planning)

The meeting concluded at 1050 hours.

PLANNING SITE VISIT

Minutes of a Planning Site Visit held on Friday 10th August 2012 commencing at 10.00 hours on site.

PRESENT:-

Members:

Councillors D. Kelly in the Chair

C. Munks, B.R. Murray-Carr, G.O. Webster, J. Wilson

Officers:

T. Ball (Principal Planner Development Control)

APOLOGIES

Apologies for absence were received from Councillors P.M. Bowmer, R. Brooks, J.A. Clifton, S.W. Fritchley, D. McGregor, G. Parkin, T. Rodda, A.M. Syrett, R. Turner, S. Wallis.

SITE VISITED

Application:

12/00071/FUL - Retention of Mobile Home for Residential Use during Construction of Dwelling Granted Planning Permission under application 98/00502 on Land Between 3 and 5 Brookhill Lane Pinxton.

The meeting concluded at 10.15 hours on site.

PARISH Old Bolsover

APPLICATION Change of use to single residential dwelling
LOCATION The Black Horse Inn, Whaley Road, Whaley
APPLICANT Doreen Hague
APPLICATION NO. 12/00141/FUL **FILE NO.** C3034
CASE OFFICER Mr Steve Kimberley
DATE RECEIVED 28th March 2012

DELEGATED APPLICATION REFERRED TO COMMITTEE BY: Cllr T Bennett
REASON: level of public interest

SITE

The site is an existing public house within the village of Whaley. It is a large two storey stone built property situated at the main junction within the Whaley Conservation Area. The ground floor is used as the public house whilst the first floor is accommodation for the proprietor of the public house. The building sits immediately adjacent to the pavement to the south west and north west, with a small paved patio area and a smoking shelter to the north east. There is then a step in levels to the car park to the north east which has space for approximately 12 cars. Beyond the site there are residential properties on all sides apart from across the road to the south west where there is a farm yard.

PROPOSAL

The proposal is for the change of use of the existing public house to a single residential property. There are no external changes proposed to the property. Application is accompanied by marketing information; the property has been offered for sale in trade papers and a specialised agent. It is stated that no offers have been received.

AMENDMENTS

Additional information received on the 1st August 2012 providing further supporting information and confidential papers giving last three years financial accounts.

HISTORY

07/00477/FUL – Erection of a smoking shelter to rear. Approved 01/10/2007
BOL/383/120 – Extension to form cellar store and improvements to toilets. Approved 06/06/1983

CONSULTATIONS

Old Bolsover Town Council – Object because of the loss of amenity. The loss of the only pub and community facility in the village is unacceptable and detrimental to community life and social wellbeing with no alternative facilities for local people to meet in the vicinity with the closure of Henton Hall. 10/05/2012

Derbyshire County Council Highway Authority - No objections 19/04/2012

Planning Policy – Due weight should be given to the fact that the proposal meets policy CLT1 – Protection of Existing Buildings which serve the Community, because evidence has been

supplied that running the pub business is no longer economically viable. 26/04/2012

Environmental Health Pollution Control Officer – Note the proposal means that the ground floor will be used as a permanent residence and the presence of a domestic oil tank at the premises. In addition note that there is a former quarry within 100m and a commercial garage 120m away. Consequently consideration should be given to a phased contaminated land investigation and conditions imposed for requiring such an investigation. 04/05/2012 The Environmental Health Officer has confirmed verbally that it is understood that no intrusive works are proposed but would still like the condition imposed.

Regeneration Department – Economic development consider the Inn to be a viable business proposition under the right management and cite the example of the Elm Tree at Elmton. It is not known whether the applicant has pursued all possible avenues, including use of the services offered by the British Beer and Pub Association, in order to make the business more viable. The proposal is opposed as closure of the pub would see the loss of a valuable community, visitor and business service which would have a detrimental impact on the vitality of the village by reducing the number of patron visitors, in particular walkers, from the surrounding area. The Economic Development section object to the loss of the pub which provides a valuable leisure and entertainment service, a historical and cultural asset and a much needed source of local employment. 30/04/2012

Conservation Officer - Prefer to see the pub retained as community building but overall the conversion scheme will preserve the character and appearance of the area. Given the prominence of the site I would recommend that we remove permitted development rights if possible or at least make it clear that any external alterations will require planning permission. 22/05/2012

PUBLICITY

Site notice posted and press advertisement.

Six neighbouring properties notified.

Fourteen letters of representation submitted which object to the proposal for the following reasons:

- a) Black Horse is the focal point of the village
- b) Loss of amenity to the village
- c) Reported difficulty in trading is due to limitations of current management/ownership and non viability of current use
- d) In a conservation area where change is not wanted
- e) Last meeting place for community following closure of Henton Memorial Community Centre
- f) Adversely affect the dynamic of the Conservation Area
- g) Not obvious public house was for sale
- h) Public house could be viable again in manner of Elm Tree in Elmton
- i) Once change of use allowed unlikely to ever be a public house again
- j) The village needs a pub to retain its character

POLICY

Bolsover District Local Plan (BDLP)

GEN1 (Minimum requirements for development) GEN2 (Impact of the development on the Environment) CLT1 (Protection of Existing Buildings which serve the Community)

National Planning Policy Framework

Paragraph 28. This states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.

To promote a strong rural economy, local and neighbourhood plans should promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

Paragraph 131

In determining planning applications, local planning authorities should take account of:-

- The desirability of sustaining and enhancing the significance of heritage assets and putting them into viable uses consistent with their conservation
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive contribution to local character and distinctiveness

ASSESSMENT

The main issue for consideration in the determination of the application is compliance with policies.

The National Planning Policy Framework in paragraph 28 states that planning policies in the Local Plan should seek to promote the retention and development of local services including public houses.

Policy CLT1 (Protection of Existing Buildings which serve the community) of the adopted Local Plan seeks to retain buildings which have functions serving the community which includes public houses. However, planning permission may be granted if it can be demonstrated that the facility is no longer required or alternative provision exists, or is no longer economically viable. It is considered that policy CLT1 (Protection of Existing Buildings which serve the Community) reflects the National Planning Policy Framework in its aim and can therefore be given due weight in the consideration of any application.

Whaley is a small village of approx 20 properties which is close to Whaley Common with a further 20 properties. The Black Horse is the only public house serving these two communities with the nearest other public houses being in Elmton and Langwith. Until September 2011 there was also a community hall in Whaley Common, Henton Memorial Hall, positioned on the recreation ground there. This hall was closed by Old Bolsover Town Council following a surveyors report in 2010 regarding the state of the building. The minutes of the town council meeting in July 2011 make it clear that there would have been a high cost in renovating the hall to make it safe and that the hall was only being used at that time by one Sunday morning football team and a once monthly bingo session. Income from these sources represented only a fraction of the cost of maintaining and managing the building. The Town Council decided to close the building from 1st September 2011 with a view to securing funding for a replacement building. A decision has not been made on the future of Henton Memorial Hall but it understood (after speaking to the Parish Clerk and a later email) that funding has not been secured and that a replacement will not be built as the level of use would not

warrant the expenditure for a replacement.

Since the closure of this hall the nearest community hall is that at Whaley Thorns. It is clear that within Whaley itself, there is no alternative community provision though given the acknowledged level of use of the Hall it is not so clear as to whether there is a significant need for a community facility.

The applicant has agreed that in the past they have hosted a number of community activities. These have included an annual residents meeting and meal and the lighting of the village Christmas tree. In addition the cycling club meets in their car park and has partaken of the occasional drink. However they also state that these activities add little or nothing to the commercial viability of the public house.

DDC Davey Co is a privately owned national firm of business agents and valuers who specialise in the valuation and sale of licensed properties and businesses, specifically pubs, bars, restaurants, inns and hotels. The property has been for sale since October 2011 with this specialist agent with the asking price being reduced from the original £450,000 (following the agent's valuation) to £345,000. The applicant has stated that they have received no offers to view or buy. Whilst representations have pointed out that no for sale boards have been erected at the public house it is accepted that this is often the case when public houses are being sold and often signs only go up when the business has closed, as before that time it can put customers off. It is also acknowledged that selling through a specialist agent is a reasonable approach to the sale of a public house.

As there is no alternative provision in the village the application would seem to turn on whether the facility is considered to be economically viable.

CAMRA are one of the leading promoters for the retention of Public Houses and they have developed a viability test to be applied in these cases. This assesses trade potential, the business at present and the sale. The test highlights a number of questions to assess viability including details of the village, visitor potential, competition, parking, flexibility and transport links. The applicant has undertaken an appraisal of the potential of the business utilising this guidance. In addition the applicant supplied additional information on the 1st August giving further information including measures including a sign post on Clowne Road, quiz nights, smoking shelter, advertising and installation of pool table, to try and attract additional customers.

Representations have contested the information supplied stating that they consider that the changes have driven customers away, e.g. the pool table; and the unreliability of opening hours, food serving times and management attitudes to customers have further driven customers away. These views are strongly contested by the applicant who whilst accepting that they close on Monday when business was poor, have stated that they do keep regular hours and serving of food. What is not disputed by either party is that the majority of the business comes from outside of the village.

The Economic Development section also opposes the application. It considers that with the right management and promotion of the business and refurbishment, the business would be a viable proposition. They along with other representations cite the example of the Elm Tree at Elmton. They also ask if the applicant has reviewed the services offered by the British Beer

and Pub Association. The applicant has confirmed that they have not contacted them as they were unaware of the organisation. The British Beer and Pub Association has confirmed that whilst they offer advice on legislation and general advice for people interested in such businesses they do not offer advice for individual pubs.

Policy CLT1 (Protection of Existing Buildings which serve the Community) asks that any application shows that the facility is no longer economically viable. This is normally done through the submission of accounts, and questions such as is the public house being run correctly, are not normally considered. It is generally given that owners will try their best to ensure that profits are made. It is not the place of the planning system to determine if the business is being run correctly or not.

Accounts submitted with the proposal showing the last four years of trading (up to April 2012) clearly show declining turnover over that period and losses in the last two years. This together with other relevant facts, in particular the inability to sell the business, show that running the public house business is no longer economically viable and therefore the proposal complies with policy CLT1 (Protection of Existing Buildings which serve the Community). Planning Policy also point out that the purpose of the policy is to protect the community facilities for the local community, in this case it is clear that the Black Horse is heavily dependant upon travel and patronage by people outside of the community.

Representations as stated do not necessarily disagree with this statement in relation to the current business, but do argue that it could be viable if run differently perhaps in the same manner as the Elm Tree at Elmton. Both the Elm Tree and the Black Horse have very small associated villages and it is accepted that they could only survive by relying on customers from outside. However the Elm Tree has a large car park and gardens together with outbuildings which were previously used as a restaurant. By comparison the Black Horse has a relatively small car park, no real garden area (just a small patio), and no room for expansion. It is considered that the potential for increased trade at the Black Horse is therefore more limited.

It is also accepted that over recent years less people are willing to drive to public houses and the smoke free legislation and increase in prices has led to difficult market conditions for rural public houses with increase numbers closing or failing.

The site has been assessed against the criteria in the CAMRA viability test. It has a very small clientele in the village (even including Whaley Common) and in a relatively low key tourism area. There is little flexibility in the site in what could be done either by extension or changes of use and no scope for extending the parking provision. The applicant also states that there is little opportunity for additional uses in the site as a shop in Whaley Common closed due to lack of customers some years ago. The level of use at Henton Memorial Hall (before it closed) suggests that there is little demand for additional community facilities.

It is also noted that in respect of CLT1 (Protection of Existing Buildings which serve the Community) the applicant could at any time close the public house element on the ground floor and just live in the accommodation at first floor level without requiring planning permission.

For these reasons and notwithstanding the comments of the representations and Economic

Development it is felt that the applicant has demonstrated that the business is no longer economically viable and the proposal is therefore considered to be in compliance with policy CLT1 (Protection of Existing Buildings which serve the Community) of the adopted Local Plan.

It is acknowledged that with different management and more active promotion and potentially a different business model, eg part community ownership or use with other facilities the business might be made more viable. However it is not possible to “crystal ball gaze” whether or not all possible measures would result in the business becoming viable. Any judgement on this matter would have to be a subjective one. It also has to be accepted that some pub businesses are no longer viable.

The planning decision has to be based on the evidence presented, in particular the submitted accounts. In officers opinion the information indicates that the current premises are not viable, but .it is accepted that there is little evidence of the applicant having exhausted all other reasonable business models to support viability which could be given more weight. The lack of community demand is also evidenced in the action of the Town Council in closing the community hall; it is highly unlikely that any community use at the pub would be a significant benefit financially.

Other Matters

The Conservation Officer has commented on the proposal and whilst they would prefer to see it retained as community building, considers that the conversion scheme will preserve the character and appearance of the area. However given the prominence of the site they would recommend that permitted development rights should be removed to preserve the character of the building and the character and appearance of the conservation area.

The Pollution Control Officer note the proposal means that the ground floor will be used as a permanent residence and the presence of a domestic oil tank at the premises together with other potential contamination sources further away and recommend a condition requiring a phased contaminated land study. There are, however, no intrusive works proposed and the domestic fuel tank is existing. In addition the ground floor is already a sensitive end use. For these reasons it is not considered reasonable to require a contaminated land study for this proposal

Listed Building:	N/A
Conservation Area:	See above report
Crime and Disorder:	No known issues
Equalities:	No known issues
Access for Disabled:	No known issues
Trees (Preservation and Planting):	none affected
SSSI Impacts:	N/A
Biodiversity:	no known issues
Human Rights:	no known issues

Conclusions

Consideration has been given to the compliance with national and local policies and the effect of the proposal on the character and appearance of the locality. The loss of the public house is regretted but given the evidence supplied it is considered that the public house, on the

balance of probability, is no longer economically viable. The representations made that the business could, with the right approach, be viable are noted. Whilst there is evidence that not all avenues have been explored, in light of the submitted details, accounts, sales particulars and evidence from the applicant, and the closure of the community hall, it is felt on balance that proposal meets the requirements of the adopted policy.

The main development plan policies

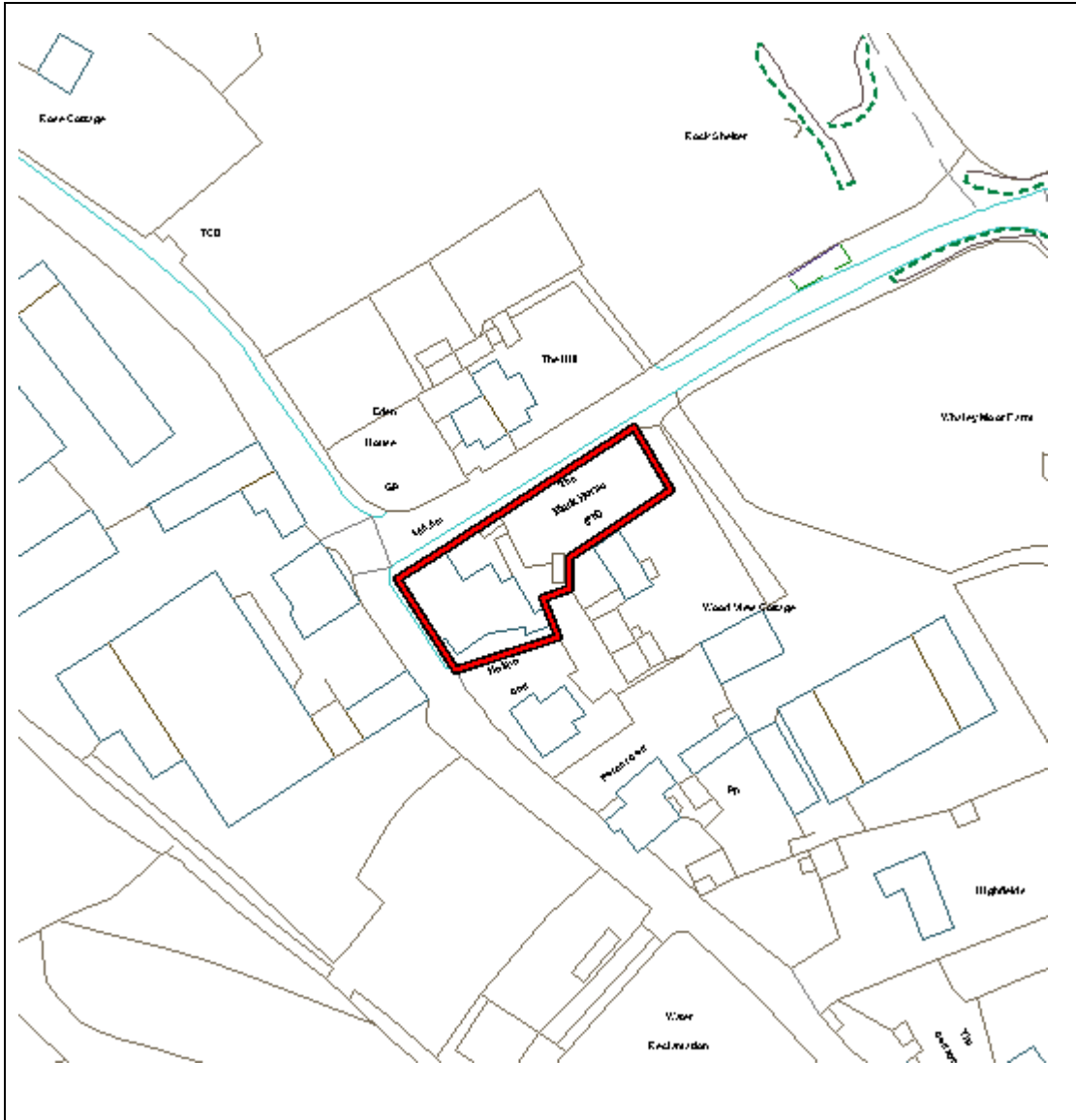
GEN1 (Minimum requirements for development) GEN2 (Impact of the development on the Environment) and CLT1 (Protection of Existing Buildings which serve the Community)

RECOMMENDATION

APPROVE subject to the conditions given in précis form to be formulated in full by the
Head of Planning

- 1) Start within three years.**
- 2) Notwithstanding the provision of Parts 1 and 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any Order revoking or re-enacting that Order) the dwelling shall not be extended or altered externally nor shall any incidental building structure or enclosure be erected without the prior grant of planning permission.**

Application No.: 12/00141/FUL



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Date Produced: 29th August 2012

Council/ Committee:	Planning Committee	Agenda Item No.:	7
Date:	12 th September 2012	Category	
Subject:	Consultation on North East Derbyshire District Council Local Plan Part 1: Strategic Policies and background papers	Status	Open
Report by:	Assistant Director of Planning written by Principal Planner, Planning Policy		
Other Officers involved:	Planning Policy Manager		
Director	Director of Development		
Relevant Portfolio Holder	N/A		

RELEVANT CORPORATE AIMS

Although the Local Plan Strategy has been prepared by an adjoining authority, its provisions have the potential to impact on this district and its residents. In this context it affects the following corporate aims:

ENVIRONMENT – Promoting and enhancing a clear and sustainable environment
 REGENERATION – Developing healthy, prosperous and sustainable communities
 SOCIAL INCLUSION – Promoting fairness, equality and lifelong learning.

TARGETS

No direct impact on policies in the Corporate Plan.

VALUE FOR MONEY

As an external document prepared by an adjoining authority it has no impact on value for money.

THE REPORT

1.0 Background

1.1 The consultation is non-statutory, building on the last consultation (Issues and Options) undertaken in 2009. The consultation follows changes to Government Legislation. These changes replace the Local Development Framework system (including Core Strategies) with Local Plans. North East Derbyshire District Council intend preparing the Local Plan in two parts:

- Part 1 dealing with Strategic Policies; and
- Part 2 dealing with Allocations and Development Management Policies

1.2 In addition to the consultation on the emerging Local Plan Part 1: Strategic Policies, the consultation covers three background papers; The Spatial Portrait, Vision and Objectives; Green Belt Review Methodology; and identification of a Local Housing Target.

2.0 ISSUES FOR CONSIDERATION

A. The Spatial Portrait, Vision, and Objectives

2.1 The Spatial Portrait explains that the district contains four main towns (Clay Cross, Dronfield, Eckington and Killamarsh), where almost half of the population of the district live. The District is part of the Sheffield City Region which has strong links with the north of the district.

2.2 The District is distinctive in having a large town (Chesterfield) at its centre which influences the district, but is not within its administrative area. Three of the four main towns are in the north of the district, and the further development of these is constrained by the Green Belt. There are considerable differences in terms of socio economic and environmental factors between the north, west and south of the district.

2.3 These key factors have prompted two initiatives put forward in the strategy. These are:

- The splitting of the district into three sub areas; and
- A targeted review of the Green Belt

2.4 The three sub-areas are: the constrained north; the rural west, and the transitional south. In addition to the strategy setting overall objectives and a housing target for the district as a whole, it is proposed that each of the sub-areas has individual objectives and housing target.

2.5 The key objectives of each sub area are:

- For the Constrained North: the viability of the 3 towns; protection of the green belt; support for recreation; and, consideration of flood risk
 - For the Rural West: to maintain local services; encourage public transport; preserve the countryside; and, promote farm diversification and tourism
 - For the Transitional South: support regeneration; promote heritage; recognise The Avenue site as pivotal to regeneration; protection of the Green Belt; improvement of strategic transport; recognition of the role that the sub area can play in providing housing to serve future employment growth at the Markham Vale Employment Growth Zone
- 2.6 Given the information and analysis put forward it is considered that the proposal to plan the development of the district on the basis of three sub areas, and review the Green Belt are appropriate.

B. Local Housing Target

- 2.7 The Discussion Paper on the Local Housing Target argues that the evidence for the housing target set out in the East Midlands Regional Plan for North East Derbyshire is weak, and that they have consistently argued that it is unrealistic. In addition the economic recession and government cutbacks have started to have a considerable effect on the demand for and supply of new homes.
- 2.8 Recent changes to the plan making system allow local authorities to develop their own robust housing targets, based on sound evidence.
- 2.9 In 2011, Derbyshire County Council commissioned consultants Edge Analytics to develop annual housing requirements based on a selection of 6 different growth scenarios for each of the authorities in Derbyshire. This work together with some additional scenarios has been used by North East Derbyshire District Council to inform their proposed housing target.
- 2.10 Similar work by Edge Analytics was used by Bolsover Council to inform the decision taken by the Planning Committee in September 2011 to use a minimum housing target of 300 dwellings a year as the basis on which to make changes to Bolsover's emerging Local Plan Strategy.
- 2.11 North East Derbyshire District Council have used different development strategies and different housing growth scenarios to develop the most appropriate housing level for each of the three sub areas. These housing levels are then combined to provide the district-wide target.
- 2.12 The proposed annual target for the constrained north is 50 dwellings a year. For the rural west the proposed target is 30 a year, and for the transitional south the proposed target is 182 dwellings a year. The

overall housing total proposed for the 20 year period 2011 – 2031 is 5240, or 262 a year.

- 2.13 However, the scenario used by Bolsover District Council to set a target was based on the sub-national population projections (SNPP). These figures are used nationally by the government for forecasting, and are considered a reliable benchmark. As can be seen in the table below, the figure proposed by North East Derbyshire District Council is below not only the figure in the East Midlands Regional Plan, but also below the Sub-National Population Projections (SNPP). Accordingly the proposed target would not meet the anticipated growth in the district.

Target	Annual	Over life of plan (20 years)	Variance from Regional Strategy
Regional Strategy (2006 – 2026 - but carried forward for this table)	380	7,600	0
SNPP	334	6680	-920
Proposed minimum target	262	5240	-2360

- 2.14 It is considered that the emerging Local Plan Strategy, and associated discussion paper prepared by North East Derbyshire District Council set out a strong case for putting forward a target below the current East Midlands Regional Plan requirement of 380 dwellings a year.
- 2.15 However, the setting of a target below the Sub-National Population Projections does give rise to the question of what happens to the unmet demand and how this will be addressed within the wider Housing Market Area and Sheffield City Region. The Local Plan Part 1: Strategic Policies notes that this issue will need to be addressed as part of the formal consultation process and through continuous liaison with partners under the Duty to Co-operate. This is fair enough. But it is also fair for Bolsover District Council to state that it does not anticipate any capacity in Bolsover District to accommodate unmet demand from North East Derbyshire. Since the unmet demand will impact primarily on the 'constrained north' of North East Derbyshire District, then presumably North East Derbyshire District Council will need to open discussions with Chesterfield and Sheffield on this matter.

C. Affordable Housing

- 2.16 Paragraph 50 of the National Planning Policy Framework requires that where local authorities have identified that affordable housing is needed they should set policies for meeting this need on site unless off site provision or a financial contribution can be robustly justified.
- 2.17 North East Derbyshire District Council considers the delivery of affordable homes to be one of its priorities. It has recently (March 2012) had a Housing Needs, Market and Affordability Study carried out. This shows a net annual housing need for affordable housing in the district of 494 houses. The Study concludes that the council could reasonably set a policy requiring a 30% affordable housing provision on development schemes of 8 or above dwellings across the District. If this study is correct it certainly suggests that residential development is much more viable in North East Derbyshire District than in Bolsover District.

D. Green Belt Review

- 2.18 Usually, new development is proposed in and on the fringes of existing settlements to make use of existing services and infrastructure and to encourage sustainable patterns of development. In North East Derbyshire District in the proposed northern sub-area, this option is limited by the presence of the Green Belt restricting outward growth in three of the four towns in the district. The Housing Needs, Market and Affordability Study identifies a significant need for affordable housing in the north of the district (224 a year). In contrast, the identified capacity for all types of housing in the sub area on non-Green Belt Land is 50 dwellings a year. In the west of the district, the proposed annual housing target is roughly the same as the net annual affordable housing need, and there is therefore a need for additional affordable housing in this sub-area too.
- 2.19 Therefore, a Green Belt Review is proposed for land surrounding the settlements in the North and West of the district, with the sole purpose of identifying suitable land that is capable of providing affordable needs housing in line with emerging strategy and policies in the Local Plan. It is proposed that any sites identified would not be released for development unless it could be demonstrated that the sites could provide an acceptable proportion of social housing. Any housing delivered in this way would be in addition to the Local Housing Target proposed in above. It should be noted that there is no expectation that the full net need for affordable housing in the sub-areas will be met.
- 2.20 The unusual circumstances that have led to the proposed targeted review of the Green Belt are set out clearly in the paper. Therefore it is not considered that this proposal is likely to lead to similar pressure to carry out a similar review of the Green Belt in Bolsover district.

E. Proposed methodology for a Green Belt Review

- 2.21 North East Derbyshire District Council have prepared a separate paper setting out how they intend to undertake their Green Belt Review. They are proposing a two step process. The first step involves selecting 37 areas of the Green Belt in the North and West of the District around existing settlements, and scoring them against the 5 purposes and objectives for Green Belts that are set out in the new National Planning Policy Framework. At this stage the review will not look at specific sites, rather it will rate the strategic performance of general areas of Green Belt against Green Belt purposes. This should indicate which areas of the Green Belt are very important, and which are less so. The second step will focus on the general areas identified with a view to identifying suitable housing sites.
- 2.22 It is also considered that the proposed two stage methodology is appropriate for this limited review of the Green Belt.

F. Employment Issues

- 2.23 Part 1 of the Local Plan: Strategy will also consider employment land. However, the consultation document acknowledges that further work needs to be carried out to fully understand the current nature of the employment market.
- 2.24 The Local Plan notes that the size of the working population in the district has been falling rapidly, and at the same time the number of elderly people has been growing. Work on the topic of employment in the district to date has been informed by the joint (covering the 7 authorities in Nottinghamshire and Derbyshire in the Northern Sub Region) Employment Land Review carried out in 2008. This recommended a net employment target for the district of 50 ha over existing commitments. The Local Plan notes that the study was undertaken during 2007/08 before the recession, and some of its projections are likely to be over ambitious. In addition, the study focussed on traditional employment uses and does not take account of the role of other important employment generating uses such as retail and leisure.
- 2.25 Bolsover District recently produced an Employment Topic Paper which puts forward a target of an additional 58 ha of land over existing commitments to attain an overall target of 185 ha over the plan period.
- 2.26 The need to address high levels of out-commuting and regeneration are common to both districts.
- 2.27 At this stage whilst there are clear differences in approach to employment issues, there does not appear to be a conflict between the emerging proposals in the two Local Plan Strategies.

3. CONCLUSIONS

- 3.1 It is not considered that there are any proposals in the consultation document or topic papers that would have a significant adverse impact on the achievement of the aims in Bolsover district's emerging Local Plan Strategy.
- 3.2 Both districts share common challenges with each other and the wider sub-region in terms of the future development of their areas. Each district also has its own characteristics and challenges.
- 3.3 The recent Localism Act 2011 imposes a duty on local authorities to cooperate on the development of planning documents such as the Local Plan. The National Planning Policy Framework states that joint working between local authorities should take place on strategic issues such as housing, jobs and transport that cross administrative boundaries. Part of the aim of this joint working is to enable local planning authorities to meet development requirements which cannot be met in their own areas, for example due to a lack of physical capacity.
- 3.4 Bolsover Council's draft Local Strategy Statement sets out the mechanisms for ensuring that the necessary cooperation takes place, for example through The Sheffield City Region, and the Local Development Framework Liaison Group. It will be important to be able to show that the necessary cooperation has taken place to ensure that Local Plans are found to be sound at Examination in Public.

IMPLICATIONS

Financial : NONE
Legal : NONE
Human Resources : Further work will be needed through existing groups to ensure the Duty to Cooperate is fulfilled, and that both authorities produce sound Local Plans.

RECOMMENDATIONS

That the Joint Assistant Director of Planning be authorised to write to North East Derbyshire District Council:

- a) **Summarising the views set out above and in particular the comments made at paragraph 2.15 above and welcoming the acknowledged need to address strategic issues through the wider Housing Market Area and Sheffield City Region under the Duty to Cooperate;**

b) Noting the strong case that North East Derbyshire District Council has put forward for the proposed targeted review of the Green Belt, and supporting the methodology proposed.

ATTACHMENT: No

FILE REFERENCE: 52

SOURCE DOCUMENTS: North East Derbyshire Local Plan Part 1: Strategic Policies. The Spatial Portrait, Vision and Objectives (background document); Green Belt Review Methodology (background document); and identification of a Local Housing Target (background document).

Council/ Committee:	Planning Committee	Agenda Item No.:	8
Date:	12 September 2012	Category	
Subject:	Infrastructure Study and Delivery Plan	Status	Open
Report by:	Assistant Director of Planning (written by seconded Principal Planner Policy)		
Other Officers involved:	Planning Policy Manager		
Director:	Director of Development		
Relevant Portfolio Holder:	N/A		

RELEVANT CORPORATE AIMS

COMMUNITY SAFETY – Ensuring that communities are safe and secure
ENVIRONMENT – Promoting and enhancing a clear and sustainable environment
REGENERATION – Developing healthy, prosperous and sustainable communities
SOCIAL INCLUSION – Promoting fairness, equality and lifelong learning.

The Infrastructure Study and Delivery Plan relates to all of the above aims as it deals with the provision of a wide range of infrastructure needed to support communities and future growth .

TARGETS

The adoption of a Core Strategy / Local Plan is a target in the Corporate Plan.

VALUE FOR MONEY

Work on producing the Infrastructure Study and Delivery Plan has been carried out in-house with input from both infrastructure providers and the development industry. From being prepared this way, it is considered that the Infrastructure Study and Delivery Plan makes good use of resources and represents value for money and that the Council's Local Plan Strategy will be far less susceptible to challenge.

