

# Sharing Bolsover!

**BOLSOVER DISTRICT  
REGENERATION FRAMEWORK**

STRATEGIES FOR TOWNS AND VILLAGES



## SOUTH NORMANTON

and surrounding villages and hamlets including  
Pinxton, Blackwell, Hilcote, Newton,  
Tibshelf and Westhouses





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BaumanLyons  
**ARCHITECTS** CAMLIN LONSDALE



**Accend**



**South Normanton Gala 2015**  
(Photo by South Normanton Parish Council)





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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

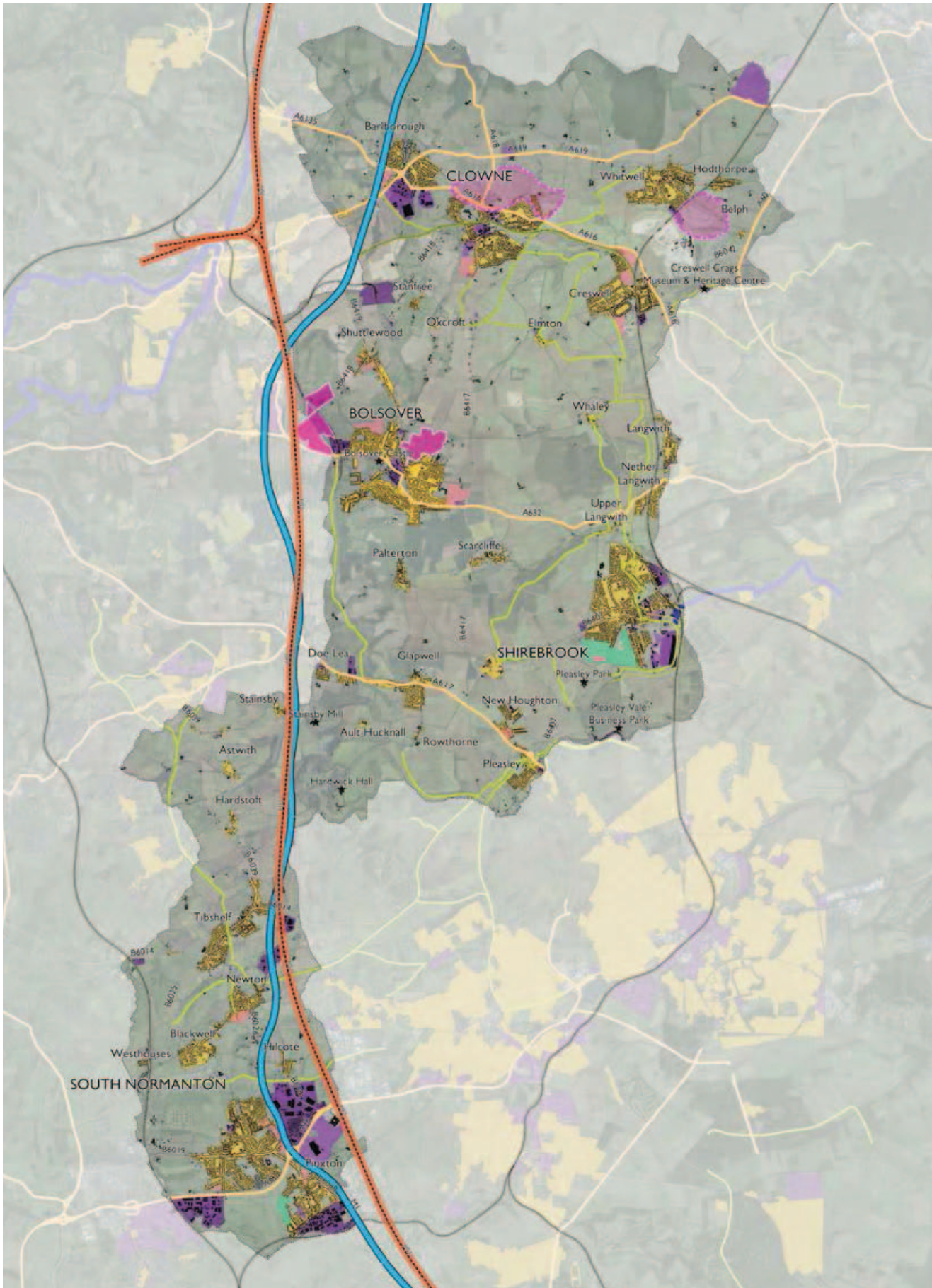
The Bolsover Partnership led Sustainable Community Strategy focuses on themes to bring together public, private and voluntary sector organisations, community groups and local people to deliver improved services and quality of life in local areas, with a view to creating a diverse, healthy, fair and prosperous 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
- Sites with history of residential planning application(s)
- Residential
- Employment
- HCA Land Assets
- Subregional Greenways
- Archaeological way
- National Strategic Routes
- H52
- District boundary
- Buildings
- Railway Track
- Railway Tunnel
- Motorway
- A Road
- B Road
- Local Street

