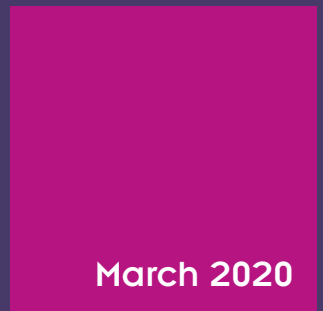


# LOCAL PLAN for Bolsover District





# Foreword

[To be agreed post-adoption]

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# Chapter 1 – Introduction



# What Is A Local Plan And What Does It Cover?



**1.1** The Local Plan considers the overall likely levels of growth (for example increases in population), and the needs of people at different stages of their lives (people starting work, young families, or retired people). Developing the Local Plan for Bolsover District started by asking local people, businesses and key interest groups how they want to see their communities develop up to 2033.

**1.2** However, even at this stage it was not a blank canvas. The Local Plan had to recognise existing permissions for development and as it has evolved it has had to accommodate development pressures and the changing nature of planning permissions.

**1.3** The Local Plan has to accord with national planning policy and guidance as well as 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 features they cherish.

**1.4** However, it is important to recognise that in developing the Local Plan, difficult choices have to be made. Not all sites people may wish to see protected from development can be, and not all sites people would like to see allocated for development, will be.

**1.5** By allocating sites for development it provides certainty for both developers to invest in the District, and some clarity for local

residents to see how their area is expected to change. The Local Plan is not just concerned with allocating land, it is a vehicle to bring about change; it translates what people want, to how their aspirations can be fulfilled.

**1.6** In short, the Local Plan is about providing for the future development of an area in a way that benefits people the most. It helps to deliver places with a high quality of life where people want to live, work and visit. Perhaps most importantly it offers a means for people to shape the future of the communities in which they live.

**1.7** The adopted Local Plan forms the key part of the Development Plan for Bolsover District. This means that planning applications will have to be determined in line with the policies in this Plan unless there are material considerations (considerations which outweigh the policy), not to do so.

**1.8** An overview of how policies in the adopted Local Plan were developed can be found at Appendix 1.1, 'Development of the Local Plan'. Further details of the consultation undertaken at all the stages of the development of the Plan, together with how public engagement has helped to shape the Plan can be found in the Council's Statement of Consultation.

**1.9** Once adopted, this Local Plan will supersede the adopted Bolsover District Local Plan and all of the policies within that document as listed in Appendix 1.2.

**1.10** It is important to understand what the Strategic Policies are within the Local Plan. Strategic policies are essentially those which address each local planning authority's priorities for the development and use of land in its area. A full list of the strategic policies within the Local Plan is set out in Appendix 1.3.

# Policy Framework For The Local Plan

## National Policy

**1.11** The UK Government's five 'guiding principles' of sustainable development are set out in the UK Sustainable Development Strategy: 'Securing the Future', and are

- a) Living within the planet's environmental limits
- b) Ensuring a strong, healthy and just society
- c) Achieving a sustainable economy
- d) Promoting good governance
- e) Using sound science responsibly

**1.12** The National Planning Policy Framework (NPPF) sets out the Government's policies in relation to achieving sustainable development in the United Kingdom.

**1.13** The NPPF (2012) firstly sets out that "the purpose of the planning system is to contribute to the achievement of sustainable development". It continues by stating that the national policies on a wide range of forms of development contained within it, "taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system".

**1.14** Crucially, the NPPF (2012) states that there are three key dimensions to 'sustainable development', namely

- a) **An economic role:** contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation: and by identifying and coordinating development requirements, including the provision of infrastructure.
- b) **A social role:** supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating

high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well being.

- c) **An environmental role:** contributing to protecting and enhancing our natural, built and historic environment: and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

**1.15** These three dimensions are reflected in the Vision and the Objectives which are set out in chapter 3.

**1.16** In relation to Local Plans, the NPPF (2012) 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". This underlines the central role of Local Plans within the UK planning system.

**1.17** The National Planning Practice Guidance (PPG) states that Local Plans should be as focussed, concise and as accessible as possible, concentrating on the District's development needs and opportunities, paying careful attention to both deliverability and viability. The Local Plan should be clear in setting out the strategic priorities for the area and policies to address these and provide the strategic framework within which any neighbourhood plans may be prepared to shape development at the community level.

**1.18** Before the Council could adopt the new Local Plan for Bolsover District, the Plan had to be examined by an independent Inspector whose role is to assess whether the plan had been prepared in accordance with the Duty to Cooperate, legal and



procedural requirements, and whether it was sound. A local planning authority should submit a plan for examination which it considers is “sound” – namely that it is

- a) **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.
- b) **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.
- c) **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.
- d) **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.

**1.19** This examination commenced on 31st August 2018 when the Council submitted the Local Plan to Secretary of State and Inspector Karen Baker DIPTP MA DIPMP MRTPI was appointed. Following public Hearing Sessions in January, February and March 2019, the

examination concluded with the publication of the Inspector’s Report on 15th January 2020.

## High Speed 2 (HS2) Proposals

**1.20** The Government have announced a Safeguarding Direction in relation to the proposed route for HS2. Whilst the Policies Map indicates the safeguarded route, the Safeguarding Directions have been made by the Secretary of State for Transport. They are not proposals by Bolsover District Council and the route shown will not be determined through the development plan process. The route will be considered in Parliament under hybrid Bill procedures, which will provide appropriate opportunities for petitions to be made to Parliament by those directly affected by the scheme. Objections to the safeguarded route cannot be made as part of the Local Plan process.

## Strategic Level Planning & Duty to Co-operate

**1.21** The East Midlands Regional Plan was revoked in April 2013. Responsibilities for cross boundary strategic planning now rest with local planning authorities and key stakeholders under the Duty to Co-operate introduced through the Localism Act 2011.

**1.22** The National Planning Practice Guidance (NPPG) advises that the “Duty to



Cooperate seeks to ensure that local planning authorities lead strategic planning effectively through their Local Plans, addressing social, environmental and economic issues that can only be addressed effectively by working with other local planning authorities beyond their own administrative boundaries. The aim is to encourage positive, continuous partnership working on issues that go beyond a single local planning authority's area".

**1.23** As a result of this change to the UK planning system, it is necessary for local planning authorities to address strategic matters within their individual plan making processes effectively through the Duty to Cooperate.

**1.24** In developing the Local Plan the Council has sought to be aspirational but realistic. In developing the policies in this Plan, the Council has worked with neighbouring authorities to address strategic matters for example, by the development of shared evidence bases.

**1.25** The Strategic Housing Market Assessment (SHMA) (November 2013) identified that the most appropriate Housing Market Area (HMA) for Bolsover District is the North Derbyshire and Bassetlaw HMA, which covers the four authority areas of Bassetlaw, Bolsover, Chesterfield and North East Derbyshire. This influenced the Plan up to the Consultation Draft Local Plan (CDLP) stage.

**1.26** Following the release of the 2014 based Sub National Population Projections, and 2014 based Household Projections in 2016<sup>1</sup>, the authorities in the Housing Market Area commissioned an update to the Objectively Assessed Needs in the Strategic Housing Market Assessment. The update identifies an annual objectively assessed need of 1,211 across the four authorities in the Housing Market Area. The study calculated the annual objectively assessed need for housing in Bolsover district as being 272. This was utilised for the development of the Publication Draft Local Plan (PDLP).

**1.27** All local planning authorities in the North



Derbyshire and Bassetlaw HMA recognise both the robustness of the evidence provided by the SHMA and the shared responsibility and challenge of meeting their own identified share of this housing requirement

**1.28** Although the Sheffield City Region is not generally considered to be a single functional housing market, the 9 authorities within the Region have worked together to produce a Duty to Co-operate Statement on Housing. The purpose of the statement is to set out the position on planning for housing growth across the Region.

**1.29** However, the Duty to Co-operate on the delivery of housing is not limited to authorities in the Housing Market Area (HMA), or even the wider Region. As noted in the section above, the Council should aim to meet any requirements from any neighbouring authority where it is reasonable to do so and consistent with achieving sustainable development.

**1.30** In this regard it is worth noting that no neighbouring / nearby authority has formally requested that Bolsover District

help deliver part of their objectively assessed housing needs, since the start of the development of this Local Plan in 2014. Whilst discussions have been had about the potential to help neighbouring areas, there has been no formal request for Bolsover to provide additional development sites to help meet other area's needs.

**1.31** The Economic Development Needs Assessment (EDNA) (October 2015) identified that the Functional Economic Area (FEMA) for Bolsover District principally covers the authority areas of Chesterfield, North East Derbyshire, Amber Valley, Bassetlaw, Mansfield and Ashfield. Beyond the strong links within this central area, the wider economic areas of the two Local Economic Partnerships (LEPs) to the north and south of the District also exert a weaker influence on the functional economic area of Bolsover District.

**1.32** The FEMA covers more than one local planning authority area. Therefore, the delivery of employment land across the FEMA is legally a cross boundary strategic matter and thus subject to the Duty to Co-operate. However, as each local planning authority's FEMA differs and overlaps the FEMA of their neighbouring authorities, there is no fixed quantum of employment land to be distributed across the District's FEMA. In accordance with national guidance, the Council's EDNA has been used to identify a range of employment land targets for Bolsover District.

**1.33** In addition to working together to deliver the quantum of development, and assess the impact of development across a wider than local authority area, the Duty to Co-operate provides for local authorities to work together to deliver development on sites which cross local authority boundaries.

**1.34** The former Coalite works straddles the border with North East Derbyshire District. In January 2015, both Councils agreed to set up a Coalite Project Control Board to secure the remediation and development of the site. Both members and officers of

each authority were involved in progressing this work, drawing upon expertise of staff from Homes England's Advisory Team for Large Applications (ATLAS) at stages of the project. As noted above, the site owners have progressed planning applications for the development of the site parallel to putting the site forward in the Local Plan(s). Planning permission has now been granted by both Bolsover, and North East Derbyshire District Councils, and work on the remediation of the site has commenced. It is anticipated that both Councils will continue to work together with the site owners to ensure that work is progressed and the site is remediated.

## Local Economic Partnerships

**1.35** Bolsover District Council is within two Local Enterprise Partnership (LEP) areas:

- a) Sheffield City Region (Consisting of nine authorities, including all of the SHMA authorities)
- b) D2N2 (the LEP for the Derbyshire and Nottinghamshire County and the Derby and Nottingham City areas)

**1.36** Both of the LEPs' 2014 Strategic Economic Plans (SEP) were the basis for their respective Growth Deals with central government at that time.

## Combined Authorities

**1.37** 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.

**1.38** These are early days for the Combined Authority approach and it is currently uncertain whether they will progress, and if so, in what form. It is also unclear how they will support the implementation of the Local Plan.

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<sup>1</sup> Current Government Guidance is that these national datasets should be the starting point for identifying objectively assessed housing need.

## Local Aspirations And Initiatives

### *Sustainable Community Strategies*

**1.39** Sustainable Community Strategies aim to improve the economic, social and environmental wellbeing of local areas and have a strong focus on balancing the needs of the local economy together with environmental and social issues. The common vision for the Sustainable Community Strategy for Bolsover 2006 – 2020 is:

*“Our Sustainable Community Strategy has a vision of a diverse, healthy, fair and prosperous district, building on the strengths of our industrial past to become a vibrant, thriving community capable of meeting the challenges and the opportunities of the future.”*

### *Bolsover District Council Corporate Plan 2015-2019*

**1.40** The Corporate Plan identifies ‘Unlocking our Growth Potential’ as the Council’s top aim. By focusing on this area, the Council hope to grow the local economy, increase the number of businesses across the District and increase the supply and quality of housing on offer. All of this is designed to help the Council attract the income and funding it needs to deliver its services without being reliant on anyone else. However, the most important aspect of this aim is that it will help the District’s towns and villages to grow and thrive to become vibrant communities and places where people want to live, work and play.

### *Bolsover District Council Growth Strategy (June 2014)*

**1.41** The Council’s Growth Strategy identifies key challenges and opportunities in the District and outlines the following priorities:

- a) Supporting Enterprise
- b) Enabling Housing Growth
- c) Unlocking Development Potential

### *Bolsover District Council Economic Development and Housing Strategy (March 2015)*

**1.42** The Council’s Economic Development and Housing Strategy provides a framework that focuses on the Council’s core priorities with the intention of helping

- a) Support economic growth
- b) Ensure a more balanced housing market
- c) Support the development of existing and new business
- d) Support the creation of employment pathways and training opportunities
- e) Support housing growth

**1.43** The Local Plan for Bolsover District forms one of the Council’s best tools to help deliver the aims of its Corporate Plan; Growth Strategy; and core priorities of its Economic Development and Housing strategy.

### *Bolsover District Regeneration Framework – Strategies for Towns and Villages*

**1.44** Alongside the preparation of the new Local Plan, the Council developed a Regeneration Framework for the District, focussing on our four largest settlements – Bolsover, Clowne, Shirebrook and South Normanton and their connections with local villages and hamlets.

**1.45** The Regeneration Framework brought 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.



**1.46** In many cases, the Framework supports existing planning principles such as sustainability, supporting existing retail centres, improving accessibility, promoting good quality design and the regeneration of our towns. In these cases additional specific policies will not be required.

**1.47** The Local Plan has sought to integrate relevant parts of the Regeneration Framework into the future development plans for the District and its influence is most notable within elements of Chapter 6 - Working Communities, particularly the retail section.



## Neighbourhood Planning

**1.48** Planning has a key role to play in helping communities to deliver growth and change in the way they want to deliver it. Whilst it cannot deliver all of the facilities and services a community may wish for, it can help to protect and enhance existing assets and provide a positive framework to help shape and guide development with the involvement of the community at its heart.

**1.49** The National Planning Policy Framework gives local communities new rights to shape their neighbourhood by preparing neighbourhood planning initiatives, such as Neighbourhood Plans. Unlike Local Plans, Neighbourhood Plans within Bolsover District would be prepared by Parish or Town Councils. When adopted these Plans form part of the statutory 'Development

Plan' for that planning area alongside the District Council's adopted Local Plan.

**1.50** The Council will support communities seeking to put in place Neighbourhood Plans or other neighbourhood planning initiatives but recognises that there is a significant amount of time and effort involved in creating these. To assist with this, the Council has adopted a Neighbourhood Planning Protocol to advise on the process and support Parish Councils if they choose to develop any neighbourhood planning initiative.

**1.51** At the present time there are no adopted Neighbourhood Plans within Bolsover District.

## Chapter 2 – Spatial Portrait



# Characteristics Of Bolsover District

**2.1** Character is a way of describing an area in terms of what makes it distinctive or special. There are a number of different ways of describing an area. It can be defined by

- a) Physical characteristics, such as landscape or landmarks
- b) Physical connections; the roads and other infrastructure that link places together
- c) Local features such as the level and types of wildlife spaces and important buildings that make up the district's environmental and cultural heritage
- d) Where people live, and the available facilities
- e) The characteristics of the people who live in Bolsover District; their age, health, and whether they are employed
- f) The economy and job opportunities; what employment opportunities are available for people
- g) The patterns of where people work; whether they work in the area where they live or whether they travel to work
- h) The type of housing available in an area

**2.2** The key factors that give Bolsover District its character and that have implications for its future development are set out in the description below.

## Physical Setting

**2.3** Bolsover District covers an area of 160.3 square kilometres and sits in the north-east area of Derbyshire. The District adjoins North East Derbyshire District and Chesterfield Borough to the west, and the north east section of Amber Valley Borough to the south. The District shares a long eastern boundary with Nottinghamshire County Council and the districts of Bassetlaw, Mansfield and Ashfield to the south. The District is also situated at the northern edge of the East Midlands adjoining the southern edge of South Yorkshire.



**2.4** The geology of the District has influenced settlement patterns. The Landscape Character of Derbyshire (2003) identifies that most of the District falls within two landscape types: the Derbyshire Coalfield in the west and south of the District, and the Magnesian Limestone plateau in the north and east.

**2.5** The Magnesian plateau is a dominant physical feature within the District and the escarpment and ridge provide the setting to two of the District's most impressive buildings: Bolsover Castle and Hardwick Hall. Parts of the District were inhabited during the last ice age, and the limestone gorge at Creswell Crags contains examples of the northernmost cave art in Europe.

**2.6** Whilst many settlements in the District date from early times, it was during the 19th century that population grew and settlements in the District expanded based on the needs of agriculture and coal mining.

**2.7** Today the District comprises of two small towns (Bolsover and Shirebrook); two emerging towns (South Normanton and Clowne) and villages of a wide range of sizes. The rest of the District is predominantly rural with smaller settlements in the countryside. Within the past 5 years the District has increased the number of dwellings built per year; which has increased the size of the larger settlements and in turn increased the

need for services and facilities in Bolsover, Shirebrook, South Normanton and Clowne.

**2.8** Following the closure of collieries many former sites have been reclaimed and put to beneficial use as country parks or industrial estates. The District still has a number of brownfield sites remaining, although not all of these are close to services and facilities. Since 2005 the District has maintained fairly high levels of development on previously developed land, until 2016/17 when the level dropped. It is important for the future of the District to maintain the level of development on previously developed land to retain the character of the area.

**2.9** In view of the shape and nature of the district, the Policies Map is divided into three sections, Northern, Central and Southern.

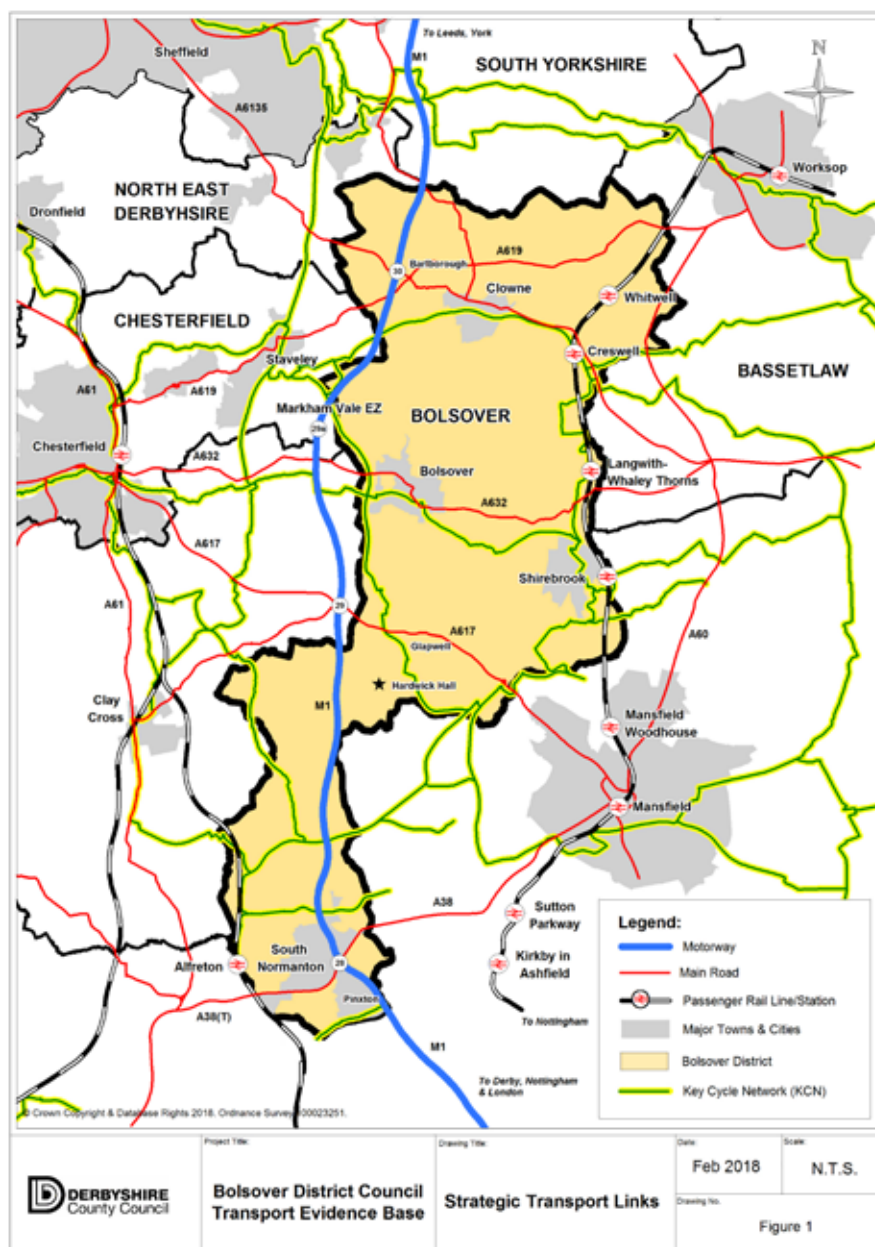
## Physical Connections

**2.10** Bolsover District benefits from excellent north-south road links and is strategically located adjacent to the M1 'growth corridor'. Being so close to the motorway means that the local communities and businesses benefit from high quality road transport links. However, proximity to a motorway can also lead to concerns over congestion, noise, and air quality issues that can act as a constraint or deterrent to development.

**2.11** The busiest roads in Bolsover District are those that form part of the strategic highway network, i.e. the M1

and A38. The Council's transport evidence base identifies that the key congestion issues are in the south of the district and in particular where the A38 meets the M1 at J28. Junction 30 also lies within the District and Junctions 29 and 29a are located just outside in North East Derbyshire District and Chesterfield Borough respectively.

**2.12** A network of 'A' roads run across the District from east to west, linking the District with nearby sub-regional centres. Elsewhere the local transport networks reflect the semi-rural dispersed nature of the District.





**2.13** The nearest main line stations on the rail network are located in Chesterfield and Alfreton. To the east of the District the Robin Hood railway line runs roughly north / south linking Nottingham and Mansfield with Worksop, with stations in the District at Shirebrook, Whaley Thorns / Langwith, Creswell and Whitwell.

## Environmental and Cultural Heritage

**2.14** Bolsover District contains 7 Sites of Special Scientific Interest, together with 3 local nature reserves, 119 local wildlife sites, and 15 Regionally Important Geological Sites. The District has done especially well in retaining the local Sites of Special Scientific Interest. The range of wildlife sites is diverse and includes ancient woodland, ponds, and water meadows. These sites are home to a range of plant and animal species, some of which are rare. The District also contains country trails, and a network of greenspaces linked by footpaths (green infrastructure). Part of the Sheffield / North

East Derbyshire Green Belt extends into the district around Barlborough / Clowne.

**2.15** In terms of the built environment, the District contains 395 listed buildings and 27 conservation areas. The District is home to a number of ‘model village’ developments, which have been renovated and improved, the most recent of which is New Bolsover Model Village; a £10million project to breathe new life into the area. Some of the most important buildings in the District are also tourist attractions and include Bolsover Castle (one of English Heritage’s top ten sites in the country); and Hardwick Hall, the District’s most popular visitor destination. In addition, the District contains numerous archaeological assets, such as Creswell Crags, an important archaeological site which is open to visitors and is on the UK Tentative List for nomination for World Heritage Site status.

**2.16** Consultation responses have indicated that many people in the district value the District’s natural and built heritage and the character of the district.



## Where People Live and Services

**2.17** Bolsover District is unusual in that it does not contain a single large or dominant town. Instead there are two small towns: Bolsover and Shirebrook, and two 'emerging towns': Clowne and South Normanton. Just over half of the population of the District (around 53%) live in these four main settlements. There are a number of large towns and sub-regional centres just outside the District which offer a wide range of goods and services. For a wider range of services and facilities the north of the District is most likely to be attracted to Chesterfield Town and Sheffield City, whereas the south will be mostly be attracted to Mansfield Town and the cities of Derby and Nottingham.

**2.18** There is no general hospital in the District. Services such as secondary schools and health facilities tend to be concentrated in the towns and larger villages. In general terms, recent analysis indicated that settlements with the higher populations also had the higher levels of services and facilities. The Citizen's Panel survey, 'About the services you receive from us' (November 2014), suggested that a high percentage of residents in the two towns visited their town centres at least once a week. Almost half of the respondents thought their town could have a more distinctive character. The change most people wanted was a wider variety of shops and more independent shops. Overall, the survey suggests that on the whole people in the District are satisfied with their area as a place to live with an overall 69% satisfaction recorded.

**2.19** Whilst some of the larger villages provide for local needs, some of the District's smaller settlements are without basic facilities such as a shop, school or post office. Residents in many settlements who do not have access to a car can find their choices on employment, shopping or other activities to be very limited. The Settlement Hierarchy Study

(March 2018) provides detailed information on the services available in each settlement.

## People

**2.20** At the time of the 2011 Census, the population of Bolsover District was 75,866. The percentage of people living in Bolsover who were born in the UK is higher than the regional and English average and not particularly ethnically diverse, with 96.3% of people describing themselves as 'white British'. In 2015 Bolsover District ranked 87th out of 326 in the most deprived Local Authority Districts in England. This was an improvement on the 2010 figures and reflects the wider improvements within the district.

**2.21** The District has a generally older population with an above average population in all age groups over 40 compared to the East Midlands and England averages. The percentage of retired households is also higher than the Region and England as a whole. In 2016 the percentage of people aged 65 or over in the District was 20% of the population.

**2.22** Health is a significant issue for people in the District with 24.7% of people saying that their day to day activities are limited by their health, and 8.6% saying they have 'bad' health. Residents of Bolsover District have the highest obesity rates and lowest healthy eating rates in the county. It has high levels of smoking, and high levels of early deaths from cancer and circulatory conditions compared to the rest of the county and England as a whole.

**2.23** The 2011 Census also identified that although there has been real progress in increasing the number of people in the District with an educational qualification, the District still lags behind the regional and national averages. Similarly, the number of people with a degree or diploma in the District is below the regional and national averages.

**2.24** In the ONS 2014 Sub-National Population Estimates (August 2016), the population for the District is predicted to





rise by around 10.2% to 83,626 by 2033. The number of households is expected to grow by 12.7% to 37,712 over the same period.

## Economy and Employment

**2.25** The Oxford Economics Forecast (August 2013) identifies that the Gross Value Added (GVA) for Bolsover District is forecast to rise by an average of 2.9% pa to 2030 and that the District is forecast to enjoy the fastest rate of employment growth within Derbyshire. This is significantly above the projected rates of growth for Derbyshire, East Midlands and UK, and reflects recent high growth rates in the District. Most of the jobs in the District are in 'micro-enterprises' – businesses employing less than 9 employees. This is in line with the regional average. In contrast the district has few 'large' enterprises i.e. those employing 250 people or more.

**2.26** The Forecast also identifies that at 2013 there were 30,100 employee jobs in the District. Of these 78.1% were full time jobs and 21.9% part time jobs. In terms of the breakdown between full and part time jobs, the percentage of full time jobs is higher

than that in the rest of the East Midlands Region and Great Britain. Conversely there are fewer part time jobs in the District compared to the Region and nationally. The jobs density within the District (i.e. level of jobs per resident aged 16-64) is lower than that in the region or country as a whole. The level of unemployment within the District fell between 2016 and 2017 from 1.5% to 1.0%.

**2.27** In terms of the type of jobs in the District, the three main industries are; Manufacturing; Wholesale and Retail Trade; and Administrative and Support Services. The percentage of jobs in manufacturing is considerably higher in Bolsover than the rest of the country. A lower percentage of people are employed in the District in the Human Health and Social Work and Financial and Insurance sectors (compared to UK as a whole).

**2.28** The Council's Growth Strategy (March 2015) aims to both increase the overall number of jobs in the District and re-balance the type of jobs by aiming to increase the number of higher skilled and higher paid jobs.

## Travel Patterns

**2.29** Based on the 2011 Census, the District has fewer than average people working from home than the regional or national levels.

**2.30** Bolsover District does not have high frequency or extensive public transport services and use of public transport is relatively low. It is therefore unsurprising that more people than average travel to work by car. The average distance people travel to work is 16.5km (10.3 miles).

**2.31** There is a substantial level of out-commuting to work by residents in the District and this increased between the 2001 and 2011 Censuses. Alongside this there is substantial in-commuting of people from neighbouring areas to work in the District. This also increased between 2001 and 2011. Combining these two pictures shows that Bolsover District has more people leaving the district to travel for work to surrounding local authority areas than people travelling to the District for work from surrounding areas.

**2.32** In relation to the destinations for both in and out-commuting, the 2011 Census shows that the District's commuting patterns are strongest with the neighbouring Derbyshire and Nottinghamshire authorities rather than the city and larger authorities of Sheffield, Nottingham, Rotherham, or Derby. In terms of journeys, this picture suggests a greater number of out-commuting journeys along the A632, A38, A617 and A619 corridors rather than the M1.

**2.33** In terms of leisure travel, the District has an extensive network of trails that provide good access to the countryside and there is potential to further enhance this network. These trails and greenways have consistently been increased and added to every year since the last Local Plan was adopted.

## Housing

**2.34** The Settlement Hierarchy Study (March 2018) estimated that there were

36,063 dwellings in the District. Within the past 5 years the District has slowly started to increase the number of dwellings built per year, increasing the size of the larger settlements. Between 2014/15, and 2016/17, the number of completions exceeded the annual requirement. This helps the District to accommodate the growth in population which was expected in the last Census. In terms of tenure the 2011 Census shows that the majority of homes in the District (67.2%) were owner occupied. This is in line with regional figures and is more than the national average.

**2.35** In terms of the type of accommodation, the Strategic Housing Market Assessment (SHMA - November 2013) used the 2011 Census to identify that the percentage of detached and terraced dwellings is roughly in line with the regional / national proportions. However, the District has a slightly higher percentage of semi-detached houses and lower levels of flats / apartments (5.9% compared to 11.7% for the East Midlands and 22.1% for England). In March 2018, 76.4% of the District's housing stock was in the lowest bands A and B, and only 3.04% in band E.



**2.36** The 2011 census indicated that the private rented sector stands at around 13%. Whilst there appears to be a significant theoretical need for affordable housing in the district, the SHMA notes that in reality the private rented sector plays a significant role in meeting housing need.

**2.37** The Council's Economic Development and Housing Strategy (March 2015) identifies that the condition of the District's housing stock varies between tenures, but generally the highest levels of hazards, disrepair and poor energy efficiency are in private rented stock and pre-1919 stock. This raises an important point in that whilst the private rented sector plays a significant role in meeting housing need, it is often at the cost of poor quality housing.

**2.38** The District has seen an increase in housing completions in recent years, generally

indicating improving viability. The evidence underpinning the Whole Plan Viability Assessment (March 2018) identifies an improving situation regarding house prices, particularly in settlements on the western side of the District. Despite this, Bolsover District still has lower house prices than the region and national averages and as a result housing development viability remains challenging across the District, which can make delivery of affordable housing difficult.

**2.39** In terms of affordability, the district enjoys some of the cheapest housing in the East Midlands. The Government's UK House Price Index of December 2017, indicated that whilst the average price across the UK was £226,756, the East Midlands average was only £185,694, and for Bolsover District it was only £121,417.

## Key Issues For Bolsover District

**2.40** In considering the above and related information, a picture of the area can be built up which enables us to define the key challenges facing the district as a whole. This enables us to develop a Local Plan which will ensure that communities are better as a result of implementing the Plan.

**2.41** In this regard we have identified that we need a Local Plan which will

- a) Accommodate new growth**, whilst ensuring the character of the District is retained and that major new development is supported by appropriate infrastructure
- b) Protect and enhance** identified heritage and natural assets and their settings
- c) Support regeneration** of the towns and main villages, to enable them to fulfil their role as service centres, coupled with the need to address the regeneration needs of rural settlements and the few remaining large areas of previously developed land in need of restoration or re-use
- d) Improve health outcomes** in a district with an above average percentage of retired people and people suffering poor health
- e) Improve employment opportunities** in the District by increasing the number and range of jobs in the District
- f) Provide significantly greater local job opportunities** to reduce out-commuting, improve sustainability and also to avoid the danger of turning some towns and main villages into 'dormitories' rather than settlements where people can live and work
- g) Ensure the delivery of new housing** in an area of marginal viability where deliverability has been challenging
- h) Put place making and development quality** at the heart of new development
- i) Provide improved accessibility** to better areas of green space

## Chapter 3 – Vision And Objectives



# Creating A Sustainable District



**3.1** The Local Plan for Bolsover District needs to provide a long term spatial Vision for the District. The starting point for this is the spatial portrait which describes the District as it is now. The Vision then sets out how the District will change, and how it will look and function at the end of the Plan period. The Objectives are the stepping stones that will move the District towards the Vision.

**3.2** National policy underlines the importance of a Vision setting out what the Local Plan intends to facilitate and achieve. As far as possible the Vision should reflect the views of local organisations, businesses, and the wider community. The Vision and Objectives were the subject of earlier consultation (October / November 2015), and the views put forward, together with the findings of the Sustainability Appraisal have informed the development of the Vision and Objectives in this Plan as set out below.

# The Local Plan Vision

By 2033, Bolsover will be a growing district, undergoing an economic and visual transformation.

## Economic Role

By 2033, Bolsover District will be an attractive location for new and growing businesses. The economy of the District will have benefited from wider initiatives in the Sheffield City Region and D2N2, as well as more local initiatives to improve the quantity, range and quality of jobs in the District.

Employment opportunities will have expanded into growing sectors such as advanced manufacturing, logistics and knowledge based sectors. The increased employment opportunities in the District mean that people will have access to a greater number and range of jobs without having to commute outside the District.

Brownfield sites in the District will have been remediated and brought back into productive use providing regeneration benefits to the local community and improvements to the natural environment. Development will have taken place in the towns and larger villages and the town centres that serve local residents will be vibrant, attractive and distinctive places. Rural settlements will also have benefited from appropriate and sensitive development to meet the needs of their local communities.

## Social Role

A range of new housing will have met the needs of a growing and ageing population. New infrastructure such as schools, roads, health facilities and open space provision will have been planned and delivered alongside new developments. Access to outdoor recreation space and a network of footpaths and other facilities will have all

been improved, providing opportunities for people to enjoy the natural environment and value the biodiversity it supports; thereby contributing to the health, wellbeing and economic prosperity of people and communities in the District.

The need to travel will be reduced through the spatial strategy of focussing development on the more sustainable settlements, whilst also supporting regeneration needs and tackling deprivation.

## Environmental Role

The District's rich variety of environmental and historic assets (including their settings) will have been protected, enhanced, and extended and will be enjoyed by more people through increased tourism.

Increased open spaces; new, enhanced and better integrated green infrastructure; and ecological and recreational networks will have improved settlements and their settings in the District. This will allow wildlife to thrive and contribute to a sense of place and well-being, whilst creating opportunities for outdoor recreation and improved health.

The high quality of design in new developments will have helped to address climate change and reduced the potential for anti-social behaviour. It will also have helped to create places where people want to live and reinforced the distinctive character of settlements in the District.

Overall, through the provisions of the Local Plan, by 2033 the District's valuable natural and built assets will have been retained and enhanced. Local people will have benefited from the opportunities for a healthier lifestyle, improved job opportunities, more housing, and the increase in facilities that this can help to deliver.

# The Local Plan Objectives

**3.3** Whilst the Vision sets out the changes that we expect to see in the District, how we get there is shaped by the Objectives below. The Objectives are not ranked in any order of importance.

## Objective A: Sustainable Growth

To support sustainable growth and the prudent use of resources through

- a)** Sustainable patterns of development
- b)** The sustainable use of resources and minimisation of waste
- c)** The protection and enhancement of the quality of the District's water sources
- d)** Recognising the multiple benefits of blue and green infrastructure in new development
- e)** Maintaining the general integrity of the Green Belt
- f)** A careful consideration of the impacts of proposed development
- g)** Provision of appropriate infrastructure to support development

## Objective B: Climate Change

To mitigate against and adapt to the impacts of climate change through

- a)** The increased use of renewable energy resources
- b)** Energy reduction to minimise pollution including greenhouse gas emissions
- c)** Minimising carbon emissions in new development
- d)** Promoting sustainable design that takes account of more extreme weather patterns and reduces the demands placed upon ecosystem services
- e)** Avoiding inappropriate development in flood risk areas
- f)** Promoting the efficient use of water resources, and water efficiency measures in new development to reduce the demand placed on water resources
- g)** Protecting and supporting the ability of wildlife to respond and adapt to change
- h)** Protecting, enhancing, extending, and the better integration of, green infrastructure and ecological networks







## Objective C: Countryside, Landscape Character and Wildlife

To conserve and enhance the quality and character of the countryside, its landscapes, and wildlife through

- a) Ensuring that development which takes place to meet identified rural development needs contributes positively to countryside character
- b) Protecting and enhancing the character and quality of local landscapes, including sites designated for their geological interest, and local landscape character
- c) Protecting, enhancing and extending habitats and ecological networks and the wildlife they support
- d) Protecting and improving the water quality of rivers and streams in the district
- e) Protecting ancient woodland and ancient/veteran trees
- f) Ecological networks
- g) Protecting and enhancing sites designated for their biodiversity and geological interests (for example SSSIs)

## Objective D: Historic Environment

- a) To conserve, enhance, and where possible regenerate the District's distinctive historic environment, and cultural heritage assets including the wider settings associated with the District's outstanding heritage assets
- b) To recognise the contribution made by the historic environment to the character of landscapes, townscape and villages
- c) To recognise the value of non-designated heritage assets and protect these where possible, and to address heritage at risk issues



## Objective E: Regeneration

- a) To support the regeneration needs of urban and rural settlements
- b) To support suitable deliverable opportunities for the comprehensive redevelopment of brownfield sites

## Objective F: Tourism

To increase the appeal of Bolsover District as a tourist attraction through the protection of identified international and national assets, and supporting the growth of suitable tourist facilities.

## Objective G: Infrastructure and New Facilities

- a) To ensure the timely delivery of any new physical infrastructure such as digital infrastructure, roads, sewers, waste and water facilities, and social infrastructure such as education, and health and social care facilities necessary to support new development
- b) To safeguard existing community facilities and services where possible





## Objective H: Sustainable Transport

To reduce the need for people to travel by car and reduce out-commuting through

- a) Directing growth towards the most sustainable settlements
- b) Providing more employment in the District
- c) Working with others to improve public transport (bus and rail) services in the District
- d) Encouraging provision for walking and cycling to help develop walkable settlements

## Objective I: Green Spaces and Green Infrastructure

- a) To recognise the value of open space within communities and to safeguard, and where possible expand an integrated network of well managed green infrastructure assets within and beyond communities, as set out in the Council's Green Infrastructure Study
- b) To recognise the multiple benefits provided by green infrastructure and access to the natural environment on people, wildlife, health, wellbeing and economic prosperity
- c) To address identified deficiencies and gaps in Green Infrastructure, improving accessibility and encouraging multiple uses where appropriate
- d) To seek positive opportunities to include open space, natural greenspace, trees and woodland in new development



## Objective J: Rural Areas

To support rural areas by protecting the character of rural settlements, and ensuring that development outside the main settlements reflects the existing size of villages whilst sustaining local services; supporting the diversification of rural businesses; and making provision for affordable housing.



## Objective K: Health and Wellbeing

To improve health outcomes and increase life expectancy of residents, by addressing the economic and environmental factors underpinning health and well being. This will be achieved by

- a)** Working with healthcare partners to deliver new and improved health and social care facilities
- b)** Promoting healthy lifestyles and address obesity and levels of physical activity
- c)** Encouraging walking and cycling
- d)** Improving access to the countryside and recreational, leisure and cultural activities
- e)** Providing opportunities for people to enjoy the natural environment and value the biodiversity it supports



## Objective L: Economic Prosperity

- a) To promote economic prosperity by encouraging the growth of high value manufacturing businesses, business services, tourism, appropriate rural diversification initiatives and the cultural and creative industries
- b) Recognising that environmental quality can help to attract inward investment

## Objective M: Employment Opportunities

- a) To create employment opportunities within the District through supporting the development of new enterprises and the growth of existing businesses
- b) To increase local employment opportunities in order to reduce the gap between the number of households in the Districts' settlements and the availability of local jobs
- c) To support the provision of employment opportunities for people with disabilities
- d) To help to deliver a diverse range of sites that are attractive to new investors in the District and also to enable the growth of existing businesses

## Objective N: Meeting Housing Needs

- a) To provide housing that addresses the needs of all sectors of the community
- b) To improve existing housing stock and promote lifetime homes
- c) To help to build / expand communities rather than just providing new housing





## Objective O: Place Making

- a) To ensure that place making is at the heart of the delivery of high quality well designed neighbourhoods and developments
- b) To promote high quality design that respects local character and distinctiveness
- c) To promote inclusive design that meets the needs of all members of the community
- d) To ensure that development takes place in a way that protects local amenity and does not undermine environmental quality
- e) To protect and enhance existing open space and allotment provision across the District where possible



## Objective P: Town Centres

To sustain and improve retail, service and leisure provision in town and local centres. This will create distinctive places, and sustain and enhance the vitality and viability of the District's town centres and larger villages.

**3.4** Whilst the Objectives are intended to support and help realise the Vision for the District, it is the Local Plan's spatial strategy which sets the basis for how the Vision can be realised. The allocations and policies of the Local Plan will then build on the strategy to show how we will focus, support and control development to implement the strategy in order to achieve the Objectives and realise the Vision.

**3.5** In order to show the inter-relationships within the Plan, Appendix 1.1 'Development of the Local Plan', seeks to show the linkage between the identified issues, and the references in the Portrait and Vision which have raised them. The table goes on to show how the issues are picked up through the Objectives and finally what policies have been developed to seek to ensure that new development helps to meet the Objectives.

## Chapter 4 – The Spatial Strategy

# Introduction

**4.1** The purpose of this chapter is to set out the Spatial Strategy that the Council will follow to achieve its Vision and Objectives.

**4.2** The Local Plan for Bolsover District describes the Council's strategy for delivering the Local Plan Vision and its supporting Objectives. It sets out how much development is planned to take place during the life of the Local Plan and where within the spatial area of Bolsover District this development will take place and illustrates the broad locations for strategic development on a key diagram.

## Sustainable Development

**4.3** Achieving sustainable development to create a more sustainable district as outlined in Chapter 3 is the fundamental aim and vision of the Plan. This will be achieved through a range of methods and approaches, strategically related to the basis of our distribution of housing and employment, through to specific policies about sustainable design, to policies aimed at protecting scarce resources.

**4.4** As the main aim and intention of the Local Plan is to achieve sustainable development, the first consideration must be how the Council will judge what sustainable development is.

**4.5** Policy SS1 sets out the criteria against which the Council will consider the sustainability of a proposal. For clarity, it is recognised that proposals may be able to positively address some of the criteria, to a greater or lesser degree, but not others. The Policy does not require any proposal to achieve a benefit against every criterion, but it seeks to provide a basis on which to recognise the various sustainability costs and benefits of a proposal, which will then be considered by the Council in the overall 'Planning Balance'.





## Policy SS1: Sustainable Development

In order to contribute to sustainable development in Bolsover District, development proposals should:

- a) Support the local economy by providing employment opportunities suitable for local people, contributing towards business expansion and growth in key sectors, and providing for lifelong learning and skills development
- b) Promote the efficient use of land and the re-use of previously developed land in sustainable locations
- c) Locate development in close proximity to trip generators with the aim of reducing the need to travel by non-sustainable modes of transport
- d) Reduce the need for energy in new development and ensure that it can use energy efficiently through the life time of the development, promoting high standards of low carbon and energy efficient design and renewable energy production where possible and appropriate
- e) Demonstrate the sustainable use of resources and the management of waste in accordance with the waste hierarchy
- f) Promote the social and economic wellbeing of Bolsover District's communities, contribute to reducing social disadvantages and inequalities and create a positive image of the District
- g) Support the hierarchy of centres and / or enhance their role as a focus for new services and facilities. Create well designed places that are accessible, durable, adaptable and enhance local distinctiveness
- h) Protect and enhance the character, quality and settings of towns and villages and heritage assets through an appropriate mix of good quality, well-designed developments
- i) Protect, create and / or enhance the character, quality and diversity of the District's green infrastructure and local landscapes, the wider countryside and ecological and biodiversity assets
- j) Protect and create the productive potential of the District's best quality agricultural land and avoid sterilisation of mineral resources
- k) Support the provision of essential public services and infrastructure
- l) Play a positive role in adapting to and mitigating the effects of climate change to contribute to the health and wellbeing of the community and the environment, through the location, design and operation of the development and the use of sustainable drainage systems to ensure that new development is not affected by, and does not increase elsewhere, flood risk
- m) Take account of any coal mining-related land stability and / or other public safety risks and, where necessary, incorporate suitable mitigation measures to address them
- n) Protect and enhance water and air quality

All major planning applications shall be accompanied by a Planning / Sustainability Statement which addresses all of the above points.

# Scale of Housing and Employment Provision

## Housing Provision

**4.6** The North Derbyshire and Bassetlaw Strategic Housing Market Assessment (SHMA) (November 2013) identified among other things the full, Objectively Assessed Need (OAN) for housing, both across the Housing Market Area and each of the component authority areas based on the 2011 Census population data. This evidence was subjected to sensitivity testing in April 2014 in light of updates to SHMA methodology best practice.

**4.7** Since the publication of this key evidence base document, 2014 Sub National Population Projections (SNPP) were published in May 2016 and Sub National House Hold Projections (SNHP) were published in July 2016. Based on this updated population data, the Council and its partners in the North Derbyshire and Bassetlaw Housing Market Area commissioned an OAN Update Report. For Bolsover District, this report identified that the OAN is 272 dwellings per year from 2014.

**4.8** The NPPF (2012) states that to boost significantly the supply of housing, Local Plans should ensure that the full, objectively assessed need for their area is met. As a result, the Council will plan for a minimum of 5,168 dwellings for the period 2014 to 2033.

**4.9** In addition to this, the Council will also provide enough available, suitable and achievable sites to provide for a 10% buffer for flexibility purposes, so providing sufficient land via allocations for a total of approximately 5,700 from 2014 to 2033 (5,168 plus 10%).

**4.10** In developing this scale of housing provision, the Council has also had regard to the activities of the Local Enterprise Partnerships (LEPs). Both of the LEP Growth Plans and Economic Strategies are at an early stage of development in relation to the understanding of their impact upon population and housing. In addition, the combined effect of these Growth Plans upon authorities which fall within both

LEPs has not been clarified. The figures for jobs growth are LEP-wide totals with no sub-regional breakdown. Consequently, it is difficult to determine whether there are any direct impacts of the LEP strategies upon the scale of housing in the Local Plan, although both strategies intend to assist with housing delivery. As they stand, their background information indicates that the job growth they aspire to would be possible from population growth already projected across the City Region and D2N2 areas.

## Employment Land Provision

**4.11** The Economic Development Needs Assessment (EDNA) (October 2015) identifies the need for employment land (B use classes only) for Bolsover District as being between 65 and 100 hectares of land for the period 2015 to 2033.

**4.12** The NPPF (2012) states that when drawing up local plans, local planning authorities should plan positively for a strong, competitive economy. As the employment land availability assessment identifies the existence of two sites with sufficient flexibility to accommodate up to two large logistic developments, based on the evidence provided by the EDNA there is sufficient justification for a target at the higher end of the range.

**4.13** On this basis, the Council will plan for 92 hectares of employment land for the period 2015 to 2033.

## Policy SS2: Scale of Development

During the plan period, the Local Plan will accommodate new growth and investment in Bolsover District by making provision for

- a) Sufficient land to accommodate the delivery of a minimum of 5,168 dwellings (272 new homes per year) to meet the Council's Housing Objectively Assessed Need across the period 2014 to 2033
- b) An additional housing land supply buffer of 10% for site flexibility applied across the period 2014 to 2033 (up to a planned scale of housing provision of 5,700 dwellings)
- c) Sufficient land to accommodate 92 hectares of employment land across the period 2015 to 2033

## Settlement Hierarchy And Distribution Of Development

**4.14** The NPPF (2012) reaffirms the legislative need for local plans to be prepared with the objective of contributing to sustainable development.

**4.15** To ensure the Local Plan for Bolsover District achieves this, the Council has within the Settlement Hierarchy Study (April 2015 and updated March 2018) assessed the existing sustainability of the District's settlements and ranked them from the most to the least sustainable. In doing so, the Study considers the following sustainability factors:

- Level of population
- Level of jobs
- Level of services / facilities, such as schools, shops, GP surgeries, etc.
- Level of public transport services

**4.16** The Study finds that the District's largest settlements tend to be the most sustainable settlements also. This is in large part due to them having the largest populations but is also indicative of them having higher numbers of destinations journeys are being made to, such as centres of employment, shops and services. In addition, the larger settlements also have the most frequent and commercially viable public transport services to provide greater opportunities

for sustainable transport to other locations, such as nearby larger towns and cities.

**4.17** This evidence provides an important consideration for the Council's efforts to achieve sustainable development, including efforts to enhance the sustainability of settlements through the planning of appropriate forms and levels of growth through this Local Plan. In addition, factors such as the environmental and deliverability constraints of settlements will also need to influence how the Local Plan seeks to deliver the Vision and Objectives through the distribution of development.

**4.18** The Council's spatial strategy has a strong focus on sustainable development with an appropriate balance between achieving more difficult regeneration aims and securing immediately viable developments in order to contribute to the delivery of the Local Plan Vision and Objectives regarding sustainable growth.

**4.19** On this basis, growth will be directed to the District's more sustainable settlements, such as Bolsover and Shirebrook, in order to take advantage of their greater employment opportunities, better transport links and services and facilities but ensures that a larger share goes to settlements such as Clowne where viability is better and to Whitwell and

Bolsover where key brownfield sites exist. However, whilst South Normanton is identified as one of the District's most sustainable settlements, it will have a lower level of growth due to the significant constraints on development represented by the Rough Close works and the strategic highway network. Beyond this, lower levels of growth will be directed to the smaller settlements in recognition of their lower sustainability and often greater environmental constraints.

**4.20** In light of the evidence provided by the Settlement Hierarchy Study and the decisions within the development of the preferred Spatial Strategy, taking into account the DEFRA Rural Urban Classification the Local Plan sets out the Settlement Hierarchy as recorded in Figure 4A (below).

Type of settlement	Place	
<b>Urban: Small Town</b>	Bolsover	Shirebrook
<b>Transitional: Emerging Town</b>	Clowne	South Normanton
<b>Rural: Large Village</b>	Barlborough Creswell Pinxton	Tibshelf Whitwell
<b>Rural: Small Village</b>	Blackwell Bramley Vale / Doe Lea Glapwell Hilcote Hodthorpe Langwith New Houghton	Newton Palterton Pleasley Scarcliffe Shuttlewood Westhouses Whaley Thorns
<b>Rural: Small settlement in the countryside</b>	Astwith Ault Hucknall Barlborough Low Common Belph Bentinck Bolsover Woodhouse Chesterfield Road (south of Holmewood) Church Lane, Pleasley Doe Hill Lane (near Tibshelf) Elm Tree Row (near Tibshelf) Elmton Hardsoft Locko Lane, Hardsoft Common Low Road / Slayley Lane (near Clowne)	Newboundmill Lane, Pleasley Old Blackwell Out Lane (south of Holmewood) Oxcroft Settlement Penny Green (near Belph) Pleasley Vale Rowthorne Stainsby Stanfree Steetley Stony Houghton Upper Langwith Whaley Common Whitwell Common Worksop Road (A619)

Figure 4A: Settlement Hierarchy



**4.21** As seen in Table 4A, the category of Transitional: Emerging Town is included to recognise the growth in South Normanton under the previous Local Plan that has seen its population grow above 10,000. Also, given the Council's Spatial Strategy directs a large share of growth to Clowne, it is recognised that this growth will see Clowne grow from a village to a town within this Local Plan.

**4.22** To deliver the Scale of Development set out in policy SS2 in accordance with this Spatial Strategy, policy SS3 below outlines how much development each settlement will have allocated in this plan during the period 2014 to 2033 for housing and 2015 to 2033 for employment. With the exception of the small settlements in the countryside,

each settlement's position in the settlement hierarchy and its share of the allocated growth is shown on the Key Diagram in Figure 4F.

**4.23** This distribution of development has been tested in terms of infrastructure provision and the results of that testing are set out in the Council's Infrastructure Study and Delivery Plan (March 2018). The amounts of development are based on either existing planning permissions or land availability assessment site area calculations but will not act as a maximum level. However, developments leading to unsustainable increases to those amounts will not be permitted, particularly where this would deviate from or undermine the outlined settlement hierarchy in policy SS3.

## Policy SS3: Spatial Strategy and Distribution of Development

To achieve sustainable development, the Local Plan will direct development and service provision within Bolsover District in accordance with the following settlement hierarchy:

- a) Firstly to the Small Towns of Bolsover and Shirebrook and the Emerging Towns of South Normanton and Clowne
- b) Then to the Large Villages of Creswell, Pinxton, Whitwell, Tibshelf and Barlborough

Beyond these more sustainable settlements, the Local Plan will support limited development in a small number of the Small Villages.

Each of the settlements in the hierarchy above has a development envelope defined on the Policies Map, within which urban forms of development will generally be acceptable in principle.

The Small Settlements in the Countryside are considered to not be sustainable settlements and the Local Plan will not support urban forms of development beyond infill development and conversion of agricultural buildings where appropriate.

Based on this spatial strategy, the following distribution of the scale of development set out in policy SS2 will be delivered.



## Policy SS3: Spatial Strategy and Distribution of Development

Type of settlement	Place	Residential (dwellings)	Employment (hectares)
<b>Urban: Small Town</b>	Bolsover Shirebrook	1,769 786	0 ha 10.82 ha
<b>Transitional: Emerging Town</b>	South Normanton Clowne	380 1,494	25.31 ha 20 ha
<b>Rural: Large Village</b>	Creswell Whitwell Pinxton Tibshelf Barlborough	289 218 56 306 159	0.46 ha 5.50 ha 1.23 ha 0 ha 6.12 ha
<b>Rural: Small Village</b>	Blackwell Bramley Vale / Doe Lea Glapwell Hilcote Hodthorpe Langwith New Houghton Newton Palterton Pleasley Scarcliffe Shuttlewood Westhouses Whaley Thorns	1 1 36 0 39 2 71 37 11 23 0 0 10 11	0 ha 0 ha 0 ha 0 ha 0 ha 0 ha 0 ha 0 ha 0 ha 0 ha 0 ha 0 ha 0 ha 0.58 ha
<b>Non-settlement</b>		34	21.54 ha
<b>TOTAL</b>		<b>5,723</b>	<b>92 ha</b>

## Strategic Sites

**4.24** In order to assist in the delivery of the Preferred Spatial Strategy (Policy SS2), the Plan allocates three strategic sites that are considered critical to achieving the Plan's overall strategy for sustainable and deliverable growth. The sites are

- a) Bolsover North
- b) Clowne Garden Village
- c) Former Whitwell Colliery site

**4.25** These strategic sites are expected to deliver substantial growth in Bolsover, Clowne and Whitwell respectively during the plan period, enabling a planned approach to sustainable growth that will contribute to the delivery of the infrastructure required to achieve sustainable development. This is considered to contribute to the delivery of the Local Plan Vision and Objectives regarding sustainable growth and the broad locations of these strategic site allocations are shown on the Key Diagram in Figure 4F.

## Bolsover North

**4.26** The Bolsover North site is approximately 38 hectares in size and is situated just to the north of Bolsover town centre and so offers an excellent opportunity to grow the town significantly within close proximity to its services and facilities and key public transport nodes.

**4.27** From testing of this suggested strategic site, the site is expected to accommodate approximately

- a) 950 dwellings (880 during the Plan period)
- b) The creation of a new highway through the site to relieve traffic pressures on Welbeck Road / Marlpit Lane
- c) The creation of a new town park
- d) The relocation of the Infant School on Welbeck Road into the site and facilitate its expansion to provide additional capacity
- e) An extra care facility



**4.28** The site has house builder support and has outline planning permission (ref. 14/00080/OUTEA). The proposal is expected to be delivered over 14 years via 6 phases following a start in 2020. A reserved matters application has been submitted for the first phase of the development which incorporates approximately 240 dwellings and related highway improvements.

**4.29** The outline planning permission for the Bolsover North site was approved on the basis of the masterplan shown in Figure 4B adjacent. This represents an appropriate,

high quality design led approach to the development of this important site.

**4.30** The Council has previously prepared a Bolsover North Strategic Allocation Design Brief to guide the general planning principles for the development of the site. This will be updated in light of the approved masterplan and prepared as a Supplementary Planning Document to provide more detailed advice and guidance on the requirements of Policy SS4.

