

# Sharing Bolsover!

## BOLSOVER DISTRICT REGENERATION FRAMEWORK

### STRATEGIES FOR TOWNS AND VILLAGES



## SHIREBROOK

and surrounding villages and hamlets including  
Pleasley, Pleasley Vale, Langwith-Whaley Thorns  
and New Houghton







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Top: Clowne Members' Workshop, Jan 2016

Middle (L-R): Bolsover, South Normanton and Shirebrook  
Members' Workshops, Jan 2016

Bottom: Bolsover District Stakeholders Workshop, Feb 2016





# PREFACE



Councillor Ann Syrett

I am delighted to present to you the Regeneration Framework for Bolsover District. This work is the result of many months of consultation with community groups and organisations who share the Council's commitment to improve our town centres and key settlements.

The Framework is a building block to secure regeneration which requires public and private funding, it provides an evidence base to add weight to the Local Plan, it has raised awareness of active placemaking proposals and facilitated discussion around perception of place. Lastly, it will be used to encourage inward investment by demonstrating the Council's commitment to the District's regeneration through co-ordinated and targeted interventions.

We live in a District which has much to offer, with a rich heritage and history and a proud industrial base which has been the backbone of our economy. We also recognise that our District is changing and in order to build sustainable communities we need to work together with partners locally, regionally and nationally to achieve our collective ambitions.

I would like to thank everyone who has been involved in development of the Framework and look forward to working in partnership with you to achieve our aspirations.

**Councillor Ann Syrett**

Leader of the Council

# POLICY CONTEXT

## LOCAL PLAN & REGENERATION FRAMEWORK

As Planning Authority, Bolsover District Council (BDC) is preparing a new Local Plan for Bolsover District to replace the Local Plan adopted in February 2000. This new Local Plan will set out the Council's vision and objectives for development in Bolsover District, outlining the planned levels of growth over the next 15 years. It draws on the national and the Council's own ambitions for growth and change in the district. It translates these ambitions into a Plan to help deliver the growth the District needs whilst preserving the characteristics people value and the features they cherish. To support the preparation of the new Local Plan, the Council has also developed this Regeneration Framework for the District, focusing on its four largest settlements – Bolsover, Clowne, Shirebrook and South Normanton.

This Regeneration Framework has sought to bring together the District's local communities and the Council and its partner organisations in order to understand the making of place in a strategic and holistic manner, identifying priorities and potential projects to help foster a greater sense of place. As such, the Regeneration Framework through its development has formed an important part of the evidence base for the emerging Local Plan, informing its place specific policies and proposals in a co-ordinated manner.

## NATIONAL

### The Plan for Growth (2011)

The Plan for Growth sets out the Government's approach to growing the UK economy. Aspects relevant to Regeneration Frameworks are the ambition for investment and exports as a route to a more balanced economy through an increase in private sector employment, especially in regions outside London and the South East, and increased investment in low carbon technologies.

### The National Planning Policy Framework (2012)

The National Planning Policy Framework (NPPF) sets out the Government's policies in relation to achieving sustainable development. It states that "Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise". By supporting the Council's Local Plan, this Regeneration Framework will help connect local communities' aspirations into the preparation of the Local Plan.

## REGIONAL

### Local Economic Partnerships

At the time of writing this Regeneration Framework, BDC was within two Local Economic Partnership (LEP) areas: Sheffield City Region and D2N2 (the LEP for the Derbyshire, Derby, Nottinghamshire and Nottingham areas). The LEP's 2014 Strategic Economic Plans (SEP) were the basis for their Growth Deals with central government.

### Combined Authorities

In March 2016 Bolsover District Council determined a 'preferred membership status' option in favour of becoming a constituent member of the proposed North Midlands Combined Authority and a non-constituent member of the Sheffield City Region (SCR) Combined Authority. These Combined Authorities are yet to define how to support the implementation of Regeneration Frameworks.

### Derbyshire Economic Partnership (DEP)

The DEP is a public/private sector partnership which through working together seeks to facilitate an effective and co-ordinated approach to economic development across Derbyshire. DEP's Vision, themes and objectives are set out in Derbyshire Economic Strategy Statement. Particularly relevant to Regeneration Frameworks are strategic themes of Boosting Investment and Place Making through investment in infrastructure, unlocking potential of land and property assets, attracting new businesses and increasing the vitality and viability of towns, and Fostering Enterprise and Business Growth through maximising the potential of the visitor economy and strengthening the rural economy.

## LOCAL

Bolsover District Council has developed a number of plans and strategies that provide an important context:

### Bolsover and North East Derbyshire Growth Strategy, 2014

Guiding principles of the Growth Strategy are to play to the strengths and opportunities of both districts, focus on key assets, and to involve all stakeholders and partners in developing and implementing the Growth Strategy.



## Bolsover District Council Corporate Plan, 2015-19

The plan sets out the key priorities for the Council and a vision to enhance and improve the wealth profile, well-being and quality of life for the communities of Bolsover District. The key aim most relevant for this framework is Unlocking our Growth Potential through supporting enterprise, unlocking development potential of major employment sites, and enabling housing growth by increasing the supply, quality and range of housing.

## Bolsover Green Space Strategy, 2012

The Green Space Strategy seeks to achieve, through partnership working with local communities, the provision of a well maintained, attractive, safe, healthy, accessible and valued network of green spaces across the District. It also identifies priorities for how green space should be planned and managed and those settlements where new green space is needed.

## Successful Places Supplementary Planning Document, 2013

Successful Places promotes the Council's high quality design agenda and sets out a series of Place Making Principles based upon established best practice that will be applied to both new developments and proposals to improve existing places. This guide provides the building blocks to creating better designed places to live, which are also relevant to where they are built, so that what we build today not only delivers character and distinctiveness, but the foundations for a better quality of life and well-being in the longer term.

## Sustainable Community Strategy 2013 – 2020

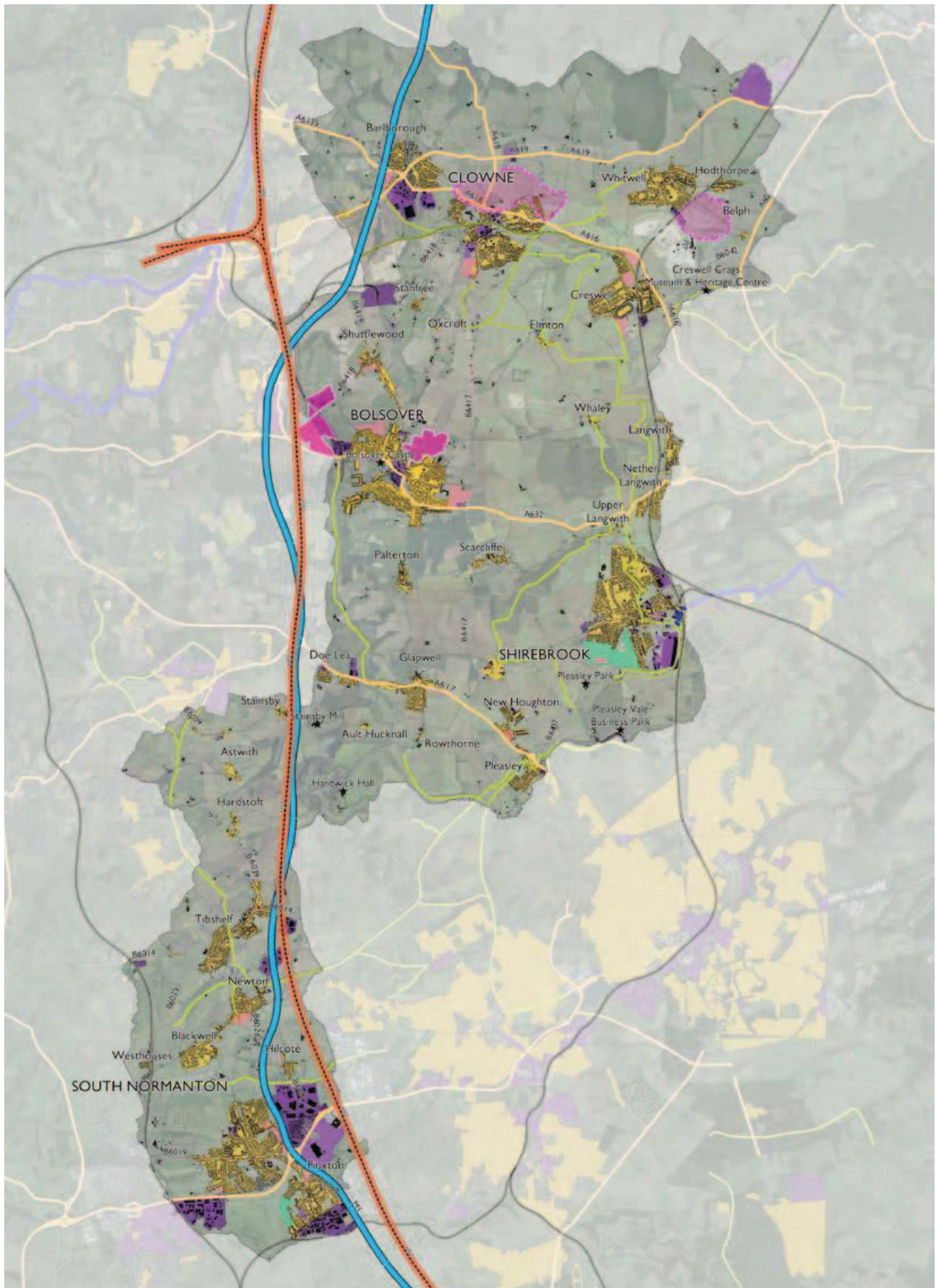
The Bolsover Partnership led Sustainable Community Strategy focuses on themes to bring together public, private and voluntary sector organisations, community groups and local people to deliver improved services and quality of life in local areas, with a view to creating a diverse, healthy, fair and prosperous district.