THE REPORT

1. Background

1.1 Work is underway to prepare a Local Plan Strategy for the approval of the Committee and the Council with formal publication and consultation later this year.

- 1.2 National planning policy strongly advises local planning authorities that Local Plans should be based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. In particular, evidence is needed in relation to the quality and capacity of infrastructure and the deliverability of any required additional infrastructure to deliver the Council's Local Plan is crucial.
- 1.3 In line with this guidance, the Planning Policy Team has examined these issues through the preparation of an Infrastructure Study and Delivery Plan. The preparation of the document has involved two separate consultation exercises that have sought to obtain information on infrastructure capacity and infrastructure deliverability.
- 1.4 Following consideration of the information received during these exercises, a proposed Infrastructure Study and Delivery Plan is attached as an Appendix to this report for consideration.

2. Issues for Consideration

- 2.1 The Infrastructure Study and Delivery Plan is comprised of two parts: the first a study into the quality and capacity of the District's infrastructure to accommodate the levels of growth being planned; the second a delivery plan for the infrastructure projects for each settlement that are of critical, necessary and possible importance to the delivery of the Council's Local Plan Strategy.

A. Infrastructure Study

- 2.2 The Infrastructure Study part is in essence a factual document that has been prepared with the cooperation of the various agencies that manage and deliver infrastructure within Bolsover District. For the purpose of the document, 'infrastructure' includes the following:

Physical

- Transport (cycling, walking, public transport and road networks);
- Utilities (electricity, gas and telecommunications);
- Municipal Waste (waste collection and disposal);
- Water (flood risk, waste water and water supply and quality);

Social

- Education (primary, secondary and further phases);
- Health (primary and secondary care and pharmacy services);
- Emergency Services (ambulance, fire and police);
- Community facilities (libraries, post offices and community halls);
- Leisure facilities (indoor facilities);

Green

- Strategic green infrastructure assets and corridors (e.g. Country Parks, forested land, long distance trails, etc.);
- Green spaces (formal and semi-natural green spaces).

2.3 The consultation with the infrastructure providers has confirmed that most agencies consider the Infrastructure Study and Delivery Plan to be accurate. In addition to this, the key issues raised during the exercise were:

- the need for continuing dialogue with the Environment Agency, Yorkshire Water and Severn Trent Water over the management of water infrastructure, particularly in relation to the implementation of Severn Trent Water’s Water Resource Management Plan to ensure that water supply does not become a constraint to growth;
- the need to complete the transport evidence base to identify the impacts of the three local authorities’ emerging Local Plans on the strategic and local highway networks and the resultant infrastructure improvements required to accommodate the additional traffic;
- the need for a comprehensive green infrastructure network that provides for both work-related and recreational cycling and walking journeys, for functional wildlife corridors, and that will also contribute to climate change adaptation efforts;
- the need for developer contributions, in addition to public funding, to deliver the wide range of infrastructure projects required to avoid significant adverse impacts to local communities.

2.4 Following incorporation of this feedback into its assessment of infrastructure capacity, the Infrastructure Study identifies that investment will be required in a range of infrastructure types to deliver sustainable development, in particular transport, utilities and water, primary phase education, green infrastructure and green spaces.

B. Infrastructure Delivery Plan

2.5 The Infrastructure Delivery Plan part of the document seeks to identify the infrastructure projects required over the plan period based on the findings of the Study. These infrastructure projects are set out by settlement and information is provided for each project on the lead delivery organisation, estimated costs where possible and the expected delivery time. Furthermore, the expected source of funding is identified, be it through public funds or developer contributions or a combination of the two.

2.6 However, it is clear that some types of infrastructure appear to be more critical than others, and that it is not always possible to look ahead over a 20 year period and be able to definitely identify all requirements at this stage. Some infrastructure projects may be needed, some may not.

2.7 On this basis, it is considered appropriate to categorise the importance of the infrastructure projects to the delivery of the Local Plan along the following lines:

Importance to the Local Plan Strategy	Definition
Critical	Infrastructure that must be delivered in order for growth to take place without causing severe adverse impacts to local communities

Necessary	Infrastructure that is necessary for growth to take place without causing significant adverse impacts to local communities
Possible	Infrastructure that is possibly necessary for growth to take place without causing significant adverse impacts to local communities

2.8 Whilst the importance of individual infrastructure projects will vary from settlement to settlement given local differences in capacity and planned growth, as a general rule the following categorisation has been applied:

Importance to the Local Plan Strategy	Type of Infrastructure Project
Critical	<ul style="list-style-type: none"> • Road capacity • Utilities • Water • Education - Primary Phase • Green Space - Town Parks
Necessary	<ul style="list-style-type: none"> • Cycling and Walking • Green Space - Quantitative improvements
Possible	<ul style="list-style-type: none"> • Education - Secondary Phase • Green Space - Qualitative improvements • Health • Strategic Green Infrastructure

2.9 Consultation with the development industry is currently underway and the main points arising will be summarised during the officer presentation of the report at Planning Committee.

2.10 In preparing the document, account has been taken of findings emerging from viability analysis of future residential development. These findings indicate that there could be legitimate concerns about the viability of residential development over much of the district. Accordingly because viability concerns have been taken into account, there is a reasonable prospect that the critical and necessary infrastructure projects identified will be delivered in a timely fashion through a combination of public funds and developer payments.

2.11 However, the study and delivery plan are necessarily 'broad brush' and when it comes to discussing the viability of each development site then more detailed and specific assessments will be required. Depending on the detailed considerations in each case, it may be that viability means that certain possible infrastructure projects cannot be delivered. Alternatively, viability may permit some of the possible projects to proceed.

2.12 However, given the strong national guidance regarding the need for Local Plans to be deliverable and informed by the need for growth, infrastructure and viability, the

Infrastructure Delivery Plan and its categorisation of infrastructure projects by their importance to the Local Plan Strategy should enable the Council to allocate limited resources to the most pressing needs.

IMPLICATIONS

Financial: The cost implications of infrastructure projects will need to be considered on a case by case basis and will be borne by a combination of public funds and developer contributions.

Legal: Once approved by the Council, the Infrastructure Study and Delivery Plan will play an important part in the preparation of the emerging Local Plan Strategy and therefore help to make related policies in the Local Plan less liable to challenge.

Human Resources: Anticipated work demands arising from the Infrastructure Study and Delivery Plan can be met by existing staff.

RECOMMENDATIONS

- 1. That the Committee endorse the contents of the attached Infrastructure Study and Delivery Plan as a key document supporting the Council's Local Plan Strategy.**
- 2. That, subject to the agreement of the Chair and Vice Chair of Planning Committee, the Assistant Director of Planning be authorised to make any changes to the Infrastructure Study and Delivery Plan necessary to take proper account of any comments received from potential infrastructure providers or contributors.**
- 3. That the Assistant Director of Planning be authorised to make any changes to the Infrastructure Study and Delivery Plan necessary to correct errors, update information, or ensure alignment with approved Council policy.**

ATTACHMENT: Appendix: Proposed Infrastructure Study and Delivery Plan

FILE REFERENCE: 150

SOURCE DOCUMENTS: As detailed in the attachment.

APPENDIX A

BOLSOVER DISTRICT COUNCIL

**PROPOSED INFRASTRUCTURE STUDY AND DELIVERY PLAN
FOR THE EMERGING LOCAL PLAN STRATEGY DOCUMENT**

AUGUST 2012

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1) Introduction

1.1 The Infrastructure Study and Delivery Plan is part of the evidence base informing the preparation of the new Bolsover District Local Plan.

1.2 Whilst being prepared to inform the emerging Local Plan Strategy document, it is intended that the Infrastructure Study and Delivery Plan will change and evolve as the preparation of the new Local Plan continues and specific development sites are identified through the site allocation process.

1.3 The first part of this document focuses on a study of infrastructure provision in Bolsover District. It aims to identify if and where there are deficits in infrastructure provision and ascertain what additional infrastructure is needed to support new levels of growth as identified in the emerging Local Plan Strategy document.

1.4 The second part of this document focuses on assessing how the additional infrastructure will be delivered and establishes the importance of different items of infrastructure to the delivery of the emerging Local Plan Strategy document.

1.5 Paragraph 162 of the *National Planning Policy Framework* advises that local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

1.6 As a result, the Council has worked with its neighbouring and higher tier authorities and the relevant infrastructure providers to inform the preparation of its Infrastructure Study and Delivery Plan.

1.7 For the purpose of this report 'infrastructure' includes the following, although it is noted that all infrastructure types are not vital to the delivery of the Council's development strategy:

- Transport (cycling, walking, public transport and road networks);
- Utilities (electricity, gas and telecommunications);
- Municipal Waste (waste collection and disposal);
- Water (flood risk, waste water and water supply and quality);
- Education (primary, secondary and further phases);
- Health (primary and secondary care and pharmacy services);
- Emergency Services (ambulance, fire and police);
- Community facilities (libraries, post offices and community halls);
- Leisure facilities (indoor facilities);

- Strategic green infrastructure assets and corridors (key natural heritage assets, countryside facilities and trails);
- Green spaces (formal and semi-natural green spaces).

1.8 For each of these types of infrastructure, this report considers:

- the existing provision of infrastructure throughout the district and any existing deficiencies;
- how this existing infrastructure can accommodate the proposed levels of growth;
- the additional infrastructure required to accommodate the proposed levels of growth in Bolsover District to 2031, including that required to meet current shortfalls;
- indicative costs and an outline of potential external funding sources to meet any shortfalls.

PART A – INFRASTRUCTURE STUDY

2) Methodology and Approach

2.1 The overall approach of this study has been to record the District's existing infrastructure and assess its ability to accommodate additional development. Where there is insufficient capacity (i.e. it is exceeded by requirements for additional growth), an assessment of what additional infrastructure will be required has been undertaken.

2.2 To ensure the study is robust, the methodology was developed with reference to the following guidance documents from the Planning Advisory Service and the Government:

- Implementing your Local Development Framework: the Integration of Infrastructure and Development in Plan-Making (PAS, April 2008);
- Infrastructure Delivery – Spatial Plans in Practice: Supporting the Reform of Local Planning (CLG, June 2008);
- National Planning Policy Framework (CLG, March 2012).

2.3 As a result, the methodology has sought to be collaborative with the various infrastructure providers and the preparation of the Infrastructure Study and Delivery Plan has purposely sought to formalise the ongoing and regular conversations the Council has had with the providers during the earlier stages of the preparation of its new Local Plan. The methodology has also sought to learn from and improve upon the emerging best practice in this field, with the secondary aim of making this type of discussion between local planning authorities and infrastructure providers more familiar to both parties and by enabling a more standardised local approach to develop.

2.4 It is recognised that this approach should enable a sense of joint ownership of the proposals set out in the new Local Plan to develop and so bring about a greater commitment from infrastructure providers to the delivery of the necessary infrastructure proposals and ultimately to the successful implementation of the new Local Plan.

Accommodating additional development

2.5 Alongside this process and in light of proposed changes to the national planning system, the Council has re-evaluated its proposed development strategy and in particular the minimum housing requirement target.

2.6 As a result, the Council has endorsed the use of a minimum housing requirement target of 300 dwellings a year as the basis upon which to make changes to its emerging Local Plan Strategy document in anticipation of the impending revocation of the East Midlands Regional Plan. This target would see an amended spatial distribution, with lower targets in most settlements and a large reduction in the requirement for Shirebrook. These amended housing figures are shown below.

INDICATIVE DISTRIBUTION OF ADDITIONAL HOUSING ACROSS SETTLEMENTS IN BOLSOVER DISTRICT 2011 TO 2031

(N.B. Totals may change before the publication version of the Local Plan is finalised so they are 'indicative' at this stage.)

Settlement	Estimated Number of Dwellings as of April 2011	Minimum Requirement for Additional Planned Housing Supply 2011 to 2031
Towns		
Bolsover / Hillstown / Carr Vale	4,956	2,000
Clowne	3,393	700
Shirebrook	4,849	750
South Normanton	4,778	750
Main Villages		
Barlborough	1,246	200
Creswell	2,488	400
Pinxton	1,926	250
Tibshelf	1,593	200
Whitwell	1,727	200
Villages		
Blackwell	703	40
Bramley Vale / Doe Lea	332	50
Glapwell	712	45
Hilcote	198	0*
Hodthorpe	307	75
Langwith / Whaley Thorns	976	60
New Houghton	630	125
Newton	685	40
Palterton	172	0*
Pleasley	449	25
Scarcliffe	160	0
Shuttlewood	411	90
Westhouses	286	0*
Small Settlements		
Countryside	1,349	0*
Total	34,316	6,000

0* does not mean that no residential development would be allowed in these villages or small settlements, just that there would not be any site specific allocations made within the Local Plan.

2.7 By using this new spatial distribution, the Council has been able to discuss with infrastructure providers the ability of the district's existing infrastructure to accommodate the additional development being proposed in the Council's emerging Local Plan Strategy document.

2.8 On this basis, a series of infrastructure projects have been identified and these are discussed in more detail in Part B of the document.

3) Physical Infrastructure

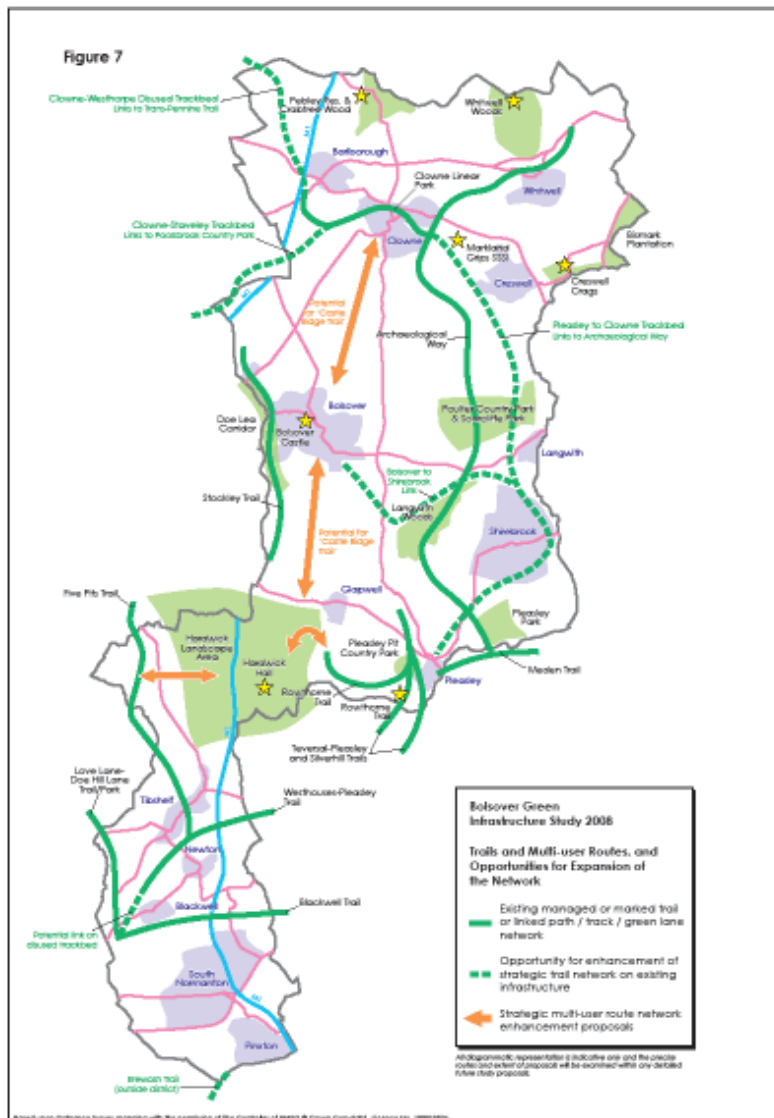
TRANSPORT - CYCLING AND WALKING

Introduction

3.1 Cycling and walking are key sustainable transport modes and encouraging greater amounts of both is needed to reduce the high reliance on car travel in the District. In addition to this benefit, greater amounts of cycling and walking will lead to healthier lifestyles and provide valuable leisure and recreation opportunities.

Cycling

3.2 The District's cycling infrastructure largely comprises the recreation orientated multi-user trail network. This network has been identified as a Green Infrastructure Core Asset and is discussed further in section 5 but is also shown below.



3.3 Despite the merits of this strategic network and the opportunities to improve its extent, the District is poorly catered for in terms of cycling infrastructure which provides safe and attractive cycle routes to key areas of employment. As a result, whilst the local road network is currently used by cyclists, there is no dedicated priority given to them.

3.4 Through work on the transport evidence base, the Council is in discussions with Derbyshire County Council regarding securing improved cycling and walking facilities between the District’s main employment zones and the towns they principally relate to and other key development sites in order to mitigate traffic growth and encourage more sustainable modes of transport. These include between Markham Vale and Bolsover, Barlborough Links and Clowne, Castlewood and South Normanton and South Shirebrook and Shirebrook town centre.

3.5 In addition to this, it will be important to ensure that efforts to encourage cycling as a mode of transport to work, school, shops and other facilities are made as part of the planning process, particularly in Bolsover Town where strategic growth is being planned. As a result, the Council will look to secure facilities and agreements that promote cycling.

Walking

3.6 As with the cycling infrastructure, the District’s strategic walking infrastructure is orientated to recreational uses and it is the pavements throughout our towns and villages that provide the majority of the local walking network.

3.7 Despite the merits of these strategic networks and the opportunities to improve their extent, there is at present no considered plan for the walking networks within the District’s settlements. However, due to the relatively small scale of the District’s settlements, this has not been a significant barrier to efforts to improve walking infrastructure and a range of improvements and associated public realm enhancement schemes have been secured over the years to Bolsover, Clowne, Creswell and South Normanton through various Council led projects.

3.8 However, due to the proposed growth over the plan period and particularly the strategic growth in Bolsover Town, it will be important to ensure that efforts to encourage walking as a mode of transport to work, school, shops and other facilities are made as part of the planning process. As a result, the Council will look to secure facilities and agreements that promote walking.

Summary

Lead Organisation	Derbyshire County Council
Existing Provision	<ul style="list-style-type: none"> The focus of strategic cycling infrastructure is currently the District’s multi-user trail network which provides good off-road facilities in certain parts of the District. However, this mainly serves recreational needs.

	<ul style="list-style-type: none"> • The District is poorly catered for in terms of on-street cycling infrastructure.
Planned Changes to Provision	<ul style="list-style-type: none"> • LTP2 and DfT funding to provide local people with access to jobs and services – total £4.523 million across Derbyshire. • LTP2 funded study to collect evidence on off-road walking and cycling routes across Derbyshire to help develop travel strategies and improve accessibility. • LTP3 capital allocation of £443,000 for walking schemes across Derbyshire. • LTP3 capital allocation of £310,000 for cycling schemes across Derbyshire to develop the strategic cycle network across the county and attract further external funding. • In view of the above, the Council is in discussions with Derbyshire County Council regarding securing improved cycling and walking facilities between the District’s main employment zones and the towns they principally relate to and other key development sites in order to mitigate traffic growth and encourage more sustainable modes of transport (multi-user trail and Public Rights of Way networks discussed in section 5).
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Desire to facilitate a transport system which reduces reliance on car travel, encouraging public transport, walking and cycling and patterns of growth in proximity to existing facilities. • To ensure that encouraging walking and cycling are seen as an integral part of achieving a high quality of design of both buildings and landscaping. • There is at present no considered plan for the walking networks within the District’s settlements, although the scale of the District’s settlements has not made this a barrier to improvements in certain areas. • Need to ensure that new developments, particularly large sites and Strategic Allocations, are planned to encourage walking and cycling. This will include securing facilities and agreements that promote walking and cycling as part of the planning process through the preparation and adoption of Travel Plans.

Sources of Funding	<ul style="list-style-type: none"> • Derbyshire County Council Local Transport Plan 3 • Developer contributions
Evidence Sources	<ul style="list-style-type: none"> • DCC Local Transport Plan 3 (April 2011) • DCC Derbyshire Infrastructure Plan (April 2012) • Ongoing discussions with DCC

Next steps

3.9 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, Derbyshire County Council is confident that the existing cycling and walking networks can accommodate the additional population.

3.10 In view of this formal feedback, it would appear that the overall development strategy remains appropriate. In addition, despite the general sustainability of the proposed development strategy, developments will need to help improve the existing network to optimise the opportunities for cycling and walking and so mitigate traffic growth directly related to their proposals. As a result, it remains appropriate to include cycling and pedestrian infrastructure requirements in the Developer Contributions policy in the Local Plan Strategy document.

3.11 Through the allocation of new housing sites in the site allocation process, further discussions will be held with Derbyshire County Council to ensure that any specific requirements are identified to accommodate the new population growth. In particular, these discussions should continue to prioritise the delivery of improved cycling and walking facilities to ensure that new routes are identified for protection and so that the opportunities for cycling and walking provision in allocated sites are optimised.

TRANSPORT – BUSES AND RAIL

Introduction

3.12 As a semi rural area with a dispersed settlement pattern, Bolsover District does not have high frequency and extensive public transport services. Use of public transport is also low, with levels of commuting by public transport lower than the national average. This situation exists despite having higher rates of households that do not have access to a car than both the county and regional rates.

3.13 There are 25 bus services within the District that connect our settlements to the larger towns and cities of Chesterfield, Sheffield, Worksop, Mansfield, Nottingham, Derby and Alfreton that surround the District.

3.14 The key rail line serving the district is the Robin Hood Line. The Robin Hood Line is a local passenger service running between Nottingham and Worksop, with stations in the district at Shirebrook, Langwith-Whaley Thorns, Creswell and Whitwell. The line is also used for freight.

3.15 Together these bus and rail services give the district's settlements the following frequency of service:

Settlement	Mon-Fri (total services per day)	Sun (total services)	Mon-Fri (higher order centre services per day)	Sun (higher order centre services)
Towns				
Bolsover	114	54	80	43
Clowne	88	43	82	43
Shirebrook	165	47	113	30
South Normanton	159	60	127	50
Main Villages				
Barlborough	92	42	77	41
Creswell	98	29	97	28
Pinxton	85	14	64	7
Tibshelf	80	13	53	6
Whitwell	98	28	97	27
Villages				
Bramley Vale / Doe Lea	72	35	61	35
Blackwell	67	13	34	6
Glapwell	71	35	61	35
Hilcote	13	0	7	0
Hodthorpe	62	28	61	27

Langwith	106	65	45	17
New Houghton	79	49	79	49
Newton	54	13	17	6
Palterton	28	14	18	14
Pleasley	137	61	108	55
Scarcliffe	42	22	18	11
Shuttlewood	28	14	18	13
Whaley Thorns	102	17	92	17
Westhouses	54	13	17	6

3.16 This information illustrates that South Normanton with 127 is the best served settlement in terms of weekday services to sub-regional centres, followed by Shirebrook (113), and surprisingly for a village, Pleasley (108). The next best are Creswell and Whitwell (97), Whaley Thorns (92), Clowne (82), Bolsover (80), New Houghton (79), Barlborough (77). Pinxton (64) and Tibshelf (53), have half as many services as South Normanton.

3.17 The most poorly served settlements are the smaller villages ranging from Palterton, Shuttlewood and Scarcliffe with 18 services down to Hilcote with just 7 services. Shuttlewood with just 18 services for 810 people, Westhouses with 18 services (for 777 people), and Newton with 17 services for 1,427 people, are particularly poorly served considering their populations.

Buses

3.18 Bus services within the District fall into two distinct groups, commercial and financially supported. Commercial services are fully funded by the operator through fares revenue without any form of subsidy from the District or Derbyshire County Council (DCC). Financially supported services are those with public subsidy for additional services, commonly in the evening or at weekends, or those only operated as a result of the subsidy.

Bolsover

3.19 The frequency of public transport services from Bolsover to the higher order centres of Chesterfield, Sheffield, Worksop, Mansfield, Nottingham, Derby and Alfreton is the lowest of the District's towns. However, most of the bus services are commercial services and there is little requirement for public subsidy and it has its own Town Service.

3.20 The principal bus stopping point is in the Market Place. Whilst one side of this stopping point is within a lay-by and has shelters, the other side is within the carriageway, causing disruption to the traffic flow within the town centre, and does not have shelters. The shelters do not have electronic display screens to provide real time information on predicted arrival times of buses. Improvements to this highway arrangement would be desirable and may be possible through town centre highway alterations.

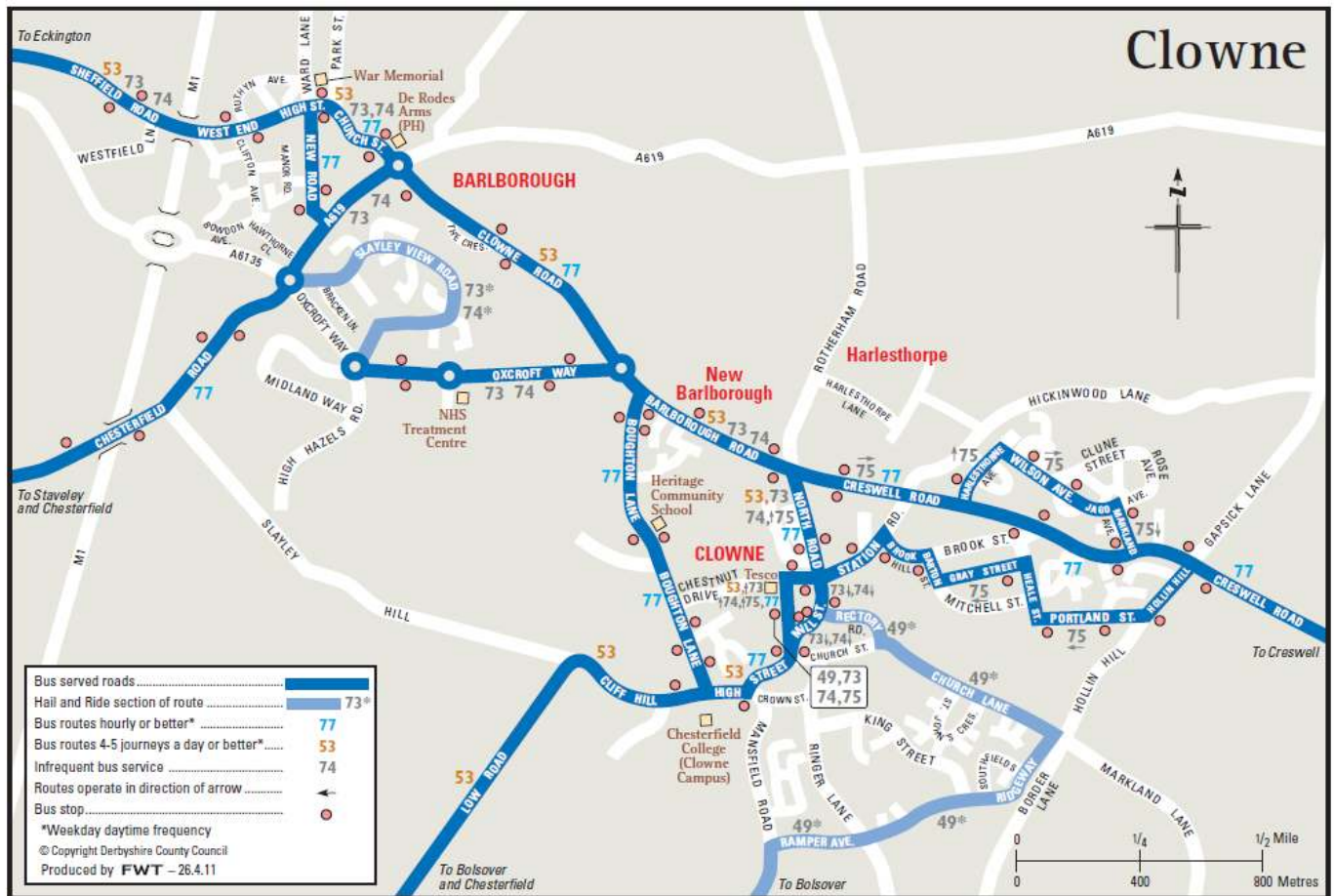


Plans provided courtesy of Derbyshire County Council (accurate at August 2011)

Clowne

3.21 The frequency of public transport services from Clowne to the higher order centres of Chesterfield, Sheffield, Worksop, Mansfield, Nottingham, Derby and Alfreton is the second lowest of the main towns and is little better than that of Bolsover. However, whilst most of the bus services are commercial services and have little requirement for public subsidy, its Town Service is fully dependent on funding from Derbyshire County Council.

3.22 The principal bus stopping point is by the Tesco supermarket on Mill Green Way. Both sides of this stopping point are accommodated within lay-bys and both have shelters. The shelters do not have electronic display screens to provide real time information on predicted arrival times of buses.



Plans provided courtesy of Derbyshire County Council (accurate at August 2011)

Shirebrook

3.23 The frequency of public transport services from Shirebrook to the higher order centres of Chesterfield, Sheffield, Worksop, Mansfield, Nottingham, Derby and Alfreton is the second highest of the main towns, although this figure is swelled by the Robin Hood rail line services. Most of the bus services are commercial services and have little requirement for public subsidy, although like Clowne its Town Service is fully dependent on funding from Derbyshire County Council.

3.24 The principal bus stopping point is in the Market Place. Whilst not in lay-bys, the three stops in this location all enable traffic to pass and do not create obstructions to the highway. All three stops have shelters but do not have electronic display screens to provide real time information on predicted arrival times of buses.



Plan provided courtesy of Derbyshire County Council (accurate at August 2011)

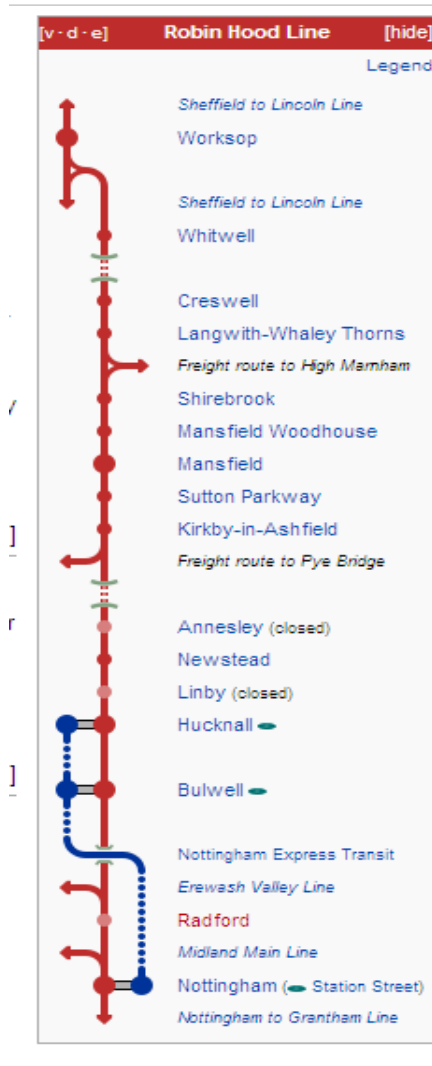
South Normanton

3.25 The frequency of public transport services from South Normanton to the higher order centres of Chesterfield, Sheffield, Worksop, Mansfield, Nottingham, Derby and Alfreton is the highest of the main towns. However, with the exception of its neighbour Pinxton it is poorly connected to the rest of the district, with only one service to Blackwell, Tibshelf and Hilcote and this is fully dependant on funding from Derbyshire County Council. Most of its bus services to larger settlements are commercial services and have little requirement for public subsidy, although the link to Nottingham is fully dependent on funding from Derbyshire and Nottinghamshire County Councils. There is no Town Service.

