

# Sharing Bolsover!

## BOLSOVER DISTRICT REGENERATION FRAMEWORK

STRATEGIES FOR TOWNS AND VILLAGES



## CLOWNE

and surrounding villages and hamlets including  
Barlborough, Creswell, Whitwell and Hodthorpe





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**Accend**











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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

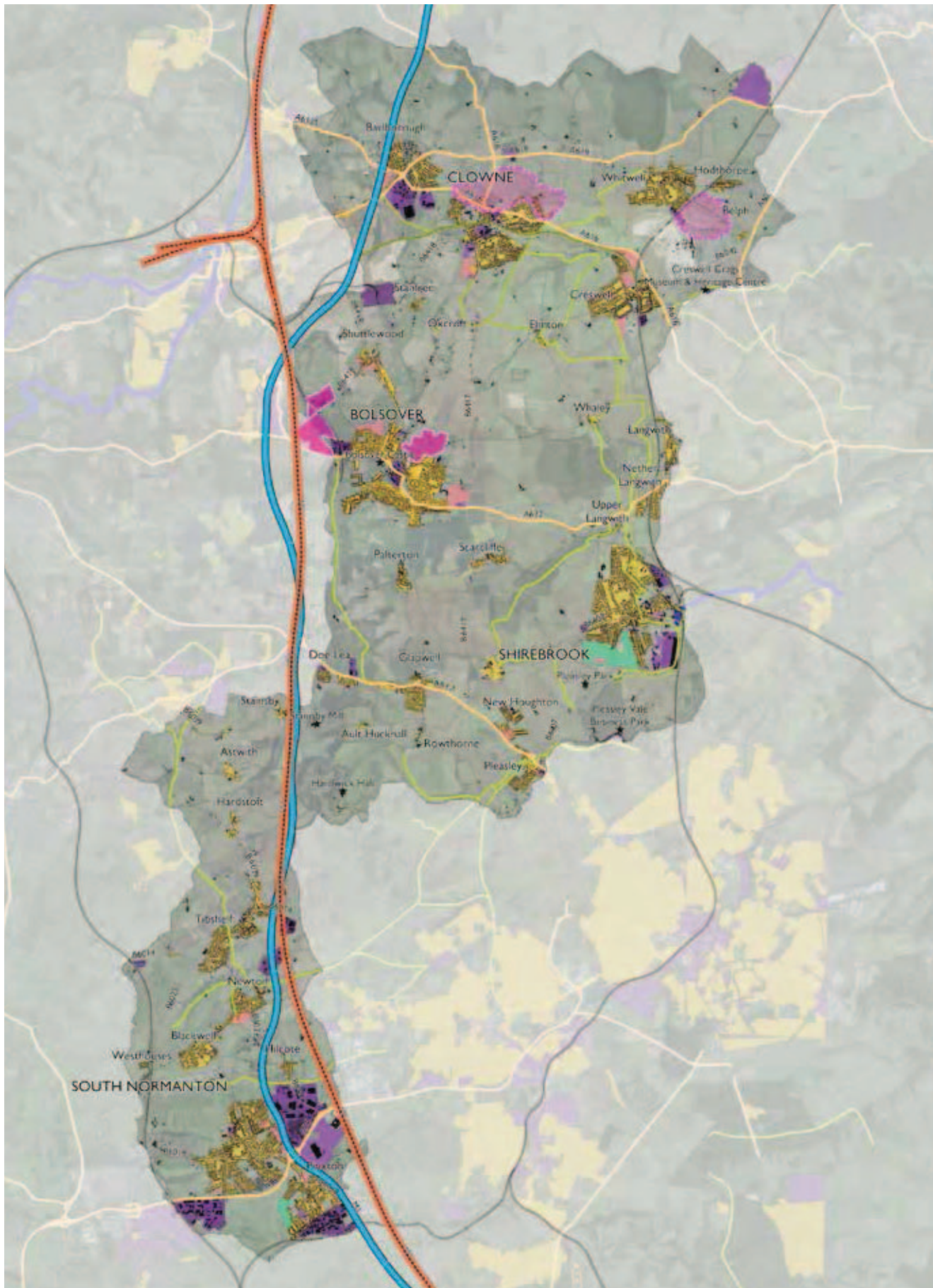
The Bolsover Partnership led Sustainable Community Strategy focuses on themes to bring together public, private and voluntary sector organisations, community groups and local people to deliver improved services and quality of life in local areas, with a view to creating a diverse, healthy, fair and prosperous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

- |   |   |   |   |
|---|---|---|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Potential Strategic Sites                                 | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Subregional Greenways | <span style="display:inline-block; width:15px; height:15px; border:1px dashed black;"></span> District boundary     | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Motorway          |
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Sites with history of residential planning application(s) | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Archaeological way     | <span style="display:inline-block; width:15px; height:15px; background-color:black;"></span> Buildings              | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> A Road       |
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Residential   | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> National Strategic Routes   | <span style="display:inline-block; width:15px; height:15px; border-bottom:1px dashed black;"></span> Railway Track  | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> B Road       |
| <span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> Employment  | <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> HS2                       | <span style="display:inline-block; width:15px; height:15px; border-bottom:1px dashed black;"></span> Railway Tunnel | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Local Street |
|   | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> 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.