The Regeneration Framework links to all six priority strands within the strategy - Community Safety, Housing and the Environment, Culture and Tourism, Health and Wellbeing, Business and Employment, Accessibility and Raising Aspirations, in terms of recommending actions to benefit all the six strands.



## Bolsover District Economic Development and Housing Strategy 2015 – 2020

The strategy offers a focus to deliver both economic and housing growth together, ensuring that the limited resources of the council and its partners are targeted effectively and in a coordinated way to face local challenges and deliver against targeted priorities, one of which is realising the vitality and viability of town centres; the Regeneration Framework addresses this priority by providing a basis for town centre regeneration, facilitated by co-ordinated and targeted interventions and guided by the principles of “placemaking”, the receptiveness of citizens and physical characteristics of each discrete part of the District.



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## BOLSOVER DISTRICT IN 2033

### Key

Potential Strategic Sites	Subregional Greenways	District boundary	Motorway
Sites with history of residential planning application(s)	Archaeological way	Buildings	A Road
Residential	National Strategic Routes	Railway Track	B Road
Employment	HS2	Railway Tunnel	Local Street
	HCA Land Assets		



# VISION

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grained projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride. There are three principles that underpin the Regeneration Framework:

## BUILDING ON WHAT WE HAVE

Bolsover District is undergoing dynamic change. The proximity to the M1 corridor has been a focus of major investment that has secured economic growth. However the collapse of traditional industries such as coalmining and textiles and their attendant scars have governed the rate and distribution of economic benefits, resulting in marked contrasts between some parts of the District and others. The town and village centres seem to display these contrasts most clearly, particularly the four service centres: Bolsover, Clowne, Shirebrook and South Normanton. However the District nestles between the natural assets of Sherwood Forest and the Peak District and offers a blend of spectacular scenery and historic attractions such as Bolsover Castle, Creswell Crags and Hardwick Hall and the towns and villages have distinctive qualities, individual identities and strong communities.

Further growth is predicted. Population projections up to 2030 suggest that the populations of Bolsover will increase by 8,000 to 84,000 and the number of jobs will increase by 4,100. Building on these attributes, the strategy addresses the current weaknesses and barriers to community prosperity by recommending a range of sustainable enhancements to existing initiatives, organisations, projects and of physical and human assets.

## EMBRACING THE FUTURE

Significant global drivers of change are shaping our future: climate change, resources depletion, flattening of the global economy and the decrease in mid-level jobs are impacting on us already and will continue to do so. Local changes such as HS2, town extensions and immigration will significantly alter the geography and social profile of existing settlements. By 2033 it is likely that the culture of enterprise and start ups, often working from home but accessing global markets, will dominate the job market, whilst the decline of large supermarkets and increase in online shopping will continue to create a shift towards independent, local, distinctive retail and food economy on the high street.

Furthermore new technologies, coupled with the requirement to reduce carbon omissions, will have a fundamental impact on the way we live. By 2033 most of our energy demand will be met through renewable energy; electrically powered, silent autonomous cars will reduce the need for individual car ownership, will enable better connectivity, and will release capacity on existing networks; cycling and walking will be popular alternative modes of transport improving health and wellbeing; a host of new assistive technologies will help people to stay in their communities as they grow old. These new trends are likely to enhance the desirability of living in market towns; 'Sharing Bolsover' assumes that the projected economic growth will improve the viability and desirability of its towns and villages and it therefore suggests a dual approach of building on what we have combined with bold innovations.

## TWO HANDS CLAPPING: CO-PRODUCING REGENERATION

It is increasingly recognised that many of the 'top down' strategies have not delivered sustainable regeneration, whilst many bottom up initiatives have been short lived. Neither approach is suitable on its own to deliver regeneration in Bolsover; but as the public sector resources dwindle and communities increasingly deliver ground breaking projects and services, they should be invited as partners to deliver place based regeneration: two hands clapping to support long term transformation.

A key principle of the vision is to share the task of delivering the regeneration. This would be achieved through embracing collaborative practices between the Council and local communities to develop physical assets through new community based organisations such as the Cooperative Land Trust, Community Development Trusts and community asset transfers. These organisations utilise the existing civic networks and skills to build on a host of existing community based initiatives.



Urban personal transportation



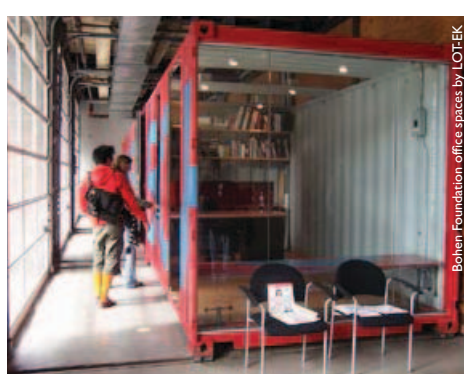
Carport solar structure



Cargo bikes: a light and healthy alternative



Modular Home Factory



New types of workspace



Affordable ecological co-housing



Cumberland Market allotments



Crowle Market Place - Bauman Lyons Architects



Crowle Market Place - Bauman Lyons Architects



# CROSS CUTTING THEMES

'Sharing Bolsover' is underpinned by three district wide strategic themes: Connect, Diversify and Enhance. These are supported with a proposed framework of short, medium and long term place specific projects. The Regeneration Framework for each service centre consists of an 'ecology' of capital and revenue projects of various levels of complexity ranging from the fine grain, small and easy to deliver, to large scale flagship projects with longer delivery periods. A variety of delivery mechanisms and funding sources is envisaged.

## CONNECT

Sustainable connectivity across the District, especially between the villages and the towns is poor. A major theme of this Regeneration Framework is to support the existing and ongoing plans for a District wide network of greenways that improves the quality of key environmental assets and the image of the District, whilst improving connectivity. There are a number of former mineral railway corridors across the District that have potential to be re-used for green transport. This could reactivate old transport routes to provide an attractive tourist offer that links the District's key visitor attractions and encourages visitors to stay longer and spend more in the District. This green movement network could also provide a recreation opportunity for local people and very importantly, it should be considered as a healthier and more sustainable day-to-day alternative to on-road connections between and within the main towns and villages. This approach builds on existing projects including Derbyshire County Council's work bringing forward the Archaeological Way through Pleasley and other planned and ongoing upgrades to the existing network.

## DIVERSIFY

The District is projected to grow and strategic development site allocation identifies potential within the District for large town extensions on greenfield land. 'Sharing Bolsover' proposes to supplement these large developments with a fine grain of smaller development sites on infill and brownfield land, reusing empty properties and upper floors, diversifying types of housing ownership, and diversifying procurement methods and methods of construction.

Likewise new employment in the District has been secured over the last decade through large scale

business parks such as Markham Vale whereas the estimated 400 small businesses, and the reputedly fast growing start-ups, would also benefit from increased local authority support.

'Sharing Bolsover' proposes a new infrastructure to support these small businesses and encourage further growth of commercial and social enterprise. This requires provision of incubation spaces, move-on accommodation, co-sharing spaces, peer to peer support as well as training and business support.

## ENHANCE

Over the last two decades BDC has achieved a great rate of economic growth and this growth is projected to continue. Currently the lack of quality retail offer and choice in the town centres, the poor housing offer and the physical environment of the towns (and some of the villages) continue to negatively impact on land values and fail to attract higher value jobs and workforce.

Market towns have been successfully regenerated through public investment in high quality public spaces and through the reduction of car traffic and car parking in favour of walking and cycling, handing over some of the highways space to retail and cafe tables and by enhancing the shop frontages, lighting and signage to create inviting civic spaces.