3.26 The principal bus stopping point is in the centre of the village at the Market Place and is within the carriageway. Neither stop has shelters nor electronic display screens to provide real time information on predicted arrival times of buses.

Rail

3.27 The Robin Hood Line passenger service runs along the eastern part of the district, connecting the communities via stations at Shirebrook, Langwith-Whaley Thorns, Creswell and Whitwell to Nottingham and Worksop and the wider regional and national network.



3.28 Shirebrook Station is situated on the eastern edge of Shirebrook. It is classified by Network Rail as a small unstaffed station. It is managed by East Midlands Trains and has 20 car park spaces. The former Midland Railway Station building has been restored and has significantly improved the public realm of Shirebrook Station.

3.29 Langwith-Whaley Thorns Station is situated on the western edge of Whaley Thorns. It is classified by Network Rail as a small unstaffed station. It is managed by East Midlands Trains and has 10 car park spaces.

3.30 Creswell Station is situated in the centre of Creswell. It is classified by Network Rail as a small unstaffed station. It is managed by East Midlands Trains and has 15 car park spaces.

3.31 Whitwell Station is situated on the south-east edge of Whitwell. It is classified by Network Rail as a small unstaffed station. It is managed by East Midlands Trains and has 20 car park spaces.

3.32 In addition to the Robin Hood Line, the Midland Main Line runs along the west of the southern part of the district. East Midlands Trains run this service and the Midland Main Line can be accessed at Chesterfield and at Alfreton, which is adjacent to the district boundary. The Government has announced the full electrification of the Midland Mainline as part of the creation of a high-capacity “electric spine” running from Yorkshire and the West Midlands to South Coast ports, allowing more reliable electric trains to cut journey times and boost capacity for passengers and freight. This programme of electrification is due to be completed by 2019.

Summary

Lead Organisation	Derbyshire County Council / Bus Companies and Network Rail / East Midlands Trains
Existing Provision	<ul style="list-style-type: none"> • South Normanton has the highest frequency of public transport services to higher order centres. However, it is poorly connected to the rest of the district. • Of the other main towns, Bolsover and Clowne have lower frequencies of public transport services to the higher order centres of Chesterfield, Sheffield, Worksop, Mansfield, Nottingham, Derby and Alfreton than Creswell, Whitwell and Langwith / Whaley Thorns due to their Robin Hood Line rail services and than Pleasley due to its geographic location at the centre of a number of key transport routes. However, the main towns generally have a greater number of commercial services. • Of the main villages, Tibshelf and Pinxton have lower frequencies of public transport services to the higher order centres of Chesterfield, Sheffield, Worksop, Mansfield, Nottingham, Derby and Alfreton. Where services exist they are more reliant on public subsidy. • The villages and the small settlements are in general poorly connected by public transport services, although exceptions exist in Pleasley, Langwith and Stanfree. • The infrastructure around the bus services is relatively under-developed and not all stops have shelters and where shelters exist they do not have electronic display screens to provide real time information on predicted arrival times of buses.

- The Midland Main Line runs along the west of the southern part of the district. Despite there being no stations on the main line within the district, Alfreton Station is adjacent to the district boundary and Chesterfield Station is relatively close to the north of the district. A new platform has been installed at Chesterfield Station.
- The Robin Hood Line passenger service runs along the eastern part of the district, connecting the communities via stations at Shirebrook, Langwith-Whaley Thorns, Creswell and Whitwell to Nottingham and Worksop and the wider regional and national network. Station usage information advises that 139,600 passengers entered and exited the four stations during financial year 09/10. Signalling improvements have been carried out at Bulwell to improve performance by enabling more recovery time to be incorporated into the timetable.
- The Robin Hood Line also provides freight services with the transportation of coal along parts of its route. The Pye Bridge line to Kirkby via Pinxton also provides freight services.
- The franchise for the passenger service along the Robin Hood Line is operated by East Midlands Trains and runs until April 2015, although the final two years are dependent on DfT approval.
- The current Robin Hood Line timetable runs on average 28 services Monday to Saturday between Nottingham and Worksop, with 18 of these services stopping at the four stations within the district at the northern end of the line. Within the district, trains to Nottingham start at 05:59 from Whitwell and trains to Worksop start at 06:24 from Shirebrook. The last train to Nottingham departs from Whitwell at 22:29 and the last train to Worksop departs from Shirebrook at 22:53.
- Following the trial of a Robin Hood Line Sunday service between December 2008 and May 2011, passenger numbers along the district's stretch of the line have not increased sufficiently to justify either the continuation of the public subsidy or the market delivery of the service. As a result, the current timetable has seen the ending of the Robin Hood Line Sunday service to the district's 4 stations.

<p>Planned Changes to Provision</p>	<ul style="list-style-type: none"> • Following the reductions to local authority grants, Derbyshire County Council has had to reduce the amount of subsidy to the County’s bus network and a number of services within Bolsover District have been affected already. Further reductions are likely in future years, although details of these are not yet known. As a result, the level of local authority investment is expected to reduce rather than increase. • Raised boarders at 30 bus stops along the Whitwell and A619 corridor. • A number of small scale infrastructure improvements to Robin Hood Line to improve performance by enabling more recovery time to be incorporated into the timetable, including line speed improvements between Mansfield Woodhouse and Shireoaks East Junction. • The introduction of a freight rail head at Markham Vale is proposed as part of approved planning proposals to serve employment uses and related improvements to rail line to Chesterfield. This will be a privately funded development, although Network Rail will make the necessary investment to facilitate its connection up to the rail network (i.e. signals, etc.). Network Rail costs are yet to be determined but likely to be minimal. • East Midlands Trains also have a small but beneficial station enhancement programme, including station facility improvements and shelter improvements. • The Government has announced the full electrification of the Midland Mainline as part of its programme of electrification to create a high-capacity “electric spine” running from Yorkshire and the West Midlands to South Coast ports. This work is due to be completed by 2019.
<p>Key Issues for Bolsover District / Local Plan</p>	<ul style="list-style-type: none"> • Desire to address concerns over the districts’ poor public transport networks and poor timetables and poor links between routes. • Ongoing threat to existing bus services both from reduced direct subsidy of routes, particularly in main villages and small settlements, and from less subsidy overall potentially affecting the commercial viability of bus companies and their commercial services. • Desire to implement recommendations of the Multi-Modal Study: North / South movements on the M1 Corridor in the

	<p>East Midlands final report to see the re-opening of the Clowne branch line and the Pye Bridge to Kirkby freight section to be opened for passenger use.</p> <ul style="list-style-type: none"> • Low usage of Robin Hood Line passenger service leading to the low priority of investment in rail services in the district, i.e. cancellation of Sunday rail service and further large scale infrastructure investment to further improve reliability on route. • Desire to improve bus services between the District's three northern towns, Bolsover, Clowne and Shirebrook. • Continuing need to safeguard routes currently in use: <ul style="list-style-type: none"> ○ Robin Hood passenger and freight line (NR ref. RAC, PBS2, PBS3 & PSE) ○ Pye Bridge freight line to Kirkby via Pinxton (NR ref. PBS1) • Continuing need to safeguard routes that have potential for re-opening: <ul style="list-style-type: none"> ○ Bolsover Colliery to Seymour Junction via Markham Vale (to connect Bolsover to Chesterfield via Staveley) (NR ref. BOC1) ○ Creswell to Seymour Junction via Clowne (to connect Robin Hood Line to Chesterfield) (NR ref. BAC3) • Need to ensure that new developments, particularly Strategic Allocations, are planned to encourage public transport and that new areas of development are factored into the public transport provider's future investment plans.
Sources of Funding	<ul style="list-style-type: none"> • Derbyshire County Council & Nottinghamshire Country Council subsidies (although reduced) • Derbyshire County Council Local Transport Plan 3 • Network Rail committed schemes and initiatives (although limited priority given to projects in the district during CP4 2009-2014) • Bus companies and East Midlands Trains • Developer contributions

Evidence Sources	<ul style="list-style-type: none"> • Multi-modal study for the East Midlands section of the M1 motorway (April 2002) • Network Rail East Midlands Route Utilisation Strategy (February 2010) • Office of Rail Regulation Station Usage data (April 2010) • Markham Employment Growth Zone planning applications (ref. BDC 02/00272/OUTEA, CHE 0502/0312, NEDDC 02/00615/OL) correspondence (April 2011) • East Midlands Trains Local services - Timetable 4 (Nottingham to Worksop May-December 2011) (May 2011) • Derbyshire Public Transport Timetables (May 2011) • DCC Derbyshire Infrastructure Plan (April 2012) • National Infrastructure Plans and DfT Rail Investment Announcements (October 2010, November 2011, March 2012 and July 2012) • Ongoing discussions with Derbyshire County Council, Network Rail and East Midlands Trains
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Next steps

3.33 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, Derbyshire County Council / Bus Companies and Network Rail / East Midlands Trains have raised no concerns about the bus and rail networks being able to accommodate the additional population and it is hoped that the increase in population would help sustain the existing services given the reducing amount of public subsidy.

3.34 In view of this formal feedback, it would appear that the overall development strategy remains appropriate. In addition, despite the general sustainability of the proposed development strategy, developments may need to fund new / improved bus services to optimise the opportunities for bus usage and so mitigate traffic growth directly related to their proposals. This will be particularly relevant in Bolsover, Clowne and the main villages. As a result, it remains appropriate to include public transport infrastructure requirements in the Developer Contributions policy in the Local Plan Strategy document.

3.35 Through the allocation of new housing sites in the site allocation process, further discussions will be held with the County Council, Network Rail and East Midlands Trains to ensure that any specific requirements are identified to accommodate the new population growth.

TRANSPORT - ROAD NETWORK CAPACITY

Introduction

3.36 The roads within the district fall into two categories: elements of the national strategic road network and parts of the local road network.

3.37 The strategic elements are the section of the M1 motorway that runs north-south and bisects the district and provides a major link to the nearby cities of Sheffield, Derby, Nottingham and Leicester and the section of the A38 Trunk Road running south from junction 28 of the M1 towards Derby and a small stretch running north-eastwards towards Sutton in Ashfield, as far as the Mansfield Designer outlet centre. This stretch of the M1 motorway (together with the stretch of M1 north to J32 and the M18) is nationally important given its strategic role in connecting the West Midlands to the North and the East Yorkshire ports to London.

3.38 These roads are constructed to a high standard and are managed and maintained by the Highways Agency. The M1 is the most used road in the District by some margin, with over 100,000 vehicles daily, with the A38 coming second with between 25,000 and 50,000 vehicles daily.

3.39 The rest of the district's roads form the local road network and connect the district's settlements to each other and to the nearby larger towns of Chesterfield, Mansfield and Worksop. Certain areas of this local network are constructed to a high standard, although a good proportion of the roads in the district are still poor. The network is managed and maintained by Derbyshire County Council and is relatively well used, particularly those roads that link to the nearby larger towns, such as the A6135, the A632, the A617 and the A619.

Road Capacity

3.40 In terms of traffic flows, Bolsover district experiences a high level of out-commuting. There is no single outstanding workplace destination and out-commuting is split between a wide variety of neighbouring authorities, the more significant ones being Chesterfield, Mansfield, Ashfield, Amber Valley and Bassetlaw. In 2001, total out-commuting was equivalent to 62% of all employed residents. More residents than the Derbyshire average travel to work by car and less travel by public transport. There is also, however, significant in-commuting to the larger employment sites in Barlborough and South Normanton.

3.41 Certain areas in and close to the District experience traffic congestion, particularly on the M1 Motorway and around junctions 28, 29 and 30. Junction 29a was added to improve connections to Markham Vale and whilst it is not used to capacity at present, it has been designed to meet the needs of this large employment site once fully developed.

3.42 The long standing heavy use of the strategic highway network led to the publication of the multi-modal study for the East Midlands section of the M1 motorway in 2002. This study recognised the problem of congestion on the M1 and proposed a range of strategy options to reduce demand, such as encouraging shorter journeys between work and home through

spatial planning and improving public transport accessibility, and to increase capacity, such as motorway widening along the East Midlands stretch.

3.43 Certain aspects of the multi-modal study's recommendations have been implemented by the Highways Agency and motorway widening has recently taken place between junctions 31 and 32. The plans for the stretch within the district have also been reviewed and the Highways Agency now considers that the stretch between junctions 28 and 31 is a candidate for Hard Shoulder Running. A scheme for this has been brought forward through the National Infrastructure Plan process and will be prepared for start of construction during 2013/14, subject to the outcome of the relevant statutory processes.

3.44 When compared to the situation on the M1 and A38, the degree of congestion on the local road network is markedly less. Through work on the transport evidence base, congestion hotspots have been identified in Whitwell, Storth Lane in South Normanton, Barlborough and town and village centre areas in Shirebrook, Pinxton, South Normanton and Hodthorpe. Around these, local congestion occurs during the morning and evening rush hours and around school drop off and collection times.

3.45 Derbyshire County Council published its Local Transport Plan 3 in April 2011, setting out its Transport Strategy for the period 2011-2026 and its Investment Protocol for the period 2011-2016. The Local Transport Plan is guided by the desire to adopt sustainable development as the common purpose of the County's transport strategy and to take a holistic approach to supporting a resilient economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment. Within this context, the County Council has confirmed that the potential A617 Glapwell Bypass is under review for possible rescinding as its impacts outweigh its benefits, although a formal decision is yet to be made.

3.46 Through work on the transport evidence base with Derbyshire County Council, Chesterfield Borough Council and North East Derbyshire District Council, the ability of the strategic and local road networks to accommodate the proposed development strategies of the three local planning authorities has been assessed.

3.47 Within Bolsover District, the North Derbyshire Highway Assignment Model forecasts that by the end of the plan period both the strategic and local highway networks will experience greater levels of traffic.

3.48 In relation to the national strategic highway network, it is forecast that the M1 and in particular J28 will get even busier, albeit marginally so. Whilst the Council's proposed development strategy seeks to minimise the impact on the national strategic highway network through the pursuit of an appropriate pattern of development which facilitates the use of sustainable modes of transport, it would appear that improvements to the stretch of the M1 will remain necessary and that these may need to fit into future National Infrastructure Plan considerations.

3.49 In relation to the local highway network, it is forecast that the District's key highways, such as the A617, A619 and the B6417, will see the greatest increases. However, the local highway network should generally be able to accommodate the additional traffic subject to localised improvements identified through Transport Assessments and Travel Plans during

the determination of planning applications. The local highway networks of the four towns are forecast to get busier also which may lead to specific improvements to key junctions.

3.50 Given Bolsover Town is the principal growth point in the District, the District Council commissioned the Bolsover Town Transport Study to investigate at a detailed level the impacts on the highway network of Bolsover Town. This identified that improvements to the local highway network are likely to be required, subject to the findings of Transport Assessments and Travel Plans, to accommodate the growth:

- improvements to the Town End / Welbeck Road / Moor Lane junction, Bolsover;
- improvements to the A632 (Langwith Road) / B6417 (Rotherham Road) junction, Bolsover;
- improvements to the B6417 (Rotherham Road) / Mooracre Lane junction, Bolsover;
- improvements to the A632 (Langwith Road) / Portland Avenue / Mansfield Road junction, Bolsover.

3.51 In addition to these, improvements are expected to be necessary at the following two junctions, although these will be dependent on the ongoing review of the Local Transport Plan potential major projects list:

- improvements to the A619 / A616 / A6135 junction, Barlborough;
- improvements to the A617 / Glapwell Lane junction, Glapwell.

3.52 Beyond these, it is considered that the work on the transport evidence base suggests that the following improvements to the local highway network would be beneficial in the long term beyond the current plan period:

- wholesale improvements to the B6417 (Rotherham Road) to enhance its highway status along its length between the A619 and A617;
- strategic road link to Shirebrook.

3.53 In particular, the following improvements to the national strategic highway network are considered to be wider transport strategic aspirations that should inform more long term infrastructure requirements:

- improvements to J28 of the M1 to reduce congestion at this nationally strategic junction with the A38;
- improvements to the stretch of M1 between J28 and J31;
- improvements to J29A of the M1.

3.54 In view of the findings of the transport evidence base, where improvements are likely to be required during the plan period they have been carried forward into the Infrastructure Delivery Plan. Where improvements are not required to deliver the emerging Local Plan Strategy and have been identified as wider transport strategic aspirations, they have not been carried forward into the Infrastructure Delivery Plan. However, they are listed in an appendix to the Plan for information.

Summary

Lead Organisation	Highways Agency and Derbyshire County Council
Existing Provision	<ul style="list-style-type: none"> • The proximity of the district to the M1 motorway and the A38 Trunk Road 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, the strategic road network is heavily used and is subject to congestion. • The local highway network is still poor in some areas of the district reflecting its rural origins. However, it is relatively well used, particularly those roads that link to the nearby larger towns. Despite this, local congestion is relatively limited and largely confined to peak hours in the town centres and near local employment sites.
Planned Changes to Provision	<ul style="list-style-type: none"> • A scheme to create additional capacity between M1 junctions 28 and 31 by utilising Hard Shoulder Running is being investigated, with the aim for start of construction by 2013/14, subject to the outcome of the relevant statutory processes.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Need to pursue an appropriate pattern of development which facilitates the use of sustainable modes of transport and supports efforts to reduce levels of out-commuting and reliance on car travel. • Need for improvements to increase the capacity of certain junctions in and around Bolsover Town to accommodate planned levels of growth. • Need to ensure that the ongoing review of the Local Transport Plan potential major projects list reflects the Evidence Base work and provides certainty over junction improvements in Glapwell and Barlborough. • Wider desire to improve those areas of the local road network that are still poor, in particular improving key road connections between Bolsover, Clowne and Shirebrook. • Wider desire to improve capacity on the national strategic road network, in particular improvements to J28 and J29A of the M1.
Sources of Funding	<ul style="list-style-type: none"> • Highways Agency

	<ul style="list-style-type: none"> • Derbyshire County Council Local Transport Plan 3 • Developer contributions
Evidence Sources	<ul style="list-style-type: none"> • Multi-modal study for the East Midlands section of the M1 motorway (April 2002) • Highways Agency and DCC representations to Core Strategy: RPO (May 2010) • DCC Local Transport Plan 3 (April 2011) • National Infrastructure Plans (October 2010, November 2011 and March 2012) • DCC Derbyshire Infrastructure Plan (April 2012) • North Derbyshire Highway Assignment Model: Traffic Forecasting Report (April 2012) • Bolsover Town Transport Study (April 2012) • M1 J29A Operational Capacity Assessment (July 2012) • BDC Transport Topic Paper (July 2012) • Ongoing discussions with the Highways Agency and DCC

Next steps

3.55 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, the Highways Agency and Derbyshire County Council have stated that:

- the stress on the M1 and A38 is anticipated to get worse by 2026, particularly around J28, although the proposed strategy to develop sustainable communities and provide sufficient housing and employment opportunities within the main towns and then the main villages will help to reduce the need to travel and encourage opportunities for walking, cycling, and using public transport;
- securing sustainable growth in Bolsover should seek to ensure that adverse traffic impacts from development are appropriately addressed by developers, either acting individually or through some wider mechanism so that cumulative impacts of a number of developments can be appropriately mitigated;
- the full range of impacts on both the national strategic road network and the local road network should continue to be explored through planning process.

3.56 In view of this formal feedback, it would appear that the overall development strategy remains appropriate although it is noted that further detailed improvements to the highway network will come to light through the planning process and through discussions with the Highways Agency and the County Council.

UTILITIES - ELECTRICITY AND GAS

Introduction

3.57 In the UK, the supply of electricity and gas is the joint responsibility of generators / importers, transmission infrastructure and distributor companies.

Electricity

3.58 National Grid acts as the National Electricity Transmission System Operator and seeks to balance electricity supply with demand on a minute by minute basis. At a more local level, Central Networks delivers power to over 5 million customers across Central England through its Distribution Network of overhead and underground cables, sub-stations and other electrical equipment. National Grid and Central Networks have indicated that there is a large and complex electricity infrastructure network within the district.

3.59 New electricity transmission infrastructure developments are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests (e.g. power stations, major renewable energy projects) and requests for additional capacity on our network from electricity generators.

3.60 Generally developments to the local electricity distribution network are as a result of overall demand growth in a region rather than site specific developments, although efforts are made to coordinate and plan the implementation of new connections.

Gas

3.61 National Grid has a duty to develop and maintain an efficient, co-ordinated and economical Transmission System for the conveyance of gas and respond to requests for new gas supplies in certain circumstances. They also own and operate a gas distribution business across the heart of England. National Grid has indicated that there is a large and complex gas infrastructure network within the district.

3.62 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network arise as a result of specific connection requests (e.g. power stations) and requests for additional capacity on the network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments, although efforts are made to coordinate and plan the implementation of new connections.

Summary

Lead Organisation	National Grid and Central Networks
Existing Provision	<ul style="list-style-type: none">• There is a large and complex electricity and gas infrastructure network within the district.

Planned Changes to Provision	<ul style="list-style-type: none"> • A system reinforcement to the low pressure gas network within Bolsover Town (the timescale and delivery of this would be managed by National Grid on receipt of a firm accepted quotation from the developer).
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Ensure that the Utility Companies are planning for future population growth.
Sources of Funding	<ul style="list-style-type: none"> • National Grid and Central Networks
Evidence Sources	<ul style="list-style-type: none"> • National Grid Gas Distribution Long Term Development Plan (October 2010) • National Grid National Electricity Transmission System Seven Year Statement (May 2011) • Ongoing discussions with National Grid and Central Networks

Next steps

3.63 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, National Grid has stated that projects to reinforce the network are undertaken on a 'reactive' basis, as and when new loads connect to the network. However, in light of the proposed Bolsover North Strategic Allocation analysis to date has shown that the increase in Bolsover will require a system reinforcement to the low pressure gas distribution network, although the timescale and delivery of this would be managed by National Grid on receipt of a firm accepted quotation from the developer. Central Networks has also raised no concerns for their electricity distribution network due to the Council's proposed levels of growth.

3.64 In view of this formal feedback, it would appear that the overall development strategy remains appropriate.

3.65 Through the allocation of new housing sites in the site allocation process, further discussions will be held with National Grid and Central Networks to ensure that any specific requirements are identified to accommodate the new population growth.

UTILITIES - TELECOMMUNICATIONS

Introduction

3.66 BT Openreach (the incumbent regulated Open Access telecommunication network provider) manages the telecommunication infrastructure across the District.

3.67 BT Openreach is currently investing £2.5 billion to provide “superfast broadband” across the UK. This investment will involve planned improvements through its ‘Wholesale Broadband Connect’ programme (BT’s 21st Century network broadband service based on ADSL2+ technology) and through its ‘Fibre To The Cabinet’ programme (Fibre Network installation from telephone exchanges to above ground green cabinets).

3.68 BT has announced that two thirds of all UK premises will have access to fibre broadband by the end of 2014, one year ahead of its original target of 2015.

3.69 The current provision of standard and superfast broadband within the district is relatively limited and reflects the national trend for rural areas where internet speeds deteriorate the further a property is from the exchange.

3.70 There are seven exchanges in the district and the latest information on BT’s planned improvements to the telecommunication network in the district is as follows:

Exchange	Planned Improvements
Bolsover	Wholesale Broadband Connect – already enabled Fibre To The Cabinet – not planned
Clowne	Wholesale Broadband Connect – not planned Fibre To The Cabinet – not planned
Whitwell	Wholesale Broadband Connect – planned May 2012 Fibre To The Cabinet – planned March 2012
Shirebrook	Wholesale Broadband Connect – already enabled Fibre To The Cabinet – not planned
Pleasley	Wholesale Broadband Connect – not planned Fibre To The Cabinet – not planned
Tibshelf	Wholesale Broadband Connect – not planned Fibre To The Cabinet – not planned
Pinxton	Wholesale Broadband Connect – already enabled Fibre To The Cabinet – not planned

3.71 There are also exchanges in Staveley and Holmewood.

3.72 Despite this, Derbyshire County Council's analysis shows that there are pockets of Bolsover District where the market is unlikely to provide good superfast broadband access by 2016. These are Bolsover Town, Clowne Town and the Scarcliffe / Upper Langwith area.

3.73 However, the County Council is championing the 'Digital Derbyshire' programme to improve Derbyshire's broadband infrastructure to allow better connection speeds by stimulating the market and providing the environment for on-going development through the private sector investment. This programme follows Government approval in May 2012 and represents a planned £15m worth of investment – backed by £7.39m from the Government's Broadband Delivery UK (BDUK) scheme. As the first stage of this programme, the County Council is seeking to identify the strength of unmet residential and business market demand.

Summary

Lead Organisation	BT Openreach / Derbyshire County Council
Existing Provision	<ul style="list-style-type: none"> • Provision of standard and superfast broadband within the district is relatively limited and reflects the national trend for rural areas where internet speeds deteriorate the further a property is from the exchange. • Pockets of market under-provision exist in Bolsover Town, Clowne Town and the Scarcliffe / Upper Langwith area.
Planned Changes to Provision	<ul style="list-style-type: none"> • Improvements at Whitwell telephone exchange.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Relatively limited provision of standard and superfast broadband within the district.
Sources of Funding	<ul style="list-style-type: none"> • BT Openreach • Derbyshire County Council Digital Derbyshire
Evidence Sources	<ul style="list-style-type: none"> • DCC Derbyshire Infrastructure Plan (April 2012) • DCC Digital Derbyshire Local Broadband Plan (May 2012) • Discussions with BT Openreach and Derbyshire County Council

Next steps

3.74 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, BT Openreach and Derbyshire County Council have raised no significant concerns for the capacity of the telecommunication network, although pockets of market under-provision exist in Bolsover Town, Clowne Town and the Scarcliffe / Upper Langwith area.

3.75 In view of this formal feedback, it would appear that the overall development strategy remains appropriate. Through the allocation of new housing sites in the site allocation process, further discussions will be held with BT Openreach and Derbyshire County Council to ensure that any specific requirements are identified to accommodate the new population growth and where possible fibre optic cabling is integrated into developments and so prevent having to retrofit properties in the future.

MUNICIPAL WASTE

Introduction

3.76 Municipal Waste is mostly that collected from households, but also includes waste from some commercial and retail premises and waste from schools and some other public institutions. Bolsover District Council's Waste Services is responsible for the collection of municipal waste within its administrative area. Derbyshire County Council's Waste Management Service is responsible for the management of municipal waste arisings collected.

3.77 The Derbyshire Joint Municipal Waste Management Strategy sets out the vision and framework for the development and delivery of waste management services within Derbyshire over the next 20 years. The overall aim is to manage waste higher up the waste hierarchy with high levels of recycling / composting being achieved.

Waste Collection

3.78 In accordance with the Municipal Waste Management Strategy, the collection system within Bolsover District has recently been expanded to comprise a 3 bin system covering a Black Bin for general waste, a Green Bin for garden waste and a Burgundy Bin for recyclables, such as glass / tins, plastic, paper, cardboard and textiles.

3.79 Furthermore, whilst current collection arrangements facilitate the collection of Black Bins on a weekly basis with Green and Burgundy Bins on a fortnightly basis, based on the success of the Council's recycling initiatives the collection of Black Bins will move to a fortnightly basis in November 2011.

3.80 In addition to the road side collections, there is also a County Council Household Waste Recycling Centre at Buttermilk Lane, Bolsover. This Centre is currently classified as having surplus capacity with possible room for expansion if necessary.

HWRC	Current Available Capacity	Vehicle Capacity
Bolsover	Surplus	Space for 24 vehicles (+ 2 disabled spaces) and for an additional 30 queuing vehicles

Waste Disposal

3.81 Whilst the material collected from the Green and Burgundy Bins is composted and recycled, the material collected from the Black Bins is either sent straight to landfill or is taken to a transfer station where it is bulked up and is then sent either to landfill or for processing at treatment facilities, such as energy from waste or mechanical biological treatment facilities.

3.82 There are no landfill sites within the District but the following sites are located nearby:

- the Erin landfill site near Markham Vale (this deals with waste from Bolsover District),

- the Clover Nook waste transfer facility site near South Normanton (this handles municipal waste which is then bulked up and transferred for disposal elsewhere).

3.83 Proposals for new waste disposal sites are currently being considered through the preparation of the Derby and Derbyshire Waste Core Strategy Development Plan Document. This document will form part of the Derbyshire County Council Minerals and Waste Development Framework.

Summary

Lead Organisation	Derbyshire County Council and Bolsover District Council
Existing Provision	<ul style="list-style-type: none"> • In addition to general waste, collections of green waste and recyclable material also take place on a fortnightly basis. • The Buttermilk Lane Household Waste Recycling Centre in Bolsover is currently classified as having surplus capacity. • General waste is disposed of at a number of landfill and treatment sites.
Planned Changes to Provision	<ul style="list-style-type: none"> • An In-Vessel Facility is being planned at Arkwright Town that could take organic waste (garden and kitchen waste) from Bolsover, North East and Chesterfield. Planning permission has been given for the facility but it is currently subject to legal challenge and it is hoped a final decision will be known by September 2011. • A Household Waste Recycling Centre is being planned in Clay Cross that could take waste from the southern part of the district. Development of this facility will not commence until 2015/16 at the earliest.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Ensure that the overall aim to manage waste higher up the waste hierarchy with high levels of recycling / composting can be achieved County-wide through the delivery of the planned improvements to provision. • Ensure that Municipal Waste Services plan for future population growth and are able to deliver waste management services in an environmental and financially sustainable way.
Sources of Funding	<ul style="list-style-type: none"> • Derbyshire County Council • Bolsover District Council

Evidence Sources	<ul style="list-style-type: none"> • Derbyshire County and Derby City Joint Municipal Waste Management Strategy (July 2006) • DCC Derbyshire Infrastructure Plan (April 2012) • Ongoing discussions with DCC / BDC
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Next steps

3.84 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, Derbyshire County Council and Bolsover District Council waste services are confident that the municipal waste infrastructure will be able to accommodate the additional population.

3.85 However, current waste collection resources are being reviewed and streamlined to meet current requirements and thus would struggle to cope with the projected growth in property numbers for 2031 unless progress is made on managing more waste higher up the waste hierarchy with higher levels of recycling / composting. Furthermore, efforts to achieve this will be negatively affected if the delivery of the planned In-Vessel Facility at Arkwright Town is not secured.

3.86 In view of this formal feedback, it would appear that the overall development strategy remains appropriate.

3.87 Through the allocation of new housing sites in the site allocation process, further discussions will be held with Derbyshire County Council and Bolsover District Council waste services to ensure that any specific requirements are identified to accommodate the new population growth.

WATER - OVERVIEW

Introduction

3.88 Bolsover District contains the headwaters of the River Poulter and tributary headwaters of the Rivers Meden, Doe Lea, Erewash and Amber. It lies within the Humber River Basin District (as defined for the Water Framework Directive) and its catchments are covered by the Trent and Don Catchment Flood Risk Management Plans (CFMPs).



3.89 The whole district receives its water supply from Severn Trent Water. Sewerage and wastewater treatment (wwtw) services are provided by Severn Trent Water and Yorkshire Water.

3.90 This section summarises the key findings from the Outline Water Cycle Study in terms of impacts of the proposed development on the water cycle for each of the possible growth settlements.