## CONNECT



Urban personal transportation



Carport solar structure



Cargo bikes: a light and healthy alternative

## DIVERSIFY



Modular Home Factory



New types of workspace



Affordable ecological co-housing

## ENHANCE



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

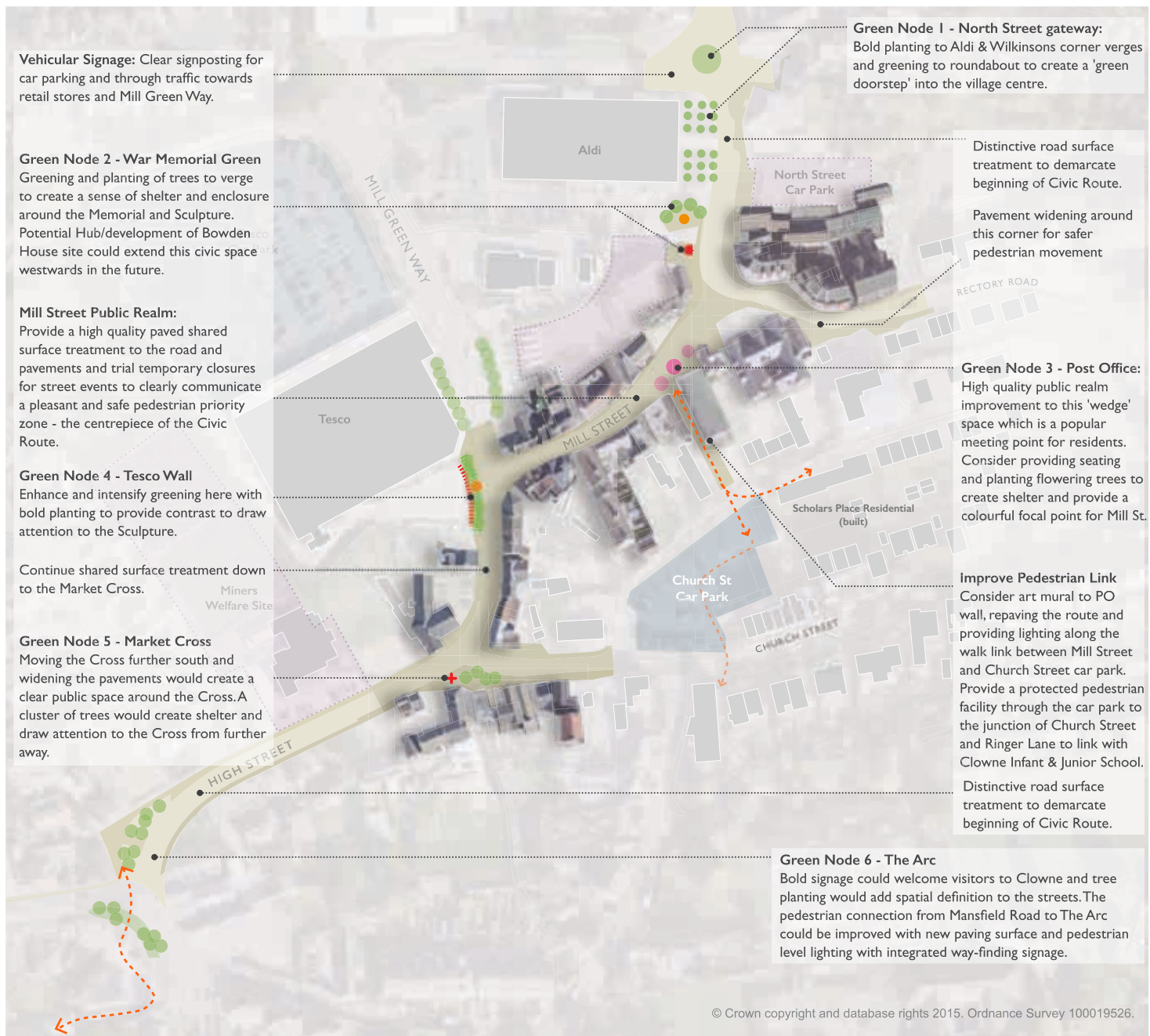


Clowne Project Overview Map

# CLOWNE PROJECTS SUMMARY

PROJECT NAME	SUMMARY	CROSS CUTTING THEME		
		CONNECT	DIVERSIFY	ENHANCE
CLOWNE VILLAGE CENTRE PROJECTS				
 1 New Civic Route	Urban design scheme incorporating pedestrian priority treatments and public realm improvements to connect community facilities to the North of the village centre to The Arc via the historic retail core of Mill Street.	✓		✓
 2 Connection to potential strategic site	Strategic recommendations for a more pedestrian and cyclist friendly landscaped route between the village centre and a potential strategic site to the north.	✓		✓
 3 Enhanced connections	Improvements to routes that connect the village centre to District greenways in particular the Clowne Branch Line.	✓		
 4 Social Enterprise / Green Transport Hub	New facility accommodating social enterprises and small organisations including Community Transport. Potential to incorporate green transport facility including hire.	✓	✓	
 5 Clowne Linear Park	Landscape enhancements to promote Linear Park as a natural leisure destination on the Bolsover Loop including improved gateways and connections.	✓		✓
 6 Bring forward development of infill sites	Identification and bringing forward of small sites within the village centre for infill housing and co-housing.		✓	
STEPPING STONE PROJECTS				
 A Empty space above shops	Convert empty upper floors to housing and improvement of upper floor window appearance.	✓	✓	✓
 B Shopfront refurbishments	Development of a design code and provision of subsidies for local business owners including identification of priority shop frontages which are in poor condition.		✓	✓
 C Temporary testing of Mill Street improvements	Temporary treatments to the road surface and occasional closures for events to experiment with pedestrian prioritised street usage.	✓		✓
 D Gateway improvements	Several sites identified at key entrances into the village centre, including community led greening/artwork/attractive signage.	✓		✓





Civic Route proposals







**Bridgegate, Hebden Bridge: Pedestrianisation of town centre route with vehicular access limited only to deliveries.**

Clowne has received considerable investment in recent years. Further growth of population and jobs is planned at the potential strategic site to the north of the town and a new public swimming pool is being built at The Arc. Currently the main gateway into town from M1 on North Road is signposted to Mill Green Way which services the Tesco, Wilkinsons and Aldi sites. The appearance of the village centre, particularly Mill Street would benefit from public realm investment.

A transformative project for the regeneration of Clowne is proposed to create an alternative Civic Route, the centrepiece of a sustainable transport corridor to connect Clowne Community Centre on Recreation Close to the public swimming pool at The Arc that is currently under construction and due to open in early 2017. General improvements are recommended to the full length of the route with clear signposting, distinctive

## I CIVIC ROUTE FROM NORTH TO SOUTH

A major transformative urban design project that proposes pedestrian priority treatments connecting the community facilities to the North of the village centre to The Arc in the South via Clowne's historic retail core of Mill Street and the Market Cross.

road treatment to demarcate the start and finish of the route, bold planting to the Aldi and Wilkinson corner, high quality public realm outside the Post Office with seating and planting and improvements on Rectory Road and around the Memorial site.

The main area of proposed improvement is Mill Street, currently a one way street connecting North Road and Rectory Road with Mill Green Way. The route currently supports the majority of smaller retail units within the town and has a large amount of on street parking which dominate this space making a poor and unattractive environment. Pedestrianisation or pedestrian priority of Mill Street would provide a significant improvement and would support creation of a gateway treatment to the Village Centre from the North. This will promote Mill Street as a hub for independent retailers and specialist shops and a potential space for public events.