'Sharing Bolsover' proposes high quality civic spaces in the heart of each of the market towns to support and grow an independent retail offer. It also identifies potential for town centre housing and spaces for social and commercial enterprise that will help to animate the centre, support strong community networks and local economies, and create a civic hub that local communities and visitors want to use.






# REGENERATION PROJECTS



Shirebrook Project Overview Map

# SHIREBROOK PROJECTS SUMMARY

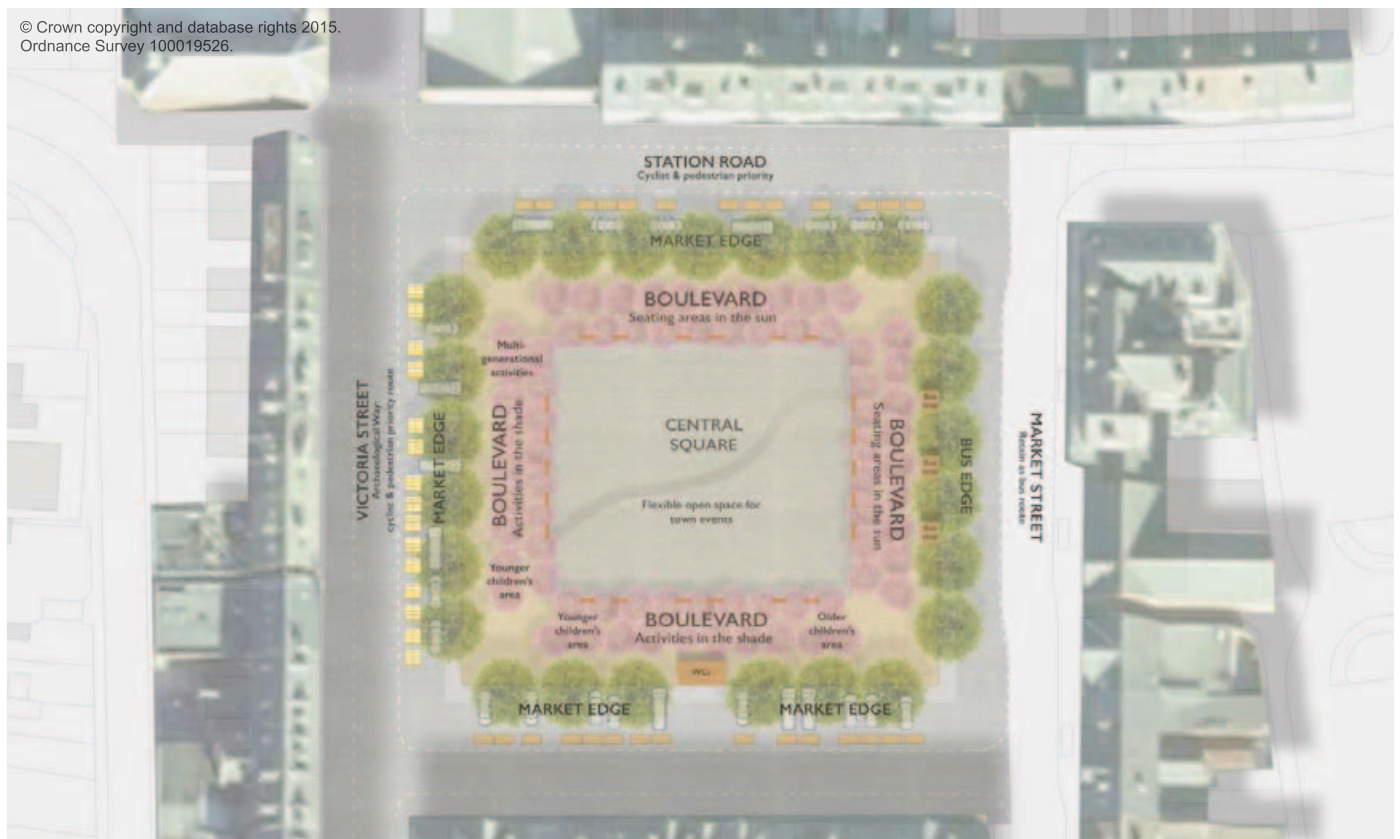
PROJECT NAME	SUMMARY	CROSS CUTTING THEME		
		CONNECT	DIVERSIFY	ENHANCE
SHIREBROOK TOWN CENTRE PROJECTS				
 Remodel and enliven Market Place	Public realm redesign to create more multi-functional and animated civic space that prioritises the centre as a destination offering recreation, evening economy and entertainment, not just retail.	✓		✓
 New pedestrian routes	- Route between Sports Direct and Shirebrook Town Park. - Route through Hollycroft Farm to Shirebrook Town Park. - Improved routes between the Town Centre and train station and Sports Direct utilising Sookholme Road and Hardwick Street footpath.	✓		✓
 Development of Ashbourne Street and Portland Road Site	Suggested proposals for a new mix of uses including retail, higher density housing and leisure.	✓	✓	✓
 New and enhanced Connections	Development of town links including missing links to Archaeological Way and Pleasley Vale.	✓		✓
 Main Street and King Edward Street Improvements	Long term conversion of shop units as they become available back into residential so retail is concentrated in Market Place. Narrow the carriageway to improve pedestrian movement.	✓	✓	✓
 Bring forward development of infill sites	Bringing forward small sites within the town for infill housing and co-housing focusing on good quality rental properties or a community centre for new communities and potential for developing a Park and Ride facility near the train station.		✓	
 Pleasley Vale Tourist Loop	Create links to Pleasley Pit Trail from Shirebrook Town Centre.	✓		✓
STEPPING STONE PROJECTS				
 Gateways, Margins & Verges	Community led productive greening of verges at Town Centre gateways and excess land in parks.	✓	✓	✓
 Address fly-tipping around Rainbow Park/Pit mounds	Address litter primarily caused by discarded items and packaging from retail sheds.		✓	✓
 Enhancements to alleyways leading to and from the Market Place	Improve connectivity between Market Place and new businesses/civic facilities on Patchwork Row/ Carter Lane and to the potential infill site on Ashbourne Street.	✓	✓	✓
 Support community initiatives	Support small projects initiated by active local groups particularly Shine Shirebrook.	✓	✓	✓
 Paint Market Place facades	High visual impact, potentially low cost, community led project to kick start the regeneration process.	✓		✓





Artist's impression of Shirebrook Market Place

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Ordnance Survey 100019526.



Potential new layout for Market Place - a series of layered spaces - market stalls and associated vehicles limited and concentrated around the outer edge; a boulevard ring for activities and strolling that is semi-sheltered with lines of London Plane and fruiting/flowering trees; and a flexible central 'clearing' for town events perhaps incorporating a pavement fountain and/or contemporary paving channel that interprets the historic 'Shining Brook.'





Abingdon Market Square

## I REMODEL AND ENLIVEN MARKET PLACE

All market towns, as the name suggests, have evolved around market places designed for trading. Trading has largely been replaced by retail but the market square remains and now offers the opportunity to act as a civic heart for the town and nearby villages.

Shirebrook has one of the biggest market squares in England and still hosts markets. It has the potential to be a vibrant destination point and a heart of the Town. However the market is too small to occupy the available area and despite recent environmental improvements the square is not an attractive place to dwell. There are a considerable number of independent shops around the edge of the square but their viability is undermined by retail developments elsewhere. The appearance of the surrounding buildings and the shop frontages is neglected.

The re-imagining of the square holds the potential to support, sustain and grow the independent retail sector; to transform the image of the Town and to offer a true civic heart where traditional community can come together with the new.

A major investment is recommended as small improvements will not achieve the transformational impact desired.

It is recommended that any scheme that goes ahead considers widening the footpaths along the shop frontages to allow for goods to be displayed and for cafe seating; that roads are redesigned as shared surface with pedestrian priority; that the areas of the square are layered to support a variety of activities; that tree planting is introduced to offer shade and amenity, and that the central area of the square is retained as a civic space. Consideration should also be given to creation of a water feature that celebrates the brook that runs under the square and helps to create an attraction and reasons to dwell. Furthermore all the frontages to the square should be repainted and flower displays provided- these could be early win community led projects.

### KEY ACTIONS & STEPPING STONES

**Set up project team**  
Set up cross sector project team

**Carry out detailed consultation with traders**  
Consult with market traders, exiting and potential retailers

**Commission initial design and costs**  
Consider holding design competition to raise the profile of the project

**Identify sources and apply for funding**  
Consider clustering a number of market towns project for a single major bid



(L-R) Williamson Square in Liverpool; Crowle Market Place, Lincolnshire; boules playing in a market square boulevard in Barjac, France; and contemporary tree planting with permeable surfaces. (Top) Abingdon Market Square, Oxfordshire





Wild grassland and meadow  
Unmown wild edges of Shirebrook  
Town Park would add to wildlife  
and visual richness. Manor Fields  
(above) and Deep Pits Park (above  
right), Sheffield.