# 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

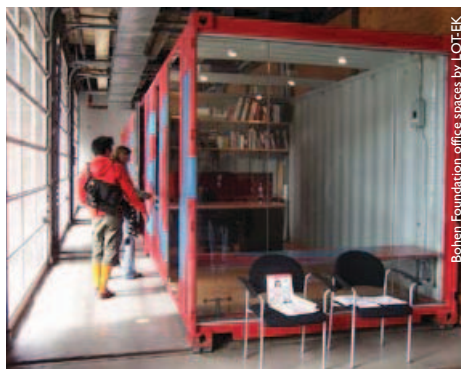


Cargo bikes: a light and healthy alternative

## 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.

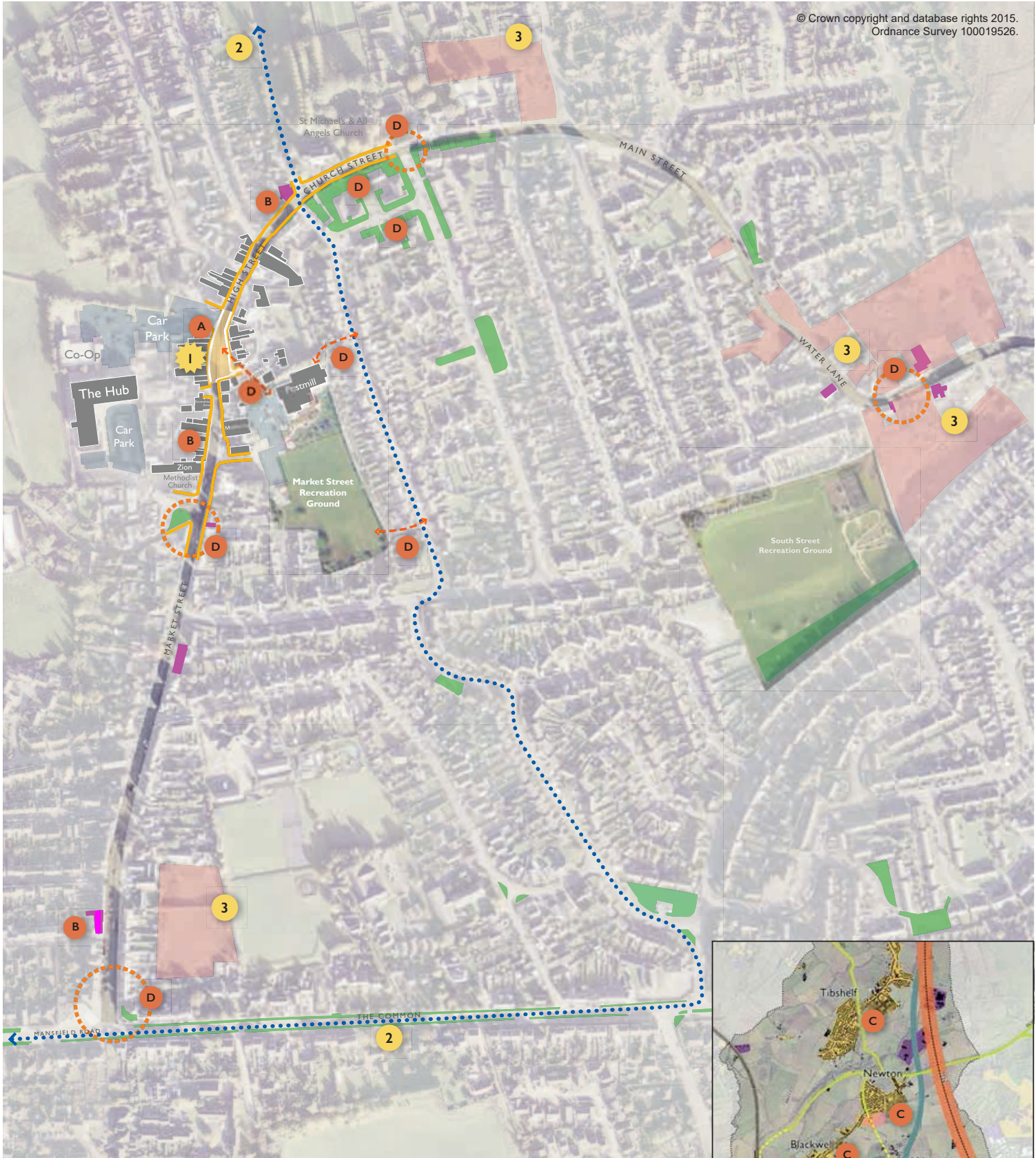
Market towns have been successfully regenerated through public investment in high quality public spaces and through the reduction of car traffic and car parking in favour of walking and cycling, handing over some of the highways space to retail and cafe tables and by enhancing the shop frontages, lighting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





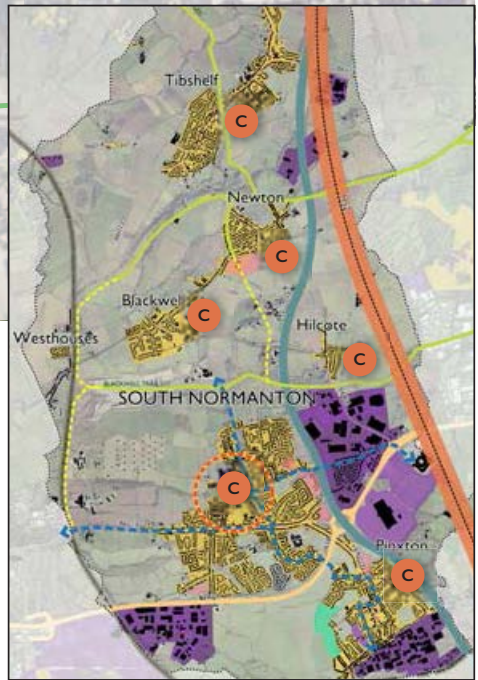
# REGENERATION PROJECTS



South Normanton Project Overview Map

MAP LEGEND

- Core area for public realm improvements
- Potential site for infill housing
- Vacant & Empty looking buildings/small sites
- Sites for greening
- Car Parks
- Gateways
- Pedestrian links
- Enhanced urban residential connection