### KEY ACTIONS

**Consult**  
with traders on  
Mill Street to  
secure buy in

**Traffic movement  
Study**  
including car parking  
analysis in anticipation  
of the potential strategic  
site to the north

**Temporary  
testing**  
of shared surface  
on Mill Street

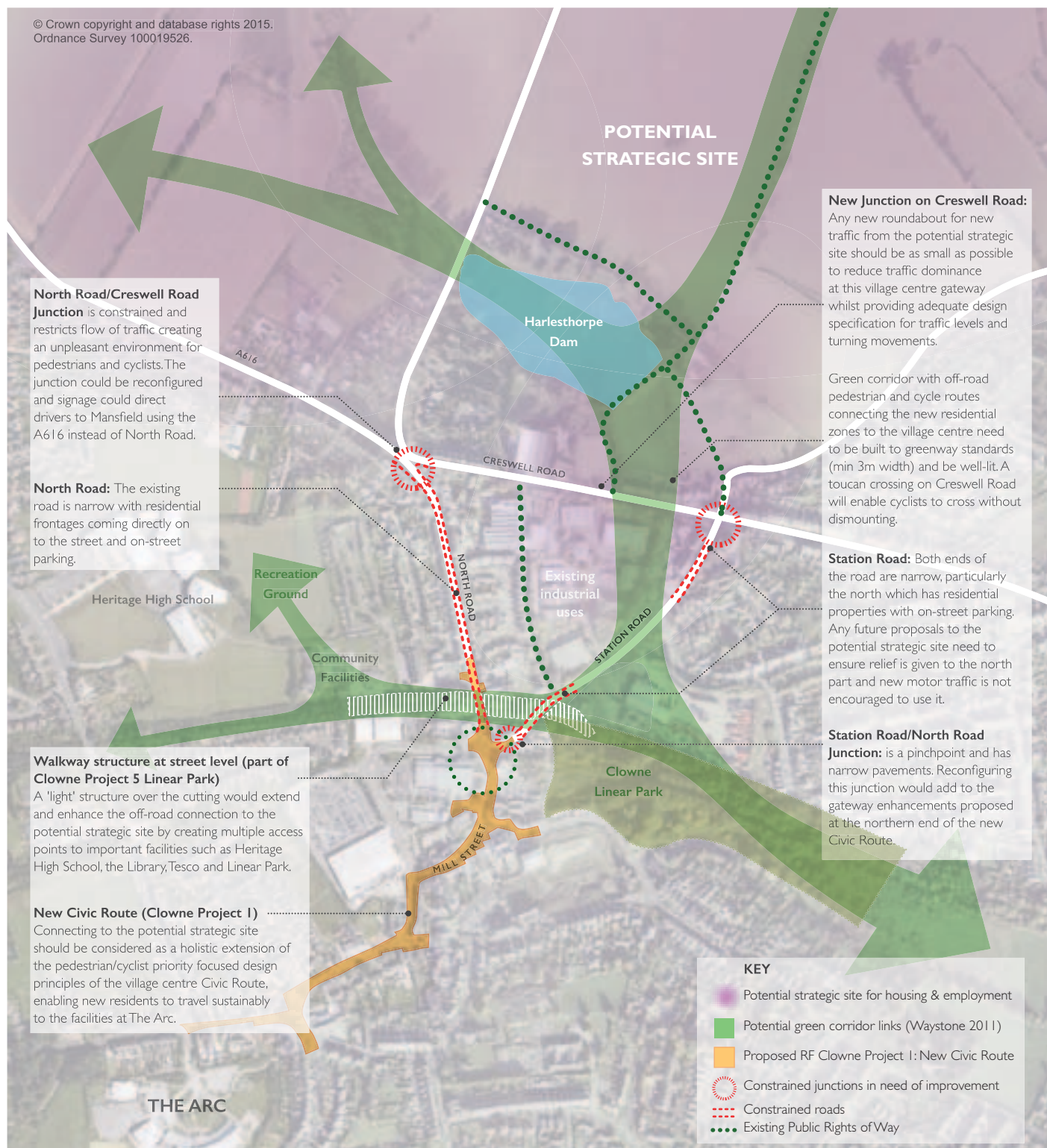
**Draw up proposals**  
for full improvements  
and phased  
implementation  
programme



(L) Regenerated High Street in the market town of Belper, Derbyshire - Winner of the The Great British High Street Award 2014.



(R) Pontardawe Town Centre: Major public realm improvements incorporating the War Memorial into the public realm with the junction narrowed and calmed as part of the Town Centre gateway. The road treatment is a shared surface with different paving treatments to subtly demarcate pedestrian and vehicular zones.



Map of connections to potential strategic site

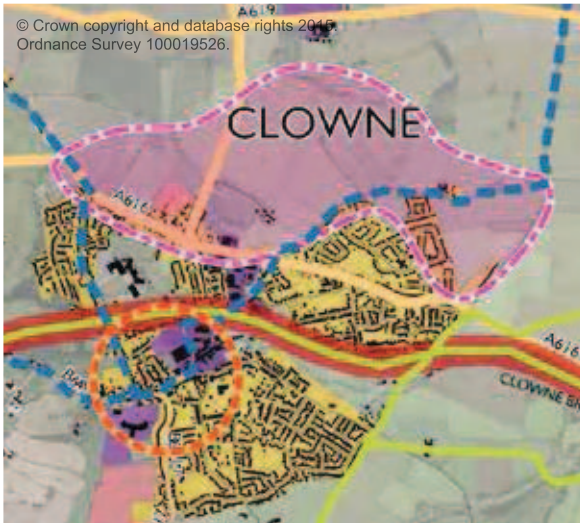


Existing junction between Creswell Road and North Road.



Narrow road and on street parking at the north end of Station Road.





Potential strategic site to the north of Clowne

## 2 CONNECTION TO POTENTIAL STRATEGIC SITE

The Regeneration Framework makes strategic recommendations to guide the design of the new and enhanced connections between the village centre and the potential strategic site to the north. The design principles promote pedestrian and cycle priority and opportunities for enhancing landscape quality while reducing pressure on the existing road infrastructure.

There is a potential strategic site to the north of Clowne being considered within the preparation of the Local Plan for Bolsover District. This site provides opportunities to strengthen the employment pull of Clowne as well as the viability of the village.

Currently, links to the village centre present major challenges and are in parts are narrow and constrained for vehicular flow and present an unpleasant environment for pedestrians and cyclists.

An additional link road is required to increase the capacity of existing infrastructure to enter Clowne from the north-west.