Settlement	Wastewater Treatment Capacity	Water Resource*	Ecological status of receiving watercourses#
Barlborough	Likely to need revised discharge consent as increase in population draining to wwtw pushes discharge close to consented capacity. EA may tighten discharge of phosphates which could result in investment being required.		Poor
Bolsover Carr Vale	Has capacity to 2015 based on growth estimates. Major improvements required and likely to be delivered in 2017.		Poor
Bolsover Scarcliffe	No capacity. But proposed growth in Bolsover does not have to use Scarcliffe wwtw.		Moderate
Bramley Vale, Doe Lea and Glapwell	Drain to Stockley wwtw, which can accommodate the proposed level of growth.		Poor
Clowne	Secondary treatment needed to accommodate growth. \$		Bad
Creswell	Will need a revised discharge consent \$. Phosphates are an issue.		Bad
Hodthorpe	Current capacity to accommodate another 118 dwellings. If growth beyond this assumed re-building would be required. \$		Bad
Langwith and Whaley Thorns	Hydraulic capacity, but growth would require a revised discharge consent. \$		Moderate

New Houghton	Secondary treatment needed to accommodate growth.		Moderate
Pinxton	Secondary treatment needed to accommodate growth.		Poor
Shirebrook	Secondary treatment needed to accommodate growth.		Moderate
Shuttlewood	Likely to need revised discharge consent as increase in population draining to wwtw pushes discharge close to consent. EA may tighten discharge of Phosphates which could result in investment being required.		Poor
South Normanton	Secondary treatment needed to accommodate growth.		Moderate
South Normanton/ Pinxton	Secondary treatment needed to accommodate growth.		Poor
Stanfree	Will need a revised discharge consent. Phosphates are an issue.		Poor
Tibshelf	Secondary treatment needed to accommodate growth.		Moderate
Whitwell	Action required to assess and manage phosphate concentrations. \$		Bad

Key

	Spare capacity, minimal investment required, or minimal issues
	Significant mitigation or infrastructure required (works to improve capacity of wwtw or measures to improve effluent discharges)
	Major investment required/possible significant limitations.

Notes

- \$ Revised discharge consent may be difficult to obtain
- * Growth in the district will not be constrained by water resources on the condition that Severn Trent Water is able to implement its Water Resource Management Plan.
- # Although the level of ecological status / potential of receiving water varies in different watercourses, there is a requirement that there should be no deterioration in the quality of water entering the water courses. As the volume of effluent treated in wwtw in the district will increase over the plan period due to growth it has been assumed that this growth will need to be balanced by mitigation measures to ensure the increased flows do not give rise to a deterioration in the quality of water downstream.

WATER - FLOOD RISK

Introduction

3.91 The Council has undertaken a Strategic Flood Risk Assessment (SFRA) and a separate Outline Water Cycle Study to look at flooding and the impact of proposed growth on the water cycle. There are some known sewer flooding problems across the district but these are isolated problems.

3.92 The Strategic Flood Risk Assessment indicates that fluvial flood risk is concentrated in relatively narrow zones along the rivers due to valley sides. Flood defences in the district are limited. The main defences of note are the embankments at Pinxton and flood storage facilities along the River Doe Lea.

3.93 The two key locations where flood risk needs to be carefully managed are south Pinxton where there has been reoccurring flooding and proposed development along the Doe Lea Valley, where land in the flood zone may be used for employment development. However, if assessed properly and mitigated, flood risk should not constrain development in the district.

3.94 In terms of responsibility for flooding, since the enactment of parts of the Flood and Water Management Act 2010 the Environment Agency is the competent authority for main rivers, such as the River Erewash, and for reservoirs, with Derbyshire County Council now the Lead Local Flood Authority for all other sources of flooding in the District.

3.95 As a result, Derbyshire County Council has prepared a Preliminary Flood Risk Assessment which will form the basis of a Local Flood Risk Management Strategy. To take this work forward, the County Council will carry out a series of district and parish level assessments, with an initial pilot study on priority areas located outside Bolsover District.

3.96 As Lead Local Flood Authority, Derbyshire County Council will have access to national and regional funding sources for projects to manage local flood risk, although as this is unlikely to cover the full costs the County Council expects funding to be required from other agencies, developer contributions and local communities.

Summary

Lead Organisation	Derbyshire County Council & Environment Agency
Existing Provision	<ul style="list-style-type: none">There are some limited flood defences in the district at Pinxton and along the River Doe Lea, although Bolsover District is generally an area of low flood risk.
Planned Improvements to Provision	<ul style="list-style-type: none">None.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none">Proposed development sites need to consider flood risk, ensuring that new buildings are not located in flood zones 2 or 3 and pursue the sequential approach set out in PPS 25

	to avoid new development in areas of flood risk.
Sources of Funding	<ul style="list-style-type: none"> • Central Government, Derbyshire County Council, Environment Agency, Developer Contributions and Local Communities
Evidence Sources	<ul style="list-style-type: none"> • Strategic Flood Risk Assessment (March 2009) • EA representation to Core Strategy: RPO (May 2010) • Outline Water Capacity Study (October 2010) • DCC Preliminary Flood Risk Assessment (May 2011) • DCC Derbyshire Infrastructure Plan (April 2012) • Ongoing discussions with DCC and EA

Next steps

3.97 It is not anticipated that there will be a need for any new provision to the strategic flood defence system in Bolsover to accommodate the growth proposed for the district. There may be small scale improvements to allow a specific site to come forward, or to address local issues, but it is expected that these would be paid for by the developer (where issues are not already being addressed).

WATER - WASTE WATER

Introduction

3.98 There are 19 waste water treatment works (wwtw) serving the settlements in Bolsover District.

Settlement	Wastewater Treatment Works	Water Company
Astwith	Astwith	YW
Bolsover	Carr Vale (80% of town)	YW
Bolsover	Scarcliffe (20% of town)	STW
Bolsover Woodhouse	Chesterfield Road	YW
Barlborough, Shuttlewood & Stanfree	Staveley	YW
Barlborough Low Common	Staveley Low Common	YW
Glapwell, Bramley Vale / Doe Lea	Stockley	YW
Clowne	Clowne	STW
Creswell	Creswell	STW
Hodthorpe	Hodthorpe	STW
Langwith and Whaley Thorns	Nether Langwith	STW
New Houghton	Mansfield, Bath Lane	STW
Pinxton	Pinxton	STW
Shirebrook	Shirebrook	STW
South Normanton	South Normanton (80% of town)	STW
South Normanton	Pinxton (20% of town)	STW
Stainsby	Stainsby	YW
Tibshelf	Alfreton	STW
Whitwell	Whitwell	STW

Waste Water Capacity

3.99 The Outline Water Cycle Study advises that 12 of the wastewater treatment water catchments in the study area, plus Alfreton wwtw (serving Tibshelf) and Mansfield Bath Lane wwtw (serving New Houghton), will be affected by growth by 2026.

3.100 The Outline Water Cycle Study advises that almost all of the identified waste water treatment works will require some form of upgrade in order to serve the proposed growth. In some cases the solution is expected to be straightforward and in others more extreme and expensive options are required. The Study also highlighted a particular problem in Bolsover town in relation to the limited scope for increased waste water treatment capacity within Yorkshire Water's Asset Management Plan 5 (2010-2014). However, following discussions with Yorkshire Water about this situation, the company has confirmed that the planned growth for the current investment period can be accommodated by the existing facilities and that

planned future improvements to increase the capacity of the existing facilities within Asset Management Plan 6 (2015-2020) will ensure that sufficient capacity will exist to match the district's proposed growth plans.

3.101 Elsewhere, the proposed housing growth would exceed the remaining capacity at Creswell, Hodthorpe, Shirebrook, and Whitwell.

Factors constraining capacity increases

3.102 Severn Trent Water has identified that Clowne, Mansfield Bath Lane and Scarcliffe waste water treatment works are currently operating at capacity. However, the company does not envisage any problems in providing additional treatment capacity. The additional capacity to be provided by Yorkshire Water at Carr Vale will cater for Bolsover town and this should reduce the pressure on Scarcliffe, as there is no major growth is planned for this settlement.

3.103 The table below shows the works required to upgrade the waste water treatment works to accommodate the proposed growth for the district.

Settlement	Wastewater Treatment Works	Water Company	Constraints identified in the Outline Water Cycle Study
Astwith	Astwith	YW	Little or no capacity to accommodate growth.
Barlborough, Shuttlewood & Stanfree	Staveley	YW	Likely to need revised discharge consent as increase in population draining to wwtw pushes discharge close to consent. EA may tighten discharge of Phosphates which could result in investment being required.
Barlborough Low Common	Staveley Low Common	YW	Little or no capacity to accommodate growth.
Bolsover	Carr Vale (80% of town)	YW	Currently near biological capacity. Upgrades planned to increase capacity.
Bolsover	Scarcliffe (20% of town)	STW	Small works with environmental capacity constraints. Upgrade at Carr Vale should reduce levels required here.
Bolsover Woodhouse	Chesterfield Road	YW	Little or no capacity to accommodate growth.
Glapwell, Bramley Vale / Doe Lea	Stockley	YW	Drain to Stockley wwtw, which can accommodate the proposed level of growth.

Clowne	Clowne	STW	Secondary treatment needed to accommodate growth.
Creswell	Creswell	STW	Will need a revised discharge consent. This may be difficult to obtain. Also phosphates are an issue.
Hodthorpe	Hodthorpe	STW	Limited capacity to accommodate significant growth.
Langwith and Whaley Thorns	Nether Langwith	STW	Has capacity, but would require a revised discharge consent. This may be difficult to obtain.
New Houghton	Mansfield, Bath Lane	STW	Secondary treatment needed to accommodate growth.
Pinxton	Pinxton	STW	Secondary treatment needed to accommodate growth.
Shirebrook	Shirebrook	STW	Secondary treatment needed to accommodate growth.
South Normanton	South Normanton (80% of town)	STW	Secondary treatment needed to accommodate growth.
South Normanton	Pinxton (20% of town)	STW	Secondary treatment needed to accommodate growth.
Stainsby	Stainsby	YW	Little or no capacity to accommodate growth.
Tibshelf	Alfreton	STW	Secondary treatment needed to accommodate growth.
Whitwell	Whitwell	STW	Action needed to assess and manage phosphate concentrations.

Quality consents

3.104 There is an issue in settlements in the north-east of the district in that the waste water treatment works discharge into sensitive water courses that feed into Sites of Special Scientific Interest (SSSI's) downstream, outside the district. Water quality is already an issue in these areas. The water quality of the treated effluent will need to be improved further in order to generate additional capacity at the sewage treatment works, as the Environment Agency would object to any application to increase the discharge into the water courses

unless there was no deterioration in water quality downstream. Hodthorpe, Whitwell, Clowne, Creswell, Nether Langwith and Scarcliffe are affected by this issue.

Sewerage infrastructure capacity

3.105 The Outline Water Cycle Study concluded that significant growth in the district may require sewerage capacity improvements. Whilst this is not expected to represent a significant constraint, Yorkshire Water and Severn Trent Water will make arrangements for allowing foul water discharge to the sewer network. These arrangements vary by company but will involve either funding any improvements / reinforcements or conditions on any planning application to delay the development until such time capacity can be made available.

3.106 In addition, both companies will not allow surface water from greenfield sites to connect to the public sewer unless it can be proven that all other options, for example disposal to watercourse, Suds system has been fully investigated and proven unsuitable. On brownfield sites, where an existing surface water connection to sewer can be demonstrated, they have stated that they would expect at least a 30% reduction in flows from existing rates to compensate for climate change. Any investment in the sewer network would be undertaken through provisions in the Water Industry Act 1991.

Summary

Lead Organisation	Severn Trent Water / Yorkshire Water
Existing Provision	<ul style="list-style-type: none"> • There are 19 waste water treatment works located within and serving Bolsover district. 7 are the responsibility of Yorkshire Water. The remaining 12 are the responsibility of Severn Trent Water.
Planned Improvements to Provision	<ul style="list-style-type: none"> • Based on the proposed levels of growth as set out in the emerging Local Plan Strategy document, plans are in place to improve the waste water treatment capacity at Bolsover (Carr Vale) to enable the anticipated levels of development in Bolsover. Further improvements will be planned to improve capacity and / or water quality at most of the waste water treatment works in the district once further sites and allocations become more certain.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Improvements to capacity are required in the areas where growth is planned. • Improvements to the quality of water discharging into water courses take place, particularly those upstream of SSSI's. • The overall level and distribution of growth. • The co-ordination of built development and infrastructure improvement so that there is sufficient capacity and

	improvements over the plan period to accommodate the levels of growth in the settlements identified for growth in the Core Strategy.
Sources of Funding	<ul style="list-style-type: none"> • Severn Trent Water and Yorkshire Water
Evidence Sources	<ul style="list-style-type: none"> • STW Water Asset Management Plan 5 Business Plan (January 2010) • YW Asset Management Plan 5 Business Plan (January 2010) • YW representation to Core Strategy: RPO (May 2010) • Outline Water Capacity Study (October 2010) • Ongoing discussions with STW and YW regarding Asset Management Plan 6 /7 Business Plans

Next steps

3.107 The assessment in the Outline Water Cycle Study may need to be adjusted, once the proposed housing and employment figures and their locations have been finalised to understand the implications on the waste water system, including capacity and water quality.

3.108 Discussions are ongoing with the water companies and Environment Agency to ensure the necessary improvements to waste water treatment works take place in the appropriate Asset Management Period and that water quality requirements can be met. The costs and timings associated with any associated upgrades or treatment options will need to be assessed to help guide the decision of the exact locations and timings of growth in Bolsover district.

WATER - WATER SUPPLY

Introduction

3.109 Severn Trent Water is the water supply undertaker for the district. Bolsover District is supplied with water from a variety of ground and surface water sources within the East Midlands Water Resource Zone. There are no major abstractions for water supply within the district. Public water supply for the district is therefore sourced from abstractions outside of the district boundaries. There are no known constraints at the water supply treatment works.

Water Supply Infrastructure

3.110 The distribution network extends to all existing developed sites, such that infill development should not require extensive new mains to connect to the network. However, the majority of developments are likely to need on-site mains connected to the existing network which may need to be reinforced to ensure the maintenance of adequate supplies.

Water resources

3.111 Severn Trent Water has forecast both supply and demand to 2034/35. A water supply deficit is forecast from 2015/16 based on the proposed growth in the district. However, the company has developed a strategy to remove the deficit and create a surplus over the forecast period. The strategy includes water savings through metering and advanced water efficiency measures, leakage control, and the installation of a duplicate main. Growth in the district should not be constrained by water resources on the condition that Severn Trent Water is able to implement its Water Resource Management Plan (WRMP).

Summary

Lead Organisation	Severn Trent Water
Existing Provision	<ul style="list-style-type: none">Public water supply is sourced from abstractions outside the district boundaries.
Planned Improvements to Provision	<ul style="list-style-type: none">No known new provision or improvements to existing water supply other than increasing capacity.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none">Building to Code level 3/4 and BREEAM will help Severn Trent to meet its strategy and reduce the supply deficit as part of its WRMP, in addition to reducing water consumption, helps buildings adapt to the predicted impacts of climate change and reduce carbon emissions associated with water treatment and supply.
Sources of Funding	<ul style="list-style-type: none">Severn Trent Water.
Evidence Sources	<ul style="list-style-type: none">STW representation to Core Strategy: RPO (May 2010)STW Water Resource Management Plan (June 2010)

- | | |
|--|---|
| | <ul style="list-style-type: none">• Outline Water Capacity Study (October 2010)• Ongoing discussions with STW, YW and EA |
|--|---|

Next steps

3.112 No significant issues in relation to the water supply to accommodate the levels of growth proposed in the emerging Local Plan Strategy document have been identified, although this is dependent upon Severn Trent Water being able to implement its Water Resource Management Plan.

3.113 In view of Severn Trent Water's proposal to alter the East Midlands water resource zone, this may have an impact on which resource zone Bolsover District will be situated in the future. Therefore, through the allocation of new housing sites in the site allocation process, further discussions will be held with Severn Trent Water and the Environment Agency to ensure that they remain aware of the spatial distribution of the expected population growth.

WATER - WATER QUALITY

Introduction

3.114 Bolsover falls within the Humber River Basin Management Plan, produced by the Environment Agency under the Water Framework Directive. The overall status for the River Basin District covering Bolsover district indicates that only 18% of the surface water bodies are currently at good ecological status. The district is currently a headwater region sourcing water that flows into the Rivers Derwent, Erewash, Idle and Rother.

Current water quality

3.115 Table 3 below shows the receiving watercourses serving waste water treatment works serving Bolsover and their current ecological status. It is worth noting that whilst treated effluent discharges often make up a large proportion of base flows, there are other sources of pollution, such as agriculture run off, which also affect river quality.

Settlement	Wastewater Treatment Works	Water Company	Receiving Water	Ecological status
Barlborough	Staveley	Yorkshire Water	River Doe Lea	Poor
Bolsover Town	Bolsover (Carr Vale) serving 80% of town	Yorkshire Water	River Doe Lea	Poor
Bolsover Town	Scarcliffe serving 20% of town	Severn Trent Water	River Poulter	Moderate
Bramley Vale/ Doe Lea Glapwell,	Stockley	Yorkshire Water	River Doe Lea	Poor
Clowne	Clowne	Severn Trent Water	Tributary of Millwood	Bad
Creswell	Creswell	Severn Trent Water	Millwood Brook	Bad
Hodthorpe	Hodthorpe	Severn Trent Water	Walling Brook	Bad
Langwith and Whaley Thorns	Nether Langwith	Severn Trent Water	River Poulter	Moderate
New Houghton	Bath Land in Mansfield	Severn Trent Water	River Maun	Moderate
Pinxton	Pinxton	Severn Trent Water	River Erewash	Poor
Shirebrook	Shirebrook	Severn Trent Water	The Shire Brook (tributary of the River Meden)	Moderate
Shuttlewood	Staveley	Yorkshire Water	River Doe Lea	Poor
South Normanton	South Normanton serving 80% of town	Severn Trent Water	Alfreton Brook	Moderate

South Normanton	Pinxton serving 20% of town	Severn Trent Water	River Erewash	Poor
Stanfree	Staveley	Yorkshire Water	River Doe Lea	Poor
Tibshelf	Alfreton	Severn Trent Water	Alfreton Brook	Moderate
Whitwell	Whitwell	Severn Trent Water	Millwood Brook	Bad

3.116 There are four categories of ecological status. None of the water courses in the district has been assessed as having 'good' ecological status.

3.117 The River Basin Management Plan indicates that there is no predicted improvement in water quality by 2015 in any of the river reaches that flow across Bolsover district. Two of the key actions from the River Basin Management Plan are: for phosphate removal to be applied to qualifying sewage treatment works of the River Erewash; and improve sewage works throughout the catchments of the River Idle (River Poulter) to reduce inputs of nutrients and improve water quality.

Discharge Consents

3.118 It is a requirement of the Water Framework Directive to ensure that there is no deterioration in the quality of the watercourses. Therefore waste water and sewage effluent produced by new development needs to be treated to ensure that there is no deterioration in the quality of the water courses receiving the extra volume of treated effluent.

3.119 As noted above, the quality of water entering receiving waters is an issue in some parts of the district. The Environment Agency would object to any increased discharge that did not meet the requirements of the Water Framework Directive that requires no deterioration in water quality.

Summary

Lead Organisation	Severn Trent Water / Yorkshire Water
Existing Provision	<ul style="list-style-type: none"> The rivers in Bolsover are included in the Humber River Basin district. None of the water courses in the district has been assessed as having 'good' ecological status.
Planned Improvements to Provision	<ul style="list-style-type: none"> No specific planned improvements but general improvements to comply with consents.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> The poor ecological status of water in some of the watercourses in the district. The need to comply with discharge consents and the possible limitations that this could impose on growth in some parts of the district.

	<ul style="list-style-type: none"> • The impact of development together with its location on water quality in the district.
Sources of Funding	<ul style="list-style-type: none"> • Severn Trent Water and Yorkshire Water.
Evidence Sources	<ul style="list-style-type: none"> • Humber River Basin Management Plan (December 2009) • YW and EA representations to Core Strategy: RPO (May 2010) • Outline Water Capacity Study (October 2010) • Ongoing discussions with the STW, YW and EA

Next steps

3.120 Discussions are ongoing with the water companies and Environment Agency to ensure the necessary improvements to waste water treatment works take place in the appropriate Asset Management Period and that water quality requirements can be met. The costs and timings associated with any associated upgrades or treatment options will need to be assessed to help guide the decision of the exact locations and timings of growth in Bolsover district.

4) Social Infrastructure

EDUCATION - PRIMARY PHASE SCHOOL PROVISION

Introduction

4.1 Information has been provided by the County Education department. The information is based on the current situation in primary phase schools. The Department for Education recommends that a school should have at least a 5% surplus and this is taken into consideration when assessing the available places within a school. An indication of the capacity of the school has been given and this is represented in the tables by the following key:

Capacity status	Range of school places	Colour on map / in table
Deficiency	Less than 5% surplus	Red
At capacity	With 5-10% surplus	Orange
With capacity	More than 10% surplus	Green

Table 4.1 Key to tables showing Existing Capacity

Bolsover Area

4.2 The Bolsover Area is based on those schools within the general catchment area for the Bolsover School – the Secondary School in the Bolsover Area.

Settlement	Name of school	Number on Roll (2012)	Capacity	Capacity Status		
				(no)	(%)	
Bolsover	Bolsover C of E Junior School	251	283	32	11	Green
Bolsover	Bolsover Infant and Nursery School	218	210	-8	-4	Red
Bolsover	New Bolsover Primary School	197	252	55	22	Green
Bramley Vale & Doe Lea	Bramley Vale Primary School	106	175	69	39	Green
Palterton	Palterton Primary School	77	91	14	15	Green
Scarcliffe	Scarcliffe Primary School	91	70	-21	-30	Red
Shuttlewood	Brockley Primary and Nursery School	108	123	15	12	Green

Clowne Area

4.3 The Clowne Area is based on those schools within the general catchment area for the Clowne Heritage High School – the Secondary School in the Clowne Area.

Settlement	Name of school	Number on Roll (2012)	Capacity	Capacity Status		
				(no)	(%)	
Barlborough	Barlborough Primary School	234	210	-24	-11	Red
Clowne	Clowne Junior School	269	318	49	15	Green
Clowne	Clowne Infant and Nursery School	264	229	-35	-15	Red
Creswell	Creswell Junior School	165	228	63	28	Green
Creswell	Creswell C of E Infant and Nursery School	175	173	-2	-1	Red
Hodthorpe	Hodthorpe Primary School	82	105	23	22	Green
Whitwell	Whitwell Primary School	193	210	17	8	Orange

Tibshelf Area

4.4 The Tibshelf Area is based on those schools within the general catchment area for the Tibshelf Community School – the Secondary School in the Tibshelf Area.

Settlement	Name of school	Number on Roll (2012)	Capacity	Capacity Status		
				(no)	(%)	
Blackwell	Blackwell Primary School	130	168	38	23	
Newton	Newton Primary School	97	147	50	34	
Tibshelf	Town End Junior School	174	169	-5	-3	
Tibshelf	Tibshelf Infant and Nursery School	142	130	-12	-9	
Westhouses	Westhouses Primary School	78	70	-8	-11	

Shirebrook Area

4.5 The Shirebrook Area is based on those schools within the general catchment area for the Shirebrook Academy – the Secondary School in the Shirebrook Area.

Settlement	Name of school	Number on Roll (2012)	Capacity	Capacity Status		
				(no)	(%)	
New Houghton	Anthony Bek Community Primary School	151	170	19	11	
Shirebrook (with Langwith Junction)	Brookfield Primary School	162	210	48	23	
Shirebrook (with Langwith Junction)	Model Village Primary School	171	262	91	35	
Shirebrook (with Langwith Junction)	Park Junior School	221	240	19	8	
Shirebrook (with Langwith Junction)	Park Infant and Nursery School	173	193	20	10	
Shirebrook (with Langwith Junction)	St Joseph's Catholic Primary School	154	157	3	2	
Upper Langwith	Langwith Bassett Community Primary School	81	84	3	4	
Whaley Thorns	Whaley Thorns Community Primary and Nursery School	127	147	20	14	

South Normanton Area

4.6 The South Normanton Area is based on those schools within the general catchment area for Frederick Gent School – the Secondary School in the South Normanton Area.

Settlement	Name of school	Number on Roll (2012)	Capacity	Capacity Status		
				(no)	(%)	
Pinxton	Kirkstead Junior School	193	250	57	23	
Pinxton	John King Infant School	114	150	36	24	
Pinxton	Longwood Community Infant School	34	60	26	43	
South Normanton	Glebe Junior School	374	408	34	8	
South Normanton	Brigg Infant School	165	163	-2	-1	
South Normanton	The Green Infant School	160	120	-40	-33	

Summary

Lead Organisation	Derbyshire County Council
Existing Provision	<ul style="list-style-type: none"> • There are 5,975 primary phase places across 33 primary phase schools in the district, roughly split into five catchment areas. • 644 surplus places exist within the primary phase schools but these are focussed in the Shirebrook and Bolsover (town) areas. Capacity is a problem in certain settlements, such as South Normanton, Barlborough and several of the smaller villages, where overcrowding currently occurs and is likely to remain so for the foreseeable future.
Planned Changes to Provision	<ul style="list-style-type: none"> • There are no plans to close any schools in the district in the next 2 to 3 years. • Capacity at Creswell C of E Infant and Nursery School is due to be increased. • New permanent classroom being provided at Clowne Infant and Nursery School. • Capacity in Tibshelf will be increased following the opening of the proposed new Secondary School.

<p>Key Issues for Bolsover District / Local Plan</p>	<ul style="list-style-type: none"> • Whaley Thorns Community Primary and Nursery School has a large surplus in capacity but the building has a number of repair problems. • The pattern of provision across the County reflects the changing general trend from decreasing numbers of pupils in both primary and secondary education to increases in the number of infant pupils entering the school system. • Proposals for strategic growth in Bolsover will require significant expansion of primary phase provision. This is likely to require relocation and expansion of school facilities on the Bolsover North Strategic Site, and creation of a new school to the east of the town if significant new residential development takes place in that area. • Proposals for further residential development in Clowne and South Normanton will require expansion of primary phase provision, such as expansion of existing schools. Proposals for further residential development in Shirebrook can be accommodated given the existing surplus capacity and potential for expansion if required in the future, subject to developer contribution. • Proposals for further residential development in Barlborough, Creswell, Pinxton, Tibshelf and Whitwell will require expansion of primary phase provision, such as expansion of existing schools. • Proposals for some residential development in Bramley Vale, Hodthorpe, Langwith / Whaley Thorns, New Houghton and Shuttlewood can be accommodated given the existing surplus capacity and potential for expansion if required in the future, subject to developer contribution.
<p>Sources of Funding</p>	<ul style="list-style-type: none"> • Derbyshire County Council funding (subject to the outcome of the James Review) • Developer contributions
<p>Evidence Sources</p>	<ul style="list-style-type: none"> • DCC representation to Core Strategy: RPO (May 2010) • DCC School capacity information (August 2011) • DCC Derbyshire Infrastructure Plan (April 2012) • Ongoing discussions with DCC

Next steps

4.7 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, the County Council has stated that:

- Proposals for strategic growth in Bolsover will require expansion of primary phase provision;
- Proposals for further residential development in Clowne and South Normanton will require expansion of primary phase provision, such as expansion of existing schools. Proposals for further residential development in Shirebrook can be accommodated given the existing surplus capacity and potential for expansion if required in the future, subject to developer contribution;
- Proposals for further residential development in Barlborough, Creswell, Pinxton, Tibshelf and Whitwell will require expansion of primary phase provision, such as expansion of existing schools;
- Proposals for some residential development in Bramley Vale, Hodthorpe, Langwith / Whaley Thorns, New Houghton and Shuttlewood can be accommodated given the existing surplus capacity and potential for expansion if required in the future, subject to developer contribution.

4.8 In view of this formal feedback, it would appear that it remains appropriate to include an expansion of primary phase provision as part of the Infrastructure requirements for the Bolsover North Strategic Allocation site in the emerging Local Plan Strategy document.

4.9 Furthermore, it would appear that it remains appropriate to include educational requirements in the Developer Contributions policy in the Local Plan Strategy document. It may be appropriate to make special reference to the particular pressure on capacity at schools in Clowne, South Normanton, Barlborough, Creswell, Pinxton, Tibshelf and Whitwell.

4.10 Through the allocation of new housing sites in the site allocation process, further discussions will be held with the County Council to ensure that there are sufficient school places to accommodate the new population growth. Any new provision will be funded through County Council capital budgets and Section 106 contributions, although this is largely dependent upon the available budgets that the County have available.

EDUCATION - SECONDARY SCHOOL PROVISION

Introduction

4.11 Information has been provided by the County Education department. The information is based on the current situation in secondary phase schools. The Department for Education recommends that a school should have at least a 5% surplus and this is taken into consideration when assessing the available places within a school. An indication of the capacity of the school has been given and this is represented in the tables by the following key:

Capacity status	Range of school places	Colour on map / in table
Deficiency	Less than 5% surplus	
At capacity	With 5-10% surplus	
With capacity	More than 10% surplus	

Table 4.1 Key to tables showing Existing Capacity

4.12 There are five Secondary Schools in Bolsover District.

Settlement	Name of school	Number on Roll (2012)	Capacity	Capacity Status		
				(no)	(%)	
Bolsover	The Bolsover School	783	876	93	11	
Clowne	Heritage High School	877	1019	142	14	
Tibshelf	Tibshelf Community School	858	615	-243	-40	
Shirebrook	Shirebrook Academy	690	900	210	23	
South Normanton	Frederick Gent School	874	969	95	10	

Summary

Lead Organisation	Derbyshire County Council
Existing Provision	<ul style="list-style-type: none"> • There are 4,379 secondary places across the 5 secondary schools in the district (this excludes St Mary's Catholic High School in Chesterfield which takes pupils from St Joseph's Catholic Primary School in Shirebrook). • 297 surplus places exist within the secondary schools, focussed principally in the Shirebrook, Clowne and Bolsover areas. The school in Tibshelf is extremely overcrowded and is anticipated to remain so until the new school is built.
Planned Changes to Provision	<ul style="list-style-type: none"> • New Secondary School in Tibshelf to address current overcrowding situation. • The balance of secondary school and Academies numbers is likely to change in the coming months as Governing Bodies consider whether to consult and change their status in line with the Coalition Government's policy on Academies. Shirebrook School has recently changed its status and is now the Shirebrook Academy, meaning that it is now outside local education authority control.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • The pattern of provision across the County reflects the changing general trend from decreasing numbers of pupils in both primary and secondary education to increases in the number of infant pupils entering the school system. • The Building Schools for the Future programme has ended, and future investment in schools is being considered under the auspices of the James' Review currently. • Proposals for strategic growth in Bolsover, together with minor growth in Bramley Vale / Doe Lea and Shuttlewood, will create pressure on the Bolsover School, although it has the potential to accommodate expansion, subject to developer contribution. • Proposals for further residential development in Shirebrook, together with minor growth in New Houghton and Langwith / Whaley Thorns, can be accommodated given the existing surplus capacity and potential for expansion if required in the future, subject to developer contribution. • Proposals for further residential development in Clowne, together with growth in Barlborough, Creswell, Hodthorpe

	<p>and Whitwell, will create pressure on Clowne Heritage High School, although it has the potential to accommodate expansion, subject to developer contribution.</p> <ul style="list-style-type: none"> • Proposals for further residential development in South Normanton, together with growth in Pinxton, will create pressure on Frederick Gent School, although it has the potential to accommodate expansion, subject to developer contribution. • Proposals for growth in Tibshelf, together with minor growth in Blackwell and Newton, will create pressure on secondary phase provision but the planned new Tibshelf School is being designed with the potential to accommodate expansion, subject to developer contribution.
Sources of Funding	<ul style="list-style-type: none"> • Derbyshire County Council funding (subject to the outcome of the James Review) • Developer contributions
Evidence Sources	<ul style="list-style-type: none"> • DCC representation to Core Strategy: RPO (May 2010) • DCC School capacity information (August 2011) • DCC Derbyshire Infrastructure Plan (April 2012) • Ongoing discussions with DCC

Next steps

4.13 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, the County Council has stated that:

- Proposals for strategic growth in Bolsover, together with minor growth in Bramley Vale / Doe Lea and Shuttlewood, will create pressure on the Bolsover School, although it has the potential to accommodate expansion, subject to developer contribution;
- Proposals for further residential development in Shirebrook, together with minor growth in New Houghton and Langwith / Whaley Thorns, can be accommodated given the existing surplus capacity and potential for expansion if required in the future, subject to developer contribution;
- Proposals for further residential development in Clowne, together with growth in Barlborough, Creswell, Hodthorpe and Whitwell, will create pressure on Clowne Heritage High School, although it has the potential to accommodate expansion, subject to developer contribution;

- Proposals for further residential development in South Normanton, together with growth in Pinxton, will create pressure on Frederick Gent School, although it has the potential to accommodate expansion, subject to developer contribution;
- Proposals for growth in Tibshelf, together with minor growth in Blackwell and Newton, will create pressure on secondary phase provision but the planned new Tibshelf School is being designed with the potential to accommodate expansion, subject to developer contribution.