## Policy SS4: Strategic Site Allocation - Bolsover North

As part of the growth requirement for Bolsover set out in Policy SS3, land at Bolsover North as defined on the Policies Map is allocated as a Strategic Site within the Local Plan. Proposals for the development of this strategic site will be permitted where they are guided by the approved masterplan for the site (see Figure 4B) or any subsequent approved document and

- a) Optimise the use of the site or make best use of land
- b) Provide in the region of 950 dwellings (880 during the Plan period)
- c) Deliver an improved highways link between Bolsover and Clowne through the re-routing of Welbeck Road through the site to connect with Marlpit Lane
- d) Improve the existing local highway network in Bolsover as related to the development
- e) Provide for the expansion of primary phase education provision in Bolsover through the relocation of the existing Bolsover Infant and Nursery School to within the site and providing for its expansion as related to the development
- f) Provide for the expansion of primary phase education provision in Bolsover through the expansion of the existing Bolsover Church of England Junior School as related to the development
- g) Demonstrate that adequate sewage infrastructure and capacity exists or can be provided as part of the development
- h) Deliver an Extra Care / social housing scheme within the site
- i) Meet green space standards through the creation of a town park within the site
- j) Contribute to the planned Bolsover Town cycle network through the provision of cycling facilities within the site
- k) Contribute to the development of the planned wider multi-user trails network through the retention and improving of Elmtun Lane as a principal green corridor to the countryside
- l) Contribute towards minimising the need to travel by private car through provision of convenient access via sustainable modes of transport to locations of employment and services

- m)** Contribute towards place making through the delivery of a high quality designed development through the use of a design code that creates an attractive and locally distinctive new urban neighbourhood utilising as appropriate public art
- n)** Contribute towards conserving and enhancing the biodiversity of the District through the protection and incorporation of existing hedgerows and orchard site within the site's general layout, design and orientation

- o)** Contribute towards the efforts to tackle climate change through its approach to sustainable construction, renewable energy and energy conservation within the site's general layout, design and orientation
- p)** Require provision for the investigation, excavation and recording of archaeological remains within the site and placing of the results within the public domain

## Clowne Garden Village

**4.31** The Clowne Garden Village site is approximately 140 hectares in size and is situated to the north of Clowne along the A616 and encompasses a stretch of the A618 between the A616 and A619. It offers an excellent opportunity to grow Clowne significantly within reasonable proximity to its services and facilities and key public transport nodes.

**4.32** From testing of this suggested strategic site, the site is expected to accommodate approximately

- a)** 1,500 dwellings (1,050 dwellings during the plan period)
- b)** 20 hectares of B-use employment land
- c)** 5 hectares of non B-use employment land
- d)** Improved highway connection to town centre
- e)** A new western link highway to the A616 / Boughton Lane junction



- f) A new primary school within the site
- g) A new substantial and central village green
- h) Greenways through the site that connect to the enhanced Clowne Linear Park proposal
- i) Significant landscape planting, especially to the east, north and western boundaries and in other appropriate locations

**4.33** As stated above, the Clowne Garden Village proposal will provide around 450 further dwellings beyond the plan period. This land will be reserved within this local plan for this future use.

**4.34** Within the site there is the potential to create a new western employment gateway to Clowne by removing a small area of land from the Green Belt. The Council has examined this and considers that there are 'exceptional circumstances' to justify this release of Green Belt land.

**4.35** The site is being promoted by a master developer and detailed analysis of the potential deliverability of the proposal has

been undertaken. At this stage, the master developer is preparing to market the site for developer partners and an outline application for the whole site has been submitted in December 2017 (ref. 17/00640/OUT).

**4.36** The Council expects the development of this strategic site to deliver an appropriate, high quality design led approach. This will be guided by the indicative masterplan shown in Figure 4C below and shall employ a design code to the development of the many phases and zones of this important site.

**4.37** The Council will incorporate the indicative masterplan and the planning principles behind this proposal within a Design Brief. This will be prepared as a Supplementary Planning Document to provide more detailed advice and guidance on the requirements of Policy SS5.

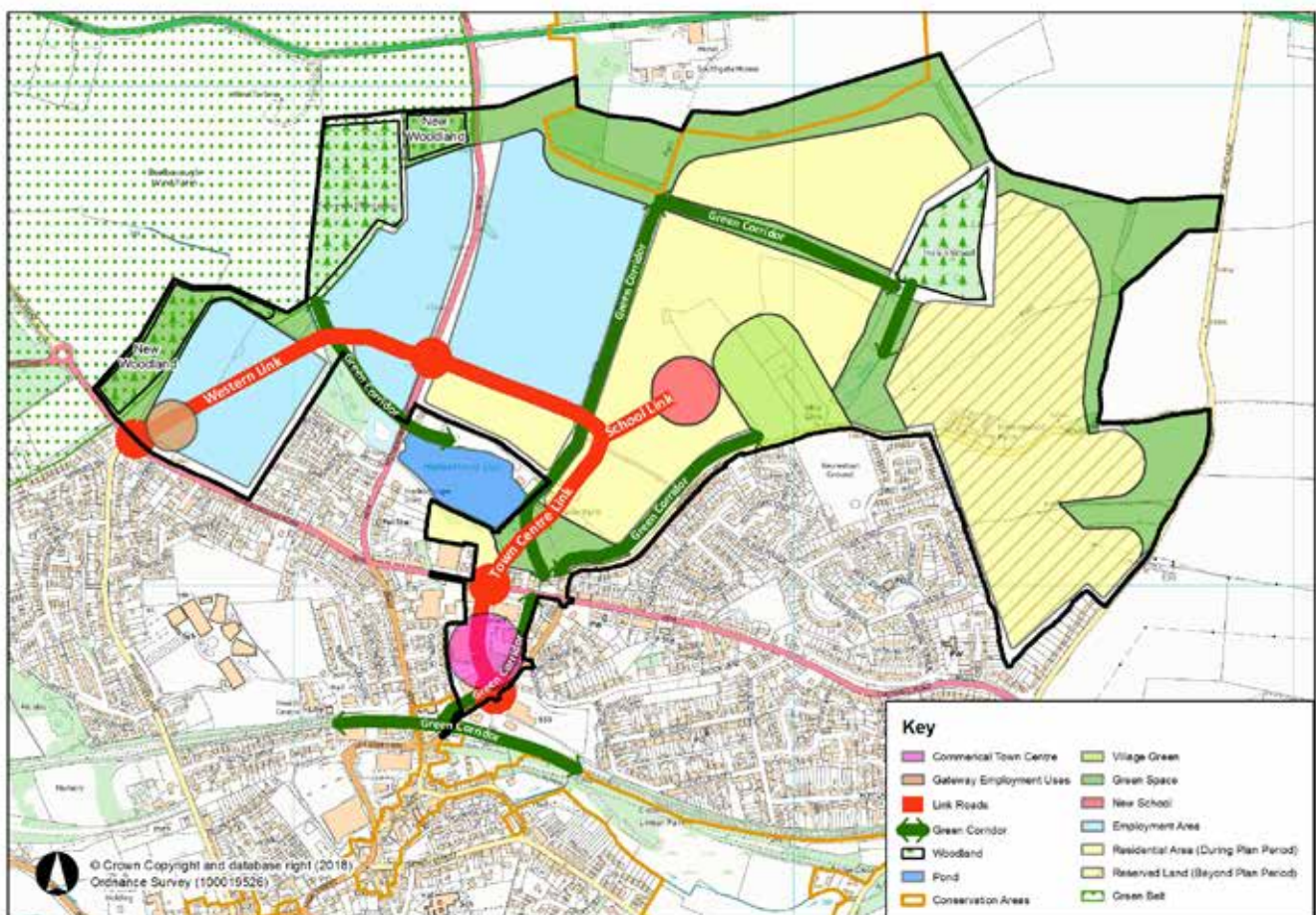


Figure 4C: Clowne Garden Village - Indicative Masterplan (Policy SS5)



## Policy SS5: Strategic Site Allocation - Clowne Garden Village

As part of the growth requirement for Clowne set out in Policy SS3, land at Clowne Garden Village as defined on the Policies Map is allocated as a Strategic Site within the Local Plan. Proposals for the development of this strategic site will be permitted where they are guided by the indicative masterplan for the site (see Figure 4C) or any subsequent approved document and

- a) Enable completion of 1,000 dwellings within the site by 2033
- b) Optimise the use of the site or make best use of land
- c) Deliver 20 hectares of B-use employment land
- d) Provide 5 hectares of non B-use employment land
- e) Improve highway connection to town centre
- f) Create a new western link highway to the A616 / Boughton Lane junction
- g) Provide for a new primary school within the site
- h) Create a new substantial and central village green
- i) Provide multi-user trails through the site that connect to the enhanced Clowne Linear Park proposal and the wider proposed multi-user trail network
- j) Create significant landscape planting, especially to the east, north and western boundaries and in other appropriate locations
- k) Contribute towards minimising the need to travel by private car through provision of convenient access via sustainable modes of transport to locations of employment and services
- l) Contribute towards place making through the delivery of a high quality designed development through the use of a design code that creates an attractive and locally distinctive new urban neighbourhood utilising as appropriate public art
- m) Contribute towards conserving and enhancing the biodiversity of the District through the protection and incorporation of existing hedgerows, woodlands, wetlands and grasslands within the site's general layout, design and orientation
- n) Contribute towards the efforts to tackle climate change through its approach to sustainable construction, flood risk reduction, sustainable drainage systems, renewable energy and energy conservation within the site's general layout, design and orientation
- o) Conserve and/or enhance the historic environment, heritage assets and/or their setting and be informed by a Heritage Impact Assessment.
- p) Demonstrate that adequate sewage infrastructure and capacity exists or can be provided as part of the development.

### Former Whitwell Colliery Site

**4.38** The former Whitwell Colliery site is approximately 47 hectares in size and is situated to the south of the village and across the Robin Hood railway line. The site is largely the spoil heap from the

former Whitwell Colliery that closed in 1986, which now forms an incongruous feature in the wider Magnesian Limestone landscape. It offers an excellent opportunity

to address one of the few large areas of post-industrial land within the District.

**4.39** From testing of this suggested strategic site, the proposal is expected to involve

- a) Mineral workings
- b) Remodelling of resulting landform to an appropriate landscape form and creation of a country park
- c) A minimum of 200 dwellings within the Plan period
- d) 5 hectares of B-use employment land
- e) Improved and convenient access to Whitwell train station

**4.40** The site is being promoted by the land owner and detailed analysis of the potential deliverability of the proposal has been undertaken. At this stage, the land owner has submitted a minerals application for submission to Derbyshire County Council as the minerals authority. An outline planning application has also been submitted for the built development elements of this proposal to the District Council as local planning authority.

**4.41** The Council expects the development of this strategic site to deliver an appropriate, high quality design led approach. This will be guided by the indicative masterplan shown in Figure 4D below and shall employ a design code to the development of the many phases and zones of this important site.

**4.42** The northern 'Transitional' zone shall provide for a landscaped area where the form, layout and density of housing development shall reflect the need to respond positively to the countryside edge and the Important Open Break between Whitwell and Hodthorpe. The detailed design of this area will be addressed through a Supplementary Planning Document and reserved matters planning submissions.

**4.43** The Council will incorporate the indicative masterplan and the planning principles behind this proposal within a Design Brief. This will be prepared as a Supplementary Planning Document to provide more detailed advice and guidance on the requirements of Policy SS6.

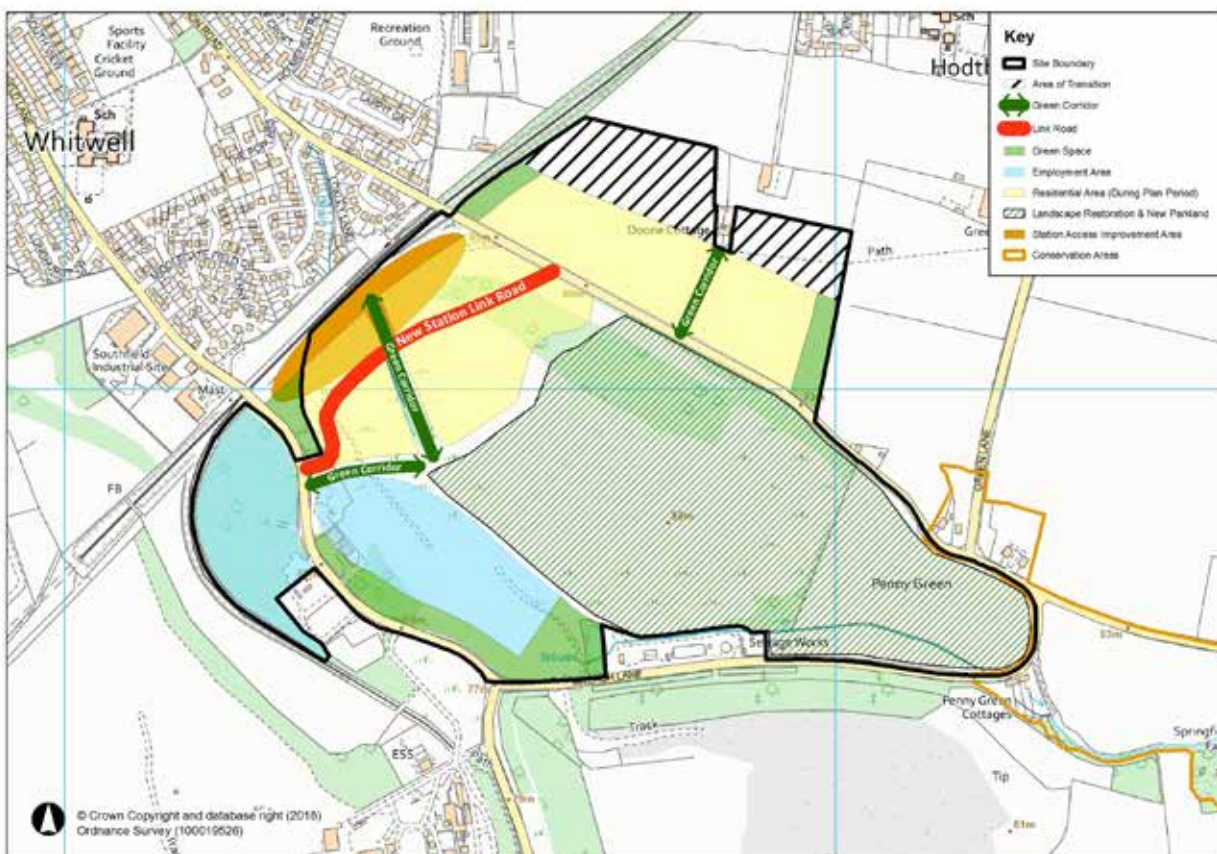


Figure 4D: Former Whitwell Colliery site - Indicative Masterplan (Policy SS6)

## Policy SS6: Strategic Site Allocation - Former Whitwell Colliery site

To deliver the growth requirement for Whitwell set out in Policy SS3, land at the former Whitwell Colliery site is allocated as a Strategic Site. Proposals for the development of this strategic site will be permitted where they are guided by the indicative masterplan for the site (see Figure 4D) and

- a) Remodel the site to an appropriate landscape form
  - b) Create a country park
  - c) Enable completion of at least 200 dwellings within the site by 2033
  - d) Optimise the use of the site or make best use of land
  - e) Provide 5 hectares of B-use employment land
  - f) Improve access to Whitwell train station
  - g) Contribute towards minimising the need to travel by private car through provision of convenient access via sustainable modes of transport to locations of employment and services
  - h) Contribute towards place making through the delivery of a high quality designed development through the use of a design code that creates an attractive and locally distinctive new urban neighbourhood utilising as appropriate public art
  - i) Contribute towards conserving and enhancing the biodiversity of the District through the protection and
- incorporation of existing hedgerows and woodlands and the creation and enhancement of open flower rich grassland, wetland and scrub habitats within the site's general layout, design and orientation
  - j) Contribute towards the efforts to tackle climate change through its approach to sustainable construction, renewable energy and energy conservation within the site's general layout, design and orientation
  - k) Demonstrates that adequate sewerage infrastructure and capacity exists or can be provided as part of the development
  - l) Avoid the sterilisation of important mineral resources
  - m) Conserve and/or enhance heritage assets, including their setting, in particular the Belph Conservation Area and the wider setting of Creswell Craggs
  - n) Due to the historic use of the site and the underlying principal aquifer, a detailed site investigation and remediation report shall be provided and any necessary works undertaken
  - o) Provide for a landscaped Transitional Zone to the north of Station Road where the form, layout and density of housing development shall reflect the need to respond positively to the countryside edge and the important open break between Whitwell and Hodthorpe

### Priority Regeneration Areas

**4.44** The regeneration of brownfield sites forms a key part of the Local Plan Vision and providing support to the comprehensive redevelopment of brownfield sites is one of the accompanying Objectives and the broad locations of these priority regeneration areas are shown on the Key Diagram in Figure 4F.

**4.45** However, due to the greater challenges of brownfield sites associated with their previous uses and often the significant costs of remediation, it is not always possible to ensure that the development of brownfield sites will be deliverable within the plan period. The NPPF (2012) advises that pursuing sustainable development requires careful attention to viability and that Local



Plans should be deliverable. As a result, an alternative policy response may be required in order to support the appropriate regeneration of brownfield sites whilst not fundamentally undermining the delivery of the Local Plan.

## Coalite Priority Regeneration Area

**4.46** The Coalite Priority Regeneration Area comprises the 61 hectare former Coalite Chemical Works site. This large area of land is located to the west of Bolsover near Junction 29A of the M1 motorway and the Markham Vale Enterprise Zone straddling the administrative boundary with North East Derbyshire District Council and in close proximity to the boundary with Chesterfield Borough Council, making it an important cross-boundary strategic site.

**4.47** The site is predominately brownfield with a legacy of contamination due to its historical uses associated with coal mining and coal oil chemical processing, particularly the part of the site within Bolsover District, but does include a sizeable adjacent greenfield parcel of land within North East Derbyshire District.

**4.48** The site forms part of the setting of Bolsover Castle and Sutton Scarsdale Hall and includes the Doe Lea Corridor and its important biodiversity, both of which would need to be effectively protected in any regeneration proposals.

**4.49** The site is being promoted by the land owner and outline permissions were secured with both Bolsover and North East Derbyshire District Councils in 2015 and 2016 respectively. The approved scheme, based on both planning permissions, includes the remediation of the site. Within Bolsover District the 32 hectares site benefits from permission for uses including general industrial, warehousing, open storage, a transport hub, an energy centre, and a visitor centre/museum. In North East Derbyshire District the approved scheme includes the provision of approximately 660 dwellings; a local centre and land for a new primary phase school.

**4.50** Since planning permission was secured on the site, the Government has confirmed proposals for the realignment of the proposed route of High Speed Two (HS2), such that it

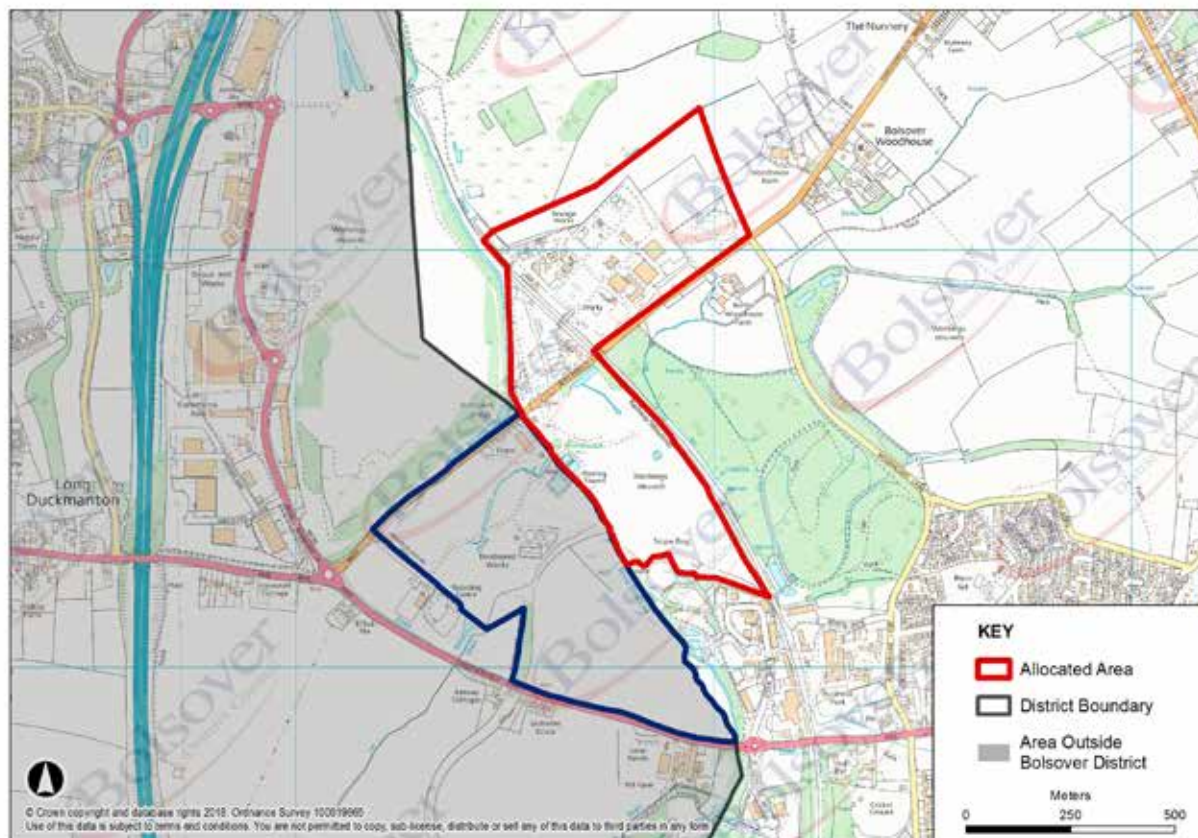
runs through the eastern end of the former Coalite site mainly affecting the housing site within the North East Derbyshire area, a key roundabout access off Chesterfield Road, and a small part of the employment area within Bolsover. The impact of this creates significant uncertainty for the housing scheme currently approved. However, a lot of remediation work has been carried out on the employment areas within Bolsover and the land owner has confirmed that they remain committed to the development of the entire site, but indicate that a revised scheme for the whole site will be necessary to take account of the impacts of HS2.

**4.51** There is still a lot of work related to the full remediation of the site, and complexities added by the routing of HS2. At this stage, the Council would not wish to be reliant on the delivery of the Bolsover portion of the site to meet its employment land requirements but recognise that once all conditions have been complied with, employment development could come forward. In essence, the site can be seen as adding some flexibility to our employment offer. The Council still strongly supports the site's remediation and development and in accordance with the regeneration ambitions of the Local Plan, the Council allocates the site as a Priority Regeneration Area.

**4.52** The Priority Regeneration Area within Bolsover District amounts to 32 hectares and this includes an additional 3.5 hectares to the north-west of the site that is not included in the planning permission but was included within the Development Envelope of the Adopted Bolsover District Local Plan (2000). The 32 hectares excludes the 2.2 hectare area covered by the HS2 line and safeguarding zone at the southern tip of the site.

**4.53** The policy approach has been discussed and formulated jointly with North East Derbyshire District Council to ensure that this strategic cross boundary site is addressed appropriately in line with the Duty to Co-operate.





## Policy SS7: Coalite Priority Regeneration Area

Land at the former Coalite Chemical Works site as indicated in Figure 4E and defined on the Policies Map is allocated as a Priority Regeneration Area within the Local Plan. As such, the site will be safeguarded from development which would jeopardise the comprehensive remediation, reclamation and redevelopment of the whole site (including land within North East Derbyshire District).

Proposals for the development of this priority regeneration area will be guided by the approved masterplan for the site or any subsequent approved document and permitted where they

- a) Form part of a comprehensive masterplan for re-development on the whole site (including the land in North East Derbyshire District) including infrastructure requirements and delivery
- b) Enable the full reclamation of the site in line with an agreed programme of work and delivery plan

- c) Conserve and/or enhance heritage assets, including their setting, in particular the Grade I listed Bolsover Castle and Sutton Scarsdale Hall
- d) Protect and enhance the biodiversity value of the Doe Lea Corridor within the site and promote linkages to the wider green infrastructure network where possible
- e) Protect the water quality of the River Doe Lea
- f) Protect development from the risk of flooding by avoiding placing vulnerable uses in high risk flood zones within the site
- g) Take account of any potential impacts arising from the implementation of High Speed 2.
- h) Providing for a Multi-User Trails across the site.

The following are considered acceptable main uses for the site either individually or in

combination, subject to meeting the requirements above

- a) Employment development (comprising B1, B2 and B8) for up to 32 ha
- b) Transport hub

- c) An energy centre
- d) A visitor centre/museum

Proposals for other employment uses will be considered on their merits.

## Pleasley Vale Priority Regeneration Area

**4.54** Pleasley Vale provides a high quality environment, bisected by the District and County administrative boundaries separating Bolsover and Derbyshire to the north from Mansfield and Nottinghamshire to the south.

**4.55** The strong character and identity of the Vale was formally recognised with its designation as part of the Pleasley Park and Vale Conservation Area that was designated in Bolsover District in 1987 and in Mansfield District in 1992. However, the Vale also faces important issues in terms of its long term future which were clearly outlined in the Conservation Area Appraisal and Management Plan (2009), which identifies the following.

### **Threat 4**

The current under-use of all three Mills could lead to a deterioration of these important buildings which would be detrimental to the character and appearance of the conservation area.

### **Opportunity 5**

The potential conversion of all three Mills to secure new appropriate and viable uses for the buildings could bring significant benefits to the conservation area. This could include the removal of inappropriate and unneeded existing modern extensions to improve the setting of the Mills.

**4.56** The Pleasley Vale part of the conservation area currently contains residential and employment uses, but the long term future of the area, especially in relation to the large Mill buildings, is uncertain. In considering any proposals for development in the area careful consideration would be needed in regard to the Nature Conservation

site, the area's conservation area status, the Listed buildings and the potential issue of flood risk, as there are small strips of flood zone to either side of the water course, and the fact that the site is located within attractive, high quality countryside.

**4.57** Generally this should be seen as a brownfield development opportunity involving the conversion and re-use of brownfield land and heritage assets, where the Council would welcome employment, commercial and tourist related uses.

**4.58** In the recent past, there has been interest shown in regard to the future development of the site in a way that would secure the long term future of the Mill buildings.

**4.59** Concerns over the long term future of the site has lead the Council to developing a positive proactive policy to encourage development which would provide a long term future for the site and buildings. However, the uncertainties around viability and deliverability mean that the Local Plan does not rely on the delivery of either employment or residential development.

**4.60** Developers seeking to deliver development in this area will need to carefully consider and address issues related to

- a) Access, highways and public transport improvements
- b) The environmental impact of any proposals on the Nature Conservation site and the wider area in particular the Pleasley Vale Railway SSSI
- c) Listed Buildings, Conservation Area and Archaeological issues
- d) Flooding alongside the watercourse

**4.61** The site is in an area of flood risk, with a portion of the site in the highest category of flood risk (Flood Zone 3B (1 in 20 year event)). Therefore, only water compatible or essential infrastructure development should exist at that particular location. The remainder of the site lies within Flood Zone 3a and 2. Consequently, if the development were to be classified as anything other than Change of Use, the Council would need to consider the proposals to have passed the flooding Sequential Test. Any planning submission should be accompanied by a NPPF compliant Flood Risk Assessment.

**4.62** The site is adjacent to the River Meden, a Main River of the Environment

Agency (EA). Any works proposed within eight metres of Main Rivers may require an Environmental permit for a Flood Risk Activity. The site is sensitive from a controlled waters perspective, being as it is located on a Major Aquifer. Therefore, any redevelopment proposal which includes the disturbance of ground levels would need detailed site investigation and remediation report.

**4.63** Due to the site straddling the district boundary with Mansfield District Council, this policy approach has been discussed with them as a strategic matter, and thus the Duty to Co-operate, is addressed appropriately.

## Policy SS8: Pleasley Vale Priority Regeneration Area

The Council will encourage development proposals for the Pleasley Vale area which conserve and / or enhance the special appearance and character of the area, the historic environment, heritage assets and their setting and provides a long term future for the existing buildings, preferably featuring employment, commercial, and tourism uses. Proposals including other uses will be required to consider national policy and other Policies within this document.

Proposals for development in this area

will need to show how they have carefully considered and addressed issues related to

- a) Access, highways and public transport improvements
- b) The environmental impact of any proposals on the Nature Conservation site and the wider area in particular the Pleasley Vale Railway SSSI
- c) Listed Buildings, Conservation Area and Archaeological issues
- d) Flooding alongside the watercourse

## Countryside

**4.64** As a predominately rural area, Bolsover District has large swathes of countryside where urban forms of development would not be appropriate or sustainable and not in accordance with the Spatial Strategy. This restraint on the amount of land removed from the countryside for development also contributes to the delivery of the Local Plan Vision and Objectives regarding conserving and enhancing the quality and character of the countryside, its landscapes and villages.

**4.65** For the purpose of the Local Plan, countryside is defined as that land outside the development envelopes of

the Small Towns, Emerging Towns, Large Villages, Small Villages and stand-alone employment sites and motorway services as defined on the Policies Map.

**4.66** As well as providing leisure and recreational opportunities, the countryside is a constantly changing workplace. It is necessary to balance and integrate the requirement to protect the countryside with the need to sustain and encourage the vitality and viability of the rural economy, including agriculture and tourism. Whilst many of the activities in the countryside are outside the scope of planning control,



there are other forms of development which can be accommodated without detrimental effect on the countryside.

**4.67** Within the countryside, there are buildings that are no longer suitable for their original purposes. The majority are likely to be agricultural buildings, but there may be other buildings which are no longer in use for their original purpose and for which an alternative use is being sought. Many of these buildings make a positive contribution to the character and appearance of the area. Provided that they are structurally sound, conversion of these buildings, for example to employment or community use, visitor accommodation or housing, can safeguard their future. By re-using existing resources,

conversions can also meet the aims of sustainable built development. However there are some buildings which are not suitable for conversion, including those which are structurally unsound, roofless, missing substantial sections of wall, or so ruined that only vestiges remain of the original structure; of temporary construction; eyesores which should be removed in the interests of landscape conservation; unsuitable in terms of size and forms of construction; or at risk of flooding.

**4.68** New buildings should respect the style and character of the locality. Proposals for new buildings in the countryside outside of the settlements listed within the settlement hierarchy will be strictly controlled.

## Policy SS9: Development in the Countryside

Development proposals in the countryside outside development envelopes will only be granted planning permission where it can be demonstrated that they fall within one or more of the following categories

- a)** Involve a change of use or the re-use of previously developed land, provided the proposed use is sustainable and appropriate to the location
- b)** Are necessary for the efficient or viable operation of agriculture, horticulture, forestry or other appropriate land based businesses, including the diversification of activities on an existing farm unit
- c)** Are small scale employment uses related to local farming, forestry, recreation or tourism

- d)** Secure the retention and / or enhancement of a community facility
- e)** Secure the retention and / or enhancement of a vacant or redundant building that makes a positive contribution to the character or appearance of the area and can be converted without complete or substantial reconstruction
- f)** Are in accordance with a made Neighbourhood Development Plan
- g)** The building is of exceptional quality or innovative design

In all cases, where development is considered acceptable it will be required to respect the form, scale and character of the landscape, through careful location, design and use of materials.





## Green Belt

**4.69** Bolsover District includes a small part of the Green Belt that surrounds the Sheffield and Rotherham conurbation. Within Derbyshire this Green Belt is called the North East Derbyshire Green Belt, which was first drawn up in 1955 with the intention to limit the sprawl of the Sheffield and Rotherham conurbation and prevent it joining up the settlements of north eastern Derbyshire. The extent of the North East Derbyshire Green Belt was incorporated into and carried forward by the Derbyshire Structure Plan in 1990, into the previous Bolsover District Local Plan in 2000 and into the Derby and Derbyshire Joint Structure Plan in 2001.

**4.70** The NPPF indicates that Green Belt boundaries should only be designated or altered through the preparation of a Local Plan. As a result, in light of suggestions to alter the boundary through the submission of potential development sites during the Regulation 18 consultation exercise in October to December 2014 and following the selection of a Preferred Spatial Option in February 2016 that involved the direction of growth to Barlborough and Clowne, the Council commissioned a Local Green Belt Review in accordance with the agreed Sheffield City Region methodology. This Local Green Belt Review has assessed whether land currently within the Green Belt as defined in the adopted Local Plan but adjacent to the development envelope fulfils any of the five Green Belt purposes stated in the NPPF, namely to

- a)** Check the unrestricted sprawl of large built-up areas
- b)** Prevent neighbouring towns merging into one another
- c)** Assist in safeguarding the countryside from encroachment
- d)** Preserve the setting and special character of historic towns
- e)** Assist in urban regeneration, by encouraging the recycling of derelict and other urban land

**4.71** The Local Green Belt Review was completed in November 2017 and it has found that the majority of the parcels assessed serve one or more of the five purposes outlined above. However, those required to facilitate the Clowne Garden Village strategic site do not affect the key purpose of the North East Derbyshire Green Belt, which is to prevent the settlements of the North East Derbyshire area from merging into one another.

**4.72** Therefore, based on this evidence and an assessment of the exceptional circumstances that exist to alter the Green Belt boundary in this limited way, it is considered that the proposed altered Green Belt boundary has permanence in the long term and is capable of enduring beyond this plan period. The broad location of the Green Belt is shown on the Key Diagram in Figure 4F and its boundary is defined on the Policies Map.



Image: flowers in Barlborough

## Policy SS10: Development in the Green Belt

The purposes of the North East Derbyshire Green Belt are supported and will be maintained during the plan period and beyond. In achieving this, the openness of the land within the Green Belt as defined on the Policies Map will be preserved.

The construction of new buildings will be regarded as inappropriate and will not be permitted. Exceptions to this, where they accord with other policies in the Plan are:

- a) Buildings necessary for the purposes of agriculture or forestry
- b) Provision of appropriate facilities for outdoor sport and outdoor recreation, and for cemeteries, which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it
- c) Limited and proportionate extensions or alterations to a building
- d) Replacement of an existing building for the same use, providing it is not materially larger than the one building it replaces
- e) Limited infilling in villages and limited affordable housing

- f) Limited infilling or the partial or complete redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt than the current use

Certain other forms of development may not be inappropriate in the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. These include

- g) Mineral extraction
- h) Engineering operations
- i) Transport infrastructure which can demonstrate a requirement for a Green Belt location
- j) The re-use or conversion of an existing building which is of permanent and substantial construction
- k) Development brought through a Community Right to Build Order
- l) Large scale renewable energy projects where very special circumstances can be demonstrated

## Important Open Breaks

**4.73** The Bolsover District Local Plan (2000) identified a number of Important Open Areas with the purpose of helping to maintain the distinctiveness of a number of the District's settlements or where open character to the margins of the M1 acted as an environmental cordon.

**4.74** Whilst these areas acted as an extra constraint on most forms of development over and above that provided by general countryside policies, they were unjustified and inconsistent in relation to the environmental cordon role. The areas have been reviewed and a new, more robust, methodology has been developed to underpin a new series

of Important Open Break allocations going forward. This Important Open Breaks Review (July 2017) sets out the justification for the following Important Open Break allocations.

1. Pinxton – South Normanton (Storth Lane)
2. South Normanton – Alfreton
3. Pinxton – South Normanton (Brookhill Lane)
4. Hilcote – South Normanton (Berristow Lane)
5. Blackwell – South Normanton
6. Tibshelf – Newton
7. Bramley Vale – Glapwell

- 8. Glapwell – New Houghton Area
- 9. Langwith Area
- 10. Whaley Thorns – Langwith
- 11. Clowne – Barlborough
- 12. Whitwell – Hodthorpe
- 13. Hardstoft – Tibshelf
- 14. Blackwell / Newton – Old Blackwell Conservation Area
- 15. Blackwell – Westhouses
- 16. Shuttlewood – Bolsover Woodhouse

- 17. Bolsover – Palterton
- 18. Elmtun – Creswell

**4.75** The Important Open Break allocations provide a clear and strong statement as to where settlements will be prevented from growing in order to prevent settlement coalescence and a loss of a settlement's individual character. The broad locations of the Important Open Breaks are shown on the Key Diagram in Figure 4F and their boundaries are defined on the Policies Map.

## Policy SS11: Development in Important Open Breaks

In the open breaks between settlements, as defined on the Policies Maps and listed above, planning permission will only be granted for development provided it does not detract from the objective of maintaining an open character which contributes to the separation of settlements and their individual identity and sense of place.





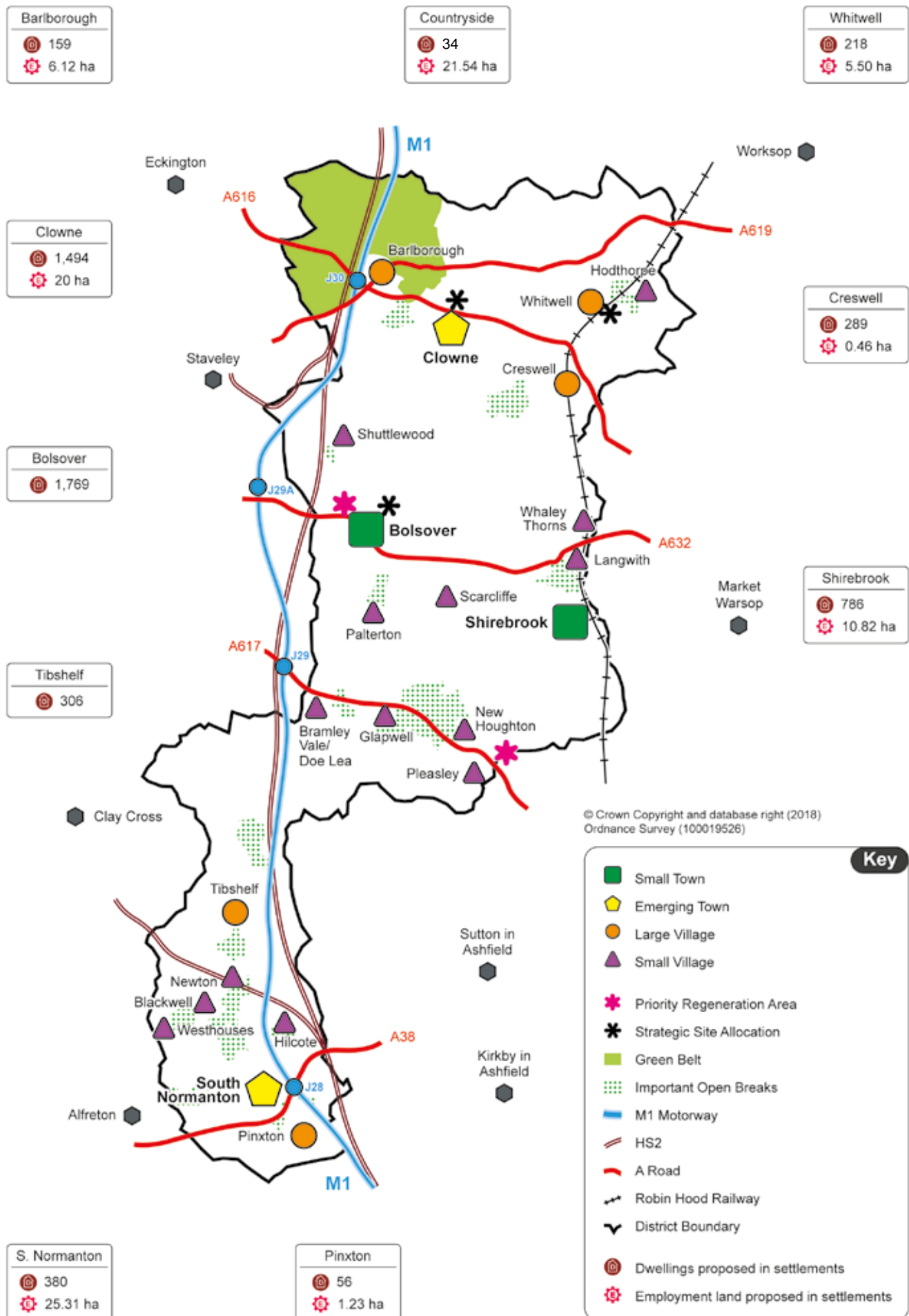


Figure 4F: Key Diagram



## Chapter 5 – Living Communities

# Introduction

**5.1** Housing affects everyone, from people wanting to take their first step on the housing ladder to people wishing to downsize and still live locally. It can have a significant impact on an area, whether in terms having enough housing to be attractive to new employers, or by helping to create physically attractive places.

**5.2** Further to those outlined in the Spatial Portrait, the key housing issues facing Bolsover District are

- a) Relatively low house prices over much of District
- b) A legacy of National Coal Board housing which has been sold into the private sector
- c) Parts of the District with high concentrations of social renting accommodation
- d) High levels of in and out commuting to work
- e) A history of low housing delivery, but with signs of improvement
- f) A remaining viability challenge for residential schemes to deliver both infrastructure and policy requirements
- g) The need to plan for an ageing population

**5.3** In addition, there is a need to

- a) Meet national guidance
- b) Meet the fully Objectively Assessed Need (OAN) for the district
- c) Help to provide affordable housing
- d) Help to meet the needs of gypsies, travellers, and travelling showpeople
- e) Ensure that the needs of people who need to live in the countryside by virtue of their work are met

**5.4** The suite of policies below sets out the Council's approach to addressing these key issues; delivering identified housing needs, and helping to ensure new housing development enhances the attractiveness of the District.



# Scale Of Housing Provision

**5.5** Within Chapter 4, policies SS2: Scale of Development and SS3: Spatial Strategy and Distribution of Development, set out the scale of housing provision and its spatial distribution within Bolsover District.

**5.6** To meet the full, Objectively Assessed Need for Housing for the Bolsover District part of the North Derbyshire and Bassetlaw Housing Market Area, the Local Plan needs to provide sufficient available, suitable and achievable sites to meet the OAN requirement of 272 dwellings per year for the period 2014 to 2033.

**5.7** In addition to this, the Council has decided to provide an additional 10% buffer over and above the evidenced OAN figure to provide flexibility of site development and choice.

**5.8** Currently this means the Local Plan will need to provide sufficient land for the following number of dwellings:

OAN (2014-2033) (272 dwellings per year x 19 years)	5,168 dwellings
10% buffer for flexibility	517 dwellings
<b>Total (approximately)</b>	<b>5,700 dwellings</b>

**5.9** The Government's definition of a completed dwelling is one that is 'ready for occupation'. Historically, the Council has included dwellings that were at the 'wind and water tight' stage as 'completed' in its Annual Monitoring Report. The Council resurveyed all dwellings it had recorded as 'completed' since 1 April 2014, between 4 and 8 February 2019, to ensure that these dwellings are 'ready for occupation'. The annual survey was then undertaken in April 2019. Based on this updated information, which confirms the actual completions,

using the 'ready for occupation' definition, between 1 April 2014 and 31 March 2019, the following elements can be seen as making up the 5,700 dwellings requirement:

Completions 2014/15 to 2018/19	1,407 dwellings
Strategic site allocations	2,130 dwellings
Other site allocations	2,318 dwellings
<b>Total</b>	<b>5,855 dwellings</b>

**5.10** This situation illustrates the potential supply of sites to deliver the Local Plan housing land requirement. A housing trajectory showing how the supply of housing is expected to come forward during the plan period is shown in Appendix 5.1.

**5.11** The NPPF advises that local planning authorities may make an allowance for windfall sites in their five year supply assessments, if there is compelling evidence to do so. Whilst the Council acknowledges the contribution to housing supply that windfall sites can make, the Council has made no allowance for windfall sites to help meet its Housing OAN of 272 dwellings per year within this plan but records their contribution through its annual monitoring of housing delivery.

# Housing Allocations



**5.12** Sites which have been allocated in the Local Plan to provide the supply of sites to meet the housing land requirement during the plan period are listed in policy LC1: Housing Allocations.

**5.13** Allocations have been made by balancing a range of considerations, such as the Plan's approach to the strategic location of development, a site's availability, suitability and deliverability, and also the findings of the Sustainability Appraisal process. In addition, the Government has indicated through the NPPF (2012), the Housing White Paper (February 2017) and the revised NPPF (February 2019) that local planning authorities should promote a good mix of sites. In recognition of this desire, the Council has identified a good variety site sizes for allocation.

**5.14** A brief description of the sites allocated for housing development is given below and the breakdown of Housing allocations by size is set out in Figure 5A which follows.

## Small Town – Bolsover

**5.15 Bolsover North Strategic Site** – This strategic site is described in more detail in Chapter 4. However, it is

expected to deliver approximately 880 dwellings between 2020 and 2033.

**5.16 a) Land off Langwith Road and Mooracre Lane** – This site is situated to the east of Bolsover and is approximately 18.3 hectares in size. The site is expected to come forward in two phases, the first of which has detailed planning permission. The site delivered 21 dwellings in 2018/19 and it is expected to deliver the remaining 442 dwellings between 2019 and 2033. To achieve sustainable development, the site will be required to come forward in a comprehensive manner. The following requirements will be made:

- a)** Construction of a new highway link through the site to Mansfield Road
- b)** Contribution to increasing the capacity of the Langwith Road / Mansfield Road junction
- c)** Contribution to the development of the Bolsover Town cycle and walking networks
- d)** Contribution to increasing the capacity of both primary and secondary phase schools
- e)** Provision of green space within the site
- f)** Provision of SuDS within the site
- g)** 10% affordable housing provision



**5.17 b) Former Courtaulds factory site, Oxcroft Lane** – This approximately 1.4 hectares site, is situated to the north of Bolsover. The site has detailed planning permission and is currently under construction. The site delivered 17 dwellings in 2018/19 and is expected to deliver the remaining 18 dwellings in 2019/20. The site is expected to contribute to affordable housing and off-site green space improvements.

**5.18 c) Land between Shuttlewood Road and Oxcroft Lane** – This site is situated to the north of Bolsover, just to the north of the former Courtaulds factory site and is approximately 11.2 hectares in size and is expected to deliver approximately 230 dwellings between 2020 and 2032. The majority of the site has detailed planning permission but the remainder of the site does not yet have permission. To achieve sustainable development, the site will be required to come forward in a comprehensive manner. The following requirements will be made:

- a) Facilitate the provision of a distributor road link to Shuttlewood Road through the site and connect to Oxcroft Lane, so increasing the capacity and traffic flow of the local highway network
- b) Contribution to increasing the capacity of both primary and secondary phase schools
- c) Provision of green space within the site
- d) 10% affordable housing provision
- e) Contribution to the development of the Bolsover Town cycle and walking networks

**5.19 d) Land off Oxcroft Lane** – This site is situated to the north of Bolsover, is approximately 1.6 hectares in size and is expected to deliver approximately 45 dwellings between 2019 and 2021. The development will be required to take highway access off Oxcroft Lane but provide for a pedestrian connection to the Bolsover North strategic site on its eastern edge. In addition, the development will be expected to contribute to increasing the capacity of local schools and GP surgery. Furthermore, the

development will be expected to contribute to the provision of affordable housing and green space within the site or in the local area.

## Small Town – Shirebrook

**5.20 e) Land at Brookvale** – This site is situated to the south of Shirebrook and is approximately 24 hectares in size. The whole site has outline planning permission, with the development coming forward in phases. The site delivered 84 dwellings in 2018/19 and is expected to deliver the remaining 600 dwellings between 2019 and 2033. The second phase of the development is now being readied for commencement. The site is expected to contribute to providing a substantial green space within the site, a SuDS scheme and a small area of commercial development in the south west corner of the site. It will also provide a highway connection to Bracken Road to the north and footpath / greenway connections to the Archaeological Way on the east of the site.

**5.21 f) Land at Station Road, Langwith Junction** – This site is situated in Langwith Junction in the northern part of Shirebrook and is approximately 2 hectares in size. The site has full planning permission and is currently under construction. The site delivered 14 dwellings in 2018/19 and is expected to deliver the remaining 54 dwellings between 2019 and 2022.

## Emerging Town – South Normanton

**5.22 g) Land to the rear of 1 to 35 Red Lane** – This site is situated to the south-west of South Normanton, is approximately 1.6 hectares in size and is expected to deliver approximately 50 dwellings between 2020 and 2022. The site previously had detailed permission but needs a new permission. It will be expected to contribute to increasing the capacity of local schools, to provide sufficient green space within the site and contribute to the provision of affordable housing.

**5.23 h) Land at Rosewood Lodge Farm, Alfreton Road** – This site is situated to

the south-west of South Normanton, is approximately 6.2 hectares in size and is expected to deliver 143 dwellings between 2019 and 2025. The site has detailed planning permission and is expected to provide sufficient green space within the site. It will also contribute to off-site formal recreation facilities, affordable housing and to increasing the capacity of local schools and GP surgery. Due to the proximity of Carnfield Hall, the Carnfield Hall Conservation Area and the Carnfield Wood Local Wildlife Site, any alterations to the existing scheme will be expected to conserve and/or enhance the heritage assets, including their setting, and conserve the biodiversity of the wildlife site.

**5.24 i) Land at Town End Farm, Lees Lane** – This site is situated close to South Normanton town centre, is approximately 1.8 hectares in size and is expected to deliver approximately 40 dwellings between 2023 and 2025. The development is expected to make minor improvements to Lees Lane, to contribute to increasing the capacity of local schools and GP surgery. In addition, the development will be expected to contribute to the provision of affordable housing.

## Emerging Town – Clowne

**5.25 Clowne Garden Village Strategic Site** – This strategic site is described in more detail in Chapter 4. It is expected to deliver approximately 1,050 dwellings between 2021 and 2033. The site as a whole has capacity for greater levels of development which will support future development in the area and adds flexibility to the Plan.

**5.26 j) Land to rear of 169-207 Creswell Road** – This site is situated in the north-east of Clowne and is approximately 0.77 hectares in size. The site has full planning permission and is currently under construction. It is expected to deliver its remaining 27 dwellings between 2024 and 2027.

**5.27 k) Land west of Homelea and Tamarisk, Mansfield Road** – This site is situated in the south-west of Clowne, is approximately 0.8 hectares in size and is expected to deliver 15

dwellings by 2020. The site has full planning permission and is expected to contribute to increasing the capacity of local schools.

**5.28 l) Land at High Ash Farm, Mansfield Road** – This site is situated in the south-west of Clowne and is approximately 1.8 hectares in size. The site has detailed planning permission and is currently under construction. It is expected to deliver 41 dwellings between 2020 and 2021.

## Large Village – Barlborough

**5.29 m) Land north of Chesterfield Road** – This site is situated to the west of Barlborough, is approximately 4.67 hectares in size and is expected to deliver approximately 150 dwellings between 2020 and 2026. The site has reserved matters permission and is expected to contribute to increasing the capacity of local schools and to contribute to green space provision and affordable housing. As part of the development, the cessation of the scaffolding business use is also required.

## Large Village – Creswell

**5.30 n) Land rear of Skinner Street** – This site is situated to the north of the centre of Creswell and is approximately 3.79 hectares in size. The site has full planning permission and is currently under construction. The site delivered 30 dwellings in 2018/19 and is expected to deliver the remaining 43 dwellings between 2019 and 2021. The site is expected to provide vehicular access to Creswell Church of England Infant School and a footpath across Derbyshire County Council land to the village centre.

**5.31 o) Land south of Creswell Model Village** – This site is situated to the south of Creswell and is approximately 6 hectares in size. The site has full planning permission and is currently under construction and is expected to deliver its 197 dwellings between 2019 and 2029. Due to the site being adjacent to the Creswell Conservation Area, any alterations to the existing scheme will be expected to preserve the setting of the conservation area

through the relationship with and the creation of appropriate green spaces, between the new buildings and the Model Village properties.

## Large Village – Pinxton

**5.32 p) Land at Croftlands Farm** – This site is situated to the north of Pinxton, is approximately 3.14 hectares in size and is expected to deliver approximately 65 dwellings between 2022 and 2025. The development is expected to leave a substantial open break to the A38, to contribute to increasing the capacity of local schools and the GP surgery and to improve greenway connections through the site. In addition, the development will be expected to contribute to the provision of affordable housing.

## Large Village – Tibshelf

**5.33 q) Land south of Overmoor View** – This site is situated to the east of the northern half of Tibshelf and is approximately 7.25 hectares in size. The site has detailed planning permission and is currently under construction. The site delivered 17 dwellings in 2018/19 and is expected to deliver its remaining 78 dwellings by 2022.

**5.34 r) Land west of Spa Croft** – This site is situated to the west of the southern half of Tibshelf and is approximately 1.8 hectares in size. The site has full planning permission and is currently under construction. The site delivered 17 dwellings in 2018/19 and is expected to deliver its remaining 27 dwellings in 2019/2020.

## Large Village – Whitwell

**5.35 Former Whitwell Colliery Strategic Site** – This strategic site is described in more detail in Chapter 4. However, it is expected to deliver approximately 200 dwellings between 2026 and 2033 and a further 200 beyond the plan period.

## Small Village – Hodthorpe

**5.36 t) Land at Queens Road Allotments** – This site is situated to the south of Hodthorpe, is approximately 1.8 hectares in size and is expected to deliver its 38 dwellings between 2019 and 2023. The site has outline planning permission and is expected to relocate and expand the allotment provision in the village in advance of development, to provide a 1ha community woodland and a permissive path to the south of the allotment relocation site and a 400sqm parking area within the site to reduce on-street parking on Queens Road.

## Small Village – Palterton

**5.37 u) Land between 11 and 19 Back Lane** – This site is situated within Palterton and is approximately 0.6 hectares in size. The site has outline planning permission and is expected to deliver its 11 dwellings between 2020 and 2022.

Size	Number	% of sites allocated
100 ha. +	1	4%
50 ha < 100 ha	0	0%
20 ha < 50 ha	2	9%
10 ha < 20 ha	3	13%
5 ha < 10 ha	3	13%
2 ha < 5 ha	4	18%
1 ha < 2 ha	7	30%
< 1 ha	3	13%
<b>Total</b>	<b>23</b>	<b>100%</b>

## Policy LC1: Housing Allocations

In addition to the strategic sites, the following sites are allocated on the Policies Map to deliver the housing land requirement set out in policy SS2: Scale of Development and in accordance with the strategy set out in policy SS3: Spatial Strategy and Distribution of Development:

- a)** Land off Langwith Road and Mooracre Lane, Bolsover (442)\*
- b)** Former Courtaulds factory site, Oxcroft Lane, Bolsover (18)\*
- c)** Land between Shuttlewood Road and Oxcroft Lane, Bolsover (227)
- d)** Land off Oxcroft Lane, Bolsover (45)
- e)** Land at Brookvale, Shirebrook (600)\*
- f)** Land at Station Road, Langwith Junction, Shirebrook (54)\*
- g)** Land to the rear of 1 to 35 Red Lane, South Normanton (50)
- h)** Land at Rosewood Lodge Farm, Alfreton Road, South Normanton (143)
- i)** Land at Town End Farm, Lees Lane, South Normanton (40)
- j)** Land to rear of 169-207 Creswell Road, Clowne (27)
- k)** Land west of Homelea and Tamarisk, Mansfield Road, Clowne (15)

- l)** Land at High Ash Farm, Mansfield Road, Clowne (41)
- m)** Land north of Chesterfield Road, Barlborough (157)
- n)** Land at Skinner Street, Creswell (43)\*
- o)** Land south of Creswell Model Village, Creswell (197)
- p)** Land at Croftlands Farm, Pinxton (65)
- q)** Land south of Overmoor View, Tibshelf (78)\*
- r)** Land west of Spa Croft, Tibshelf (27)\*
- s)** Land at Queens Road Allotments, Hodthorpe (38)
- t)** Land between 11 and 19 Back Lane, Palterton (11)

In order to achieve sustainable development, the local planning authority will impose conditions on planning permissions or seek to enter into a planning obligation under S106 of the Town and Country Planning Act 1990, to secure the expected requirements for each site set out in paragraphs 5.16 to 5.40 and where relevant elsewhere in this Plan.

\*These sites are currently under construction and the number of dwellings remaining to be completed on each site, at 1 April 2019, is listed in this policy."



# Housing Need, Range And Choice



## Affordable Housing

**5.38** The definition of ‘affordable housing’ is set out in national guidance and covers social rented, affordable rented, and intermediate housing whose needs are not met by the market. The current definition does not cover private rented accommodation. Affordable housing is based on need.

**5.39** The evidence for affordable housing need in Bolsover District is provided by the North Derbyshire and Bassetlaw (Housing Market Area wide) Strategic Housing Market Assessment (SHMA) (November 2013) as updated by the Objectively Assessed Need (OAN) Update Report (November 2017). This evidence identifies a high theoretical need for affordable housing in the District but that this largely results from the relationship between low local housing costs and extremely low local income levels.

**5.40** In relation to the current availability of affordable housing, the evidence provided by the SHMA and OAN Update Report identifies there are already high levels of social housing in the district, with some parts of the district having levels of over 24% compared with national levels of 17%. The private rented sector is identified as a key growth sector, increasing in Bolsover District by 84% between 2001 and 2011. This sector plays an important role in meeting housing demand and supporting dynamism within the overall housing market. A considerable amount

of housing in this private rented sector is made up of former National Coal Board (NCB) properties, which are let at rents not dissimilar to Council rents. Lettings information suggests that the existing social stock is not under pressure in terms of demand.

**5.41** As a result, the demand for affordable housing is already met by the Council and the private sector across the District. However, as there is no guarantee that the private sector provision will either maintain affordable rent levels or provide the quality that the public sector seeks to achieve, it remains appropriate to seek contributions to affordable housing provision through market housing, preferably on-site.

**5.42** Government policy is to ensure that planning policies requiring contributions should not make development unviable and that policies should be supported by evidence to demonstrate this. Plans should also set out any circumstances in which further viability assessment may be required in determining individual applications.