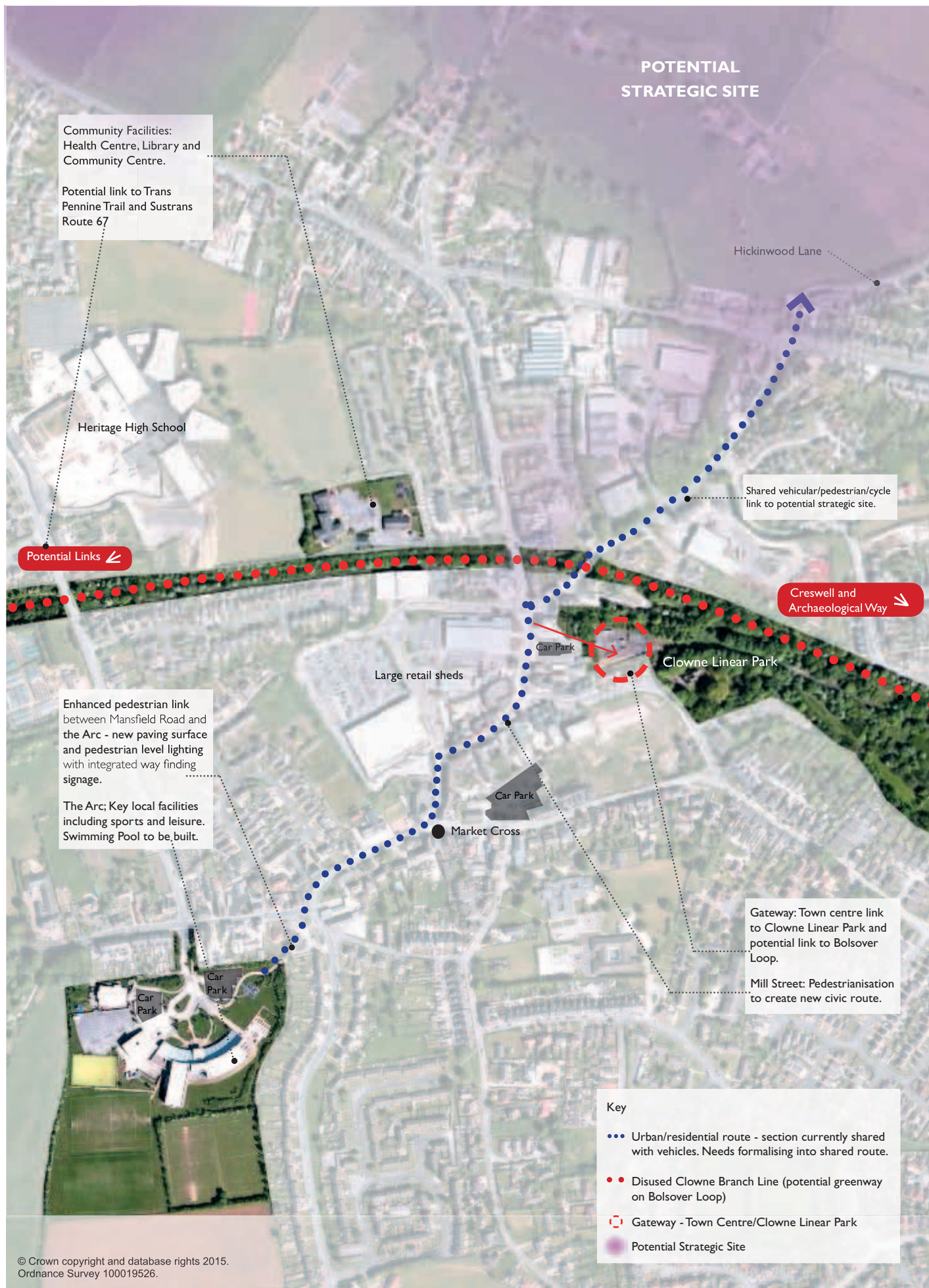
One potential option is to provide a new link road through the industrial estate to the Station Road / North Road junction but it involves the loss of several buildings on Station Road at the North Road junction. This southern stretch of Station Road is also the most direct pedestrian route to and from the north of the village centre, so should provide good quality widened and protected footway for pedestrians. The roundabout at Station Road / North Road should be as small as possible to reduce traffic dominance at this gateway to the village centre.

Relief should be offered to the northern length of Station Road which is very narrow and has residential properties with on-street parking.

A parallel off-road walk/cycle link along the suggested green corridor could be considered between the potential strategic site and the Village Centre to provide a sustainable transport link of 3 metre width with controlled crossings of the roads.

Access onto and off the Bolsover Loop along the former rail alignment is a challenge. It is recommended that an access link is provided onto the alignment to the east of Station Road. Ideally, a green link across the rail cutting should be provided from the Community Centre towards Tesco and the village centre and this would be a useful point also for providing a link from the cutting to street level.

Signing and way-finding of the greenway network should be improved and direction signing in Clowne should be re-examined as Mansfield-bound traffic could be signed via A61 and/A60, avoiding the need to pass through the centre of Clowne.



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





Crossing point, pedestrian priority scheme in Holbein Place, London

### 3 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 Clowne this can be achieved by implementing the 'Civic Route' through the village centre and the enhancement of links to Clowne Linear Park and the Bolsover Loop.

The proposed Civic Route will provide a clear north-south vehicular, cycle and pedestrian route through the village centre, which follows Clowne's historic main streets. The route combines sections of shared surface and public realm improvements, including new surfacing, signage and greenspace. The Civic Route connects the village centre to The Arc's sports facilities to the south, the potential strategic site to the north and the Clowne Linear Park and Bolsover Loop.

From The Arc a newly surfaced pedestrian link leads to Mansfield Road where clear crossing points could be provided. The route continues along the High Street with improved pavement surfacing, to the Market Cross, where traffic calming measures are integrated with improved public realm treatment (including new

surfacing and reduction of street 'clutter'). A shared surface could be implemented along Mill Street, with pedestrian priority and occasional closure of this street to traffic for events such as markets or fairs.

Pedestrian and cycle links into Clowne Linear Park from a new North Road Car Park entrance and Rectory Road should be clearly indicated from Mill Street, with options to continue onto the Bolsover Loop west to the Trans Pennine Trail or east towards Creswell. Further up Station Road to the north of Clowne, there is opportunity for sustainable movement routes to follow Hickinwood Lane (edging the potential strategic site), northeast and link into the greenways network.