4.14 In view of this formal feedback, it would appear that it remains appropriate to include educational requirements in the Developer Contributions policy in the emerging Local Plan Strategy document.

4.15 Through the allocation of new housing sites in the site allocation process, further discussions will be held with the County Council to ensure that there are sufficient school places to accommodate the new population growth. Any new provision will be funded through County Council capital budgets and Section 106 contributions, although this is largely dependent upon the available budgets that the County have available.

EDUCATION - FURTHER AND HIGHER EDUCATION

Introduction

4.16 Chesterfield College is the leading further education provider and trainer in the north of Derbyshire. It caters for a wide range of learners, providing foundation courses, A Levels, vocational and professional qualifications, diplomas and degrees, in subjects that include construction, fitness and wellbeing, science and humanities, business, engineering, art and design, hospitality and catering, uniformed public services, information technology, child care, hair and beauty, amongst others.

4.17 The college runs approximately 560 courses in total and has around 10,500 students, roughly split between 4,300 full-time, 400 who are studying for higher education courses, 3,000 adult and other part-time learners and 2,800 learners on Employer Responsive provision (apprenticeships and Train to Gain).

4.18 The College is based at four sites across the north of Derbyshire; its headquarters in Chesterfield and sites at Clowne, Tapton and Markham Vale (a newly opened logistics training and conference centre at Junction 29a). However, its site in Clowne is due to close at the end of the 2011/12 academic year due to a general preference amongst its students for studying in Chesterfield, particularly given the dedicated college buses to Chesterfield. Despite the closure, the number of students and courses catered for by the college should not be affected.

4.19 Chesterfield College is widely recognised as being a high quality educational facility. It has achieved an impressive third place in the latest results tables for General Further Education Colleges in the East Midlands, representing a year-on-year improvement stretching back to 2006. It also has been awarded the full Training Quality Standard (TQS) and is now recognised as one of the best UK organisations in the country to deliver employer training and development solutions. It is also the first organisation in the country to receive the Standard for Excellence in Creative Media.

Summary

Lead Organisation	Chesterfield College
Existing Provision	<ul style="list-style-type: none">The College's headquarters are located in Chesterfield and has a site in Clowne.
Planned Changes to Provision	<ul style="list-style-type: none">The College's site in Clowne is due to close at the end of the 2011/12 academic year.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none">Educational attainment within Bolsover District is significantly lower than national levels.Low levels of educational attainment have a corresponding impact on the types of occupation that people are employed in. Levels of earnings are similarly impacted.

	<ul style="list-style-type: none"> • Ensure that Chesterfield College is planning for future population growth.
Sources of Funding	<ul style="list-style-type: none"> • Chesterfield College funding
Evidence Sources	<ul style="list-style-type: none"> • Bolsover Local Strategic Partnership: Sustainable Community Strategy 2006-2020 (2006) • Ongoing discussions with Chesterfield College

Next steps

4.20 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, Chesterfield College has raised no concerns about their facilities being able to accommodate the additional population. In view of this formal feedback, it would appear that the overall development strategy remains appropriate.

4.21 Through the allocation of new housing sites in the site allocation process, further discussions will be held with Chesterfield College to ensure that any site specific requirements are identified to accommodate the new population growth.

HEALTH - GENERAL PRACTICE

Introduction

4.22 There are 15 General Practitioner practices in the District that provide primary health care to the communities in the district. The Department of Health provide National Guidelines on the recommended size of premises and number of patients on practice lists and Derbyshire County Primary Care Trust has taken this into account when providing the Council with the following information. An indication of the capacity of the GP Practice has been given and this is represented in the table below by the following key:

Physical space capacity	Practice list	Colour in table
Overcrowded	Above recommended level	
Sufficient space to accommodate additional patients	Within recommended level	

Table x.1 Key to Table showing Existing Capacity

Name of practice	Settlement(s)	Physical space	Practice list
Welbeck Road Surgery	Bolsover, Shuttlewood, Doe Lea, Bramley Vale & Glapwell		
Friendly Family Surgery	Bolsover & Shuttlewood		
Castle Street Surgery	Bolsover & Shuttlewood		
Springs Health Centre	Clowne & Stanfree		
Shire's Health Care	Shirebrook		
Village Surgery at The Hub	South Normanton & Pinxton	Not yet available	Not yet available
Barlborough Medical Practice	Barlborough		
Creswell Primary Care Centre	Creswell, Langwith & Whaley Thorns		
Craggs Health Centre	Creswell, Whitwell & Hodthorpe		
Staffa Surgery	Tibshelf		
Blackwell Medical Centre	Blackwell		

Summary

Lead Organisation	NHS Derbyshire County PCT
Existing Provision	<ul style="list-style-type: none"> • There are 11 GP practices in the district, based at Bolsover, Clowne, Shirebrook, South Normanton, Barlborough, Creswell, Pinxton, Tibshelf, Whitwell, Glapwell, Blackwell & Langwith that provide primary care services to the district's population. • There are 3 dispensing GP practices in the district and these are Bolsover, Barlborough and Blackwell.
Planned Changes to Provision	<ul style="list-style-type: none"> • New surgery being discussed in Creswell. • New surgery being discussed in Langwith / Whaley Thorns.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • A good number of GP practices are above recommended levels. Particular problems exist in Shirebrook. • Strategic growth in Bolsover will result in the GP practices being above recommended levels. • Growth in Clowne will make the GP practice list size increase above recommended levels and may lead to overcrowding. • Growth in Shirebrook will increase the GP practice level of overcrowding and the list size. • Growth in South Normanton should be accommodated by the new surgery but this will need to be monitored. • Growth in the Main Villages will increase the potential for overcrowding and the list size being above recommended levels. • Growth in the Villages will increase the potential for overcrowding and the list size being above recommended levels.
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions • GP practice • PCT funding (limited)

Evidence Sources	<ul style="list-style-type: none"> • NHS Derbyshire County PCT Pharmaceutical Needs Assessment (February 2011) • NHS Derbyshire County PCT narrative on health care facilities (September 2011) • Ongoing discussions with PCT
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Next steps

4.23 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, NHS Derbyshire County PCT has stated that:

- Strategic growth in Bolsover will require an expansion of primary care health provision in the town to accommodate the additional population;
- Proposals for further residential development in Clowne and Shirebrook will create additional pressure on primary care health provision and will require an expansion of primary care health provision in the district;
- Proposals for further residential development in Barlborough, Creswell, Pinxton, Tibshelf and Whitwell will create additional pressure on primary care health provision and will require an expansion of primary care health provision in the district;
- Proposals for some residential development in Bramley Vale / Doe Lea, Glapwell, Hodthorpe, Langwith / Whaley Thorns, Shuttlewood and Stanfree will create pressure on primary care health provision and will contribute to the need for an expansion of primary care health provision in the district.

4.24 In view of this formal feedback, it would appear that it is appropriate to include an expansion of primary care health provision as part of the Infrastructure requirements for the Bolsover North Strategic Allocation in the emerging Local Plan Strategy document.

4.25 Furthermore, it would appear that it remains appropriate to include health requirements in the Developer Contributions policy in the emerging Local Plan Strategy document. It may be appropriate to make special reference to the particular pressure on capacity at GP practices in Shirebrook, Barlborough, Pinxton, Tibshelf and Whitwell.

4.26 Through the allocation of new housing sites in the site allocation process, further discussions will be held with the NHS Derbyshire County PCT to ensure that there is sufficient primary care health provision to accommodate the new population growth. Due to limited NHS Derbyshire County PCT funding, any new provision to meet planned growth will need to be funded through Section 106 contributions.

HEALTH - HEALTH CENTRES, COMMUNITY HOSPITALS AND HOSPITALS PROVIDING ACCIDENT AND EMERGENCY CARE

Introduction

4.27 Secondary Care within the NHS is provided by a range of Health Trusts and includes both elective care, i.e. planned specialist medical care or surgery usually following referral from a primary or community health professional such as a GP, and emergency care, i.e. urgent specialist medical care or surgery following accidents or health problems.

4.28 Within the district, the principal provider of Secondary Care is the Derbyshire Community Health Services NHS Trust which is based at The Hub in South Normanton. Its main facility providing Secondary Care in the district is Bolsover Hospital, although some Secondary Care services are delivered from GP practices and now from The Hub.

4.29 Bolsover Hospital provides rehabilitation services for patients after they are discharged from acute hospitals and has two hospital wards, Bentinck Ward and Castle Ward. It also provides services for patients transferred by consultants from neighbouring acute hospitals and those awaiting long-term care and end of life care, including:

- Community Therapy
- Continence Care
- Musculoskeletal
- Older People's Mental Health Consultant Outpatient Clinics and Day Services
- Rehabilitation
- Specialist Services, including Stroke Services, Neuro, Heart Failure, etc.
- Speech & Language Therapy
- Therapy Unit

4.30 Outside the district, there are a number of nearby facilities that provide Secondary Care. These include:

- Chesterfield & North Derbyshire Royal Hospital
- Bassetlaw Hospital, Worksop
- King's Mill Hospital, Mansfield
- Clay Cross Community Hospital
- Royal Derby Hospital (including Derbyshire Children's Hospital)
- London Road Community Hospital, Derby

4.31 In addition to these, specialist tertiary facilities exist in Sheffield and Nottingham.

Summary

Lead Organisation	Derbyshire Community Health Services NHS Trust
Existing Provision	<ul style="list-style-type: none"> • Bolsover Hospital has two wards and provides Community Therapy, Continence Care, Musculoskeletal, Older People's Mental Health Consultant Outpatient Clinics and Day Services, Rehabilitation, Specialist Services, Speech & Language Therapy and a Therapy Unit. • Elsewhere in the district, Secondary Care Services are also delivered from GP practices and from The Hub in South Normanton. • Outside the district, Secondary Care Services are also provided at Chesterfield & North Derbyshire Royal Hospital, Bassetlaw Hospital, Worksop, King's Mill Hospital, Mansfield, Clay Cross Community Hospital and Derby Hospitals. • Specialist tertiary facilities exist in Sheffield and Nottingham.
Planned Changes to Provision	<ul style="list-style-type: none"> • None known.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Outcomes of Health Reforms on the commissioning of Secondary Care facilities in the district are currently unknown. • Ensure that Health Care providers are planning for future population growth.
Sources of Funding	<ul style="list-style-type: none"> • PCT funding • GP practice funding
Evidence Sources	<ul style="list-style-type: none"> • NHS Derbyshire County PCT Pharmaceutical Needs Assessment (February 2011) • Derbyshire Community Health Services NHS Trust website information (August 2011) • Ongoing discussions with Derbyshire Community Health Services NHS Trust

Next steps

4.32 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, the Derbyshire Community Health Services NHS Trust has raised no concerns about the existing Secondary Care provision being able to accommodate the additional population. However, due to the uncertainty over the outcomes of the Government's reforms of the NHS, it is unclear whether the existing Secondary Care provision will be maintained.

4.33 In view of this formal feedback, it would appear that the overall development strategy remains appropriate.

4.34 Through the allocation of new housing sites in the site allocation process, further discussions will be held with the Derbyshire Community Health Services NHS Trust to ensure that any specific requirements are identified to accommodate the new population growth.

HEALTH - PHARMACY

Introduction

4.35 There are 17 Pharmacies providing services in the District, including one 100-hour pharmacy (pharmacies that are open for at least 100 hours per week). The pharmacies are generally situated in the main towns and villages and are sometimes located within GP surgeries.

Lead Organisation	NHS Derbyshire County PCT
Existing Provision	<ul style="list-style-type: none"> 17 Pharmacies. Bolsover (3 – 1 of which is within GP surgery), Clowne (3 – 1 of which is the Tesco 100-hour pharmacy), Shirebrook (3), South Normanton (1), Barlborough (1), Creswell (1), Pinxton (1), Tibshelf (1), Whitwell (1), Blackwell (1 – within GP surgery), Langwith (1)
Planned Changes to Provision	<ul style="list-style-type: none"> None planned.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> Ensure that Health Care providers are planning for future population growth.
Sources of Funding	<ul style="list-style-type: none"> PCT funding
Evidence Sources	<ul style="list-style-type: none"> NHS Derbyshire County PCT Pharmaceutical Needs Assessment (February 2011) Ongoing discussions with NHS Derbyshire County PCT

Next steps

4.36 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, the NHS Derbyshire County PCT has stated that there is no stated need for an increase in pharmacy provided enhanced services, although decisions on any new contracts will be determined on the Necessary and Expedient test. In view of this formal feedback, it would appear that the overall development strategy remains appropriate.

4.37 Through the allocation of new housing sites in the site allocation process, further discussions will be held with the NHS Derbyshire County PCT to ensure that any specific requirements are identified to accommodate the new population growth.

EMERGENCY SERVICES - AMBULANCE

Introduction

4.38 East Midlands Ambulance Service NHS Trust (EMAS) provides emergency 999, urgent care and the majority of patient transport services for the 4.8 million people within Derbyshire, Leicestershire, Rutland, Lincolnshire (including North and North East Lincolnshire), Northamptonshire and Nottinghamshire. NHS Derbyshire County PCT currently commissions EMAS to provide these services as the coordinating commissioner, although this may change due to the proposed national changes to the structure of the NHS. In addition, the changes to the structure of the NHS may mean that EMAS may face competition from other providers in the delivery of ambulance services in the region.

4.39 EMAS provides its services from more than 70 locations, including two control rooms at Nottingham and Lincoln, although none of these are located within the district. The nearest ambulance stations to the district are in Chesterfield, Eckington, Heath, Worksop, Mansfield and Alfreton. However, these stations are complemented by approximately 15 strategic ambulance standby points, a number of which are in the district.

Summary

Lead Organisation	East Midlands Ambulance Service NHS Trust
Existing Provision	<ul style="list-style-type: none"> • Emergency 999, urgent care and patient transport services for the district are provided from ambulance stations at Chesterfield, Eckington, Heath, Worksop, Mansfield and Alfreton. • There are also approximately 15 strategic ambulance standby points, a number of which are in the district.
Planned Changes to Provision	<ul style="list-style-type: none"> • None.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Outcomes of Health Reforms on the commissioning of Secondary Care facilities and their impact on the Ambulance Service are currently unknown. • Ensure that the Ambulance Service is planning for future population growth.
Sources of Funding	<ul style="list-style-type: none"> • East Midlands Ambulance Service NHS Trust / NHS Derbyshire County PCT.
Evidence Sources	<ul style="list-style-type: none"> • Ongoing discussions with East Midlands Ambulance Service NHS Trust

Next steps

4.40 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, the East Midlands Ambulance Service NHS Trust have stated that it is expected that the additional population will lead to an increase in the volumes of accident and emergency calls, which will lead to greater demand on their services. However, they have advised that this will be factored into the commissioning of ambulance services.

4.41 In view of this formal feedback, it would appear that the overall development strategy remains appropriate. However, through the allocation of new housing sites in the site allocation process, further discussions will be held with the East Midlands Ambulance Service NHS Trust to ensure that they remain aware of the spatial distribution of the expected population growth.

EMERGENCY SERVICES - FIRE

Introduction

4.42 Derbyshire Fire and Rescue Service provides a wide range of services, often in partnership with others, to the people who live, work and visit the county. The Service operates from 31 fire stations based in strategic areas to cover the local area

4.43 There are three fire stations within the district, one in Bolsover, one in Clowne and one in Shirebrook and all three are retained duty stations, meaning that they are staffed by the retained duty system (RDS) firefighters. RDS firefighters usually have full time employment outside the Service but respond to calls in their local area when needed. They are required to live and work close to their local fire stations to enable them to respond quickly to meet call out times.

4.44 However, there are wholetime stations in Staveley, Chesterfield and Alfreton and these stations are crewed 24 hours a day, seven days a week.

Summary

Lead Organisation	Derbyshire Fire and Rescue Service
Existing Provision	<ul style="list-style-type: none"> • There are three retained duty stations within the district, at Bolsover, Clowne and Shirebrook. • There are wholetime stations in Staveley, Chesterfield and Alfreton which cover the district.
Planned Changes to Provision	<ul style="list-style-type: none"> • None.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Bolsover District had the highest number of secondary deliberate fires (i.e. fires relating to grassland, trees, rubbish, dustbins, derelict buildings and derelict vehicles) in the Admin County for the period 1st April 2009 to the 31st March 2010. Particular problem areas are Shirebrook, Bolsover, Creswell and South Normanton / Pinxton. • Ensure that Derbyshire Fire and Rescue Service is planning for future population and employment growth in a comprehensive fashion with coordinated involvement and participation throughout the process.
Sources of Funding	<ul style="list-style-type: none"> • Derbyshire Fire and Rescue Service
Evidence Sources	<ul style="list-style-type: none"> • Bolsover Community Safety Partnership Plan 2011 – 2014 (March 2011)

	<ul style="list-style-type: none">• Derbyshire Fire and Rescue Service Plan 2011 – 2015 (March 2011)• Derbyshire Fire and Rescue Service website information (August 2011)• Ongoing discussions with the Derbyshire Fire and Rescue Service and Bolsover Community Safety Partnership
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Next steps

4.45 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, Derbyshire Fire and Rescue Service have stated that it is vital for the service to be engaged in the Core Strategy process to respond to requirements for infrastructure improvements. Whilst there are currently no planned improvements to provision in the pipeline, the individual requirements placed for example by strategic developments (residential / commercial) place demands that should be examined in relation to service delivery.

4.46 In view of this formal feedback, it would appear that there is a requirement for ongoing dialogue with the Derbyshire Fire and Rescue Service.

EMERGENCY SERVICES - POLICE

Introduction

4.47 Bolsover District forms part of the Derbyshire Constabulary's 'C' Division, which has its divisional headquarters in Chesterfield. Within 'C' Division, the Bolsover Policing Section is based at the Inspector Led Station at Sherwood Lodge and this provides the local co-ordination of the CID, Reactive Staff and Safer Neighbourhood Team for the district.

4.48 In addition to this co-ordinating facility, within Bolsover District there are Sergeant Led Stations at Clowne and Shirebrook that cover the north and south of the policing area, although South Normanton and Pinxton are covered by the Amber Valley Policing Section. There are also Community Police Offices at Creswell, Whitwell and at Tibshelf Motorway Services although this also provides transport cover.

4.49 Beyond this, the nine Safer Neighbourhood Teams ensure that every community in the district has a dedicated local team to make each area safer, cleaner and a more pleasant place to live. These communities are:

- Barlborough
- Bolsover Town
- Clowne
- Creswell
- Glapwell
- Shirebrook and Langwith
- South Normanton and Pinxton
- Tibshelf, Newton and Blackwell
- Whitwell and Hodthorpe

4.50 Bolsover District Council acts in partnership with the police and other agencies within the Bolsover Community Safety Partnership. Working together, the Community Safety Partnership seeks to reduce crime and disorder, the fear of crime and to communicate what action is being taken to make our communities safer. The Council also has a Community Action Network that supports this work.

Summary

Lead Organisation	Derbyshire Constabulary
Existing Provision	<ul style="list-style-type: none">• Whilst the 'C' Division's headquarters are in Chesterfield, the Bolsover Policing Section is based at the Inspector Led Station in Bolsover Town and this provides the local co-ordination of the CID, Reactive Staff and Safer Neighbourhood Team for the district.• There are Sergeant Led Stations at Clowne and Shirebrook that cover the north and south of the policing area, with

	<p>Community Police Offices at Creswell, Whitwell and at Tibshelf Motorway Services.</p> <ul style="list-style-type: none"> • There are nine Safer Neighbourhood Teams that ensure that every community in the district has a dedicated local team to make each area safer, cleaner and a more pleasant place to live.
Planned Changes to Provision	<ul style="list-style-type: none"> • None.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • The Bolsover Community Safety Partnership Plan identifies the following priorities: Anti-Social Behaviour (ASB), Alcohol Related Harm, Drugs, Killed & Seriously Injured (Road Safety), Safeguarding Adults, Domestic Violence, Rape & Serious Assault, Safeguarding Children, Serious Acquisitive Crime/Offender Management, Terrorism (International & Domestic), Organised Crime Groups. • All police forces are looking at service reviews in light of the reduced funding available. • Ensure that the Derbyshire Constabulary is aware of future population growth.
Sources of Funding	<ul style="list-style-type: none"> • Derbyshire Constabulary
Evidence Sources	<ul style="list-style-type: none"> • Bolsover Community Safety Partnership Plan 2011 – 2014 (March 2011) • Derbyshire Constabulary website information (August 2011) • Ongoing discussions with the Derbyshire Constabulary and Bolsover Community Safety Partnership

Next steps

4.51 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, the Derbyshire Constabulary have stated that the additional population will not necessarily create additional pressure on policing services, given that the Constabulary are crime led in their use of resources. However, the concentration of development in Bolsover and the main towns should aid effective policing.

4.52 In view of this formal feedback, it would appear that the overall development strategy remains appropriate. However, through the allocation of new housing sites in the site allocation process, further discussions will be held with the Derbyshire Constabulary to ensure that they remain aware of the spatial distribution of the expected population growth and so that co-ordinated efforts can be made to minimise crime during the design, construction and post-completion phases of future development.

COMMUNITY INFRASTRUCTURE - LIBRARIES

Introduction

4.53 The Library Service within the District is managed and run by Derbyshire County Council. This important statutory service provides books and other materials for people who live, work or study in Derbyshire and a comprehensive catalogue is available in libraries and online listing all items held across the whole library service. Free to use public access PCs with a range of software are located in all libraries, as well as access to a range of information services. There are other facilities that are offered at the libraries from books in other languages, to meeting rooms, Health and Well Being Zones and photocopiers.

4.54 There are seven branch libraries within the District: Bolsover, Clowne, Creswell, Pinxton, Shirebrook, South Normanton and Whitwell.

4.55 The County Council's Service Property Review assessed the suitability of these library's buildings for the delivery of the library service by looking at the condition, suitability and sufficiency of the accommodation. The findings of the Review were as follows:

- Bolsover – found to be performing well and fit for purpose where the building generally offers a good environment and meets the expectations of the service provider and the service user;
- Clowne – found to be performing to a satisfactory standard but where ongoing monitoring and some maintenance and investment were recommended;
- Creswell – found to be performing well and fit for purpose where the building generally offers a good environment and meets the expectations of the service provider and the service user;
- Pinxton – found to be performing to a satisfactory standard but not ideally located in the centre of the local community;
- Shirebrook – found to be performing to a satisfactory standard but where ongoing monitoring and some maintenance and investment were recommended;
- South Normanton – relocated to a new building at the Hub in South Normanton 2011;
- Whitwell – found to be performing to a satisfactory standard but where ongoing monitoring and some maintenance and investment were recommended.

4.56 Based on the outcome of the review, no branch libraries within the District are recommended as priorities for future capital investment.

4.57 A floor area review of libraries is currently being undertaken which will look at library users and potential user populations to give a better understanding of capacity and future needs. It is expected that the review will be published before the end of December 2011.

4.58 In addition to branch libraries, there are ten mobile library services that reach out to the district's other settlements. These are:

- No. 38 - provides fortnightly services for Barlborough, Shuttlewood, Stanfree, Oxcroft, Whaley, Whaley Common, Hodthorpe, Whitwell Common and Bakestone Moor
- No. 40 - provides fortnightly services for Spinkhill
- No. 42 - provides fortnightly services for Pleasley, New Houghton, Glapwell and Palterton
- No. 44 - provides fortnightly services for Scarcliffe, Upper Langwith, Langwith, Langwith Junction and Carr Vale
- No. 52 - provides fortnightly services for Tibshelf, Blackwell and Westhouses
- No. 58 - provides fortnightly services for Blackwell, Newton, Hilcote, South Normanton and Westhouses.
- No. 59 - provides fortnightly services for Somercotes, South Normanton and Pinxton
- No. 911 - provides fortnightly services for Tibshelf (alternative weeks to no. 52 above)
- No. 932 - provides weekly services for Barlborough
- No. 937 - provides weekly services for Barlborough

Summary

Lead Organisation	Derbyshire County Council
Existing Provision	<ul style="list-style-type: none"> • There are seven branch libraries within the District: Bolsover, Clowne, Creswell, Pinxton, Shirebrook, South Normanton and Whitwell. None have been found to be performing poorly and not fit for purpose. • In terms of floor space, a review of libraries is currently being undertaken which will look at library users and potential user populations to give a better understanding of capacity and future needs. It is expected that the review will be published before the end of December 2011. • All four towns have a branch library. • Of the main villages, Creswell, Pinxton and Whitwell have a branch library, with Barlborough and Tibshelf being serviced by weekly and fortnightly mobile library services respectively. • With the exception of Bramley Vale / Doe Lea, all other villages are serviced by fortnightly mobile library services. • Of the Small Settlements in the Countryside, only Oxcroft Settlement, Stanfree, Upper Langwith, Whaley, Whaley Common and Whitwell Common are serviced by fortnightly mobile library services.

Planned Changes to Provision	<ul style="list-style-type: none"> • The County Council aims to provide self service terminals in 12 libraries to speed up services for users and enable library staff to provide a more responsive. Bolsover Library was the first Derbyshire Library to have Self Service introduced in 2009.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Desire to provide for a sufficient range of community facilities that are accessible and meet the aspirations of the local community. • Possible need for additional floor space at Bolsover Library. • Continuing need to protect against the loss of community infrastructure.
Sources of Funding	<ul style="list-style-type: none"> • Dependent upon the County Council's budget • Developer contributions
Evidence Sources	<ul style="list-style-type: none"> • Settlement Hierarchy Study (July 2009) • DCC Draft Derbyshire Infrastructure Plan (December 2011) • Ongoing discussions with DCC

Next steps

4.59 From discussions on the proposed levels of growth as set out in the emerging Local Plan Strategy document, Derbyshire County Council has stated that until the floor area review of libraries is completed in the Autumn, it is not yet possible to comment in detail on the impact of growth at specific locations on the capacity of existing libraries. However, once this information is available, further comments will be made.

4.60 However, due to the scale of the proposed growth in Bolsover Town, the County Council has advised that it is likely that the District Council's plans will bring additional pressure on the facilities and service delivery at Bolsover library. Therefore, despite Bolsover library being assessed by the property review to be currently performing well and fit for purpose, it is likely that additional space will be required – albeit ahead of the floor space review it is not possible to say in detail the exact requirements.

4.61 In view of this formal feedback, it would appear in general that the overall development strategy remains appropriate.

4.62 Through the allocation of new housing sites in the site allocation process, further discussions will be held with Derbyshire County Council to ensure that any specific requirements are identified to accommodate the new population growth.

COMMUNITY INFRASTRUCTURE - POST OFFICES

Introduction

4.63 Post Offices provide a wide range of community and business services that are essential to the residents and businesses of our District, including payment of pensions, financial services, bill payments, banking and travel related products in addition to the acceptance of mail.

4.64 There are twenty-four Post Offices across the District that provide a range of services. These are:

PO Name	Address	Post Code
Ashlea Green	Ashlea Green PO and Store, Clowne	S43 4NS
Barlborough	15 High Street, Barlborough	S43 4EY
Berrister Lane	53 New Lane, Hilcote	DE55 5HT
Blackwell	255 Alfreton Road, Blackwell	DE55 5JN
Bolsover	10 Cotton Street, Bolsover	S44 6HA
Clowne	Tates Lateshopper, 46 Mill Street, Clowne	S43 4JN
Creswell	Spar Store, 3 Elmton Road, Creswell	S80 4HD
Doe Lea	5 Mansfield Road, Bramley Vale	S44 5PN
Glapwell	9 Rowthorne Lane, Glapwell	S44 5QF
Langwith	Main Road, Langwith	NG20 9BH
New Bolsover	5 New Bolsover, Bolsover	S44 6QD
New Houghton	7b Rotherham Road, New Houghton	NG19 8TA
Newton	57 Main Street, Newton	DE55 5TE
Paltrerton	The Welfare Social Club, Back Lane, Paltrerton	S44 6UN
Pinxton	9-11 Wharf Road, Pinxton	NG16 6NZ
Pleasley	528 Chesterfield Road North, Pleasley	NG19 7SR
Recreation Road	74 Recreation Road, Shirebrook	NG20 8JY
Shirebrook	221 Station Road, Shirebrook	NG20 8AF
Slade Lane	91 Victoria Road, Pinxton	NG16 6NH
South Normanton	7 Market Place, South Normanton	DE55 2BN
The Common	Meteor Service Station, 2 Alfreton Road, South Normanton	DE55 2AS
Tibshelf	115 - 119 High Street, Tibshelf	DE55 5PP
Whaley Thorns	Main Street, Whaley Thorns	NG20 9HD
Whitwell	The Co-operative, 2 Welbeck Street, Whitwell	S80 4TW

4.65 However, Post Offices were closed in the following settlements following a review of the Post Office network in 2007:

- Carr Vale

- Elmfield (Creswell)
- Hillstown
- Hodthorpe
- Langwith Junction
- Shirebrook Model Village
- Shuttlewood
- Stanfree
- Westhouses

Summary

Lead Organisation	Post Office Ltd.
Existing Provision	<ul style="list-style-type: none"> • All four towns have a Post Office. • All five main villages have a Post Office. • Of the other villages, only Hodthorpe, Scarcliffe, Shuttlewood and Westhouses do not have a Post Office service. • None of the Small Settlements in the Countryside have a Post Office service.
Planned Changes to Provision	<ul style="list-style-type: none"> • None known.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Desire to provide for a sufficient range of community facilities that are accessible and meet the aspirations of the local community. • Continuing need to protect against the loss of community infrastructure.
Sources of Funding	<ul style="list-style-type: none"> • Post Office Ltd.
Evidence Sources	<ul style="list-style-type: none"> • Settlement Hierarchy Study (July 2009) • Internal Council audit (August 2011)

Next steps

4.66 It has not been possible to discuss the proposed levels of growth as set out in the emerging Local Plan Strategy document with the Post Office Limited. However, from an internal assessment, it is hoped that the increase in population would help sustain the existing

services. In view of this situation, it would appear that the overall development strategy remains appropriate.

4.67 Through the allocation of new housing sites in the site allocation process, a further assessment will be carried out to understand whether any specific requirements are required to accommodate the new population growth.

COMMUNITY INFRASTRUCTURE - COMMUNITY AND VILLAGE HALLS

Introduction

4.68 Community and Village Halls provide a range of community services and facilities that are essential to the residents of our District. They can also provide a facility for the less mobile members of the community to meet and socialise. These halls are often also used for recreational activities such as badminton, table tennis, martial arts and keep fit classes.