**5.43** As a result, the Council has commissioned an assessment to review its proposed Local Plan policies in order to understand the individual and cumulative impact of them on development viability. The key findings of the Whole Plan Viability Assessment (WPVA) for the Local Plan for Bolsover District (March 2018) are that the main policy requirement

within the Local Plan that the Council needs to demonstrate is deliverable is its approach to affordable housing.

**5.44** In relation to the affordable housing requirement that can realistically be sought before residential development becomes unviable, the WPVA concludes that the Council should be confident that a 10% requirement for affordable housing is a reasonable policy across the majority of the District. Currently settlements in the east of the District may face greater difficulty to achieve this but where this can be proven through a site specific viability appraisal consideration will be given to amending the requirement.

**5.45** In relation to the size of site that the 10% affordable housing requirement is viable, the WPVA concludes that the Council should be

confident that it is likely to be deliverable on the majority of sites above a 25 unit threshold.

**5.46** Based on this evidence, policy LC2 aims to ensure that market housing development proposals contribute to affordable housing provision where viable. More details in relation to how this policy will be operated will be brought forward within a Supplementary Planning Document on Section 106 Planning Contributions.

**5.47** The evidence base for the Local Plan indicates that the need for entry level housing at low cost, as provided for by Paragraph 71 of the revised NPPF (2019), is generally well met across the district. Where exceptional circumstances apply and a proposal can clearly show that a specific need is being met and the dwellings will provide for that need over the long term, proposals will be supported.

## Policy LC2: Affordable Housing Through Market Housing

The Council will require applications for residential development comprising 25 or more dwellings (or which form part of a larger development site with a potential capacity of 25 or more dwellings) to provide 10% as affordable housing on site. This should be in the form of affordable housing for rent. Where an applicant considers that this requirement would lead to the development becoming unviable, this should be demonstrated through the submission of a detailed viability assessment which should accompany the planning application.

## Type and Mix of Housing

**5.48** The type and mix of housing developed in the district needs to ensure the needs of local people are met. It can also play a role in ensuring inclusive communities; attracting industry; and improving the physical environment and the overall image of the District.

**5.49** National policy is that local authorities should deliver a wide choice of high quality homes, widen opportunities for home ownership, and create sustainable, inclusive and mixed communities.

**5.50** The SHMA recognises these factors and makes recommendations in relation to the mix of housing. The SHMA recommends that the mix for new market housing should comprise:

- a) 0-5% 1 bedroom homes
- b) 30-35% 2 bedroom homes
- c) 40-45% 3 bedroom homes
- d) 20-25% 4 or more bedrooms

**5.51** Nationally there is an ageing population with people living longer and needing more accessible accommodation. As set out in the Spatial Portrait, the District is also

characterised by an ageing population, with a higher than average percentage of retired households. Furthermore, households with poor health is a significant issue for many in the District and demographic trends are expected to lead to a growth in the number of households with support needs to 2,800 households by 2031.

**5.52** It should be noted that these figures are indicators against which delivery is monitored rather than a target for individual sites.

**5.53** As noted within the Local Plan, significant numbers of residents in the district suffer from ill health and require support needs. In addition to this, a quarter of households in the District contain older people. The number of households including people of a pensionable age is expected to increase by 3,600 by 2035 (an increase of 46%). This may create significant demand for specialist accommodation and is likely to support demand for bungalows in particular.

**5.54** Without additional specialist accommodation and bungalows it is predicted that the number of households'

under-occupying homes will increase by 2,000 as people wanting to downsize will be unable to do so. Provision of housing targeting older age groups can help to release family homes. Policy LC3 also aims to ensure the needs of elderly and vulnerable residents are met and family housing can be released as people can downsize into accommodation better suited to their needs.

**5.55** Policy LC3 aims to encourage the type of housing the district needs and to help to create inclusive mixed communities.



## Policy LC3: Type and Mix of Housing

Development proposals for new housing should seek to ensure an appropriate mix of dwelling types, and sizes, taking account of existing imbalances in the housing stock, site characteristics, the characteristics of adjoining development, and viability and market considerations.

The Council will support the provision of housing for older people and specialist housing provision across all tenures, including level access flats, houses, bungalows, and sheltered housing or extra care schemes, in appropriate locations, close to services and facilities. The Council will also support the provision of specialist housing, including nursing homes and residential facilities, in appropriate

locations and where there is an identified need and where proposals accord with other Policies of the Plan.

In order to ensure that older people are able to secure and sustain their independence in a home appropriate to their circumstances, the Council will encourage developers to build new homes that can be readily adapted to meet the needs of those with disabilities and older people as well as assisting independent living at home.

The Council will encourage the inclusion of plots suitable for self and custom build dwellings in areas where the Council's Self and Custom Build Register shows that there is a demand.

## Custom and Self Build Dwellings

**5.56** The Government wants to enable more people to build or commission their own homes. The Council has set up a register of individuals and associations who are looking for serviced plots of land in the district on which to build their own homes. However, the Council's evidence base shows that,

whilst at the present time it is difficult to demonstrate concrete evidence of demand at a local level, there is some potential to encourage developers of larger schemes to designate parts of these sites as plots available for custom and self-builders, and this is provided for by Policy LC3.

## Gypsies, Travellers And Travelling Showpeople

**5.57** National policy requires local planning authorities to carry out assessments of the future accommodation needs of gypsies and travellers in the form of Gypsy and Traveller Accommodation Assessments (GTAA). In accordance with the Duty to Co-operate a GTAA was jointly commissioned by the authorities in Derbyshire and East Staffordshire. The assessment was agreed in September 2015, and covers a twenty year period from 2014-2034. Figure 5B below sets out the identified need for Bolsover District.

**5.58** National policy also requires local authorities to identify a five year supply of specific and deliverable sites against locally set targets and to identify a supply of specific developable sites or broad locations for growth, for years 6 to 10 and where possible for year 11 to 15.

**5.59** These needs will be met through a series of allocations within policy LC4 and through criteria based policy LC5 as outlined below.

	Additional Need				Total Need
	2014 - 2019	2019 - 2024	2024 - 2029	2029 - 2034	2014 - 2034
Residential Pitches	9	2	3	3	17
Housing	1	2	2	2	7
Showpeople's plots	8	1	2	2	13



## Gypsies and Travellers

**5.60** Since 2014, 1 pitch has been granted planning permission on land to the rear of 3-5 Brookhill Lane at Pinxton, for a residential traveller site for 1 mobile home and 2 touring caravans. In addition, 3 pitches were granted planning permission on land at Hilcote Lane in Hilcote. Together, these permitted sites meet 4 of the required 17 residential pitches.

**5.61** Based on the Council's Gypsy and Travellers Land Availability Assessment, a 2 pitch extension to an existing site off Church Road, near Shuttlewood has been promoted. An additional 1 residential pitch has also been suggested to the Council within the permitted site on land to the rear of 3-5 Brookhill Lane at Pinxton. These sites are allocated along with the permitted sites in the policy below.

**5.62** To meet the remaining requirement of 10 residential pitches, further sites have been suggested to the Council by private landowners, however, the initial interest expressed by landowners has not been sustained and those sites suggested are not considered to be available. The District

Council has not been able to identify any suitable and available sites after reviewing its landholdings. Derbyshire County Council has not identified any sites from its landholdings within the District. Neighbouring Authorities have not been able to assist the District Council to meet its need. As a result, the Council will rely on the criteria based policy set out in policy LC5 which allows sufficient flexibility to meet need where it might arise.

## Travelling Showpeople

**5.63** The Council has granted permission for a Change of use to a Showman's Business Park comprising Showman's Winter Quarters for 14 plots on the 9th November 2016 at Beaufit Lane, Pinxton. This site is allocated in the policy below.

**5.64** Policy LC5 will be used to determine planning applications from a planning policy perspective. It aims to ensure the needs of Gypsies, Travellers, and Travelling Showpeople are met, in suitable locations where there is a clear requirement.

### Policy LC4: Site Allocations for Gypsies, Travellers and Travelling Showpeople

The following sites are allocated for a maximum number of Gypsy and Traveller Pitches as shown on the Policies Map.

- a)** 3 Pitches at Hilcote Lane, Hilcote
- b)** 2 Pitches at land adjacent 255A Shuttlewood Road, near Shuttlewood

- c)** 2 Pitches at Land to the rear of 3-5 Brookhill Lane, Pinxton.

The following site is allocated for a maximum number of Travelling Showpeople's plots as shown on the Policies Map.

- d)** 14 Plots at Beaufit Lane, Pinxton

## Policy LC5: Applications for Gypsies, Travellers and Travelling Showpeople

Planning permission for new sites will be granted if the proposed development

- a) Proposals should be within development envelopes or on other suitable development land as provided for within the Plan unless they can be shown to meet a need identified in an independent assessment
- b) Will result in an acceptable living environment for its residents
- c) Is located within one kilometre of a convenience food store, a primary school, and a doctor's surgery, or of access to public transport
- d) Has safe highway access with adequate provision for parking and servicing; and in the case of sites for travelling showpeople has good access to the strategic highway network
- e) Is so located, designed and landscaped that its use will not significantly detract from the character of the area or from the amenity of adjoining or nearby land and so enclosed as to prevent encroachment onto adjoining land
- f) Is appropriate to the scale of the nearest settlement, its local services and infrastructure
- g) Will not cause unacceptable nuisance to existing neighbours by virtue of noise and other disturbance caused by on-site activity and/or movement of vehicles to and from the site

- h) Is not within the green belt, or in areas at high risk of flooding

Acceptable proposals will be subject to a condition or agreement that ensures that the future use of the site shall only be to meet the needs of the Gypsy and Traveller community.

Consideration may be given to development adjacent to existing permitted sites where it has been demonstrated that there are benefits to the social grouping and that overall impacts meet the criteria of this policy.

Where it is possible that a proposal may cause material harm to nearby uses, a temporary permission may be granted to assess its actual impact provided that there are strong compassionate or other personal grounds on behalf of the applicant to do so. In such cases the temporary permission may be restricted to a personal permission for the applicant only.

Applications for new sites and refurbishment of existing sites should meet the design guidelines as detailed in National Guidance, where possible and relevant.

The Council will seek to meet any new need deemed to be necessary for further provision of sites to accommodate Gypsies, Travellers or Travelling Showpeople as the Gypsy and Traveller Accommodation Assessment is updated over the plan period.

## Safeguarding sites for Gypsies, Travellers and Travelling Showpeople

**5.65** Taking account of the special nature of the requirements to find Traveller sites, they may well be accepted in locations where traditional dwellings would not be allowed. Therefore it is imperative that existing sites are not lost to other uses, particularly bricks and mortar houses for non-travellers. For those reasons policy LC6 safeguards existing permanent sites for travellers.

**5.66** Retrospective planning permission was granted in May 2017 for a change of use from B8 storage & distribution to a showman's site (1 plot) (parking of equipment and caravan home) on Brookhill Road, Pinxton. This site is also safeguarded under the safeguarding policy LC6.

### Policy LC6: Safeguarding sites for Gypsies, Travellers and Travelling Showpeople

Existing permanent sites, listed below, are identified on the Policies Map and will be safeguarded for use by Gypsies and Travellers, unless it is demonstrated the site is no longer suitable for such a use.

#### Gypsies and Travellers

- a)** Land to the rear of 255 Shuttlewood Road, nr Shuttlewood – 1 pitch
- b)** Blackbridge Caravan Park, nr Pleasley – area covered by planning permission (11/00118/FULMA)
- c)** The Paddocks, nr Old Blackwell – 2 pitches

- d)** Charlesworth Street, Carr Vale – 3 pitches

#### Travelling Showpeople

- a)** Plots at Plymouth Avenue, Pinxton
- b)** Plots at Guildhall Drive, Pinxton
- c)** Plot at Brookhill Road, Pinxton

# Agricultural, Forestry, And Other Occupational Dwellings In The Countryside

**5.67** As noted above, much of the district is rural in character. In many instances it will be possible for workers in agricultural and land-based occupations to live in a town or village near to their business location. However, occasionally the nature of agricultural and other rural businesses make it essential for someone to live on, or in close proximity to the business.

**5.68** Such dwellings should be commensurate with the needs of the holding and not the person requiring the accommodation. Unusually large dwellings

in relation to the needs of the unit, or expensive construction in relation to the income it can sustain, will not be permitted.

**5.69** Where a new dwelling is permitted, this will be the subject of a condition ensuring the occupation will be limited to a person solely or mainly working, or last working in the locality in agriculture, horticulture, forestry, equestrian activities or other rural business (or a surviving partner of such a person, and any resident dependents). Policy LC7 aims to ensure the housing needs of people working in essential rural occupations are met.

## Policy LC7: Agricultural, Forestry and Other Occupational Dwellings in the Countryside

Planning permission for a new dwelling in the countryside based upon the essential needs of agriculture, forestry or other rural business shall only be granted planning permission for a temporary dwelling where all of the following criteria are met:

- a)** An independent appraisal is submitted with the application demonstrating that there is a functional need for the proposed dwelling which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers
- b)** The size of the proposed dwelling is appropriate to its functional need
- c)** In all cases a financial test is also submitted to demonstrate the viability of the business proposed or as proposed to be expanded
- d)** The dwelling cannot be provided by adapting or converting an existing building on the holding

- e)** The proposed dwelling is located within or adjacent to the existing farm buildings or other dwellings on the holding
- f)** The proposed dwelling does not involve replacing a dwelling disposed of as general market housing
- g)** The design of the proposed dwelling is in harmony with the landscape character type and appearance of the countryside
- h)** Agricultural occupancy is limited by way of a planning condition

If, within three years, the authority remains satisfied that a dwelling is justified permission will be granted for a permanent dwelling. Successive temporary permissions will generally not be granted.

Any proposal for a farm unit which has been subject to fragmentation, or is known to be about to be affected by it, will be subject to planning conditions to tie the dwellings to adjacent farm buildings to prevent them being sold separately.



**5.70** It is accepted that there will be circumstances where these dwellings are no longer required for the purpose for which they were originally intended. Any application to remove a restrictive occupancy condition will need to demonstrate that the need for which the dwelling was approved originally, no longer exists. Policy LC8 below sets out the criteria the Council will apply to any application to remove a restrictive condition.

**5.71** An applicant will be expected to appropriately market the dwelling for a

reasonable period at a realistic market price for an agricultural tied dwelling to establish whether it could meet the existing functional needs of another local farm or rural business. Evidence demonstrating how this requirement has been investigated will need to be included to support any application to vary or remove a restrictive occupancy condition. Policy LC8 aims to provide guidance on the removal of agricultural occupancy conditions, and avoid the proliferation of new dwellings in unsustainable locations.

## Policy LC8: Removal of Agricultural and Other Occupancy Conditions

Planning permission for the removal of a restrictive occupancy condition for an agricultural, forestry or other similar worker on a dwelling will only be given where it can be evidentially shown

**a)** That there is no longer a continued need for the property on the holding or for the business

**b)** There is no long term need for a dwelling with restricted occupancy to serve a need in the area

**c)** The property has been marketed locally for an appropriate period (minimum 12 months) at an appropriate price and evidence of marketing is demonstrated



## Chapter 6 – Working Communities

# Introduction

**6.1** A key role of the Local Plan is to set out the quantity and the type of employment land that would meet the needs of the District. This is identified through analysis of housing, population and economic growth, in line with the Spatial Strategy

**6.2** The strength of Bolsover District's economy is vital to the future prosperity and quality of life of its residents. Economic development can help increase employment opportunities and income, help regenerate deprived communities and create the confidence needed to encourage long term investment.

**6.3** The decline of mining and related industries in the latter part of the last century left the District facing severe economic challenges. These challenges were faced head on. Between 1985 and 2003 the amount of commercial and industrial floor space in Bolsover grew by 57% compared with 23% in England as a whole. Between 2000 and 2017 134.70 hectares of B Class employment land was developed in the district, at an average of 7.4 hectares per year. 65% of this development has been for B8 Warehousing (Storage Distribution). This reflects the district's position alongside junctions 28, 29, 29A, and 30 of the M1 and the A38 that intersects with the M1 at Junction 28. Whilst the District has made a successful transition to a post-mining economy, there is a perceived need for a broader economic base, and for provision of higher skilled, higher paid employment.

**6.4** Bolsover District Council's Economic Development and Housing Strategy aims to support the local economy and deliver new housing and commercial growth up to 2020. The core priorities of the Strategy are to

- a) Support and encourage economic growth
- b) Ensure a more balanced housing market
- c) Support the development of existing and new business
- d) Support the creation of employment pathways training opportunities
- e) Support housing growth

**6.5** Unlocking the capacity of major employment sites is a key element in supporting the delivery of these ambitions. However, the strategy also highlights a number of key challenges associated with this process, including

- a) A legacy of large scale Brownfield sites, which require significant remediation and investment
- b) The poor viability of commercial development may require assistance to help the area deliver its GVA and jobs growth forecast
- c) The need to ensure that sufficient employment land is available to meet future job growth forecasts



# Economic Growth And Employment Land Provision

## B Class employment uses

**6.6** The NPPF requires LPAs to plan positively for a strong, competitive economy. The Economic Development Needs Assessment (2015) recommends that the Council should allocate a target of between 65 and 100 hectares of B class Employment land. Whereby a target of 65 hectares would be made up of

- a) 10 ha - B1 (a & b) uses
- b) 20 ha for B1 (c) and B2 Manufacturing uses
- c) 35 ha to accommodate likely levels of indigenous B8 uses

**6.7** A target of between 65 and 100 hectares would only be justifiable if sites can be identified with sufficient flexibility to accommodate up to two large logistic developments covering up to 35 ha between them. Two sites have been identified to meet this requirement, namely

- a) a second large warehouse and associated land already developed at Brook Park, Shirebrook
- b) a 14 hectare site at Wincobank Farm, South Normanton could potentially accommodate a large retail logistics firm

## Employment Land Allocations

**6.8** Policy WC1 below allocates just under 92 hectares of B1, B2 and B8 employment land. This is made up of

- a) 4 sites totalling 19.61 ha have been developed
  - i) Sports Direct, Brook Park, Shirebrook (9.75 ha)
  - ii) Beaufit Lane, Brookhill Industrial Estate, Pinxton (1.23 ha)
  - iii) Land off Midland Way, Barlborough (1.5 ha)
  - iv) Castlewood Business Park, North (7.13 ha)
- b) 1 site totalling 3.74 hectares is under construction
  - i) Seymour Link Road (northern plot) Markham Vale
- c) 7 sites totalling 26.62 ha have planning permission, and are considered to be deliverable in the earlier to mid part of the plan period
- d) 6 sites with a combined area of 41.59 hectares are allocated and are considered to be deliverable over the mid to later part of the plan period

**6.9** The allocated sites have been assessed through the Strategic Employment Land Availability Assessment (October 2017) and are considered to be available, suitable and achievable. These are discussed in more detail below.

### **6.10 Seymour Link Road, Markham Vale**

- This site is divided into three plots. One plot is under construction (3.74 ha). The southern plot of 2.7 ha has detailed planning permission and developer interest exists. The central plot of 3.74 ha has outline planning permission.

### **6.11 Explore Industrial Park, Steetley**

- A cross boundary site between Bolsover District and Bassetlaw District. The site has an outline planning permission granted in 2010 that allows the submission of reserved matters applications by 2020. The site benefits from a new roundabout off the A619 and a new road through the site, off which development platforms can be easily accessed. The planning permission restricts the use of the site to uses related to a manufacturing hub concept that benefits from the efficiency and sustainability gains from sharing resources on a single site.

All structural landscaping and ecological mitigation is in place. Remaining zones are development-ready and total 10.7 hectares. The site is likely to be completed by 2026.

**6.12 Land West of Farmwell Lane, Castlewood, South Normanton** - This site is the last remaining plot within Bolsover's side of the large cross boundary (with Ashfield) Castlewood Business Park, covered by an outline planning permission. The site is suitable for B1 (offices).

**6.13 Land between Brickyard Farm and Barlborough Links, Barlborough** - The site has detailed planning permission for B1 / B2 / B8 uses.

**6.14 Land off High Hazels Road, Barlborough links** - The site has full planning permission. There is developer interest for a two storey office building with integral vehicle maintenance / MOT bays and storage.

**6.15 Land off Weighbridge Road (South), Brook Park, Shirebrook** - Remaining plot within Brook Park. This site is surrounded by uses associated with Sports Direct with the Tangent Business Centre to the north.

**6.16 Park View (South), Whaley Thorns** - The site owners have made concerted efforts to attract employment uses to the site, and are confident that a firm will occupy the site in the near future, subject to planning permission.

**6.17 Land South of Maisie's Way, South Normanton** - This 1.05 ha site is currently vacant and was intended to be a further phase of B1 (offices), but this part of the original planning permission lapsed. Access is available via Maisie's Way. The site is expected to come forward within 5 years.

**6.18 Wincobank Farm, South Normanton** - A well located site to the strategic highway network, and the remaining part of a site that was allocated in the Bolsover District Local Plan (February 2000) as a reserve site for large firms. It is suitable for a variety of employment uses, or could be suitable for a large single

occupier. There is currently a proposal for a retail park on the front part of the site.

**6.19 Clowne Garden Village Strategic Site** - This strategic site allocation will be a mixed use scheme providing for 20 hectares of B class employment use.

**6.20 Colliery Road, Creswell** - This site would be suitable for a continuation of the small business units of a similar size to those that currently exist along Colliery Road.

**6.21 Former Whitwell Colliery Strategic Site** - A masterplan has been prepared for the redevelopment of the former Whitwell Colliery strategic site, including 5.5 hectares of B class employment, either side of Colliery Road. Due to the complex issues concerning the removal of the tip and decontamination of the site, the sites are not likely to come forward until the latter half of the plan period.

**6.22 Former Coalite Works Strategic Regeneration Site** - This strategic regeneration site has planning permission for development and the Council fully supports employment uses here, but due to uncertainties surrounding contamination and HS2, the Plan does not rely on its development to achieve the Council's strategy. However, it is recognised that the site adds further flexibility to the Plan should development come forward within the Plan period as the developers intend.

**6.23** Whilst the Council has provided sufficient sites to meet the employment targets for each of the B class uses, it is recognised that it is important to allow sufficient flexibility for the market to respond to the variety of sites in the district and changing market demands. However, it is expected that over the plan period most land will be developed for warehousing and less land will be developed for B1 (offices) which reflects the relative attractiveness of the district for those two uses. Policy WC1 below provides an indication of the likely B class use for each site.

## Policy WC1: Employment Land Allocations

The Council will support the development of the following allocated sites as shown on the Policies Map, within stand-alone Development Envelopes where necessary, for B1, B2 and B8 uses only, over the plan period:

Sites under construction 2016 – 2017	Ha	Use
Erin Road (northern plot), Seymour, (Markham Vale)	3.74	B2/B8
<b>Under Construction Total</b>	<b>3.74</b>	
Sites with Planning Permission	Ha	Use
Seymour Link Road (central plot) Markham Vale	4.4	B2/B8
Seymour Link Road (southern plot) Markham Vale	2.7	B2/B8
Explore Industrial Park, Explore Way (off A619), Steetley	10.70	B1/B2/B8
Land West of Farmwell Lane, Castlewood, South Normanton	3.13	B1
Land between Brickyard Farm and Barlborough Links	3.45	B1/B2/B8
Land off High Hazels Road, Barlborough	1.17	B1/B8
Land off Weighbridge Road, Brook Park, Shirebrook	1.07	B1/B8
<b>Sites with Planning Permission Total</b>	<b>26.62</b>	
Local Plan Allocations	Ha	Use
Park View (south), Whaley Thorns	0.58	B2/B8
Land South of Maisie's Way, South Normanton	1.05	B1
Wincobank Farm, South Normanton.	14	B2/B8
Clowne Garden Village Strategic Site	20	B1/B2/B8
Colliery Road, Creswell	0.46	B1/B2/B8
Former Whitwell Colliery Strategic Site	5.5	B1/B2/B8
<b>Local Plan Allocations Total</b>	<b>41.59</b>	
<b>Overall Total</b>	<b>71.95</b>	

## Protected Employment Sites

**6.24** The industrial estates and business parks in the district are home to a large proportion of jobs in the district and an important element of the district's employment portfolio. Over the plan period some businesses may cease to operate. Given the costs involved in building new employment units, it is important that, wherever possible, sustainable land and premises are recycled for another employment

use. Some sites that are on the edge of employment areas may come under pressure for residential development (the policy below also includes the East Midlands Designer Outlet Shopping centre, not because it is considered to be a B class employment use, but in recognition of its employment role).

**6.25** The NPPF (para 157) states that Local Plans should identify areas where it may be

necessary to limit freedom to change the uses of buildings, and support such restrictions with a clear explanation but also states (para 18 – 22) that sites should not be protected if there is no reasonable prospect of the site being used for employment in the future. In order to demonstrate this, an applicant will need to provide evidence that the site has been marketed for alternative employment

uses. Such evidence will list all enquiries received by companies and reasons why they concluded that the site was not suitable.

**6.26** It is noted that permitted development rights apply to the conversion of some employment uses to other uses. This policy will be applied where such rights do not exist.

## Policy WC2: General Principles for Economic Development

The sustainable growth of the District's economy will be supported through

- a)** Requiring proposals likely to create over 50 jobs to be accompanied by site specific travel plans to promote sustainable travel choices;
- b)** Encouraging proposals which help to create a higher wage, higher skilled, low carbon economy which develops, retains and enhances local skills. Job creating developments will be encouraged to demonstrate how they will maximise opportunities for employing local people and developing skills.

The following important Existing Employment Sites are allocated on the Policies Maps, within stand-alone Development Envelopes where necessary, as key economic drivers for the district for employment uses and will be protected:

- i)** Barlborough Links
- ii)** Station Road, Clowne
- iii)** Creswell Road, Clowne
- iv)** Southfield Lane, Whitwell
- v)** Explore Business Park, Steetley
- vi)** Seymour Link Road, Markham Vale
- vii)** Colliery Road, Creswell
- viii)** Craggs Industrial Estate, Creswell
- ix)** Smithy Brook Road Industrial Estate, Renishaw

- x)** Hillstown Business Centre, Bolsover
- xi)** Station Road, Bolsover (Including Castle Industrial Estate, Riverside Way, Bolsover Business Park, Intake Way)
- xii)** Park View, Whaley Thorns
- xiii)** East View Industrial Estate, Shirebrook
- xiv)** Portland Street / Vernon Street / Sookholme Road, Shirebrook
- xv)** Brook Park, Shirebrook
- xvi)** Rotherham Road, New Houghton
- xvii)** Mansfield Road, Bramley Vale
- xviii)** Saw Pit Lane, Tibshelf
- xix)** High View Road / Berristow Lane, South Normanton
- xx)** Maisie's Way, South Normanton
- xxi)** Clover Nook Industrial Estate, South Normanton
- xxii)** Castlewood Business Park and the East Midlands Designer Outlet Centre
- xxiii)** Core Area of EPC-UK Explosives, Rough Close, South Normanton
- xxiv)** Meadow Lane, Industrial Estate, Alferton
- xxv)** Fordbridge Lane, near Blackwell
- xxvi)** Brookhill Road, Industrial Estate, Pinxton
- xxvii)** Doe Hill Depot



This protection will be sustained unless it can be shown that the land or building is no longer physically suitable for employment uses and there is no realistic prospect of re-use or redevelopment for such uses by providing the following evidence:

- a) The site has been marketed appropriately for a period of time agreed in advance with the Local Planning Authority, with an estate agents board placed in a visible location on the site
- b) A list of enquiries received with reasons stated as to why the site was

unsuitable for employment purposes, be submitted as part of any application

- c) Demonstrate that it is no longer financially viable for the site to continue in its existing employment use. Evidence must include an appropriate and robust evidence-based viability assessment based on realistic assumptions and up-to-date baseline information prepared by a suitably qualified independent surveyor

Proposals for alternative employment generating uses at existing employment areas and allocated employment land will be treated on their merits.

## Supporting The Rural Economy

**6.27** The NPPF supports the growth and expansion of all types of sustainable business and enterprise in rural areas. To enable this to happen it is important that planning policies facilitate rather than frustrate sustainable rural economic regeneration.

Some of the District's villages and rural areas can provide appropriate locations for small businesses, particularly those which might be inappropriate in a built up urban area, or which need or benefit from a rural location.

### Policy WC3: Supporting the Rural Economy

Sustainable rural employment and diversification will be supported in villages and within the countryside where this does not conflict with other local plan policies.

Employment generating developments of a scale appropriate to a small settlement and / or rural surroundings will be supported in rural areas where the development or activities are necessary to meet the needs of farming, forestry, recreation, tourism and other enterprises with an essential requirement to locate in the countryside, or where the business has no significant negative implications for the area and will help to support a sustainable rural economy and contribute to rural environmental or social regeneration.

Such proposals should meet at least one of the following criteria:

- a) Secure a significant improvement to the environment or the conservation of a feature of acknowledged importance
- b) Provide community facilities which meet a local need, where that need cannot be met in a settlement within the hierarchy
- c) Re-use brownfield land or existing buildings
- d) Retain or expand existing businesses or enable existing small businesses to diversify
- e) Provide for renewable energy generation, of a scale and design appropriate to its location

# Rough Close Works, South Normanton

**6.28** As noted in the policy WC2, the Council recognises the importance of the existing employment site at Rough Close, South Normanton operated by EPC United Kingdom PLC. Due to the complex nature of the business, the site is designated as a hazardous substances site, and an explosives site, with two Explosives Safeguarding Zones. These have implications for the type and level of development that is compatible with the employment use of the site over a wide area. Given the unusual nature of this use it is considered appropriate to have a site specific policy.

The aim of this is to

- a) Retain the existing employment use by protecting the site from unsuitable encroachment which could limit the use of the site
- b) Facilitate the growth and development of the site to meet the ongoing needs of business
- c) Protect the public in the remote case of a major accident

## Policy WC4: Rough Close Works, South Normanton

During the operation of the works as a major hazard site and / or the continued use of the premises for the manufacture of explosives or linked activities, planning applications will be considered in the following manner:

Within the Existing Employment Area (Core Area), as shown on the Policies Map, planning permission will be granted for employment development or variation of existing permissions, provided that

- a) The development needs to be located there because of its connection with the operation of the works as a major hazard site and / or its connection with the manufacture of explosives or linked activities
- b) The development would not extend the area affected by the development control zones for the major hazard

Within the Area of Wider Operations, as shown on the Policies Map, planning permission will be granted for development provided that the following additional criteria are also met:

- a) The development would not be detrimental to the generally open character of the site

- b) Should the works cease to operate as a major hazard site and the manufacture of explosives and linked activities cease, general countryside policies will be applied in the wider area of operations

Within the inner Explosive Safeguarding Zone, as defined on the Policies Map, of the site permission will only be granted, for development of minor buildings or plant essential to the operation of the existing facility, rough close works.

Within the outer Explosive Safeguarding Zone, as defined on the Policies Map, and during the operation of the works as a major hazard site, planning permission will not be granted for development, that is not in compliance with current Health and Safety Executive (HSE) land use planning guidance, this restriction currently includes

- a) Open air retail or entertainment developments such as large retail markets, theme parks or large sports stadia
- b) Buildings designed in a way which makes them vulnerable to blast (for example because of multi-storey or curtain wall

construction, large areas of glass or the use of non load-bearing panels)

- c) Developments where emergency evacuation action may be very difficult

(for example retail or community and leisure facilities of more than 5,000 square metres floorspace and institutions such as hospitals and homes for the elderly).

## Retail, Town Centre And Local Centre Development

**6.29** The NPPF requires local plans to define a network and hierarchy of centres that are resilient to anticipated future economic changes. Bolsover District contains four small town centres that at the time of the last surveys undertaken in 2013 and 2014 had the following amount of floorspace devoted to town centre uses:

Town Centre	Floorspace m <sup>2</sup>
Clowne	13,470
Shirebrook	12,095
Bolsover	9,891
South Normanton	5,500

**6.30** Below these town centres in the hierarchy are four local centres that have the following amount of floorspace for town centre uses at the time of the last surveys in 2015:

Local Centre	Floorspace m <sup>2</sup>
Creswell	4,600
Whitwell	3,800
Tibshelf	3,500
Pinxton	3,350

**6.31** Over the last 10 years the town and local centres in the district have experienced limited change. Town and local centre pubs have decreased, and hot food takeaway outlets have increased. The District still only has one of the big 4 supermarkets; Tesco at Clowne, which was followed, soon after, by a Wilkinsons and an Aldi.

**6.32** The main changes elsewhere are

- a) Bolsover, the Co-op supermarket was replaced by a Factory comparison store,

and Wetherspoons opened a pub / restaurant close to Bolsover Castle

- b) South Normanton has benefited through a Joint Services centre, called The Hub, where a number of community services are located
- c) Shirebrook has seen a small increase of convenience shops
- d) There has also been an increase in out of town shopping mainly at Barlborough Links and at Brook Park, Shirebrook where large comparison goods stores have opened, and the success of the East Midlands Designer Outlet has continued

**6.33** The centres of the Towns and Villages are key destinations for local people to shop, access services and the public transport network. They also function as hubs for leisure and social activities such as eating and drinking and can provide an important role for residential development too. The Local Plan policy below defines a hierarchy of retail and service centres in the district, where additional retail and service development should be focussed. Promoting the District's centres in this way will also help to support more sustainable communities by ensuring that development, which needs to be as accessible as possible, is located in the most accessible locations.

**6.34** The Council seeks to ensure that each town centre in the District serves the day to day convenience, comparison and service needs of their respective populations as well as those of nearby villages. Local centres in villages would be expected to serve the basic day to day convenience and service needs of their respective populations, as well as that of nearby small settlements.

## Quantitative Need

**6.35** The Council commissioned a Retail and Centres Study with Chesterfield Borough Council and North East Derbyshire District Council. The study identifies the following quantitative need for retail floorspace requirements between 2017 and 2033:

- a) Convenience Goods** – A range of between 1,400m<sup>2</sup> to 2,100m<sup>2</sup>
- b) Comparison Goods** – A range of between minus 2,600m<sup>2</sup> to minus 4,100m<sup>2</sup>

**6.36** The floorspace requirements range for comparison goods are negative figures because the amount already developed within the study period has exceeded the need identified. This is mainly due to the 4,669m<sup>2</sup> Retail store granted permission and nearly complete (December 2017) at Brook Park, Shirebrook. There is therefore insufficient capacity in the system for additional comparison goods floorspace, right through until the end of the plan period.

## Recent Commitments

**6.37** In May 2017, planning permission was granted for a Lidl convenience goods supermarket on the edge of Shirebrook Town Centre for 2,470m<sup>2</sup>. This site is allocated for Retail use in Policy WC 7. In January 2018, a revised application for a smaller store (1,794m<sup>2</sup>) was granted planning permission. The floorspace requirements already take into account the first permission, and therefore would have allowed for 676m<sup>2</sup> more convenience floorspace, than what would now be expected to come forward through the new permission. Therefore, it is reasonable to add this 676m<sup>2</sup> to the capacity figures for the plan period, so the target range for convenience goods becomes 2,076m<sup>2</sup> to 2,776m<sup>2</sup>.

## Qualitative Need

**6.38** The Retail and Centres Study (2018) showed that there was a large amount of expenditure leakage for both convenience

and comparison goods. Within the whole study area, just 5.4% of comparison goods expenditure is spent within Bolsover District, compared to 36.3% in Chesterfield Borough, and 54.5% outside the study area. Within Bolsover District, 2.1% is spent in South Normanton (including the East Midlands Designer Outlet Centre), 1.3% in Clowne, 1% in Shirebrook, and 0.7% in Bolsover. This points to a clear lack of quality comparison goods stores within Bolsover District that are able to retain Bolsover District household expenditure, and also engenders unsustainable shopping trips to destinations outside the district, which given the poor public transport services in the District are likely to be undertaken by private car.

**6.39** Regarding convenience goods, only 11.6% of the convenience goods market share is spent within Bolsover District, compared to 27.6% spent in Chesterfield Borough and 39% that is spent outside the study area. Within Bolsover District, 6% is spent in Clowne Town Centre, 2.5% in Shirebrook Town Centre, 1.2% in Bolsover Town Centre and 1.2% in South Normanton Town Centre.

**6.40** The Tesco and Aldi within Clowne Town Centre could explain the relative higher expenditure, 6%, here. Recent permissions for a Tesco in Shirebrook and a Morrisons in Bolsover town were never implemented. The lack of one of the larger higher quality supermarkets in the other three towns could explain the relatively low expenditure in those towns and the District as a whole.

**6.41** Allowing the opportunity for a better choice and range of both convenience and comparison goods is encouraged within the four town centres. The opportunity to be well connected to the town centres to help meet the quantitative needs for convenience goods in the district in full, and also to help meet the qualitative needs for both convenience and comparison goods, is an important consideration. Sites are to be allocated to allow for developer choice rather than a specific site for a specific town centre use, although part of the site at Portland Road



(West), Shirebrook has planning permission for a Lidl supermarket. The sites allocated for town centre expansion, in the following edge of town centre locations, are:

- a) Sherwood Lodge, Bolsover (See Policy WC 6)
- b) Land at Portland Road (West), Shirebrook (See Policy WC 7)
- c) Land at Portland Road (East), Shirebrook (See Policy WC 7)
- d) Market Street (A), South Normanton (See Policy WC 8)
- e) Land North of Lees Lane (B), South Normanton (See Policy WC 8)
- f) Station Road, Clowne (See Policy SS 5)

**6.42** The NPPF requires Local Authorities to define the extent of town centres and primary shopping areas. The primary shopping area is the 'Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

**6.43** The Town and Centres Study (2018) recommends that there is no need to differentiate between primary and shopping retail frontages, given the small scale of the

centres. The study also recommends a single town centre boundary that serves as the primary shopping area. The town and local centre boundaries, shown on the Policies Maps, reflect the extent and coverage of those town centre uses listed in paragraph 23 of the NPPF, at the time of the last survey.

**6.44** The Retail and Centres Study (2018) recommended that Retail Impact Assessments will be required for all applications outside town centres in line with the following tiered approach:

- a) A local impact threshold of 200m<sup>2</sup> (net) applies for proposals within the catchment (500 metres) of protected local centres and neighbourhood parades
- b) The study recommends of 280m<sup>2</sup> (net) within the catchment (500m) of the four town centres
- c) A threshold of 500m<sup>2</sup> (net) applies across the remainder of the authority areas

## Policy WC5: Retail, Town Centre and Local Centre Development

Support will be given to proposals which maintain or enhance the vitality and viability of the following hierarchy of town and local centres as defined on the Policies Map:

**Town Centres:** Bolsover, Clowne, Shirebrook, South Normanton

**Local Centres:** Creswell, Pinxton, Tibshelf, Whitwell

Retail and other town centre development of a scale and nature appropriate to these roles will be supported in each centre, provided that the development respects

the character of the centre, and assists in maintaining its retail and service function.

Retail development must demonstrate that it is

- a) Located and designed to minimise its impact on the amenity of adjoining or nearby properties and that any impact will be at an acceptable level
- b) Accessible by an appropriate level of public transport

A sequential test and retail or leisure impact assessment will be required for

applications in edge-of-centre or out-of-centre locations which include

- a) Over 200m<sup>2</sup> of net retail or leisure floorspace within 500m of local centres
- b) Over 280m<sup>2</sup> of net retail or leisure floorspace within 500 metres of the town centre boundaries
- c) Over 500m<sup>2</sup> of net retail and leisure floorspace across the remainder of the district

When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.

Where appropriate, conditions will be used to define permissible changes of use and the range and type of goods or services sold.

Within the development envelopes defined on the adopted Policies Map, shops designed to meet the needs of local residents, compatible in scale and character to the locality, and which do not materially harm the vitality and viability of town or local centres, will be approved.

## Regeneration Frameworks And Town Centres

**6.45** Alongside the Local Plan work, the Council have also sought to shape the future of our District by commissioning a community-led, district wide, regeneration approach to inform a wide range of potential interventions, many outside of the Town and Country Planning remit.

**6.46** Led by consultants, the work primarily focused on the four primary centres, but also included the wider related settlements, as well as areas of interest such as Creswell Craggs.

**6.47** The aim was to help identify the strengths of the various areas, and consider how they could support further regeneration as well as looking at areas that need improving. The proposals address aspirations and are guided by the principles of place-making 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 centres and 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.

**6.48** The approach was based on three Principles and three Cross cutting themes which are

### *Principles*

- a) **Building on what we have** – The M1 corridor being a major attraction for economic growth, whilst the District also has significant historic and environmental assets
- b) **Embracing the Future** – Embracing and planning for future changes
- c) **Two hands clapping; Co-producing regeneration** – with the public and private sectors working together in partnership

### *Cross Cutting Themes*

- a) **Connect** – seeking to improve connectivity across the district; especially between the towns and villages
- b) **Diversify** – To ensure a range of large and small development sites
- c) **Enhance** – Recognises that despite recent economic growth, the town centre retail offer and the physical environment would benefit from enhancement.

**6.49** Four frameworks have been produced; one for each of our towns and their surrounding villages and hamlets. These strategies take the following format:

- **Bolsover** – and the surrounding villages and hamlets including Bramley Vale, Doe Lea, Scarcliffe, Shuttlewood, Stanfree, Palterton and Glapwell
- **Clowne** – and the surrounding villages and hamlets including Barlborough, Creswell, Whitwell and Hodthorpe
- **Shirebrook** – and the surrounding villages and hamlets including Pleasley, Pleasley Vale, Langwith-Whaley Thorns and New Houghton
- **South Normanton** – and the surrounding villages and hamlets including Pinxton, Blackwell, Hilcote, Newton, Tibshelf and Westhouses

## Bolsover

**6.50** Bolsover town centre is the area with the greatest potential need for significant public involvement in regeneration schemes. The main town centre projects are defined as:

- a) Development of the Sherwood Lodge site** – Potential options for mixed use development including retail led or housing led
- b) Reinvigorate Market Place and ‘New Market Place’ (Cenotaph area)** – Building on existing improvements to Cenotaph area, the project aims to create better civic spaces that prioritise pedestrians and cyclists and establish distinctive characters for each of the two spaces.
- c) New connections** – Enhancement of routes to create Town Links connecting to greenways & enhance the route (or legibility) between Castle and St. Mary & St. Laurence Church.
- d) Bring forward development of infill sites** – Bring forward Bolsover District Council owned sites for alternative development.

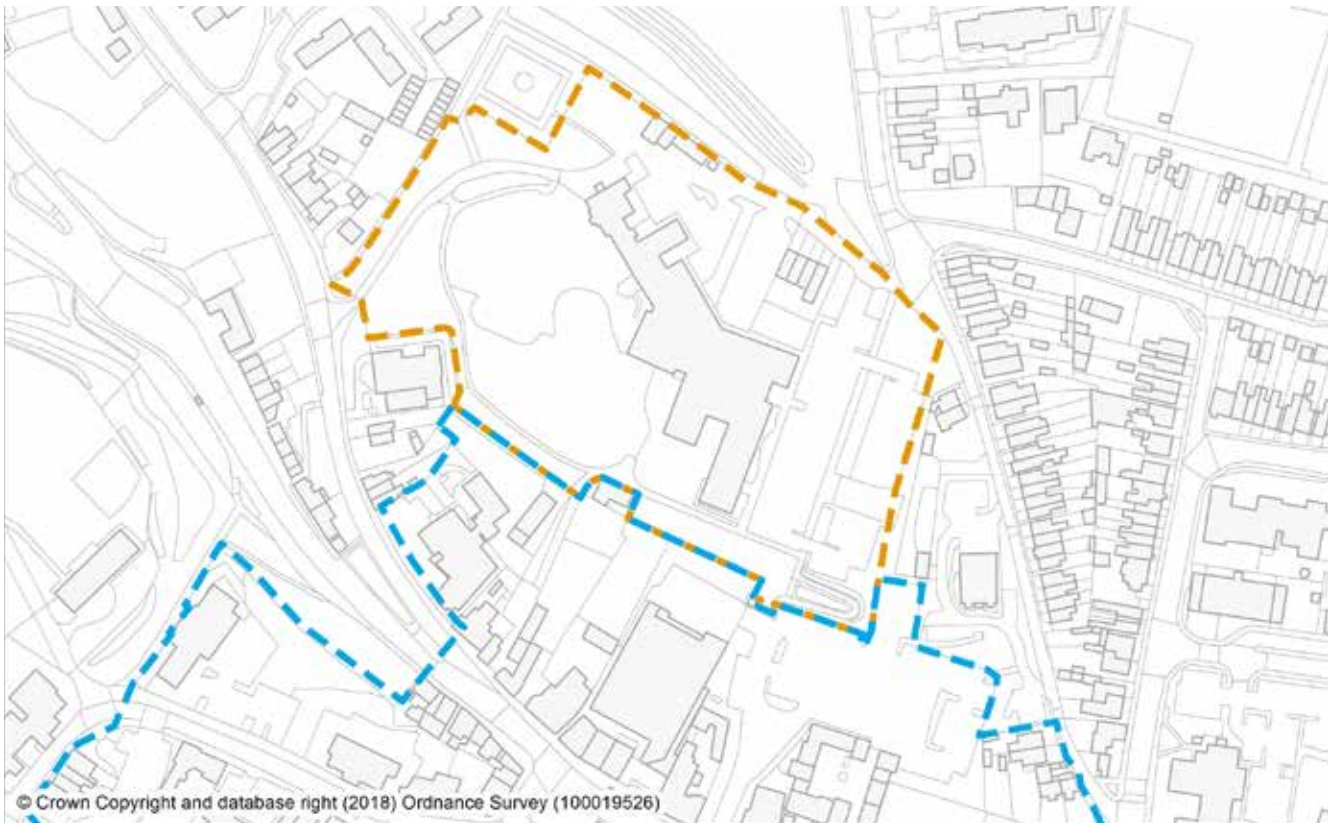
**6.51** A large vacant site (Sherwood Lodge) close to the town centre was recognised as a potential retail based development site. Planning permission for the erection of a food store and retail terrace with associated car parking was granted planning permission (17/00615/FUL), on 26th September 2018.

**6.52** The development of the ‘Sherwood Lodge site’ is seen by the Council as an important objective in delivering significant improvements within Bolsover town centre. The site will provide town centre retail development opportunities.

**6.53** Figure 6A below shows the main area of the development. However, it is accepted that provided that the site enhances the retail provision within the town centre, other forms of town centre development would be welcomed as part of the overall development site.

**6.54** Bolsover is one of the main settlements within the District and with its Castle, hosts a major tourist destination. However, as the retail study shows, it performs poorly in terms of attracting or retaining either convenience or comparison goods retailing.

**6.55** Whilst the regeneration strategy provides for a number of potential town centre and related projects within Bolsover town centre, it is only in relation to the Sherwood Lodge site that a policy for development is required.



## Policy WC6: Bolsover Edge of Town Centre Allocation

As part of the regeneration and redevelopment of Bolsover town centre, the area known as the Sherwood Lodge site, as indicated in Figure 6A and defined on the Policies Map is allocated as an edge of town centre allocation within the Local Plan. Proposals for the development of this site will be permitted where they

- a) Ensure the provision of pedestrian access and linkage between Cavendish Walk and the site
- b) Provide for at least one Convenience retail store in excess of 1,200m<sup>2</sup>
- c) Provide for other town centre related uses which may include retail, leisure, employment, residential or community facilities
- d) Ensure that a suitable level of public parking is made available as part of the scheme
- e) Contribute towards place-making utilising public art as appropriate



## Clowne

**6.56** In relation to Clowne town centre, its opportunities for expansion are provided for within the Clowne Garden Village strategic site (See Policy SS5). Apart from this, the Regeneration Framework identifies a number of issues that are mainly around connectivity. All of these issues are covered by other policies within the Plan or do not require Local Plan policies in order to bring them forward. They are

- a. New Civic Route** – Connecting community facilities within the town
- b. Connection** – From the town centre to the proposed Clowne Garden Village
- c. Enhanced connections** – Improvements to the Greenways; especially the Clowne Branch line
- d. Social Enterprise / Green Transport Hub** – New facility accommodating social enterprises and small organisations including Community Transport
- e. Clowne Linear Park** – Landscape enhancements to promote Linear Park as a natural leisure destination on the Bolsover Loop including improved gateways and connections
- f. Development of infill sites for small housing schemes** – Identification and bringing forward of small sites within the town centre for infill housing.

## Shirebrook

**6.57** The main focus of Shirebrook town centre is one of the largest market squares in England. However, whilst it has the potential to be a vibrant focal point and the ‘heart’

of the Town, the market itself is too small to occupy the available area and despite recent environmental improvements the square is not an attractive place to dwell.

**6.58** The town centre has a considerable number of independent shops around the edge of the square, which adds character to the area, but their viability is undermined by retail developments elsewhere. The Regeneration Framework suggests that the surrounding buildings and the shop frontages can appear neglected.

**6.59** Addressing these issues and a re-imagining of the square holds the potential to support, sustain and grow the independent retail sector, to transform the image of the town and to offer an area where the community can come together.

**6.60** Enhancing the town centre and improving the appearance and connectivity of the area is the main focus of the work. The identified issues are:

- a) Remodel and enliven Market Place** – Public realm redesign to create a more multifunctional and animated civic space that prioritises the centre as a destination offering, as well as retail, recreation, an evening economy and entertainment
- b) New pedestrian routes** – Improve routes, primary from the Town park to Sports Direct, secondary through Hollycroft Farm to the Town park
- c) Development of the Portland Road Site** – Suggested proposals for a new mix of uses including retail, higher density housing and leisure

- d) New and enhanced Connections –**  
Development of town links including missing links to Archaeological Way and Pleasley Vale
- e) Main Street and King Edward Street Improvements –** Long term conversion of shop units as they become available back into residential so retail is concentrated in Market Place. Narrow the carriageway to improve pedestrian movement
- f) Bring forward development of infill sites –** Bringing forward small sites within the town for infill housing, focusing on good quality rental properties or a community centre for new communities, and potential for developing a Park and Ride facility near the train station
- g) Pleasley Vale Tourist Loop –**  
Create links to Pleasley Pit Trail from Shirebrook town centre.

**6.61** In general most of these do not require a specific Local Plan policy to enable them to be brought forward. However, the site at Portland Road has been allocated

as an edge of town centre site for town centre uses, split into two parts:

- a)** Portland Road (west) is allocated specifically for retail use and has permission for a Lidl Foodstore.
- b)** Portland Road (east) is considered suitable for a range of town centre uses but also includes an equipped play area.

**6.62** The Council is committed to encouraging development in support of its regeneration agenda. Whilst the Retail Study has not indicated a significant quantitative retail requirement, in qualitative terms the need for investment and regeneration in the area is clear. The Retail and Centres Study also indicates that in leisure terms, additional uses may have a need for a town centre location, but it is not necessary to allocate for this need.

**6.63** Therefore an area to the south east of the town centre, as shown in Figure 6B is subject to policy WC7.

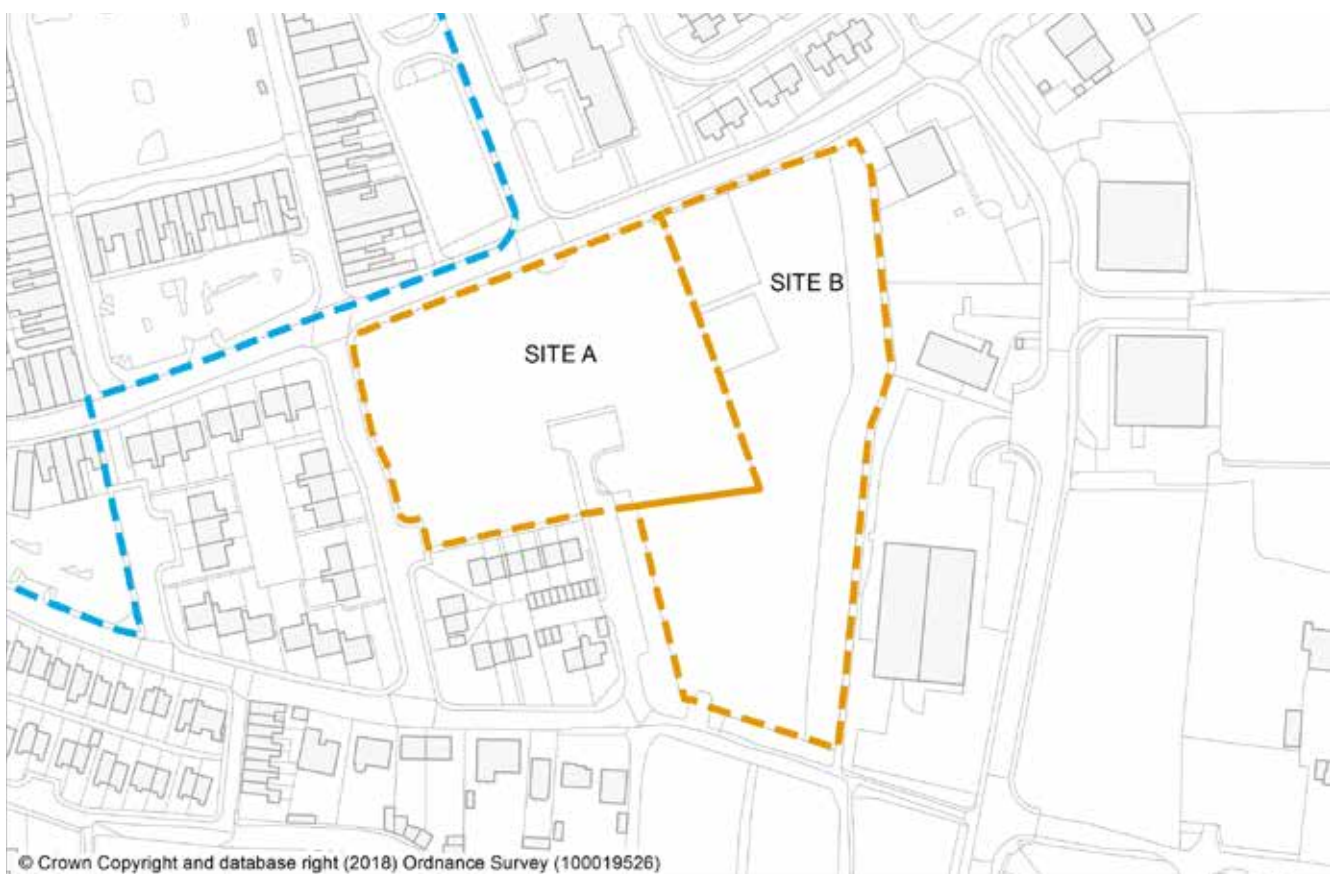


Figure 6B – Shirebrook Edge of Town Centre Allocations

## Policy WC7: Shirebrook Edge of Town Centre Allocations

As part of the regeneration and redevelopment of Shirebrook town centre, the area known as Ashbourne Street / Portland Road, as indicated in Figure 6B and defined on the Policies Map is allocated as an edge of town centre allocation within the Local Plan. Proposals for the development of this area will be permitted where they provide for retail in respect of Site A, Portland Road (West), and town centre uses that could include retail, office, leisure, residential or other suitable town centre uses or community facilities in respect of Site B, Portland Road (East). Such proposals should also

- a) Contribute towards place-making through the delivery of a high quality designed development that creates an attractive and locally distinctive new urban neighbourhood utilising as appropriate public art

- b) Contribute towards the efforts to tackle climate change through its approach to sustainable construction, renewable energy and energy conservation within the site's general layout, design and orientation
- c) Be able to clearly demonstrate their active contribution to the regeneration agendas set out in the Regeneration Framework
- d) Provide for a replacement play area or provide a commuted sum to be agreed with the Council for alternative recreational facilities.

These requirements will be carried forward into a Supplementary Planning Document to ensure that the Council can respond if required in a flexible way to changes in circumstances during the plan period that would necessitate revisions to the approved masterplan.

### South Normanton

**6.64** South Normanton is the most southerly of the four towns. It is also one of the poorest performing shopping areas, based on our 2017 Study. Only 1.2% of the whole of the study area's convenience expenditure takes place in South Normanton; the same as in Bolsover; but only a fifth of the spending that takes place in Clowne.

**6.65** At 2.1%, the amount of comparison shopping seems strong. However, this includes the East Midlands Designer Outlet; a major out of town clothing and comparison shopping destination; which is likely to be the major part of this expenditure and is divorced from the town centre by around 1.5 miles, the M1 and the A38 dual carriageway.

**6.66** Like Bolsover, the most concerning statistic is that South Normanton only retains

around 20% of its immediate catchment zone's convenience expenditure. This shows that whilst the centre is not playing a role in attracting shoppers from a wider area, it retains very little of the food shopping expenditure from the centre of the town.

**6.67** The Regeneration Framework, identifies 3 main village centre projects:

- a) **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) **New and enhanced connections to greenways** – Development of connections to the Blackwell Trail and upgrades along The Common and Alfreton Road to create a 'shared route'

**c) 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

**6.68** Whilst these projects are important in trying to lift the village centre, it is considered that in qualitative terms additional retail is needed to encourage the area to fulfil its role as a town. Therefore the Council are supporting the potential development of two edge of town centre allocations. Site A, to the west of Market Street and to the north of the Coop is allocated for new retail to help meet the Council's quantitative needs for convenience goods and its qualitative needs for both

convenience and comparison goods. Site B, to the west of the Hub and to the north of Lees Lane is allocated for a range of town centre uses that could include retail, but also offices, leisure, residential, extra care, and community facilities, as shown in Figure 6C and addressed through Policy WC8. The development of these sites will need to take careful account of the nearby Rough Close Works and the Health and Safety Executive requirements in relation to their massing, orientation and materials of construction as required by Policy WC4.