# SOUTH NORMANTON PROJECTS SUMMARY

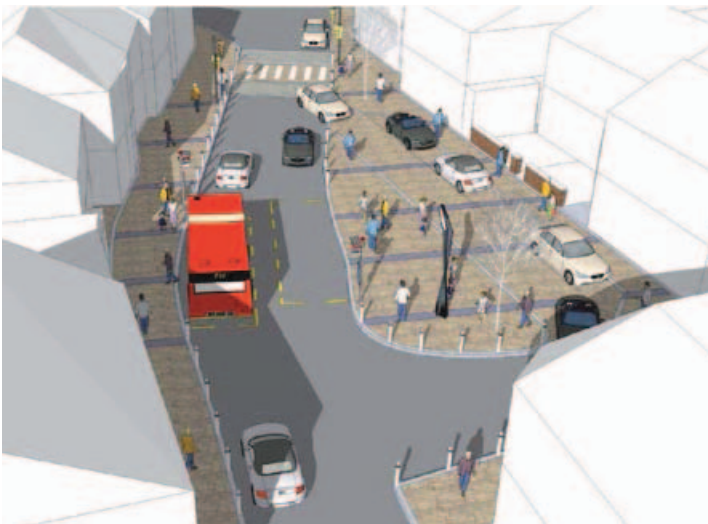
PROJECT NAME	SUMMARY	CROSS CUTTING THEME		
		CONNECT	DIVERSIFY	ENHANCE
<b>SOUTH NORMANTON VILLAGE CENTRE PROJECTS</b>				
<b>1</b> Redesign and re-establish Market Place as the heart of the Village	High priority urban design project and delivery to improve pedestrian movement and experience in the Village Centre including improved signage and replacement of the Market Place clock.	✓	✓	✓
<b>2</b> New and enhanced connections to greenways	Development of connection to Blackwell Trail and upgrades along The Common and Alfreton Road to create a 'shared route.'	✓		✓
<b>3</b> Bring forward development of infill sites	Prioritise and promote development of brownfield and long term vacant sites in the Village Centre for diverse types and scales of housing.		✓	
<b>STEPPING STONE PROJECTS</b>				
<b>A</b> Shopfront improvements	Trial period of no shutters on shop windows and/or pilot shutter art project. Development of design guide for shop windows and shop signage.	✓	✓	✓
<b>B</b> Empty space above shops and vacant looking units	Utilise unused shop windows as displays for new online businesses and start-ups. Refurbish suitable upper floors into residential with demonstrator project in a BDC/PC owned property.	✓	✓	✓
<b>C</b> Pilot Town Team	Greater devolution of governance to promote collective and interdependent working between neighbouring villages and Parish Councils. Initiate a 'Best Kept Village Centre' competition, share resources and solutions to challenges each village has in common.	✓	✓	✓
<b>D</b> Gateways, verges and margins	Seven sites identified at key vehicular and pedestrian entrances into the Village Centre providing opportunities for community led greening, artwork and signage. Traffic signage to be rationalised at junction of A38.	✓	✓	✓



Artist's impression of South Normanton village heart with public realm improvements



Design of Market Place on a market day (from South Normanton Masterplan Proposal 2009)



Design of Market Place on a non-market day (from South Normanton Masterplan Proposal 2009)



Belper High Street shared surface enables greater shop spill out

## I IMPROVEMENTS TO VILLAGE HEART

South Normanton has active community initiatives and an identified need for an improved village heart with a stronger retail offer and civic space designated for community events.

South Normanton enjoys the proximity of good employment areas and major transport links such as A38 and M1. As well as encouraging business to locate nearby, this has also made the area more attractive to live in, both in terms of local jobs and the opportunity to commute to other urban areas.

But the High Street has a neglected appearance, the retail offer is limited and there is a distinct lack of civic space. A makeover of the Market Place is proposed as a transformational project to establish a civic heart for the community and provide space for market and community events and improve the retail offer. This requires some of the street to be re-designed for a pedestrian friendly environment.

This transformation can be achieved with a number of small highway alterations including reducing the speed limit to 20mph throughout the Village Centre area;

resurfacing of the road throughout the central area to signify pedestrian priority; introducing shared surface for Market Place with traffic restriction; providing pedestrian 'raised entries' of side streets to provide better quality continuous walking links along the route; narrowing of side road junctions to slow traffic speeds; introduction of informal crossing points to help with slowing down traffic and aiding pedestrian crossing; maintain parking along the route to enable easy access for shoppers into shops and to act as an informal traffic calming device during shopping hours.

Consideration should also be given to provision of seats on the sunny south and west side of the Market Place. The proposals contained in South Normanton Masterplan November 2009 by Broadway Malyan are still very relevant and are reproduced here as an example of an appropriate treatment.