4.69 Most towns and villages in the District have at least one publicly run community or village hall that can be booked for meetings or recreational activities and these are listed below. It is noted that a number of privately run meeting rooms are also available.

Towns	Location
Bolsover (including Carr Vale and Hillstown)	<ol style="list-style-type: none"> 1. Bolsover Assembly Hall, Hilltop 2. St. Mary and St. Lawrence Church Hall, Hornscroft Road 3. Bainbridge Hall, Carr Vale 4. Hillstown Community Centre
Clowne	<ol style="list-style-type: none"> 1. Clowne Community Centre, Recreation Drive 2. The Church Hall, Rectory Road 3. Clowne Miner's Welfare, High Street
Shirebrook (including Langwith Junction)	<ol style="list-style-type: none"> 1. Shirebrook Village Hall, Park Road 2. Carter Lane Community Centre 3. Holy Trinity Church Hall, Church Drive
South Normanton	<ol style="list-style-type: none"> 1. The Post Mill Centre, Market Street 2. The Hub, Shiners Way

Main Villages	Location
Barlborough	<ol style="list-style-type: none"> 1. Barlborough Village Hall, High Street 2. Barlborough Heritage & Resource Centre, Ward Lane
Creswell	<ol style="list-style-type: none"> 1. Social Centre, Elmton Road 2. Limestone House, Elmton Road 3. Model Village Institute, Model Village
Pinxton	<ol style="list-style-type: none"> 1. Pinxton Village Hall, Kirkstead Close 2. Pinxton Youth and Community Centre, Kirkstead Road 3. Performing Arts and Sports Centre, Kirkstead School
Tibshelf	<ol style="list-style-type: none"> 1. Tibshelf Village Hall, High Street
Whitwell	<ol style="list-style-type: none"> 1. Whitwell Community Centre, The Square

Villages	Location
Bramley Vale / Doe Lea	1. Doe Lea Resource Centre, Mansfield Road
Blackwell	1. Blackwell Community Centre, Woburn Close
Newton	1. Newton Community Centre, Main Street
Pleasley	1. Verney Institute, Newboundmill Lane 2. Pleasley Miner's Welfare, Chesterfield Road
New Houghton	1. New Houghton Community Centre, Rotherham Road
Glapwell	1. Glapwell Community Centre, The Green
Hilcote	1. Hilcote Community Centre, New Street
Hodthorpe	None
Langwith / Whaley Thorns	1. Whaley Thorns & Langwith Community Centre, Portland Road, Whaley Thorns
Palterton	None
Scarcliffe	None
Shuttlewood	None
Westhouses	None

Small Settlements in the Countryside	Location
Astwith	None
Ault Hucknall	None
Barlborough Low Common	None
Belph	None
Bentinck Row	None
Bolsover Woodhouse	None
Elmton	None
Hardstoft	None
Old Blackwell	None
Oxcroft Settlement	None
Rowthorne	None
Stainsby	None
Stanfree	None
Steetley	None
Stony Houghton	None
Upper Langwith	None
Whaley	None
Whaley Common	1. Henton Memorial Hall, Whaley Common
Whitwell Common	None

Summary

Lead Organisation	Town / Parish Councils
Existing Provision	<ul style="list-style-type: none"> • There are 32 publicly run community and village halls within the district. • Most towns have at least 3 publicly run community or village halls, although South Normanton only has 2. • All main villages have at least 1 publicly run community or village hall and Creswell and Pinxton have 3. • Not all other villages have at least 1 publicly run community or village hall as Hodthorpe, Palterton, Scarcliffe, Shuttlewood and Westhouses have none. • Of the Small Settlements in the Countryside, only Whaley Common has a publicly run community or village hall.
Planned Change to Provision	<ul style="list-style-type: none"> • None known.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Desire to provide for a sufficient range of community facilities that are accessible and meet the aspirations of the local community. • High usage of community and village halls for both meetings and recreational activities. • Continuing need to protect against the loss of community and village halls and to ensure that new residential developments provide the appropriate community and cultural facilities / infrastructure to meet the needs of new residents. • Representations made during local community based consultation exercise stating that a new community centre (as part of range of community facilities) should be provided as part of the Bolsover North Strategic Allocation.
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions • Public funding
Evidence Sources	<ul style="list-style-type: none"> • Settlement Hierarchy Study (July 2009) • Consultation responses (February / March 2011) • Internal Council audit (August 2011)

Next steps

4.70 No standards have been established for publicly run community and village halls and it is noted that privately run facilities are not included in the study.

4.71 However, most towns have at least 3 publicly run community or village halls, although South Normanton only has 2. Furthermore, all main villages have at least 1 publicly run community or village hall and Creswell and Pinxton have relatively good provision with 3 each. The key shortfall of publicly run community or village halls is within Hodthorpe, Palterton, Scarcliffe, Shuttlewood and Westhouses which have none.

4.72 Within this spatial provision, it is noted that within the District there is high usage of community and village halls for both meetings and recreational activities and as such it is considered that most publicly run community and village halls have little surplus capacity.

4.73 In view of this, the provision of new or additional community space within or near to the Bolsover North Strategic Allocation should be considered as a potential requirement of the development.

4.74 Furthermore, through the allocation of new housing sites in the site allocation process, it may become clear that additional community space is also required to meet the needs of new residents in certain settlements. As a result, it would appear that it remains appropriate to include local community requirements such as community buildings and facilities in the Developer Contributions policy in the emerging Local Plan Strategy document. It may be appropriate to make special reference to the lack of facilities in Hodthorpe and Shuttlewood as the emerging Local Plan Strategy document is likely to propose both of these villages as suitable for significant growth, and it may be that new development could assist in the provision of facilities.

COMMUNITY INFRASTRUCTURE - LEISURE CENTRES / SWIMMING POOLS

Introduction

4.75 Bolsover District Council currently operates one indoor leisure facility, Creswell Leisure Centre which provides a swimming pool as well as courts for racket sports and dedicated fitness spaces. In addition to this, it is proposed that the Council will also take on the running of the indoor sports facilities in Clowne at the Chesterfield College Clowne Campus when the college ceases its courses at this site.

4.76 In addition to these facilities, Shirebrook Town Council also operates the Kissingate Leisure Centre in Shirebrook, which provides courts for a range of racket sports as well as dedicated fitness gyms.

Settlement	Facility	Provision
Creswell	Creswell Leisure Centre	Swimming pool Squash courts Health and fitness space
Shirebrook	Kissingate Leisure Centre	A four badminton court sports hall High specification squash court Oxigym fitness suite Boxigym (boxing and keep fit area)
Clowne	Clowne Leisure Centre (planned)	A four badminton court sports hall 30 station gym suite

4.77 To complement these indoor facilities, Bolsover District Council has entered into an innovative partnership with the governing body of Frederick Gent School in South Normanton to ensure that the school's sport and leisure facilities are made available to the communities of South Normanton and Pinxton out of school hours.

4.78 Furthermore, Bolsover District Council has arrangements in place to run activities and sessions at a range of other indoor facilities in the district.

Settlement	Facility	Provision
South Normanton	Frederick Gent Community Sports Centre	A four badminton court sports hall A dance / aerobics studio Interactive training facility
Tibshelf	Tibshelf Community School Sports Hall	Zumba fitness space
Creswell	Church Rooms	Zumba fitness space

4.79 It is noted that a number of privately run indoor leisure facilities, including facilities at education centres, are also available. In addition to this, some community and village halls can also be hired for leisure activities and sessions.

Summary

Lead Organisation	Bolsover District Council / Shirebrook Town Council
Existing Provision	<ul style="list-style-type: none"> • The Council operates one indoor leisure facility: the Creswell Leisure Centre. Shirebrook Town Council operates one indoor leisure facility: the Kissingate Leisure Centre in Shirebrook. • The Council has arrangements in place to run activities and sessions at the Frederick Gent Community Sports Centre in South Normanton, at Tibshelf Community School Sports Hall and the Church Rooms in Creswell. • A number of privately run indoor leisure facilities, including facilities at education centres, are also available. • Some community and village halls can also be hired for leisure activities and sessions.
Planned Changes to Provision	<ul style="list-style-type: none"> • The Council will take on the running of the indoor sports facilities in Clowne at the Chesterfield College Clowne Campus when the college ceases its courses at this site.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Desire to provide all residents with the opportunity to participate in and benefit from physical activity to promote healthy lifestyles. • Continuing need to protect against the loss of leisure facilities and to provide for the needs of new residents. • The lack of indoor leisure centre facilities in Bolsover town is a source of concern. Consideration needs to be given to the role of developer contributions and / or the Community Infrastructure Levy in helping to establish facilities.
Sources of Funding	<ul style="list-style-type: none"> • Bolsover District Council • Shirebrook Town Council
Evidence Sources	<ul style="list-style-type: none"> • Settlement Hierarchy Study (July 2009) • Internal Council audit (August 2011) • Ongoing discussions with Leisure Department

Next steps

4.80 Based on the proposed levels of growth as set out in the emerging Local Plan Strategy document, it is considered that the District's Leisure Centres should be protected from loss through development.

4.81 In view of this assessment, it would appear that the overall development strategy remains appropriate. However, through the allocation of new housing sites in the site allocation process, further discussions will be held with the Leisure Department to ensure that they remain aware of the spatial distribution of the expected population growth to inform their business planning.

5) Green Infrastructure

STRATEGIC GREEN INFRASTRUCTURE NETWORK

Introduction

5.1 Green Infrastructure, at the broadest level, is the network of natural or semi-natural green environmental features and spaces (including water) which contribute to and support a healthy, functional and robust natural environment which in turn can significantly contribute to quality of life for local communities and visitors alike.

5.2 The Strategic Green Infrastructure Network within Bolsover District is comprised of two distinct but complementary networks, namely:

- the Greenways Network;
- key Wildlife Corridors.

5.3 However, at present the Strategic Green Infrastructure Network is not complete and fragmentation is widespread across the District.

5.4 Whilst the components of the Strategic Green Infrastructure Network have their own intrinsic value, the value of the Strategic Green Infrastructure Network will be enhanced where it provides access from the District's towns and villages to key destinations such as employment centres and recreation and tourist attractions.

5.5 In view of this, the following locations within the District have been identified as key destinations:

Employment Centres

- Markham Vale, particularly from Bolsover;
- Barlborough Links, particularly from Clowne;
- Castlewood and the Berristow Lane Industrial Estate, particularly from South Normanton;
- South Shirebrook, particularly from Shirebrook town centre.

Green Infrastructure Core Assets (recreation and tourist attractions)

- Creswell Crags;
- Hardwick Park;
- Bolsover Castle;
- Poulter Country Park;
- Pleasley Pit Local Nature Reserve;
- Tibshelf Ponds;
- Peter Fidler & Carr Vale Reserves;
- Doe Lea Local Nature Reserve, Glapwell Countryside Site & Stockley Ponds

5.6 Therefore, given the fragmentation of the Strategic Green Infrastructure Network, there is a need to identify priority areas where connectivity should be pursued that would improve access to the Employment Centres and the Green Infrastructure Core Assets.

The Greenways Network

5.7 Greenways are high quality, multi-user routes which enable people to access the countryside near to their homes. They are designed and managed for shared use by people on foot and bicycle, and in certain instances on horseback.

5.8 Derbyshire County Council oversees the greenways network and its development. Since the publication of the East Derbyshire Greenway Strategy in 1998, Derbyshire County Council has with various partners brought a number of disused mineral railway lines back into use as greenways and this has led to good sections such as the Five Pits Trail and the Stockley Trail.

5.9 However, a fully linked network is still yet to be established but a proposed network has been drawn up to inform discussions with landowners and funding bids (see figure X overleaf). Over time, it is planned that these proposed routes will be implemented and a comprehensive Bolsover District Greenways Network will be established.

5.10 At present, strategic improvements to the greenway network are being developed for implementation on the eastern side of the District through the Limestone Journeys Landscape Partnership Scheme, which is substantially funded by the Heritage Lottery Fund. Through this scheme, it is proposed that the Archaeological Way will be realigned to direct it through important features within the Magnesian Limestone landscape and in particular through Creswell Crags.

5.11 In terms of other priority areas for investment in greenways during the plan period, it is considered that enhancement should be sought where it provides access from the District's towns and villages to key destinations such as employment centres and recreation and tourist attractions.

5.12 Furthermore, as noted in the Council's Strategic Green Infrastructure Study (2008), it is clear that there is a strategic deficiency of green infrastructure in and around South Normanton and Pinxton. These settlements sit within a denser area of settlement, population and recent industrial and commercial development within and outside the district and are located close to the M1 and A38 corridors, meaning that these communities are less able to access good quality green space and the natural environment.

5.13 Beyond the greenways network, there is also a rich network of Public Rights of Way that generally affords good access to the wider open countryside. However, gaps exist between Bolsover and Clowne, Creswell, Shirebrook and Glapwell and also to the west of South Normanton.

Wildlife Corridors

5.14 Wildlife corridors are linear routes or a series of smaller sites (stepping stones) that improve the functional connectivity between key areas of high nature conservation value. They allow species to move between wildlife sites or habitat patches in order to feed and thrive. Wildlife corridors will be of increasing importance in allowing species to migrate and to stay within their climate envelope.

5.15 The distinctive nature of the geology, climate, topography, soils and land-use history within Bolsover District have resulted in a mixture of habitats and species that are in many ways unique to the District within the wider context of Derbyshire. Furthermore, the District lies at a crossroads between lowland south and eastern England and the uplands to the north. As a result, a number of wildlife corridors can be identified within the District.

5.16 The Doe Lea river valley is an important migration route for birds and supports a number of key wetland sites within it. The Doe Lea forms part of the wider Rother and Doe Lea Valleys Area which contains three Sites of Special Scientific Interest, three Local Nature Reserves, four Regionally Important Geological Sites, 118 Local Wildlife Sites and 20 potential Local Wildlife Sites.

5.17 In view of this concentration of sites of high nature conservation value, the Rother and Doe Lea Valleys Area is one of the Derbyshire Wildlife Trust's priority Living Landscape Schemes. This priority will mean that the Trust will work, together with its partners, to restore, buffer and link existing habitats in the Rother and Doe Lea Valleys to create a larger habitat areas and functional links between them. In addition, wildlife-friendly management of built or farmed land around and within the area will be sought to improve the corridor's effectiveness.

5.18 There are also important wildlife corridors on the Limestone Plateau along waterways, such as between Pleasley and Hardwick along the River Meden and through Roseland and Langwith Woods along the River Poulter. In addition to these natural corridors, the District's disused railway lines also provide connectivity and key corridors are between Poulter and Creswell and between Creswell and Barlborough via Clowne. Whilst there can be conflicts between multi-user trails and wildlife, there is also a lot potential for enhancements that could result in shared benefits. Equally the value of these corridors is often for plants and insects and conflicts are therefore potentially less.

5.19 However, significant gaps or deficiencies exist between Barlborough and Whitwell, from Whitwell eastward, from Bolsover eastward, between Bolsover and Glapwell, to the south west of Shirebrook and to the west of South Normanton. In addition, the M1 Corridor presents a significant detractor and physical barrier to a linked Green Infrastructure network. Improvements, such as better management of the strategic landscaping of the M1 to enable it to become a linear habitat asset and the provision of 'green bridges' to facilitate biodiversity movement and recreation access in the more sensitive areas of the motorway such as around Hardwick Hall, would be desirable.

5.20 As a result, it is desirable for habitat creation, enhancement and improvements in locations associated with the District's existing wildlife corridors to strengthen their resilience. Furthermore, habitat creation, enhancement and improvements are also desirable to address

the gaps or deficiencies elsewhere in the District, particularly alongside the delivery of other Green Infrastructure improvements.

Summary

Lead Organisation	Bolsover District Council / Derbyshire County Council / Derbyshire Wildlife Trust
Existing Provision	<ul style="list-style-type: none"> • The Strategic Green Infrastructure Network within Bolsover District is comprised of the Greenways Network and key Wildlife Corridors. However, it is not yet complete and fragmentation is widespread across the District. • Within this network, the District has eight Green Infrastructure Core Assets, namely Creswell Crags, Hardwick Park, Bolsover Castle, Poulter Country Park, Pleasley Pit Local Nature Reserve, Tibshelf Ponds, Peter Fidler & Carr Vale Reserves, and Doe Lea Local Nature Reserve, Glapwell Countryside Site & Stockley Ponds. • The Greenway Network is at present fragmented but there is the potential for a strong network of accessible and quality environmental routes across the District that will link its communities to key employment sites and the Green Infrastructure Core Assets. • Wildlife Corridors exist along the District’s rivers and along its former mineral railway lines. Of these, the Doe Lea corridor is of regional importance as a migratory habitat corridor. • Strategic deficiencies in Green Infrastructure exist in and around South Normanton and Pinxton. The M1 Corridor also presents a significant detractor and physical barrier to a linked Green Infrastructure network.
Planned Changes to Provision	<ul style="list-style-type: none"> • Limestone Journeys – a Heritage Lottery Funded Landscape Partnership Scheme is currently in operation that seeks to enhance the landscape of the Creswell Crags Heritage Area and its connectivity to other strategic green infrastructure assets, such as Bolsover Castle and Hardwick Hall and Estate. • Rother and Doe Lea Valleys Area Living Landscape Schemes – one of the Derbyshire Wildlife Trust’s priority work areas that will seek to restore, buffer and link existing habitats in the Rother and Doe Lea Valleys to create a larger habitat areas and functional links between them.

Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Desire to protect and enhance the District's Greenways Network, Wildlife Corridors and Climate Adaptation Corridors in order to develop a Strategic Green Infrastructure Network within Bolsover District. • Strategic deficiencies in Green Infrastructure exist in and around South Normanton and Pinxton.
Sources of Funding	<ul style="list-style-type: none"> • Public funding • Developer contributions
Evidence Sources	<ul style="list-style-type: none"> • Strategic Green Infrastructure Study for Bolsover District (June 2008) • East Midlands Regional Spatial Strategy (March 2009) • Limestone Journeys Action Plan (June 2010) • Derbyshire Wildlife Trust Strategic Plan 2010-15 (August 2010) • Lowland Derbyshire Biodiversity Action Plan [Online] – Rother and Doe Lea Valleys Area Action Plan (November 2011) • Ongoing discussions with Derbyshire County Council and Derbyshire Wildlife Trust

Next steps

5.21 Based on the proposed levels of growth as set out in the emerging Local Plan Strategy document, it is considered that the District's Strategic Green Infrastructure should be protected from loss through development although it is likely to be put under more pressure from population growth. This situation is likely to be particularly the case in South Normanton and Pinxton where strategic deficiencies currently exist.

5.22 Despite this situation, new developments will provide opportunities to improve the district's Strategic Green Infrastructure and priority will need to be given to ensuring that developments in and around South Normanton and Pinxton help to address the identified strategic deficiencies.

5.23 In view of this assessment, it would appear that the overall development strategy remains appropriate. Furthermore, it would appear that it remains appropriate to include Green Infrastructure requirements in the Developer Contributions policy in the emerging Local Plan Strategy document. It may be appropriate to make special reference to the particular strategic deficiencies that currently exist in South Normanton and Pinxton.

5.24 Through the allocation of new housing sites in the site allocation process, further assessments will be made to ensure that any specific requirements are identified to accommodate the new population growth.

GREEN SPACES

Introduction

5.25 Within Bolsover District’s Green Infrastructure, there are a large number of green spaces that provide amenity and recreation space for residents. These green spaces provide a range of amenity and recreation uses and the Bolsover Green Space Strategy identifies the following types of sites.

Green Space Typology		Primary Purpose
Space	Amenity Green Space	Areas for casual recreation or for the provision of visual interest.
	Outdoor Sports	Areas providing outdoor sports facilities. Outdoor Sports areas are further categorised as either public free access (publicly owned facilities where no booking/payment is required), public restricted access (publicly owned facilities where booking / payment is required), and private facilities (where payment is required). Multi Use Games Areas (MUGA), skateboard ramps and BMX tracks are included in this category.
Green		
Formal	Equipped Play Areas	Areas with at least two or more items of play equipment within close proximity.
	Semi Natural	Semi-natural habitats (e.g. woodlands, wetlands, scrub, meadows, etc) which are freely accessible to the public. Land used primarily for agriculture or forestry is excluded from this definition.
	Allotments	Opportunities for those people who wish to do so to grow their own produce as part of the long term promotion of sustainability, health and social inclusion.
	Cemeteries	Burial ground laid out expressly for internment of the dead and for quiet contemplation – not including churchyards. Also includes closed burial grounds which may be used for informal recreation.
	Golf Courses	Land used for golf courses is placed in a separate category due to the distorting effect they would have on figures for provision for outdoor sports if included in that category.

5.26 Often green spaces provide more than one type of use and this is particularly the case with larger green spaces. This combination of formal green space and semi-natural green spaces adds to the value of the overall site and as a result these larger sites serve a wider population catchment area.

5.27 Based on this situation, the Green Space Strategy categorises green spaces into four levels of site and these are described below.

Category	Description
Level 1: District Level Green Space Attraction	Green space which: <ul style="list-style-type: none"> • attracts regular visitors from a wide area, not just from a town or village or from adjacent settlements; • minimum size of site 10 hectares; • has a car park; • is open to the general public.
Level 2: Multi Function Town Park	Multi functional Green Space situated in or adjacent to a town which: <ul style="list-style-type: none"> • contains at least three of the following uses: amenity green space, outdoor sports, semi-natural green space, equipped play area; • has a minimum size of 4 hectares; • is open to the general public.
Level 3: Village or Neighbourhood Park	Green Space situated in or adjacent to a town or village which: <ul style="list-style-type: none"> • combines at least two of the following uses: amenity green space, outdoor sports, semi-natural green space, equipped play area; • has a minimum size of 2 hectares; • is open to the general public.
Level 4: Local Green Space	Other green spaces which: <ul style="list-style-type: none"> • provide one or more of the following uses: amenity green space for informal casual recreation, outdoor sports, semi-natural green space, equipped play area; • has a minimum size of 0.5 hectares; • is open to the general public.

5.28 Based on this categorisation, level 1 sites are considered to be strategic level sites and thus they are discussed in the section on countryside facilities. However, level 2, 3 and 4 sites which tend to be of more local importance are discussed here.

5.29 In addition to this categorisation, the Green Space Strategy establishes a number of green space standards that the district's settlements should achieve to provide adequate green space provision for their residents. These standards are:

Quantity Standards

- All settlements should have 2.4 hectares of formal green space per thousand people per settlement;
- All settlements should also have 1.2 hectares of semi-natural green space per thousand people per settlement;

(so 3.6 hectares of green space per thousand people per settlement in total).

Quality Standards

- All multi-function town parks to achieve a minimum quality score of 70%;
- All formal green spaces to achieve a minimum quality score of 60%;
- All semi-natural green spaces to achieve a minimum quality score 60%;
- Achieve a minimum quality standard of 60% for all equipped provision for children and young people;
- All allotments to achieve a minimum quality score of 60%.

Access Standards

- All residents of towns should be within 2km walking distance of a multi-function town park;
- All residents of towns and villages should be within 800m walking distance of a multi-function town park or a village / neighbourhood park;
- All residents of towns and villages should be within 400m walking distance of a local green space or higher level site;
- All residents of towns and villages should be within 400m walking distance of an equipped play area (EPA).

5.30 Based on these standards, the Green Space Strategy has assessed the provision of local green space throughout the district and its findings are summarised below.

Formal Green Space

5.31 With regard to formal green space, the Green Space Strategy has assessed the range of sites throughout the district and established how much provision of each type of formal green space, i.e. amenity green space, public and private sport sites and equipped play areas, each settlement has. On this basis, the following settlements have been identified as having a shortfall in provision of formal green space against the quantity standard:

- Clowne;
- Glapwell;
- Hodthorpe;
- Pleasley;
- South Normanton;
- Whitwell.

5.56 Furthermore, the quality of the formal green spaces has been assessed using the criteria for the Green Flag Award. On this basis, the following settlements have been identified as having sites that do not meet the quality standard:

- | | |
|----------------------------|---|
| • Blackwell | 1) North Street Recreation Ground |
| • Bolsover | 1) King George's Field |
| | 2) Hockley View Community Orchard |
| | 3) Laburnum Close |
| | 4) New Bolsover Model Village |
| • Clowne | 1) Recreation Close Recreation Ground |
| • Creswell | 1) East Street Recreation Ground |
| | 2) Coronation Garden |
| | 3) Land behind the cemetery |
| • Glapwell | 1) Mansfield Road |
| | 2) Adjacent Village Hall |
| • Hilcote | 1) New Street |
| • Hodthorpe | 1) Queen's Road Recreation Ground |
| • Langwith / Whaley Thorns | 1) Cockshutt Lane Recreation Ground |
| | 2) North Street Community Garden |
| | 3) Dale Close |
| • Newton | 1) Charnwood Road Recreation Ground |
| • Palterton | 1) Palterton Miners Welfare Recreation Ground |
| • Pinxton | 1) Wharf Road Recreation Ground |
| • Scarcliffe | 1) East Street Recreation Ground |
| • Shirebrook | 1) Shirebrook Town Park |
| | 2) Rainbow Park |
| | 3) Langwith Junction Recreation Ground |
| • South Normanton | 1) Green Meadow |
| | 2) Sough Road |
| • Tibshelf | 1) Poppy Gardens |
| • Westhouses | 1) Westhouses Recreation Ground |
| • Whitwell | 1) Franklin Avenue Recreation Ground |
| | 2) Welbeck Street Recreation Ground |

3) Bakestone Moor Recreation Ground

Semi-Natural Green Space

5.32 With regard to semi-natural green space, the Green Space Strategy has assessed the range of sites throughout the district and established how much provision each settlement has. On this basis, the following settlements have been identified as having a shortfall in provision of semi-natural green space against the quantity standard:

- Blackwell;
- Clowne;
- Hodthorpe;
- Palterton;
- Pinxton;
- Scarcliffe;
- Shirebrook;
- Shuttlewood;
- Westhouses.

5.58 At present, there is limited data available about the quality of semi-natural green space in the District. As a result, the quality of the semi-natural green spaces has not yet been assessed.

Access Standards

5.33 With regard to access to level 2, 3 and 4 local green space sites, the Green Space Strategy has identified the location of these types of sites throughout the district and established whether the district's towns and villages meet the access standards. On this basis, the following deficiencies have been identified:

Access to a multi-function town park (level 2 green space site)

- Bolsover;
- Clowne;
- South Normanton.

Access to a village or neighbourhood park (level 3 green space site)

- Bolsover (east and northern areas);
- Barlborough (north west edge of settlement areas);
- Tibshelf (northern areas);
- Whitwell (west edge of settlement areas).

Access to a local green space (level 4 green space site)

- Bolsover (east and edge of settlement areas);
- Clowne (central southern areas);
- South Normanton (western edge of settlement areas);
- Tibshelf (northern areas);
- Whitwell (north and west central and west edge of settlement areas).

Summary

Lead Organisation	Bolsover District Council / Town and Parish Councils
Existing Provision	<ul style="list-style-type: none"> • The district has significant existing green space resources with around 870 hectares of green space sites owned and managed by a range of mainly public authorities and bodies. • Clowne, Glapwell, Hodthorpe, Pleasley, South Normanton and Whitwell have deficiencies in the quantity of formal green space; • Blackwell, Bolsover, Clowne, Creswell, Glapwell, Hilcote, Hodthorpe, Langwith / Whaley Thorns, Newton, Palterton, Pinxton, Scarcliffe, Shirebrook, South Normanton, Tibshelf, Westhouses and Whitwell have deficiencies in the quality of formal green space; • Blackwell, Clowne, Hodthorpe, Palterton, Pinxton, Scarcliffe, Shirebrook, Shuttlewood, South Normanton and Westhouses have deficiencies in the quantity of semi-natural green space; • Bolsover, Clowne and South Normanton have a significant absence of a multi-function town park (level 2 green space). • Areas of Bolsover, Barlborough, Tibshelf and Whitwell have deficient access to a village or neighbourhood park (level 3 green space); • Areas of Bolsover, Clowne, South Normanton, Tibshelf and Whitwell have deficient access to a local green space (level 4 green space).
Planned Changes to Provision	<ul style="list-style-type: none"> • None known.
Key Issues for Bolsover District / Local Plan	<ul style="list-style-type: none"> • Lack of town parks in Bolsover, Clowne and South Normanton. • Significant deficiencies exist in quantity, quality and accessibility to local green spaces in certain areas of the district. • To protect and improve the existing provision of local green spaces.

	<ul style="list-style-type: none"> • To improve the network of green spaces to link and enhance the setting of the District's key heritage sites, offer a wide range of opportunities for recreation and sustain wildlife.
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions • Public funding
Evidence Sources	<ul style="list-style-type: none"> • Green Space Quantity and Accessibility Report (November 2011) • Green Space Strategy (April 2012) • Ongoing discussions with Leisure Department and Town / Parish Councils

Next steps

5.34 Based on the proposed levels of growth as set out in the emerging Local Plan Strategy document, it is considered that the District's Green Spaces should normally be protected from loss through development. However, as the District's towns and villages grow additional green space will be needed to enable the quantity and accessibility standards to be maintained or be achieved where deficiencies exist. Investment to address the deficiencies in the quality of green spaces will also be required to achieve the quality standard.

5.35 In view of this assessment, it would appear that the overall development strategy remains appropriate. Furthermore, it would appear that it remains appropriate to include green space requirements in the Developer Contributions policy in the emerging Local Plan Strategy document. It may be appropriate to make special reference to settlements with significant deficiencies and also to the need for town parks in Bolsover, Clowne and South Normanton.

5.36 Through the allocation of new housing sites in the site allocation process, further assessments will be made to ensure that any specific requirements are identified to accommodate the new population growth.

PART B – INFRASTRUCTURE DELIVERY PLAN

6) Methodology and Approach

6.1 The first part of this document has identified that based on the existing infrastructure provision and the amount of growth proposed for Bolsover District for the period 2011 to 2031, investment will be required in a range of infrastructure types to deliver sustainable development.

6.2 This investment translates into a number of infrastructure projects over the plan period that relate to the economic, social and environmental dimensions of sustainable development. A number of infrastructure projects are required to mitigate the impact of adverse impacts of the levels of development. However, taken together these infrastructure projects will enable Bolsover’s communities to become more sustainable, prosperous, safe and healthy.

Determining vital infrastructure

6.3 This Study and Plan have tried to identify all the main types and items of infrastructure that are likely to be needed to support the sustainable development of the District in accordance with the strategy set out in the Local Plan. However, it is clear that some types of infrastructure appear to be more critical than others, and that it is not always possible to look ahead over a 20 year period and be able to definitely identify all requirements at this stage. Some items may be needed, some may not.

6.4 On this basis, we have categorised the importance of the infrastructure projects to the delivery of the Local Plan along the following lines:

Importance to the Local Plan Strategy	Definition
Critical	Infrastructure that must be delivered in order for growth to take place without causing severe adverse impacts to local communities
Necessary	Infrastructure that is necessary for growth to take place without causing significant adverse impacts to local communities
Possible	Infrastructure that is possibly necessary for growth to take place without causing significant adverse impacts to local communities

6.5 The details of these requirements are listed in the following series of Settlement Delivery Plans. PLEASE NOTE THAT THIS CATEGORISATION HAS NOT YET BEEN DISCUSSED OR AGREED BY COUNCIL MEMBERS. ACCORDINGLY IT IS LIABLE TO CHANGE AS A RESULT OF FEEDBACK TO CONSULTATION AND MEMBER CONSIDERATION.