Shared pedestrian, cycle and vehicular route, Amsterdam

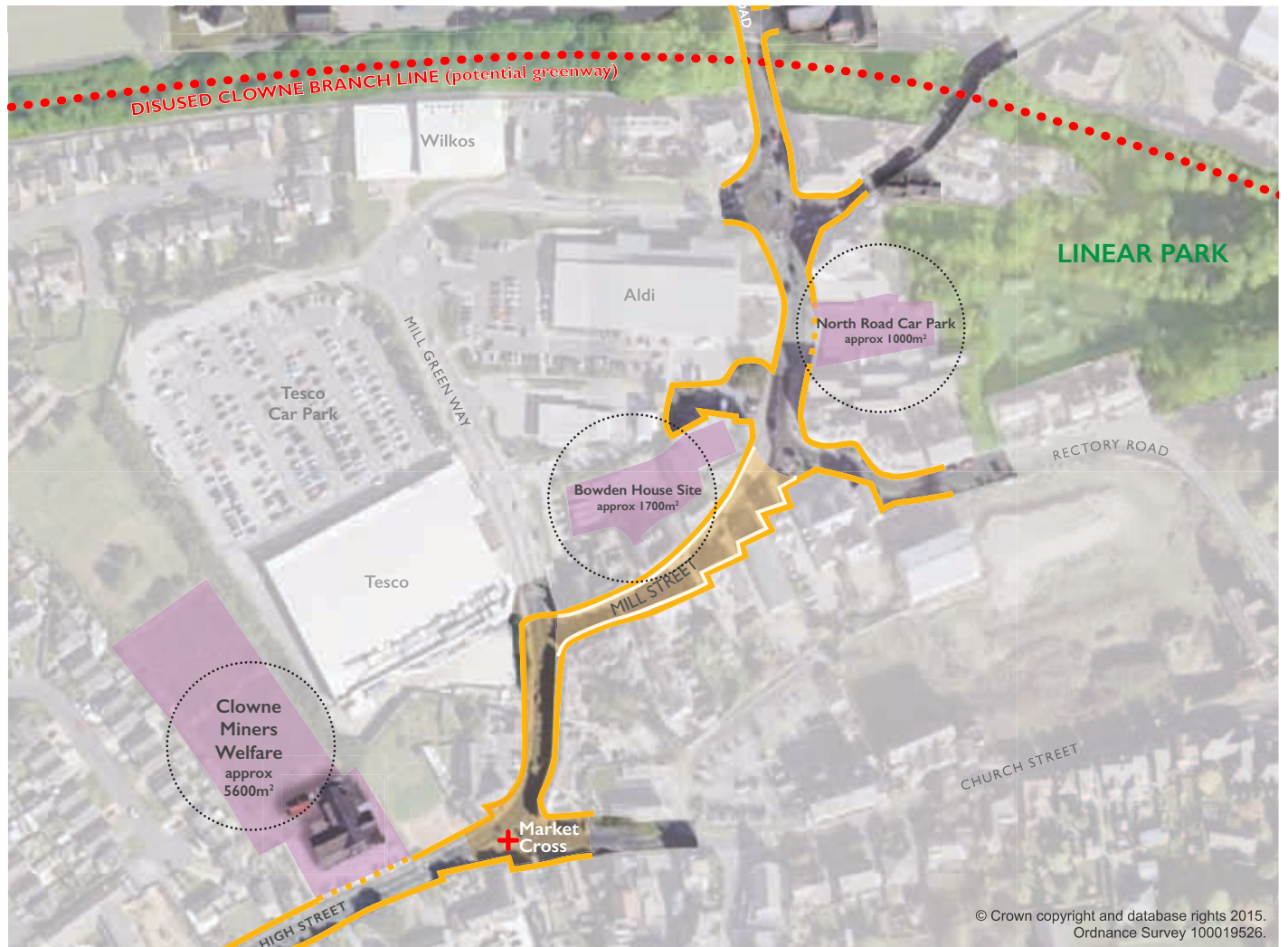


Cycle parking in Amsterdam





Get Cycling: Community Interest Company based in York offering both conventional and specialist bikes for sale and hire, specialising particularly in disability cycling, adapted cargo bikes, recumbent bikes and other innovative models. Get Cycling also run cycling events, active education and offer cycling support services.



HEART - Headingley Enterprise and Arts Centre, Leeds: The Headingley Development Trust led the five year development and refurbishment of an old primary school to keep it in community use providing enterprise, arts and community centre facilities run by local people.

The Cycle Hub Newcastle: A cafe, bike repair and hire workshop run by a social enterprise. The Cycle Hub is located on the Gateshead quayside along the Sustrans 72 cycle route providing a convenient and centralised green leisure facility.



The Cycle Hub Newcastle: A bike repair and hire workshop with cafe run by a social enterprise.

## 4 SOCIAL ENTERPRISE & GREEN TRANSPORT HUB

To provide a focus for the promotion of sustainable transport, a hub facility is proposed where the community delivers sustainable transport services to the district for residence and visitors. It is proposed that The Hub would also house many of the social enterprises in the district most notably Clowne and District Community Transport.

The Hub will provide new services and be integrated with the provision of community transport services, as currently delivered by Clowne and District Community Transport and other services such as Wheels to Work schemes.

The Sustainable Transport Hub should be operated by a community interest company or social enterprise on a not for profit basis. By providing a range of services around sustainable transport promotion, the enterprise would be able to bring in funding from various sources. The services could include commercial hire of bikes; e-bikes and disability bikes to tourist visitors; bike loans as part of community schemes; jobseeker schemes or health referral schemes; cycle training offered to individuals and to families and to school children utilising the greenways; social bike rides; cycle maintenance and training; bike holidays, including planning itineraries, booking accommodation, transporting bikes; storing and maintaining the fleet of bikes.

Where possible, the above services should be provided utilising existing capacity in the community, looking to

work with existing cycle shops, bike mechanics, cycle trainers and cycle ride leaders.

The Hub should be provided as a physical community asset and be run by an existing CIC / social enterprise, such as Clowne and District Community Transport, or other interest groups forming a CIC/social enterprise, such as Bolsover District Cycling Club or a joint venture of existing cycling shops, training and maintenance providers.

Revenue sources could include: commercial daily hire revenue; sustainable transport initiatives; funding from transport projects to provide cycle training; social rides; maintenance training; community bike loan; health and social care referral; community cafe; developer contributions; membership fees; and fund raising.

Three potential sites have been identified: North Road Car Park, Bowden House, Miners Welfare site. It may be appropriate to provide additional facilities elsewhere in the District such as a cycle hire site at Pleasley Vale more specifically targeting the tourist cycle hire market (but possibly run by the same organisation).