### KEY ACTIONS

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

**Traffic movement Study**  
and car parking analysis

**Temporary testing**  
of shared surface on Market Place

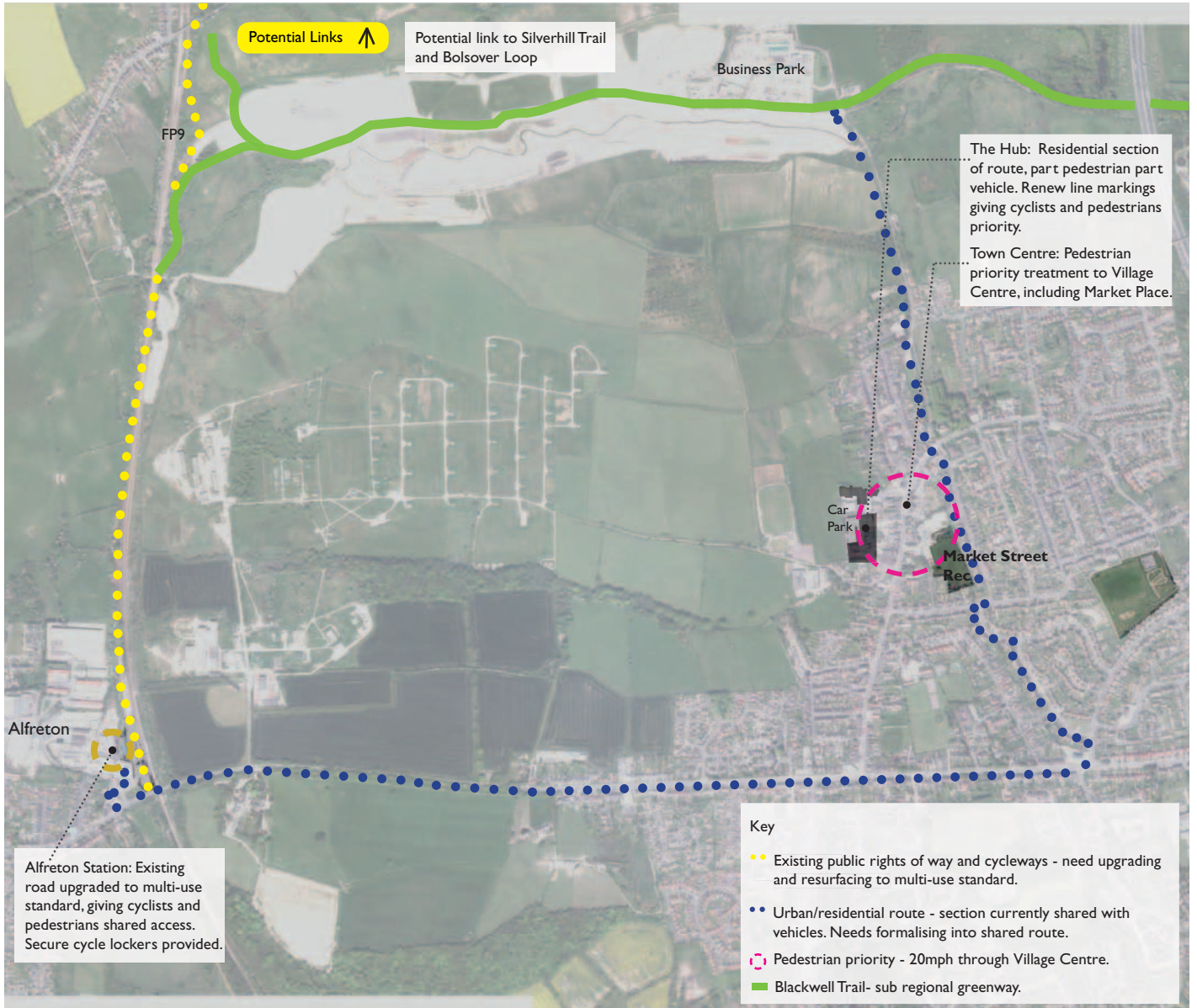
**Draw up proposals**  
for full improvements and phased implementation programme



St George's Square, Hebden Bridge



Pontardawe Town Centre where the War Memorial is incorporated into a pedestrian friendly public realm scheme



New Links to existing Blackwell Trail



Cycle lockers could be provided at Alfreton Station



Consistent interpretation design for heritage trails



## 2 NEW CONNECTIONS TO GREENWAYS



Cycle trail, Derbyshire

A renewed Market Place in the Village Centre could provide a key focal/stopping point (or starting point for locals) along this route, with pedestrian links here from Downing Street via Market Street recreation ground and the Postmill Centre. The Village Centre could become pedestrian priority, with a 20mph limit for vehicles and restricted HGV movement.

A new 'green' route could clearly link South Normanton to the Blackwell Trail to the north, and Alfreton (and Alfreton train station) to the west. This route would primarily use existing roads and pavements, which would require improvement in some areas to allow access for all.

An improved pedestrian/cycle link north to the Blackwell Trail, via Fordbridge Lane, would enable long distance walkers/cyclists access to the wider

South Normanton is not currently connected to the greenway network. A new 'green' route could offer a link between South Normanton and the Blackwell Trail to the north and Alfreton to the west.

greenways network, including the Silverhill and Teversal Trails, and on to the Bolsover Loop.