Visual connection from here to Sports Direct  
sheds, and physical link to Archaeological Way.  
Potential location for 'stopping point' on route.

Potential site  
for community  
growing



Potential site for community orchard or allotment



Fruiting / flowering trees for  
residential streets  
Cherry blossom, Sheffield (above)

Secondary pedestrian  
route linking Rainbow  
Park to the Town Park

Potential site  
for community  
growing



**Pit Park**  
Accessible, diverse, amenity woodland.  
Coppiced woodland allowing  
establishment of more varied ground  
flora (far left). Exploit hilly topography  
for adventurous activities such as  
downhill biking (left).

Routes to train station  
Repairs to walkways where  
necessary and new signage.

**Train Station**

**MARKET  
PLACE**

Green Market Square  
A formal triple avenue of  
trees to line the square

Portland Road  
Development Site

New pedestrian route  
between Station Road  
and Sookholme Road via  
Hardwick Street

Routes to train station  
New lighting and signage  
and routeway surface  
upgrades to 3m wide  
multiuse standard where  
appropriate.

**SPORTS  
DIRECT**



**Bold Orchard Avenue**





Street trees in pedestrian street, Tonbridge Wells

## 2 NEW PEDESTRIAN ROUTES

A new 'green route' comprising an enhanced pedestrian route through Shirebrook, could connect key public open spaces with Sports Direct, the Market Square in the Town Centre, and the strategic greenways (via the Archaeological Way). Productive landscape, primarily trees, would structure and define this route.

The pedestrian routes should follow the sunny side of the road, street or open space. Existing trees should be retained wherever possible. Informal groves and naturalistic 'ribbons' of fruit, nut and berry bearing tree species and hedgerows could be used on residential streets and alongside the footpaths in 'Pit Park'. Species may include Crab Apple, Cherry, Plum, Hazel and Rowan. Larger species of street tree, such as Lime or Plane, could define the route through town, creating formal avenues, lines and the market 'square' (refer to Portland Road development and Market Place Key Projects). Existing tree species should be drawn upon to inform specification of new trees.

The former colliery mounds could be revitalised as 'Pit Park'; a diverse amenity woodland, offering improved routes to Sports Direct from the model village, with pedestrian lighting and considered resting spaces along the pathway from Rainbow Park and across the mounds. A coppicing regime could be introduced to some areas of this woodland to allow for a more diverse range of ground flora to establish, to produce timber, and create woodland of varying character and habitat. Unique views over the Town from the summit of Pit Park could be capitalised upon with the creation of a 'hilltop' grove of specimen trees providing a sheltered spot to rest and a destination point. New leisure and adventurous pedestrian and cycle routes could exploit the sites undulating topography.

Community allotment space or a 'forest garden' approach could be considered for areas within Rainbow Park, Shirebrook Town Park and the larger verge spaces. Biodiverse margins of unmown grassland with wildflowers and tree copses could also offer more varied wildlife habitats in these greenspaces.

A bold line or avenue of large standard orchard trees could be planted alongside Portland Drive, defining a pedestrian and cycle lane, connecting Sports Direct to the Sookholme Road off-road link.

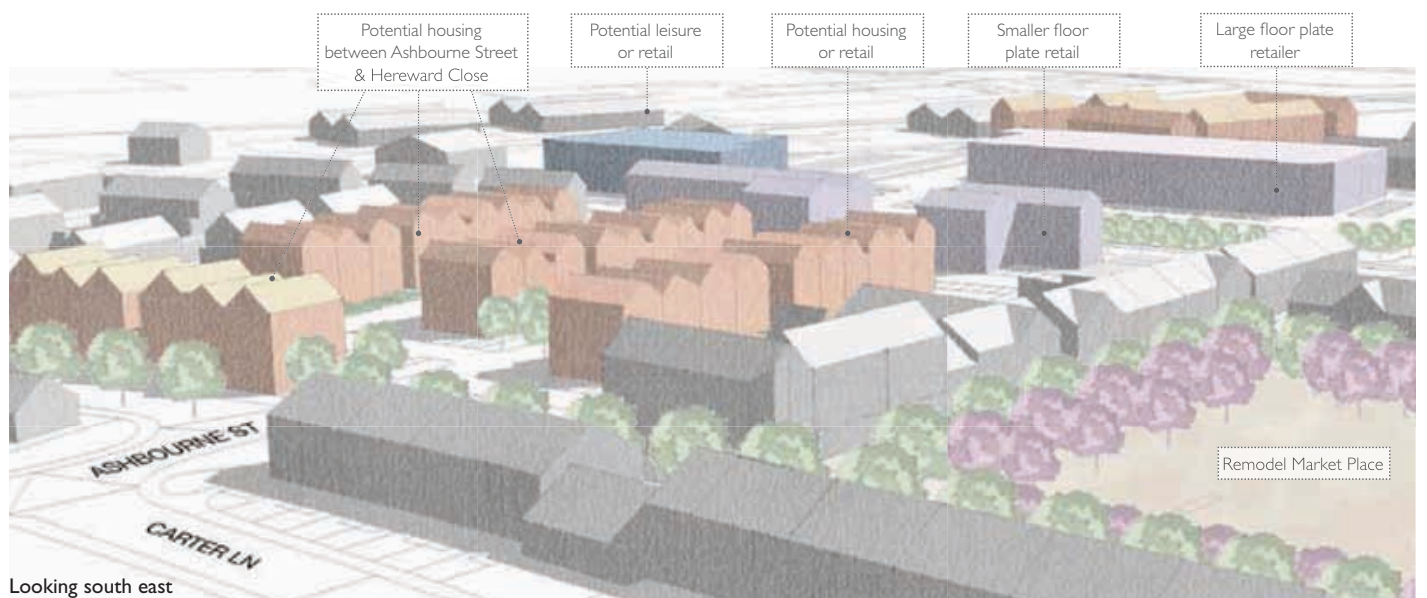


Avenue planting defines street and pedestrian footway, Nether Edge, Sheffield





Conceptual layout for Shirebrook Town Centre



### 3 DEVELOPMENT OF ASHBOURNE STREET & PORTLAND ROAD SITE

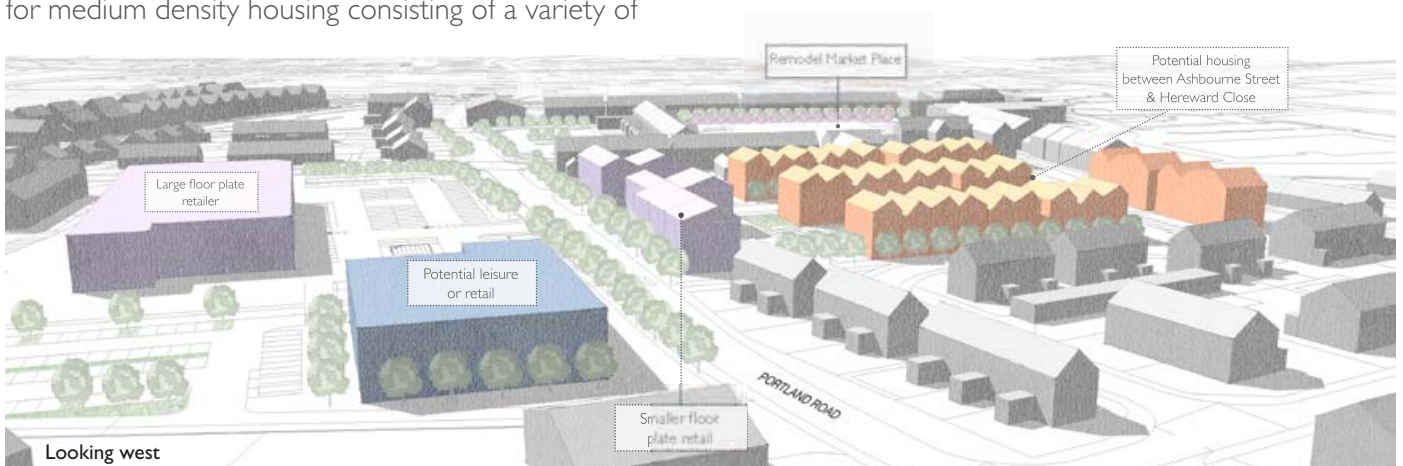
The land on either side of Ashbourne Street and the east section of the Portland Road site are publicly owned offering major development opportunities for mixed uses to support the retail core of Market Place.