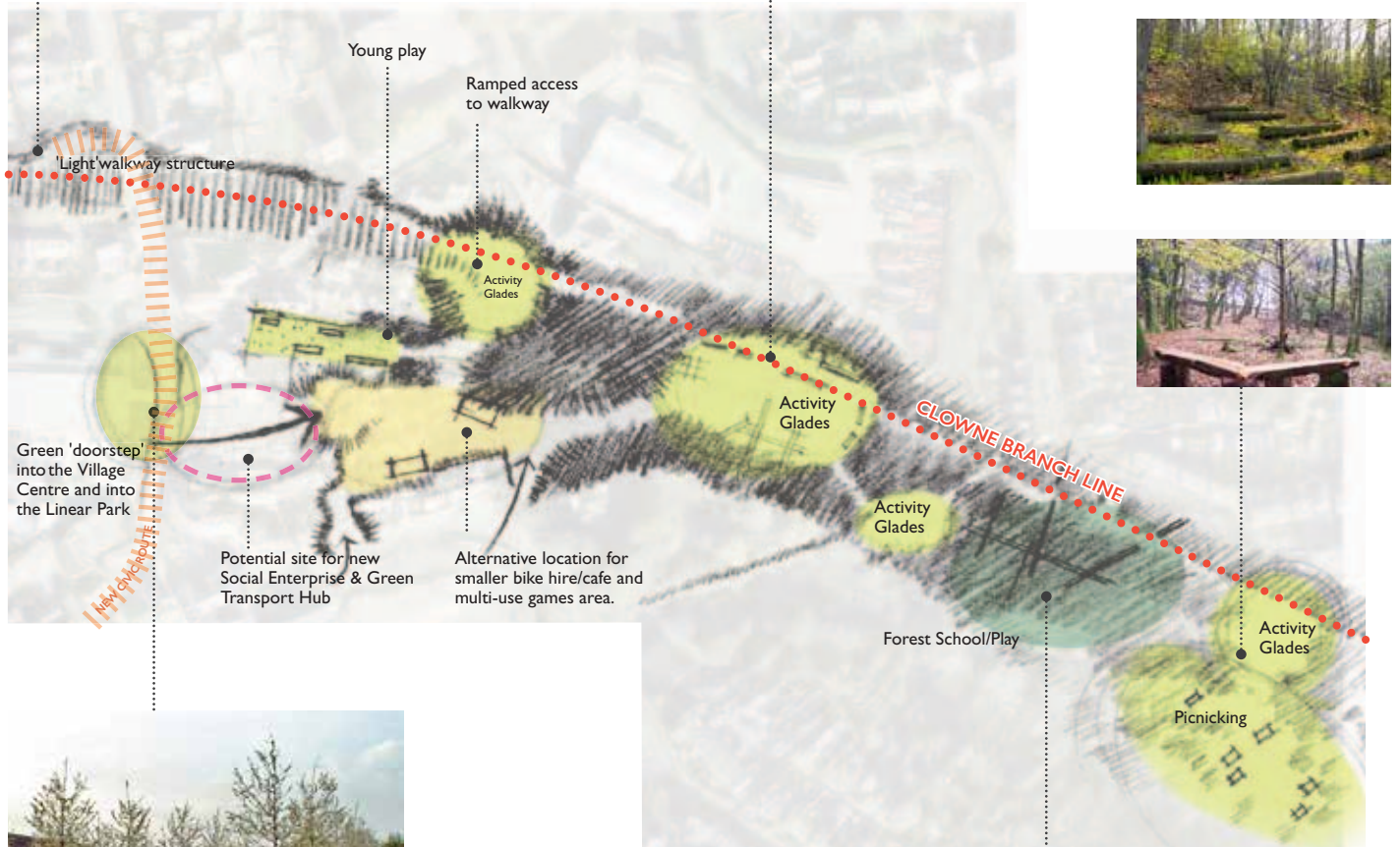






'Light' walkway structure at street level  
The walkway would allow the Branch Line (Bolsover Loop) to act as a 'seam' between north and south Clowne by providing an accessible connection for safer pedestrian movement to and from the centre.

Activity Glades - woodland/natural play  
Woodland clearings of different scales could form a sequence of activity pockets catering for different ages e.g. high ropes, archery, outdoor gym etc using natural 'apparatus' like the tree canopy and branches.



Green 'doorstep' into Clowne Village Centre:  
Formal grids of fruiting (productive) and flowering trees would help bring the green character of the Linear Park on to the new Civic Route (Clowne Project 1).



Forest School/Play: Examples of family den and play nest building at Ecclesall Woods in Sheffield.

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The existing Clowne Branch Line and Linear Park could provide possible locations for land based art

## 5 CLOWNE LINEAR PARK

The Linear Park is one of Clowne's greatest leisure and green movement assets. Its connection to the disused railway line and villages beyond identify the Park's potential to be a local stopping and starting point on the district wide greenway network offering spaces to rest, play and recover, strengthening the Park's role as a gateway into the village centre.

'Glades' or woodland clearings of different scales could be created to form a sequence of 'activity pockets' along the Linear Park and Branch Line. Possible functions may include; picnicking - using felled trees to create benches and tables; nature based play on the forest floor and up in the tree canopy; an outdoor 'gym' using rustic timber/metal to form benches, beams, monkey bars, etc.

Large, open clearings can be multifunctional, serving as space for temporary events, outdoor performance, art installations and forest school/educational use. Canvas canopies could be hung from the trees for shelter; dens made from felled branches and DIY felled-timber seating logs arranged as temporary outdoor classrooms.

The North Street car park has the potential to become a principal civic open space and key entrance to Clowne Linear Park. The character of this space could extend across to the planting beds in front of Aldi to embrace this northern stretch of Mill Street, creating a human-scale green 'doorstep' into Clowne. Planting may comprise formal grids of fruiting and flowering trees in permeable paving such as self-

binding gravel and setts. Alternatively, this car park could become the location of a sustainable transport 'hub' structure (See Clowne Project 4). The sharp level change from North Road car park could be exploited to create a dramatic entrance into the Linear Park. A new multi-user access ramp could wind down the bank, through the trees alongside a steep flight of steps offering a more playful and adventurous route.

A street-level 'light' walkway structure above the Clowne Branch Line cutting could allow access for all, to increase perception and encourage exploration of the greenway, without infilling this historic movement route. This walkway could create a potential link along the Branch Line from Station Road, westwards to the Library and Community Centre where it could also provide a new pedestrian link here over the railway cutting to the village centre.