Stronger sustainable movement routes between Alfreton train station and South Normanton Village Centre could pick up and integrate with some of the new verges/greening projects along The Common / Alfreton Road / Mansfield Road (refer to Stepping Stones projects). This road, as it leaves Alfreton to the east, is a fast moving, narrow country road bounded by trees and hedgerow, with a pavement on one side. There is also an unsurfaced path running parallel to this road for a section of it, through woodland; this route should be investigated and potentially capitalised upon to create an off-road pedestrian/cycling option. The 'missing link', running north alongside the railway line from Alfreton train station, could connect with the Blackwell Trail and form a South Normanton local 'leisure loop.'



Cycleway in Amsterdam



Shared space in Pittsburgh, USA



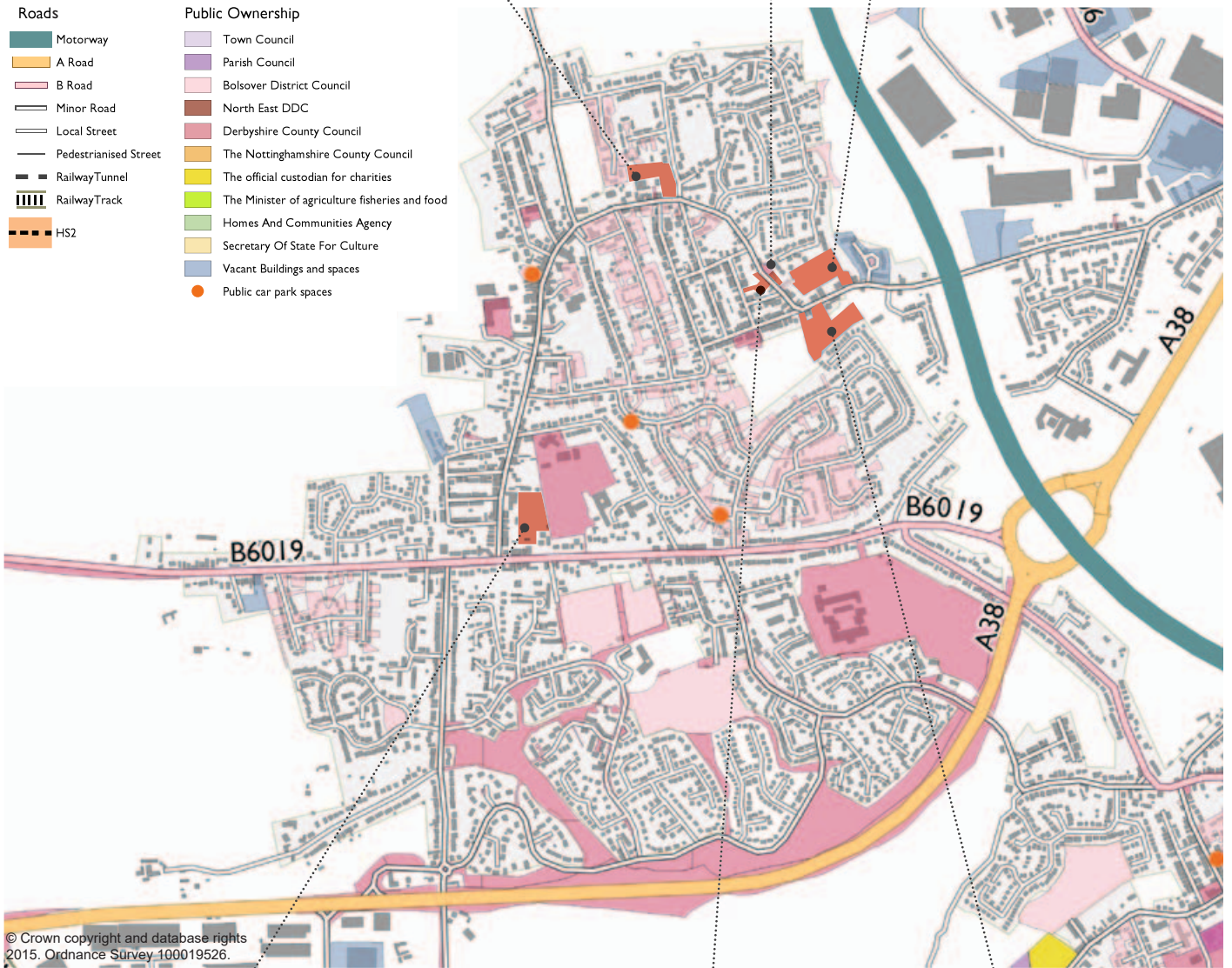
Land on corner of Church Street/Sporton Lane



BDC owned land on Water Lane including no.15 & 29 Water Lane



Land north of Water Lane



Land between Market Street and The Common



Land to the west of Water Lane



Land to south of Water Lane



**Main image:** Map of publicly owned land (as of Sept 2015), long term vacant sites and private sites with potential for infill housing.

There are opportunities in South Normanton and the other three core towns/villages for publicly owned land and vacant pocket sites to be brought forward for housing infill.



### 3 BRING FORWARD DEVELOPMENT OF INFILL SITES



Infill housing scheme by 3D Architects

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.