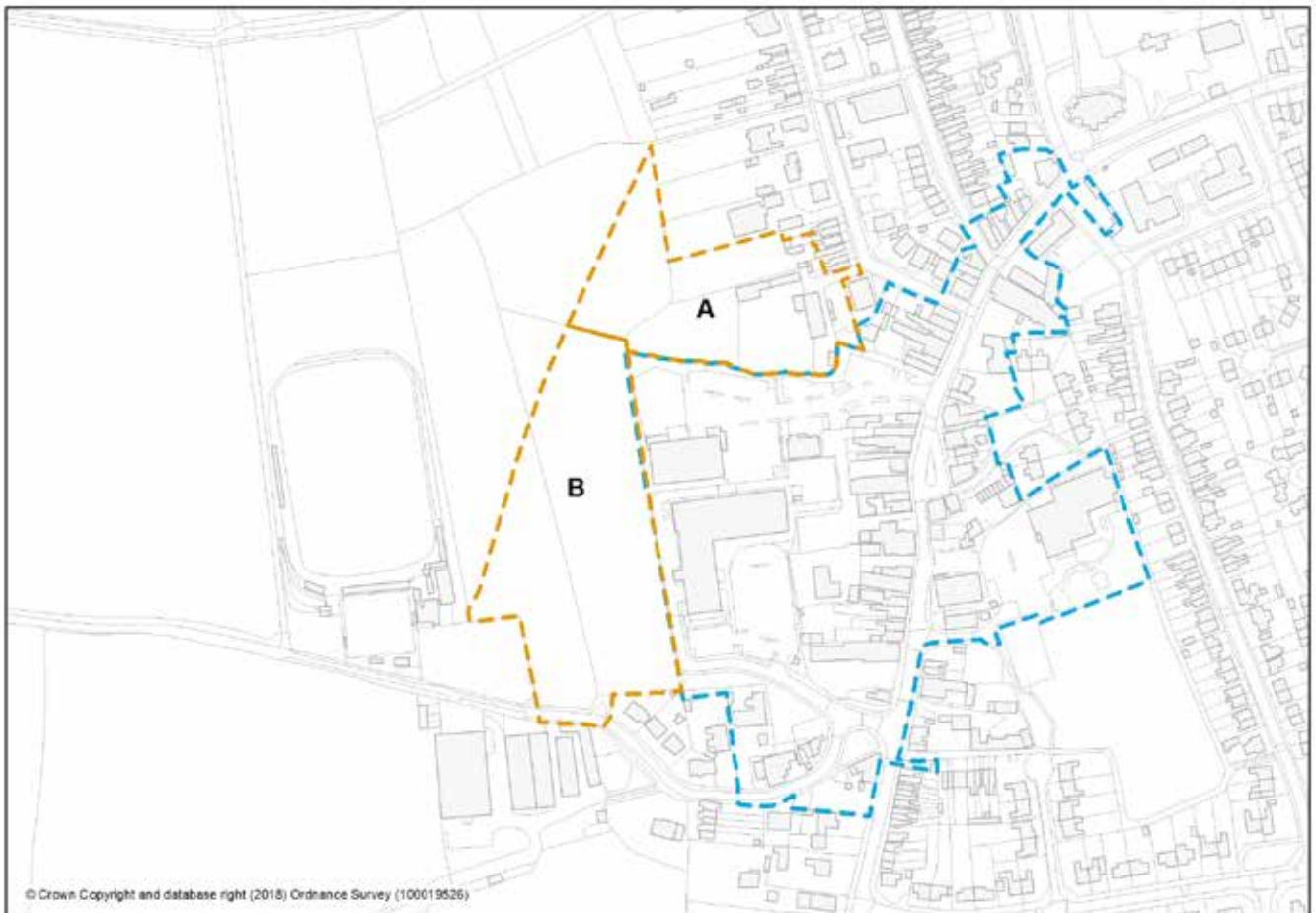


Figure 6C - South Normanton Edge of Town Centre Allocations (Policy WC8)



## Policy WC8: South Normanton Edge of Town Centre Allocations

As part of the regeneration and redevelopment of South Normanton town centre, the areas as indicated in Figure 6C and defined on the Policies Map are allocated as edge of town centre allocations within the Local Plan. Proposals for the development of this area will be permitted within:

**Site A)** for retail

**Site B)** for retail, office, leisure, residential (including Extra Care accommodation or community facilities)

Where they:

**a)** Contribute towards place-making through the delivery of a high

quality designed development that creates an attractive and locally distinctive new urban neighbourhood utilising as appropriate public art

**b)** Contribute towards the efforts to tackle climate change through its approach to sustainable construction, renewable energy and energy conservation within the site's general layout, design and orientation

**c)** Comply with the provisions of Policy WC4 and current Health and Safety Executive (HSE) land use planning guidance in relation to the nearby Rough Close Works

## Hot Food Takeaways

**6.69** In 2011 the Government published 'Healthy lives, healthy people: a call to action on obesity in England', which described the scale of the obesity epidemic and set out plans for action across England. Obesity is a complex problem that requires action from individuals and society across multiple sectors. One important action is to modify the environment so that it does not promote sedentary behaviour or provide easy access to unhealthy food. Takeaways are recognised as a source of unhealthy food.

**6.70** Furthermore, research indicates that once a child or adolescent develops obesity they are more likely to remain obese through adulthood, have poor health and reduced life expectancy. According to the Health Profile 2017 for Bolsover District by Public Health England, by year 6 (10 - 11 year olds) over 20 percent of children in Bolsover are classified as obese and the estimated levels of adult excess weight are higher than the England average.

**6.71** Using 2014 mid-year population estimates, Public Health England found that Bolsover District had 67 fast food outlets,

giving it a density of 86.8 per 100,000 residents. This is higher than the East Midlands average (78.4) but lower than the England average (88.0).

**6.72** Action on the food environment is supported by the NICE public health guidance, 'Prevention of Cardiovascular Disease'. NICE recommends restricting planning permission for takeaways and other food retail outlets in specific areas (for example, within walking distance of schools). However, there is no substantial evidence to support a link between childhood obesity and the siting of hot food takeaways within walking distance of schools in Bolsover District at present."

**6.73** Furthermore, hot food takeaways can generate unacceptable levels of noise, vibrations, odours, traffic disturbance and litter and are often open late at night. It is therefore important that such uses are controlled or restricted to protect the residential amenity of occupiers living in close proximity to such establishments.

**6.74** The NPPF says that planning should "take account of and support local strategies to improve health, social and cultural wellbeing

for all”, and it “can pay an important role in facilitating social interaction and creating healthy, inclusive communities”.

**6.75** A condition may be imposed which removes permitted development rights in cases where the size and / or location of the proposed hot food takeaway could undermine

the district's retail hierarchy should a change of use occur.

**6.76** The Council will continue to work with partners in the Public Health sector to monitor and develop its policies in relation to hot food takeaways.

## Policy WC9: Hot Food Takeaways

Planning permission will be granted for hot food takeaways (use class A5) provided that

- a) They would not harm residential amenity in terms of: noise, vibration, odour, traffic disturbance, litter or hours of operation
- b) They address any concerns in relation to crime and anti-social behaviour
- c) Within town centres, it can be demonstrated that the proposal will have a positive impact upon both the town centre's daytime and evening economies

## Tourism And The Visitor Economy

**6.77** Tourism is a growth industry and an important component of the local economy. The district has a number of key tourist sites that are internationally recognised such as Bolsover Castle, Hardwick Hall and Creswell Crags. It is also in close reach of tourism destinations in other areas of the northern east midlands such as the Peak District and Sherwood Forest. In addition to this there are a number of smaller sites of tourist interest, and a number of sites which have largely unrealised tourist potential e.g. the trails network. By developing a connected network of Green Infrastructure, an attractive resource can be marketed to promote longer visits, overnight stays and visitor spend, thereby driving local regeneration and economic growth across the District. The proximity of this diverse range of archaeological, natural, built and industrial heritage to the M1 is a significant attraction.

**6.78** In order to derive full benefit from tourism, there is a need to provide appropriate tourism infrastructure including hotels, visitor attractions, conference centres and interpretation facilities. Many tourists

unfortunately do not spend more than a day in the district. Good accommodation would encourage more visitors to stay overnight, thereby increasing the amount of money spent in the district.

**6.79** Recent planning permissions have been granted as extensions to existing hotels at Hotel Van Dyke, near Clowne for 101 bedrooms, and also in South Normanton at the Derbyshire Hotel (54 bedrooms), and the Premier Inn (18 bedrooms).

**6.80** In settlements such as Bolsover and Creswell, the tourist economy could clearly play an enhanced role in economic regeneration.

**6.81** It is important that tourism related development takes place in a sustainable manner, in ways that conserve the countryside and wherever possible enhance access by non-car modes. Directing the development of significant visitor accommodation (e.g. hotels and hostel accommodation) to the towns, emerging towns and large villages will help to achieve these aims.

**6.82** There are also benefits that can accrue from allowing existing facilities to expand, or through the conversion or re-development of existing buildings. New tourist accommodation would be particularly welcome in Bolsover Town which has potential to develop its tourism role taking advantage of its natural and historic assets and convenient location near to the M1 motorway. The town provides a particularly suitable location for accessing a number of nearby tourist

destinations as well as being convenient for Markham Vale Business Park.

**6.83** In rural areas a flexible approach is required which supports small scale developments which can help provide local jobs. The Council would also wish to support where suitable the creation and provision of tourist facilities in terms of recreational or supportive uses such as activity centres and recreational opportunities.

## Policy WC10: Tourism and the Visitor Economy

Support will be given to proposals which would provide facilities, opportunities or accommodation for visitors to the District, both in terms of business trips and tourism related visits. Such proposals would be particularly welcome in Bolsover Town.

Existing tourist facilities and infrastructure will be protected and enhanced including those at Bolsover Castle, Creswell Crags, Hardwick Hall, Stainsby Mill, Pinxton Canal, Pleasley Pit and the multi-user trails network.

The majority of new tourism facilities, not directly related to a specific tourist destination, will be directed towards the

towns, emerging towns and large villages. Tourism proposals will be promoted and supported where

- a) They contribute to the achievement of regeneration aims and objectives
- b) Development is at a scale which is in keeping with local character and which preserves or enhances the quality of the natural and built environment
- c) Visitor attractions that could attract large numbers of people are accessible by a choice of means of transport, and offer good access by non-car modes





Image top: Creswell Crags Bottom: Pinxton



## Chapter 7 – Sustainable Communities

# Introduction

**7.1** In accordance with the NPPF, the issue of sustainability is central to the plan as is clear within Chapter 4 on the Spatial Strategy. Policy SS1 within Chapter 4 provides the overarching policy in relation to the Sustainable Development of the District. This chapter focuses on the need for development to take place in accordance with the principles of sustainable development. It sets out the Council's proposed policies in relation to sustainable new development and design, climate change, and the district's natural and historic assets.

**7.2** The planning system is underpinned by the principle of sustainable development. Government policy refers to sustainable development as being 'a golden thread running through both plan making and decision taking' (paragraph 14). At its core, sustainable development is an approach to

development that looks to balance different, and often competing, needs against an awareness of the environmental, social, and economic limitations we face as a society. It's about meeting the diverse needs of all people in existing and future communities. Probably the most commonly used definition of sustainable development is from the Bruntland report 1987 which states:

*"Sustainable development is development that meets the needs of the present, without compromising the ability of future generations to meet their own needs."*

**7.3** The Local Plan is about changing the district for the better. To help achieve this, the Local Plan sets out a positive approach to meet the development needs of the District. This approach is supported by the policies below.

## Development Envelopes

**7.4** In addition to the development of strategic and other sites allocated in the Plan, opportunities will come forward during the plan period for additional development. Such opportunities are likely to be small scale, possibly involving development on previously developed land or redevelopment of existing buildings.

**7.5** Policy SC1 applies to development proposals within development envelopes as defined on the Policies Map. Development proposals outside of built up areas will be considered against Policy SS9: Development in the Countryside. This approach complies with the plan-led approach advocated in national policy (NPPF); since the Local Plan has identified a housing provision for the District and, through allocations, sufficient land for the whole of the Plan period.

**7.6** A key message from all stages of consultation on the Local Plan was that residents of the District viewed the District's countryside as an irreplaceable asset, and that they had an overwhelming preference for new development to be focussed on brownfield land and existing settlements. Whilst our development requirements could not be met on brownfield sites alone, Policy SC1 aims to encourage suitable development within the district by directing growth towards the most sustainable settlements.

## Policy SC1: Development within the Development Envelope

Development proposals on sites within the development envelope will be permitted, provided that the proposed development

- a) Is appropriate in scale, design and location to the character and function of the area
- b) Does not result in the loss of a settlement's last remaining community building or facility of that type unless it can be demonstrated that it is no longer viable
- c) Is compatible with, and does not prejudice any existing or intended use of adjacent sites
- d) Accords with other policies of this Plan, or Neighbourhood Plan if applicable
- e) Would not have an unacceptable environmental impact

## Sustainable Development

**7.7** The design and construction of new developments is a complicated issue involving a number of factors and considerations. However, it can be seen as having two main aspects, sustainability and aesthetics. Policies SC2 & SC3 below reflect these elements. Taken together they form a blueprint for sustainable development in the district.

**7.8** The sustainability of a design relates to the materials used, the resources required and the way in which the development will meet the challenges of climate change. To achieve sustainable development, the development industry needs to implement sustainable design and construction practices. It is generally acknowledged that designing-in sustainability measures at the outset of a development's design can minimise any additional perceived costs.

**7.9** When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants where possible to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Policy SC2 aims to help to deliver sustainable development in the district.

## Policy SC2: Sustainable Design and Construction

The Council will permit proposals for new development, including extensions, where it

- a) Promotes the efficient use of land and infrastructure, including developments which include a sustainable and complementary mix of uses
- b) Mitigates and adapts to the effects of climate change
- c) Supports and promotes the efficient use of energy and resources including renewable energy schemes, water management, waste minimisation and re-cycling, and water efficiency measures
- d) Minimises levels of pollution, and protects and enhances the quality of natural resources including water, air, land and biodiversity
- e) Has regard to flood risk, and does not put new development in areas liable to flood or existing settlements at increased risk of flooding
- f) Adopts sustainable drainage principles\* and avoids detrimental changes to the characteristics of groundwater drainage and surface water run-off, and protects the capacity of natural surface water drainage systems and access to them for maintenance and improvement
- g) Makes use of locally sourced sustainable, quality materials appropriate for the development and its surroundings including recycled materials wherever feasible
- h) Protects and enhances the character and quality of local landscapes and the wider countryside
- i) Protects and enhances the distinctiveness, character, townscape and setting of settlements
- j) Conserves and enhances heritage assets and their setting
- k) Supports the provision of essential public services and infrastructure
- l) Has regard to the mineral assets and mineral safeguarding areas: and the waste strategies of Nottinghamshire, and Derbyshire Mineral and Waste Local Plans County Councils
- m) Ensures that development takes account of any coal mining related land stability and / or other public safety risks and proposes any necessary remediation or treatment measures
- n) Ensures that any development on brownfield sites affected by contamination is remediated
- o) Ensures that development does not increase Health and Safety risks either for future occupiers or nearby occupiers (for example by radon gas)
- p) Is not in close proximity to hazardous substances, or hazardous substance zones, unless it can be proved that there would be no risk to the potential users of the proposed development, and it would not undermine the operation and potential expansion of existing hazard sites

\* Generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:

- 1) into the ground (infiltration);
- 2) to a surface water body;
- 3) to a surface water sewer, highway drain, or another drainage system;
- 4) to a combined sewer.



# Delivering Quality Places



**7.10** Successful places tend to be those that have a distinct identity or sense of place. Good design and the creation of attractive places are not just about how buildings look. It is also about taking the opportunities available for improving the character and quality of the area as well as the way it functions as a place. Respect needs to be given to local character and context, the quality of the buildings and the spaces around them, both public and private. Good design can also help to improve quality of life, equality of opportunity and economic growth. All development should contribute positively to the creation of well-designed buildings and spaces and aid resilience to the impacts of climate change.

**7.11** The Sustainable Community Strategy identifies safer communities as one of its top priorities. The Local Plan recognises that the design of buildings and space can make a significant contribution towards reducing opportunities for crime, and the creation of more pleasant and reassuring environments. Therefore, care must be taken, with the design and layout of new developments.

**7.12** Local Plan policies seek to protect environmental assets, and ensure that development in an area enhances and protects its local distinctiveness. At a wider scale, the Plan encourages proposals that are designed to assist vitality and create a definable ‘sense

of place’ in communities and neighbourhoods. At the level of individual developments the Plan promotes buildings that are sustainable in construction and also in use.

**7.13** The Council’s adopted Interim Supplementary Planning Document, ‘Successful Places: A Guide to Sustainable Housing Layout and Design’, notes that there is link between the quality of housing and the ability of places to attract and retain businesses and employees. However, it is not just the calibre of housing that matters. The quality of places and the quality of life that they offer is just as important. Quality of place therefore plays a direct and central role in supporting local economic competitiveness.

**7.14** The design quality of new development is therefore very important, and policy SC3 promotes the key objectives of design. Further detailed guidance in relation to housing design can be found in the Supplementary Planning Document referred to above. Policy SC3 aims to ensure a high quality sustainable built environment. To achieve this objective the Council may request that major proposals or schemes in particularly sensitive locations be referred to an independent external Design Review Panel. Where relevant the Council expect any recommendations from the Panel to be taken into consideration and inform the final scheme design.

## Policy SC3: High Quality Development

Development will be required to achieve a high quality of design in terms of place making, buildings and landscaping.

Proposals for development will be permitted provided that they

- a) Create good quality, attractive, durable and connected places through well designed locally distinctive development that will integrate into its setting
- b) Respond positively to the context and contributes to local identity and heritage in terms of height, scale massing, density, layout and materials
- c) Protect important local and longer distance views of important landmarks or landscapes, such as Bolsover Castle, Creswell Crag, and Hardwick Hall and Estate
- d) Promote vibrant mixed use proposals that support the vitality of the communities where opportunities arise
- e) Provide a positive sense of place through well designed streets and spaces which are safe, attractive and appropriate to their context
- f) Take account of the need to reduce opportunities for crime and the fear of crime, disorder and antisocial behaviour, and promote safe living environments
- g) Provide streets and spaces that are shaped by buildings, clearly defined boundaries and incorporate recognisable vehicular and pedestrian routes
- h) Provide appropriate access for people with physical and/or mobility difficulties to both individual buildings and the wider built environment
- i) Address opportunities for biodiversity, conservation, and enhancement ensuring that local semi-natural features including watercourses are created or enhanced as integral parts of development

- j) Accord with and respond to the established character and local distinctiveness of the surrounding landscape
- k) Create conditions for active travel choices through provision of connected places that are easy to move around, integrated with their surroundings and which facilitate access through sustainable forms of transport including walking, cycling, and bus and rail public transport
- l) Promote the health, economic and social well-being, amenity and safety of the population, through both overall design; and the provision of open and public spaces
- m) Incorporate opportunities for sport and physical activity\*
- n) Ensure a good standard of amenity is maintained for the occupants of existing neighbouring properties as well as the future occupants of new development, including levels of privacy and light, position and avoiding overbearing relationships and the provision of adequate amenity space

All proposals in excess of 1,000 sq metres floorspace, 1 hectare in land area or 10 dwellings, should demonstrate a design led approach which demonstrates an understanding of site context, constraints and opportunities, and use of this information to develop conceptual ideas and design responses.

All proposals in excess of 10,000 sq metres floorspace, or 100 dwellings, or 3 hectares in land area should make provision for new works of public art which enhance the local sense of place, and are designed and established, with the engagement and support of the local community.

\* see [www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/](http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/)

# Comprehensive Development

**7.15** Large developments are often brought forward in phases. This means that the proposed facilities and mix of uses can change over time. Policy SC4 aims to ensure that what is delivered reflects the approved masterplan or outline planning permission on which the overall strategy of this Plan depends.

**7.16** The policy also seeks to ensure that a site's layout does not stop adjoining land from being developed which may otherwise be suitable. Other aims of the policy are to avoid piecemeal development and to ensure that schemes are not designed in a way which means planning obligations are avoided, for instance by applying in phases so that S106 requirements are not triggered.

**7.17** The strategic sites proposed in Chapter 4 are expected to make major contributions

to the District's housing requirements over the plan period. It is important therefore that these sites are brought forward in accordance with the outline planning permissions, on which assumptions within this Plan are based.

**7.18** In addition there are a number of other sites where it is important that the relevant masterplan, outline planning permission or development briefs is followed. This helps ensure: the proper integration of green infrastructure and open space throughout a scheme; the provision of facilities and resources; and, that early phases provide proper access and servicing opportunities for the future development of the site. Policy SC4 aims to ensure a joined up approach to the development of large sites.

## Policy SC4: Comprehensive Development

Unless viability indicates otherwise, proposals to revise an existing planning permission, or which vary the council's plans for a particular allocated site, will be permitted provided that they maintain or enhance

- a)** The required levels of necessary infrastructure and facilities
- b)** The balance of uses, where applicable

Proposals will be supported where they do not prejudice the comprehensive delivery of development sites and assist in the provision of any necessary physical, social or environmental infrastructure. Any new or revised development proposal will be granted permission if, through its design and layout, it does not

- a)** Preclude the development of adjoining land with longer term potential;
- b)** Lead to poorly planned or inappropriate piecemeal forms of development
- c)** Seek to avoid planning contributions by limiting the size of the development to avoid relevant thresholds

On large sites (3 hectares or more) a masterplan will be required to be submitted as part of any planning application. This should show how the site as a whole will be comprehensively planned and developed in line with agreed design and development objectives, including phasing and the cumulative infrastructure needs.



# Change Of Use And Conversions



**7.19** The re-use and adaptation of existing buildings can be considered as a sustainable form of recycling, creating something new, whilst maximising the value of the existing infrastructure and the resources that went into the original building.

**7.20** Such activities help to reduce the need for greenfield sites for new development; diversify the range and type of development; and, stem the gradual deterioration of the fabric of the buildings. Vacant buildings are often prone to vandalism and dereliction, which can detract from the visual amenity of the surrounding area.

**7.21** The re-use or adaptation of agricultural and other rural buildings for new uses is generally acceptable provided that the proposal is in accordance with other policies within the plan (countryside and Green Belt if applicable) and their form, bulk and general design are in keeping with their surroundings. However, where buildings in the countryside have either become so derelict that re-use is only possible following complete or substantial reconstruction or their construction and materials are such as to require considerable alteration to make the building suitable for residential use, the proposal will be assessed as if it were for an entirely new development in the countryside.

**7.22** It is important to ensure that in allowing the re-use and adaptation of agricultural and rural buildings, the changes that are made do not have a detrimental impact upon the character of the building or the surrounding area in which they are situated. Additionally such buildings provide ideal habitats for protected species such as bats and barn owls which must be protected.

**7.23** In some cases, planning permission may not be required for a change of use or conversion, but where it is, policy SC5 will apply.

**7.24** Proposals for conversion should respect local building styles and materials. The building should be large enough for the proposed use and not require significant enlargement or alteration. It should also be structurally sound and capable of conversion without the need for major rebuilding. Buildings that have become so derelict that they could be brought back into use only by complete or substantial reconstruction are not considered to come within the terms of these guidelines for conversion or change of use. Attention will also be given to proposals for the curtilage of the building to ensure that they do not have a detrimental impact upon the surrounding area.



**7.25** In rural areas, the re-use of existing buildings can assist in employment diversification and usually requires only limited adaptation. This type of re-use of buildings provides genuine farm diversification, helping to ensure continued income for the farm enterprise and is preferable to residential conversion which has only a minimal impact on the rural economy.

**7.26** Any new residential use in the countryside will need to be sympathetic to the rural character of the immediate area. The residential curtilage around newly converted buildings can itself have a harmful effect on the character of the countryside. This is particularly true in Green Belt and Special

Landscape Areas where such urbanisation and changes to the character of the countryside are contrary to the policy objectives for these areas. Similar considerations apply for all changes of use within these areas.

**7.27** Change of use can also apply to land as well as buildings, for example the change of use of agricultural land to a recreation ground or domestic garden. Although this does not involve any physical structures or buildings it can still affect the appearance and character of an area, especially in the open countryside. Policy SC5 aims to ensure that new uses and development assimilate with their surroundings.

## Policy SC5: Change of Use and Conversions in the Countryside

Where planning permission is required, proposals for the conversion of an existing building or structure, or the change of use of land, to a new use, will be permitted provided they comply with all of the following criteria:

- a) The building is worthy of retention, structurally sound and capable of conversion without substantial reconstruction
- b) The conversion or change of use, is in keeping with the original character of the building or land and enhances the fabric and character of any adjacent buildings, or the landscape character type generally
- c) The number of units and/or density of development is appropriate to the building's location
- d) The building would have an existing curtilage or a curtilage can be created which does not adversely affect the landscape character type, the building itself or any adjacent structure
- e) Utilities can be provided and the building has adequate access to a metalled road without creating traffic hazards and without involving road improvements incompatible with the character of the area
- f) The development proposed does not add to flood risk concerns.

# Renewable And Low Carbon Energy

**7.28** Climate change is now a widely accepted scientific fact, and everyone has a part to play in reducing its impact. The Government wants to increase the amount of energy from renewable and low carbon technologies to make sure that the UK has a secure energy supply, reduce greenhouse gas emissions to slow down climate change and stimulate investment in new jobs and businesses. Renewable energy sources are key to a sustainable, economic and environmental future. The development of clean sources of electricity is essential to cutting down carbon dioxide emissions, a major contributor to climate change and global warming.

**7.29** The UK Renewable Energy Road map 2011 ('The Roadmap') outlined the UK Government's commitment to increasing the use of renewable energy. The 2013 update to the roadmap explained that the Government remains committed to cost effective renewable energy as part of a diverse, low carbon, and secure energy mix. Alongside gas and low carbon transport fuels, nuclear power and carbon capture and storage renewable energy provides energy security, helps us to meet decarbonisation objectives, and brings green growth to all parts of the UK.

**7.30** National guidance sets out the Government's commitment to facilitating the

development of renewable energy sources, but recognises that this must be consistent with protecting the local as well as global environment. In particular, care should be taken in assessing proposals for renewable energy projects in sensitive, designated areas.

**7.31** The District can play a part both in meeting the national and regional targets for energy use reduction and improving the quality of life in the district. Policies on energy are underpinned by the following hierarchy:

- a) To reduce the need for energy
- b) To use energy more efficiently
- c) To use renewable energy
- d) Any continuing use of fossil fuels to be clean and efficient for heating and co-generation

**7.32** The District Council also recognises that different energy technologies and CO<sub>2</sub> reduction strategies will suit different parts of the District and different types of development. In some cases better CO<sub>2</sub> savings are achieved at less cost by improving a building's fabric rather than by generating energy use from renewable energy technologies, this is reflected in Policy SC3 above.



**7.33** A Renewable Energy and Low Carbon Study for Bolsover District was completed in May 2009. It identified areas of the district where wind speeds are sufficient to encourage wind turbine activity. However, these areas also have high landscape value and would affect the setting of heritage assets. More recently government policy has been less favourable towards on-shore wind turbine development where communities oppose schemes on valid planning grounds, and changes to funding have made commercial

wind turbines less attractive as investments. Therefore the plan does not identify suitable areas for wind turbine development.

**7.34** In the last few years, four sites have been granted planning permission, for solar photovoltaic farms on sites that range between 9 and 12 hectares. The Council will continue to support applications for large scale ground-mounted solar photovoltaic farms, on brownfield land or Grade 4 and 5 Agricultural land, subject to meeting the following policy.

## Policy SC6: Renewable and Low Carbon Energy

Development proposals for the generation of renewable energy (except large wind turbines) will be granted unless either individually or cumulatively with other renewable energy development, there would be

- a) Significant harm to the visual appearance and character of the area
- b) Significant harm to the amenity of local residents, either individually or cumulatively with other renewable energy development particularly from noise, dust, odour, traffic or visual intrusion
- c) Significant harm to the ecology of the area, in particular in relation to protected species and to any sites of biodiversity value, ancient woodland, and veteran trees
- d) Harm to the historic environment, including the effect on the significance of heritage assets and their setting and significant harm to important views associated with valued landscapes and townscapes
- e) Significant adverse impacts on airport radar and telecommunications systems

Where significant harm resulting from a development cannot be avoided (through locating on an alternative site with less

harmful impacts), adequately mitigated, or, as a last resort, compensated for, planning permission will be refused.

In determining planning applications for renewable energy generation, significant weight will be given to the achievement of wider environmental and economic benefits.

Proposals should include details of associated developments including access roads and ancillary buildings; and transmission lines which should be located below ground wherever possible in order to reduce the impact on the open countryside. Planning applications will also need to include a satisfactory restoration scheme which will be implemented following decommissioning.

Major new developments will be expected to connect to or be designed to connect in the future to district or community heating networks where appropriate. Where no district heating scheme exists or is proposed in the proximity of major development the potential for developing a new scheme on site should be explored and pursued where feasible.

Proposals for large scale photovoltaic solar panels on Grades 1, 2 and 3a. Agricultural Land will only be permitted under exceptional circumstances.



# Flood Risk And Sustainable Drainage Techniques



**7.35** Increased flooding can be a consequence of global warming. Increased flood risk can be caused in one area by development taking place in another. Development must therefore take careful account of where these issues could arise, and how to mitigate them. Key parts of the Council's evidence base in this regard are

- a)** Strategic Flood Risk Assessment (March 2009) Undertaken jointly with the neighbouring authorities of Chesterfield Borough Council and North East Derbyshire District Council
- b)** The Bolsover Outline Water Study (October 2010)

**7.36** National policy is clear that planning policy should minimise vulnerability and provide resilience to impacts arising from climate change. As a principle, inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.

**7.37** The Strategic Flood Risk Assessment classified all land within the District into one of four Flood Zones. This classification has been undertaken at the strategic level and is intended primarily for guidance purposes in the overall planning process. Flood Zone

3 is shown on the Policies Maps. Flood Zone 3 includes both land with a high probability of flooding (3a) and the functional floodplain (3b). This information has been taken from the Environment Agency website dated July 2018. The Council advise that developers check the Environment Agency website for the most up-to-date flooding information concerning both fluvial and surface water flooding.

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

**7.39** The Outline Water Cycle Study concludes that if assessed properly and mitigated, flood risk should not constrain development in Bolsover. However, it identifies two locations where flood risk needs to be carefully managed on the southern side of Pinxton, where there has been recurring flooding, and along the Doe Lea Valley. The Study recommends that the Council pursues a sequential approach to development to avoid new development in areas of flood risk.



**7.40** Derbyshire County Council is responsible for coordinating the management of flood risk related to surface water across Derbyshire and is the Lead Local Flood Authority (LLFA).

**7.41** The Water Cycle Study recommended that the Local Plan included policies that promote sustainable drainage techniques, rather than using traditional piped systems. Sustainable Drainage Systems (SuDS) mimic natural drainage by reducing the amount and rate of water flow following rainfall, therefore reducing the risk of surface water flooding.

**7.42** SuDS have several other benefits such as removing pollutants from urban run-off at source, ensuring that new developments do not increase flood risk downstream, and combining water management with green space which can increase amenity, recreation and biodiversity value. SuDS can also be used

to assist flood management from new and existing developments with respect to surface water drainage discharges. Furthermore, SuDS are cost effective, environmentally and aesthetically attractive solutions with low environmental impact that allows surface water run-off to be released slowly back into the environment. The inclusion of SuDS should be done at the earliest stages of the process to ensure that they are successfully designed, built and maintained.

**7.43** The aim of policy SC7 below is to appropriately manage flood risk from all sources, and encourage the use of SuDS to help achieve this.

## Policy SC7: Flood Risk

All development proposals will be required to consider the effect of the proposed development on flood risk, both on-site and off-site, commensurate with the scale and impact of the development. All developments shall have regard to Environment Agency standing advice for flood risk assessment. This should be demonstrated through a Flood Risk Assessment (FRA), where appropriate. Development will not be permitted unless:

- a)** In the functional floodplain (flood zone 3b), it is water compatible or essential infrastructure
- b)** In flood zones 2 and 3a, it passes the Sequential Test, and if necessary the Exceptions Test, as required by national policy
- c)** In flood zone 1, it can be demonstrated for sites over 1 ha. in area through an FRA that the development, including access, will be safe, without increasing

flood risk elsewhere and where possible will reduce flood risk overall

### Surface Water Flood Risk

- d)** There is no net increase in surface water runoff for the lifetime of the development on all new development. Run off rates for development on greenfield sites should not be exceeded, and where possible should be reduced from existing. Run off rates for development on previously developed land should be reduced from the current rate of surface water runoff where feasible. Surface water runoff should be managed at source wherever possible, avoiding disposal to combined sewers
- e)** Part of the development site is set aside for surface water management, and uses measures to contribute to flood risk management in the wider area. Such measures should supplement green infrastructure networks, contributing to mitigation of climate

change and flooding, as an alternative or complementary to hard engineering

- f)** The development incorporates a Sustainable Drainage System (SuDS) to manage surface water drainage, in accordance with national SuDS standards, unless it is proven that SuDS are not appropriate in a specific location. Where SuDS are provided, arrangements must be put in place for their whole life management and maintenance

The Council will seek opportunities to reconnect sites to their floodplain and remove problems from the drainage network and increase the capacity of the floodplain, wherever this can be achieved safely, in connection with new development.

Where improvement works are required to ensure that the drainage infrastructure can cope with the capacity required to support proposed new development, developer contributions will be required in accordance with Policy II1 (Developer Contributions).

## Protection Of Natural Resources

**7.44** One of the fundamental principles of sustainability is the management of natural resources in a prudent manner for the benefit of future generations. Air, water, soil, fossil fuels and minerals are all vital natural resources on which we depend. Development can have direct and indirect impacts on these critical resources. Direct impacts, for example, include the loss of agricultural land to built development. Indirect impacts include increased pressure on water systems. It is therefore important in the interests of sustainability and the wider environment to manage the impact of development on natural resources.

**7.45** The Lowland Derbyshire Biodiversity Action Plan sets out a range of priority and secondary habitat types that need to be maintained, restored, and expanded within the district. These include: calcareous grassland; woodland; lowland meadow; and wetlands.

**7.46** The Council will work with its partners, including the County Council, the Environment Agency, water companies, developers and landholders to manage pressures on natural resources. The policies below aim to ensure that natural assets are used prudently and pressures on them are managed.

## Landscape

**7.47** The NPPF states that Local Plans should include strategic policies for the conservation and enhancement of the natural environment, including landscape. Where appropriate, landscape character assessments should be prepared.

**7.48** The landscape character of Bolsover District is varied and contrasting; primarily influenced by the underlying geology. The district encompasses two distinct areas of landscape; the Derbyshire Coalfield in the west and south and the Magnesian limestone plateau in the north and east. A detailed description of the landscape character of

the district can be found in the Landscape Character of Derbyshire publication produced by Derbyshire County Council. The Derbyshire Landscape Character Assessment subdivides the district into 7 Landscape Character Types (LCT) over 2 National Character Areas.

National Character Area	Landscape Character Type
Nottinghamshire, Derbyshire and Yorkshire Coalfield (Character Area 38)	Estate Farmlands Wooded Farmlands Coalfield Village Farmlands Coalfield Estate lands Riverside Meadows
Southern Magnesian Limestone (Character Area 30)	Limestone Farmlands Limestone Gorges



**7.49** Each Landscape Character Type has its own specific sensitivity to development. The Southern Magnesian Limestone is characterised by discrete towns and villages set amidst arable fields with the unifying influence of the Magnesian limestone providing a locally distinctive building material. Although many of the settlements associated with former collieries have expanded in size, beyond settlement boundaries the landscape remains essentially rural in character. The limestone plateau is essentially an open, upstanding landscape with prominent views through the landscape and to lower lying landscapes to the east and the west.

**7.50** In considering development proposals within the Limestone Farmlands Landscape Character Type, it will be important to maintain this intimate visual relationship between settlement and countryside and protect the key characteristic of a nucleated settlement pattern. In addition the escarpment to the limestone plateau (Wooded Farmlands Landscape Character Type), and the strong ridgeline this creates, is visually prominent from many vantage points to the west including the M1 corridor. Development along this slope or the ridgeline will be extremely visible over large areas and has the potential to create significant adverse effects. Although the gorges are visually contained, there is generally a lack of built development associated with them creating



the perception of an extremely natural and tranquil landscape. In order to maintain this key characteristic new development will be resisted within the gorges and their setting.

**7.52** Policy SC8 which follows, aims to ensure new development respects its landscape setting.

**7.51** The Coalfield Landscape Character Type has more varied components, and consequently is more visually diverse. The visual character can be summarised as:

- a) Estate Farmlands** – open landscape with long distance views through the landscape. General lack of trees and woodland.
- b) Wooded Farmlands** – undulating, well wooded landscape along the limestone escarpment with filtered or limited views through the landscape.
- c) Village Farmlands** – variable landscape with views often blocked or filtered by landform and trees. Villages often located on visually prominent ridgelines.
- d) Coalfield Estate lands** – prominent tree cover often restricts views through the landscape. Settlement visually dominant where visible.
- e) Riverside Meadows** – flat landscape along valley floors with variable visual characteristics relating to tree cover. Settlement often visible on ridges above valley sides.

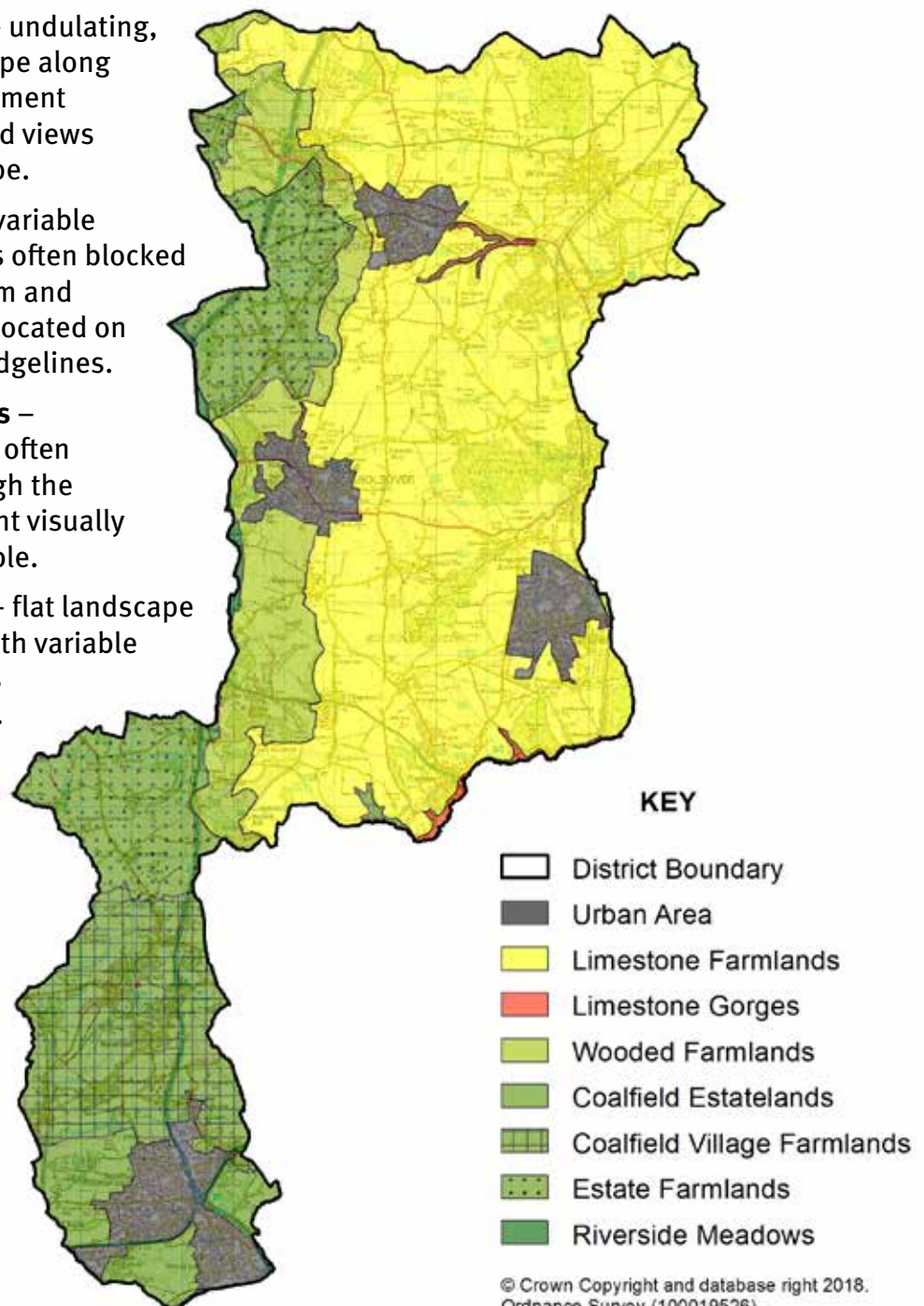


Figure 7A: Landscape Character Map of Derbyshire



## Policy SC8: Landscape Character

Proposals for new development will only be permitted where they would not cause significant harm to the character, quality, distinctiveness or sensitivity of the landscape, or to important features or views, or other perceptual qualities such as tranquillity unless the benefits of the development clearly outweigh the impacts.

Development proposals should have regard to the Derbyshire Landscape Character Assessment, Historic Landscape Character Data and the Areas of Multiple Environmental Sensitivity and contribute, where appropriate, to the conservation and enhancement, or restoration and re-creation of the local landscape.

## Biodiversity & Geodiversity

**7.53** The NPPF requires local authorities to set out a strategic approach to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure; and that they should set out policies in the Local Plan against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged.

**7.54** Biodiversity is defined as the variety of life-forms and the role that they play in the natural world. It includes all species of plants and animals and the natural systems that support them. A healthy site, rich in wildlife is said to be 'bio diverse'. Biodiversity is a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. Healthy environments and attractive landscapes provide pleasant places for people to live and work. They can help to attract inward investment.

**7.55** Bolsover District has a rich array of environmental assets. The quality and diversity of these assets add to the character that helps to make the district so distinctive. The District has 7 nationally important sites designated as Sites of Special Scientific Interest (SSSIs), either wholly or partly within its boundaries. These have been designated either because of their ecological interest

or their geological interest. In addition, the district has 3 local nature reserves and 119 local wildlife sites have been designated by the Derbyshire Wildlife Trust as Local Wildlife Sites. Of these, 3 are also designated as Local Nature Reserves – Rowthorne Trail, Doe Lea and Pleasley Pit Country Park. Whilst the Council's Annual Monitoring Reports (AMR) record that some habitats are being improved through conservation measures, some threats to particular species and habitats remain. The SSSIs, Local Nature Reserves, and Local Wildlife Sites are shown on the Policies Maps.

**7.56** Over recent years, it has been recognised that we need a step-change in nature conservation action if we are to halt biodiversity loss and begin to make good the historic losses. The Lawton Review: 'Making Space for Nature': a review of England's wildlife sites and ecological networks (September 2010) suggested that to achieve this we need to look towards creating large, robust networks of connected, high quality habitats creating and restoring functioning ecosystems. The Natural Environment and Rural Communities Act, Section 4 (October 2006) introduced a Biodiversity Duty. This imposes a duty on Local Authorities to have regard to conserving biodiversity. This can include restoring or enhancing a population or habitat.

**7.57** To help meet this duty, The Lowland Derbyshire Biodiversity Action Plan (or BAP)

has been produced. This identifies the most important species and habitats in Derbyshire outside the Peak Park. It highlights what wildlife does or should occur in the area, and it describes the main actions and measurable targets needed to protect and enhance the key biodiversity of that area for the future. The Lowland Derbyshire area has been divided into eight Action Areas. Bolsover District includes all of Action Area 1 the Magnesian Limestone area, the western edge of Action Area 2 which relates to the Rother and Doe Lea Valleys, and the north eastern part of Action Area 4 the Erewash Valley. The locations of these areas are shown on the following map.

**7.58** It is useful to compare Figures 7A & 7B, as it becomes clear that the biodiversity action areas are very similar to, and indeed based upon, the landscape character areas. Basically the main difference between the landscape and biodiversity areas is that the Coalfield Landscape Character Area has been divided into two. This is because the Biodiversity Action Areas of Erewash Valley and The Rother & Doe Lea Valleys have been created as two separate entities from the larger landscape unit, despite having very similar landscape characteristics. They have simply been divided along the watershed between the southerly flowing Erewash and the northerly flowing Rother and Doe Lea rivers.

**7.59** For each action area, the Biodiversity Action Plan provides a description, specific targets to guide delivery, information on current challenges and opportunities, and a list of existing or future biodiversity projects likely to be operational before 2020.

**7.60** The Local Plan can best support biodiversity

by ensuring that robust protection is given to natural heritage through measures to encourage, promote and facilitate better management, habitat enhancement and site expansion and improved site connectivity. Policy SC9 aims to improve the physical and natural sustainability of the area in the face of biodiversity loss and climate change. It will also improve the attractiveness of the area for people to live, work, study and visit.

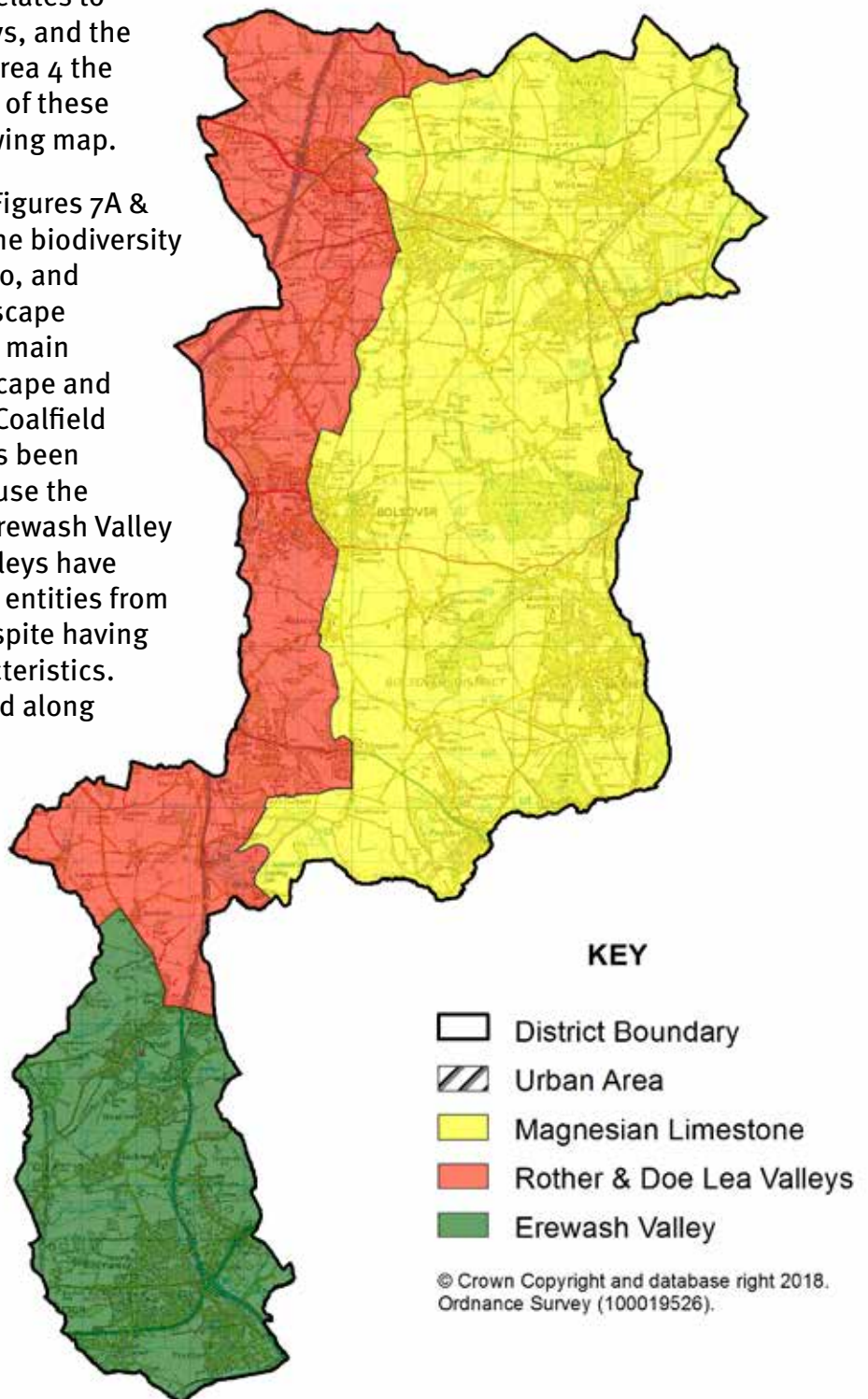


Figure 7B: Lowland Biodiversity Action Plan: Action Areas

## Policy SC9: Biodiversity and Geodiversity

Development proposals should seek to conserve and enhance the biodiversity and geodiversity of the District and to provide net gains where possible. Proposals for development must include adequate and proportionate information to enable a proper assessment of the implications for biodiversity and geodiversity.

Development proposals will be supported where significant harm to biodiversity and/or geodiversity resulting from a development can be avoided or, if that is not possible, adequately mitigated and where it can be clearly demonstrated that there will be no

- a) Adverse impact on the conservation status of key species as set out in the 'UK Post-2010 Biodiversity Framework or the Lowland Derbyshire Biodiversity Action Plan
- b) Harm to nationally and regionally designated sites, such as the Regionally Important Geological Sites (RIGS), or Sites of Special Scientific Interest (SSSI's) in the district
- c) Harm to locally designated sites including Local Wildlife Sites and Local Nature Reserves (LNRs)
- d) Loss or deterioration of a key habitat type, including irreplaceable habitats
- e) Harm to the integrity of linkages (primarily wildlife corridors and the stepping stones that connect them) between designated sites and key habitats

The weight given to the protection of nature conservation interests will depend on the national or local significance and any designation or protection applying to the site, habitat or species concerned.

Where development proposals do not

comply with the above they will only be supported if it has been clearly demonstrated that there is an overriding public need for the proposal which outweighs the need to safeguard biodiversity and/or geodiversity and there is no satisfactory alternative with less or no harmful impacts. In such cases, as a last resort, compensatory measures will be secured to ensure no net loss of biodiversity and, where possible, provide a net gain.

Development proposals where the principal objective is to conserve or enhance biodiversity or geodiversity and deliver a net gain for such objectives will be supported in principle where this accords with other policies in the Local Plan. To secure opportunities for biodiversity improvement, including features that will help wildlife adapt to climate change, relevant development proposals will be required to include proportionate measures to contribute, where possible, to a net gain in biodiversity and/or geodiversity, through the creation, restoration, enhancement and management of habitats and features including measures that help to link key habitats.

Approaches to secure improvements could be achieved through either:

- i) On-site and / or off-site provision linked to development in accordance with the council's greenspace and play provision policies
- ii) Provision of compensation, such as biodiversity offsetting

The biodiversity, geodiversity, and local ecological networks referred to in this policy are shown on the Policies Maps.



# Trees, Woodland And Hedgerows



**7.61** Trees, woodland and hedgerows are key features that can define landscape character and contribute to the quality and enjoyment of the environment. They have ecological, amenity, recreational and commercial value. They are a significant element in the landscape of many parts of Bolsover, but are subject to continuing loss through pressures of development, changing agricultural practices and natural ravages. Hedgerows especially, are an important wildlife habitat that has suffered a marked decline. Hedgerows are valuable to biodiversity both as a habitat and as a link between separate areas of habitat.

**7.62** This importance is reflected in the Lowland Derbyshire Biodiversity Action Plan, which is based around landscape types. It aims to deliver gains for priority habitats and species within each landscape type.

**7.63** Hedgerows and mixed deciduous woodland are found across the district, and are UK priority habitats. Wood pasture and parkland (including veteran trees) are important local habitats across the district.

**7.64** Within the type of landscapes that make up Bolsover district, key actions include:

- a) The maintenance, restoration and expansion of woodland
- b) Increasing woodland to increase connectivity between habitats
- c) Increasing connectivity between habitats using hedgerows

**7.65** The Council can protect selected trees and woodland in the interests of amenity by the making of Tree Preservation Orders (TPOs). The Council will seek to make TPOs where trees that contribute to local amenity and local character are at risk. These Orders control the cutting down, topping, lopping, uprooting, wilful damage or wilful destruction of trees. All trees over a certain size within Conservation Areas have statutory protection and owners of trees in Conservation Areas are required to give prior notification to the Council of their intention to fell or carry out works to trees.

**7.66** Anyone wanting to fell or undertake works on a tree should first check with the Planning Department to see if the tree is protected. It is a criminal offence to damage or fell a protected tree. In assessing applications for the felling or works to a protected tree, the Council will take into account the health and



balance of the tree, its general appearance and the contribution it makes to the local environment.

**7.67** On a larger scale, a further means of control is via the issuing of felling licences from the Forestry Commission. The Council is consulted on such applications and will seek to secure the retention of trees wherever possible, when it is in accordance with good forestry practice.

**7.68** Hedgerows can be given special protection under the Hedgerow Regulations 1997, which prevent the removal of most substantial hedgerows if they are deemed important in terms of their archaeological, historical, landscape or wildlife value and are at least 30 years old.

**7.69** Proposals for development, should attempt to retain existing trees and hedgerows. Conditions of planning permissions will also seek to ensure the assimilation of new development within the locality by requiring the submission and approval of a landscaping scheme. Schemes using species and varieties native to the area, that are locally sourced and that maximise the benefit to the wildlife are preferred. In areas which are in close proximity to ancient woodlands, the natural regeneration of the landscape may be preferable to the planting of new trees. Policy SC10 aims to retain these natural assets, and where possible enhance and expand the networks of them.

## Policy SC10: Trees, Woodland and Hedgerows

Trees, woodlands and hedgerows are important visual and ecological assets. In order to help retain local distinctiveness, trees, woodland and hedgerows will be protected from damage and retained, unless it can be demonstrated that removal is necessary and appropriate mitigation can be achieved. Potential long term conflict between retained trees, hedgerows, and buildings should be designed out at the planning stage.

Development should contribute to the protection, enhancement, and where possible expansion of woodlands, trees and hedgerows in the area. The loss of woodland, healthy trees and hedgerows with visual, historic or wildlife importance will be resisted. In particular ancient woodland and aged (or ancient) and veteran trees are irreplaceable habitats and will be protected from development that would have an adverse impact on them.

Development proposals should

- a) Incorporate important woodlands, trees and hedgerows into the overall design and landscape scheme wherever possible
- b) Prevent damage to root systems and ensure a satisfactory spatial relationship between trees and hedgerows and new development, taking account of expected future growth
- c) Where possible incorporate retained trees and hedgerows within public open space rather than just private space to safeguard their long term management
- d) Ensure robust protection measures before, during, and after the development process and appropriate management and protection thereafter
- e) Take opportunities for new planting consistent with landscape, wildlife and historic interests
- f) Be designed so as to avoid any future conflict between trees and development

# Environmental Quality

**7.70** Planning has an important role to play in making sure that new development does not have, and is not at risk from, adverse environmental effects. Pollution can occur in terms of water, air, noise, light and land. Ensuring a safe environment is a prerequisite for safe and healthy communities and quality of life.

**7.71** Policy SC11 aims to avoid situations where a statutory nuisance is created, such as by heavy engineering works being located close to new housing. It is also important to ensure that new sensitive land uses are not located where they may be affected by the otherwise acceptable effects of established ones.

## Policy SC11: Environmental Quality (Amenity)

Development likely to cause, or experience, a loss of residential amenity as a result of light, noise, dust, odour or vibration, or a loss of privacy must be supported by a relevant assessment. If necessary, appropriate mitigation must be put in place. Applicants will need to demonstrate that a significant loss of amenity would not occur as a result of the development or throughout its construction and operation.

# Air Quality

**7.72** Clean air is essential to a good quality of life. The NPPF states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in the local area.

**7.73** The National Air Quality Strategy aims to ensure a level of air quality which poses no significant risk to health or quality of life. Where there is a likelihood of a national air

quality objective being exceeded the Council has to declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures we intend to put in place in pursuit of the objectives. There are currently AQMAs at Carter Lane East, South Normanton; Chesterfield Road, Barlborough; and Orchard Close, Barlborough, all of which have been declared due to exceeding the annual air quality objective for nitrogen dioxide arising from traffic on the M1. Policy SC12 aims to ensure that air quality in the district improves.

## Policy SC12: Air Quality

The assessment of new development will include a consideration of the potential impact of new development and increased traffic on air quality, particularly in relation to development close to the M1, the existing Air Quality Management Areas (AQMA) and other major highways or transport corridors.

Development that, on its own or cumulatively, would be likely to exacerbate air quality problems in existing and potential AQMAs will only be permitted if the potential adverse effects would be mitigated to an acceptable level by other environmental controls, or by measures included in the proposals.