The east entrance into the park from Hollin Hill Road could be improved with simple vegetation management to open up light to the access gate and installation of a new, simple carved timber/stone sign to fit in with its wooded context.







Potential infill site between Regent Street and Chestnut Drive



Potential infill site between Regent Street and Tesco car park



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Ordnance Survey 100019526.



Former allotment land to the east of Mansfield Road and on the west side of Ringer Lane (BDC owned)



Underutilised land that is part of Clowne Junior School site (DCC owned)



Land on the south side of Rood Lane (BDC owned)





Visual by Emmett Russell 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 housing policy is pushing new housing developments to the edges of the town where large greenfield sites form part of the potential strategic land allocation. There is a concern that these new large communities will become commuter neighbourhoods and will not use the facilities of the village centre. Furthermore the large housing sites tend to provide mostly traditional family dwellings whereas the current housing shortage extends to smaller units for social housing, affordable housing, first time buyers, move on from first time buying, downsizers, older persons' housing, one person householders and rental markets - all of these would benefit from village centre locations. Clowne village centre 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. Centrally located housing would enhance the village offer to the residents, the surrounding settlements and visitors alike.

There are a number of suitable publicly owned sites in Clowne including land between Regent Street and Tesco car park, former allotments to the east of Mansfield Road and west side of Ringer Lane, underutilised land next to Clowne Junior School and land south of Rood Lane - all would lend themselves to housing developments that could be brought forward. All new infill developments should maximise green amenity space, especially where a former underutilised green space site has been brought forward.







Visuals by Emmett Russell Architects







**EXAMPLE:** Bristol City Council's New Build Council Housing Programme: Aiming to deliver 1000 new council homes over the next 15 years on small infill sites around the city. Three of these schemes (pictured) have been designed by Emmett Russell Architects to Passivhaus standards. The schemes range between 3-8 houses per site with each dwelling accommodating 1-2 bedrooms.

# CLOWNE STEPPING STONE PROJECTS

PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>A. EMPTY SPACE ABOVE SHOPS</b> <p>Much of the accommodation above shops is currently underutilised. Creation of new residential and office accommodation in vacant upper floors would enhance the appearance, increase footfall, diversify residential and work space accommodation and contribute to job creation.</p> <p>The project fits well with other strategic policies and could be funded by D2N2 LEP: Local Growth Fund, Developer Contributions, Historic England, Bolsover District Council and individual property owners/tenants</p> <p>Key Partners: A local project steering group to be formed in the village with representatives from the Parish Council, District Council, County Council, Historic England, local business organisations.</p>	✓	✓	✓
<p>Richmond Market Place shopfront and upper floors: Before</p> 		✓	<p>Richmond Market Place shopfront and upper floors: After</p> 
<b>B. SHOPFRONT REFURBISHMENTS</b> <p>The village centre needs to improve its appearance and this includes improved shop frontages. Such improvements have shown to increase footfall and dwell in town centres, leading to increased spend in local retail and food outlets, which in turn improve business viability and increase the number of jobs in the medium term.</p> <p>Shop improvements can be delivered as an element within an integrated public realm improvements project and it would be a good early win.</p> <p>Key Partners: A local project steering group be formed in the village with representatives from the Parish Council, District Council, County Council, Historic England, local business organisations.</p>		✓	✓
<p>Example: Thornton Heath shopfront improvement &amp; flank wall graphics project by You &amp; Me for Croydon Council.</p> 			
<b>C. TEMPORARY TREATMENTS &amp; OCCASSIONAL CLOSURE FOR EVENTS ON MILL STREET</b> <p>Temporary closure of Mill Street would help to raise awareness of transformational possibilities, highlight the barriers to permanent change, help to refine the ideas and quantify costs, help to find ways of overcoming them. Staging community events on a high street would be one way to gain feedback and buy-in from the wider community and to design the right solutions before major investment is made.</p> <p>Key Partners: A local project steering group to be formed in the village with representatives from local grassroots organisations, the Parish Council, District Council, County Council, local business organisations and cultural providers.</p>	✓		✓
<p>Caledonian Road, a neighbourhood with a busy through road in North London is closed to host a yearly street festival.</p> 			