An issue for South Normanton in particular is the existence of the explosives and chemical company site to the north west of the village. Due to the hazardous nature of substances stored, it has been necessary to avoid residential development to the west of the centre. This has skewed growth away from the centre itself and large housing sites are not easily available. However small infill sites close to the Village Centre can facilitate provision of diversified housing offer such as social housing, affordable, 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. 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 if underutilised 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 potential sites in South Normanton including pockets of land on Water Lane, land on the corner of Church Street and Sporton Lane and the land between Market Street and The Common. Some of the sites are in multiple ownership and may require innovative approaches to site pooling.







Infill housing by Mea Architects



Infill housing by Mea Architects

# SOUTH NORMANTON STEPPING STONE PROJECTS

PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>A. SHOPFRONT IMPROVEMENTS</b>	✓	✓	✓
<p>Trial period with no shutters and reserve fund to repair any broken windows. Depending on the outcome of this, a shutter artwork project could be proposed perhaps in collaboration with Junction Arts. Shutters could also be replaced by high quality chainmail shutters.</p> <p>A design guide can set up recommended proportions and size of new signage and lettering in South Normanton to raise visual quality and limit over-dominance of signs in the Village Centre. Elements of the design guidance could be incorporated into Advertisement Consent policy.</p> <p>Set aside a small fund for priority shops. Identification of priority shop facades which are deteriorating and implementation of painting/cleaning.</p> <p>Develop policy whereby no new take-aways are allowed to open on Market Place due to closed for business effect during the day.</p> <p>Key Partners: SNAP Development Project, Junction Arts, local shopkeepers, NISA Local, CVP, South Normanton Parish Council, BDC.</p>	 <p>Shutter art: (Left) Mitcham Shopfront Improvements; (Right) The Shutter Project in Leith.</p>  <p>Mitcham Shopfront Improvements: Signage and rebranding project for local businesses led by Studio Weave.</p>		
<b>B. EMPTY SPACE ABOVE SHOPS AND VACANT LOOKING UNITS</b>	✓	✓	✓
<p>Work with owners of buildings that look empty (but may be used for storage) to create shop windows for local online businesses. Refurbish suitable upper floors into residential with demonstrator project in a BDC/PC owned property.</p> <p>Key Partners: SNAP Development Project, Groundwork Crestra, local shopkeepers/property owners in village retail centre, CVP, SNPC, BDC.</p>	 <p>Shopfront and upper floor refurbishments in Ilkeston, Derbyshire, before and after. The project was managed by the Erewash Partnership, Erewash Borough Council and English Heritage.</p>		
<b>C. PILOT TOWN TEAM</b>	✓	✓	✓
<p>Greater devolution of governance to promote collective and interdependent working between neighbouring villages and Parish Councils. Initiate a 'Best Kept Village Centre' competition. Share resources e.g. grit, soil, planting etc as well as training for Parish Clerks in the area to share solutions to challenges each village has in common.</p>	 <p>Broadstairs Town Team - a limited company and charity. The Town Team co-ordinate a range of town improvement projects including a gardening team and a painting team.</p>		

PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>D. GATEWAYS, VERGES AND MARGINS</b>	✓	✓	✓

**The Common/Market Street Junction:** As the main route into the village from the south, bold verge tree (orchard) planting with simple signage could identify this as a principle gateway, introducing 'South Normanton'. A pedestrian focused environment could be indicated with new pavement surfacing here, along with traffic restriction signage.

**A38/Carter Lane East Junction:** The sign-posting to South Normanton on this junction is very discreet and is overwhelmed by McDonalds on the corner. Bolder, distinctive signage here and some signature tree planting would announce this as a primary route into the town.

**Water Lane Gateway:** This prominent corner, on the easterly approach to the Village Centre, should be capitalised upon as a key threshold. As a temporary site awaiting development, edges of this space next to the highway could be seeded as vibrant wildflower meadow or used for productive community growing space. Future new development in this location should consider the streetscape on this corner as a gateway, providing strong frontages and accommodating space for distinctive street tree planting, linking to species planted at other key nodes around the Village.

**Shiners Way/Market Street Junction:** To announce arrival into the Village Centre and pedestrian priority, a change in surface treatment and productive greening could be adopted here. The triangular verge space next to The Clock Inn could be developed into a plot for community-led growing. Small corner plots like this could accommodate large perennial and 'architectural' vegetables alongside bold flowers, to surprise and delight; e.g. sunflowers with globe artichokes, rainbow chard and rhubarb.

**Link to Postmill Centre from Market Place:** The garages in this location could be demolished to open up a new, direct and legible pedestrian link from the Market Place to the Postmill Centre. A consistent paving surface could be used to demarcate this route.

**Pedestrian links from Downing Street to Recreation Ground/ Postmill Centre:** These narrow public rights of way could be highlighted with new paving surfacing which could extend over the pavement to Downing Street, and improved integrated way-marking.

**Church Street wide verges and other verges and 'margin' spaces:** The long runs of under-utilised roadside verge (e.g. along The Common) and large unused neighbourhood greens could be planted with lines or grids of orchard trees and fruiting shrubs (such as currants and raspberries), and/or wildlife and aesthetically-rich wildflower meadows. Annual flower species could be included for high impact first-season colour and provide companion planting for the crops.

Meanwhile uses for long term empty sites and excess spaces in village parks may include community owned allotments/small holdings, growing crops and flowers which may be sold as part of a social green enterprise project.