There is a demand in Shirebrook for another retail store and for rental housing. The community have also expressed wishes for a leisure offer. Large floor plate retail with associated car parking and servicing is currently proposed on the privately owned western section of the Portland Road site. It is recommended that the east side could be considered for potential leisure or retail use. These uses could be complemented by a mix of smaller retail floor plates on the opposite side of Portland Road which could densify and enliven the street frontage along this section. The new pedestrian route (Project 2) is emphasised with a hierarchy of continuous tree planting treatments. These can also act as green buffers to soften the visual impact of large scale retail/leisure facades on the market town streetscape and to subtly define public and private thresholds along residential streets. Bold landscaping can extend to functional spaces like Portland Road Car Park on King Edward Street which has the potential to be retained, reconfigured and heavily landscaped to further enhance the green character of the Town Centre.

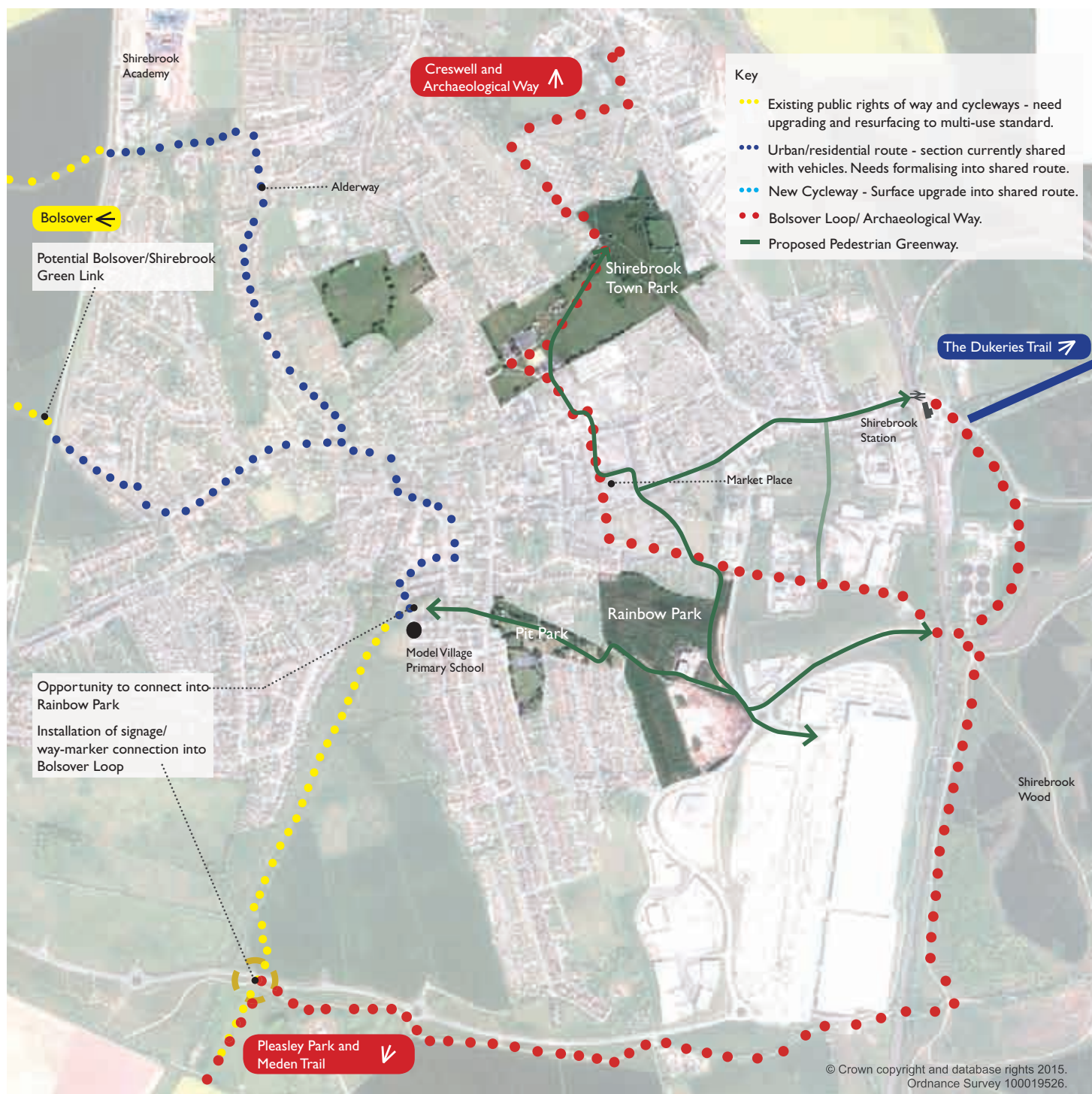
small apartments and town houses for both private ownership and rent in order to bring increased footfall into the Town Centre. The conceptual layout suggests that open spaces like residents' car parks and amenity space, as well as service yards for retail, could be concealed within the urban block in order to maintain density and activity along street fronts and corners. Proposed massing can be defined by extending existing east-west pedestrian routes, like the Market Place ginnels, through the new development.

In the value hierarchy it is expected that residential values exceed offices, leisure and industrial uses. In order to plug the possible viability gap the Ashbourne Street sites could be considered for a demonstrator project for low carbon development with community owned renewable energy generation, off site construction methods, Connected & Autonomous Vehicles (CAVs) and integrated technologies for assisted living. Such a scheme could attract regional, national and European research funding and capital subsidies and help to raise profile of the town and position it as a place of innovation.

The two Ashbourne Street sites could be considered for medium density housing consisting of a variety of



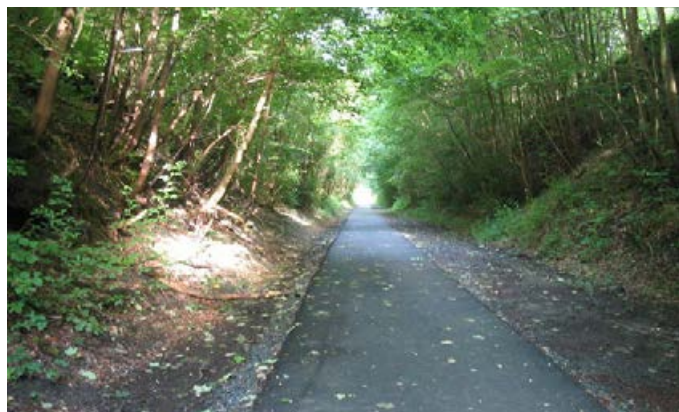




New Town Centre to Stockley Trail (Bolsover Loop) Greenway Connection



Cycleway through open landscape



New cycle path through trees



The Archaeological Way in the heart of Shirebrook

## 4 NEW CONNECTIONS TO GREENWAYS

Enhancement of the transport links between the towns and villages with a green transport network for walking and cycling is a cross cutting theme of the framework. In Shirebrook this can be achieved by implementing the 'New Pedestrian Route' through Shirebrook's plentiful green spaces.

The Archaeological Way (a section of the Bolsover Loop) runs directly through the heart of Shirebrook, and has the opportunity to become much more strongly articulated in this location, incorporating the New Pedestrian Route (see Key Project 2), and connecting Shirebrook's plentiful green spaces; Brook Park to the south, Shirebrook Wood to the east, the proposed 'Pit Park', and through to the Town Park, north of the Market Place. A major proportion of this route is traffic-free enabling safe pedestrian and cycle travel. Bolder signage (such as in-ground markers/text/ symbols) could be implemented to define this major greenway through the Town Centre.

A connection from the Town Centre (and New Pedestrian Route) to Shirebrook Academy could be marked up Alder Way, with new surfacing and in-ground signage. A well-used local informal path follows a former mineral line from the back of the

Model Village Primary School south to meet Meadow Lane. This path could be formalised into a multi-user route; at Meadow Lane it meets the Bolsover Loop/ Archaeological Way, where users can then travel south, onward to Pleasley Park and the Meden Trail. At the north end, on Long Lane there is an opportunity to link this path with the proposed New Pedestrian Route, leading east to Rainbow & Pit Parks.

By developing the existing public rights of way leading west from Shirebrook, a four mile direct leisure link to Bolsover could be created. To make this into a multi-user route, the field paths and stiles/gates would have to be redeveloped, the path widened and surfaced. Clear signage could promote this link from the Town Centre and the route connects into Shirebrook's existing on-street cycleways. Surface and signage improvements to these on-street cycle routes would aid legibility.



Shared road with priority for cyclists



Cyclist friendly roundabout, Furesoe, Copenhagen





Deteriorating blank wall on Main Street.



Raised entry treatment, London.



Blank wall & gable, Victoria Street.



Wall & gable mural, Mitcham, London.

Shop front/facade improvements needed along this entire stretch including replacing shutters with high quality chain mail style shutters or developing a shutter art project. Blank walls along Main Street are particular eyesores and would benefit from being repainted in bright colours, possibly incorporating a mural or vertical planting.