6.6 An assessment into the viability and deliverability of this planned infrastructure is being carried out to ensure that there is a reasonable prospect that it will be delivered in a timely fashion, including input from the business community.

6.7 However, it is noted that this represents the first formal stage of this process and that further work towards the integration of infrastructure and development in plan making will take place during the preparation of the new Local Plan Site Allocations document and the delivery of the Council's development strategy. It is also recognised that further specific requirements are likely to emerge during this process and when detailed appraisals are carried out of transport impacts arising from development of specific sites.

Settlement – Bolsover Town

Bolsover Town is the principal growth point in the District and is planned to accommodate an additional 2,000 dwellings and additional employment land by 2031. As a result, it has a significant list of infrastructure projects that need to be delivered during the plan period and these are listed by priority type as follows.

Critical									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Education	Expansion of primary phase provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town.	DCC	DCC	£6-7m for new school plus £2.3m (£2,279.80 x 1000) for expansion of existing schools (TBC) - will be determined following DCC / developer feasibility work.	Likely start date 2015/16 for new school but to tie in with Bolsover North Strategic Allocation and extensions to tie in with growth in Bolsover.	Developer payments / DCC funding	Planning approval
	Green Space	New town park	To meet green space standards, as set out in the Local Plan Strategy, within Bolsover Town.	BDC	BDC	To be delivered through development proposal / planning process.	Likely start date 2015/16 but to tie in with Bolsover North Strategic Allocation.	Developer payments	Planning approval
	Road Capacity	Town End / Welbeck Road / Moor Lane junction improvements	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town.	DCC	DCC	To be delivered through development proposal / planning process.	Likely start date 2015/16 but phased to tie in with growth and implementation of Travel Plans.	Developer payments	Planning approval
	Road Capacity	A632 / Portland Avenue / Mansfield Road junction improvements	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town.	DCC	DCC	To be delivered through development proposal / planning process.	Likely start date 2015/16 but phased to tie in with growth and implementation of Travel Plans.	Developer payments	Planning approval
	Road Capacity	A632 (Langwith)	To accommodate the level of	DCC	DCC	To be delivered through	Likely start date 2015/16 but	Developer payments	Planning approval

		Road) / B6417 (Rotherham Road) junction improvements	growth, as set out in the Local Plan Strategy, within Bolsover Town.			development proposal / planning process.	phased to tie in with growth and implementation of Travel Plans.		
	Road Capacity	B6417 (Rotherham Road) / Mooracre Lane junction improvements	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town.	DCC	DCC	To be delivered through development proposal / planning process.	Likely start date 2015/16 but phased to tie in with growth and implementation of Travel Plans.	Developer payments	Planning approval
	Utilities	Gas network	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town.	National Grid	National Grid	To be delivered by National Grid through statutory undertakings / development proposal process.	Likely start date 2015/16 but to tie in with Bolsover North Strategic Allocation.	National Grid	None known
	Waste Water	Increase the capacity of Carr Vale wwtw	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town.	Yorkshire Water	Yorkshire Water	To be delivered by Yorkshire Water through statutory undertakings / development proposal process.	Likely start date 2015/16	Yorkshire Water Business Plan funding for AMP6	None known
	Waste Water	Revise the DWF consent at Renishaw / Staveley wwtw and possibly increase capacity nearer end of LDF period.	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town and also within Chesterfield's Local Plan.	Yorkshire Water	Yorkshire Water	To be delivered by Yorkshire Water through statutory undertakings / development proposal process.	Likely to be before 2014	Yorkshire Water Business Plan funding for AMP5	None known
Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Cycling and Walking	Network improvements between residential areas and	To mitigate traffic growth / encourage more sustainable modes of	DCC	DCC	TBC - dependent on extent of network improvements.	Likely start date 2015/16 but phased to tie in with growth and implementation	DCC funding / Developer payments	Planning approval

		Markham Vale	transport associated with the level of growth, as set out in the Local Plan Strategy, within Bolsover Town.				of Travel Plans.		
	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Bolsover Town.	BDC / Old Bolsover Town Council	BDC / Old Bolsover Town Council	To be delivered through development proposal / planning process.	Unknown but to tie in with Bolsover North Strategic Allocation work and Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
	Leisure Centre	New indoor leisure facility	Bolsover Town is the only town without an indoor leisure facility	BDC / Old Bolsover Town Council	BDC / Old Bolsover Town Council	Unknown	Unknown	Public funding and / or developer payments	Finding sites / planning approval

Possible

Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Community Halls	Additional community space	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town.	Developer	TBC	To be delivered through development proposal / planning process.	Likely start date 2015/16 but to tie in with Bolsover North Strategic Allocation and Retail proposals.	Developer payments	Planning approval
	Education	Extension to the Bolsover Secondary School	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town and Bramley Vale / Shuttlewood Villages.	DCC	DCC	£5.5m (£2,576.42 x 2145) (TBC) - will be determined following DCC / developer feasibility work	Likely start date 2020/21 but to tie in with growth in Bolsover, Bramley Vale / and Shuttlewood.	DCC funding / Developer payments	Planning approval
	Green Space	Quality improvements	To meet green space standards,	BDC	BDC	£5,000	Likely start date 2021/26 but to	Public funding / Developer	Funding bids

		to King George's Field level 3 green space	as set out in the Local Plan Strategy, within Bolsover Town.				tie in directly related developments / funding bids.	payments	
	Green Space	Quality improvements to New Bolsover Model Village Green level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Bolsover Town.	BDC	BDC	£55,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Green Space	Quality improvements to Laburnum Close level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Bolsover Town.	BDC	BDC	£22,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Green Space	Quality improvements to Hockley View Community Orchard level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Bolsover Town.	BDC	BDC	£20,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover Town.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£1.025m (£512.56 x 2,000) (TBC) - will be determined following NHS / developer feasibility work.	Likely start date 2015/16 but to tie in with growth in Bolsover.	Developer payments	Planning approval
	Road Capacity	J29A	To accommodate the level of growth, as set out in the Local Plan Strategy, within Bolsover District and neighbouring local authority areas.	DCC / Highways Agency	DCC / Highways Agency	Unknown	Unknown	DCC / Highways Agency	Planning approval

	Strategic Green Infrastructure	Bolsover to Shirebrook new multi-user trail	To close the gaps in the multi-user trails network between Bolsover and Shirebrook Towns identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval
	Strategic Green Infrastructure	'Castle Ridge' new multi-user trail	To take advantage of the key heritage assets and to complement the multi-user trails network between Bolsover and Clowne Towns and Hardwick identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils / National Trust / English Heritage	DCC / BDC / Town and Parish Councils / National Trust / English Heritage	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval
	Strategic Green Infrastructure	Link from Clowne and Bolsover towards Poolsbrook Country Park via extensions to the Stockley Trail and from Clowne Linear Park and Markham Vale	To improve links to nearby green infrastructure and to close the gaps in the multi-user trails network from Clowne and Bolsover Towns identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

Settlement – Clowne Town

Clowne Town is a key growth point in the District and is planned to accommodate an additional 700 dwellings by 2031. As a result, it has a list of infrastructure projects that need to be delivered during the plan period and these are listed by priority type as follows.

Critical									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Education	Extension to the Clowne Infants and Nursery School and general expansion of primary phase provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Clowne Town.	DCC	DCC	£400,000 for extension + £2.3m (£2,279.80 x 1475) for general expansion of existing schools minus additional created capacity (TBC) - will be determined following DCC / developer feasibility work.	Extension likely to be completed September 2012 but additional space likely start date 2020/21 to tie in with growth in Clowne.	DCC funding / Developer payments	Planning approval
	Green Space	New town park	To meet green space standards, as set out in the Local Plan Strategy, within Clowne Town.	BDC	BDC	To be delivered through development proposal / planning process.	Likely start date 2015/16 but to tie in with Sites and Allocations work.	Developer payments	Planning approval
	Waste Water	Quality obligation to improve Clowne wwtw	To accommodate the level of growth, as set out in the Local Plan Strategy, within Clowne Town.	Severn Trent Water	Severn Trent Water	To be delivered by Severn Trent Water through statutory undertakings / development proposal process.	To be completed by 2015.	Severn Trent Water Business Plan funding for AMP5	None known
Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Cycling and Walking	Network improvements between	To mitigate traffic growth / encourage more	DCC	DCC	TBC - dependent on extent of network	Likely start date 2015/16 but phased to tie in	DCC funding / Developer payments	Planning approval

		residential areas and Barlborough Links	sustainable modes of transport associated with the level of growth, as set out in the Local Plan Strategy, within Clowne Town.			improvements.	with growth and implementation of Travel Plans.		
	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Clowne Town.	BDC / Clowne Parish Council	BDC / Clowne Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
	Road Capacity	Junction improvements	To accommodate the level of growth, as set out in the Local Plan Strategy, within Clowne Town.	DCC	DCC	To be delivered through development proposal / planning process.	Likely start date 2015/16 but phased to tie in with growth and implementation of Travel Plans.	Developer payments	Planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Education	Extension to the Clowne Heritage High Secondary School	To accommodate the level of growth, as set out in the Local Plan Strategy, within Clowne Town, Barlborough, Creswell and Whitwell Main Villages and Hodthorpe Village.	DCC	DCC	£3.8m (£2,576.42 x 1475) minus current capacity (TBC) - will be determined following DCC / developer feasibility work	Likely start date 2020/21 but to tie in with growth in Clowne, Barlborough, Creswell, Whitwell and Hodthorpe.	DCC funding / Developer payments	Planning approval
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£360,000 (£512.56 x 700) (TBC) - will be determined following NHS /	Likely start date 2020/21 but to tie in with growth in Clowne.	Developer payments	Planning approval

			Clowne Town.			developer feasibility work.			
	Green Space	Quality improvements Villa Park Recreation Ground level 3 green space	To meet green space standards, as set out in the Local Plan Strategy, within Clowne Town.	BDC	BDC	£150,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Strategic Green Infrastructure	Clowne to Pleasley new multi-user trail	To close the gaps in the multi-user trails network between Clowne Town and Pleasley Village identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval
	Strategic Green Infrastructure	'Castle Ridge' new multi-user trail	To take advantage of the key heritage assets and to complement the multi-user trails network between Bolsover and Clowne Towns and Hardwick identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils / National Trust / English Heritage	DCC / BDC / Town and Parish Councils / National Trust / English Heritage	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval
	Strategic Green Infrastructure	Link from Clowne and Bolsover towards Poolsbrook Country Park via extensions to the Stockley Trail and from Clowne Linear	To improve links to nearby green infrastructure and to close the gaps in the multi-user trails network from Clowne and Bolsover Towns identified in the Green	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

		Park and Markham Vale	Infrastructure Study.						
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Settlement – Shirebrook Town

Shirebrook Town is a key growth point in the District and is planned to accommodate an additional 750 dwellings by 2031. As a result, it has a list of infrastructure projects that need to be delivered during the plan period and these are listed by priority type as follows.

Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Cycling and Walking	Network improvements between residential areas and Brook Park	To mitigate traffic growth / encourage more sustainable modes of transport associated with the level of growth, as set out in the Local Plan Strategy, within Shirebrook Town.	DCC	DCC	TBC - dependent on extent of network improvements.	Likely start date 2015/16 but phased to tie in with growth and implementation of Travel Plans.	DCC funding / Developer payments	Planning approval
	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Shirebrook Town.	BDC / Clowne Parish Council	BDC / Clowne Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements Shirebrook Town Park level 2 green space	To meet green space standards, as set out in the Local Plan Strategy, within Shirebrook Town.	BDC / Shirebrook Town Council	BDC / Shirebrook Town Council	£350,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Green Space	Quality improvements Langwith Junction	To meet green space standards, as set out in the Local Plan	BDC / Shirebrook Town Council	BDC / Shirebrook Town Council	£125,000	Likely start date 2021/26 but to tie in directly related	Public funding / Developer payments	Funding bids

		Recreation Ground level 4 green space	Strategy, within Shirebrook Town.				developments / funding bids.		
	Green Space	Quality improvements Rainbow Park level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Shirebrook Town.	BDC / Shirebrook Town Council	BDC / Shirebrook Town Council	£90,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Shirebrook Town.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£410,000 (£512.56 x 800) (TBC) - will be determined following NHS / developer feasibility work.	Likely start date 2020/21 but to tie in with growth in Shirebrook.	Developer payments	Planning approval
	Strategic Green Infrastructure	Bolsover to Shirebrook new multi-user trail	To close the gaps in the multi-user trails network between Bolsover and Shirebrook Towns identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

Settlement – South Normanton Town

South Normanton Town is a key growth point in the District and is planned to accommodate an additional 750 dwellings by 2031. As a result, it has a list of infrastructure projects that need to be delivered during the plan period and these are listed by priority type as follows.

Critical									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	New town park	To meet green space standards, as set out in the Local Plan Strategy, within South Normanton Town.	BDC / South Normanton Parish Council	BDC / South Normanton Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding a site / planning approval
	Education	Expansion of primary phase provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within South Normanton Town.	DCC	DCC	£2.3m (£2,279.80 x 1000) for expansion of existing schools (TBC) - will be determined following DCC / developer feasibility work.	Likely start date 2020/21 but to tie in with growth in South Normanton.	Developer payments / DCC funding	Planning approval
Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Cycling and Walking	Network improvements between residential areas and Castlewood	To mitigate traffic growth / encourage more sustainable modes of transport associated with the level of growth, as set out in the Local Plan Strategy, within South Normanton Town.	DCC	DCC	TBC - dependent on extent of network improvements.	Likely start date 2015/16 but phased to tie in with growth and implementation of Travel Plans.	DCC funding / Developer payments	Planning approval

	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within South Normanton Town.	BDC / South Normanton Parish Council	BDC / South Normanton Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
	Road Capacity	Junction improvements	To accommodate the level of growth, as set out in the Local Plan Strategy, within South Normanton Town.	DCC	DCC	To be delivered through development proposal / planning process.	Likely start date 2015/16 but phased to tie in with growth and implementation of Travel Plans.	Developer payments	Planning approval
	Strategic Green Infrastructure	Additional green infrastructure	To address deficiencies around South Normanton Town / Pinxton Main Village identified in the Green Infrastructure Study.	BDC / South Normanton and Pinxton Parish Councils	BDC / South Normanton and Pinxton Parish Councils	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding / developer payments if available	Finding sites / planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Education	Extension to Frederick Gent Secondary School	To accommodate the level of growth, as set out in the Local Plan Strategy, within South Normanton Town and Pinxton Main Village.	DCC	DCC	£2.6m (£2,576.42 x 1000) minus current capacity (TBC) - will be determined following DCC / developer feasibility work	Likely start date 2020/21 but to tie in with growth in South Normanton and Pinxton.	DCC funding / Developer payments	Planning approval
	Strategic Green Infrastructure	Link from South Normanton towards the Erewash Trail and Cromford Canal	To improve links to nearby green infrastructure and to close the gaps in the multi-user trails network from South	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

			Normanton Town identified in the Green Infrastructure Study.						
	Green Space	Quality improvements Green Meadow level 3 green space	To meet green space standards, as set out in the Local Plan Strategy, within South Normanton Town.	BDC / South Normanton Parish Council	BDC / South Normanton Parish Council	£20,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Green Space	Quality improvements Sough Road level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within South Normanton Town.	BDC / South Normanton Parish Council	BDC / South Normanton Parish Council	£5,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids

Settlement – Barlborough Main Village

Barlborough Main Village is expected to have limited growth and is planned to accommodate an additional 200 dwellings by 2031. As a result, it has a list of infrastructure projects that need to be delivered during the plan period and these are listed by priority type as follows.

Critical									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Education	Extension to Barlborough Primary School	To accommodate the level of growth, as set out in the Local Plan Strategy, within Barlborough Main Village.	DCC	DCC	£456,000 (£2,279.80 x 200) (TBC) - will be determined following DCC / developer feasibility work	Likely start date 2020/21 but to tie in with growth in Barlborough.	DCC funding / Developer payments	Planning approval
Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Barlborough Main Village.	BDC / Barlborough Parish Council	BDC / Barlborough Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
	Road Capacity	A619 / A616 / A6135 junction improvements	To address congestion hotspot and potentially to accommodate the level of growth, as set out in the Local Plan Strategy, within Barlborough Main Village and Clowne Town.	DCC	DCC	TBC - dependent on LTP assessment regarding Barlborough-Clowne links to M1 J29A.	Unknown but to tie in with LTP assessment regarding Barlborough-Clowne links to M1 J29A.	DCC funding / Developer payments	Planning approval

Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Barlborough Main Village.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£102,500 (£512.56 x 200) (TBC) - will be determined following NHS / developer feasibility work.	Likely start date 2020/21 but to tie in with growth in Barlborough.	Developer payments	Planning approval
	Strategic Green Infrastructure	Link from Barlborough and Spinkhill towards the Trans-Pennine Trail / Cuckoo Way and Renishaw Hall and towards Clowne	To improve links to nearby green infrastructure and to close the gaps in the multi-user trails network from Barlborough Main Village and Spinkhill Small Settlement identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

Settlement – Creswell Main Village

Creswell Main Village is expected to have moderate growth and is planned to accommodate an additional 400 dwellings and additional employment land by 2031. As a result, it has a list of infrastructure projects that need to be delivered during the plan period and these are listed by priority type as follows.

Critical									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Waste Water	Works to improve Creswell wwtw	To manage phosphate concentrations in light of the level of growth, as set out	Severn Trent Water	Severn Trent Water	To be delivered by Severn Trent Water through statutory undertakings / development	Likely to be before 2020	Severn Trent Water Business Plan funding for AMP6/7	

			in the Local Plan Strategy, within Creswell Main Village.			proposal process.			
Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Education	Extension to Creswell C of E Infant and Nursery School	To accommodate the level of growth, as set out in the Local Plan Strategy, within Creswell Main Village.	DCC	DCC	£912,000 (£2,279.80 x 400) (TBC) - will be determined following DCC / developer feasibility work	Likely start date 2020/21 but to tie in with growth in Creswell.	DCC funding / Developer payments	Planning approval
	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Creswell Main Village.	BDC / Elmton-with-Creswell Parish Council	BDC / Elmton-with-Creswell Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements East Street Recreation Ground level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Creswell Main Village.	BDC / Elmton-with-Creswell Parish Council	BDC / Elmton-with-Creswell Parish Council	£50,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Green Space	Quality improvements Coronation Garden level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Creswell Main Village.	BDC / Elmton-with-Creswell Parish Council	BDC / Elmton-with-Creswell Parish Council	£5,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids

	Green Space	Quality improvements land behind cemetery level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Creswell Main Village.	BDC / Elmton-with-Creswell Parish Council	BDC / Elmton-with-Creswell Parish Council	£5,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Creswell Main Village.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£205,000 (£512.56 x 400) (TBC) - will be determined following NHS feasibility work.	Likely start date 2020/21 but to tie in with growth in Creswell.	Developer payments	Planning approval
	Strategic Green Infrastructure	Realignment of the Creswell Archaeological Way	To take advantage of the key heritage assets and to complement the multi-user trails network around Creswell Main Village identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils / Creswell Heritage Trust	DCC / BDC / Town and Parish Councils / Creswell Heritage Trust	TBC - will be determined following Creswell Heritage Trust / DCC feasibility work.	Likely start date 2012/13	Public funding / developer payments	Owner approval / addressing gaps in route / planning approval
	Strategic Green Infrastructure	Clowne to Pleasley new multi-user trail	To close the gaps in the multi-user trails network between Clowne Town and Pleasley Village identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval
	Strategic Green Infrastructure	Link from Creswell (and the Bolsover woodlands and grasslands) towards	To improve links to nearby green infrastructure and to close the gaps in the multi-user trails network	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

		Welbeck Park and the Cuckney Woodlands	from Creswell Main Village identified in the Green Infrastructure Study.						
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Settlement – Pinxton Main Village

Pinxton Main Village is expected to have limited growth and is planned to accommodate an additional 250 dwellings by 2031. As a result, it has a list of infrastructure projects that need to be delivered during the plan period and these are listed by priority type as follows.

Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Education	Extension to John King Infant School	To accommodate the level of growth, as set out in the Local Plan Strategy, within Pinxton Main Village.	DCC	DCC	£570,000 (£2,279.80 x 250) (TBC) - will be determined following DCC / developer feasibility work	Likely start date 2020/21 but to tie in with growth in Pinxton	DCC funding / Developer payments	Planning approval
	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Pinxton Main Village.	BDC / Pinxton Parish Council	BDC / Pinxton Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
	Strategic Green Infrastructure	Additional green infrastructure	To address deficiencies around South Normanton Town / Pinxton Main Village identified in the Green Infrastructure Study.	BDC / South Normanton and Pinxton Parish Councils	BDC / South Normanton and Pinxton Parish Councils	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding / developer payments if available	Finding sites / planning approval

Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements Wharf Road Recreation Ground level 3 green space	To meet green space standards, as set out in the Local Plan Strategy, within Pinxton Main Village.	BDC / Pinxton Parish Council	BDC / Pinxton Parish Council	£250,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Pinxton Main Village.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£128,000 (£512.56 x 250) (TBC) - will be determined following NHS / developer feasibility work.	Likely start date 2020/21 but to tie in with growth in Pinxton.	Developer payments	Planning approval

Settlement – Tibshelf Main Village

Tibshelf Main Village is expected to have limited growth and is planned to accommodate an additional 200 dwellings and additional employment land by 2031. As a result, it has a list of infrastructure projects that need to be delivered during the plan period and these are listed by priority type as follows.

Critical									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Education	New secondary school and extensions	To address the current shortfall and to accommodate the level of growth, as set out in the Local Plan Strategy, within the Tibshelf Secondary School area.	DCC	DCC	£14.5m for new school + £799,000 (£2,576.42 x 310) for additional capacity (TBC) - will be determined following DCC feasibility work.	New school likely to be completed September 2013 but additional space to tie in with growth in Tibshelf.	DCC funding / Developer payments	Planning approval

	Education	New one form primary school	To address the current shortfall and to accommodate the level of growth, as set out in the Local Plan Strategy, at the Tibshelf primary phase schools.	DCC	DCC	£6m (TBC) - will be determined following DCC feasibility work.	Likely start date 2020/21 but to tie in with proposed new Tibshelf Secondary School.	DCC funding / Developer payments	Planning approval
Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Tibshelf Main Village.	BDC / Tibshelf Parish Council	BDC / Tibshelf Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements Poppy Gardens level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Tibshelf Main Village.	BDC / Tibshelf Parish Council	BDC / Tibshelf Parish Council	£5,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Tibshelf Main Village.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£102,500 (£512.56 x 200) (TBC) - will be determined following NHS / developer feasibility work.	Likely start date 2020/21 but to tie in with growth in Tibshelf.	Developer payments	Planning approval
	Strategic Green	Link from the Five Fits Trails	To close the gaps in the multi-user	DCC / BDC / Town and	DCC / BDC / Town and	Unknown	Unknown	Public funding / developer	Owner approval /

	Infrastructure	eastwards to Hardwick	trails network from Hardwick identified in the Green Infrastructure Study.	Parish Councils / National Trust	Parish Councils / National Trust			payments if available	addressing gaps in route / planning approval
	Strategic Green Infrastructure	Link from Hardwick to Silverhill Woods	To improve links to nearby green infrastructure and to close the gaps in the multi-user trails network from Hardwick identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils / National Trust	DCC / BDC / Town and Parish Councils / National Trust	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

Settlement – Whitwell Main Village

Whitwell Main Village is expected to have limited growth and is planned to accommodate an additional 200 dwellings and additional employment land by 2031. As a result, it has a list of infrastructure projects that need to be delivered during the plan period and these are listed by priority type as follows.

Critical									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Waste Water	Works to improve Whitwell wwtw	To manage phosphate concentrations in light of the level of growth, as set out in the Local Plan Strategy, within Whitwell Main Village.	Severn Trent Water	Severn Trent Water	To be delivered by Severn Trent Water through statutory undertakings / development proposal process.	Likely to be before 2020	Severn Trent Water Business Plan funding for AMP6/7	

Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Education	Extension to Whitwell Primary School	To accommodate the level of growth, as set out in the Local Plan Strategy, within Whitwell Main Village.	DCC	DCC	£228,000 (£2,279.80 x 100) (TBC) - will be determined following DCC / developer feasibility work	Likely start date 2020/21 but to tie in with growth in Whitwell	DCC funding / Developer payments	Planning approval
	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Whitwell Main Village.	BDC / Whitwell Parish Council	BDC / Whitwell Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements Welbeck Street Recreation Ground level 3 green space	To meet green space standards, as set out in the Local Plan Strategy, within Whitwell Main Village.	BDC / Whitwell Parish Council	BDC / Whitwell Parish Council	£50,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Green Space	Quality improvements Franklin Avenue Recreation Ground level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Whitwell Main Village.	BDC / Whitwell Parish Council	BDC / Whitwell Parish Council	£50,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Green Space	Quality improvements Bakestone Moor Recreation	To meet green space standards, as set out in the Local Plan Strategy, within	BDC / Whitwell Parish Council	BDC / Whitwell Parish Council	£50,000	Likely start date 2021/26 but to tie in directly related developments /	Public funding / Developer payments	Funding bids

		Ground level 4 green space	Whitwell Main Village.				funding bids.		
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Whitwell Main Village.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£51,000 (£512.56 x 100) (TBC) - will be determined following NHS / developer feasibility work.	Likely start date 2020/21 but to tie in with growth in Tibshelf.	Developer payments	Planning approval

Settlement – Blackwell Village

Blackwell Village is expected to have very limited growth and is planned to accommodate an additional 40 dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Additional green space (semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Blackwell Village.	BDC / Blackwell Parish Council	BDC / Blackwell Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements North Street Recreation Ground level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Blackwell Village.	BDC / Blackwell Parish Council	BDC / Blackwell Parish Council	£30,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids

Settlement – Bramley Vale / Doe Lea Village

Bramley Vale / Doe Lea Village is expected to have very limited growth and is planned to accommodate an additional 50 dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£25,500 (£512.56 x 50) (TBC) - will be determined following NHS /	Likely start date 2020/21 but to tie in with growth in Bramley Vale / Doe Lea.	Developer payments	Planning approval

			Bramley Vale / Doe Lea Villages.			developer feasibility work.			
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Settlement – Glapwell Village

Glapwell Village is expected to have very limited growth and is planned to accommodate an additional 45 dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Additional green space (formal)	To meet green space standards, as set out in the Local Plan Strategy, within Glapwell Village.	BDC / Glapwell Parish Council	BDC / Glapwell Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
	Road Capacity	A617 / Glapwell Lane junction improvements	To address congestion hotspot.	DCC	DCC	TBC - dependent on LTP assessment regarding A617 Glapwell Bypass.	Unknown but to tie in with LTP assessment regarding A617 Glapwell Bypass.	DCC funding / Developer payments	Planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements Mansfield Road level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Whitwell Main Village.	BDC / Glapwell Parish Council	BDC / Glapwell Parish Council	£10,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Green Space	Quality improvements adjacent Village Hall	To meet green space standards, as set out in the Local Plan	BDC / Glapwell Parish Council	BDC / Glapwell Parish Council	£50,000	Likely start date 2021/26 but to tie in directly related	Public funding / Developer payments	Funding bids

		level 4 green space	Strategy, within Whitwell Main Village.				developments / funding bids.		
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Glapwell Village.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£18,000 (£512.56 x 35) (TBC) - will be determined following NHS / developer feasibility work.	Likely start date 2020/21 but to tie in with growth in Glapwell.	Developer payments	Planning approval

Settlement – Hodthorpe Village

Hodthorpe Village is expected to have very limited growth and is planned to accommodate an additional 75 dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Critical									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Waste Water	Works to improve Hodthorpe wwtw	To accommodate the level of growth, as set out in the Local Plan Strategy, within Hodthorpe Village.	Severn Trent Water	Severn Trent Water	To be delivered by Severn Trent Water through statutory undertakings / development proposal process.	Likely to be before 2020	Severn Trent Water Business Plan funding for AMP6/7	
Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Additional green space (both formal and semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Hodthorpe Village.	BDC / Hodthorpe Parish Council	BDC / Hodthorpe Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval

Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements Queen's Road Recreation Ground level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Hodthorpe Village.	BDC / Hodthorpe Parish Council	BDC / Hodthorpe Parish Council	£30,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Hodthorpe Village.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£38,500 (£512.56 x 75) (TBC) - will be determined following NHS / developer feasibility work.	Likely start date 2020/21 but to tie in with growth in Hodthorpe.	Developer payments	Planning approval

Settlement – Langwith / Whaley Thorns Village

Langwith / Whaley Thorns Village is expected to have very limited growth and is planned to accommodate an additional 60 dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements Cockshutt Lane Recreation Ground level 2 green space	To meet green space standards, as set out in the Local Plan Strategy, within Langwith / Whaley Thorns Village.	BDC / Scarcliffe Parish Council	BDC / Scarcliffe Parish Council	£250,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Green Space	Quality improvements Dale Close level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within	BDC / Scarcliffe Parish Council	BDC / Scarcliffe Parish Council	£50,000	Likely start date 2021/26 but to tie in directly related developments /	Public funding / Developer payments	Funding bids

			Langwith / Whaley Thorns Village.				funding bids.		
	Green Space	Quality improvements North Street Community Garden level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Langwith / Whaley Thorns Village.	BDC / Scarcliffe Parish Council	BDC / Scarcliffe Parish Council	£10,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within Langwith / Whaley Thorns Village.	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£41,000 (£512.56 x 80) (TBC) - will be determined following NHS / developer feasibility work.	Likely start date 2020/21 but to tie in with growth in Langwith / Whaley Thorns.	Developer payments	Planning approval
	Strategic Green Infrastructure	Clowne to Pleasley new multi-user trail	To close the gaps in the multi-user trails network between Clowne Town and Pleasley Village identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

Settlement – New Houghton Village

New Houghton Village is expected to have very limited growth and is planned to accommodate an additional 125 dwellings by 2031. However, it has no list of infrastructure projects that need to be delivered during the plan period.

Settlement – Newton Village

Newton Village is expected to have very limited growth and is planned to accommodate an additional 40 dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Additional green space (formal)	To meet green space standards, as set out in the Local Plan Strategy, within Newton Village.	BDC / Blackwell Parish Council	BDC / Blackwell Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements Charnwood Road Recreation Ground level 3 green space	To meet green space standards, as set out in the Local Plan Strategy, within Newton Village.	BDC / Blackwell Parish Council	BDC / Blackwell Parish Council	£50,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids

Settlement – Palterton Village

Palterton Village is expected to have no growth and is planned to accommodate no additional dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Additional green space (semi-natural)	To meet green space standards, as set out in the Local Plan	BDC / Scarcliffe Parish Council	BDC / Scarcliffe Parish Council	Unknown	Unknown	Public funding and / or developer payments	Finding sites / planning approval

			Strategy, within Palterton Village.						
	Green Space	Quality improvements Miner's Welfare Recreation Ground level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Palterton Village.	BDC / Scarcliffe Parish Council	BDC / Scarcliffe Parish Council	£20,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids

Settlement – Pleasley Village

Pleasley Village is expected to have very limited growth and is planned to accommodate an additional 25 dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Additional green space (formal)	To meet green space standards, as set out in the Local Plan Strategy, within Pleasley Village.	BDC / Pleasley Parish Council	BDC / Pleasley Parish Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval
Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Strategic Green Infrastructure	Clowne to Pleasley new multi-user trail	To close the gaps in the multi-user trails network between Clowne Town and Pleasley Village identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

Settlement – Scarcliffe Village

Scarcliffe Village is expected to have no growth and is planned to accommodate no additional dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements East Street Recreation Ground level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Scarcliffe Village.	BDC / Scarcliffe Parish Council	BDC / Scarcliffe Parish Council	£40,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids

Settlement – Shuttlewood Village

Shuttlewood Village is expected to have very limited growth and is planned to accommodate an additional 90 dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Necessary									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Additional green space (semi-natural)	To meet green space standards, as set out in the Local Plan Strategy, within Shuttlewood Village.	BDC / Old Bolsover Town Council	BDC / Old Bolsover Town Council	Unknown	Unknown but to tie in with Sites and Allocations work.	Public funding and / or developer payments	Finding sites / planning approval

Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Health	Additional primary care health provision	To accommodate the level of growth, as set out in the Local Plan Strategy, within	NHS Derbyshire County PCT	NHS Derbyshire County PCT	£49,000 (£512.56 x 95) (TBC) - will be determined following NHS /	Likely start date 2020/21 but to tie in with growth in Shuttlewood.	Developer payments	Planning approval

			Shuttlewood Village.			developer feasibility work.			
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Settlement – Westhouses Village

Westhouses Village is expected to have no growth and is planned to accommodate no additional dwellings by 2031. As a result, it has a short list of infrastructure projects that need to be delivered during the plan period and these are as follows.