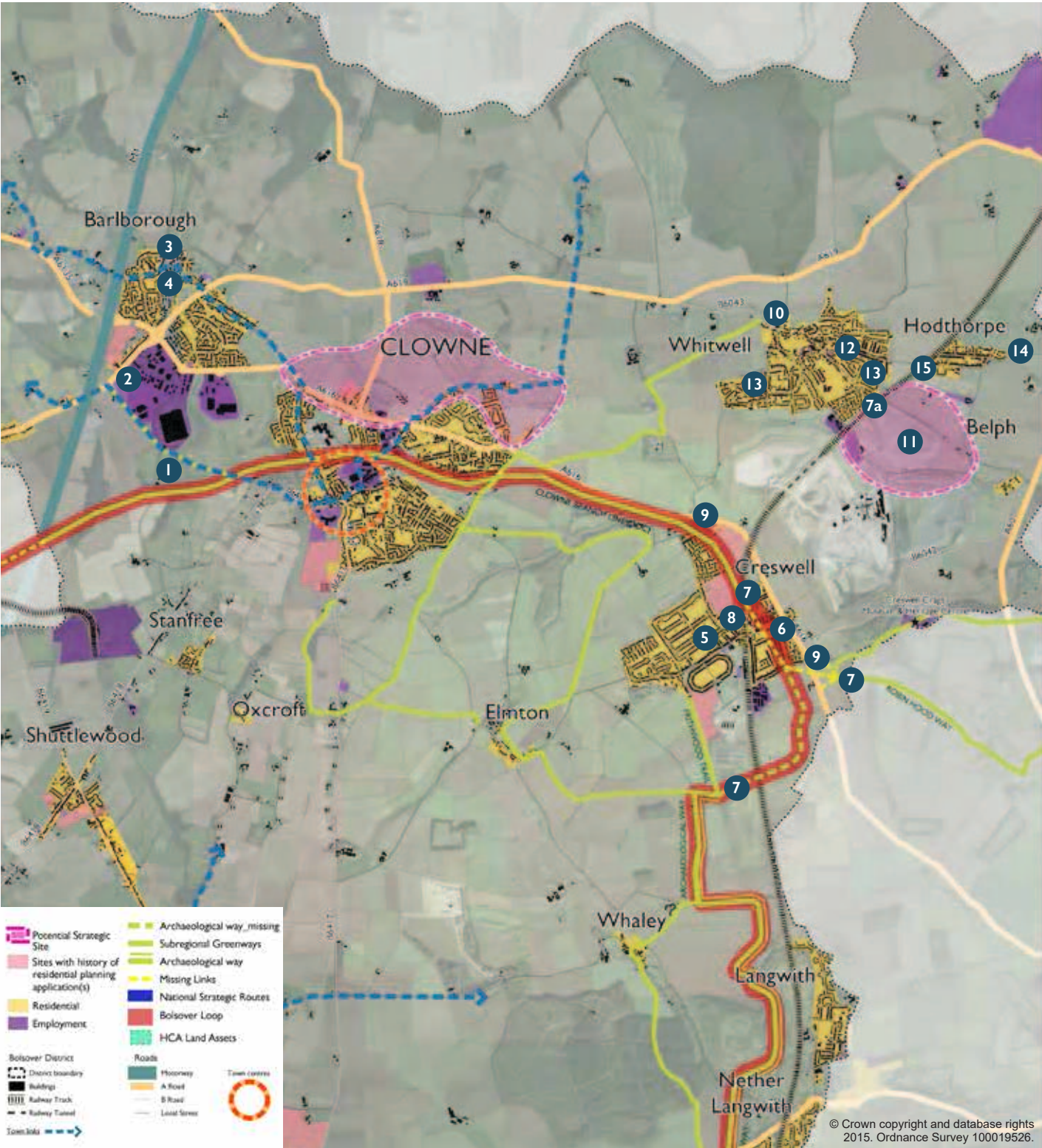
PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
D. GATEWAY IMPROVEMENTS	✓		✓
<p><b>North Road - Station Road Junction:</b></p> <p>Bold tree planting to the corner verge adjacent to Aldi wrapping round to the entrance space fronting Lloyds Pharmacy and Domino's would create a green town centre approach, highlighting the attractive historic buildings to the east of North Road and help screen the large grey Aldi shed. Reduce signage where possible, integrating it with other signposts or onto existing structures, e.g. walls or fences.</p> <p>The centre of the mini-roundabout is a potential location for a 'Welcome to Clowne' feature, e.g. 'planted' signage or community artwork.</p> <p><b>Rectory Road Village and Linear Park Gateway:</b></p> <p>This threshold space could be enhanced using a contrasting paving material/tarmac top dressing, which extends out from the park threshold space to the adjacent pavement (and possibly across the road?). The existing tree in this space could be bolstered with additional tree planting, to bring the wooded character of the Linear Park out into the street. In-ground or on-wall signage and bespoke railings/gates could mark this as a welcoming gateway into the Linear Park.</p> <p><b>Church Street Village Gateway:</b> The pedestrian crossing here could be resurfaced and simple tree lines planted to the verges (repeating species used at the Rectory Rd Gateway) to improve the spatial containment of this threshold into Clowne centre. New tree planting and pavement surfacing could also mark the well used school to town pedestrian route, around the edge of Church Street car park.</p> <p><b>Mansfield Road - B6418 - High Street Junction:</b></p> <p>As a key gateway to Clowne village centre from the south, this junction should become a distinctive threshold space and give a sense of arrival. Bold signage could welcome visitors to Clowne, and tree planting would add spatial definition to the streets. The grassed corner plot and garage site could potentially become a focal building, helping to strengthen the spatial structure in this location and enliven the street frontage. The pedestrian connection from Mansfield Road to The Arc could be improved with new paving surface and pedestrian level lighting with integrated way-finding signage.</p> <p>Key Partners: A project steering group to be formed in the village with representatives from local groups including Clowne in Bloom and other gardening and creative groups, representatives from the Parish Council, District Council, County Council, local business organisations</p>			
 <p>'Town Dressing' - building on the Derbyshire tradition of well-dressing - could these local skills be extended to larger more permanent planted signage around the town's 'first impression' spaces?</p>  <p>There is opportunity for wayfinding, gateway and boundary treatments around Clowne Linear Park and the Branch Line to be designed to a high standard that is coherent and bespoke for Clowne.</p>  <p>Tree planting can be used to mark entrances into town centres and to add visual and spatial structure the streetscape.</p>  <p>Town centre pedestrian lighting</p> <p>Lighting integrated into paving setts</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 Clowne centre will also improve facilities for all surrounding 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 core towns and their surrounding settlements.



## BARLBOROUGH

- 1 Enhance existing proposals for greenways to provide improved cycle routes from the old village centre, through Barlborough Links to Clowne, via the Clowne Branch Line.
- 2 Enhance connectivity between the business park and retail units within the links neighbourhood.
- 3 Support a programme of shopfront improvements to retail units within the village.
- 4 Support the reuse of empty commercial properties within the village such as the empty retail unit in the village centre.



The old village centre could be the starting point of improved cycle routes.



Existing signage could be replaced with bespoke and distinctive signage.



Post Office shopfront requires improvements in keeping with the village character.



Empty retail unit in village centre.

## CRESWELL & ELMTON

Acknowledge and enhance the former civic architecture that defines the history of the village, through a programme of village improvements including:

- 5 *Creswell Public Realm Improvements:* Strategic recommendations for improving the quality of the Elmtun Road core retail area.
- 6 *Creswell Leisure Centre:* potential redesign and refurbishment of the existing leisure facility at Creswell to complement the leisure centre at The Arc in Clowne.
- Encourage Tourism:
  - Explore options for Caravan and Lodge Park, Tent/Yurts etc.
  - Interpretation boards including Robin Hood Line.
- 7 interpretation at Creswell Station (and Whitwell Station [7a])
- Support the improvement of cycle trail / green route linking the Archaeological Way to the Clowne Branch Line.
- Develop and complete the green links into Creswell.
- 8 Support the redevelopment of the Station Hotel, Creswell.
- 9 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.



Strategic recommendations for sustaining the use of Creswell Leisure Centre in conjunction with the leisure centre in Clowne.



Support the redevelopment of the Station Hotel, Creswell.

## WHITWELL

- 10 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 11 Support the redevelopment of the former Whitwell colliery site – potential strategic site for a mixed housing and employment scheme. Also support the restoration of the colliery tip.
- 12 Support the reuse of the former Co-op building.
- 13 Support the improvement of Bakestone Moor and Welbeck Street play areas.



Support the re-use of the former Co-op building.

## HODTHORPE & BELPH

- 14 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 15 Support the improvement of the play area at Hodthorpe Recreation Ground.



Support the improvement of play areas in Hodthorpe.









## 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.