# Water Quality

**7.74** Environmental improvements are an important part of improving the attractiveness of the district and growth should be delivered in a way that has no adverse impact on water quality. The EU Water Framework Directive (October 2010) is the primary European legislation for matters relating to the water environment and sets out how water bodies will be managed within the context of River Basin Districts. Most of the rivers in Bolsover District are headwaters or tributaries of larger rivers and are highly sensitive to water quality impacts. As they are headwaters that ultimately flow into other catchments, water quality in this area has the potential to affect water bodies over a much larger area.

**7.75** The Outline Water Cycle Study (October 2010) concluded that development in the District will require upgrades at a number of wastewater treatment works in order to increase capacity and also to improve

discharges to meet water quality objectives. Improving quality in the north east of the district is a particular concern as a number of waste water treatment works discharge into water courses that feed into important Sites of Special Scientific Interest (SSSIs) at Welbeck Lakes, Thoresby Lake, and Clumber Park downstream. These SSSIs and other locally important wildlife designated sites could be affected by changes in water quality.

**7.76** Policy SC13 aims to secure an improvement in water quality in the District, and prevent adverse changes in water quality in the district impacting on SSSIs downstream.

## Policy SC13: Water Quality

To ensure good water quality in the District, development will not be permitted where proposals have a negative impact on water quality, and improvements should be made where possible. All major planning applications should

- a)** Provide details of how the development contributes to the protection and enhancement of waterbodies identified by the Humber River Basin Management Plan and the Water Framework Directive

- b)** Demonstrate that adequate sewage infrastructure and capacity exists or can be provided for as part of the development

Where adequate capacity does not exist, there will be a requirement that facilities are adequately upgraded prior to occupation of the development.

In areas with sewers, there will be a general presumption against the use of non mains foul water drainage.

# Contaminated And Unstable Land

**7.77** Sustainable development includes the recycling of previously developed land (brownfield sites) for new uses. This includes sites affected by contamination.

**7.78** New development can provide the opportunity to address the risks to health, and the environment associated with contaminated and unstable land by bringing about its improvement through remediation. National guidance also advises on the need to identify, at the earliest possible stage of the planning process, whether or not a site is contaminated. Contaminated land can be regarded as any land which is in such a condition by reason of substances in, on, or under the land, that can cause a risk to human health, property, or the wider environment.

**7.79** Radon is a naturally occurring radioactive gas which is found in parts of the District of Bolsover. In some places the gas can collect within built structures to make concentrations which could pose a health risk. In Pinxton, South Normanton, Blackwell and Tibshelf the risks are not considered

to be great enough to warrant any action being taken. In the remainder of the district, precautionary measures are an option which property owners and occupiers may choose. The potential for radon contamination is one of the factors which may be taken into account when deciding whether to grant planning permission and whether conditions should be applied. It is anticipated that the radon contamination will only be a material consideration in a few special circumstances.

**7.80** Within Bolsover District, former mining and associated uses have left a legacy of land that has been affected by contamination from former uses. The strategic site at Coalite is an example of a contaminated site where the Council has worked with the site owners to secure the potential redevelopment of the site, and remediate the legacy of contamination. Contaminated land often contains valuable areas of biodiversity, and historical interest. In some cases, a careful balance will need to be struck between the benefits of remediation and the harm to these other interests.





**7.81** Landslides and other forms of land instability may threaten public safety, the built environment and economic activities. Detailed stability assessments will be required in respect of applications for planning permission on sites where there is a known history of land instability or which are close to sites where land has been unstable in the past

**7.82** The former mining legacy has also left areas of potentially unstable land, and risks to surface development. It is therefore necessary to demonstrate how new development proposals will be safe and stable. Policy SC14 aims to ensure that new development is appropriate for its location and that the physical constraints on the land are taken into account in planning applications.

## Policy SC14: Contaminated and Unstable Land

Development proposals will not be permitted unless it can be demonstrated that any contaminated or unstable land issues will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact upon human health, and the built and natural environment.

Development proposals should also demonstrate that they will not cause the site, or the surrounding environment, to become contaminated and/or unstable.

Proposals for the remediation of contaminated or unstable land will only be permitted where the benefits of

remediation outweigh any harm to the natural, built and historic environment.

Where necessary, the developer will be required to carry out further investigations and undertake any necessary remedial measures to ensure that contaminated or unstable land issues are addressed prior to the commencement of the development.

Where an agreed remediation scheme includes future monitoring and maintenance schemes, arrangements will need to be made to ensure that the costs of ongoing maintenance are the responsibility of the landowner and that any subsequent owner is fully aware of these requirements and assumes ongoing responsibilities that run with the land

## HSE Hazardous Installations

**7.83** Certain sites and pipelines are designated as dangerous substance establishments by virtue of the quantities of hazardous substances present. Such sites are subject to stringent controls under existing health and safety legislation. However it is prudent to control the types of development permitted in the vicinity of these installations. For this reason the Health and Safety Executive (HSE) identifies consultation distances for each of these installations. There are two explosives safeguarding zones (inner and outer) around Rough Close Works, South Normanton. There are a further four Hazardous Substances

Consent Consultation Zones around Hazardous Installations which affect the District. The full list is:

- a) EPC United Kingdom PLC, Rough Close Works, South Normanton, DE55 2BE
- b) Recticel, Clover Nook Industrial Park, South Normanton, DE55 4RD
- c) UDG, Amber Park, Berristow Lane, DE55 2FH
- d) Norbert Dentressangle, High View Road, South Normanton
- e) Stainsby Close Holmewood Industrial Park, Park Road, Chesterfield, S42 5UG

**7.84** Due to the complicated nature of the two separate safeguarding zones in regard to the Rough Close Works site, a detailed policy in relation to the site (WC4) is contained in Chapter 6.

**7.85** Under Schedule 4 of the Town and Country Planning (Development Management

Procedure) (England ) Order 2015, the Local Planning Authority is required to consult the Health and Safety Executive on certain types of development proposals within these zones. Policy SC15 aims to ensure that the zones are considered in development proposals.

## Policy SC15: Hazardous Installations

Planning permission will be granted for development within the Health and Safety consultation zones provided that the risks arising from the presence of the hazardous substance are acceptable in relation to the nature of the proposed development, and the development is compliant with the provisions of other Local Plan policies, including Policy WC4.

## Safeguarding Mineral Resources

**7.86** Mineral resources are essential to support economic growth and are a natural finite resource. It is therefore important to make the best use of them to ensure their long term conservation. National planning policy requires Authorities to ensure that minerals of local and national importance are not needlessly sterilised by non-mineral development. It also requires the prior extraction of minerals to be considered in these areas where practicable and feasible, if it is necessary for non-mineral development to take place.

**7.87** Derbyshire County Council is responsible for waste and minerals plan preparation and for determining planning applications for minerals and waste development in Bolsover District. Within the District these issues are covered by the Derby and Derbyshire Minerals Plan (amended November 2002), and the Derby and Derbyshire Waste Plan (adopted March 2005). The 'saved policies' in those two plans also form part of the development plan for Bolsover District. They include saved policies relating to Minerals Consultation Areas (MCAs) and procedures to ensure that the County Council is consulted on non-minerals development in those areas. These policies will be taken

into account during the consideration of development proposals. In addition, there are policies in the adopted Minerals Local Plan covering minerals safeguarding and prior extraction which may also be applicable to non-minerals applications in Bolsover District.

**7.88** The new Derbyshire and Derby Minerals Local Plan will review the Mineral Safeguarding Areas (MSAs) and Mineral Consultation Areas (MCAs) shortly to prevent the unnecessary sterilisation of surface mineral resources. This could include mineral resources within the District. This plan does not include policies and proposals for the sustainable use of minerals or the management of waste. These will be included in separate minerals and waste local plans that will be prepared by Derbyshire County Council as the responsible minerals and waste local planning authority.

**7.89** Within the MSAs and MCAs, defined by the Derbyshire and Derby Minerals Local Plan, the presence of the mineral resource will be considered by the Council as part of the determination of planning applications. Once adopted the revised MSAs and MCAs will be illustrated on the Policies Map accompanying the Local Plan for Bolsover District.

**7.90** In addition, consideration will be given to the policy and advice set out in the National Planning Policy Framework and the National Planning Practice Guide. This includes the need to safeguard existing, planned and potential minerals storage, handling and transport sites to ensure that sites for these

purposes are available should they be needed and prevent sensitive or inappropriate development that would conflict with the use of sites identified for these purposes. The District Council is working with Derbyshire County Council to develop a joint approach to identify and safeguard such sites.

## The Historic Environment



**7.91** National guidance advises that local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

**7.92** The District is fortunate in having a wealth of built heritage with outstanding examples of both vernacular and fine architecture drawing upon local materials. Creswell Crags is both an ancient monument and a candidate site for World Heritage Status on the UK Tentative List. The Derbyshire County Council maintained Historic Environment Record also contains a large number of known non-designated assets that contribute to the local distinctiveness of the district. It is important to recognise that these heritage assets are an irreplaceable resource which should be conserved in a manner appropriate to their significance.

**7.93** The Vision and Objectives in this Plan recognises that these heritage assets have the potential to be a catalyst for improving the local quality of life and reinforcing local distinctiveness and sense of place in the District's settlements. Therefore, the

overarching aim of Local Plan policies is to ensure that heritage assets including their settings are managed in a way that ensures they are passed on to future generations in an enhanced condition where possible.

**7.94** To support these assets the Council has adopted a number of Conservation Area Appraisals and Management Plans which are material considerations in the determination of planning applications. The Council has adopted a Heritage at Risk Strategy, and set out its priorities within its Historic Environment Scheme. The Council also currently has a Historic Environment Supplementary Planning Document. These documents set out a range of proposals and priorities for action and development that would contribute to the implementation of these will be encouraged.

**7.95** Development proposals affecting heritage assets will be permitted if they do not detract from the significance, character and setting of an asset, and will be particularly supported where they better reveal the significance of the asset. All proposals will be expected to explain the significance of the asset; identify the impact of works on the special character of the asset; and, provide a clear justification for the work, including (where relevant) identification of public benefits.

**7.96** Where permission is granted, appropriate conditions and/or planning obligations may be secured to ensure that heritage assets are appropriately conserved and/or enhanced. This may include provision for the recording of assets prior to commencement of any works.

# Conservation Areas

**7.97** Conservation areas are those parts of the district which have been recognised as having special architectural or historic interest which is worthy of preservation and enhancement. The NPPF requires local authorities to set out a positive strategy for the conservation and enjoyment of the historic environment. This enjoyment was reflected in the responses to consultation on this local plan, where stakeholders valued these areas not only for their physical attractiveness, but also the sense of identity that these areas help to reinforce.

**7.98** When considering applications for developments within them, a duty is placed on the local planning authority to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. At this time, there are currently 27 conservation areas in the

District and whilst these are designated in their own right, they are shown on the policy maps for information. A large number of these conservation areas have had conservation area appraisals and management plans prepared for them since designation and these documents, together with further information on the range of heritage assets in Bolsover District are also listed on the Council's web site.

**7.99** Designation of an area as a conservation area does not mean that no change or development will be allowed, but rather that new buildings and uses should respect the established character of the area. Policy SC16 aims to ensure that conservation areas do not become no-go areas for development, but that new development complements the existing character of these special townscapes.

## Policy SC16: Development Within or Impacting upon Conservation Areas

Development proposals within or impacting upon Conservation Areas will be permitted where they preserve or enhance the character and appearance of the area and its setting.

Applications will be considered in relation to how well the design and location of the proposal has taken account of

- a) The development characteristics and context of the conservation area, in terms of important buildings and important open spaces
- b) Landscapes, walls, trees and views into or out of the area
- c) The form, scale, size and massing of nearby buildings, together with materials of construction



## Listed Buildings

**7.100** Listed Buildings are those identified by the Secretary of State and his advisors as having special architectural or historic interest. The District has 396 listed buildings, two of which are of national / international significance – Bolsover Castle and Hardwick Hall.

**7.101** The listing of a building confers on it a significant degree of protection. Permission, in the form of Listed Building Consent, is required for any works of demolition, extension, or alteration which affect the character of the building as one of special architectural or historic interest.

**7.102** As noted elsewhere in this Plan, the district is characterised by a limestone ridge running roughly north to south down the district. This ridge is a dominant feature in the district, and is clearly visible from the M1. Bolsover Castle and Hardwick Hall sit on this ridge. This setting gives a sense of majesty to both buildings, and vividly illustrates the importance of the wider setting of these national assets. Policy SC17 aims to ensure that the District's listed buildings are retained for future generations to enjoy their shared built inheritance.

### Policy SC17: Development affecting Listed Buildings and their Settings

Proposals for alterations to, or changes of use of listed buildings will be supported where they protect the significance of the heritage asset (including its setting), including impacts on the character, architectural merit or historic interest of the building.

Proposals should consider factors such as materials, layout, architectural features, scale and design.

Proposals which allow for viable uses that are compatible with the conservation of the

fabric of the building and its setting will generally be supported.

As set out in national guidance, where a proposed development will lead to substantial harm to or loss of a designated heritage asset, the Council will refuse consent except in exceptional circumstances. Exceptional circumstances would include demonstrating that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

## Scheduled Monuments And Archaeology

**7.103** Listed Buildings are not the only form of living history in the District. Archaeological remains also contribute to our shared heritage. Archaeological sites are diverse in form. Within the district there are the remains of: forts; castles; manors; town crosses; and caves, some of which are of international significance. They span the millennia from mankind's earliest appearance right up to and including the recent industrial past.

There are 14 Scheduled Ancient Monuments in the district. These are set out in a separate document on the Council's web site.

**7.104** Public interest in archaeology is such that important remains can be a valuable asset in attracting visitors to the area. Creswell Crags is a good example of this. As noted elsewhere in the Local Plan Creswell Crags is on the UK tentative List for

World Heritage Sites Status. If this status is confirmed during the life of the Local Plan the Council will review Policy SC18 to ensure its provisions are still commensurate with the status of the site.

**7.105** In 2006, the Council produced a Supplementary Planning Document entitled 'The Historic Environment'. It highlighted eleven settlements that were considered to have particular potential for medieval archaeology, the boundaries of which are noted on the Policies Map. The settlements are

- |                   |              |
|-------------------|--------------|
| • Barlborough     | • Clowne     |
| • Glapwell        | • Scarcliffe |
| • South Normanton | • Whitwell   |
| • Blackwell       | • Elmtun     |
| • Palterton       | • Shirebrook |
| • Tibshelf        |              |

**7.106** Policy SC18 below aims to ensure that these settlements and all other important sites are conserved and where possible enhanced.



## Policy SC18: Scheduled Monuments and Archaeology

Proposals will be supported where the significance of scheduled monuments or archaeological sites, including their setting, is sustained and enhanced. Any development that adversely impacts a scheduled monument, physically and/or in terms of setting, will not be permitted except where the harm is demonstrably outweighed by public benefits.

Where development proposals are likely to affect non-designated archaeological sites, the developer should submit sufficient information to allow the significance of the archaeological remains and the impacts of the proposals thereon to be understood. In some cases this will require archaeological desk based assessment and/

or field evaluation of the site which should be submitted as part of a development proposal and should be undertaken by a suitably qualified archaeologist. Provision should then be made for the excavation and recording of archaeological assets before demolition, disturbance or removal takes place, or for their preservation in situ as appropriate for the significance of the particular asset.

It should be noted that any development that would affect scheduled monuments above or below ground will require scheduled monument consent in addition to planning approval.

**7.107** Due to the particular importance of archaeological remains within Bolsover Town centre, a separate policy has been developed

especially to protect this area, as set out below.

## Policy SC19: Bolsover Area of Archaeological Interest

Within the Bolsover Town Area of archaeological interest as defined on the Policies Map:

- 1) Planning applications involving ground disturbance should be accompanied by the results of archaeological desk-based assessment, heritage impact assessment or other site evaluation assessment method, as appropriate to the scale and type of development. The

assessment work should be undertaken by a suitably qualified archaeologist

- 2) Proposals will be supported where the significance of archaeological assets is sustained or enhanced
- 3) Where harms to archaeological assets are considered to be outweighed by development benefits provision should be made for their excavation and recording before development takes place

## Registered Parks And Gardens

**7.108** In addition to buildings and archaeological sites, parks and gardens make a contribution to the historic environment. At this time, there are four parks (three wholly and one partially in the district), that are included on Historic England's Register of Historic Parks and Gardens of special historic interest. Whilst these are designated in their own right, they are shown on the policy

maps for information. These are set out in a separate document on the Council's web site.

**7.109** Policy SC20 below aims to ensure that these assets are conserved, whilst development proposals which conserve and offer opportunities to enhance the character, appearance and significance of such assets are treated positively.

## Policy SC20: Registered Parks and Gardens

Planning permission for development that preserves or enhances the special historic landscape character and interest of a registered park and garden including its setting will be granted.

Applications must seek to protect original or significant designed landscapes, their built features, and setting.

Proposals which seek to restore or reinstate historic landscape features to original designs, using appropriate evidence, or better reveal their setting will be encouraged.

# Non-Designated Local Heritage Assets

**7.110** In addition to the above historic assets the district contains a number of buildings, structures and facades that, whilst not nationally considered suitable for statutory listing or having the protection conferred by being situated within a conservation area, still have local historic or architectural importance to warrant retention and protection.

**7.111** The government recognises such heritage assets as noted in its guidance (NPPF

para 135), and the Council has compiled a list of non-listed buildings of merit.

**7.112** Policy SC21 below aims to ensure that these heritage assets and their setting are conserved, whilst development proposals which conserve and offer opportunities to enhance the character, appearance and significance of such assets are treated positively.

## Policy SC21: Non-Designated Local Heritage Assets

Development proposals which positively sustain or enhance the significance of any local heritage asset and its setting will be permitted.

Alterations, additions and changes of use should respect the character, appearance and setting of the local heritage asset in

terms of the design, materials, form, scale, size, height and massing of the proposal.

Proposals involving full or partial demolition of a local heritage asset will be resisted unless sufficient justification is provided on the proposed scheme and its public benefits to outweigh the harm caused by the loss of the asset.



## Chapter 8 – Infrastructure, Transport, Community And Recreation Provision

# Introduction

**8.1** The term infrastructure is broadly used for planning purposes to define all of the requirements that are needed to make places function efficiently and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories, defined as:

- a) Green:** the network of multi-functional open spaces, including formal parks and gardens, woodland, green corridors, waterways, hedgerows, and habitats for protected species
- b) Social & Community:** the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It includes the provision of community facilities such as education, health care, retail, community centres and sports & leisure facilities
- c) Physical:** the broad collection of systems and facilities that house and transport people and goods, and provide services e.g. transportation networks, energy, water, drainage and waste provision, and ICT networks

**8.2** In order to carefully plan for sustainable development, the Council has both developed its plans for growth in light of an understanding of infrastructure capacity across the District and has shared its plans with infrastructure providers to obtain their input on the infrastructure requirements for growth.

**8.3** Based on these discussions with infrastructure providers, the Council has been able to identify infrastructure projects that are critical in the short term, that are necessary over the plan period and those that are complementary to maximise the benefits of sustainable growth for local communities. The findings of this work are set out in the Infrastructure Study and Delivery Plan (March 2018).

**8.4** Beyond these more local infrastructure projects, it is recognised that there are a number of national infrastructure projects taking place in and around Bolsover District, such as the creation of HS2 and improvements to the M1.

# Green Infrastructure

**8.5** Green Infrastructure is the network of natural and semi-natural features which provide vital support to a healthy natural environment on which both people and wildlife depend. Green Infrastructure is capable of delivering a wide range of benefits, not just to biodiversity, but to recreation, landscape, sustainable drainage, walking, cycling, and climate change mitigation to name but a few.

**8.6** In relation to the key recreational destinations, the Strategic Green Infrastructure Study (2008) identified a number of locations, such as Creswell Crags and Hardwick Park, which provide important nodes within the development of a green infrastructure network. Whilst this evidence dates from 2008, it is considered to still be relatively up-to-date in this sense. The Study also notes that the green infrastructure resource in the District is important in supporting the biodiversity, landscape and natural systems during times of significant growth and pressure on the local environmental resource due to climate change.

**8.7** Based on this baseline, through work with Derbyshire County Council and the Derbyshire Wildlife Trust the Council has developed a Strategic Green Infrastructure Network within Bolsover District comprising the following two distinct but complementary networks:

- a) The Multi-User Trails Network
- b) Wildlife Sites, RIGS, SSSIs and Wildlife Corridors

**8.8** This Strategic Green Infrastructure Network is shown on Figure 8A overleaf. Policy ITCR1 aims to ensure that the District's Strategic Green Infrastructure Network is preserved, whilst development proposals which will extend and enhance these assets are treated positively.





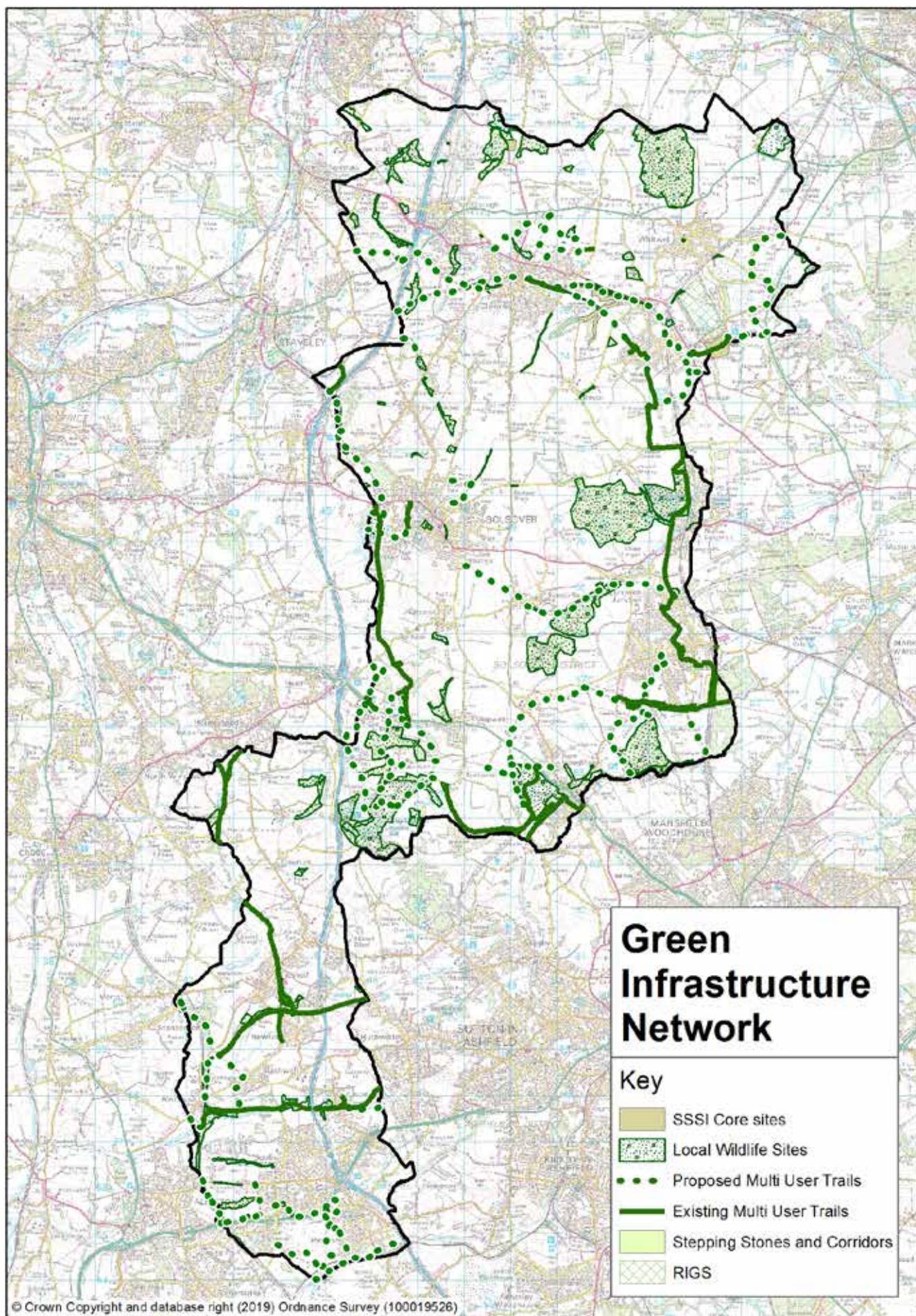


Figure 8A: Strategic Green Infrastructure Network (Policy ITCR1)



## Policy ITCR1: Strategic Green Infrastructure Network

The District's Strategic Green Infrastructure Network will be preserved and wherever feasible enhanced.

Proposals for new development will be permitted where they conserve the Strategic Green Infrastructure Network or assets within it and where feasible expand their extent and multi-functionality. New links will be supported where they

- a) Enhance biodiversity and mitigate against climate change by providing opportunities for species to move or migrate
- b) Create connected public amenity spaces
- c) Create safe and convenient linkages from settlements to the surrounding countryside
- d) Create informal recreation opportunities

- e) Reinforce local distinctiveness, landscape amenity and character
- f) Enhance opportunities for non-motorised movement

Development proposals should not result in

- a) A reduction in the extent of the Strategic Green Infrastructure Network;
- b) The fragmentation of existing sites;
- c) A reduction in the connectivity through damage, disruption, or the removal of connecting features.

Where existing Green Infrastructure assets would be harmed by a proposed development, schemes will only be permitted where appropriate mitigation and compensation measures can be secured which result in a net enhancement of the Strategic Green Infrastructure Network.

## The Multi-User Trails Network

**8.9** Derbyshire County Council oversees the Multi-User Trails network and its development. Multi-User Trails are routes that are mainly located outside settlements that can be used by any combination of the following users: cyclists, walkers and horse riders, but not necessarily all three on all routes. Since the publication of the East Derbyshire Greenway Strategy in 1998, Derbyshire County Council has with various partners brought a number of disused mineral railway lines back into use as Multi-User Trails. This has included improvements to the Five Pits and Stockley Trails. The policy below lists 25 existing routes to be protected.

**8.10** However, a fully linked network is still yet to be established. Pinxton / South Normanton and the Clowne / Barlborough parts of the district are particularly poorly provided for with Multi-User Trails. Over time,

it is planned that further proposed routes will be implemented and a comprehensive Bolsover District Multi-User Trails Network will be established which connects to established cycle networks in the District's largest settlements. Discussions with landowners and identifying funding opportunities are ongoing. The status of proposed Multi-User trails varies, some are close to implementation, others are just a direction of travel to link places or parts of the route and are not necessarily the final, fixed route. Generally, the proposed routes are not definitive but represent broad corridors where a range of possible options may need to be considered. These are also highlighted in ITCR2 as proposed routes.

**8.11** In addition to the proposed routes there are also routes that would help to link places that would require much more extensive investigation. The uncertainties over these

potential routes means that they are not currently suitable for inclusion in the Local Plan, but for information they are

- a) West of South Normanton
- b) Slayley Lane to Barlborough Village
- c) Clowne Branch line with Slayley Lane
- d) Clowne Branch line to Bolsover via Stanfree and Shuttlewood

**8.12** Policy ITCR 2 aims to ensure that the Multi-User Trails Network in the District is protected and enhanced, by the creation of new routes.

## Policy ITCR2: The Multi-User Trails Network

Planning permission will be granted for proposals providing that they would not prejudice the use of the following sites as existing Multi-User Trails (a-y) and proposed Multi-User Trails (1-39) as shown on the Policies Map:

### Existing Multi-User Trails

- a) Blackwell Trail (Huthwaite to Westhouses)
- b) Hilcote Link to Blackwell Trail
- c) Silverhill Trail (Chesterfield Road, Huthwaite to Gloves Lane)
- d) 5 Pits Trail (Holmewood – Tibshelf)
- e) Newton West (Alfreton Road to Newton Road)
- f) Doe Lea Nature Reserve
- g) Stockley Trail (Bolsover – Glapwell)
- h) Castlefields, Bolsover
- i) Sookholme Road to Wood Lane, Shirebrook
- j) Portland Drive / Weighbridge Road to Meadow Lane, Shirebrook
- k) Archaeological Way (Sookholme Road, Shirebrook to Frithwood Trail, Creswell)
- l) East of Shirebrook Station
- m) Dukeries Trail, Shirebrook
- n) Wood Lane to Station Road, Shirebrook
- o) Wood Lane to Green Lane, Shirebrook

- p) Stinting Lane, Shirebrook
- q) Teversal Trail, near Pleasley
- r) Skegby Trail, near Pleasley
- s) Rowthorne Trail, near Pleasley
- t) Pleasley Country Park
- u) Chesterfield Road, Pleasley towards the Meden Trail
- v) Wood Avenue towards Hazelmere Road, Creswell
- w) Creswell Craggs
- x) Clowne Linear Park
- y) Seymour Link Road (Woodthorpe to Poolsbrook)

### Proposed Multi-User Trails

- 1) The Clowne Branch Line from Gypsy Lane, Creswell to Seymour Junction
- 2) The Creswell Branch Line from Wood Avenue / Hazelmere Road, Creswell to Hollin Hill, Clowne
- 3) Frithwood Lane Bridleway and link to Gypsy Lane, Creswell
- 4) West of Creswell Model Village Link
- 5) Creswell Craggs Visitor Centre eastwards towards Clumber Park
- 6) Cliff Hill, Clowne westwards towards Woodhouse Lane
- 7) Former Oxcroft Disposal Point, near Stanfree

- |   |   |
|---|---|
| <b>8)</b> Langwith Junction – Scarcliffe – Hillstown  | <b>22)</b> Alfreton Road to Red Lane, South Normanton             |
| <b>9)</b> East of Langwith Bassett School   | <b>23)</b> Broadmeadows and Red Lane, South Normanton             |
| <b>10)</b> Main Street to Meadow Lane, Shirebrook   | <b>24)</b> North of Wincobank Farm, South                         |
| <b>11)</b> Littlewood Lane (South of Shirebrook)  | <b>25)</b> Pinxton South  |
| <b>12)</b> Wood Lane (Shirebrook) through to Pleasley Vale Mills  | <b>26)</b> Pinxton West (Mill Lane to Storth Lane)                |
| <b>13)</b> East of Stony Houghton to Pleasley Country Park (Balkham Lane, Water Lane, Green Lane and Fordbridge Lane) | <b>27)</b> Birchwood Lane to Sleights Lane, Pinxton               |
| <b>14)</b> Dale Lane to Longhedge Lane (West of Pleasley Country Park)  | <b>28)</b> Stockley Trail North, Bolsover                         |
| <b>15)</b> Pleasley Pit Country Park Northern East-West link  | <b>29)</b> Bramley Vale Link                                      |
| <b>16)</b> Meden Avenue, to Rotherham Road, New Houghton  | <b>30)</b> Doe Lea Nature Reserve                                 |
| <b>17)</b> Chesterfield Road, Pleasley  | <b>31)</b> Doe Lea Eastwards Link                                 |
| <b>18)</b> Newton North Link  | <b>32)</b> Hardwick Loop  |
| <b>19)</b> Stonebroom Lane, Doe Hill Country Park, Gloves Lane through Blackwell and link to Blackwell Trail          | <b>33)</b> Bramley Vale to Hardwick                               |
| <b>20)</b> Blackwell Trail Link   | <b>34)</b> Eastern link to Stockley Trail, Bolsover               |
| <b>21)</b> Westhouses to Gloves Lane, (Link between Blackwell Trail and Silverhill Trail)                             | <b>35)</b> Bolsover to Markham Vale Link                          |
|   | <b>36)</b> Green Lane, South of Shirebrook towards Stony Houghton |
|   | <b>37)</b> Bolsover North Multi-User Trails                       |
|   | <b>38)</b> Clowne Garden Village Multi-User Trails                |
|   | <b>39)</b> East of Hennymoor Farm to Hodthorpe                    |

## Ecological Networks

**8.13** The Ecological Network is comprised of Core Sites, Stepping Stones and Corridors. The Core Sites are Sites of Special Scientific Interest and Local Wildlife Sites. The stepping stones and corridors include all other semi-

natural habitats that may be of value for wildlife. This is discussed further within Chapter 7 and all of these sites are shown on the Policies Maps.

# Protecting Footpaths And Bridleways

**8.14** Beyond the Multi-User Trails network, there is also a rich network of Public Rights of Way that generally affords good access to the countryside. However, gaps exist between Bolsover and Clowne, Creswell, Shirebrook and Glapwell and also to the west of South Normanton. The Council will work with local

landowners, Derbyshire County Council and other interested groups to identify and implement additions to the network where possible. Policy ITCR3 aims to ensure that the existing footpaths and bridleways in the district are retained.

## Policy ITCR3: Protection of Footpaths and Bridleways

Planning permission will be granted for development provided that:

- a) It would not adversely affect an existing footpath or bridleway, or
- b) An alternative footpath or bridleway route which is appropriate and environmentally attractive can be secured through a planning condition or through negotiation of a planning obligation under section 106 of the Town and Country Planning Act 1990

# Social And Community Infrastructure

**8.15** There are many factors which contribute to creating healthy, safe and sustainable communities. Part of this is a feeling of belonging to communities. This is enhanced where people can access a choice of facilities locally.

**8.16** Local facilities include facilities and services that provide for health and wellbeing. These include convenience shops, community / village halls, post offices, schools, nurseries, places of worship, health services, care homes, libraries, youth centres and public houses.

**8.17** Many village halls and community buildings, offer a range of indoor activities run by a variety of organisations from the public, private and voluntary sectors. It is important that such facilities are protected and improved where necessary, to ensure that communities continue to have access to local facilities.

**8.18** One of the key characteristics of the District is that it has an ageing population and a significant number of people in poor health. It is therefore considered particularly

important to ensure local people can access facilities locally, and that these are protected and improved where possible.

**8.19** The Council will seek to maintain and improve the provision of local community services and facilities by supporting proposals which protect, retain or enhance existing community facilities (including multi use and shared schemes), or they provide new facilities. This policy is intended to help avoid the loss of important facilities where planning permission is required.

**8.20** In addition to the protection offered by ITCR4, if community facilities that are successfully recorded on the council's Community Asset Register come to be sold, a moratorium on the sale (of up to six months) may be triggered under the Community Right to Bid. This provides local community groups with an opportunity to raise finance, develop a business case, and to make a bid to buy the asset on the open market.



## Policy ITCR4: Local Shops and Community Facilities

Planning permission for development that involves the loss of local convenience shops which serve the daily needs of the local community, or community facilities including community / village halls, post offices, schools, nurseries, places of worship, health services, care homes, libraries, leisure centres, youth centres, cultural facilities and public houses will be granted only where it can be demonstrated that one of the following criteria are met:

- a) The loss of the specific facility would not create, or add to, a shortfall in the provision or quality of such facilities within the locality\*
- b) Appropriate replacement facilities are provided in a suitable alternative location
- c) The facility is no longer viable and this can be proven through

adequate marketing of the premises for its current use which has failed to produce a viable offer\*\*

- d) The facility can be enhanced or reinstated as part of any redevelopment of the building or site

\*400m radius around the proposal - based on an approximate ten minute walking time

\*\* Marketing should be through an appropriate agent as well as through the council's regeneration service facility. The applicant should agree the marketing strategy, including any marketing period (with a rent or sale price for the existing use of the facility), with the Local Planning Authority in advance. Evidence of the results of the sustained marketing strategy will need to be submitted with any planning application. Marketing should not be restricted to the buildings last use but also other potential community uses.

## Leisure And Recreation

**8.21** Sport and recreation play an important role in the community, promoting health and wellbeing, social inclusion and community participation. In order to help achieve sustainable communities by reducing the need to travel, opportunities for sport and recreation need to be provided locally.

**8.22** To ensure that appropriate leisure and recreation facilities are delivered, the Council, in consultation with other important green space partners, has prepared and endorsed a Green Space Strategy (2012) for the District, updated in 2018.

**8.23** The Green Space Strategy provides a vision and strategic direction for the management and improvement of existing sites and the development of new public open space.

**8.24** Baseline information for the Green Space Strategy was collected in the form of an audit: the Green Space Quantity and Accessibility Report (December 2013), and updated in 2018. This audit included

- a) A greenspace hierarchy
- b) An assessment of the quantity of greenspace against standards (see below)
- c) An assessment of the quality of greenspace against standards

**8.25** The Green Space Quantity and Accessibility Report showed that the District has over 300 green space sites covering around 885 hectares. This is a considerable resource. However, it is distributed very unevenly across the District and there are major disparities between the levels of provision in similar sized settlements.

**8.26** The quantitative standards used for the assessment were

- a) For formal Greenspace: a minimum of 1.86 ha per 1,000 population
- b) For semi-natural Greenspace: a minimum of 1.2ha per 1,000 population
- c) The quality standard was based on a 60% score based on a range of criteria

**8.27** The Green Space Strategy update summarises how the settlements in the District perform in relation to the standards.

**8.28** Policy ITCR5 sets out standards to improve green space and play provision in the district. Applying the policy in the standard below, a proposal for 25 dwellings would require the provision of 0.10 ha of Formal Green Space and 0.06 ha of Semi natural Green Space. Formal Green Space could be either amenity green space, informal recreation grounds, or equipped play areas, or a combination, bearing in mind that all residents should be within 400 metres of an equipped play area. Figure 8B below shows how much Green Space would be required for different numbers of houses proposed.

**8.29** A reduction in the requirement for new green space will apply if the site is within 400 metres of an existing green space, but only in settlements that already exceed minimum settlement standards. So for settlements currently below the minimum standards, there will be no reduction of green space requirements even if the site is within 400 metres of existing green space. This is to try to ensure that settlements already below minimum standards per population do not fall even lower.

**8.30** The Strategy arising from this baseline information concentrates on green space which has a primary purpose of recreation. This includes standards for quantity and accessibility for formal greenspace (amenity, informal recreation grounds, equipped play areas) and semi-natural areas (woodlands, wetlands, scrub and meadows) which are freely accessible to the public. It does not

include standards for allotments, cemeteries and golf courses. However, wherever such sites are in active use or have a realistic prospect of active use, they will continue to be included as green space sites on the Policies Map. Accordingly such sites will benefit from the policy protection provided by policy ITCR6.

**8.31** For settlements that fall below 'formal quantity' standards there may be opportunities to create more formal green space by recycling former allotments where these have fallen into disuse and there is no longer a demand for them.

**8.32** Regarding the issue of improvements to the quality of existing green space, a survey is underway to update the evidence base for green space quality, and the Green Space Strategy will be updated accordingly.

Number of houses	Formal	Semi - Natural	Total
25	0.10	0.06	0.16
50	0.20 ha	0.12 ha	0.32 ha
100	0.40 ha	0.24 ha	0.64 ha
150	0.60 ha	0.36 ha	0.96 ha
200	0.80 ha	0.48 ha	1.28 ha
500	2 ha	1.2 ha	3.2 ha
1000	4 ha	2.4 ha	6.4 ha

**8.33** More details in relation to how this policy will be operated will be brought forward within a Supplementary Planning Document on Section 106 Planning Contributions. This will provide more guidance on a 'reasonable financial contribution', taking into account types of dwelling, numbers of bedrooms, and the differing costs for different types of green space.

## Policy ITCR5: Green Space and Play Provision

### New Green Space Quantity Standards

Any residential development of over 25 dwellings will be required to make provision for an equipped play area and new or enlarged green space either on site or within 400 metres walking distance in accordance with the following minimum standards:

- a) 1.86 ha. of Formal Green Space (Amenity green space, Recreation Grounds, and Equipped Play Areas) per 1,000 population
- b) 1.2 ha. of Semi-natural green space per 1,000 population
- c) In settlements where the current provision for either formal or semi-natural green space exceeds minimum standards a reduction will be made in the relevant requirement to reflect the percentage of the development

site that is within 400 metres walking distance from the edge of existing publicly accessible formal and/or semi-natural green space of at least 0.5 hectares in size

### Quality Improvements to Green Spaces

In addition new residential developments of more than 10 units will be expected to make reasonable financial contributions, either for new green spaces, or to improve green spaces, falling within the following walking distances:

- Equipped Play Areas within 400 metres
- Amenity Green Space within 500 metres
- Recreation Grounds or Semi-Natural Green Space within 800 metres

The Council will prioritise contributions to achieve minimum quality standards of 60% for Green Spaces.

## Protection Of Green Space

**8.34** There are deficiencies in all categories of green space across the district and imbalances in provision across settlements. Policy ITCR 5 seeks to improve this. However, to ensure that provision improves over the life of the Local Plan there is also a need to protect existing provision. In addition to the green spaces identified in the Green Space Strategy there are currently 3 Registered Village Greens

in the district. These are located at: Fox Green, Creswell; The Green, Elmtun; and Worksop Road, Whitwell.

**8.35** Policy ITCR6 aims to protect the existing recreational green space in the District. All sites identified in the green space audit and shown on the Policies Maps are not considered to be surplus to requirements.

## Policy ITCR6: Protection of Green Space

Development proposals will be permitted where they do not result in the loss of existing green spaces, including allotments and village greens, as identified on the Policies Map or in the Council's Green Space Strategy, and associated documents, or any future green space.

Proposals resulting in a loss will need to provide a satisfactory replacement facility, unless the proposal was of greater overall benefit to the local community than existing or realistic potential uses of the greenspace.

# Playing Pitches

**8.36** The NPPF requires robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. Specific needs and quantitative or qualitative deficiencies or surpluses in local areas should also be identified. This information should be used to inform what provision is required in an area. The sports and recreation part of this evidence in relation to Playing pitches has been provided in 2 documents: - a Playing Pitch Assessment and Playing Pitch Strategy and Action Plan.

**8.37** Need for playing pitches is no longer standards based, instead it is based on expected demand for participation in particular sports and whether existing pitches can accommodate more teams playing on that pitch. However, Local Plan growth has been assessed and approximations made about the playing pitch need that would be generated through the resulting population increases. The Strategy found that growth within Bolsover Town would need one adult football pitch and growth within the settlements in the Clowne / Northern District analysis area would generate the need for one adult football pitch between them.

**8.38** However, these identified needs would be able to be met through intensifying use on existing pitches in their respective areas with no new playing pitch provision being needed. The assessment confirms that there are also no surpluses of playing pitches in the District. Even though some pitches are disused they should still be protected as a strategic reserve. The study recommends

that the Local Plan should protect all playing pitches. Playing pitch quality assessments were carried out and pitches were categorised as being good, standard or poor.

**8.39** The Sport England New Pitch Demand Calculator will be used when assessing proposals for new development. This updates the likely demand generated for pitch sports based on housing increases and converts the demand into match equivalent sessions and the number of pitches required. This is achieved by taking the current demand or Team Generation Rates (TGRs) and population in the Assessment Report to determine how many new teams would be generated from an increase in population derived from housing growth and gives the associated costs of supplying the increased pitch provision.

**8.40** However, even if the playing pitch calculator identifies a need for a playing pitch, the Playing Pitch Strategy needs to be considered by looking at each pitch in the same area and checking to see if there is availability on that pitch. For example, a pitch might only be used on a Saturday, and could be available for use on a Sunday.

**8.41** The Playing Pitch Strategy and Action Plan and the Playing Pitch Assessment will need to be reviewed regularly to take into account changes in the number of teams playing on pitches; pitches that may have become too intensively used and consequently the quality may have suffered; and also changes in maintenance regimes that may affect the quality of a pitch.



## Policy ITCR7: Playing Pitches

### Existing Playing Pitches

Development proposals will be supported where they do not have an adverse effect upon or result in the loss of Playing Pitches or Playing Field Land, as identified on the Policies Map or within the Council's Playing Pitch Strategy and associated documents. Proposals resulting in a loss will need to provide replacement provision equivalent or better in terms of quantity and quality in a suitable location.

### Need for new Playing Pitches

When considering development proposals the Council will use the Sport England Playing Pitch Calculator and the Playing Pitch Strategy and

Assessment to consider whether new playing pitch provision or improvements to existing pitches will be needed.

### Quality Improvements to Playing Pitches

If improvements to existing pitches are needed, new residential development of more than 10 dwellings will be expected to make financial contributions to the improvement of playing pitches and/or their ancillary facilities. The Playing Pitch strategy and assessment will be used to consider the most appropriate site for enhancements. The site must be well-related to the development. The Council will prioritise contributions to achieve minimum quality standards of 'average' for playing pitches.

## New And Existing Indoor Sports Facilities

**8.42** The assessment of Indoor Sports Facilities, has been provided in 2 documents: -The Indoor Sports Facilities Strategy Assessment Report, and Indoor Sports Facilities Strategy and Action Plan. The Indoor Sports Facilities Strategy identified the following shortfalls in provision to 2033:

- a) There will be a shortfall of 132m<sup>2</sup> of water-space, or approximately 2 lanes of a 25 metre community swimming pool
- b) There is a need for a further 2 Badminton courts of Sports Hall space
- c) There is a current shortfall of 140 Health and Fitness stations, set to increase to a shortfall of 220 Health and Fitness stations by 2033
- d) The squash court provision appear to be meeting demand both now and by 2033

**8.43** A quality assessment of indoor sports facilities in the district was carried out and

facilities were rated from good to poor. Taking a very general spatial view of facilities spread across the district the study considers that communities living in/adjacent to the larger towns of Bolsover, Shirebrook and South Normanton should be better served by appropriate sport/leisure opportunity in their localities. The role of planning policy will be two fold. First, to encourage such development if a developer considered there is a commercial opportunity to provide such facilities probably alongside other development. Secondly, to protect the existing stock of Indoor Sports Facilities ranging from multi-sport facilities down to village halls (see Policy ITCR 4).

**8.44** Planning policy will also be able to seek developer contributions to the improvement in quality of existing indoor sports facilities through Policy II1: Plan Delivery and Role of Developer Contributions policy.

## Policy ITCR8: New and Existing Indoor Sports Facilities

Proposals for new indoor sports facilities will be encouraged. Existing indoor sports facilities, including leisure centres and village halls, will be protected in line with Policy ITCR 4.

## Physical Infrastructure

**8.45** This is the form of infrastructure most people would recognise and understand as infrastructure and can be largely covered by the following four groupings:

- a) Transport** – covering cycle and pedestrian routes, bus and rail services and improvements to roads and junctions to provide greater capacity alongside the provision of new roads
- b) Utilities** – originally focused on electricity and gas networks but now also covering information communication technology provision, especially with the importance of faster broadband
- c) Waste** – both in terms of collection and disposal
- d) Water** – in terms of supply and disposal, but with additional issues of water quality and flood risk

**8.46** Physical infrastructure is generally regarded to not cover the provision of buildings, such as schools and surgeries which, whilst physical, are required to meet social or community infrastructure needs.

**8.47** As waste planning authority, Derbyshire County Council has the responsibility of preparing development plans for waste. The current development plan is the Derby and Derbyshire Waste Local Plan (March 2005) and this forms part of the Development

Plan for Bolsover District. The County, jointly with Derby City, has commenced the preparation of a new Waste Plan that will, once adopted, replace the 2005 plan. As such, whilst discussions between planning authorities take place through the ongoing infrastructure planning work as recorded in the Infrastructure Study and Delivery Plan, it is not necessary to duplicate waste planning policy in this Local Plan.

**8.48** In a similar manner, the former nationalised utilities of electricity, gas and water have established regulatory systems and are obliged to support development through ensuring sufficient provision. In addition, as ‘statutory undertakers’ they have a range of permitted development rights meaning that a large amount of development associated with their operations does not come under the purview of the Council’s decision taking. However, the Council wishes to support water quality improvements and as a result Policy SC13 aims to secure an improvement in water quality in the District and prevent adverse changes in water quality in the District impacting on Sites of Special Scientific Interest downstream. Again, the discussions between the Council and the utility companies take place through the ongoing infrastructure planning work as recorded in the Infrastructure Study and Delivery Plan.

## Transport

### Introduction

**8.49** Transport networks form a key part of the District’s physical infrastructure, facilitating the movement of people

between their homes and places of work, connecting them to important facilities such as schools, shops and services that help

them live their lives. Transport networks also enable goods to be transported to and across the District, thus forming multi-functioning networks for both local and wider economic growth and social progress.

**8.50** In view of the important role of transport networks in enabling movement of people and goods, promoting sustainable transport patterns form a key part of the National Planning Policy Framework and its efforts to achieve sustainable development.

**8.51** As described in the Spatial Portrait, Bolsover District has a semi-rural character with a dispersed settlement pattern. Associated with this character, the local highway network is limited in some areas of the District, meaning there are in places substandard junctions or carriageways that are below modern standards which act as a constraint to development or lead to local traffic congestion. Despite this, it is the M1 Motorway and in particular the roads around Junction 28 that experience the most severe levels of traffic congestion in the District.

**8.52** In addition, the provision of high frequency and extensive public transport services will often be un-economic due to this semi-rural character. Commercial bus services are limited to the District's larger and more sustainable settlements or those settlements located on key roads between the larger towns and sub-regional centres just outside the District. At a more local level, the opportunities

to cycle or walk along safe and convenient, purpose built cycle routes or on well thought out walking routes for commuting or leisure purposes are currently limited. Often, people seeking to use these more sustainable modes of transport have to either compete with traffic on the substandard carriageways or walk on narrow road side pavements.

**8.53** Consequently, making good decisions about the location of development is important to increasing the opportunities for the use of more sustainable modes of transport. Furthermore, ensuring new developments contribute where appropriate to improving access to sustainable modes of transport, be that through the re-routing of bus routes through large new developments, assisting in the development of cycle networks in the District's largest settlements or more modest improvements to pedestrian connections is an aim of the Plan. The need for such contributions will be derived from the preparation of Transport Impact Assessments and proposed improvements set out within Travel Plans and implemented accordingly.

## Local Transport Improvement Schemes

**8.54** In preparing its Local Plan, the Council has developed in co-operation with Derbyshire County Council and neighbouring authorities as appropriate the North Derbyshire Transport evidence base to inform its plan making



decisions. This evidence base, together with the Settlement Hierarchy Study, have helped the Council pursue a spatial strategy that directs the majority of new development to the District's more sustainable settlements with the aim of reducing the need to travel between homes, work places and concentrations of shops and services.

**8.55** However, the North Derbyshire Transport evidence base and its accompanying Bolsover Town Transport Study and Clowne Transport Study highlight the need for a number of local

transport improvement schemes in order to facilitate the growth planned in the Local Plan. The locations of these planned local transport improvement schemes are identified on the Policies Map, with detailed proposals included within Appendix 8.1 of the Plan.

**8.56** Policy ITCR 9 supports these through the plan period and protects them from development that would prejudice their delivery.

## Policy ITCR9: Local Transport Improvement Schemes

Planning permission will be granted where the proposal would not prejudice the delivery of the following transport schemes as identified on the Policies Map and set out in detail in Appendix 8.1:

### Road

- a) Improvements to Town End / Moor Lane / Welbeck Road junction, Bolsover
- b) Improvements to A632 / Portland Avenue / Mansfield Road junction, Bolsover
- c) Improvements to A632 / Rotherham Road junction, Bolsover
- d) Improvements to A616 / Treble Bob junction, Clowne
- e) Improvements to A616 / Barlborough Links junction, Clowne
- f) Improvements to A616 / Lindrick Way junction, Clowne
- g) Improvements to A616 / Clowne Road junction, Clowne
- h) Improvements to A616 / Boughton Lane junction, Clowne
- i) Improvements to A619 / A618 junction, Clowne
- j) Improvements to A619 / Gapsick Lane junction, Clowne

- k) Improvements to M1 J30 roundabout

### Public transport route alterations and improvements

- a) Redirection of bus routes through the Bolsover North strategic site
- b) Redirection of bus routes through Bolsover Town in light of other residential and employment allocations
- c) Redirection of bus routes through the Clowne Garden Village strategic site
- d) Redirection of bus routes to service Brookvale and Brook Park allocations in Shirebrook
- e) Improved access to Whitwell train station as part of former Whitwell Colliery strategic site

### Cycling and walking networks

- a) Development of the Bolsover Town cycle and walking networks infrastructure
- b) Development of the Shirebrook cycle and walking networks infrastructure
- c) Development of the Clowne cycle and walking networks infrastructure
- d) Development of the South Normanton cycle and walking networks infrastructure



## Supporting Sustainable Transport Patterns

**8.57** To ensure that development growth leads to sustainable transport patterns, the Local Plan for Bolsover District directs the majority of its planned growth to the District's most sustainable settlements.

**8.58** To maximise the benefits of this approach, all proposals for development that generate significant amounts of movements will be assessed against the following policy in order to ensure that they support sustainable transport patterns and the use of the District's sustainable transport modes.

**8.59** The term 'significant amounts of movements' as used in the policy below means a potential 10% increase in existing and committed traffic on a nearby road or junction as a result of development, or a 5% increase on a nearby road or junction which is already congested although in some circumstances, at particularly sensitive sites for example, a lower threshold may be adopted.

**8.60** In addition, the term 'support sustainable transport patterns' as used in the policy below means demonstrating where the location of the proposal minimises the need to travel for commuting purposes or to access shops and services by either private car or commercial vehicle and where mixed use development is being proposed.

**8.61** Furthermore, supporting the 'use of the District's sustainable transport modes' as used in the policy below means demonstrating the proposal has:

- a) Good proximity, i.e. within 400 metres walking distance, to existing bus or rail service stops or is contributing to their provision in the form of
  - Improved or additional bus services
  - Introduction of more convenient and accessible bus stops
  - Redirection of routes to serve new developments
  - Bus priority lanes or schemes
  - Subsidised ticketing
- b) Connections to existing cycle networks or is contributing to their provision in the form of
  - Providing linkages currently missing within the network or linkages to the network
  - Develop new complementary linkages to key or new local facilities, especially those in town centres
- c) Contributing to the development of a meaningful walking network that promotes walking through convenient, safe and well designed routes and supporting infrastructure

**8.62** Beyond this, there remain opportunities to improve the use of rail transport in the District, both for freight and passenger travel, including potential extensions to the Robin Hood Line passenger service using existing mineral rail lines to link it to Chesterfield and Sheffield through Clowne, and to the Midland Main Line through Pinxton. As well as providing the potential for new stations at Clowne and Pinxton, this could also enable new and wider ranging services to be added to the network.

**8.63** Freight access to all these lines is possible, and in the longer term disused rail lines could be brought back into use if

the routes are not compromised. Although sources of funding for these possible developments has not been identified, the Local Plan will ensure that, as far as possible, the long term potential of these significant sustainable transport opportunities are not compromised by planning decisions during the plan period. The Council will work with partner organisations, such as Derbyshire and Nottinghamshire County Councils and neighbouring local planning authorities, in co-operation to deliver wider strategies and initiatives to promote rail use in the region.

**8.64** Whilst still in the early stages of planning, the Government's Proposed Route of the Eastern Limb of the High Speed 2 Rail Project largely follows the M1 corridor through the District, with an additional spur off to link the route into Chesterfield and Sheffield. Its

delivery is not part of the remit of the Local plan. If delivered, it should improve access and capacity to high speed rail travel from Sheffield and Derby / Nottingham and it is noted that the East Midlands HS2 Growth Strategy, produced by East Midlands Councils, addresses the opening of the railway line between Kirkby-in-Ashfield and Toton to passenger traffic, in order to access the planned HS2 Hub at Toton. Further initiatives like this may emerge during the plan period and the Council would encourage these coming forward. The Proposed Route will affect a number of committed employment sites and be within the setting of Bolsover Castle and Hardwick Hall, although at this stage the implications of the route can be addressed without significant revisions to the spatial strategy.

## Policy ITCR10: Supporting Sustainable Transport Patterns

Planning permission will be granted where new development and the provision of services are located so as to support sustainable transport patterns and the use of the District's sustainable transport modes.

Development proposals which are likely to have significant amounts of movements will need to be supported by

- a) A Transport Statement or Transport Assessment in order to understand their impact on existing transport networks
- b) A Travel Plan in order to demonstrate how these impacts will be mitigated by prioritising the use of sustainable transport modes

All development proposals should provide convenient, safe and attractive access via footpaths, footways, bridleways, cycle paths and public realm areas.

## Parking Provision

**8.65** In March 2015 the Government issued a Ministerial Statement on planning matters which included guidance on the provision of car parking spaces to be read alongside the National Planning Policy Framework. This expects local planning authorities to only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.

**8.66** Without adequate car parking provision for residents, customers and visitors or as a result of poor design, inappropriate and illegal parking will occur on pavements verges and adjoining areas leading to impacts on local highway network and surrounding neighbourhoods. Often the existing roads from which new developments take access are below modern standards or earlier forms of development, such as blocks of terrace housing, which do not cater for modern car ownership patterns. In addition, due to Bolsover District's semi-rural character high frequency and extensive public transport

services are not currently available meaning the opportunities for people to access reasonable public transport are largely limited to the District's most sustainable settlements.

**8.67** As a result, the Council considers that it is essential to set out appropriate standards of parking provision for most types of development. As recommended in the Council's Interim Supplementary Planning Document Successful Places: A Guide to Sustainable Housing Layout and Design, this should be considered at an early stage of the development process to ensure that they are successfully incorporated into the development.

**8.68** Policy ITCR 11 sets out the Council's approach to ensure that development proposals include an appropriate provision for vehicle and cycle parking. This policy is supported by a new Supplementary Planning Document on Local Parking Standards.