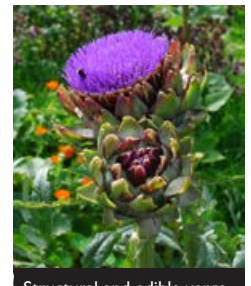
*Key Partners: South Normanton Parish Council, SNAP Development Project, Groundwork Crestra, local gardening groups, local schools and other community groups, BDC.*



Meadow planting for Water Lane gateway.



Sunflower planting to disused verge, Lambeth.



Structural and edible verge planting e.g. globe artichoke.



Resin bound surface for narrow pedestrian links.



Community orchard.

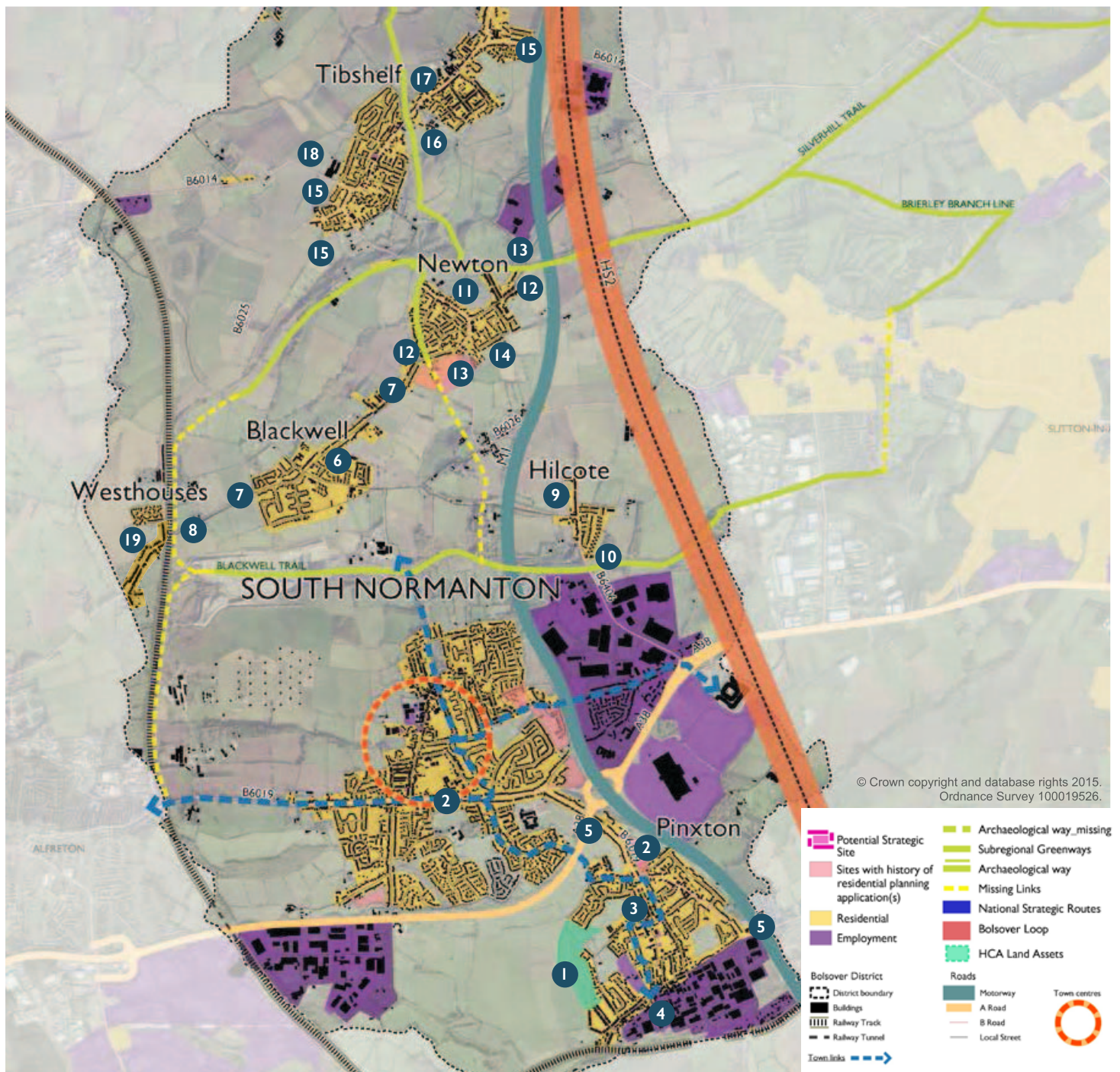


Meadow planting to verges and other margin spaces.

# 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. 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 links between South Normanton and its surrounding settlements. Specific projects have been identified by the community that illustrate application of these principles

such as needing to improve mobility access to Blackwell which currently does not have any pedestrian footpath connection to South Normanton and providing active support to successful community led initiatives by organisations such as SNAP who are making impact on the ground through their settlement based projects. Further support should be offered to enable the four Parish Councils to work more closely together with particular consideration to form a Town Team to build on the extensive community led activities and encourage co-ordinated and inter-dependent working between villages.



## PINXTON

- 1 Kirkby Road site – support HCA to develop their site and ensure that this is an integral part of the village.
- 2 Pilot a South Normanton-Pinxton Town Team, which could:
  - Support the growth of independent retail trade.
  - Enhance green space and public realm.
  - Create new focal elements to enhance local distinctiveness.
- 3 Improve security, signage and environment.
- 4 Explore potential to complete the Erewash Trail, through Pinxton, and link with the Blackwell Trail, subsequently linking with the Phoenix Greenways.
- 5 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.