Possible									
Project Ref.	Infrastructure type	What?	Why?	Lead delivery organisation	Management organisation	Cost	When?	Sources of funding	Any dependencies
	Green Space	Quality improvements Westhouses Recreation Ground level 4 green space	To meet green space standards, as set out in the Local Plan Strategy, within Westhouses Village.	BDC / Blackwell Parish Council	BDC / Blackwell Parish Council	£70,000	Likely start date 2021/26 but to tie in directly related developments / funding bids.	Public funding / Developer payments	Funding bids
	Strategic Green Infrastructure	Link from the southern end of the Silverhill Trail / Teversal Trail to the Blackwell Trail	To close the gaps in the multi-user trails network identified in the Green Infrastructure Study.	DCC / BDC / Town and Parish Councils	DCC / BDC / Town and Parish Councils	Unknown	Unknown	Public funding / developer payments if available	Owner approval / addressing gaps in route / planning approval

APPENDIX

Strategic Transport Aspirations for Bolsover District

Strategic Aspiration	Comments
Improvements to J28 of the M1 to reduce congestion at this nationally strategic junction with the A38	From discussions with the Highways Agency, it is noted that J28 is already a fully signalised scheme. Potential solutions to this would be to pursue a Grade Separation scheme to create an 'at-grade junction', although this would involve significant spend and land acquisition and currently does not feature in any Infrastructure Investment Plan.
Improvements to the stretch of M1 between J28 and J31	From discussions with the Highways Agency, it is noted that the full Motorway Widening Scheme has been reviewed and that this proposal has been substituted for consideration for Hard Shoulder Running. This proposal is being worked up currently and could commence in 2013/14.
Improvements to J29A of the M1	From discussions with Derbyshire County Council, it is noted that the Eastern and Western roundabouts will have capacity issues at the end of the plan period and that improvements may be required to mitigate the situation. Any proposals will require further analysis and design work before being taken forward.
Improvements to the B6417 (Rotherham Road) between the A619 and the A617	From the evidence base, it is noted that the M1 and the A61 provide strategic north-south links and that both suffer from congestion of traffic passing through the north Derbyshire area. Whilst not seeking to encourage additional traffic through the District, there would appear to be merit to improvements to the generally rural B6417 to provide another alternative north-south link and particularly between the A619 and the A617. This proposal should be considered for inclusion in future LTPs and during discussions relating to potential developments to the east of Bolsover and south of Clowne.
Creation of a rail link between the Robin Hood Line at Creswell through Clowne and on to Chesterfield	From discussions with Network Rail regarding the draft Infrastructure Study, it is noted that this proposal does not feature in any Infrastructure Investment Plan and would require lobbying of the DfT to seek the reopening of the line as a special condition through the national rail franchise process. At this stage it is not considered necessary for the delivery of the Local Plan Strategy but could form part of the Council's proposals for the following plan period. However,

	<p>the strategic aspiration is considered to have merit and for this reason it is proposed to protect this rail line to enable retention of this option for future consideration.</p>
<p>Strategic road link to Shirebrook</p>	<p>From the evidence base, it is noted that Shirebrook has poor links to the strategic network. Whilst consideration has previously been given to address this via an extension from the once proposed Glapwell bypass, in view of the recommendation to delete this bypass scheme due to its high level of environmental harm for relatively low levels of transport and amenity benefit it is considered that an alternative approach could be a link from an upgraded B6417 Rotherham Road. This proposal should be considered for inclusion in future LTPs and during discussions relating to potential developments in the south Shirebrook area.</p>

PARISH South Normanton

APPLICATION Erection of single storey dwelling (as amended by drawing no. 206:63:11 received on the 27th March 2012)
LOCATION Land To The Rear Of 34 To 40 Prospect Avenue South Normanton Derbyshire
APPLICANT Kapatol Developments
APPLICATION NO. 11/00589/FUL **FILE NO.** PP-01716683 H1902
CASE OFFICER Mr Stephen Kimberley
DATE RECEIVED 21st November 2011

Delegated Application Referred To Committee By: Councillor Cook
REASON: level of public interest in current and previous applications on this site.

SITE

The site is an area of vacant land at the end of a cul-de-sac in an existing residential area within the settlement framework of South Normanton. Properties on all sides are two storeys. The boundary to the front is open with 1.8m high fencing to the southern and northern boundary and shrubs and small trees to the rear boundary. There are dropped kerbs to the full width of the site with small kerb stones delineating parking spaces within the site. Part of the site has rubble placed on the ground. To the south is a large garden area whilst to the north there are the rear gardens of 34 – 40 Prospect Avenue, with many of the properties having small outbuildings along their own rear boundaries. There are facing windows on the rear of the properties on Prospect Avenue.

PROPOSAL

The proposal is for a single storey dwelling to be positioned towards the front of the plot with parking for two cars immediately between the building and the highway. The dwelling would measure 5.2m wide with a depth of 8.9m and a front porch area 1m deep and 2.5m wide. The building would be 2.58m high to the eaves with a maximum ridge height of 3.6m and positioned 100mm from the southern boundary and 850mm from the northern boundary.

AMENDMENTS

Amended plans received on the 27th March 2012 showing a revised design for the property with changes to the internal layout, a new porch on the front and detailed design changes including removal of door on northern elevation.

HISTORY (if relevant)

BOL 192/11 Two 2-bedroom houses approved 1992, with current application site as parking area for 2 cars.

04/00645/FUL - Application for erection of prefabricated domestic garage approved 8th November 2004

05/00122/OUT– Application for one dwelling and replacement parking withdrawn. – 5th May 2005

05/00369/FUL – Application for single storey detached dwelling and creation of vehicle parking to 20 & 22 Hawthornes Avenue – Refused 15th September 2005

07/00283/FUL – Application for two storey dwelling (first floor accommodation in roof space)

Refused 04/10/2007

CONSULTATIONS

Environmental Health Housing – Depending on the occupancy level of the property there may be a category one hazard for Crowding and Space and the premises are only suitable for a single person or for a couple. 15/12/2011

Environmental Health Pollution– No objections in principle in relation to noise.

Derbyshire County Council Highway Authority – Note that the original adopted layout plans show the area to be available for parking but note that the site may no longer be used for this purpose and seek clarification of current vehicle parking provision. No objections to the proposal subject to conditions regarding visibility splays, provision of parking layout shown and no gates. 21/12/2011

Severn Trent Water – No objections subject to inclusion of a condition requiring the submission of a drainage and sewerage scheme. 08/12/2011

PUBLICITY

Site notice posted and nine neighbouring properties notified.

Five representations received objecting to the proposals for the following reasons:

- a) The erection of the building will reduce the amount of natural light to adjacent gardens
- b) Previous applications refused because the site is too small and constrained, this has not changed
- c) Site was originally for car parking but was bought by a developer which has resulted in increased on street parking
- d) Land is not a dumping ground as alleged
- e) Will severely compromise neighbours right to privacy
- f) A sewer crosses the site
- g) Create traffic problems during building works
- h) The small size of the property will have little appeal to buyers resulting in an empty property liable to vandalism
- i) One representation also queries the dimension on the plan and if they are accurate

POLICY

Bolsover District Local Plan (BDLP)

GEN1 (Minimum requirements for development) GEN2 (Impact of the development on the Environment) HOU2 (Location of Housing Sites) and ENV8 (Development Affecting Trees and Hedgerows)

National Planning Policy Framework: need for a 5 year housing supply; emphasis on approving sustainable development unless material considerations indicate otherwise.

Other (specify)

Supplementary Planning Guidance – Housing Layout and Design

ASSESSMENT

The site has been the subject of previous similar applications. One in 2005 (05/00369/FUL)

for a single storey detached dwelling and creation of vehicle parking to the rear of 20 and 22 Hawthornes Avenue, was refused on the 15th September 2005. The reason for refusal was that the proposal would result in an unacceptable living environment being of a cramped appearance out of keeping with the character of the area and causing detriment to the amenity of adjoining dwellings through its overbearing nature. That proposal was for a single storey single bedroom house with a hipped roof and a maximum height of just under 4 metres.

The last application in 2007 was for a single property with a maximum height of 6.85 metres and was refused for similar reasons to the previous application, but in addition, because of a highway objection, as no alternative parking had been demonstrated and because of the overbearing impact on adjacent properties (due to the height) which would result in an unacceptable loss of sunlight to the rear gardens of those properties contrary to policy GEN2 of the adopted Local Plan.

It is considered that the main issues for consideration in the determination of the application are compliance with housing guidelines, the effect on the amenity of the occupiers of neighbouring residential properties, impact on the character and appearance of the area and the impact on highway safety.

Compliance with housing guidelines

The site is a brownfield site within the settlement framework that is not allocated for housing in the Bolsover Local Plan. Policy HOU 2 says that within settlement frameworks, applications for residential development on small sites (such as this) will be considered in light of the housing land provision at that time together with any other material considerations.

The National Planning Policy Framework paragraph 49 states that if the council does not have a 5 year supply of deliverable sites, the application will be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. At the time of writing the council does not have a 5 year supply of housing.

The site is considered as sustainable being within an existing residential area and within 400 metres of bus routes and a town centre and therefore the principle of development is acceptable.

Effect on the amenity of the neighbouring properties.

There have been five representations from neighbours. The issues that they have raised have been summarised above.

The site is small and cramped and the proposal takes up the most of the width of the site. The type of dwelling and arrangement of windows has been designed to meet with the Councils own guidelines on Housing Layout and Design. The proposal has 50 sq metres of private amenity space, two car parking spaces and is single storey to avoid any overlooking of adjacent gardens. The dwelling has been designed specifically to address issues raised in previous applications in terms of impact on the amenity of neighbouring properties due to loss of privacy or loss of daylight. Consequently the design is single storey with a low pitched roof.

Boundary treatments at the sides of the plot are formed from high close boarded fencing with a shrubbed area forming the boundary at the rear. Because of the relatively low height of the building and the fact that it is single storey the proposal is not considered to have any significant impact on daylight received by neighbouring properties nor give rise to any loss of privacy issues.

Effect on the character and appearance of the area.

As already noted the site is relatively small and cramped and the applicant has been constrained in the design of the property. In order to address previous issues of loss of daylight and oppressive impact, the design has been compromised and does not represent a typical property of the area. The site is at the end of a cul-de-sac which comprises two storey properties most of which are detached or semi detached. The originally submitted design was of a typical modern bungalow which did not reflect any of the features found on nearby homes. Whilst it would not be possible to replicate the design of the existing housing it was felt that the design could be amended to reflect features of existing properties. The amended design as submitted in March 2012 includes the addition of a front porch which both reflects the porches on nearby houses and also which adds interest to the façade of the building and is an improvement on the original scheme. . Nevertheless it is accepted that the site is positioned on the cul de sac such that it will be prominent when driving along the cul de sac itself.

As the site was designated for remote car parking it would not be unreasonable to have expected garages to be erected on the site. It is also noted that planning permission has been granted in the past for a pre-fabricated single garage on part of the site. A double garage would be of a similar width to the current proposal and may have had a similarly pitched roof with a plainer frontage.

It is felt that the constraints of the site lead to a design which cannot fully reflect the character and appearance of the area and that the current proposal reflects a design which meets those constraints whilst still reflecting some of the features of nearby houses. Nevertheless due to its low pitched roof, and relatively narrow single storey design the proposal would still be incongruous in the streetscene. The proposal would lead to the development of a currently vacant site bringing back into use a relatively derelict piece of land which would bring benefits to the appearance of the area. For these reasons the proposal is finely balanced. The consideration has to be whether the constrained design is so incongruous in the street scene as to outweigh the benefits of bringing back into use a currently derelict site.

It is noted that previously applications have been refused partly as the development was so small that it could lead to an unacceptable living environment. Whilst the proposal is still small with just one bedroom and relatively small rooms, Environmental Health Housing have confirmed that the size would be suitable for a single person or a couple (though a Category One hazard in terms of the Housing Act 2004 may exist if used for a family). It is considered therefore that it would not be reasonable to refuse the application on this one point. Planning does not control who may buy a property or who may live there but a note could be added to any approval reminding the applicant of the Environmental Health Officers comments regarding who the property would be suitable for.

Impact on Highway safety

The site originally provided parking for two houses (20 and 22 Hawthornes Avenue) which were permitted under application BOL192/11. Previous applications on this site have sought to address the issue of this loss of parking by providing replacement parking.

The current application states that there is no covenant or clause in the deeds stating that the land cannot be used for development or that it must be retained for car parking. On previous applications Highways have recommended refusal on the basis that no replacement parking has been provided as part of the application. However they now acknowledge that the site is no longer used for parking and no longer object to the application, though they do seek clarification of the parking arrangements for the nearby dwellings. At the time of the site visit there was no evidence of any parking provision for 20 Hawthornes Avenue, whilst 22 Hawthornes Avenue had one parking space laid out to the front which was not accessed by a dropped kerb and double gates at the rear which appear to lead to a parking area for a caravan at least. It is noted that neither of these two properties have objected to the proposal.

An objection letter does make the point that the site was used for parking approx 8 years ago, however evidence from previous site visits indicate that that use ceased at least five years ago and had probably ceased at the time of the application in September 2005.

Though the site does still have the capability of meeting its original purpose, given the length of time that that use has ceased and the lack of a highway objection, it is considered unreasonable to refuse the proposal on highway grounds. It is considered that there will be no additional on street parking over that which would have occurred over at least the last five years. There is insufficient evidence of a danger to users of the highway or detrimental residential amenity impacts from the parking arrangements to justify enforcement action in this case. The proposal meets the requirements of the Highway Authority in terms of parking space provision and subject to conditions is considered to be acceptable in terms of highway safety.

It is not considered as reasonable to impose a condition regarding no gates within 5m of the boundary given the proposals place at the end of the cul-de-sac and the fact that Highways already have control over any obstacles within the Highway limits, nor conditions over splays as the site was originally formed to be a parking area and the proposal would not increase the use of the access.

Other Matters

One representation states that a sewer crosses the car parking area at the front of the site. However Severn Trent Water has been consulted and has no objections to the proposal subject to a condition requiring the submission of a drainage scheme. A note could be added to any decision pointing out the need to protect the sewer and meet the requirements of the Severn Trent Water in this respect.

Representations were concerned over access to a fence for maintenance, the creation of the traffic issues whilst building works are undertaken, and whether the proposed dwelling would be attractive enough for buyers.

The access to the fence is a civil matter and not a planning issue. There is no reason to believe that the proposal would create any additional traffic issues over and above any other small building site, and these would be temporary in nature.

A representation also queried the dimensions on the plan but these have been checked and the stated figures of are correct.

Brownfield/Greenfield	Brownfield
Listed Building:	N/A
Conservation Area:	N/A
Crime and Disorder:	Development of the site would remove the potential for a poorly supervised site to become an area for anti-social behaviour
Equalities:	No known issues
Access for Disabled:	N/A
Trees (Preservation and Planting):	No trees are shown as being removed in the proposal. None of the existing small shrubs/trees on site are worthy of a tree preservation order
SSSI Impacts:	N/A
Human Rights:	No known issues

Conclusions

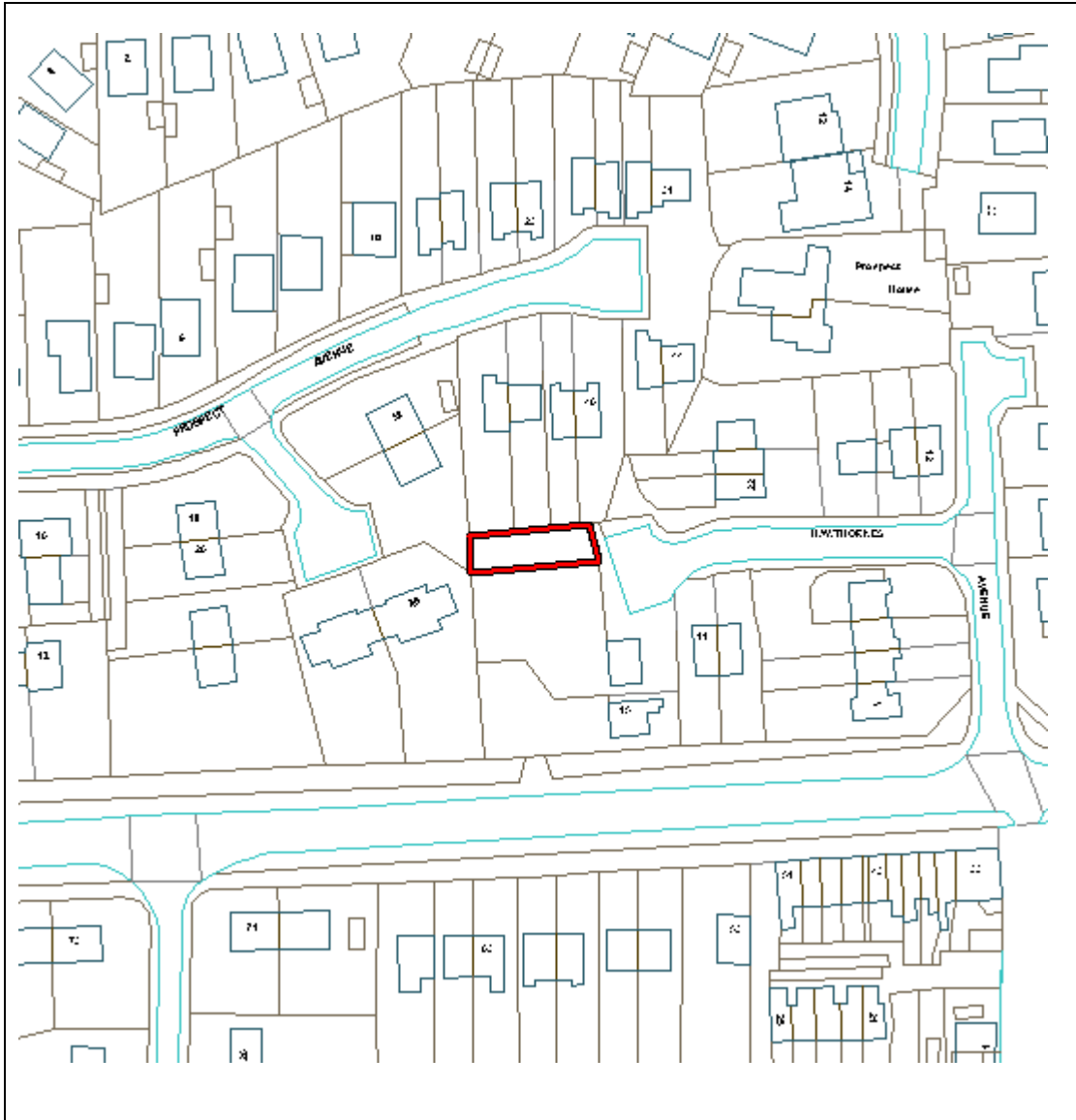
The decision is a finely balanced one. Consideration has been given to the planning history of the site and the effect of the proposal on the character and appearance of the locality, the impact on highway safety, the effect on the amenity of the occupiers of neighbouring properties and the comments made in the representations received. There is no objection in principle from the Highway Authority. It is accepted that the design is one which is not characteristic of the area, though the applicant has worked hard to resolve the constraints of the site with the design. It is considered that overall the constrained nature of the design which gives it an incongruous appearance in the streetscene together with the prominent position at the end of the cul-de-sac has a level of detrimental visual impact which is not outweighed by the benefits of bringing this small site in a sustainable location back into a productive use. The lack of a five year supply of housing is also not considered to add sufficient weight to the positive factors to outweigh the impact.

RECOMMENDATION

REFUSE for the following reason given in précis form to be formulated in full by the Head of Planning

- 1) The site of the proposal is small and constrained. This proposed dwelling whilst bringing benefits in terms of productive use of an under-used brownfield site in a sustainable location will result in a development that has a cramped appearance and a design that would be out of keeping with the general character and appearance of the locality and that the benefits of developing this land including the contribution to a five year supply of housing do not outweigh the detrimental impact. To permit the proposal would therefore be contrary to policy GEN2 of the adopted Bolsover District Local Plan.

Application No.: 11/00589/FUL



Scale 1:1250

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Date Produced: 30th August 2012

Committee:	Planning Committee	Agenda Item No.:	As per the agenda
Date:	As per the agenda	Category	Open
Subject:	Applications to be determined under the Town and Country Planning Acts	Status	
Report by:	Assistant Director of Planning The Case Officer as identified in the report for each individual case.		
Other Officers involved:	Development Control Manager Planning Policy Manager And, as appropriate:- The Conservation Manager Assistant Director of Environmental Health Assistant Director of Leisure Assistant Director of Regeneration The Solicitor to the Council		
Nominated Member(s)	N/A		

CORPORATE AIMS

The main themes of the Bolsover District Local Plan, which are *sustainability, regeneration, making the district a better place to live, work and visit and looking after our heritage* closely follow the Council's Corporate aims of:-

Environment – promoting and enhancing a clean and sustainable environment;

Regeneration – developing healthy, prosperous and sustainable communities;

Social Inclusion – promoting fairness, equality and lifelong learning;

Community Safety – ensuring that communities are safe and secure.

Many policies of the Bolsover District Local Plan directly relate to the above aims.

The procedures of the department and Committee are aimed at providing excellent customer focused services, and in accordance with strategic organisational development all suggested improvements to the service or procedures are seriously considered.

PURPOSE OF THE REPORT

The report makes recommendations for the determination of individual applications made under the Town and Country Planning Act 1990, (as amended by subsequent Acts) or the Planning (Listed Buildings and Conservation Areas) Act 1990, or the Planning (Hazardous Substances) Act 1990, or the Environment Act 1995, and also recommends responses on such applications referred to the Council for comments by other Local Planning Authorities, where appropriate. Where retrospective applications are under consideration the report also considers, where appropriate, enforcement or other regulatory action.

Exceptionally, where the issues in respect of the application are finely balanced, the assessment may make reference to an alternative recommendation, which may be considered if different weight is given to material considerations.

SUPPLEMENTARY REPORT

Representations received after the committee agenda has been prepared will be presented to the Committee in a supplementary written report by the Assistant Director of Planning in accordance with Policy 2.3.2 of the Council's Supplementary Planning Policies. The report, if necessary, will be issued on the morning of the meeting and will include any further correspondence received up to noon the previous day. These supplementary reports may include an altered or amended recommendation by the Assistant Director of Planning, in respect of the determination of the application, taking into account the additional information received.

Where the information tabled in the supplementary report raises wholly new or complex issues not covered in the agenda report, or amends the planning application in a significant way, the Committee may defer consideration of the application to enable consultation to take place.

Oral reports will be given to the Committee in respect of very late representations, where appropriate, to explain the written information, and in response to questions.

IMPLICATIONS

Legal - Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. For applications to be determined by this authority the development plan consists of the Bolsover District Local Plan, February 2000 (saved policies only). The Derby and Derbyshire Minerals Local Plan 2000 and First Alteration 2002, and the Derby and Derbyshire Waste Local Plan 2005.

All refusals and conditional approvals may be subject to appeal to the Secretary of State by the applicant. Appeal may be by written representations, informal hearing or public inquiry.

All decisions may be subject to legal challenge through the courts by way of Judicial Review.

Where the Council does not comply with its own procedures, or recognised good practice or if there has been maladministration in any way, it may also be challenged through the Local Government Ombudsman, although the Ombudsman cannot alter a planning decision.

To limit the possibilities for legal challenge and appeal, where complex or obscure legal issues are raised, it is the Council's practice to seek legal advice, which may extend to advice from Counsel. When legal advice is presented to the Committee, the Committee may resolve to exclude the public from the meeting under Paragraph 5 of Schedule 12A of the Local Government Act 1972 which provides that "Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings" is exempt.

The reports have regard to the statutory duty to consider crime and disorder reduction imposed by the Crime and Disorder Act 1998 and to the statutory duty to promote the economic, social and environmental well being of its area under the Local Government Act 2000.

Financial - Where a planning decision is challenged at appeal, and that challenge is successful, the District Council may be required to pay the costs the applicant has incurred in making the appeal, if it is not able to adequately justify its original decision in planning terms.

Where a planning decision is challenged in law by Judicial Review, if the Council loses, the decision may be quashed, and the Council will probably be required to pay the costs incurred by the appellant.

If the Council is found to have not administered the determination process properly, maladministration may be found and, if injustice has occurred, the Ombudsman may request the Council to compensate the complainant.

The Council does not specifically budget for payments of costs or compensation. Costs awarded at appeal and Judicial Review can be substantial.

Where the Council is involved in public inquiries or legal actions, legal representation may be sought from counsel and legal costs can be considerable and unpredictable dependent upon the length and complexity of the case.

Decisions on some applications may result in the opportunity for a claim for compensation to be made against the Council. However this prospect is not material to the planning decision and should not be taken into account in the decision making process.

Human Resources - The Council budgets to provide adequate personnel for the processing of an average number of planning applications annually. The Council budgets for a personnel provision for an average number of appeals annually. Appeals, particularly by public inquiry, require a significant personnel input, which can easily exceed one man week. Judicial Review cases can involve a high personnel input from Planning and Legal Services.

RECOMMENDATIONS

The recommendation is given separately for each application. The recommendation may be varied by the written Supplementary Report, or verbally following late submissions/representations/ consultations received after the supplementary report has been written and before the Committee has commenced.

The decision options available to the Committee are:-

Accept the recommendation of the Assistant Director of Planning;

Vary or Reject the recommendation of the Assistant Director of Planning and formulate a different decision.

Except where:-

- (i) The Planning Officer advises that the application may not be approved without first referring the application to the Secretary of State, the Committee may not lawfully approve and must refer the application as indicated; or
- (ii) The application has been advertised as a departure to the development plan it may not be approved by the Committee, but must be referred for determination by Council.

The Assistant Director of Planning will advise whether the proposed decision is:-

- (i) lawful
- (ii) likely to be defensible at appeal
- (iii) whether conditions meet the requirements of Circular 11/95, that is:-
 - a) necessary
 - b) relevant to planning
 - c) relevant to the development being permitted
 - d) enforceable
 - e) precise
 - f) reasonable in all respects
- (iv) whether the summary of reasons for approval, and the summary of development plan policies, is adequate.

Where a decision is taken contrary to the recommendation of the Assistant Director of Planning, the Committee must record the material consideration which has led to this decision.

Defer the determination of the application for:-

- (i) A site visit (the Committee must record the reason why a site visit is necessary.)
- (ii) More information (the Committee should specify what is required).

- (iii) Further negotiation (including the negotiation of a Section 106 Planning Obligation). (The Committee should specify the purpose of the negotiation).
- (iv) Re-consultation or consultation. (The Committee should record the reason for re-consultation/consultation).
- (v) Any other justified and recorded reason.

Defer and Delegate the determination of the application to the Assistant Director of Planning following a specified event, for example the signing of a Section 106 Planning Obligation in the terms specified by the Committee.

SOURCE DOCUMENTS: (Local Government Act 1972, Section 100D)

The list of background papers, considered in respect of each application report is:-

1. The application and submitted supporting documents received on the date indicated in the report.
2. Any amendments to the application described in the "amendments" section of the report, or in the supplementary report, with the date of receipt.
3. Replies from consultees as described in the "consultations" section of the report, or in the supplementary report, with the date received.
4. Representations received from the public, as described in the "publicity" section of the report.
5. Landslide Hazard Survey, Eastwood and Partners 1998.

In addition, the background papers include published documents, including Bolsover District Local Plan, and documents listed in Policy 2.6 of the Council's Supplementary Planning Policies are also potential material considerations.

Copies of background papers are available for inspection at the meeting and at the Planning Department, and, subject to copyright restrictions, may be purchased subject to payment of the Council's standard purchase price where applicable.

FILE REFERENCES: As indicated on each application report.

COMMITTEE UPDATE SHEET
SUPPLEMENTARY REPORT OF THE ASSISTANT DIRECTOR OF PLANNING

Summary of representations received after the preparation of the main Committee Report and any recommendation based thereon. This sheet is to be read in conjunction with the main report.

Agenda Item No.6 : Planning Applications to be determined

Planning Site Visits held on 10th September 2012 commencing at 1000 hours.

PRESENT:-

Members:

Councillors PM Bowmer, R Brooks, JA Clifton, C Munks (left at 1112 at South Normanton), AM Syrett (Chair), R Turner, GO Webster, J Wilson

Officers: C Doy (DCM); S Kimberley (PO)

APOLOGIES

Apologies were received from Councillors D Kelly, BR Murray-Carr,

SITES VISITED

Application:

12/00141/FUL Change of use to a single dwelling Black Horse Inn Whaley Road Whaley

11/00589/FUL Erection of one single storey dwelling Land to rear of Prospect Avenue off Hawthorne Avenue

The meeting concluded at 1135hours.

Item 6(i) Old Bolsover (12/00141/FUL)

Email received from the Policy and Information Officer of the British Beer and Pub Association confirming the information available on their website.

Representation received from a neighbour who had objected earlier. The email repeats several allegations regarding the running of the public house which are already discussed in the officers report. It does however make some additional new points. It acknowledges that the premises have been for sale for 12 months but states that they are aware of a realistic offer made by a local resident which was declined. (No details are given of the offer or who made the offer). They believe that the sale price is "ridiculously excessive" and also question the validity of the accounts.

The main points of the email are to detail the alleged poor management of the business and the perceived attitude of the management towards potential; customers.

Also an e-mail from an objector requesting deferral as they consider insufficient notice given of meeting (6 days); and request an evening meeting; consider that insufficient weight given to objection to Regeneration and Town Council comments and affirms opinion that it is the management which has lead to failure; will result in loss of an important facility in the village.

The emails are not considered to bring any new issues which would change the officers assessment in the report. The accounts have been produced by Beeley Hawley and Co Ltd who are registered to carry out audit work and who are regulated by the Institute of Chartered Accountants and includes a covering letter expressing concern over the information and the financial viability of the business.

NO CHANGE TO RECOMMENDATION

Item 6(ii) South Normanton (11/00589/FUL)

Additional representation received from a neighbour who has already objected to the proposal. The representation repeats the content of the previous letter.

For Information: Drawing of front elevation of the proposal



FRONT ELEVATION

(Not to scale)

NO CHANGE TO RECOMMENDATION