New pedestrian 'raised entries' to side streets and narrowing of side road junctions will provide better quality continuous walking links along the pavements. The walkways along Main St-King Edward Street could also be resurfaced to raise the public realm quality on the way to the Market Place.

The exposed rear elevation to the car park could be animated by encouraging shopkeepers to provide access to their shops from the back. Alternatively the mesh fencing could be decorated with simple patterns to provide a tidy and colourful backdrop. Signage and other visual clues such as painted gable murals would help draw attention into the Market Place.



Gateway treatment involving artwork/signage and productive greening to the corner verge. Improvements should also include enhancing views to Holy Trinity Church as one of the town's best assets.

Tidying up and greening of the bus shelter area including design and installing a contemporary new bus shelter. A new zebra crossing will encourage pedestrians to walk on the wider pavement on the 'town side' of the street.

The existing pelican crossing should be replaced by a toucan crossing enabling cyclists to continue without dismounting. The cycle/pedestrian link to Sookholme Road should be widened to facilitate this greenway route and the guardrails should be removed to encourage desire lines.

Subject to an assessment of car park utilisation, the King Edward St car park could be reconfigured to be more space efficient, releasing up surrounding public space.



Gateway on Holy Trinity Church corner on Main Street.



Eyesore area around the Main Street bus stop.



Potential for Victoria Street pedestrian entrance to be upgraded.





View up Main Street from King Edward Street

## 5 MAIN STREET & KING EDWARD STREET IMPROVEMENTS

The pedestrian environment of Main Street/ King Edwards Street is low grade and provides a poor initial impression of Shirebrook. A series of highway and environmental improvements are suggested to regenerate these streets.

There are many struggling shops spread along this approach. The shops should be returned to residential use which will also help to improve the vitality of the Market Square and Patchwork Row.

The pedestrian environment would be enhanced by the introduction of a 20mph speed limit throughout the Town Centre and by narrowing of side road junctions to ease crossing and slow turning traffic.

The quality of this linkage for pedestrians requires environmental improvements that could be achieved through a series of measures including a gateway treatment at the junction of Church Drive and Main Street by Trinity Church to draw the eye to the church as one of the best assets in the Town, to announce arrival in the Town Centre and getting rid of closed shutters by returning the buildings into their original residential use. Pedestrian experience should be enhanced by resurfacing footways from Church Drive junction to the Town Centre; building out footways on Patchwork Row and Sookholme Streets and providing raised

entry treatments to narrow crossings and side streets to provide better quality continuous walking links along the route; further enhancement could be offered by a new zebra crossing in the vicinity of the bus stop by the Great Northern public house; a pelican or a zebra crossing to east of Market Street/King Edward Street junction and a toucan crossing with raised treatment at the junction of Victoria Street.

Consideration should also be given to upgrading of the bus shelter opposite the closed Great Northern public house and to reconfiguring of the car park to improve the visual appearance and to reclaim some public space.

Clear signing of the Market Place as a destination should be considered from all gateways into town and way-finding to pedestrians in Ashbourne Road car park to the ginnel into Market Place; "Town Centre Parking" should also be clearly signposted on the approaches.



Shop shutters and bland streetscape quality on the Town Centre approach.



Fareham Council - West Street Environmental Improvements, before and after.





BDC & STC owned former allotment land to the west of Alder Way for potential residential development



Top Cat site (privately owned)



North eastern section of Shirebrook Town Park for potential residential development

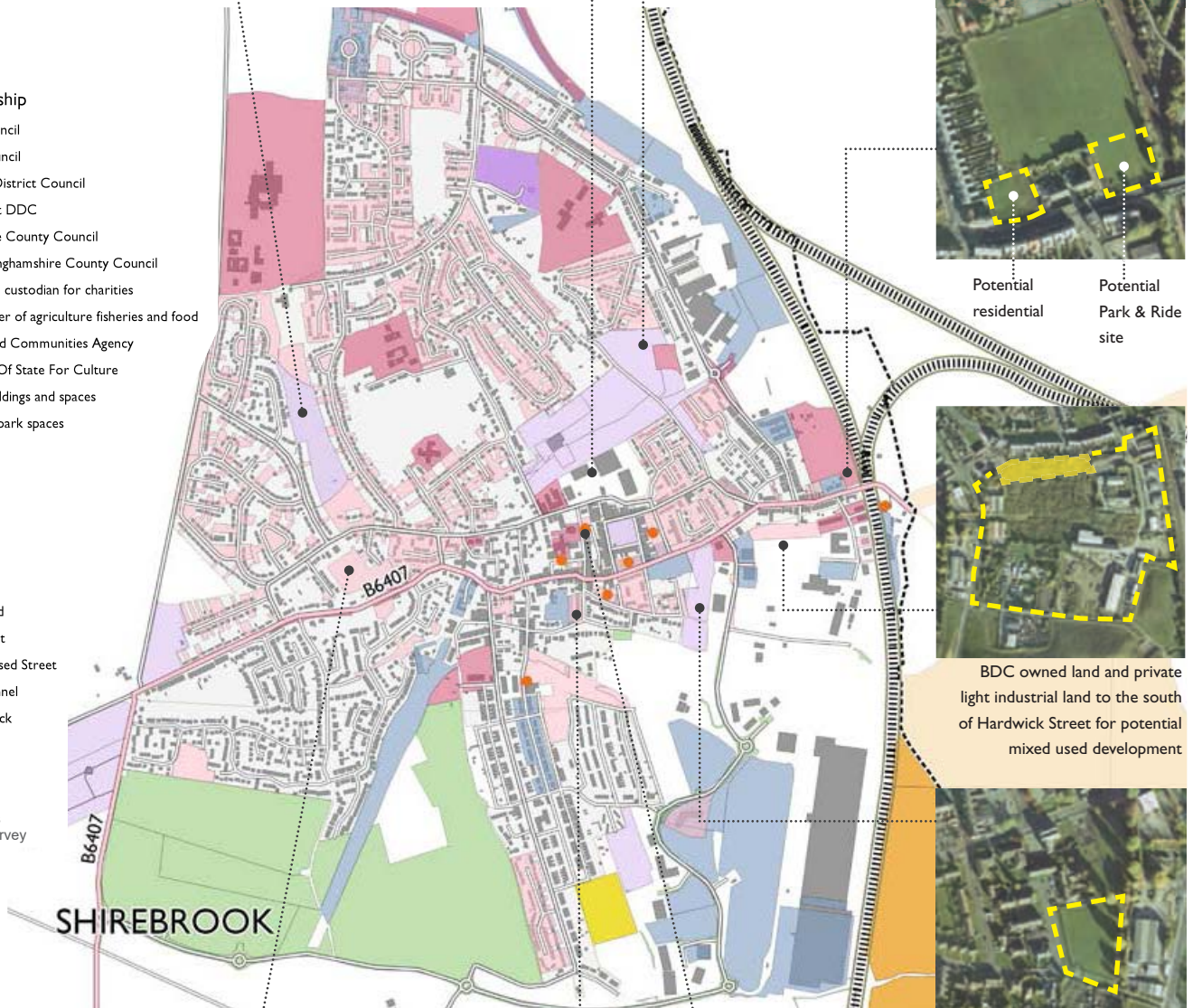
#### Public Ownership

- Town Council
- Parish Council
- Bolsover District Council
- North East DDC
- Derbyshire County Council
- The Nottinghamshire County Council
- The official custodian for charities
- The Minister of agriculture fisheries and food
- Homes And Communities Agency
- Secretary Of State For Culture
- Vacant Buildings and spaces
- Public car park spaces

#### Road levels

- Motorway
- A Road
- B Road
- Minor Road
- Local Street
- Pedestrianised Street
- RailwayTunnel
- RailwayTrack
- HS2

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Potential residential

Potential Park & Ride site



BDC owned land and private light industrial land to the south of Hardwick Street for potential mixed used development



STC owned land on Portland Road site for potential residential development

BDC owned land between Carter Lane, Hilltop Avenue and Summit Drive



Long term vacant site on Hollycroft Farm (privately owned)



BDC owned 50 & 54 Patchwork Row(STC offices) and land on the east side of Patchwork Row



Map of publicly owned land (Sept 2015) and long term vacant sites. There are opportunities in Shirebrook and the other three core towns and villages for publicly owned land and long term vacant pocket sites to be brought forward for housing infill and other community uses.





Harvest Green Project by Romses Architects

## 6 BRING FORWARD DEVELOPMENT OF INFILL SITES

There are a number of vacant infill sites and buildings that could be brought forward for the development of housing schemes that would stimulate the regeneration process.

The attraction and vitality of market towns and their enduring appeal can be largely attributed to the sense of community and proximity to the countryside both of which elude city dwellers. Market town centres were traditionally mixed use with large numbers of residents living in the heart of the town.