## BLACKWELL

- 6 Improve access: Improve mobility access in the villages - for example Blackwell has no dropped kerbs and there is no footpath connection to South Normanton via Blackwell Hill.
- 7 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 8 Improve greenway links.



## HILCOTE

- 9 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 10 Improve greenway links.

## NEWTON

- 11 Joint purchasing with South Normanton, Blackwell and Pinxton: The four Parish Councils to form a single forum for joint purchasing of items such as rock salt and compost, and for joint initiatives such as litter picking.
- 12 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 13 Support improvement to the Newton Links and connectivity to the Phoenix Greenways.
- 14 Support the improvement of the play area at Parish Ground.



## TIBSHELF

- 15 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 16 Enhance Connectivity to the Phoenix Greenways.
- 17 Acknowledge and enhance the local vernacular architecture that defines the history of the village, through a programme of village improvements, such as:
  - Village Centre facelift – improve properties and shop front programme to enhance the Village Centre.
  - Support redevelopment of the Village Hall.
- 18 Support highway initiatives to improve accessibility to the school.



## WESTHOUSES

- 19 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.



# POSTSCRIPT



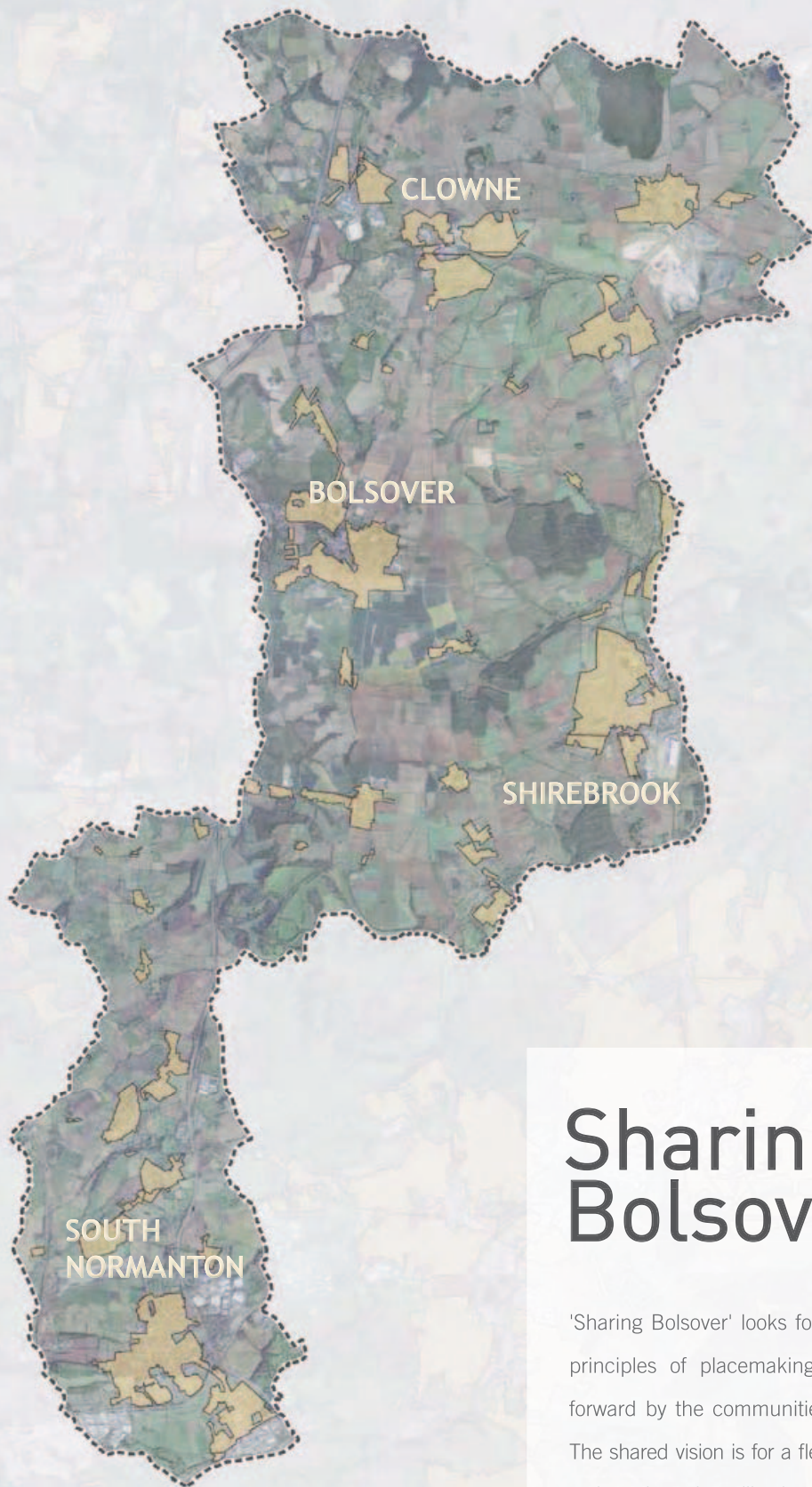
Regeneration Frameworks have traditionally been devised at arm's length from the very communities for whom they are intended. To be successful, regeneration has to be rooted in local knowledge and the understanding of the needs, the qualities and the place specific opportunities of each unique town and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