### Policy ITCR11: Parking Provision

Planning permission will be granted where there is appropriate provision for vehicle and cycle parking as set out within Appendix 8.2 – Parking Standards.

Parking provision should

- a) Relate well to the proposed development
- b) Be well designed, taking account of the characteristics of the site and the locality
- c) Provide a safe and secure environment
- d) Minimise conflict with pedestrians and / or cyclists
- e) Make provision for service and emergency access

## Information Communication Technology (ICT) And Telecommunications

**8.69** Technology is increasingly linked to economic competitiveness and high levels of IT skills amongst the labour force and access to high speed broadband connections are playing an increasingly important role in the success of local economies. Digital connectivity is a vital utility for business and is fundamental to achieving economic growth.

**8.70** Both the Sheffield City Region and D2N2 Local Enterprise Partnerships are committed to supporting the provision of superfast broadband across their areas and have a commitment in their Growth Deals with the Government to support the extension of superfast broadband coverage. In addition to this, Digital Derbyshire is working in partnership with Openreach to lay hundreds of miles of fibre optic cable to bring faster broadband to parts of Derbyshire.

**8.71** Information Communication Technology (ICT) and telecommunications equipment, especially mobile communications are

critical to the growth of many business operations. National guidance states that the development of high speed broadband and other communication networks can also play a vital role in enhancing the provision of local community facilities and services. Through the Local Plan, the local planning authority will support the facilitation of telecommunication growth whilst ensuring adverse impacts to the character of the built form and natural environment is minimised.

**8.72** Policy ITCR12 below aims to provide a thorough assessment for all telecommunication proposals, whether they are prior approval applications or developments requiring full planning permission. It provides guidance for both new and replacement masts, whilst providing the flexibility to allow for an efficient expansion of the network and to meet the demands imposed by technological advancements.

### Policy ITCR12: Information Communication Technology and Telecommunications

All Information Communication Technology (ICT) and Telecommunications proposals should be sited and designed in such a way that the appearance of the surrounding area is considered. Proposals for ICT and telecommunications developments will be supported provided that:

- a)** The siting of the proposal and any other additional equipment involved with the development does not unduly detract from the appearance of the surrounding area or form an adverse intrusive addition to the street scene
- b)** The amenities of any neighbouring sites are not unacceptably harmed by the proximity of the proposed telecommunication development

- c)** The colour and profile are sympathetic to the site's surroundings and the size of the development is kept to a technical minimum to ensure any adverse impact on the environment is minimised
- d)** There is justification demonstrating that all alternative sites and potential mast sharing opportunities which fulfil the functional requirements of the development have been assessed, including the use of existing buildings and structures

Development should make provision to incorporate super-fast broadband where possible.



## Chapter 9 – Implementation And Infrastructure Delivery

# Introduction

**9.1** The need to bring forward substantial development across the District will put extra pressure on the District's existing infrastructure, such as green infrastructure and green space, services like schools and

doctor's practices and the transport system. This pressure needs to be carefully managed and additional capacity planned to ensure that growth truly represents sustainable development.

## Plan Delivery, Community Infrastructure Levy And The Role Of Developer Contributions

**9.2** The Infrastructure Study and Delivery Plan identifies that the infrastructure requirements directly relate to the levels of sites being allocated in the Local Plan, rather than to more strategic infrastructure projects. This, together with a number of other issues has led to the Council deciding to not to pursue a Community Infrastructure Levy. This decision is supported by the findings of the Whole Plan Viability Assessment (WPVA) for the Local Plan for Bolsover District (March 2018). It is also noted that the Community Infrastructure Levy is under review nationally and the Council will monitor this review and its own situation as necessary.

**9.3** Therefore, to deliver the infrastructure projects identified in the Infrastructure Study and Delivery Plan, it is expected that developers and Local Authorities will enter into a legal agreement under Section 106 of the Planning Act as part of the process of obtaining planning permission. These Section 106 agreements, known as Planning Obligations, see the developer undertaking to either pay in whole or part, or provide, in whole or in part, the infrastructure required as part of the development.

**9.4** Under the Community Infrastructure Levy Regulations 2010 (as amended), planning obligations are legally required to be

- a) Necessary to make the development acceptable in planning terms
- b) Directly related to the development
- c) Fairly and reasonably related in scale and kind to the development

**9.5** On this basis, planning obligations will be used to address the additional burden placed on infrastructure by developments, both those allocated within the Local Plan and those that come forward on unallocated sites.

**9.6** Government policy is to ensure that planning policies requiring contributions should not make development unviable and that policies should be supported by evidence to demonstrate this. Plans should also set out any circumstances in which further viability assessment may be required in determining individual applications.

**9.7** As a result, the Council's WPVA has taken account of the requirements for infrastructure projects, both those in the short term and those over a longer timeframe. In light of this, the WPVA concluded that based on current market conditions allocated sites are able to deliver their infrastructure requirements, particularly those critical in the short term.

**9.8** It is recognised that infrastructure requirements may change over time and some requirements identified now may not be needed and new requirements may be identified during the plan period. Therefore, the implementation of the Infrastructure Study and Delivery Plan will be monitored, reviewed and updated at key stages during the plan period. In addition, more details in relation to how this policy will be operated will be brought forward within a Supplementary Planning Document on Section 106 Planning Contributions.

**9.9** Based on this evidence, policy II1 aims to ensure that the Council has a policy basis to secure planning obligations for required infrastructure and its delivery in

a timely fashion. Policy II1 also covers the use of planning obligations for other policy objectives.

## Policy II1: Plan Delivery and the Role of Developer Contributions

To aid plan delivery, planning obligations will be sought where the implementation of a development would create a need to provide additional or improved infrastructure, amenities or facilities or would exacerbate an existing deficiency. The identification of this need will be assessed on a case by case basis but will be guided by the latest version of the Council's Infrastructure Study and Delivery Plan. As a result, contributions will be sought towards the delivery of the following infrastructure types, where they are necessary and relevant:

### **a) Green**

- Strategic green infrastructure (multi-user trails and wildlife corridors)
- Green spaces (formal, semi-natural green spaces and playing pitches)

### **b) Social**

- Education (2-11 and 11-18 year olds)
- Health (primary and secondary care and pharmacy services)
- Emergency services (ambulance, fire and police)
- Community facilities (libraries, post offices and community halls)
- Leisure facilities (indoor facilities)

### **c) Physical**

- Transport (travel plans, cycling, walking, public transport and road networks)
- Utilities (electricity, gas and telecommunications)

- Municipal waste (waste collection and disposal)
- Water (flood risk, waste water and water supply and quality)

Alongside infrastructure delivery, planning obligations will also be sought where the implementation of a development would necessitate the delivery of other policy objectives, such as the provision of starter homes and / or affordable housing, lifetime homes and public art, or to mitigate site based considerations, such as environmental mitigation or maintenance works for nature conservation, landscaping, treatment of contamination, measures to improve land stability, energy conservation and heritage conservation.

The examples listed above are not necessarily exhaustive. In some cases the obligation will take the form of a financial contribution. In all cases they will be directly, fairly and reasonably related in scale and kind to the proposed development.

The identification of this need will be assessed on a case by case basis but will be guided by the requirements of specific policies elsewhere in the Council's Local Plan. Where the need for infrastructure and other requirements arising from development is proven to exceed that which can be viably funded through the development, priority will be determined by the District Council based on the importance of the infrastructure and other requirements, to the delivery of the Local Plan.

# Local Employment And Skills Initiatives

**9.10** Two of the key issues recognised by the Council within the Spatial Portrait are the need to:

- a) Improve employment opportunities in the district by increasing the number and range of jobs in the district
- b) Provide significantly greater local job opportunities

**9.11** The spatial portrait also recognises that the district also has relatively fewer people with academic qualifications than the regional or national average. This makes the up-skilling of the population an important aspect of supporting the development of the district.

**9.12** This policy sets out the Council's commitment to ensuring that local employment and skills initiatives are provided through significant new developments. These will be delivered through an Employment and Skills Plan (ESP) which should be in accordance with construction industry standard benchmarks and will be expected to positively address the following criteria:

- c) Ensuring local people are properly prepared for work
- d) Enabling employers to access the skilled workers
- e) Supporting local people, including our most disadvantaged individuals, to develop their skills
- f) Creating opportunities that enhance employability skills of young people
- g) Providing direct local apprenticeship and training opportunities

**9.13** Significant developments are considered to be sites which provide over 30 dwellings or 1.5 hectares of residential land, office / light industrial developments of more than 3000m<sup>2</sup> or greater than 3 hectares, general industrial proposals of more than 3000m<sup>2</sup> or 3 hectares, or retail applications of greater than 3000m<sup>2</sup> or 3 hectares.

**9.14** The Council will look to provide further advice and guidance in relation to this policy in order to help and support applicants in meeting the policy requirements.



**9.15** This policy is needed in order to ensure that significant developments provide opportunities for local people to develop skills and gain valuable experience within the construction industry. It will ensure that maximum benefit is gained from new development by ensuring that local people are provided with important training and employment opportunities.

## Policy II2: Employment and Skills

On significant development sites, developers will be required to submit for approval an 'Employment and Skills Plan' (ESP) which will set out opportunities for, and enable access to, employment and up-skilling of local people through the construction phase of the development and, where appropriate, during first occupation of the development.



## Chapter 10 – Monitoring

# Defining How The Plan Will Be Monitored And Reviewed



## Background

**10.1** The requirement to monitor Local Plans was set out in the 2004 Planning and Compulsory Purchase Act (part 2, section 35). Local Authorities were required to produce an Annual Monitoring Report containing Core Output Indicators and submit it to the Secretary of State. Now, Local Authorities simply have to produce a monitoring report at least annually that has to be made public, and there is more flexibility over what can be included.

## Reporting

**10.2** The Council will continue to report on the monitoring via an Authority Monitoring Report (AMR). The AMR is published on the Council's website and is available in hard copy at the Council's main office at The Arc, High Street, Clowne. In addition to reporting the performance and measuring the delivery of targets in the Local Plan, the AMR also contains

- a) Details of a range of up-to-date reports and surveys which may be expected to affect development of the area or the planning of its development
- b) Details of progress on any Local Plans or Supplementary Planning Documents
- c) Details of activities undertaken with other local authorities/bodies in relation to the Duty to Co-operate
- d) Information on the implementation of any Neighbourhood Plan in the District
- e) Details of contributions made by development, including, at present, Section 106 planning obligations and New Homes Bonus Payments

## Purpose

**10.3** In addition to keeping local communities and interested parties up-to-date through the AMR, monitoring the Local Plan allows the Council to consider its progress in regards to the overall Local Plan Vision. Monitoring draws attention to the impact

policies may have on planning decisions and development in general. It will also highlight any unintended consequences or areas where changes are needed to keep the Plan moving the District in the desired direction.

## Monitoring

**10.4** The Local Plan identifies a set of Strategic Objectives that shape the paths we take to seek to achieve the Local Plan Vision. In order to fulfil the Strategic Objectives, a range of policies have been devised that will be monitored to ensure they are, and remain, effective in moving the District towards the Vision.

**10.5** In order to monitor the effectiveness of the policies, the Council has chosen realistic and measurable indicators to make the process realistically feasible. Where appropriate, each indicator has a target to assess whether a policy is contributing to a Strategic Objective or whether the Plan needs a partial or full review. If an indicator fails to meet the target, the policy will be carefully observed at the following reporting period or a review will be initiated immediately, depending on the severity of the deviation or detriment of the policy in meeting the Strategic Objective. A review may include the revision, addition or deletion of policies, to ensure the Plan continues to move the District towards achieving the Vision.

**10.6** Whilst all of the indicators chosen are quantifiable in order to maintain objectiveness, there are some instances where a subjective judgement may have to be made within the process. For example, the indicator for policies SC2 and SC3 is the Building for Life 12 score. This score derives from judgements of how well a development meets certain design criteria and is therefore a subjective process. Where issues like this exist, or where a target may be based on a trajectory which is difficult to predict accurately, a policy's effectiveness will be measured by the direction of travel; for example, an increasing or decreasing trend or where it is clear that progress is, or is not,

being made. It is also accepted that indicators may need to change if data availability or the method of collecting data changes.

## Flexibility

**10.7** Flexibility within the Plan is important to facilitate and maintain the Plan's performance and relevance, not only considering changes in local circumstances or issues raised by monitoring, but also with issues such as Brexit and uncertainty over the stability of central government's direction of travel.

## Figures: Objectives to Policies and Indicators, targets and triggers for review

**10.8** Appendix 10.1 shows which policies contribute to achieving which objective. It also demonstrates the scope of policies; in that a particular policy can work towards many, and even all, of the objectives and, therefore, ensuring that these policies are not only being implemented but are actually effective is imperative. This highlights the complex relationships between policies and the multifaceted nature of the Plan.

**10.9** Appendix 10.2 shows the indicators that will be used to monitor each policy, the target to keep each policy effective and the point at which a review should be initiated. It also indicates how information will be collected. All policies will be monitored by the number of appeals upheld contrary to the policy and therefore this is not included within the table. Where an indicator, target or review trigger involves the number of applications granted contrary to policy, this does include those allowed on appeal.





## Glossary of Terms

**Accessibility** – The ability of people to move around an area and reach places and facilities, including elderly and disabled people.

**Adoption** – The final confirmation of a development plan or Local Development Document status by a local planning authority (LPA).

**Affordable Housing** – Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. The Housing White Paper, February 2017, suggests a change in definition, which includes Affordable Homes Ownership, such as Starter Homes.

**Ageing Population** – A change in the age structure within an area where the average age rises and a growing number of people live beyond the standard working age.

**Air Quality Management Areas (AQMAs)** – Areas designated by local authorities which are not likely to achieve national air quality objectives, with a need to devise an action plan (AQAP) to improve the quality of air.

**Amenity** – A positive element or elements that contribute to the overall character of an area, for example open land, trees, historic buildings and how they relate to each other.

**Ancient Woodland** – Woodlands where there is believed to have been continuous woodland cover since at least 1600AD. Ancient woodland is likely to be home to more threatened species than any other habitat in the UK.

**Ancillary Use / Operations** – A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

**Areas of Multiple Environmental Sensitivity (AMES)** – Areas where two or more significant factors (such as historic, ecological or visual importance) affect the land / sites within it (as defined by Derbyshire County Council).

**Authority Monitoring Report (AMR)** – Provides an assessment of the progress made against targets and the performance of policies.

**Best and Most Versatile Agricultural Land** – Land in grades 1, 2 and 3a of the Agricultural Land Classification.

**Biodiversity** – The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

**Biodiversity Action Plan (BAP)** – A strategy prepared for a local area aimed at conserving and enhancing biological diversity.

**Blue Infrastructure** – Infrastructure which relates to water; both natural and man-made. Includes rivers, streams, ponds and lakes.

**Change of Use** – A change in the way that land or buildings are used (see Use Classes). Planning permission is usually necessary in order to change from one 'use class' to another.

**Character** – A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.

**Climate Change** – Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often as a result of human activity and fossil fuel consumption.

**Climate Change Mitigation** – Action needed to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

**Coal Authority Risk Assessment** – Required if submitting a planning application in a Coal Authority Development High Risk Area. The assessment identifies site specific coal mining risks and sets out the proposed mitigation strategy.

**Coalescence** – The merging or coming together of separate towns or villages to form a whole entity.

**Community Facility** – Facilities which provide for the health and wellbeing, social, educational, spiritual, recreational, leisure, or cultural needs of the community.

**Community Infrastructure Levy (CIL)** – A levy allowing local authorities to raise funds from landowners or developers undertaking new development in order to fund necessary improvements to services, systems or facilities needed by the development.

**Community Right to Bid** – The right (under the Localism Act) for local communities and parish council's to request that certain assets are listed as being of value to the local community. If an asset is listed and then comes up for sale, the community will then have 6 months to put together a bid to buy it.

**Community Right to Build Order** – An order drawn up by the local community and made by the local planning authority (under the Localism Act) that grants planning permission for a site-specific development proposal or classes of development.

**Comparison Goods** – Retail items not bought on a frequent basis, for example durable goods such as clothing, household goods, furniture, DIY and electrical goods.

**Conservation** – The process of managing change to a historic asset in a way that sustains and enhances its significance.

**Conservation Area** – An area of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.

**Contaminated Land** – Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned/remediated, or the harmful effects reduced to an acceptable level.

**Conurbation** – A large densely populated urban sprawl formed by the growth and coalescence of individual towns or villages.

**Convenience Goods** – Everyday goods, such as milk, newspapers and food. Shops which hold these goods are usually close to people's homes so people can make many visits during the week.

**Curtilage** – The area normally within the boundaries of a property surrounding the main building and used in connection with it.

**Custom Build Homes** – A form of self-build homes which are facilitated in some way by a developer. It gives a more 'hands off' approach than traditional self-build.

**D2N2** – The Local Enterprise Partnership for Derby, Derbyshire, Nottingham and Nottinghamshire.

**Decentralised energy** – Locally generated renewable and low carbon energy usually, but not always, on a relatively small scale encompassing a diverse range of technologies.

**Decontamination** – The removal of hazardous substances (chemicals, radioactive material) from a site to make it safe for future development or use.

**Density** – For housing this is a measure of either the number of habitable rooms per hectare or the number of dwellings per hectare.

**Deprived / deprivation** – The damaging lack of material benefits considered to be basic necessities in society.

**Derbyshire Wildlife Trust** – Organisation which aims to raise awareness of potential threats to wildlife in Derbyshire and encourage individuals and organisations to take responsibility for caring for their local environment.

**Designated Heritage Asset** – A World Heritage Site, Scheduled Ancient Monument, Listed Building, Registered Park & Garden,

Registered Battlefield, or Conservation Area designated under relevant legislation.

**Development Envelope** – The extent of the built up area within which development and redevelopment would be considered to have a limited impact on the appearance and character of the countryside and would generally be acceptable in sustainability terms. These can apply to both settlements and employment areas that meet the criteria set out in the Development Envelope Review.

**Development Plan** – a document setting out the local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. Includes Local Plans and Neighbourhood Plans.

**Digital Derbyshire** – A partnership with BT to lay hundreds of miles of fibre optic cable bringing faster broadband to parts of Derbyshire.

**District Centre** – A group of shops, community uses and service outlets serving part of an urban area and providing a geographic focus for it, separate from the town centre, but with more variety than local centres.

**Duty to Cooperate** – A legal test which requires cooperation between local planning authorities and public bodies to maximise the effectiveness of policies for strategic matters in Local Plans. It is separate from but related to the Local Plan test of soundness.

**Ecological Network** – These link sites of biodiversity importance or existing and future habitats.

**Economic Development** – Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

**Energy Hierarchy** – A hierarchy which prioritises the conservation and efficient use of energy, and then the generation of energy from renewable and low carbon sources.

**Enterprise Zone** – A designated area that provides tax breaks and Government support to help increase economic development in an area.

**Environmental Impact Assessment** – A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

**Equality Impact Assessment** – Measures whether the Local Plan and policies discriminate against any disadvantaged or vulnerable people.

**European Site** – Includes candidate Special Areas of Conservation, Special Protection Areas and Special Areas of Conservation, defined in the Conservation of Habitats and Species Regulations 2010 (Regulation 8).

**Evidence Base** – The information and data gathered by local authorities to justify the “soundness” of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.

**Examination** – The process by which an independent planning inspector examines a Local Plan, with any public recommendations, before publishing a report on its soundness.

**Exception Sites** – Small sites used for affordable housing which would not usually be allowed residential development.

**Exception Test** – The test provides a method of managing flood risk while still allowing necessary development to occur. The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites.

**Exceptional Circumstances** – These are needed to justify making a change to the Green Belt in a Local Plan, as required by the National Planning Policy Framework.



**Explosives Safeguarding Zone** – An area around the store or the building where the manufacture of explosives takes place designed to locate residential development in the most suitable and safe locations.

**Facilities** – A place, amenity or piece of equipment provided for a particular purpose.

**Five year housing land supply** – As set out by the NPPF, Local Planning Authorities should identify and annually update a supply of specific deliverable sites sufficient to provide five years' worth of housing land when set against their housing requirements.

**Flood Risk Assessment** – An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

**Flood Zones** – National planning guidance sets out three levels of flood risk which can be mapped in zones. Zone 1 covers areas of little or no risk of flooding. Zone 2 covers areas with low to medium risk. Zone 3 covers areas of high risk. The Environment Agency produces and maps these zones and updates them every 3 months.

**Formal Greenspace** – 'Good' quality greenspace which is well maintained and includes paths which are associated with recreation activities.

**Fragmentation (spatial)** – Separated urban spaces which are broken up by rural land or vice versa.

**Geodiversity** – The range of rocks, minerals, fossils, soils and landforms.

**Green Belt** – A designation for land around certain built up areas, which aims to keep this land permanently open or largely undeveloped.

**Green Infrastructure** – A strategic network of multi-functional green space, both rural and urban, which supports natural and ecological processes, has the potential to provide sustainable transport routes and is integral

to the health and quality of life in sustainable communities.

**Green Space** – An area of grass, trees or other vegetation set apart for recreational or aesthetic purposes in an otherwise urban environment.

**Greenfield Land / Site** – Land which has never been built on / developed before or where the remains of any structure or activity have blended into the landscape over time.

**Greenways / Green Networks** – Are generally car-free off-road routes for shared use by people of all abilities on foot, bike or horseback.

**Habitats Regulations Assessment** – Formal assessment of the impacts of a plan or project on specific nature conservation areas, namely Special Protection Area (SPA), Special Area of Conservation (SAC) or proposed SPAs and Ramsar sites. The assessment is undertaken under the Habitats Directive and Regulations.

**Hazardous Substances Site / Consent Consultation Zones** – Sites which hold certain quantities of hazardous substances at or above defined limits. The consent zone helps to control major hazards and consider whether the hazardous substance is acceptable in a particular location.

**Health and Safety Executive (HSE)** – A statutory consultee for planning applications around major hazard sites and major hazard pipelines. HSE sets a consultation distance around the major hazard site within which the planning authority must consult HSE over relevant developments which are likely to lead to an increased population around the hazard.

**Health Impact Assessment** – Measures how the Local Plan and policies affect the health of the local population, and the distribution of those effects within the population.

**Heritage Assessment** – Provides information to understand the impact of proposals on the significance of any heritage assets affected i.e. a building, monument, site, place, area

or landscape positively identified as having a degree of significance meriting consideration in planning decisions.

**Historic England** – Public body which looks after England’s historic environment.

**Historic Environment** – All aspects of the environment which result from the interaction between people and places through time. Including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Elements of the historic environment which hold significance are called heritage assets.

**Housing Market Area (HMA)** – The geographical area which reflects the functional relationships of a housing market. The North Derbyshire HMA covers Bolsover District, North East Derbyshire District, Chesterfield Borough, and Bassetlaw District.

**Housing Trajectory** – A means of showing past and future housing performance by identifying the predicted provision of housing over a period of time.

**HS2** – High-speed railway which is aimed to be the new backbone of the national rail network, linking London, Birmingham, the East Midlands, Sheffield, Leeds and Manchester.

**Impact Assessment (Character and Visual)**

– Aims to ensure that all possible effects of change and development, both on the landscape itself and on views and visual amenity, are taken into account in decision-making.

**Index of Multiple Deprivation (IMD)** – A ward level index made up of six indicators (income; employment; health deprivation and disability; education skills and training; housing; and geographical access to services). The IMD can help to identify areas for regeneration.

**Infill Development** – Building on a relatively small site between existing buildings in a substantially built up area.

**Infrastructure** – Basic services necessary to support development taking place, for example, roads, electricity, sewerage, water, education and health facilities.

**Infrastructure Delivery Plan IDP** – The IDP identifies what physical, social and green infrastructure is needed; such as new roads, schools and open spaces; who will deliver this, and when.

**Job Density** – The number of jobs in an area divided by the resident population aged 16-64 in that area.

**Key Diagram** – An illustration of the main policies and proposals in the Core Strategy on a non-Ordnance Survey map base.

**Land Availability Assessment (LAA)** – An assessment which aims to identify land that may be appropriate for development (residential, employment or Gypsy and Traveller sites). It assesses the availability, suitability and achievability of potential sites. All sites identified are subject to assessment made in stages following the LAA methodology.

**Land Instability** – Land at risk of landslides, subsidence or ground heave due to the type of rock/soil of the land or from previous site uses such as coal mining. Failing to deal with land instability issues can result in harm to human health, local property, infrastructure and the wider environment.

**Landscape Character** – The distinct and recognisable pattern of elements that occur consistently in a particular type of landscape and give it a recognisable identity.

**Landscape Value** – A protection provided by the Local Authority for an area of land which is considered to have a particular scenic value.

**Listed Building** – A building of special architectural or historic interest, graded I (highest quality), to II\* or II.

**Listed Building Consent** – Consent required for the demolition, in whole or in part of a listed building, or for any works of alteration or extension that would affect the character of the building.

**Local Centre** – Includes a range of small shops and perhaps limited services of a local nature, serving a small catchment.

**Local Development Scheme (LDS)** – The Local Planning Authority's programme for preparing the Local Plan.

**Local Distinctiveness** – The positive features of a place and its communities which contribute to its special character and sense of place.

**Local Enterprise Partnership (LEP)** – A body established for the purpose of creating or improving the conditions for economic growth in an area. Bolsover District falls within two LEP areas; the Sheffield City Region (SCR) and Derby & Derbyshire and Nottingham & Nottinghamshire (D2N2).

**Local Green Spaces** – Green areas of particular local importance identified for special protection according to criteria set out in the NPPE.

**Local Nature Reserve** – Habitats of local significance where protection and public understanding of nature conservation is encouraged.

**Local Plan** – Part of the development plan for a local area.

**Local Transport Plan** – The Derbyshire Local Transport Plan sets out Derbyshire's transport strategy and a path towards transport investment that will result in a more sustainable and healthy transport system, managing carbon emissions and improving public health and safety, which also supports the local and sub-regional economy.

**Local Wildlife Sites** – Local Wildlife Sites are non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites.

**Lowland Derbyshire and Nottinghamshire Local Nature Partnership** – A group of organisations representing a variety of sectors. Formed to protect and improve the natural environment in the Lowland Derbyshire and Nottinghamshire area.

**M1 Strategic Growth Corridor** – Provides excellent north-south road links between Junctions 28-30. The M1 corridor has supported significant economic activity around Junction 29a which was built to serve the Markham Vale Business and Industrial Park.

**Master Plan** – A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a development on a site or group of sites. To provide detailed guidance for subsequent planning applications.

**Mineral Consultation Area** – An area identified to ensure consultation between the relevant minerals planning authority, the minerals industry and others before certain non-mineral planning applications made within the area are determined.

**Mineral Safeguarding Area** – An area designated by minerals planning authorities which covers known deposits of minerals which are designed to be kept safeguarded from unnecessary sterilisation by non-mineral development.

**Minerals Application** – Applications for mineral related developments, such as mineral extraction and ancillary works, quarries, peat workings and processing plants.

**Mixed use** – Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

**National Planning Policy Framework (NPPF)** – Sets out the Government’s planning policies for England and how these are expected to be applied. It sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

**Neighbourhood Plan** – A plan prepared by a Parish or town Council or Neighbourhood Forum for a particular neighbourhood area. Once adopted, the Neighbourhood Plan becomes part of the development plan for the area.

**Nodes** – Places where people and transportation routes congregate. Generally located at points where two or more transit routes or travel modes intersect.

**Objectively Assessed Housing Need (OAN)** – Need of market and affordable housing in a District or Housing Market Area.

**Office for National Statistics (ONS)** – The executive office of the UK Statistics Authority; a non-ministerial department which reports directly to Parliament. ONS is the UK Government's single largest statistical producer.

**Open Space** – All open space of public value, including not just land, but also areas of water which offer important opportunities for sport and recreation and can act as a visual amenity.

**Outline Planning Application** – A general application for planning permission to establish that a development is acceptable in principle, subject to subsequent approval of detailed matters. Does not apply to changes of use.

**Phasing or Phased Development** – The phasing of development into manageable parts. For example, an annual rate of housing release for a large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand.

**Planning & Compulsory Purchase Act 2004** – The Act introduces

- A statutory system for regional planning
- A new system for local planning
- Reforms to the development control and compulsory purchase and compensation systems
- Removal of crown immunity from planning controls

**Planning Condition** – A condition imposed on a grant of planning permission or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning Permission** – Formal approval sought from a local planning authority to allow a proposed development to proceed, often granted with conditions.

**Planning Policy Statements (PPS)** – Issued by central government to replace the Planning Policy Guidance notes in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.

**Pollution** – Anything which affects the quality of land, air, water, or soils which might lead to an adverse impact on human health, the natural environment, or general amenity.

**Previously Developed Land (PDL) or 'Brownfield' Land** – Land which is or was occupied by a permanent structure. This excludes land that is or has been occupied by agricultural or forestry buildings, land that has been developed for minerals extraction or waste disposal where provision has been made for restoration.

**Primary & Secondary Frontages** – Primary frontages tend to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater diversity of uses such as restaurants, and businesses.

**Protected Species** – Plant and animal species afforded protection under certain Acts of Parliament and Regulations.



**Public Art** – Works of art visible to or benefitting the general public. Can be permanent or temporary, usually manifested physically, for example, sculptures, lighting effects or street furniture.

**Public Open Space** – Urban space, designated by a council, which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

**Public Realm** – The publicly accessible external space including pavements, streets, squares, parks.

**Quality of Life** – The general well-being of a person or society, defined in terms of health and happiness, rather than wealth.

**Reclaimed / Reclamation** – Operations designed to return an area to an acceptable environmental state, whether for the resumption of the former land use or for a new use. It includes restoration, aftercare, soil handling, filling and contouring operations.

**Regeneration** – The economic, social and environmental renewal and improvement of rural or urban areas.

**Regionally Important Geological Sites (RIGS)** – A non-statutory regionally important geological or geo-morphological site (basically relating to rocks, the Earth's structure and landform).

**Registered Parks and Gardens** – These are designated heritage assets of national importance and are registered for their special historic interest.

**Renewable and Low Carbon Energy** – Energy that can help reduce emissions of CO<sub>2</sub> and other 'greenhouse' gases (compared to the conventional use of fossil fuels). Renewable and low carbon energy supplies include, but not exclusively, biomass and energy crops; combined heat and power; heat pumps, such as ground-source and air-source heat pumps; energy from waste including from

solid recovered fuel; hydro; solar thermal and photovoltaic generation; and wind generation.

**Reserved Matters Permission** – Usually within three years of approval of an Outline Planning Permission an application for the outstanding reserved matters can be made. This will typically include information about the layout, access, scale and appearance of the development.

**Restrictive Condition (occupancy)** – A planning condition for regulating the development or use of any land under the control of the applicant.

**Retail Capacity Study** – Provides evidence on shopping patterns and future retail needs commissioned jointly between Bolsover District, Chesterfield Borough and North East Derbyshire District.

**Retail Floorspace** – Total floor area of a property that is associated with all retail uses. Usually measured in square metres. May be expressed as a net figure (the sales area) or in gross (including storage, preparation and staff areas).

**Retail Impact Assessment** – Undertaken for an application for retail use on the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development. The assessment includes the likely cumulative effect of recent permissions, developments under construction and completed developments.

**Retail Offer** – The range and mixture of different quality, sizes and types of shop within or outside town, district or local centres.

**Safeguarding/Safeguarded Zone** – An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to safeguard such sites.

**Saved Policies/Saved Plan** – Policies within unitary development plans, local plans and structure plans that are saved for a time,

pending their replacement through production of Local Development Documents.

**Scheduled Ancient Monument** – Nationally important monuments that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

**Section 106 Agreement** – A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain necessary extra works related to a development are undertaken.

**Self-Build Housing** – Self-building is the act of commissioning a bespoke home that's tailored to the individual's design requirements.

**Sequential Approach / Sequential Test** – A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

**Setting (of a Heritage Asset)** – Is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve.

**Settlement Development Limit (SDL)** – Refer to Development Envelope.

**Settlement Hierarchy Study** – Provides information about settlements in the District and the services and facilities they provide. The primary aim is to promote sustainable communities, and provide an initial spatial strategy for the location of major development across the District.

**Sheffield City Region** – A Local Enterprise Partnership that brings together the eight local authorities of: Barnsley, Bassetlaw, Bolsover, Chesterfield, Doncaster, North East Derbyshire, Rotherham and Sheffield, to work

with businesses and other partners towards a common goal of encouraging growth and economic activity to create a prosperous and sustainable City Region.

**Sites of Special Scientific Interest (SSSIs)** – A conservation designation denoting sites which are protected by law to conserve their wildlife or geology.

**Small Medium Enterprises (SMEs)** – Non-subsidiary, independent firms which employ less than a given number of employees, usually 250.

**Social Infrastructure** – Facilities enabling social interaction and well-being, including: community, leisure, cultural, education and children's services, adult care and health buildings, and other facilities such as: local shops, places of worship, allotments, pubs and post offices.

**Spatial Planning** – Brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

**Special Areas of Conservation (SAC)** – Areas given special protection under the European Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

**Special Landscape Areas** – A Non-statutory conservation designation to categorise sensitive landscapes which are, either legally or as a matter of policy protected from development or other man-made influences.

**Special Protection Area (SPA)** – Areas which have been identified as being of international importance for the breeding, feeding, wintering, or the migration of rare and vulnerable species of birds found within

EU countries. SPA's are European designated sites, classified under the Birds Directive.

**Specialist Housing** – Housing to meet the needs of groups of people who may be disadvantaged, such as the elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes and houseboats.

**Starter Homes** – New dwellings only available for purchase by qualifying first-time buyers which are to be sold at a discount of at least 20 percent of market value, and less than the price cap of £250,000 outside Greater London.

**Statement of Community Involvement (SCI)** – Sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.

**Statement of Consultation** – A report by the local planning authority explaining how they have complied with the Statement of Community Involvement during consultation on the Local Plan.

**Strategic Environmental Assessment (SEA)** – A procedure which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment, including those in the field of planning and land use (set out in the Environmental Assessment of Plans & Programmes Regulations 2004).

**Strategic Flood Risk Assessment (SFRA)** – Maps all forms of flood risk and forms the evidence base to locate new development primarily in low flood risk areas (Zone 1). Areas of 'low (zone 1) 'medium' (zone 2), and 'high' (zone 3) risk are mapped using data collected from many sources including the Environment Agency and water utility companies.

**Strategic Housing Market Assessment (SHMA)** – An assessment of the level of future housing

provision and the mix of housing required, prepared across the Housing Market Area (HMA).

**Strategic Site** – A site allocated in a Local Plan which is central to the achievement of the Plan strategy.

**Sui-Generis** – A term given to the uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order 2005, for example amusement arcades, launderettes, car showrooms and petrol filling stations.

**Supplementary Planning Document (SPD)** – A document which adds further detail to the policies in the Local Plan. SPDs can be used to provide further guidance for development on specific sites, or on particular issues. SPDs are capable of being a material consideration in planning decisions, but are not part of the development plan.

**Sustainability Appraisal (SA)** – An appraisal of the economic, environmental and social effects of a Plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

**Sustainable Development** – The principle for meeting human development goals whilst at the same time supporting the ability of natural systems to provide the natural resources and ecosystem services which the economy and society depend. The 17 Global Goals for Sustainable Development have shaped the world's approach to growth and sustainable development until 2030.

**Sustainable Drainage Systems (SuDS)** – Drainage techniques used with developments to help return excess surface run-off to natural watercourses (rivers, streams, lakes and so on) without negatively affecting people and the environment. These might include ponds or reed beds to hold water before it runs into a watercourse.

**Sustainable Transport/Travel** – Often meaning walking, cycling and use of public transport

(and in some circumstances “car-sharing”), which is considered to be less damaging to the environment and reduce traffic congestion and pollution.

**Town** – The largest settlements in Bolsover District, identified in the Settlement Role & Function Study. (Bolsover, Shirebrook, Clowne and South Normanton).

**Town Centre** – An area defined on the Local Plan Policies Map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.

**Town Centre Uses** – These are uses other than shopping that are commonly found in town centres, including: retail, social, leisure and cultural, housing, employment and other uses.

**Transport Assessment (TA)** – A process that sets out transport issues relating to a proposed development.

**Travel Plan** – A long-term management strategy for an organisation or site to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

**Tree Preservation Order (TPO)** – A mechanism for securing the preservation of single trees or groups of trees of acknowledged public amenity value. A TPO prevents trees being topped, lopped or felled without the consent of the local planning authority.

**Unauthorised Development** – Development that has taken, or is taking place, without the benefit of planning permission. It may then risk being the subject of enforcement action.

**Urban Capacity Study** – A study which is undertaken to establish how much additional housing can be accommodated within urban areas.

**Urban Design** – The art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, in

villages, towns and cities, to create successful development.

**Urban Sprawl** – The uncontrolled or unplanned extension of urban areas into the countryside.

**Use Classes** – The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories. Traditional Employment uses are covered by B1, B2 and B8.

**Viability** – In financial terms, a viable development could proceed if there were no financial reason for it not to, in relation to development costs and returns. In terms of retailing, viability is a measure of a centre’s capacity to attract ongoing investment for maintenance, importance and adaptation to changing needs.

**Vitality** – In terms of retailing, the capacity of a centre to grow or develop its likeliness and level of activity.

**Water-compatible Development** – Development which is ‘compatible’ with water; for example, flood control infrastructure, amenity open space or nature conservation and biodiversity.

**Wildlife Corridor** – A strip of land (for example, along a hedgerow) connecting wildlife populations.

**Windfall Site** – Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

**World Heritage Sites / Status** – A cultural or natural site of outstanding universal value designated by the International Council on Monuments and Sites (ICOMOS).



# Appendices

# Appendix 1.1

## Development of the Local Plan

### Main issues

Identified issue	Reference in Spatial Portrait	Reference in Vision	Objectives	Policies
Need to accommodate new growth, whilst ensuring the character of the district is retained and that major new development is supported by additional infrastructure	<p>New Growth: -Para 2.24:</p> <p>In the ONS 2014 Sub-National Population Estimates (August 2016), the population for the District is predicted to rise by around 10.2% to 83,626 by 2033. The number of households is expected to grow by 12.7% to 37,712 over the same period.</p> <p>In relation to the ‘<b>character</b>’ of the District’ there are references to the geology, limestone plateau, SSSI’s, RIGS, CA’s &amp; LB’s. Para 2.16 – “Consultation responses have indicated that many people in the district value the District’s natural and built heritage and the character of the district “</p> <p><b>Infrastructure</b></p> <p>Reference to services (2.16), travel patterns (2.28)</p>	<p>First sentence ‘By 2033, Bolsover will be a growing district, undergoing an economic and visual transformation’</p> <p><i>Reference in Environmental Role</i> to protecting environmental &amp; historic assets, and reinforcing the distinctive character of the District</p> <p>Ref in <i>Social Role</i> ‘New infrastructure such as schools, roads, health facilities and open space provision will have been planned and delivered at the same time as new development</p>	<p>A:Sustainable Growth</p> <p>B: Climate Change</p> <p>C: Countryside, Landscape Character, and Wildlife</p> <p>D:Historic Environment</p> <p>O: Place Making</p> <p>P:Town Centres</p>	<p>To some degree all policies do address this general issue. The Strategic policies are highlighted in this case highlighted: SS1, SS2, SS3, SS4, SS5, SS6, SS7, SS8, SS9, SS10.</p>

Identified issue	Reference in Spatial Portrait	Reference in Vision	Objectives	Policies
Protect and enhance identified heritage and natural assets	<p>In relation to the ‘<b>character</b>’ of the District’ there are references to the geology, limestone plateau, SSSI’s, RIGS, CA’s &amp; LB’s.</p> <p>Para 2.16 – “Consultation responses have indicated that many people in the district value the District’s natural and built heritage and the character of the district “</p>	<p>Ref in <i>Environmental Role</i></p> <p>‘The District’s rich variety of environmental and historic assets...will have been protected, enhanced and extended...</p>	<p>C: Countryside, Landscape Character, and Wildlife</p> <p>D: Historic</p>	<p>SC1, SC2, SC3, SC7</p> <p>SC8, SC9, SC16, SC17, SC18, SC19, SC20</p> <p>ITCR1, ITCR2, ITCR3</p>
Support for regeneration of the towns and main villages, to enable them to fulfil their role as service centres, coupled with the need to address the regeneration needs of rural settlements and the remaining large areas of previously developed land in need of restoration or re-use	<p>Paragraph 2.8 states ‘the district still have a number of brownfield sites remaining, although not all of these are close to services and facilities’.</p> <p>Paragraph 2.19 states ‘Whilst some of the larger villages provide for local needs, some of the District’s smaller settlements are without basic facilities such as a shop, school or post office</p>	<p>Ref in <i>Economic Role</i> ‘Brownfield sites in the District will have been remediated and brought back into productive use providing regeneration benefits...and improvements to the local community and improvements to the natural environment’</p>	<p>E: Regeneration</p> <p>O: Place Making</p> <p>P: Town centres</p>	<p>SS3:</p> <p>WC4:</p>

Identified issue	Reference in Spatial Portrait	Reference in Vision	Objectives	Policies
Improve health outcomes in a district with an above average percentage of retired people, and people suffering poor health	Covered particularly in paragraph 2.21 and 2.22.	Ref in <i>Social Role</i> 'A range of new housing will have met the needs of a growing and ageing population' AND  'Access to outdoor recreation space and a network of footpaths...will have been improved providing opportunities ...contributing to the health ... of people and communities in the district'	K: Health and Well Being	SS3, ITCR1, ITCR2, ITCR3 ITCR 5, ITCR6.
Improve employment opportunities in the district by increasing the number and range of jobs in district.	Covered in paragraphs 2.29 to 2.33 in relation to high out commuting being an issue and 2.25- 2.28 in relation to job growth aspirations.	Ref in <i>Economic Role</i> 'Employment opportunities will have expanded into growing sectors such as advanced manufacturing, logistics and knowledge based sectors. The increased employment opportunities in the District mean that people will have access to a greater number and range of jobs without having to commute outside the District'.	A:Sustainable Growth  L:Economic Prosperity  M: Employment Opportunities	SS1, SC2, WC1,  WC2, WC3:
Provide significantly greater local job opportunities to reduce out-commuting, improve sustainability and also to avoid the danger of turning some towns and main villages into 'dormitories'.	2.28 'there is a substantial level of out-commuting by residents in the district, and this has increased between the 2001 & 2011 Censuses'	Ref in <i>Economic Role</i> 'The increased employment opportunities in the District mean that people will have access to a greater number and range of jobs without having to commute outside the District	M: Employment Opportunities	SS1, SC2, WC1, WC2, WC3.



Identified issue	Reference in Spatial Portrait	Reference in Vision	Objectives	Policies
Ensure the delivery of new housing in an area of marginal viability where delivery has been challenging	2.38 The District has seen an increase in housing completions in recent years, generally indicating improving viability. The evidence underpinning the Whole Plan Viability Assessment (March 2018) identifies an improving situation regarding house prices, particularly in settlements on the western side of the District. Despite this, Bolsover District still has lower house prices than the region and national averages and as a result housing development viability remains challenging across the District, which can make delivery of affordable housing difficult.	Ref in <i>Social Role</i> 'A range of new housing will have met the needs of a growing and ageing population'.	N: Meeting Housing Needs	SC2, LC1, LC2, LC3, LC4, LC5.
Put place making and development quality at the heart of new development	2.18 Citizen's Panel Survey in which almost half of respondents thought their town could have a more distinctive character	Ref in <i>Environmental Role</i> 'The high quality of design in new developments will ...have helped to create places where people want to live and reinforced the distinctive character of settlements in the District'.	O: Place Making P: Town Centres	SC3:

Identified issue	Reference in Spatial Portrait	Reference in Vision	Objectives	Policies
Provide improved accessibility to better areas of green space.	2.33 'In terms of leisure travel, the district has an extensive network of trails that provide good access to the countryside and there is potential to further enhance this network'	Ref in <i>Social Role</i> : 'Access to outdoor recreation space and a network of footpaths and other facilities will have been improved...' and also Ref in <i>Environmental Role</i> Increased Open Spaces, new, and better integrated infrastructure ..will create opportunities for outdoor recreation , and improved health	I: Green Spaces and Green Infrastructure K Health and Well Being	SC3, ITCR1, ITCR2, ITCR3, ITCR5, ITCR6, II1,

## Other Issues

Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
The need to protect these sites	The distinct has a number of important archaeological sites	<i>Environmental Role</i> and protection of historic assets	D: Historic Environment	SC 18
The need to protect the magnesian plateau from development which would detract from it, and protect the important buildings which sit on the ridge.	The magnesian plateau is a dominant feature in the district There are 2 of the district's 'crown jewels' sitting on the escarpment (Hardwick Hall & Bolsover castle)	Ref to <i>Environmental Role</i> and protection of environmental assets	C: Countryside, Landscape Character, and Wildlife D: Historic Environment	SC8, SC9, SC19
The need to try and ensure that new development is sustainable, and that there is sufficient existing or new infrastructure to accommodate new growth.	There are two small towns in the district, and a number of villages of different sizes	Ref to <i>Economic Role</i> 'Development will have taken place in the in the towns and larger villages...	A: Sustainable Growth G: Infrastructure & New Facilities	SS1, SS2, SS3, LC1, WC4

Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
<p>The need to ensure that existing infrastructure and services are protected; and, enhanced where possible</p> <p>The need to retain rural character whilst providing employment opportunities</p>	<p>Much of the district is predominantly rural</p>	<p>Ref to <i>Economic Role</i> 'Rural settlements will also have benefited from appropriate and sensitive development to meet the needs of their local communities', also 'Rural settlements will also have benefited from appropriate and sensitive development to meet the needs</p>	<p>G: Infrastructure and other new Facilities</p> <p>J: Rural Areas</p>	<p>SS1, SS2, SS3,</p>
<p>The need to reclaim and regenerate these sites where possible.</p> <p>Recognising that not all of these sites will be viable</p>	<p>There is a legacy of brownfield sites in the district</p> <p>Not all of the brownfield sites are in sustainable locations</p>	<p>Ref to <i>Economic Role</i> 'brownfield sites in the district will have been remediated and brought back into productive use, providing regeneration benefits'</p>	<p>E: Regeneration</p>	<p>SS3, SS6, SS7.</p>
<p>The need to ensure no further deterioration, and where possible to improve congestion, and associated issues</p>	<p>There may be quality of life issues for some residents due to the proximity of the M1</p> <p>These issues are most acute in the south of the district around junction 28 of the M1</p>	<p>Ref to <i>Social Role</i> 'The need to travel will be reduced through the spatial strategy of focussing development on the more sustainable settlements</p>	<p>A: Sustainable Growth</p> <p>K: Health and Well Being</p> <p>G: Infrastructure and New Facilities</p>	<p>SS3 SC11, SC12, ITCR8</p>

Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
The need to try and ensure that new development is sustainable, and that there is sufficient existing or new infrastructure to accommodate new growth	The transport links reflect the semi rural dispersed nature of the district	Ref to <i>Social Role</i> ‘The need to travel will be reduced through the spatial strategy of focussing development on the more sustainable settlements’  Also, Ref to <i>Economic Role</i> ‘Rural settlements will also have benefitted from appropriate and sensitive development to meet the needs of their local communities’	A: Sustainable Growth  G: Infrastructure and New Facilities	SS1, SS3, ITCR8,
The need to ensure that development is sustainable and utilises existing infrastructure	The nearest main line stations are located just outside the district at Alfreton and Chesterfield (also Worksop and Mansfield) part of the Robin Hood line runs through the east of the district	Ref to <i>Social Role</i> ‘The need to travel will be reduced through the spatial strategy of focussing development on the more sustainable settlements.	A: Sustainable Growth  H Sustainable Transport	SS1, SS3, ITCR8
The need to protect and where possible enhance these sites  The need to protect and where possible to enhance and extend these networks	The district has a large number & wide diversity of sites of importance for biodiversity/wildlife  The district has a number of RIGS  The district has a number of country trails, and green infrastructure	Ref to <i>Environmental Role</i> ‘The District’s rich variety of environmental assets... will have been protected enhanced and extended’  ALSO in Social Role ‘Access to outdoor recreation space and a network of footpaths and other facilities will all have been improved...’	C: Countryside, Landscape Character, & Wildlife  I: Green Spaces and Green Infrastructure	SS1, SC9, ITCR1, ITCR2



Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
The need to have regard to the functions of the Green Belt	Part of the Sheffield/North East Derbyshire Green Belt extends into the district around Barlborough Clowne	Ref to <i>Environmental Role</i> and protection of environmental & historic assets, which includes the Green belt	A: Sustainable Growth	SS9
The need to protect, and where possible enhance these	The district has a number of Listed Buildings and Conservation Areas	Ref to <i>Environmental Role</i> and protection of environmental & historic assets	D: Historic Environment	SC16, SC17.
The need to provide facilities for tourists	Some of the most important buildings in the district are also top tourist attractions	Ref in <i>Environmental Role</i> 'the District's rich variety of environmental and historic assets...will be enjoyed by more people through increased tourism'.	F: Tourism	WC5:
There are national trends, and local issues in relation to this. Nationally, more shopping is being done on the internet, and town centres are contracting. Policies in the Local Plan must recognise these trends and at a local level there is a need to make provision to build in sustainable locations, and make the key settlement centres in the district attractive places to shop and/or visit	Compared to adjoining districts, the settlements in Bolsover are small, and there are a number of large towns and sub-regional centres just outside the district which offer a wide range of goods and services	Ref in <i>Economic Role</i> 'Development will have taken place in the towns and larger villages and town centres and the town centres that serve local residents will be vibrant, attractive and distinctive places'.	A: Sustainable Growth P: Town Centres	WC4, SC3, ITCR4:

Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
Whilst the Local plan cannot change this fact, there is a need to build homes in sustainable locations with easy access to hospitals in neighbouring districts: and to ensure that there is provision in the district for primary health services	There is no general hospital in the district, which gives rise to concerns over health issues.	Ref in <i>Social Role</i> 'New infrastructure such as schools, roads, health facilities and open space provision will have been planned and delivered at the same time as new developments'	A: Sustainable Growth G: Infrastructure and New facilities	SS3, II1:
The need to ensure that new development is matched by the corresponding growth in social infrastructure and new facilities.	Services such as secondary schools and health facilities tend to be concentrated in the town and larger villages	Ref in <i>Social Role</i> 'New infrastructure such as schools, roads, health facilities and open space provision will have been planned and delivered at the same time as new developments'.	A: Sustainable Growth G: Infrastructure and New facilities	SS3, II1,
The need to ensure local distinctiveness in town and local centres is maintained and enhanced	In a survey almost half of local residents thought their town could have a more distinctive character people wanted a wider variety of shops and independent shops	Ref in <i>Economic Role</i> 'Development will have taken place in the towns and larger villages and town centres and the town centres that serve local residents will be vibrant, attractive and distinctive places'.	O: Place Making P: Town Centres	SC3, WC4.
The need to ensure new development is well integrated and people remain satisfied with their area	Nearly 70 % of respondents to a survey were satisfied with their area as a place to live	Ref in <i>Environmental Role</i> 'The high quality of design in new developments will have helped to address climate change and reduced the potential for anti-social development'	O: Place Making	SC3, WC4.

Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
The need to ensure services and facilities and new developments recognise this demographic.	<p>The district has an above average population of people aged 40+</p> <p>The district has a high percentage of retired households</p>	Ref in <i>Social Role</i> 'A range of new housing will have met the needs of a growing and ageing population'	K: Health and wellbeing	SS1, ITCR4, II1:
<p>The need to ensure services and facilities are available to improve health outcomes for the district</p> <p>The need to ensure services and facilities are available to improve health outcomes for the district by improving health outcomes generally, and addressing environmental issues that contributes to that.</p> <p>The need to ensure services and facilities are available to improve health outcomes for the district</p>	<p>Health is a significant issue for people in the district with almost 25% of people saying that their day to day activities are limited by their health and 8.6% saying that they have 'bad' health.</p> <p>Residents of the district have the highest obesity rates, and lowest healthy eating rates in the county</p> <p>The district has high levels of smoking, and high levels of early deaths from cancer and circulatory conditions compared to the rest of the county and England</p>	<p>Ref in <i>Social Role</i> 'Access to outdoor recreation space and a network of footpaths and other facilities will have been improved providing opportunities for people to enjoy the natural environment and value the biodiversity it supports; thereby <b>contributing to the health</b>, wellbeing and economic prosperity of people and communities in the district.</p> <p>Also in the final paragraph of the vision 'Local people will have benefitted from the opportunities for a healthier lifestyle...'</p>	K: Health and wellbeing	SS1, SS3, ITCR4 II1, WC9

Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
The need to provide a wide range of employment opportunities so that; people don't get left behind; and also so that there opportunities to progress	<p>The number of people in the district without any educational qualifications lags behind regional and national average.</p> <p>The number of people without a degree or diploma is below the regional and national averages</p>	<p>Refs in <i>Economic Role</i> The economy of the district will have benefited from wider initiatives in the Sheffield City Region and D2N2 as well as more local initiatives to improve the quantity, range and quality of jobs in the district. Employment opportunities will have expanded into growing sectors such as advanced manufacturing, logistics and knowledge based sectors'</p> <p>Also in final paragraph Local people will have benefitted from ... improved job opportunities'</p>	<p>L: Economic Prosperity</p> <p>M:Employment Opportunities</p>	II2
Both the need to ensure that there is sufficient social infrastructure: jobs and housing, and that this take place in a sustainable way	<p>The population of the district is predicted to rise by 9.1 % by 2033and House Holds by 12.7%</p>	<p>Refs in <i>Economic Role</i> Employment opportunities will have expanded into growing sectors such as advanced manufacturing, logistics and knowledge based sectors'</p> <p>Also in final paragraph Local people will have benefitted from ... improved job opportunities.</p>	<p>SS1: Sustainable Development</p>	<p>LC1,</p> <p>WC1, II1</p>



Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
Need to ensure sufficient employment land is available to provide for economic growth, and also a range and choice of sites.  Whilst the link between employment growth and housing is not clear, we need to ensure the Plan has adequate provision and is reviewed regularly	Oxford Economics Forecast identifies that the GVA for Bolsover District is forecast to rise by an average of 2.9pa to 2030, and that the district is forecast to enjoy the fastest rate of employment growth within Derbyshire	Refs in <i>Economic Role</i> Employment opportunities will have expanded into growing sectors such as advanced manufacturing, logistics and knowledge based sectors'  Also in final paragraph Local people will have benefitted from ... improved job opportunities...'	M: Employment Opportunities	WC1, WC2.
Need to ensure sufficient employment land is available to provide for economic growth, and also a range and choice of sites	The jobs density within the district is lower than that in the region or country as a whole	Refs in <i>Economic Role</i> Employment opportunities will have expanded into growing sectors such as advanced manufacturing, logistics and knowledge based sectors'  Also in final paragraph Local people will have benefitted from ... improved job opportunities...'	M: Employment Opportunities	WC1, WC2.
Need to ensure sufficient employment land is available to provide for economic growth, and also a range and choice of sites	The percentage of jobs in manufacturing is higher in Bolsover than the average for rest of the country with a lower percentage of people employed in the service sector and in public administration, education and health	Refs in <i>Economic Role</i> Employment opportunities will have expanded into growing sectors such as advanced manufacturing, logistics and knowledge based sectors'  Also in final paragraph Local people will have benefitted from ... improved job opportunities...'	M: Employment Opportunities	WC1, WC2.

Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
Need to ensure sufficient employment land is available to provide for economic growth, and also a range and choice of sites	The Council's Growth Strategy (March 2015) aims to both increase the number of jobs in the district and re-balance the type of jobs by aiming to increase the number of higher skilled and higher paid jobs	Refs in <i>Economic Role</i> Employment opportunities will have expanded into growing sectors such as advanced manufacturing, logistics and knowledge based sectors'  Also in final paragraph Local people will have benefitted from ... improved job opportunities...'	M: Employment Opportunities	WC1, WC2.
The need to increase employment opportunities in the district, particularly in rural areas  The need to encourage more sustainable patterns of travel. In relation to this topic that would mean increasing job opportunities in: numbers; range; and location	The district does not have high frequency or extensive public transport services  <b>The use of public transport is low</b>  More people than average travel to work in a car	Ref in <i>Economic Role</i> 'Rural settlements will also have benefitted from appropriate and sensitive development to meet the needs of their local communities'  And 'the increased employment opportunities in the District mean that people will have access to a greater number and range of jobs without having to commute outside the district.'	A:Sustainable Growth  G: Infrastructure and New Facilities  L: Economic Prosperity  J: Rural Areas	WC1, WC3, SS1.

Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
<p>The need to encourage more sustainable patterns of travel. In relation to this topic that would mean increasing job opportunities in: numbers; range; and location</p> <p>the need to encourage sustainability by providing more job opportunities in the district.</p>	<p>The district has a substantial level of out-commuting to work. This has increased between 2001 and 2011</p> <p>The district is a net exporter of labour to surrounding districts. Out-commuting patterns are greatest to neighbouring authorities, rather than the city and larger authorities</p>	<p>Ref in <i>Economic Role</i> 'the increased employment opportunities in the District mean that people will have access to a greater number and range of jobs without having to commute outside the district.' ALSO 'Rural settlements will also have benefitted from appropriate and sensitive development to meet the needs of their local communities'</p>	<p>A: Sustainable Growth</p> <p>G: Infrastructure and New Facilities</p> <p>L: Economic Prosperity</p> <p>J: Rural Areas</p> <p>M: Employment Opportunities</p>	<p>SS1, WC3.</p>
<p>The need to enhance and improve, to assist with both health and tourism initiatives</p>	<p>The District has an extensive network of trails that provide good access to the countryside and there is potential to further enhance this network</p>	<p>Ref in <i>Social Role</i> 'Access to outdoor recreation space and a network of footpaths and other facilities will have all been improved... thereby contributing to the health, wellbeing, and economic prosperity of people and communities in the district'</p>	<p>H: Sustainable Transport</p> <p>I: Green Spaces and Green Infrastructure</p>	<p>ITCR1, ITCR2, ITCR3, II1:</p>
<p>Need to diversify housing stock?</p>	<p>Most of the District's housing stock falls within the lowest council tax bands (78% within bands A &amp; B)</p>	<p>Ref in <i>Social Role</i> 'A range of new housing will have met the needs of a growing and ageing population</p>	<p>N: Meeting Housing Needs</p>	

Identified issue	Reference in Spatial Portrait ...	Reference in vision	Objectives	Policies
<p>Whilst the level of affordable housing available in the private rented sector meets some of the affordable housing need in the district, there is still a need for affordable housing in the district.</p> <p>New affordable housing will help reduce the reliance on the worst elements of the housing stock which are predominantly in the private rented sector.</p>	<p>Whilst there is a need for affordable housing in the district, the SHMA notes that in reality the private rented sector plays an important role in meeting housing need.</p> <p>The condition of the Districts housing stock varies between tenures, but generally the highest level of hazards, disrepair and poor energy efficiency are in private rented stock and pre 1919 stock</p>	<p><i>Social Role</i> that 'A range of new housing will have met the needs of a growing and ageing population</p>	<p>N: Meeting Housing Needs</p>	<p>LC2, LC3, LC4.</p>
<p>Need to ensure that level of obligation imposed by the provision of affordable housing does not adversely impact on housing delivery</p>	<p>Viability is a key issue for the District with housing viability being generally marginal</p>	<p>Ref in <i>Social Role</i> 'A range of new housing will have met the needs of a growing and ageing population'</p>	<p>N: Meeting Housing Needs</p>	<p>SS2, LC2, LC3.</p>
<p>Need to ensure that level of obligation imposed by the provision of affordable housing does not adversely impact on housing delivery</p>	<p>Although new housing is now being delivered, there are still likely to be issues around the delivery of affordable housing in the district</p>	<p>Ref in <i>Social Role</i> 'A range of new housing will have met the needs of a growing and ageing population'</p>	<p>N: Meeting Housing Needs</p>	<p>SS2, LC2, LC3,</p>



## Appendix 1.2

Policies in the adopted Bolsover District Local Plan which would be replaced by the policies in the Local Plan for Bolsover District if they were to be adopted.

The following table identifies those previously saved policies in the Bolsover District Local Plan (February 2000) which would be replaced by the policies in the Local Plan for Bolsover District if they were to be adopted.

Policy No.	Policy Title
GEN 1	Minimum requirements for development
GEN 2	Impact of Development on the Environment
GEN 3	Development Affected by Adverse Environmental Impacts from Existing or Permitted Uses
GEN 4	Development on Contaminated Land
GEN 5	Land Drainage
GEN 6	Sewerage and Sewage Disposal
GEN 7	Land Stability
GEN 8	Settlement Frameworks
GEN 9	Development in the Green Belt
GEN 10	Important Open Areas
GEN 11	Development Adjoining the Settlement Framework Boundary
GEN 12	Expired September 2007
GEN 13	Provision for People with a Disability
GEN 14	Expired September 2007
GEN 15	Telecommunications Development
GEN 16	Expired September 2007
GEN 17	Public Art
HOU 1	Expired September 2007
HOU 2	Location of Housing Sites
HOU 3	Housing Allocations
HOU 4	Expired September 2007
HOU 5	Outdoor Recreation and Play Space Provision for New Housing Developments
HOU 6	Affordable Housing
HOU 7	Low Cost Housing in Small Settlements in the Countryside
HOU 8	Replacement or Extension of Existing Dwellings in the Countryside
HOU 9	Essential New Dwellings in the Countryside
HOU 10	Removal of Conditions Limiting Occupancy of Essential Dwellings in the Countryside
HOU 11	Houses in Multiple Occupations and Hostels
HOU 12	Conversions of Building to Flats
HOU 13	Residential Care Homes and Nursing Homes
HOU 14	Residential Caravans and Mobile Homes

Policy No.	Policy Title
HOU 15	Sites for Gypsies and Travellers
HOU 16	Mobility Housing
HOU 17	Expired September 2007
EMP 1	Key Employment Site on Land Adjoining Pinxton Castle
EMP 2	South Shirebrook Mixed Development Package Providing a Key Employment Site.
EMP3	Local Employment Sites
EMP 4	Expired September 2007
EMP 5	Protection of Sites and Buildings in Employment Use
EMP 6	Non-industrial Employment Sites
EMP 7	Expired September 2007
EMP 8	Expired September 2007
EMP 9	Expired September 2007
EMP 10	Sites for Large Firms
EMP 11	Rough Close Works, South Normanton, Core Area
EMP 12	Rough Close Works, South Normanton; Area of Wider Operations
EMP 13	Rough Close Works Inner Development Control Zone
EMP 14	Rough Close Works Outer Development Control Zone
EMP 15	Coalite Chemicals, Bolsover; Area of Existing Operations
EMP 16	Coalite Chemicals Inner Development Control Zone
EMP 17	Coalite Chemicals Middle and Outer Development Control Zones
EMP 18	New Hazardous and Pollutant Industries
EMP 19	Expired September 2007
SAC 1	Shopping Development in South Normanton, Shirebrook, Bolsover and Clown Town Centres.
SAC 2	Expansion of South Normanton Town Centre
SAC 3	Non-retail uses in Town Centres
SAC 4	Upper Floor Development in Town Centres
SAC 5	Rear servicing in Town Centres
SAC 6	Car Parking in Town Centres
SAC 7	Local Centres and Shopping Frontages
SAC 8	Individual Local Shops
SAC 9	Hot Food Shops, Cafes, Restaurants, Public Houses and Social Clubs
SAC 10	Retail Development at Industrial or Warehousing Sites
SAC 11	Retail uses at Horticultural Nurseries, Farms and Factories
SAC 12	Retail Development on the Edge of Defined Town and Local Centres
SAC 13	Retail Development Outside Defined Town and Local Centres
SAC 14	Retention of Existing Shop Fronts
SAC 15	Design of New Shops Fronts and Alterations to Existing Shop Fronts
SAC 16	Amusement Centres
CLT 1	Protection of Existing Buildings which Serve the Community
CLT 2	New Community Facilities

Policy No.	Policy Title
CLT 3	Reservation of Land for Social and Community Projects
CLT 4	Indoor Sport and Recreation Facilities
CLT 5	Large Scale Indoor Sport and Recreation Facilities
CLT 6	Existing Outdoor Playing Space and Amenity Open Space
CLT 7	New Outdoor Playing Space and Amenity Open Space
CLT 8	New Golf Courses
CLT 9	Protection of Existing Allotments
CLT 10	Countryside Recreation Facilities
CLT 11	New Countryside Recreation Facilities
CLT 12	Water-based Recreation and Natural History Interests
CLT 13	Location of Major New Leisure and Entertainment Developments
CLT 14	Hotel Development
TRA 1	Location of New Development
TRA 2	Protection of Rail Routes
TRA 3	Protection of Sites for Railway Stations
TRA 4	Protection of Existing Railway Stations
TRA 5	Safeguarding Potential Railway Sidings
TRA 6	Expired September 2007
TRA 7	Design for Accessibility by Bus
TRA 8	Expired September 2007
TRA 9	Mill Street Relief Road, Clowne
TRA 10	Traffic Management
TRA 11	Expired September 2007
TRA 12	Protection of Existing Footpaths and Bridleways
TRA 13	Provision for Cyclists
TRA 14	Expired September 2007
TRA 15	Design of Roads and Paths to Serve New Development
CON 1	Development in Conservation Areas
CON 2	Demolition of unlisted Building or Structures in Conservation Areas
CON 3	Important Open Areas within Conservation Areas
CON 4	Development Adjoining Conservation Areas
CON 5	Expired September 2007
CON 6	Expired September 2007
CON 7	Extension and Alteration of Listed Buildings
CON 8	Demolition of Listed Buildings
CON 9	Change of Use of Listed Buildings
CON 10	Development Affecting the Setting of Listed Buildings
CON 11	Documentary Archives relating to all Listed Buildings and to Unlisted Buildings of Merit in Conservation Areas
CON 12	Historic Parks, Gardens, Graveyards and Cemeteries
CON 13	Archaeological Sites and Ancient Monuments

Policy No.	Policy Title
CON 14	Bolsover Area of Archaeological Interest
ENV 1	Agricultural Development
ENV 2	Protection of the Best and Most Versatile Agricultural Land and the Viability of Farm Holdings.
ENV 3	Development in the Countryside
ENV 4	Re-Use and Adaption of Rural Buildings
ENV 5	Nature Conservation Interests Throughout the District
ENV 6	Designated and Registered Nature Conservation Sites
ENV 7	Expired September 2007
ENV 8	Development affecting trees and hedgerows
ENV 9	Expired September 2007
ENV 10	Expired September 2007
ENV 11	Expired September 2007



## Appendix 1.3 - Strategic policies of the Local Plan for Bolsover District

The following table identifies the strategic policies of the Local Plan for Bolsover District which address the Council's priorities for the development and use of land in Bolsover District.

Policy No.	Policy Title	Strategic or Not
SS1	Sustainable Development	Strategic
SS2	Scale of Development	Strategic
SS3	Spatial Strategy and Distribution of Development	Strategic
SS4	Strategic Site Allocation - Bolsover North	Strategic
SS5	Strategic Site Allocation - Clowne Garden Village	Strategic
SS6	Strategic Site Allocation - Former Whitwell Colliery site	Strategic
SS7	Coalite Priority Regeneration Area	Strategic
SS8	Pleasley Vale Regeneration Area	Strategic
SS9	Development in the Countryside	Strategic
SS10	Development in the Green Belt	Strategic
SS11	Development in Important Open Breaks	Strategic
LC1	Housing Allocations	Strategic
LC2	Affordable Housing Through Market Housing	Strategic
LC3	Type and Mix of Housing	Not Strategic
LC4	Site Allocations for Gypsies, Travellers and Travelling Showpeople	Strategic
LC5	Applications for Gypsies, Travellers and Travelling Showpeople	Strategic
LC6	Safeguarding sites for Gypsies, Travellers and Travelling Showpeople	Strategic
LC7	Agricultural, Forestry and Other Occupational Dwellings in the Countryside	Not Strategic
LC8	Removal of Agricultural and Other Occupancy Conditions	Not Strategic
WC1	Employment Land Allocations	Strategic
WC2	General Principles for Economic development	Strategic
WC3	Supporting the Rural Economy	Strategic
WC4	Rough Close Works, South Normanton	Not Strategic
WC5	Retail, Town Centre and Local Centre Development	Strategic
WC6	Bolsover Edge of Town Centre Allocation	Strategic
WC7	Shirebrook Edge of Town Centre Allocations	Strategic
WC8	South Normanton Edge of Town Centre Allocations	Strategic
WC9	Hot Food Takeaways	Strategic
WC10	Tourism and the Visitor Economy	Strategic
SC1	Development within the Development Envelope	Strategic
SC2	Sustainable Design and Construction	Strategic
SC3	High Quality Development	Strategic
SC4	Comprehensive Development	Strategic

Policy No.	Policy Title	Strategic or Not
SC5	Change of Use and Conversions in the Countryside	Strategic
SC6	Renewable and Low Carbon Energy	Not Strategic
SC7	Flood Risk	Not Strategic
SC8	Landscape Character	Not Strategic
SC9	Biodiversity and Geodiversity	Not Strategic
SC10	Trees, Woodland and Hedgerows	Not Strategic
SC11	Environmental Quality (Amenity)	Not Strategic
SC12	Air Quality	Not Strategic
SC13	Water Quality	Not Strategic
SC14	Contaminated and Unstable Land	Not Strategic
SC15	Hazardous installations	Not Strategic
SC16	Development Within or Impacting upon Conservation Areas	Not Strategic
SC17	Development affecting Listed Buildings and their Settings	Not Strategic
SC18	Scheduled Monuments and Archaeology	Not Strategic
SC19	Bolsover Area of Archaeological Interest	Not Strategic
SC20	Registered Parks and Gardens	Not Strategic
SC21	Non Designated Local Heritage Assets	Not Strategic
ITCR1	Strategic Green Infrastructure Network	Strategic
ITCR2	The Multi-User Trails Network	Strategic
ITCR3	Protection of Footpaths and Bridleways	Not Strategic
ITCR4	Local Shops and Community Facilities	Not Strategic
ITCR5	Green Space and Play Provision	Strategic
ITCR6	Protection of Green Space	Strategic
ITCR7	Playing Pitches	Strategic
ITCR8	New and Existing Indoor Sports Facilities	Not Strategic
ITCR9	Local Transport Improvement Schemes	Strategic
ITCR10	Supporting Sustainable Transport Patterns	Strategic
ITCR11	Parking provision	Strategic
ITCR12	Information Communication Technology and Telecommunications	Not Strategic
II1	Plan Delivery and the Role of Developer Contributions	Strategic
II2	Employment and Skills	Strategic

[illegible]

RESIDENTIAL SITE ALLOCATIONS	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	2024 /25	2025 /26	2026 /27	2027 /28	2028 /29	2029 /30	2030 /31	2031 /32	2032 /33	Total	Beyond
<b>Clowne</b>																
Clowne Garden Village Strategic Site	0	0	60	90	90	90	90	90	90	90	90	90	90	90	1050	450
Land to rear of 169-207 Creswell Road	0	0	0	0	0	10	10	7	0	0	0	0	0	0	27	
Land west of Homelea and Tamarisk, Mansfield Road	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
Land at High Ash Farm, Mansfield Road	20	21	0	0	0	0	0	0	0	0	0	0	0	0	41	
<b>Sub-total</b>	<b>35</b>	<b>21</b>	<b>60</b>	<b>90</b>	<b>90</b>	<b>100</b>	<b>100</b>	<b>97</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>1133</b>	
<b>Barlborough</b>																
Land north of Chesterfield Road	0	15	30	30	30	30	22	0	0	0	0	0	0	0	157	
<b>Sub-total</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157</b>	
<b>Creswell</b>																
Land at Skinner Street	25	18	0	0	0	0	0	0	0	0	0	0	0	0	43	
Land south of Creswell Model Village	20	20	20	20	20	20	20	20	20	17	0	0	0	0	197	
<b>Sub-total</b>	<b>45</b>	<b>38</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>240</b>	
<b>Pinxton</b>																
Land at Croftlands Farm	0	0	0	25	25	15	0	0	0	0	0	0	0	0	65	
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	
<b>Tibshelf</b>																
Land south of Overmoor View	30	30	18	0	0	0	0	0	0	0	0	0	0	0	78	
Land west of Spa Croft	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
<b>Sub-total</b>	<b>57</b>	<b>30</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	



RESIDENTIAL SITE ALLOCATIONS	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	2024 /25	2025 /26	2026 /27	2027 /28	2028 /29	2029 /30	2030 /31	2031 /32	2032 /33	Total	Beyond
<b>Whitwell</b>																
Former Whitwell Colliery Strategic Site	0	0	0	0	0	0	0	20	30	35	35	30	30	20	200	200
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>35</b>	<b>35</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>200</b>	
<b>Hodthorpe</b>																
Land at Queens Road Allotments	10	10	10	8	0	0	0	0	0	0	0	0	0	0	38	
<b>Sub-total</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	
<b>Palterton</b>																
Land between 11 and 19 Back Lane, Palterton	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11	
<b>Sub-total</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	
<b>Totals</b>	<b>300</b>	<b>339</b>	<b>373</b>	<b>358</b>	<b>425</b>	<b>368</b>	<b>312</b>	<b>307</b>	<b>310</b>	<b>302</b>	<b>285</b>	<b>280</b>	<b>267</b>	<b>222</b>	<b>4448</b>	<b>720</b>

Plan period	4448
-------------	------

# Appendix 8.1 – Locations of planned local transport improvement schemes

## Schedule of contents

### a) Road

- i) Improvements to Town End / Moor Lane / Welbeck Road junction, Bolsover
- ii) Improvements to A632 / Portland Avenue / Mansfield Road junction, Bolsover
- iii) Improvements to A632 / Rotherham Road junction, Bolsover
- iv) Improvements to A616 / Treble Bob junction, Clowne
- v) Improvements to A616 / Barlborough Links junction, Clowne
- vi) Improvements to A616 / Lindrick Way junction, Clowne
- vii) Improvements to A616 / Clowne Road junction, Clowne
- viii) Improvements to A616 / Boughton Lane junction, Clowne
- ix) Improvements to A619 / A618 junction, Clowne
- x) Improvements to A619 / Gapsick Lane junction, Clowne
- xi) Improvements to M1 J30 roundabout

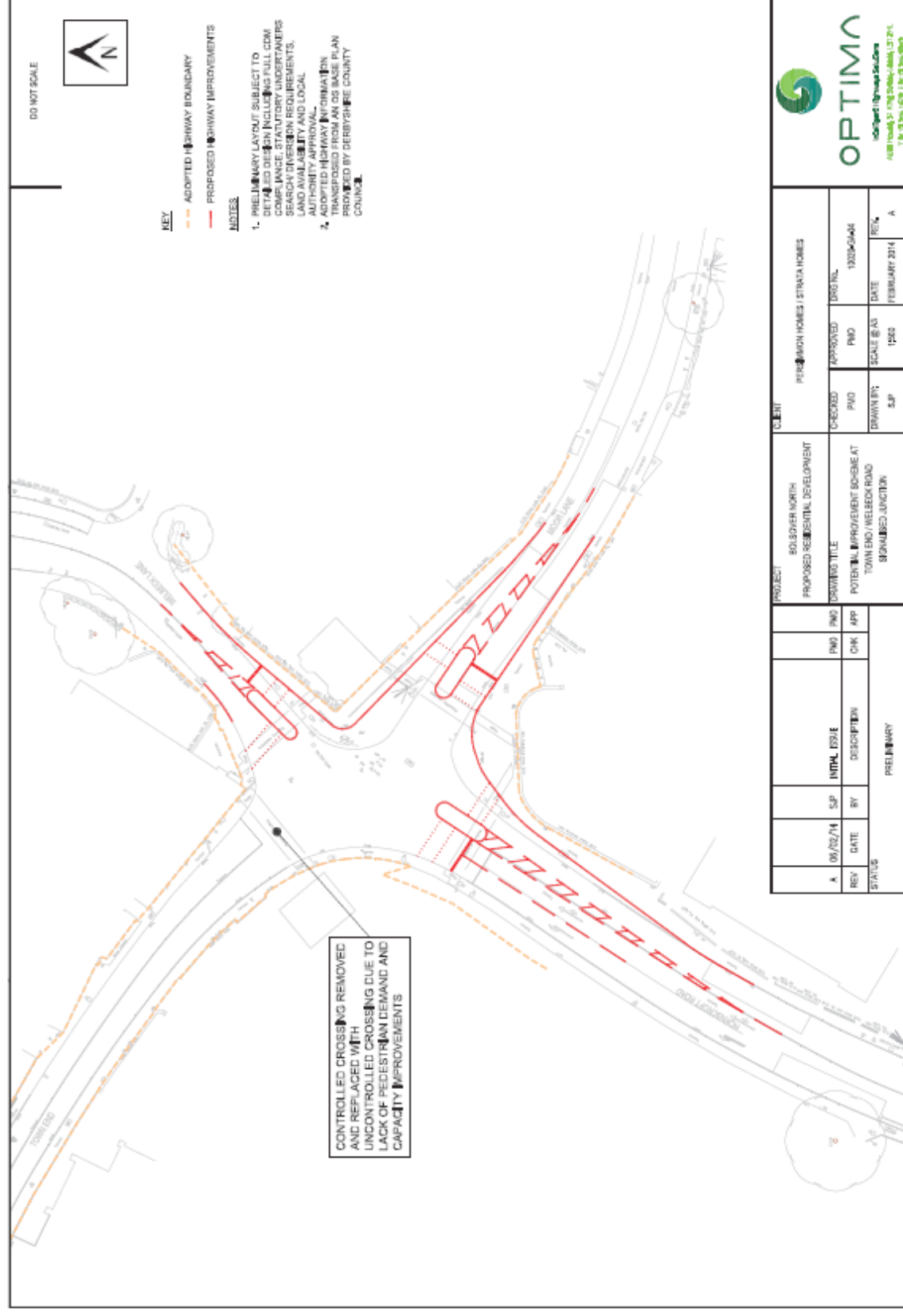
### b) Public transport route alterations and improvements

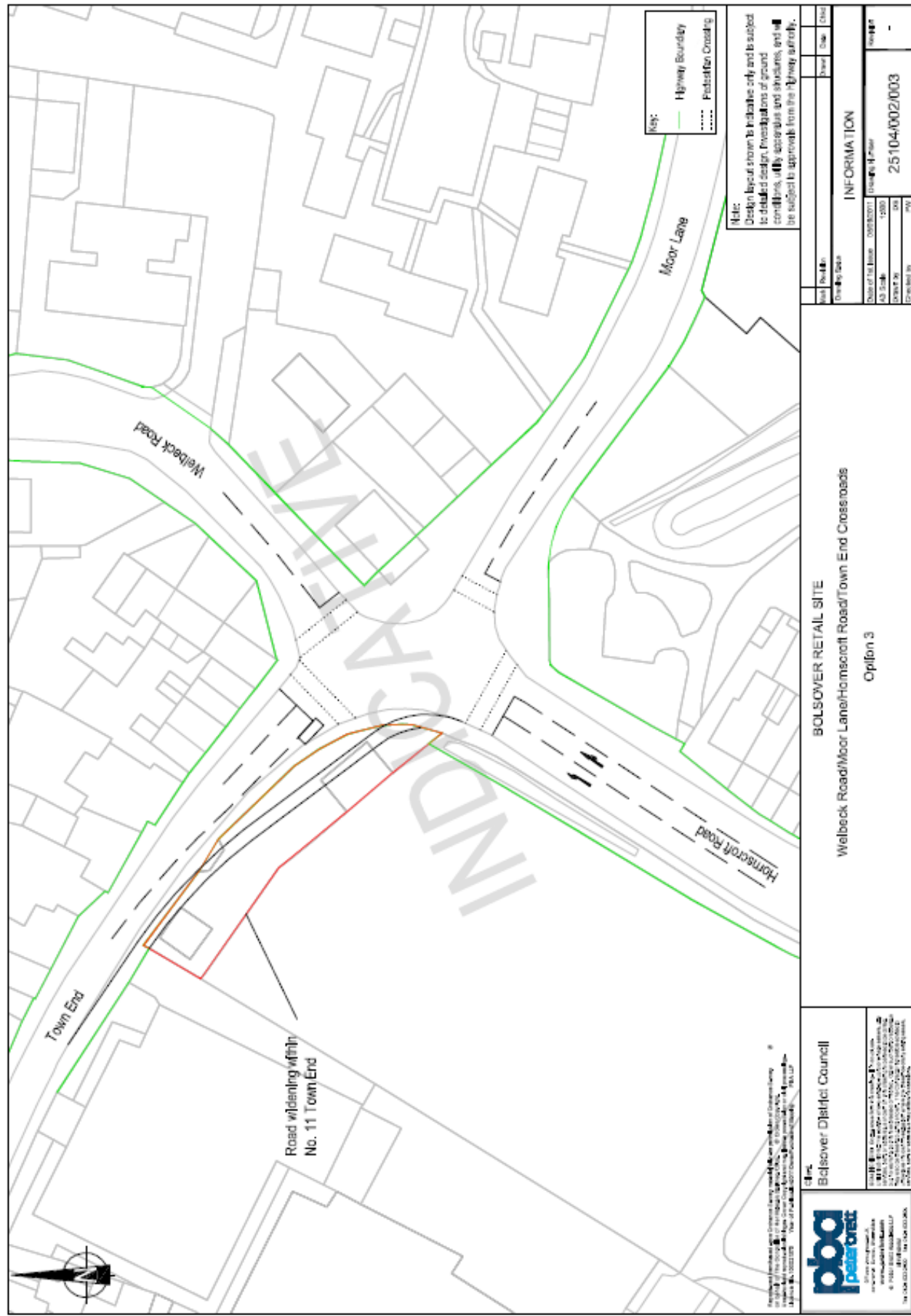
- xii) Redirection of bus routes through the Bolsover North strategic site
- xiii) Redirection of bus routes through Bolsover Town in light of other residential and employment allocations
- xiv) Redirection of bus routes through the Clowne Garden Village strategic site
- xv) Redirection of bus routes to service Brookvale and Brook Park allocations in Shirebrook
- xvi) Improved access to Whitwell train station as part of former Whitwell Colliery strategic site

### c) Cycling and walking networks

- xvii) Development of the Bolsover Town cycle and walking networks infrastructure
- xviii) Development of the Shirebrook cycle and walking networks infrastructure
- xix) Development of the Clowne cycle and walking networks infrastructure
- xx) Development of the South Normanton cycle and walking networks infrastructure

## Stage 1

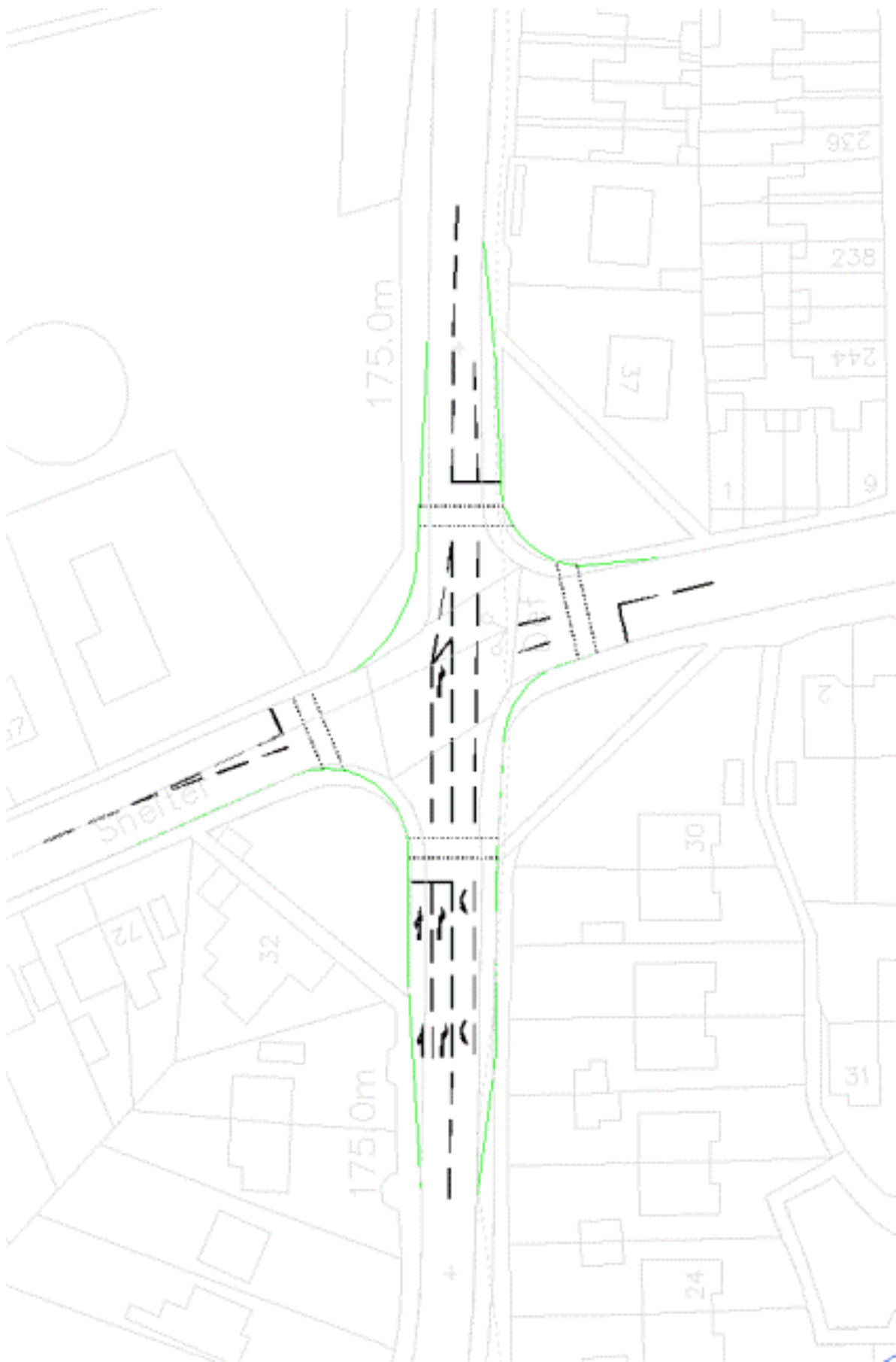






ii) Improvements to A632 / Portland Avenue / Mansfield Road junction, Bolsover

As set out in the Bolsover Town Transport Study.



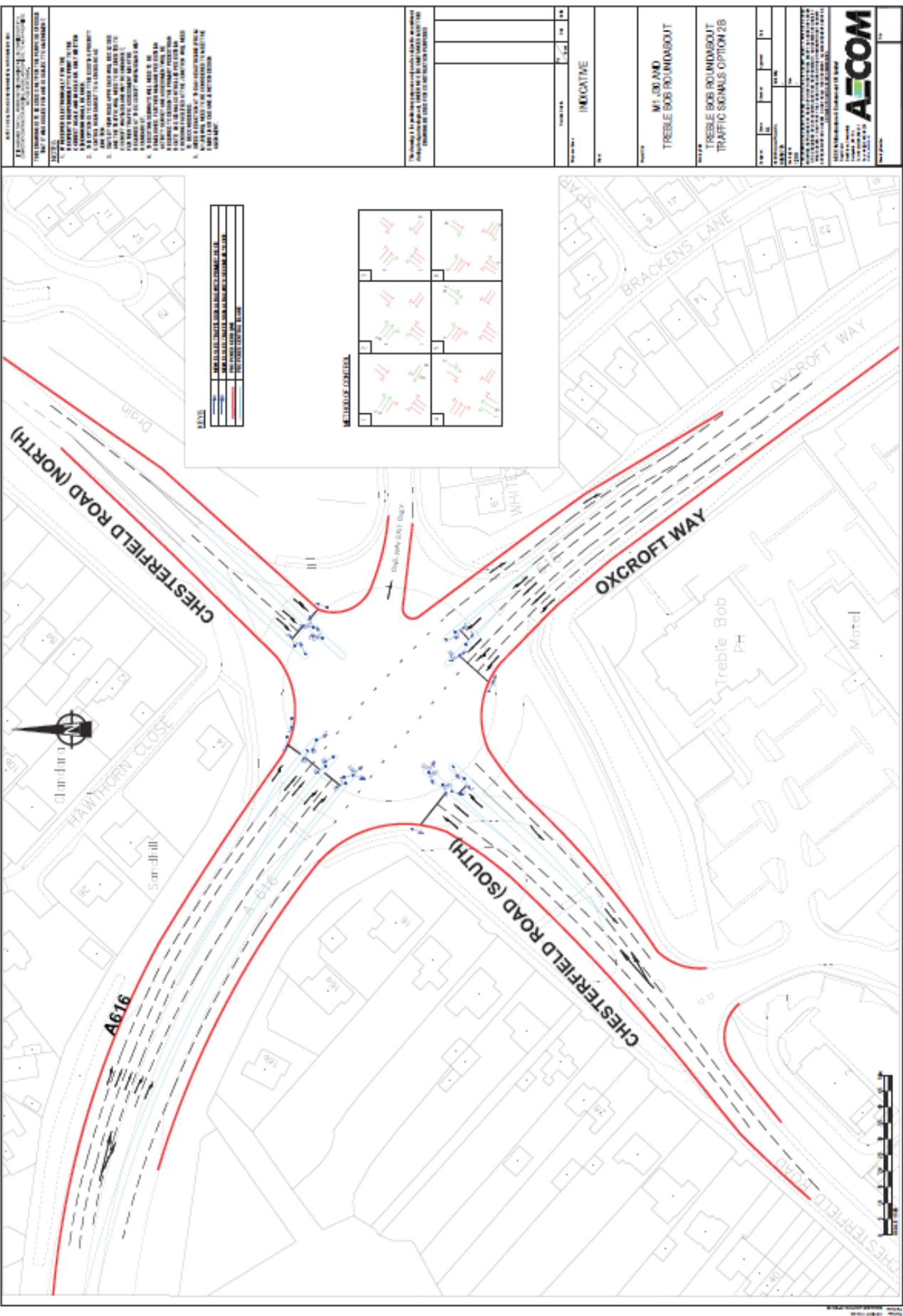
iii) Improvements to A632 / Portland Avenue / Mansfield Road junction, Bolsover

As set out in the Bolsover Town Transport Study.



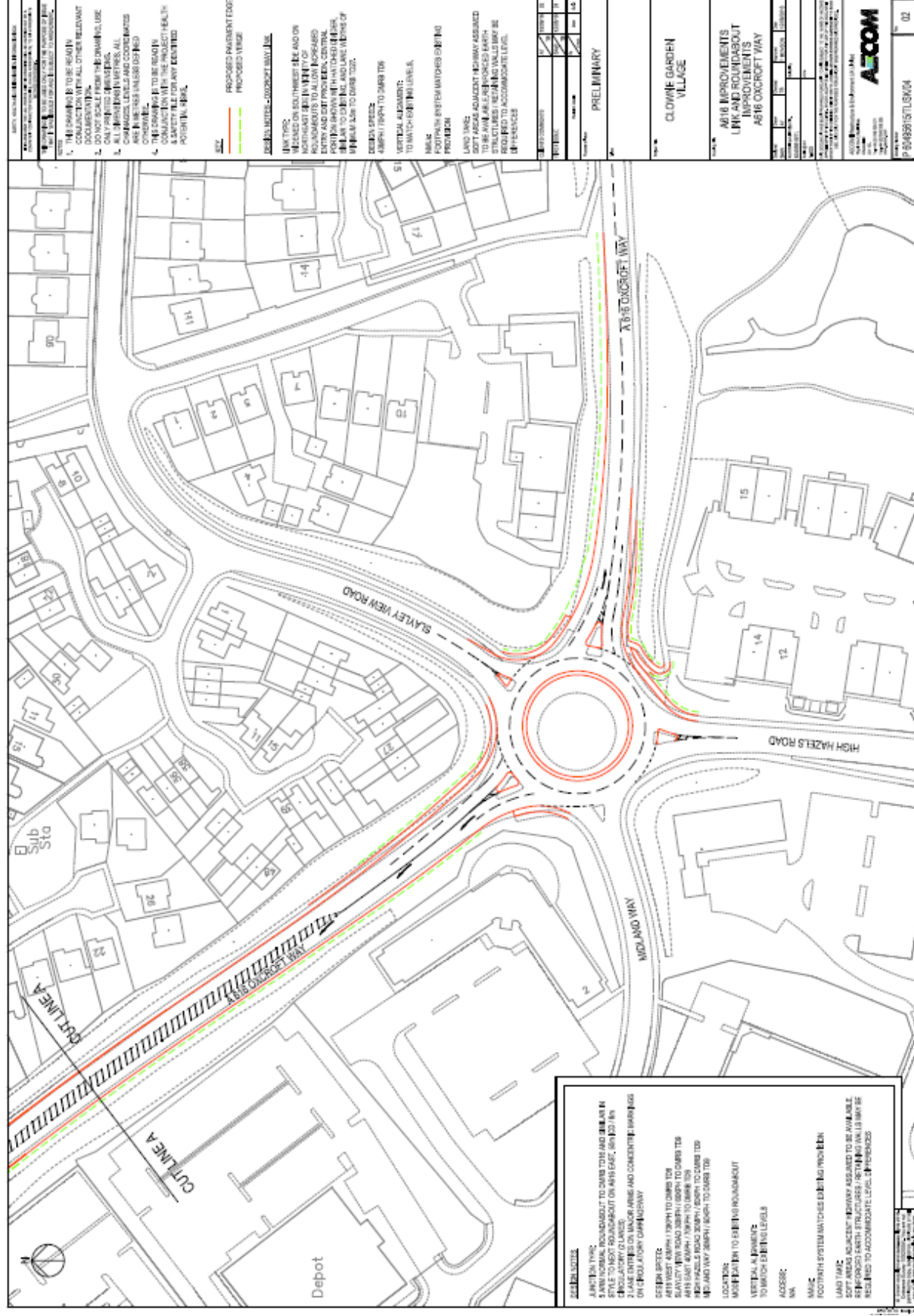
[illegible]

Option B) As set out in the Clowne Garden Village planning application





set out in the Clowne Transport Study.

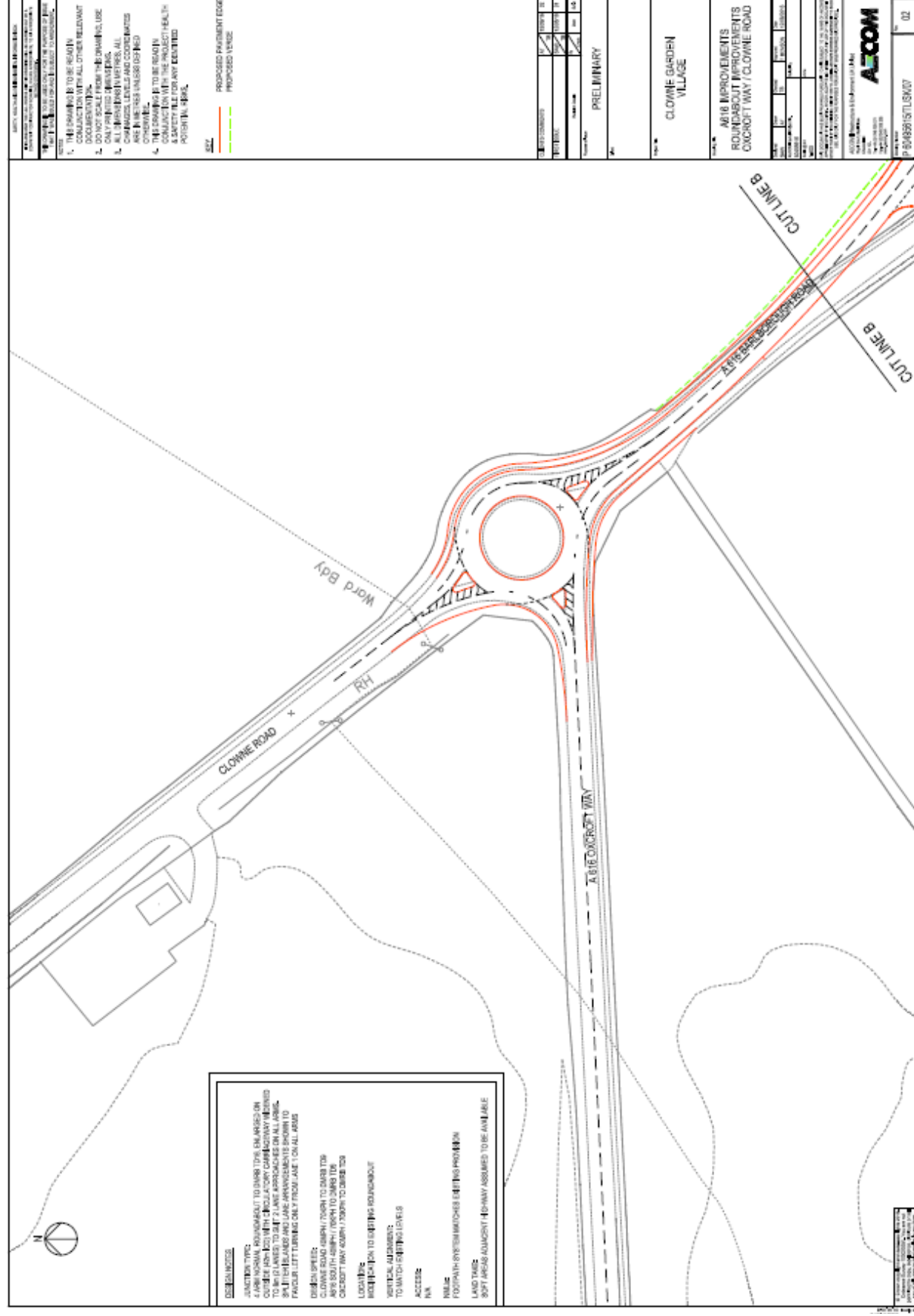


## 203

[illegible]

vii) Improvements to A616 / Clowne Road junction, Clowne

## As set out in the Clowne Transport Study.



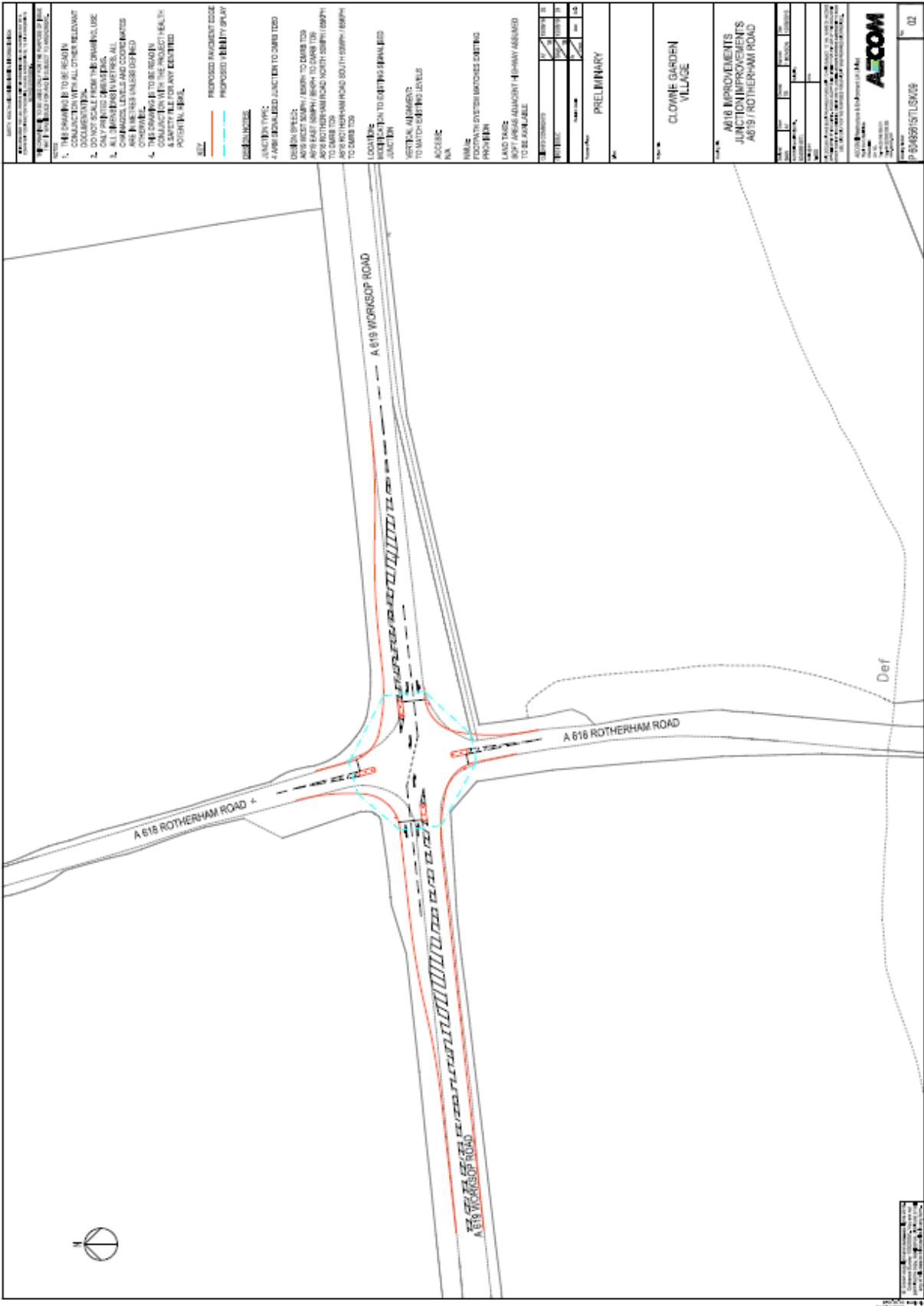
## As set out in the Clowne Transport Study.





ix) Improvements to A619 / A618 junction, Clowne

As set out in the Clowne Transport Study.



## As set out in the Clowne Transport Study.



**LEGEND**

- PROPOSED PERMANENT EDGES (Red line)
- PROPOSED VERGE (Green line)

**NOTES**

1. THE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. THE DRAWING IS FOR THE PURPOSE OF THE DESIGN ONLY AND IS NOT TO BE USED FOR CONSTRUCTION.
3. ALL DIMENSIONS ARE IN METRES, ALL CHANGES, LEVELS AND COORDINATES ARE TO BE VERIFIED ON SITE.
4. THE DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.

**PROJECT INFORMATION**

PROJECT NAME: M16 IMPROVEMENTS SIGNALISED ROUNDABOUT M1 / A616 / A618 SHEFFIELD ROAD

PROJECT LOCATION: CLOWRIE GARDEN VILLAGE

PROJECT STATUS: PRELIMINARY

DATE: 10/10/2023

SCALE: 1:500

DESIGNER: [Firm Name]

CLIENT: [Client Name]

PROJECT NO: [Project Number]

DATE: 10/10/2023

SCALE: 1:500

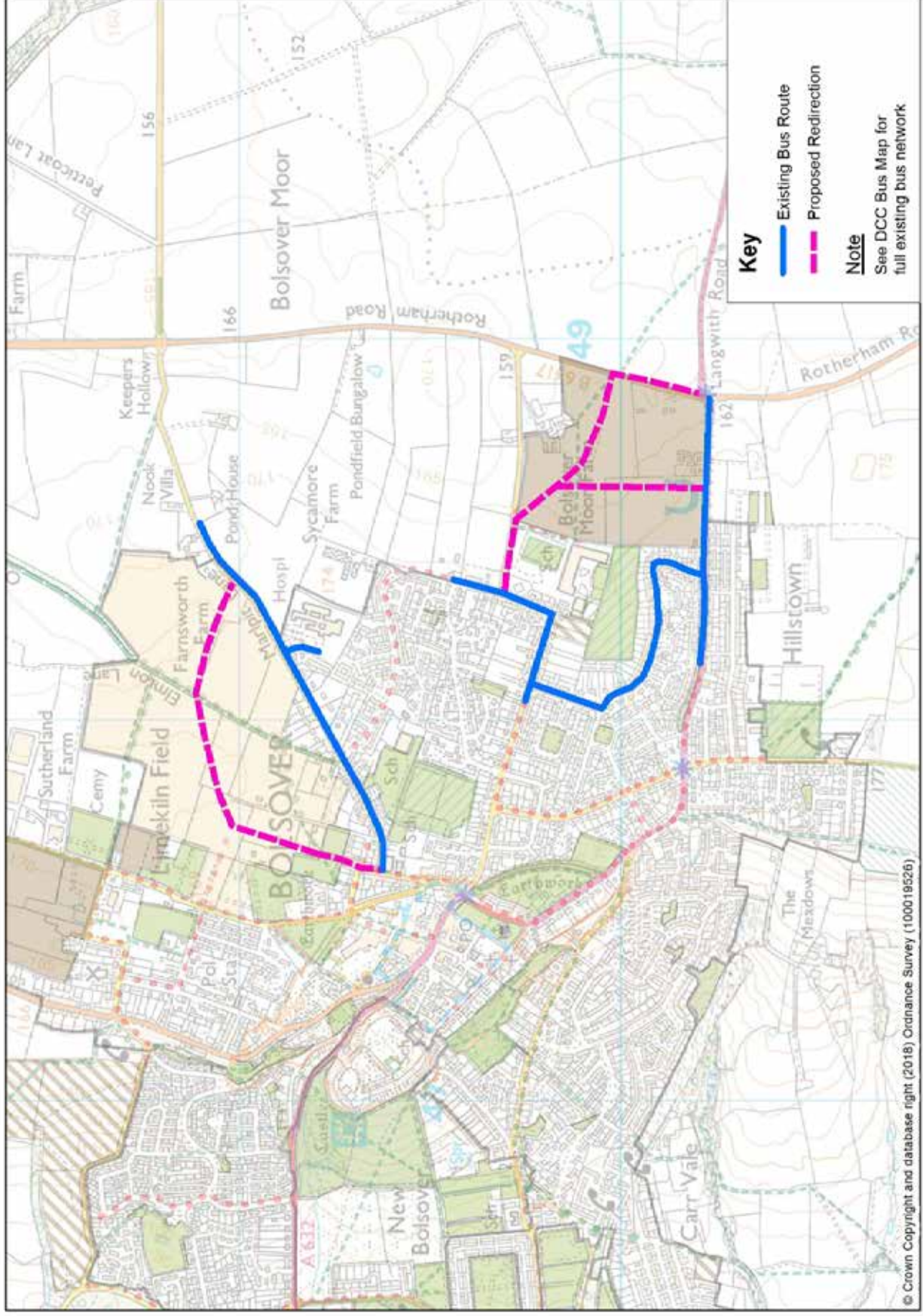
DESIGNER: [Firm Name]

CLIENT: [Client Name]

PROJECT NO: [Project Number]

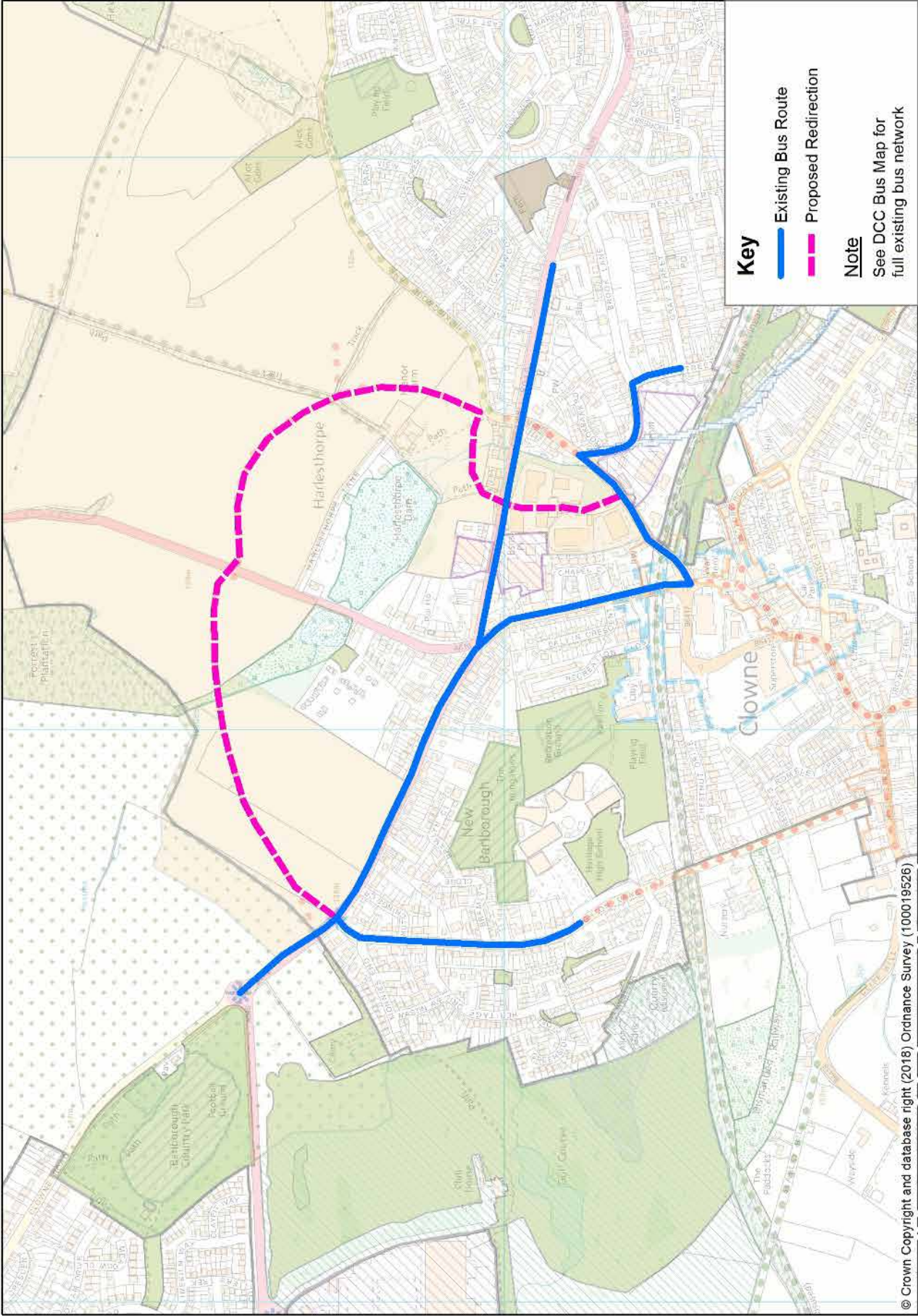


- xii) Redirection of bus routes through the Bolsover North strategic site &
- xiii) Redirection of bus routes through Bolsover Town in light of other residential and employment allocations



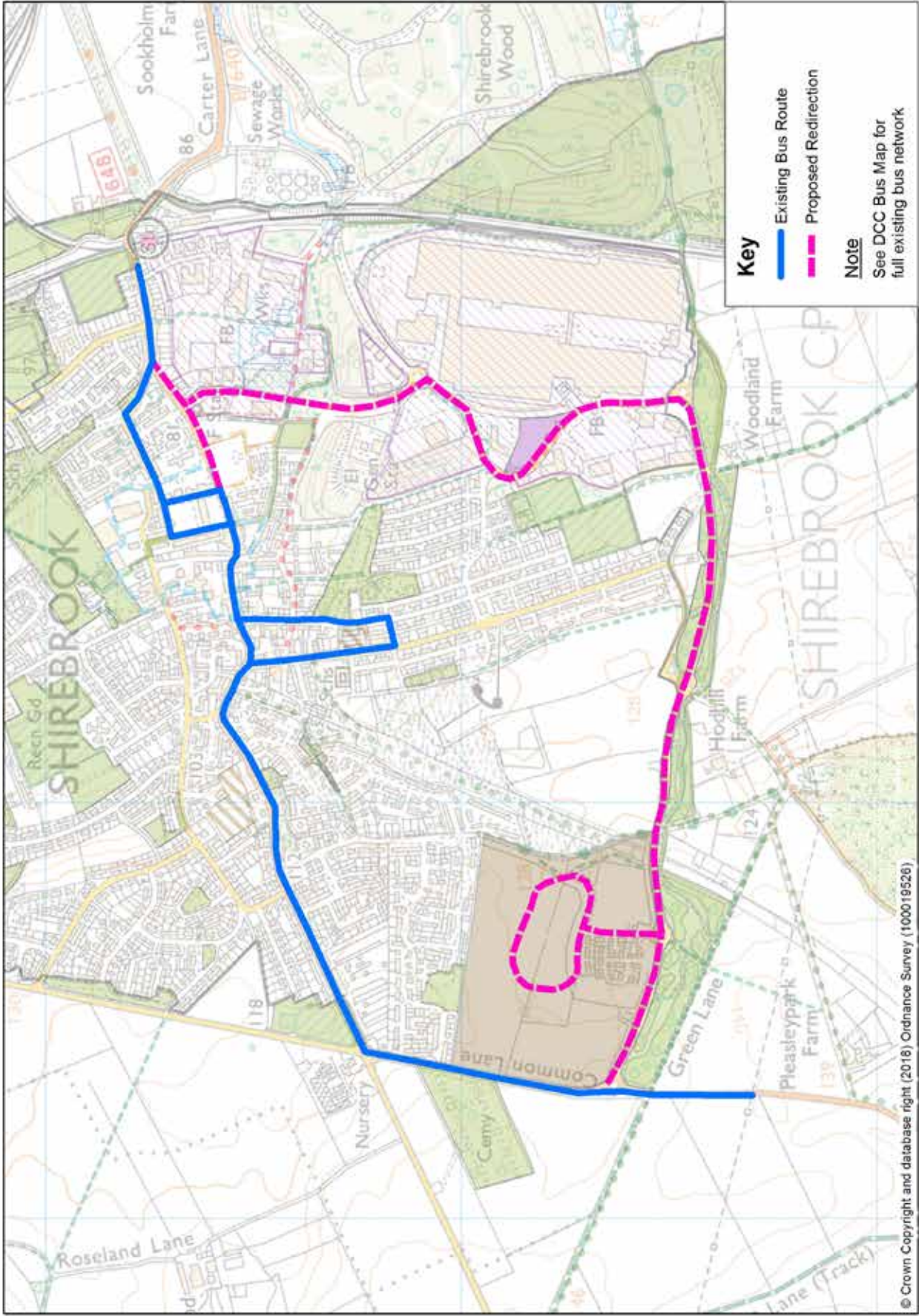


xiv) Redirection of bus routes through the Clowne Garden Village strategic site



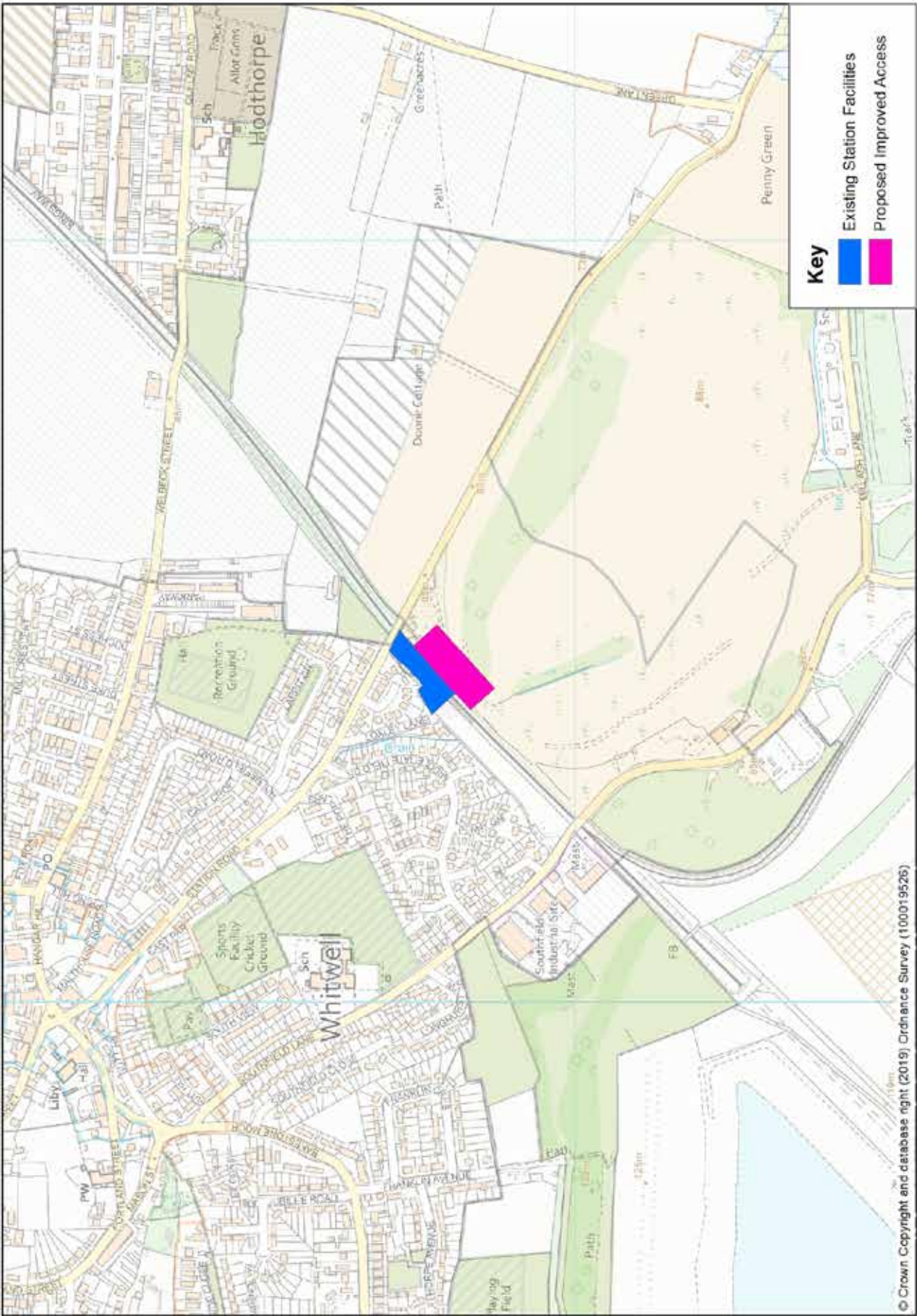


xv) Redirection of bus routes to service Brookvale and Brook Park allocations in Shirebrook





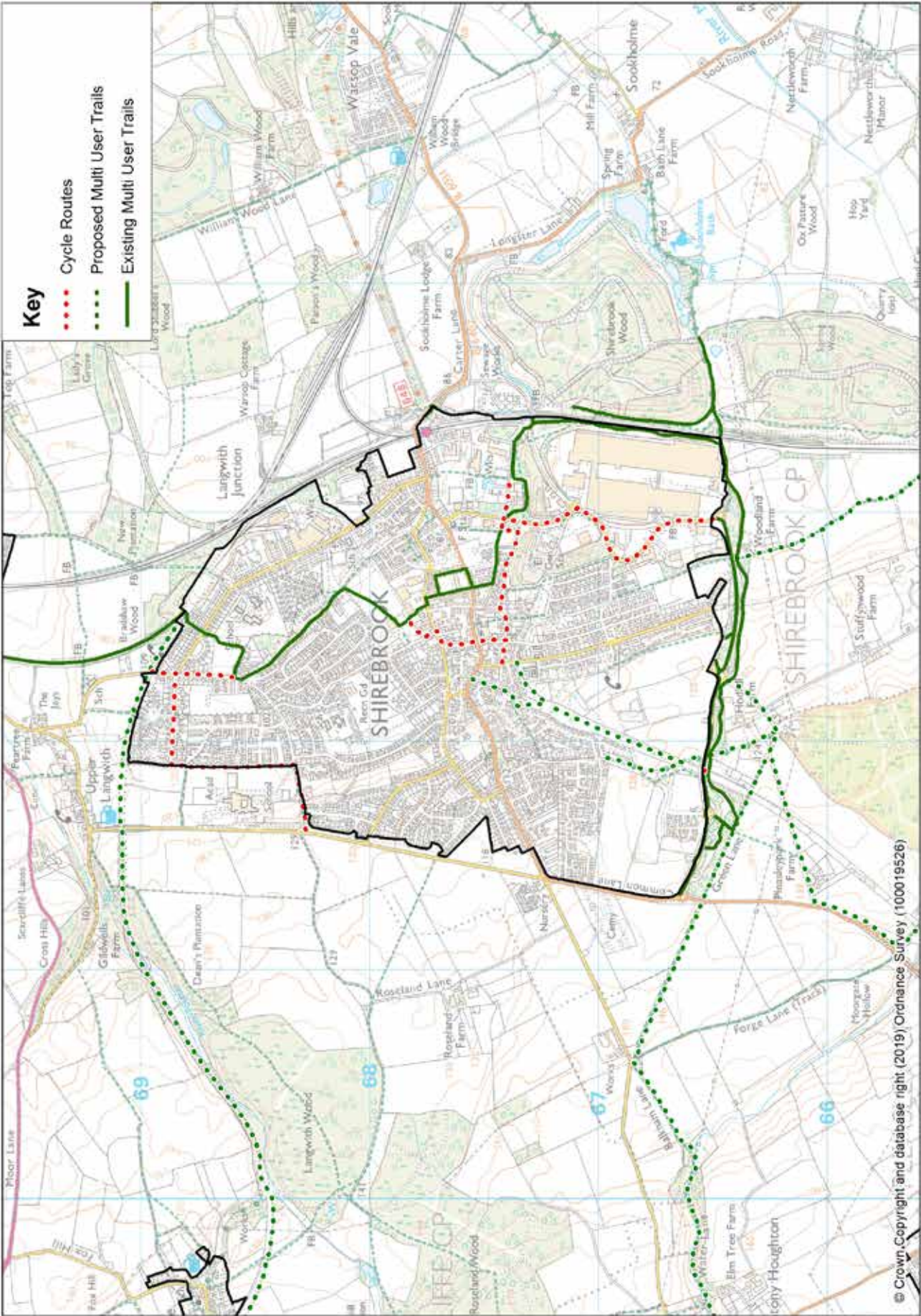
xvi) Improved access to Whitwell train station as part of former Whitwell Colliery strategic site





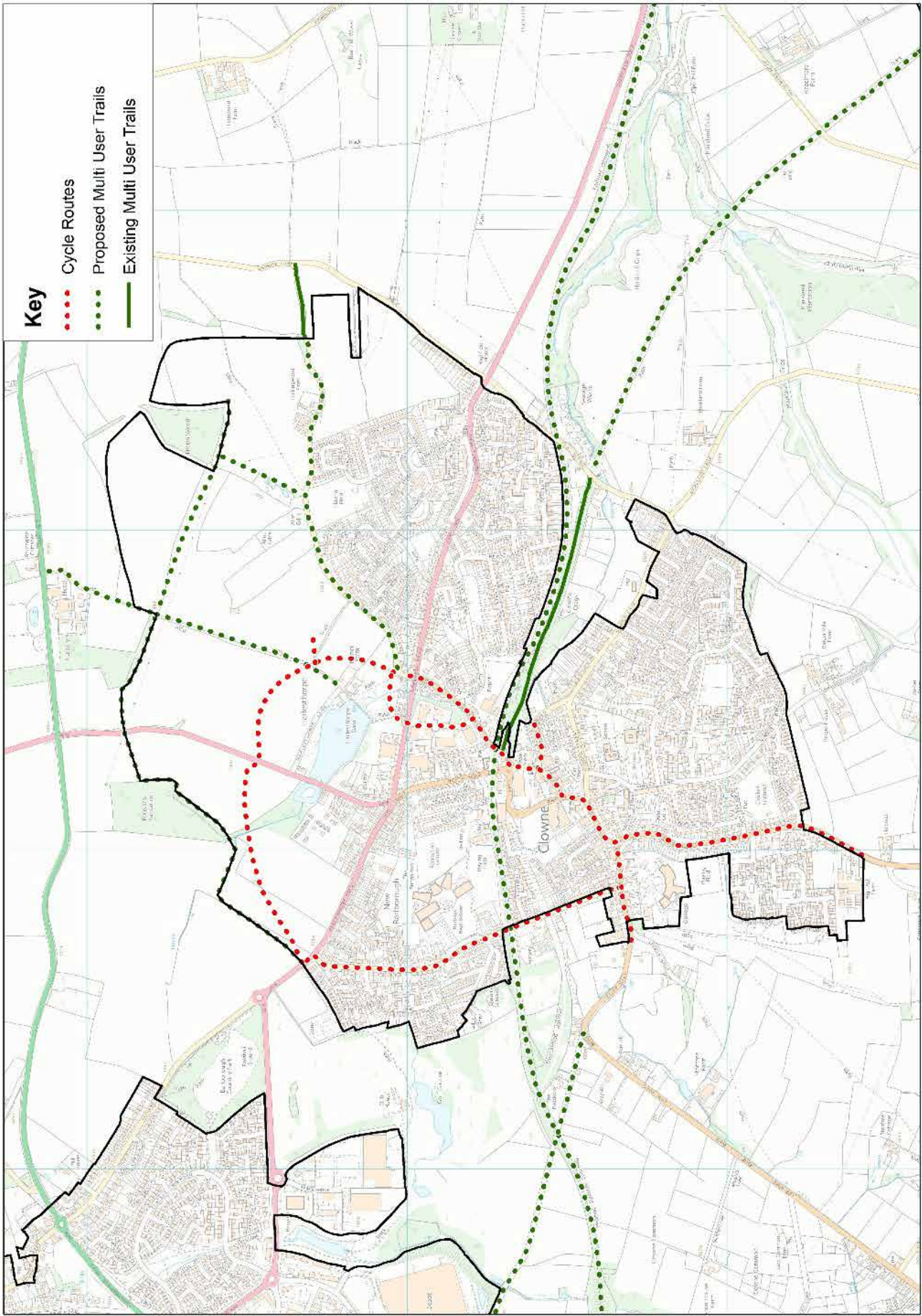




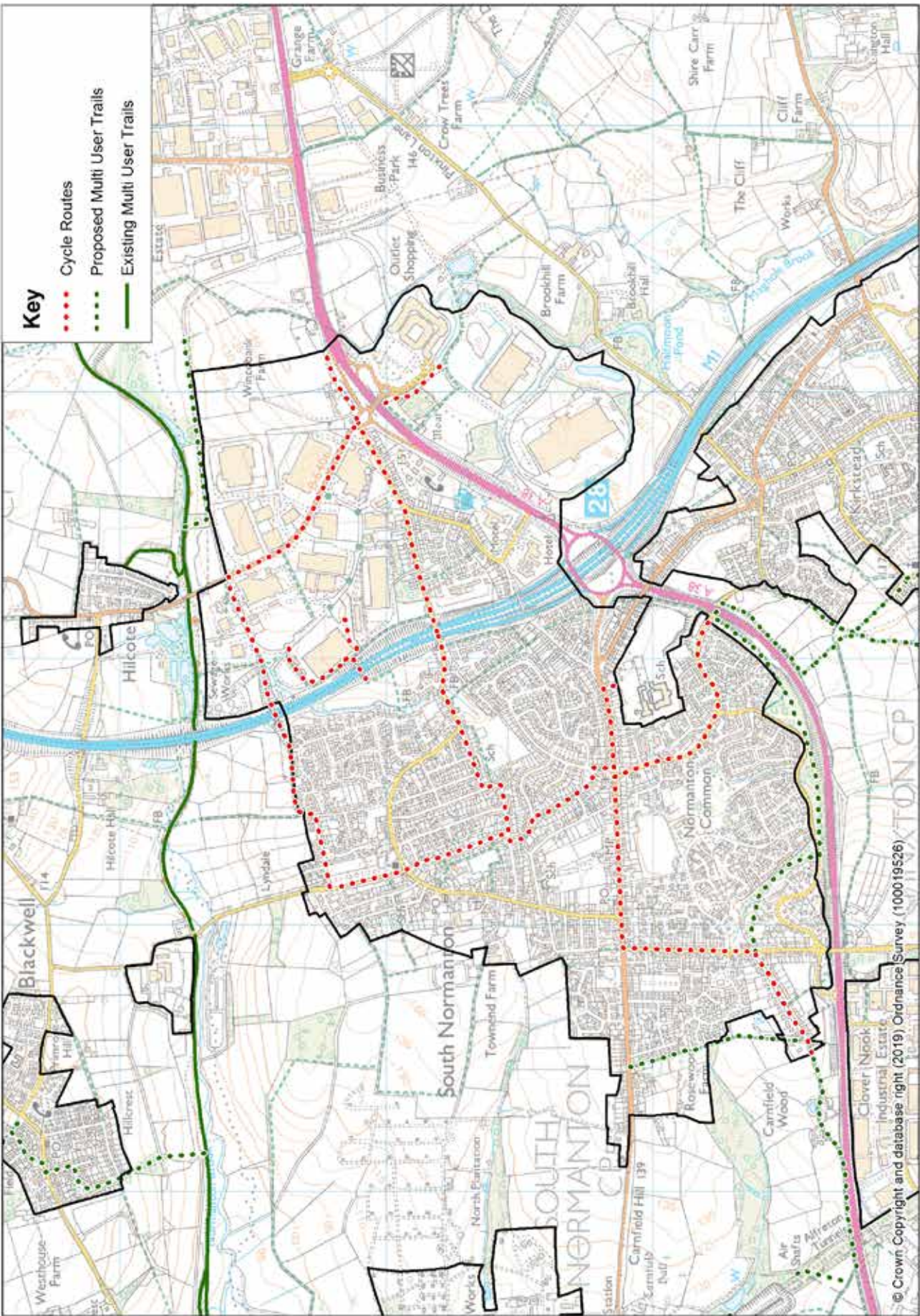




xix) Clowne cycle networkShirebrook cycle network







## Appendix 8.2 - Parking Standards

### Residential Development

1. Minimum number of parking spaces required for all new residential development, including extensions and changes of use. The design of parking areas should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them:

Number of bedrooms	Number of spaces
1 bed and aged persons residence	1 space per unit plus 1 space per 2 units for visitors
2/3 bed	2 spaces per unit
4+ bed	3 spaces per unit (with a preference of no more than 2 in-line*)

\*This includes circumstances where a garage meets the minimum internal dimensions to count as a parking space. Having more than 2 vehicles in tandem will only be allowed where not doing so would lead to an unsatisfactory design scheme.

2. Whilst it is acknowledged that there may be a limited number of exceptional circumstances where a departure from the standards may be acceptable, the departure must be fully justified and not lead to negative impacts on health and safety or unacceptably impact upon amenity. Any material considerations that may justify such a departure must be clearly demonstrated by the applicant, including evidence of how the proposal will not detract from the objectives of these standards.

### Residential garages and Cycle parking

3. The provision of residential garages and cycle parking should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them.

### Non-Residential Development

4. Minimum number of parking spaces required for non-residential developments (and residential institutions). Uses not listed in the table will be assessed individually. Where it is anticipated that a development will generate a particularly high number of users, a higher parking provision may be sought. If it is not possible for a development to provide the provision set out in these standards; for example due to its historic setting or it being a change of use of a building on an existing high street where it is not possible to provide off-street parking provision, the Council will consider whether the surrounding local provision can accommodate the anticipated demand. The design of parking areas should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them:



(Measured in gross floor area (GFA) unless otherwise stated)

<b>Shops</b>	<b>General Shops &amp; Individual Superstores</b>	Less than 1000sqm - 1 space per 25m <sup>2</sup> 1000-3000sqm – 1 space per 14m <sup>2</sup> Above 3000sqm – 1 space per 9m <sup>2</sup>
	<b>Individual non-food retail warehouses (DIY stores, garden centres, etc.)</b>	1 space per 20m <sup>2</sup> (Covered area for garden centres, + 1 space per 50m <sup>2</sup> open display area)
	<b>Retail parks</b>	To be assessed as per specific uses
<b>Financial and Professional Services</b>	<b>Public services offices, banks, estate agents, employment agents, etc.</b>	1 space per 35m <sup>2</sup> (minimum of 2 spaces)
<b>Food &amp; Drink</b>	<b>Restaurants, cafes and hot food takeaways</b>	1 space per 4m <sup>2</sup> dining area or waiting space in takeaway
	<b>Transport Cafes</b>	1 lorry space per 2m <sup>2</sup> (size 15mx3m and can enter and leave site forwards)
	<b>Pubs, clubs &amp; bar areas of restaurants</b>	1 space per 2m <sup>2</sup> drinking area + consider outside area on individual basis (+ residential dwelling standards if accommodation included)
<b>Business (B1)</b>	<b>Administrative offices, high tech industry and science parks</b>	1 space per 25m <sup>2</sup> (minimum of 2 spaces. A reduction amount may be considered on floor spaces over 2500sqm)
<b>General Industry (B2)</b>	<b>Industrial Processes</b>	1 space per 40m <sup>2</sup> (additional consideration if significant amount of associated office space. A reduction amount may be considered on floor spaces over 2500sqm)
	<b>Vehicle service, repair and parts stores</b>	1 space per 15m <sup>2</sup> + tow vehicle space where relevant
<b>Special Industry</b>	<b>Groups A to E</b>	Assessed individually based on activity, periods of production and max. employees per shift
<b>Storage &amp; Distribution (B8)</b>	<b>Warehousing</b>	Below 250sqm – 1 space per 25m <sup>2</sup> Above 250sqm – 7 spaces + 1 space per 100m <sup>2</sup> internal + 200m <sup>2</sup> external storage area
	<b>Wholesale cash &amp; Carry</b>	Below 250sqm – 1 space per 25m <sup>2</sup> Above 250sqm – 2 spaces + 1 space per 30m <sup>2</sup>

<b>Hotels, Hostels and Holiday Residences</b>	<b>Hotels, boarding and guest houses</b>	1 space per bedroom + staff consideration (Individually assess coach provisions. No. of bedrooms include staff bedrooms. If bar and restaurant, parking for these must meet half the appropriate food and drink standards, If conference facilities; 1 space per 3m <sup>2</sup> of rooms)
	<b>Residential hostels and community homes</b>	1 space per 4 bedrooms
	<b>Holiday residences</b>	1 space per 1 & 2 sleeping room units 2 spaces per 3+ sleeping room units
	<b>Caravan</b>	1 space per caravan + restaurant, bar and office facilities to comply with relevant food and drink / business requirements
<b>Residential Institutions</b>	<b>Aged persons care homes</b>	1 space per 3 bedrooms + 1 space for each member of staff (maximum number of staff on site at one time)
	<b>Sheltered accommodation</b>	2 spaces + 1 space per 3 residential units
	<b>Residential schools, colleges, training centres, hall of residences, hospitals and community housing for disabled people</b>	To be assessed individually

<b>Non-Residential Institutions</b>	<b>Medical surgeries / Dentists / vets</b>	2 spaces per consulting room + 1 space for each member of staff (maximum number of staff on site at one time)
	<b>Crèches &amp; day nurseries</b>	1 space + 1 space per 10m <sup>2</sup> (0-3yrs old) 1 space + 1 space per 20m <sup>2</sup> (3+-8yrs old) of accommodation/internal play area + 1 extra if licence for 20+ children (the higher provision to be used where age is not specified. Facilities should be clear of highway, avoiding the need for vehicles to reverse unless location is safe to set down / pick up without affecting free and safe flow of traffic).
	<b>Day centres</b>	1 space per 2 staff + appropriate turning, standing and parking for coaches/ minibuses. Additional needs to be considered for extra spaces and accessibly spaces depending on users of facility.
	<b>Infant, primary &amp; secondary school</b>	2 spaces per classroom / teaching area + 1 space per 15 sixth form students + sufficient hard-standing to provide for play areas / sports pitches etc. for out-of-hours parking by parents / mature students (facilities enabling pupils to enter / leave parked coaches and cars safely and clear of the highway, without vehicles reversing)
	<b>Colleges of further and higher education</b>	Assessed individually, based on type, number of staff/students (full or part-time) and location
	<b>Art galleries, museums, libraries</b>	To be assessed individually
	<b>Places of worship &amp; religious instruction</b>	1 space per 5 seats or 5m <sup>2</sup> public floor area

<b>Assembly &amp; Leisure</b>	<b>Cinemas</b>	1 space per 3 seats or 3m <sup>2</sup> gross auditorium floor area if seats not fixed
	<b>Concert halls</b>	1 space per 3 seats or 3m <sup>2</sup> gross auditorium floor area, whichever is greater
	<b>Bingo halls</b>	1 space per 3 seats or 3m <sup>2</sup> gross auditorium floor area
	<b>Casinos</b>	1 space per 5m <sup>2</sup> public floor area
	<b>Swimming baths</b>	20 spaces + 1 space per 10m <sup>2</sup> water area
	<b>Skating rinks</b>	Assessed individually
	<b>Sports halls &amp; multi-purpose sports venues</b>	Assessed individually having regard to an aggregate of the different facilities
	<b>Multigyms &amp; sport dance venues</b>	1 space per 5m <sup>2</sup> gross floor area
	<b>Racquet clubs</b>	4 spaces per court
	<b>Outdoor sports grounds</b>	15 spaces per pitch
	<b>Golf clubs</b>	150 spaces per 18 hole course (smaller courses assessed individually and club house facilities assessed on appropriate food and drink standards)
	<b>Driving ranges</b>	2 spaces per bay
	<b>Bowls and bowling</b>	15 spaces per green or 4 spaces per lane
	<b>Snooker halls</b>	2 spaces per table
	<b>Camp sites</b>	1 space per pitch
<b>Assembly &amp; Leisure</b>	<b>Water sport venues</b>	Assessed individually with regard to intensity and type of use and private / public access
	<b>Specialist sports facilities (e.g. dry-ski slopes)</b>	To be assessed individually (restaurant, bar and office facilities require extra provision in accordance with food and drink, and business standards)



<b>Non-Schedule Uses</b>	<b>Theatres</b>	1 space per 3 seats or 3m <sup>2</sup> gross auditorium if seats not fixed
	<b>Amusement arcades or centres and funfairs</b>	To be assessed individually with regard to opening times and seasonal use
	<b>Coin-operated launderettes and dry cleaners</b>	1 space per 30m <sup>2</sup>
	<b>Retail fuel filling stations</b>	1 space per 30m <sup>2</sup> + extra for car wash and with regard to size of retail provision
	<b>Sale and display of motor vehicles</b>	1 space per 40m <sup>2</sup> gross display area, whether internal or external
	<b>Sale and display of boats and caravans</b>	Assessed individually, with regard to the sale of motor vehicle standards
	<b>Taxi and vehicle hire businesses, including driving schools</b>	1 space per vehicle operated (1 space required if just an office receiving orders with vehicles being kept elsewhere, with additional spaces assessed individually)
	<b>Scrapyards, mineral storage or distribution yards, earth moving plant, depots, motor vehicle breakers and plant hire firms</b>	To be assessed individually with regard to public access
<b>Criteria Not Mentioned Elsewhere</b>	<b>Abattoirs, auction rooms, car valeting, cemeteries, livery stables and riding schools, livestock markets and ambulance, fire and police stations, etc. will be assessed individually with particular regard to periods and frequency of use</b>	To be assessed individually with regard to periods and frequency of use, public access and anticipated need

## Cycle and Motorcycle Parking

5. Cycle and motorcycle parking should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them.

## Accessible (Disabled) Parking

6. Where residential development is intended for disabled occupiers, off-street and on-street parking spaces should be on a suitably stable ground surface with level or as shallow a gradient as possible, and on a step free route to the dwelling. There should be adequate lighting to enable safe access after dark. Part M4(2) of the Building Regulations provides more information on accessible and adaptable dwellings. Spaces should have the minimum dimensions set out in below and the minimum internal dimensions of garages should be in accordance with the guidance set out in the **Delivering Streets and Places (2017)** document. Consideration also needs to be given to the provision of storage and charging facilities of mobility equipment.
7. **For non-residential developments, a minimum of 6% of the total number of spaces should be designated for disabled use.** Where there may be a higher anticipated demand, for example at care facilities, an appropriate additional provision will be required. These spaces should be as close as possible to the facilities they serve (preferably within 50m), have adequate signage and lighting, have sufficient space to the sides and rear to safely manoeuvre mobility equipment, have suitable dropped kerbs with tactile paving and a suitable route to the facilities they serve.
8. Accessible spaces should be larger than standard spaces. For spaces perpendicular to the pavement or access strip, an additional 1.2m behind the space and 1.2m either side (which can be shared between spaces) should be provided as hatched margins. For spaces parallel to the pavement or access strip, the length of the space should be 6.8m and the width should preferably be 3.8m, but a minimum of 2.9m (depending on the suitability of the pavement or access strip for use as access and manoeuvrability space). For further guidance on specific technical requirements, refer to British Standards BS 8300-1:2018, 'Design of an accessible and inclusive built environment. External environment. Code of practice'.

## Parking Space Dimensions

9. The minimum parking space dimensions for standard and accessible spaces, for both bay and parallel parking situations:

	Bay space	Parallel space
Standard	5m x 2.6m	6.2m x 2m
Disabled	6.2m x 3.8m	6.8m x 3.8m (2.9m min.)

## Ultra-Low Emission Vehicles

10. At this stage, there is no specific requirement for electric vehicle charging facilities to be installed. However, as it is recognised that this will become more important in the coming years, it is necessary for proposals to consider the future. Therefore, it is necessary for all new homes to, as a minimum, have a suitable electricity circuit that allows for the future fitment of charging facilities with minimum work and disruption.
11. As it is impossible to predict future innovations and technology is ever improving, planning applications should demonstrate the ability to retrofit a charging facilities to the exterior wall of a dwelling or safe, suitable and convenient place within its parking area. This may include design features such as landscaped areas adjacent to parking spaces where the necessary cabling can easily be installed and hidden with minimal work and visual impact. Such features may be particularly useful where parking is provided off-street or in communal parking areas. We cannot determine exactly what infrastructure will be needed in the future but it seems prudent to not create unnecessary barriers that may make future adaption more difficult than it needs to be.
12. For non-residential uses; particularly those generating high volumes of visitors such as supermarkets and other shopping complexes, similar regard should be had to 'future proofing' parking areas by a design that facilitates future adaption to accommodate growing demand. Where it is anticipated that non-residential development would benefit now from the provision of charging facilities; such as uses attracting large numbers visitors, the provision of charging facilities is encouraged.

## Transport Statements and Travel Plans

13. The requirement for Transport Statements and Travel Plans is set out in policy **ITCR10: Supporting Sustainable Transport Patterns** of the Local Plan.

# Appendix 10.1 – Which Policies contribute towards which Objectives

POLICIES	Objectives										
	Objective A: Sustainable Growth	Objective B: Climate Change	Objective C: Countryside, Landscape Character & Wildlife	Objective D: Historic Environment	Objective E: Regeneration	Objective F: Tourism	Objective G: Infrastructure and New Facilities	Objective H: Sustainable Transport	Objective I: Green Spaces and Green Infrastructure	Objective J: Rural Areas	Objective K: Health and Wellbeing
Spatial Strategy											
SS1 Sustainable Development	X	X	X	X	X	X	X	X	X	X	X
SS2 Scale of Development	X				X						X
SS3 Spatial Strategy and Distribution of Development	X	X	X		X			X		X	X
SS4 Strategic Site Allocation - Bolsover North	X	X					X	X			X
SS5 Strategic Site Allocation - Clowne Garden Village	X	X					X	X			X
SS6 Strategic Site Allocation - Former Whitwell Colliery site	X	X	X		X			X	X		X
SS7 Coalite Priority Regeneration Area	X		X		X			X			X
SS8 Pleasley Vale Regeneration Area	X		X	X	X	X					X
SS9 Development in the Countryside	X		X		X					X	
SS10 Development in the Green Belt	X		X		X				X		
SS11 Development in Important Open Breaks	X		X								X



POLICIES	Objective A: Sustainable Growth	Objective B: Climate Change	Objective C: Countryside, Landscape Character & Wildlife	Objective D: Historic Environment	Objective E: Regeneration	Objective F: Tourism	Objective G: Infrastructure and New Facilities	Objective H: Sustainable Transport	Objective I: Green Spaces and Green Infrastructure	Objective J: Rural Areas	Objective K: Health and Wellbeing	Objective L: Economic Prosperity	Objective M: Employment Opportunities	Objective N: Meeting Housing Needs	Objective O: Place Making	Objective P: Town Centres
Living Communities																
LC1 Housing Allocations	X		X		X		X	X	X	X	X	X		X	X	
LC2 Affordable Housing through Market Housing	X													X	X	
LC3 Type and Mix of Housing	X													X	X	
LC4 Site Allocations for Gypsies, Travellers and Travelling Showpeople	X													X	X	
LC5 Applications for Gypsies, Travellers and Travelling Showpeople	X													X	X	
LC6 Safeguarding sites for Gypsies, Travellers and Travelling Show-people	X													X		
LC7 Agricultural, Forestry and Other Occupational Dwellings in the Countryside	X									X				X		
LC8 Removal of Agricultural and Other Occupancy Conditions										X						
Working Communities																
WC1 Employment Land Allocations	X				X							X	X			
WC2 General Principles for Economic Development	X				X							X	X			
WC3 Supporting the Rural Economy	X				X					X		X	X			
WC4 Rough Close Works, South Normanton												X	X			
WC5 Retail, Town Centre and Local Centre Development	X				X	X						X	X		X	X
WC6 Bolsover Edge of Town Centre Allocation	X				X		X					X			X	X
WC7 Shirebrook Edge of Town Centre Allocations	X				X	X	X					X			X	X

[illegible]

POLICIES		Objective A: Sustainable Growth	Objective B: Climate Change	Objective C: Countryside, Landscape Character & Wildlife	Objective D: Historic Environment	Objective E: Regeneration	Objective F: Tourism	Objective G: Infrastructure and New Facilities	Objective H: Sustainable Transport	Objective I: Green Spaces and Green Infrastructure	Objective J: Rural Areas	Objective K: Health and Wellbeing	Objective L: Economic Prosperity	Objective M: Employment Opportunities	Objective N: Meeting Housing Needs	Objective O: Place Making	Objective P: Town Centres
ITCR2 The Multi-User Trails Network			X	X						X		X					
ITCR3 Protection of Footpaths and Bridleways										X		X					
ITCR4 Local Shops and Community Facilities		X						X				X				X	
ITCR5 Green Space and Play Provision		X				X		X		X		X				X	
ITCR6 Protection of Green Space		X						X		X		X				X	
ITCR7 Playing Pitches		X						X		X		X				X	
ITCR8 New and Existing Indoor Sports Facilities		X				X		X				X				X	
ITCR9 Local Transport Improvement Schemes		X	X					X	X			X					
ITCR10 Supporting Sustainable Transport Patterns		X	X					X	X			X					
ITCR11 Parking Provision		X						X	X							X	
ITCR12 Information Communication Technology and Telecommunications								X									
<b>Implementation and Infrastructure Delivery</b>																	
II1 Plan Delivery and the Role of Developer Contributions		X				X		X				X				X	
II2 Employment and Skills												X		X			

## Appendix 10.2 – How the policies will be monitored

Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
SS1	Sustainable Development	<ul style="list-style-type: none"> <li>Progress generally indicated by success of other policies combined.</li> </ul>	N/A	N/A	<ul style="list-style-type: none"> <li>AMR</li> </ul>
SS2	Scale of Development	<ul style="list-style-type: none"> <li>No. of housing permissions</li> <li>No. of employment permissions</li> <li>No. of housing units completed</li> <li>Amount of employment land completed (ha)</li> </ul>	<ul style="list-style-type: none"> <li>272 housing units delivered per year (5168 over Plan period)</li> <li>4.92 ha of employment land delivered per year (93.40 ha over Plan period)</li> </ul>	Performance significantly behind target	<ul style="list-style-type: none"> <li>Housing Completion Survey</li> <li>Employment Completion Survey</li> </ul>
SS3	Spatial Strategy and Distribution of Development	<ul style="list-style-type: none"> <li>No. of allocated housing units completed</li> <li>Amount of allocated employment land completed (ha)</li> </ul>	<ul style="list-style-type: none"> <li>Completions in line with site trajectories</li> </ul>	More than 20% of sites not meeting trajectories	<ul style="list-style-type: none"> <li>Housing Completion Survey</li> <li>Employment Completion Survey</li> </ul>
SS4	Strategic Site Allocation - Bolsover North	<ul style="list-style-type: none"> <li>No. of housing units completed</li> <li>Required infrastructure delivered</li> </ul>	<ul style="list-style-type: none"> <li>Completions in line with site trajectory</li> <li>Infrastructure delivered in line with agreed development programme</li> </ul>	Housing trajectory or Infrastructure Delivery Plan not met for 2 consecutive years	<ul style="list-style-type: none"> <li>Housing Completion Survey</li> <li>Liaising with developers</li> </ul>
SS5	Strategic Site Allocation - Clowne Garden Village	<ul style="list-style-type: none"> <li>No. of housing units completed</li> <li>Amount of employment land completed (ha)</li> <li>Required infrastructure delivered</li> </ul>	<ul style="list-style-type: none"> <li>Completions in line with site trajectory</li> <li>Infrastructure delivered in line with agreed development programme</li> </ul>	Housing/employment land trajectory or Infrastructure Delivery Plan not met for 2 consecutive years	<ul style="list-style-type: none"> <li>Housing Completion Survey</li> <li>Employment Completion Survey</li> <li>Liaising with developers</li> </ul>



Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
SS6	Strategic Site Allocation - Former Whitwell Colliery site	<ul style="list-style-type: none"> <li>No. of housing units completed</li> <li>Amount of employment land completed (ha)</li> <li>Required infrastructure delivered</li> </ul>	<ul style="list-style-type: none"> <li>Completions in line with site trajectory</li> <li>Infrastructure delivered in line with agreed development programme</li> </ul>	Housing/employment land trajectory or Infrastructure Delivery Plan not met for 2 consecutive years	<ul style="list-style-type: none"> <li>Housing Completion Survey</li> <li>Employment Completion Survey</li> <li>Liaising with developers</li> </ul>
SS7	Coalite Priority Regeneration Area	N/A			
SS8	Pleasley Vale Regeneration Area	N/A			
SS9	Development in the Countryside	<ul style="list-style-type: none"> <li>No. of planning permissions granted outside of settlement frameworks</li> <li>No. of planning permissions outside of settlement frameworks that do not accord with the categories listed in the policy</li> </ul>	<ul style="list-style-type: none"> <li>Zero planning permissions contrary to the policy</li> </ul>	Planning permissions granted contrary to policy with no exceptional circumstances	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SS10	Development in the Green Belt	<ul style="list-style-type: none"> <li>No. of planning permissions granted in the Green Belt</li> <li>No. of planning permissions in the Green Belt that do not accord with the categories listed in the policy</li> </ul>	<ul style="list-style-type: none"> <li>Zero planning permissions contrary to the policy</li> </ul>	Planning permissions granted contrary to policy with no exceptional circumstances	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>

Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
SS11	Development in Important Open Breaks	<ul style="list-style-type: none"> <li>No. of planning permissions granted in Important Open Areas</li> <li>No. of planning permissions in Important Open Areas that do not provide mitigation to keep the development in accordance with the policy</li> </ul>	<ul style="list-style-type: none"> <li>Zero planning permissions contrary to the policy</li> </ul>	Planning permissions granted contrary to policy with no exceptional circumstances	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
LC1	Housing Allocations	<ul style="list-style-type: none"> <li>No. of allocated housing units completed</li> </ul>	<ul style="list-style-type: none"> <li>Completions in line with site trajectories</li> </ul>	More than 20% of sites not meeting trajectories	<ul style="list-style-type: none"> <li>Housing Completion Survey</li> </ul>
LC2	Affordable Housing Through Market Housing	<ul style="list-style-type: none"> <li>No. of affordable homes built</li> </ul>	<ul style="list-style-type: none"> <li>All developments of 25 or more dwellings provide affordable homes unless a detailed viability study demonstrates that this would make the development unviable</li> </ul>	No. of affordable homes delivered is less than the requirement identified in the SHMA	<ul style="list-style-type: none"> <li>SHMA</li> <li>SMART reports</li> </ul>
LC3	Type and Mix of Housing	<ul style="list-style-type: none"> <li>No. of dwellings delivered by type</li> <li>No. of custom and self-build plots delivered</li> </ul>	<ul style="list-style-type: none"> <li>Dwelling requirements identified by SHMA met</li> <li>No. of delivered custom and self-build plots exceeds the number on the Council's interest register</li> </ul>	<p>Dwelling requirements identified by SHMA not met for 3 consecutive years</p> <p>Number of people on the Council's custom and self-build register increasing</p>	<ul style="list-style-type: none"> <li>SMART reports</li> <li>SHMA</li> <li>Housing Completion Survey</li> </ul>

Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
LC4	Site Allocations for Gypsies, Travellers and Travelling Showpeople	<ul style="list-style-type: none"> <li>No. of applications for pitches/plots granted permission</li> <li>No. of pitches/plots developed on allocated sites</li> </ul>	<ul style="list-style-type: none"> <li>All allocated sites developed within 5 years</li> </ul>	No allocations developed within 5 years, in addition to no other pitches/plots coming forward within the District within 5 years	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
LC5	Applications for Gypsies, Travellers and Travelling Showpeople	<ul style="list-style-type: none"> <li>No. of applications for pitches/plots granted permission and refused</li> </ul>	<ul style="list-style-type: none"> <li>No appeals upheld on the basis of this policy</li> </ul>	More than 50% of appeals upheld on the basis of this policy over 5 years	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
LC6	Safeguarding sites for Gypsies, Travellers and Travelling Showpeople	<ul style="list-style-type: none"> <li>No. of sites lost to other uses</li> </ul>	<ul style="list-style-type: none"> <li>No sites lost to other uses</li> </ul>	One or more sites lost to other uses	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
LC7	Agricultural, Forestry and Other Occupational Dwellings in the Countryside	<ul style="list-style-type: none"> <li>No. of individual new dwellings delivered in the countryside</li> </ul>	<ul style="list-style-type: none"> <li>Zero dwellings in the countryside delivered that are contrary to this policy</li> </ul>	Trend of new dwellings in the countryside contrary to this policy	<ul style="list-style-type: none"> <li>Housing Completion Survey</li> </ul>
LC8	Removal of Agricultural and Other Occupancy Conditions	<ul style="list-style-type: none"> <li>No. of conditions removed</li> </ul>	<ul style="list-style-type: none"> <li>No target</li> </ul>	Trend of conditions being removed	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
WC1	Employment Land Allocations	<ul style="list-style-type: none"> <li>Amount of allocated employment land delivered (ha)</li> </ul>	<ul style="list-style-type: none"> <li>5.5 ha of employment land delivered on allocated sites</li> </ul>	More than 20% behind target	<ul style="list-style-type: none"> <li>Employment Completion Survey</li> </ul>

Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
WC2	General Principles for Economic Development	<ul style="list-style-type: none"> <li>Amount of protected employment land lost to non-employment uses (ha)</li> </ul>	<ul style="list-style-type: none"> <li>Zero protected employment land lost to non-employment uses</li> </ul>	Trend of protected employment land lost to non-employment uses	
WC3	Supporting the Rural Economy	<ul style="list-style-type: none"> <li>No. of small scale employment related developments built/converted in rural locations</li> </ul>	<ul style="list-style-type: none"> <li>No target</li> </ul>	No new small scale employment related developments built/converted within each 5 year Plan period	<ul style="list-style-type: none"> <li>Employment Completion Survey</li> </ul>
WC4	Rough Close Works, South Normanton	<ul style="list-style-type: none"> <li>No. of planning applications approved in association with EPC-UK at Rough Close Works.</li> <li>No. of planning applications refused due to HSE advise in association with this major hazard site</li> </ul>	<ul style="list-style-type: none"> <li>No target</li> </ul>	If HSE advice regarding the site changes or if the site ceases operation	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
WC5	Retail, Town Centre and Local Centre Development	<ul style="list-style-type: none"> <li>No. of town centre uses (A1-A5) developed within town and local centres</li> </ul>	<ul style="list-style-type: none"> <li>140sqm of retail developed within town centres and edge of centre allocations per year (on average) (2100sqm over Plan period)</li> </ul>	An average of 140sqm per year of retail developed within town centres and edge of centre allocations has not been reached after 5 years	<ul style="list-style-type: none"> <li>AMR</li> </ul>
WC6	Bolsover Edge of Town Centre Allocation	<ul style="list-style-type: none"> <li>Amount of town centre use floor space developed per year within the site</li> </ul>	<ul style="list-style-type: none"> <li>Site redevelopment completed within Plan period</li> </ul>	No development within 5 years	<ul style="list-style-type: none"> <li>Liaising with Planning Information Officers</li> </ul>



Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
WC7	Shirebrook Edge of Town Centre Allocations	<ul style="list-style-type: none"> <li>Amount of town centre use floor space developed per year within the site</li> </ul>	<ul style="list-style-type: none"> <li>Site redevelopment completed within Plan period</li> </ul>	No development within 5 years	<ul style="list-style-type: none"> <li>Liaising with Planning Information Officers</li> </ul>
WC8	South Normanton Edge of Town Centre Allocations	<ul style="list-style-type: none"> <li>Amount of town centre use floor space developed per year within the site</li> </ul>	<ul style="list-style-type: none"> <li>Site redevelopment completed within Plan period</li> </ul>	No development within 5 years	<ul style="list-style-type: none"> <li>Liaising with Planning Information Officers</li> </ul>
WC9	Hot Food Takeaways	<ul style="list-style-type: none"> <li>No. of hot food takeaways granted per year</li> </ul>	<ul style="list-style-type: none"> <li>Zero planning permissions contrary to the policy</li> </ul>	Planning permissions granted contrary to policy with no exceptional circumstances	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
WC10	Tourism and the Visitor Economy	<ul style="list-style-type: none"> <li>No. of tourist facilities, including visitor accommodation, developed within towns, emerging towns and large villages</li> </ul>	<ul style="list-style-type: none"> <li>No target</li> </ul>	If visitor accommodation is developed outside of town, emerging towns and large villages	<ul style="list-style-type: none"> <li>AMR</li> </ul>
SC1	Development within the Development Envelope	<ul style="list-style-type: none"> <li>No. of dwellings completed on unallocated sites outside of settlement envelopes</li> </ul>	<ul style="list-style-type: none"> <li>Only dwellings in accordance with policies LC3, LC7 and LC8 delivered</li> </ul>	Trend of dwellings completed on unallocated sites outside of settlement envelopes that are not in accordance with policies LC3, LC7 and LC8	<ul style="list-style-type: none"> <li>Housing Completion Survey</li> </ul>

Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
SC2	Sustainable Design and Construction	<ul style="list-style-type: none"> <li>No. of applications granted contrary to advice of the Urban Designer</li> </ul>	<ul style="list-style-type: none"> <li>No applications granted contrary to advice of the Urban Designer</li> </ul>	Trend of planning permissions granted contrary to the policy	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SC3	High Quality Development	<ul style="list-style-type: none"> <li>No. of applications granted contrary to advice of the Urban Designer</li> </ul>	<ul style="list-style-type: none"> <li>No applications granted contrary to advice of the Urban Designer</li> </ul>	Trend of planning permissions granted contrary to the policy	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SC4	Comprehensive Development	<ul style="list-style-type: none"> <li>No. of applicable schemes (3 ha+) not completed in line with an approved masterplan</li> <li>No. of applicable schemes avoiding S106 agreements</li> </ul>	<ul style="list-style-type: none"> <li>Zero applicable schemes completed contrary to an approved masterplan</li> <li>Zero applicable schemes avoiding S106 agreements</li> </ul>	Trend of applicable schemes completed without contributing via a S106 agreement or in line with an approved masterplan	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SC5	Change of Use and Conversions in the Countryside	<ul style="list-style-type: none"> <li>No. of planning permissions granted for conversions and changes of use</li> </ul>	<ul style="list-style-type: none"> <li>No target</li> </ul>	Trend of planning permissions granted contrary to the policy	<ul style="list-style-type: none"> <li>Housing Completion Survey</li> <li>Employment Completion Survey</li> </ul>
SC6	Renewable and Low Carbon Energy	<ul style="list-style-type: none"> <li>No. of renewable and low carbon energy applications granted</li> <li>No. of renewable and low carbon energy applications developed</li> </ul>	<ul style="list-style-type: none"> <li>An increase in energy produced from renewable/low carbon energy methods after 5 years of adoption</li> </ul>	No increase in energy produced from renewable/low carbon energy methods after 5 years of adoption	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SC7	Flood Risk	<ul style="list-style-type: none"> <li>No. of applications granted contrary to Environment Agency (EA) advice</li> </ul>	<ul style="list-style-type: none"> <li>Zero applications granted contrary to EA advice</li> </ul>	Trend of planning permissions granted contrary to EA advice	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>

Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
SC8	Landscape Character	<ul style="list-style-type: none"> <li>No. of applications granted where a material consideration has been deemed to outweigh the policy</li> </ul>	<ul style="list-style-type: none"> <li>No applications granted contrary to the policy</li> </ul>	Trend of planning permissions granted contrary to the policy	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SC9	Biodiversity and Geodiversity	<ul style="list-style-type: none"> <li>Loss/creation of wildlife designations</li> </ul>	<ul style="list-style-type: none"> <li>No loss of wildlife designations</li> </ul>	Wildlife designations lost without mitigation	<ul style="list-style-type: none"> <li>Liaising with Derbyshire Wildlife Trust (DWT)</li> </ul>
SC10	Trees, Woodland and Hedgerows	<ul style="list-style-type: none"> <li>Loss/creation of TPOs, woodland and hedgerows</li> </ul>	<ul style="list-style-type: none"> <li>No loss of TPOs, woodland and hedgerows, unless a detailed ecology study shows that the feature provides negligible ecological benefit</li> </ul>	TPOs, woodland and hedgerows lost without mitigation	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SC11	Environmental Quality (Amenity)	<ul style="list-style-type: none"> <li>No. of planning applications requiring relevant assessments</li> </ul>	<ul style="list-style-type: none"> <li>Zero planning applications granted without satisfactory mitigation to potential nuisances</li> </ul>	Trend of planning applications granted without the satisfactory mitigation of potential nuisances	<ul style="list-style-type: none"> <li>Liaising with Development Control</li> </ul>
SC12	Air Quality	<ul style="list-style-type: none"> <li>Designation/revocation of Air Quality Management Areas (AQMAs)</li> </ul>	<ul style="list-style-type: none"> <li>No new AQMAs designated</li> </ul>	New AQMAs designated	<ul style="list-style-type: none"> <li>Liaising with Environmental Health</li> </ul>
SC13	Water Quality	<ul style="list-style-type: none"> <li>No. of applications granted contrary to EA advice</li> </ul>	<ul style="list-style-type: none"> <li>Zero applications granted contrary to EA advice</li> </ul>	Trend of planning permissions granted contrary to EA advice	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SC14	Contaminated and Unstable Land	<ul style="list-style-type: none"> <li>No. of applications granted contrary to EA/Coal Authority advice</li> </ul>	<ul style="list-style-type: none"> <li>Zero applications granted contrary to EA/Coal Authority advice</li> </ul>	Trend of planning permissions granted contrary to EA/Coal Authority advice	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>

Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
SC15	Hazardous Installations	<ul style="list-style-type: none"> <li>No. of applications granted contrary to Health and Safety Executive (HSE) advice</li> </ul>	<ul style="list-style-type: none"> <li>Zero applications granted contrary to HSE advice</li> </ul>	Trend of planning permissions granted contrary to HSE advice	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SC16	Development Within or Impacting upon Conservation Areas	<ul style="list-style-type: none"> <li>No. of applications granted contrary to Conservation Officer advice</li> </ul>	<ul style="list-style-type: none"> <li>Zero applications granted contrary to Conservation Officer advice</li> </ul>	Trend of planning permissions granted contrary to Conservation Officer advice	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
SC17	Development affecting Listed Buildings and their Settings	<ul style="list-style-type: none"> <li>No. of planning applications affecting listed buildings and/or their settings</li> <li>No. of listed buildings lost</li> <li>No. of buildings on the Buildings at Risk Register</li> </ul>	<ul style="list-style-type: none"> <li>No decrease in the number of listed buildings</li> <li>No increase in the number of buildings on the Buildings at Risk Register</li> </ul>	Trend of listed buildings lost	<ul style="list-style-type: none"> <li>Liaising with Conservation Officers</li> </ul>
SC18	Scheduled Monuments and Archaeology	<ul style="list-style-type: none"> <li>No. of scheduled monuments</li> <li>No. of applications granted contrary to Conservation/Archaeologist Officer advice</li> </ul>	<ul style="list-style-type: none"> <li>No decrease in the number of scheduled monuments</li> <li>Zero applications granted contrary to Conservation/Archaeologist Officer advice</li> </ul>	Trend of planning permissions being granted contrary to Conservation/Archaeologist Officer advice	<ul style="list-style-type: none"> <li>Liaising with Conservation Officers</li> <li>Liaising with Development Management</li> </ul>
SC19	Bolsover Area of Archaeological Interest	<ul style="list-style-type: none"> <li>No. of applications granted contrary to the policy</li> </ul>	<ul style="list-style-type: none"> <li>No applications granted contrary to the policy unless material considerations outweigh the policy</li> </ul>	Changes to national policy	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>



Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
SC20	Registered Parks and Gardens	<ul style="list-style-type: none"> <li>No. of registered parks and gardens</li> </ul>	<ul style="list-style-type: none"> <li>No target</li> </ul>	Decrease in the number of registered parks and gardens	<ul style="list-style-type: none"> <li>Liaising with Leisure Officers</li> </ul>
SC21	Non Designated Local Heritage Assets	<ul style="list-style-type: none"> <li>No. of non-listed buildings of merit</li> </ul>	<ul style="list-style-type: none"> <li>No target</li> </ul>	Decrease in the number of non-listed buildings of merit	<ul style="list-style-type: none"> <li>Liaising with Conservation Officers</li> </ul>
ITCR1	Strategic Green Infrastructure Network	<ul style="list-style-type: none"> <li>No. of planning permissions that add/remove green infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Zero loss of green infrastructure</li> </ul>	Trend of planning permissions that remove green infrastructure	<ul style="list-style-type: none"> <li>Liaising with Leisure Officers</li> </ul>
ITCR2	The Multi-User Trails Network	<ul style="list-style-type: none"> <li>Amount of identified greenway lost/gained each year (ha)</li> </ul>	<ul style="list-style-type: none"> <li>Zero loss of identified greenway</li> <li>Proposed greenway locations have not been prevented by granted planning permissions</li> </ul>	Loss of identified greenway	<ul style="list-style-type: none"> <li>Liaising with Leisure Officers</li> </ul>
ITCR3	Protection of Footpaths and Bridleways	<ul style="list-style-type: none"> <li>No. of footpaths/bridleways lost/gained</li> </ul>	<ul style="list-style-type: none"> <li>Zero loss of footpaths/bridleways</li> </ul>	Loss of footpaths/bridleways without mitigation	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
ITCR4	Local Shops and Community Facilities	<ul style="list-style-type: none"> <li>No. of local shops/community facilities lost/gained</li> </ul>	<ul style="list-style-type: none"> <li>Zero loss of local shops/community facilities, unless there is a demonstrated lack of use/no demand</li> </ul>	Loss of local shops/community facilities that causes a shortfall in provision	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>

Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
ITCR5	Green Space and Play Provision	<ul style="list-style-type: none"> <li>No. of new green spaces/ play areas provided</li> <li>Amount of new green spaces/ play areas provided (ha)</li> <li>No. of residential sites over 25 dwellings not contributing to green spaces/ play area provision</li> </ul>	<ul style="list-style-type: none"> <li>Zero residential sites over 25 dwellings not contributing to green spaces/ play area provision</li> </ul>	Breach of minimum standards identified	<ul style="list-style-type: none"> <li>Liaising with Development Control</li> <li>Liaising with Leisure Officers</li> </ul>
ITCR6	Protection of Green Space	<ul style="list-style-type: none"> <li>Identified loss of green space</li> </ul>	<ul style="list-style-type: none"> <li>No loss of green space</li> </ul>	Loss of green space without mitigation or where a development does not provide overall greater benefit to the local community	<ul style="list-style-type: none"> <li>Liaising with Development Control</li> <li>Liaising with Leisure Officers</li> </ul>
ITCR7	Playing Pitches	<ul style="list-style-type: none"> <li>No. of replacement playing pitches provided in place of existing playing pitches that have been lost</li> <li>No. of playing pitches lost without replacement</li> </ul>	<ul style="list-style-type: none"> <li>No playing pitches lost</li> </ul>	An update of the Playing Pitch Strategy and Assessment	<ul style="list-style-type: none"> <li>Liaising with Leisure Officers</li> </ul>
ITCR8	New and Existing Indoor Sports Facilities	<ul style="list-style-type: none"> <li>No. of new indoor sports facilities granted permission</li> <li>No. of existing indoor sports facilities lost to other uses</li> </ul>	<ul style="list-style-type: none"> <li>No indoor sports facilities lost to other uses</li> </ul>	An update of the Indoor Sports Facilities Strategy and Assessment	<ul style="list-style-type: none"> <li>Liaising with Leisure officers</li> </ul>
ITCR9	Local Transport Improvement Schemes	<ul style="list-style-type: none"> <li>No. of identified schemes completed</li> </ul>	<ul style="list-style-type: none"> <li>33% of identified schemes delivered within 5 years</li> </ul>	No identified schemes delivered within 5 years	<ul style="list-style-type: none"> <li>Liaising with Derbyshire County Council</li> </ul>

Policy No.	Policy Title	Indicators	Targets	Review Trigger	Monitoring Mechanisms
ITCR10	Supporting Sustainable Transport Patterns	<ul style="list-style-type: none"> <li>No. of applications granted contrary to this policy</li> </ul>	<ul style="list-style-type: none"> <li>No applications granted contrary to this policy</li> </ul>	Changes to national policy	<ul style="list-style-type: none"> <li>Liaising with Derbyshire County Council</li> <li>Liaising with Development Management</li> </ul>
ITCR11	Parking provision	<ul style="list-style-type: none"> <li>No. of applications granted contrary to the policy (and therefore not in accordance the Local Parking Standards SPD)</li> </ul>	<ul style="list-style-type: none"> <li>No applications granted contrary to the policy</li> </ul>	Changes to national guidance and/or Highways Authority guidance	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
ITCR12	Information Communication Technology and Telecommunications	<ul style="list-style-type: none"> <li>No. of ICT and telecommunications planning applications submitted</li> <li>No. of ICT and telecommunications planning applications granted</li> </ul>	<ul style="list-style-type: none"> <li>No planning applications granted contrary to the policy</li> </ul>	One or more Planning applications granted contrary to the policy	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
II1	Plan Delivery and the Role of Developer Contributions	<ul style="list-style-type: none"> <li>No. of applicable planning applications avoiding the need to provide necessary infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>No target</li> </ul>	Trend of applicable planning applications that have successful appeals against requirement to deliver necessary infrastructure	<ul style="list-style-type: none"> <li>Liaising with Development Management</li> </ul>
II2	Employment and Skills	<ul style="list-style-type: none"> <li>No. of people benefitting from an Employment and Skills Plan (ESP)</li> </ul>	<ul style="list-style-type: none"> <li>At least 10 people benefitting from an ESP</li> </ul>	Significant deviation from the target	<ul style="list-style-type: none"> <li>Liaising with Economic Regeneration Officers</li> </ul>



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