Current shortage of family housing extends to smaller units for social housing, affordable, first time buyers, move on from first time buying, downsizers, and, particularly in Shirebrook to a shortage of rental property- all of these would be suitable for town centre and near town centre locations.

Town sites in public ownership should therefore be brought forward to supplement the supply offer. This would have the added benefits of regenerating underutilised assets, encouraging alternative modes of transport, as current car park sites are developed, and creating additional footfall to enhance the viability

of the retail and leisure sectors. Town centre housing would enhance the town offer to the residents, the villages and visitors alike.

In addition to the large development site at Portland Road, the shops on Main Street and the empty floors above shops on Market Place, other sites have been identified as potentially suitable for residential developments. These include BDC and STC owned former allotments to the west of Alder Way; BDC owned land to the south of Hardwick Street; BDC owned land between Carter Lane, Hilltop Avenue and Summit Drive; a long term vacant site on Hollycroft Farm and BDC owned property at 50-54 Patchwork Row and other parcels of land on Patchwork Row. All of these would lend themselves to diverse forms of housing developments and should be brought forward in a variety of partnerships to initiate the regeneration process.



Harvest Green Project view. Romses Architects



Harvest Green Project view. Romses Architects









Pleasley Vale Mill view

## 7 PLEASLEY VALE TOURIST LOOP

A new multi-user leisure route for tourists and local visitors is proposed between Pleasley Vale transport hub for visitors and Pleasley Pit Country Park.

A new multi-user leisure route for tourists and local visitors could be created, which begins at a new hub in the striking historic Pleasley Vale Mills complex, sited in a deep wooded valley formed by the River Meden.

This main tourist 'hub', which houses cycle and e-bike hire facilities as well as places to eat, rest and play, could be located at Pleasley Vale Mills, complementing the existing provision at the Pleasley Vale Outdoor Activity Centre. The 'hub' could also include a rest area for those using the greenway network for horse riding.

The tourist route will connect Pleasley Activity Centre with Pleasley Pit Country Park. From the proposed

Pleasley Vale Tourist Loop additional route options will include the 'Bolsover Loop' and the nearby Meden, Teversal and Skegby Trails, with set distance trails marked for different users, such as young families, less experienced cyclists, mid-distance routes for leisure users and long distance routes for experienced cyclists (which could follow the full Bolsover Loop around the District).

If the proposed second sustainable transport hub at Clowne were to be implemented, one of these defined routes could consist of a one way route to (or from) Clowne, where the bikes could be dropped off and alternative transport used to get back to the starting point.



Monsal Cycle Trail











Monsal Cycle Trail



# SHIREBROOK STEPPING STONE PROJECTS

PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>A. GATEWAYS, MARGINS &amp; VERGES</b> <p>Shirebrook has a wealth of green spaces which could be more productively harnessed for attractive, edible and potentially commercial small-scale growing and enterprise. Aligning with proposals for the New Pedestrian Route (see Key Project 2), 'productive landscape' could drive the development of the verge spaces, green margins and excess land in the parks for community growing of fruit trees, fruiting hedges, soft fruit, perennial/annual vegetables and herbs. These projects would support existing work by Shine Shirebrook and Rhubarb Farm, engaging new communities through social green enterprise, as well as providing edible journeys to work or school.</p> <p>The four main corner gateways into the Market Place could be highlighted with decoration/artwork to blank walls and gables. This would provide a colourful and attractive backdrop when coupled with margin and verge planting where adjacent.</p> <p>Key Partners: <i>Shirebrook Forward, Shine Shirebrook, Rhubarb Farm, Willow Tree Family Farm, local schools and gardening groups, CVP and Shirebrook Town Council, Incredible Edible Network</i></p>	✓	✓	✓
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<b>B. ADDRESS FLY-TIPPING AROUND RAINBOW PARK &amp; PIT MOUNDS</b> <p>Successful regeneration can only be achieved from within when residents of a place take pride in it. The current heavy fly tipping has to be managed and eradicated as an early win and a symbol of changing times.</p> <p>Key Partners: <i>Shirebrook Forward, Shirebrook Town Council, Sports Direct and other large retailers</i></p>		✓	✓
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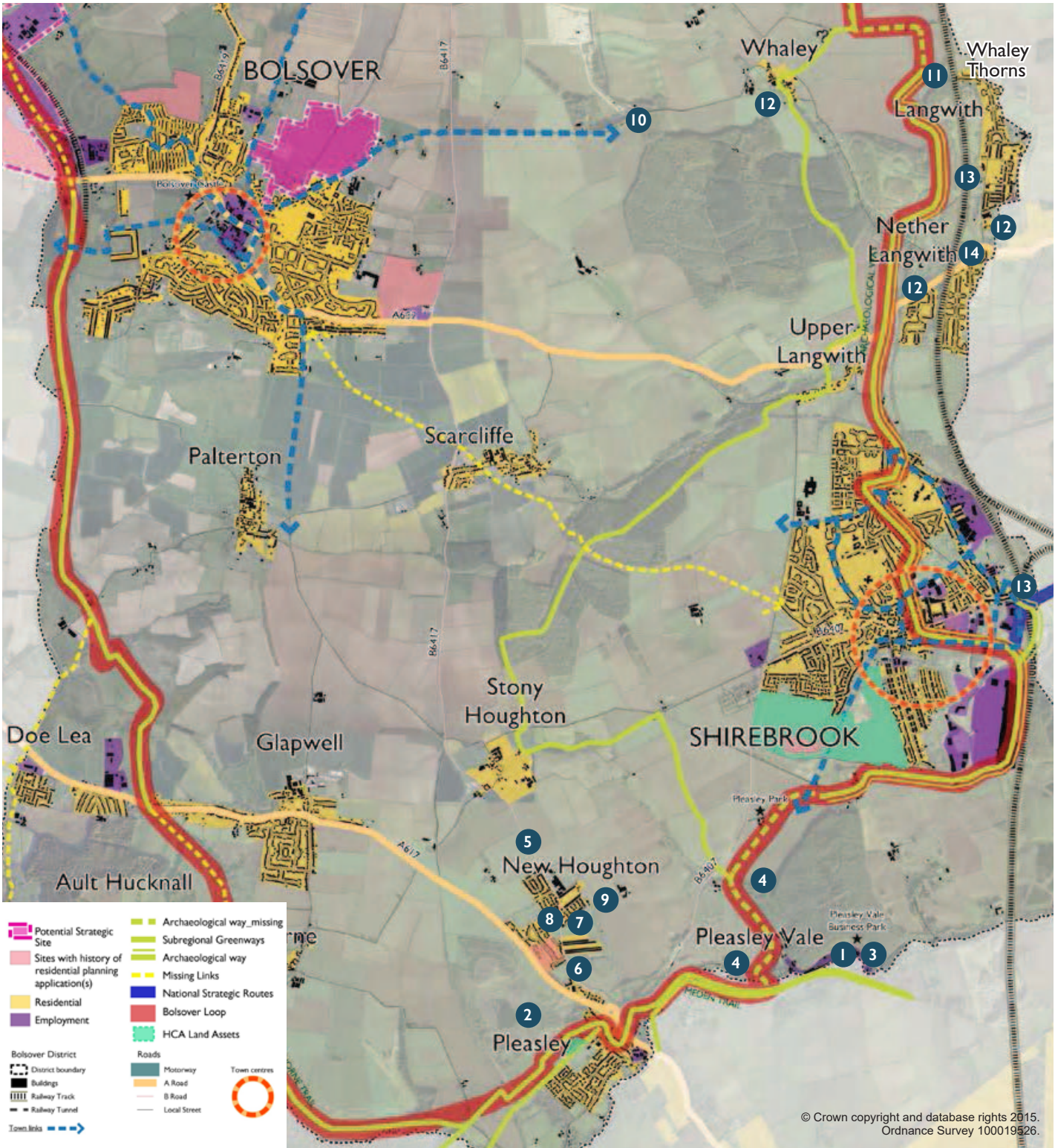
PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>C. ENHANCEMENTS TO ALLEYWAYS TO AND FROM MARKET PLACE</b>	✓	✓	✓
<p>Improve connectivity between Market Place and new businesses/ civic facilities on Patchwork Row/Carter Lane by upgrading the narrow ginnels that exist between Victoria Street (west side of Market Place) and Patchwork Row. Enhancements can include cleaning and painting wall surfaces, resurfacing the footway and providing attractive lighting.</p> <p>Key Partners: CVP, Shirebrook Forward, Shine Shirebrook, Shirebrook Town Council, local schools and youth groups, new communities, local shopkeepers</p>	  <p>Alleyway clean up project - Dalkeith Council.</p>  <p>Rochdale Bull Brow Ginnel before &amp; after.</p> 		
<b>D. SUPPORT COMMUNITY INITIATIVES</b>	✓	✓	✓
<p>There is a lot of energy, initiative, delivery and good will in the community and social enterprises active in Shirebrook and the surrounding villages. These initiatives are often financially fragile but are high on social capital. These assets need to be acknowledged, valued and supported by BDC and STC to enable many of the stepping stone projects to be delivered.</p> <p>Key Partners: Shirebrook Forward, Rhubarb Farm, Shine Shirebrook, Willow Tree Family Farm, CVP</p>	  <p>Activities at Rhubarb Farm, Langwith, Shirebrook - a flourishing agriculture-based environmental social enterprise.</p>		
<b>E. PAINT MARKET PLACE FACADES</b>	✓		✓
<p>The buildings in the centre of Shirebrook are neglected and this has a detrimental effect on the image and perceptions of the town. The community has put forward an idea to repaint the main elevations to the Market Place. This could be an early low cost/high impact collaborative project with the community to kick start the regeneration process.</p> <p>Key Partners: CVP, Shirebrook Forward, Shine Shirebrook, Shirebrook Town Council, local schools and youth groups, new communities, local shopkeepers</p>	  <p>Leyton High Road shopfront improvements, before and after - Waltham Forest Council.</p>		



# VILLAGES & HAMLETS

Outlying villages and hamlets form a vital part of the district's offer and identity. It is intended that the key principles of the Regeneration Framework are applied also to these settlements to identify and inform future projects.

Furthermore it is intended that the projects put forward for Shirebrook centre will also improve facilities for all villages and hamlets that would like to use it as their service centre. Improved connectivity - including continual review/enhancement of pedestrian footways, bridleways and associated signage - is a key project in the Framework that will provide the vital infrastructure to strengthen these links between towns and their surrounding settlements.





## PLEASLEY & PLEASLEY VALE

- 1 Continue to support the Pleasley Vale Residents Association in their aspirations to improve the environs at Pleasley Vale. Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 2 Continue to support the redevelopment of Pleasley Colliery/ Pit site.
- 3 Support a long term strategy for sustainable development of Pleasley Vale, which might include a mixed economy of residential, leisure and business uses.
- 4 Complete the development of the Archaeological Way to provide an improved multi-user link between the village and the vale.



Shopfronts in Pleasley village centre.



Pleasley Colliery site.



Continue to support the redevelopment of Pleasley Colliery/ Pit.

## NEW HOUGHTON

- 5 Connect New Houghton: Investigate options for developing public transport connection for the village.
- 6 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 7 Improve access to and maintenance of the Millennium Green.
- 8 Support the development of the vacant Stanton Public House.
- 9 Explore links from the village to the Archaeological Way.



Entrance to Millennium Green, New Houghton.



Support the development of Stanton Public House.

## LANGWITH & WHALEY THORNS

- 10 Long term proposals to develop innovative transport link between Bolsover & Shirebrook via Whaley and Langwith.
- 11 Complete connections from Whaley Thorns to the Archaeological Way to complete link with Creswell and Shirebrook.
- 12 Gateway improvements to enhance village identity as part of a bespoke village signage scheme with potential for the viaducts to form a distinctive feature gateway. Scheme to also include review of street signs to minimise visual clutter and to suggest improvements to signage at train station entrance.
- 13 Install themed interpretation boards about the Robin Hood Line at Langwith-Whaley Thorns station and Shirebrook station (and Creswell and Whitwell). Further opportunity to provide improved interpretation at the Poulter Country Park/ train station entrance.
- 14 Potential for a village centre public realm improvement scheme including traffic calming, improving pedestrian priority and a shopfront improvement scheme.



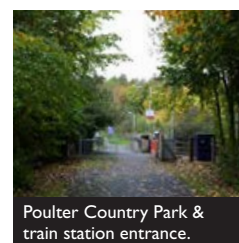
Enhance village identity through gateway improvements.



(L) Review streetsigns to minimise visual clutter. (R) Improvements needed to station signage.



Viaducts could form a distinctive entrance.



Poulter Country Park & train station entrance.



Potential for village centre public realm improvement scheme.







## POSTSCRIPT



Regeneration Frameworks have traditionally been devised at arm's length from the very communities for whom they are intended. To be successful, regeneration has to be rooted in local knowledge and the understanding of the needs, the qualities and the place specific opportunities of each unique town and village.

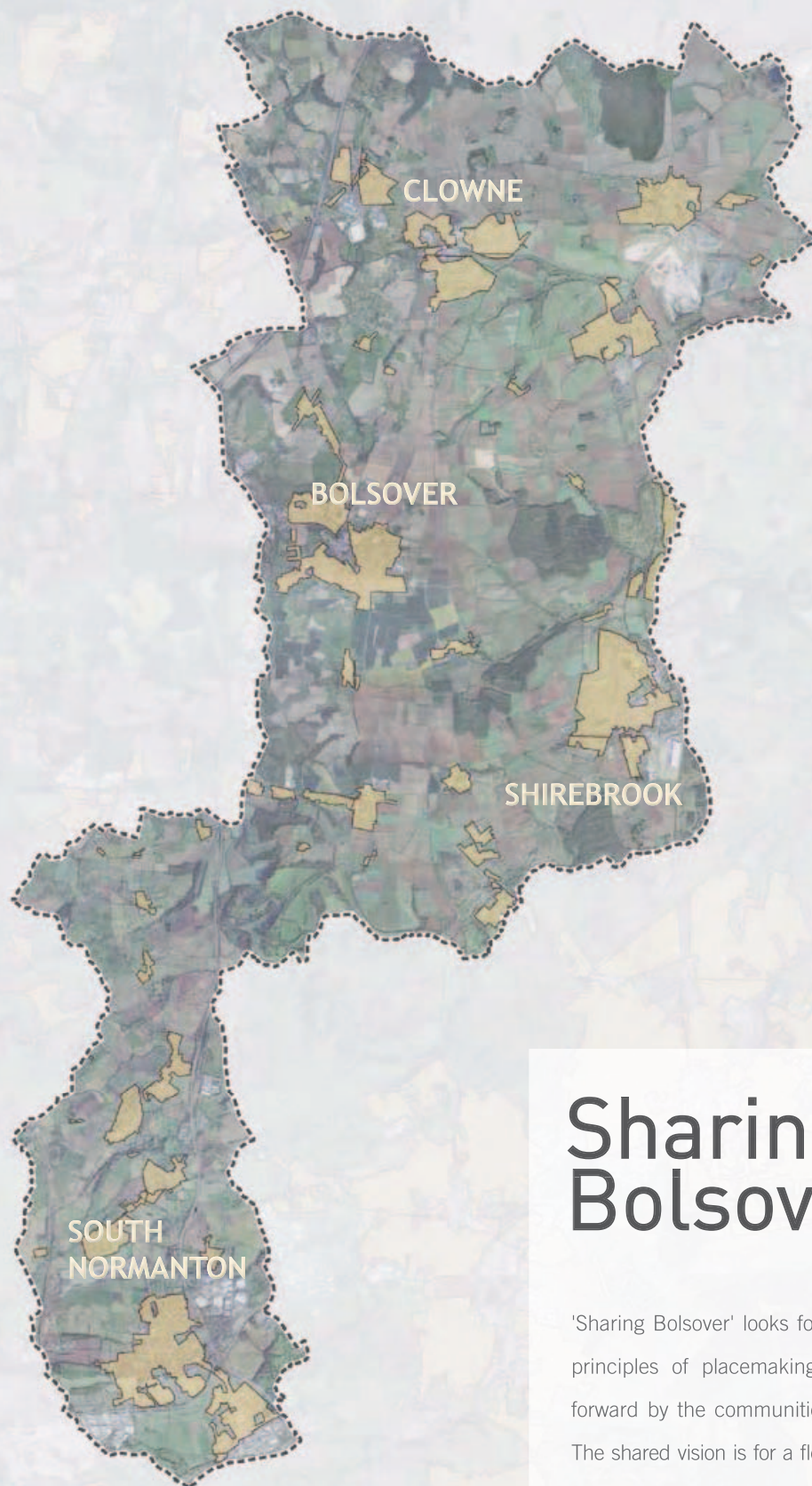
The 'Sharing Bolsover' Regeneration Framework has been developed and shaped by many individuals and organisations working in the district. All have given generously of their time, knowledge and ideas.

Many individuals contributed beyond what could be reasonably expected and many organisations, from all sectors, impressed with their long term commitment to making Bolsover prosper.

Bolsover District is rich in social capital and this is its greatest asset and the source of its future success. In the era of sparse public resources this is where the hope for the future dwells.

'Sharing Bolsover' belongs to the communities of Bolsover District who helped to create it.





# Sharing Bolsover!

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grain projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride.