LOCAL PLAN EVIDENCE BASE
for Bolsover District

Important Open Breaks

August 2017

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**Important Open Breaks SS10**

1. **Introduction**

1.1 Prior to the release of the October 2016 Consultation Draft Local Plan (CDLP), there had been no reassessment of the Important Open Areas covered by Policy GEN10 of the adopted Plan and brought forward as Policy SS10 of the CDLP. Whilst it had been recognised that a full review was required, it had not been possible to carry out prior to the release of the CDLP.

1.2 The existing policy within the 2000 Adopted Bolsover District Local Plan states

**GEN10 - IMPORTANT OPEN AREAS**

“In the open breaks between settlements and in areas adjoining the M1 Motorway as defined on the proposals map and listed below, planning permission will only be granted for development provided it does not detract from the objective of maintaining their open character.

The 17 existing Open Breaks:

1) Woodfield Road, Pinxton
2) Pinxton – South Normanton (Storth Lane)
3) Pinxton – South Normanton (Brookhill Lane)
4) Sough Road, South Normanton
5) South Normanton – Fulwood
6) South Normanton – Alfreton
7) Hilcote – Berristow Lane
8) Blackwell – South Normanton
9) Tibshelf – Newton
10) Bramley Vale – Glapwell
11) Glapwell – Rowthorne
12) New Houghton/Pleasley – Glapwell
13) Langwith Junction – Upper Langwith
14) Langwith – Upper Langwith
15) Whaley Thorns – Langwith
16) Clowne – Barlborough
17) Whitwell – Hodthorpe”

1.3 It was considered that since the 2000 Local Plan, there may have been a number of changes to these areas that required reconsideration to be given to them, and due to other developments, there may be other areas which should now be considered as Important Open Breaks.

1.4 It is important that this Local Plan sets a clear basis on how these areas are justified with a clear methodology established on how they are to be identified and assessed.

1.5 The aim of this work is to address this and update our evidence base accordingly.
2. **Description**

2.1 Important Open Breaks are; the open areas of land between settlements or groups of buildings which can be important to the character of distinct places, providing a setting and separating them from other concentrations of development. In a number of cases within the plan, such open breaks make a valuable contribution to the identity of settlements, irrespective of the size of the break.

2.2 It is the intention of the local planning authority to protect these areas from any development which would reduce their effectiveness as open breaks between the settlements concerned. This represents an extra constraint on most forms of built development and some other uses of open land. The policy is additional to the strict controls which the local planning authority will apply on all proposals for development in the countryside. The definition of such breaks is not necessary in the Green Belt on account of the reason for the Green Belt relating to a general concern to maintain the identity of individual settlements and prevent coalescence.

2.3 It is considered that the justification for such Important Open Breaks remains in general terms, but further consideration needs to be given as to whether the existing policy requires alteration, if additional breaks are required, and whether existing breaks can still be justified.

2.4 The Adopted Plan recognised that the need for Important Open Breaks should be considered particularly where:

   i. The existing gaps between settlements* may be narrow, physically or visually, and minor development may appear to facilitate urban conglomeration and a loss of individual identity or a sense of place.
   
   ii. The area has a special distinctive character and is relatively special compared to the countryside beyond, such as a river valley between settlements*.
   
   iii. Ribbon development has already started to create a coalescence of settlements* which needs to be halted.

*Settlements in this case refer to both residential and industrial areas which are included in Development Envelopes.

2.5 It is clear within the Plan that Settlements in this case refer to both residential and industrial areas which are included in Development Envelopes.

2.6 It should always be recognised that being outside of a Development Envelope, and within the countryside, is already a restriction on development opportunities and applying an extra level of protection needs to be fully justified.

2.7 Whilst it is recognised that villages may grow, and there is a variety of development that may occur within the countryside, this policy seeks to protect from development those areas that have the highest potential for development to adversely affect the sensitive gaps between settlements which would be detrimental to their independent character and sense of place through the conglomeration of settlements.
3. **The National Context**

3.1 The Ministerial foreword to the National Planning Policy Framework (NPPF), stresses that “Our historic environment – buildings, landscapes, towns and villages – can better be cherished if their spirit of place thrives, rather than withers”. Towns and villages often rely upon that break between settlements in order to give them a sense of individuality and distinctiveness.

3.2 Para 17 NPPF take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it. Important Open breaks help protect the natural beauty of the countryside, often where it is most appreciated, close to, and between, existing built up areas.

3.3 The NPPF goes on to suggest at Para 109 that the planning system should contribute to and enhance the natural and local environment by, amongst other things, “protecting and enhancing valued landscapes”.

3.4 Once again, it is considered that the countryside between settlements is often valued highly by local residents as it is the countryside that they see most and which prevents the coalescence of villages.

4. **Open Breaks Policy**

4.1 The first stage in this review is to fully understand the role that the Open Breaks will have, and their reason for being.

4.2 The current Open Breaks policy seeks to play two roles, as a separation between settlements and in a few cases as an environmental cordon adjoining the M1. However, there are many places, similar to the existing environmental cordons, where residential development already exists, and sites that have been allocated or permitted. There also appears to be a lack of evidence and justification for the selection of these sites.

4.3 It is considered that the Important Open Breaks policy should only address the issue of whether or not the land fulfils an important role in the separation of settlements, both residential and industrial.

4.4 Whilst Planning clearly can have a role in considering environmental cordons, the existing Policy is not primarily about that issue. Separate consideration will need to be given to whether a policy identifying and protecting environmental cordons is required and what environmental justification can be applied to it. It is recognised that land that adjoins the M1 for instance may suffer from low levels of amenity, due to noise and air quality. However, to justify status as an environmental cordon, it would need to be shown that the amenity of dwellings would be so adversely affected that development of that area could not take place in an acceptable manner. Along the M1 corridor there are currently areas which are and are not protected from development, and it is unclear what environmental differences exist across the sites to account for such differences. If such a policy were to be pursued,
consideration would also need to be given to other areas that may generate similar environmental concerns.

4.5 It is therefore recommended that the policy be re-written on the following basis:

“In the open breaks between settlements, as defined on the proposals map and listed below, 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”

5. Identifying suitable Open Breaks
5.1. The next stage is to decide on what areas should be considered as potential Important Open Breaks. In order to do this a three step approach was taken:

a) Carry out a desk top survey to identify all existing and potential areas for Open Breaks in terms of the potential visual coalescence of settlements.

b) Re-assessing the existing Open Breaks as shown on the Adopted Local Plan.

c) Considering the comments received in relation to existing and potential Important Open Breaks as part of the SDLP consultation.

5.2. The CDLP Important Open Areas policy identifies 17 such sites within the District. However, two of these, at Woodfield Road Pinxton and Sough Road South Normanton, are purely identified in relation to the M1 environmental cordon and they should therefore be removed from this Policy.

5.3. Consultation responses on the CDLP indicate that whilst there was some support for the policy, there was one general objection to the approach, ten site specific objections and one proposal for a new site. All of these responses were taken account of as part of this work.

5.4. A Desk-top study was then undertaken to consider whether any new areas should be identified and considered as an Important Open break.

5.5. In order to make this determination the following guidelines were applied:

a. Consideration was given to distances between settlements, not simply along the main road network, but also where significant development may push a settlement out towards an adjoining settlement.

b. Gaps between settlements of over 1 mile (1.5 km) were considered sufficient enough to protect the separation of those areas within the proposed Plan period without the need for an Open Break, from the level of urbanising development which may visually erode the separation, and lead to the conglomeration of settlements.

c. Where gaps are characterised by features that would also form significant limitations on the potential for areas to be developed, wildlife sites, woodlands, etc, the Important Open Break should still be considered for protection.

d. Land that is not needed to meet the purpose of the policy should not be designated.
5.6. Once all of the potential sites were identified (existing and new), site surveys took place to consider the importance of individual sites. A site survey sheet was completed as set out in appendix 1. The survey sheet records details about the potential gaps as well as details in relation to existing designations and the Landscape Character Assessment (LCA).

5.7. Based on the desk top review and the site surveys, consideration was then given to whether existing allocations should be retained, amended or removed, and whether new potential areas should be allocated and with what boundaries. The assessment sheets for all of the existing and new designations are attached as appendix A.

6. Findings and Conclusions

6.1 Through the desk top study and site visits it was found that the methodology worked well in identifying and protecting the open space between settlements in order to avoid the conglomeration of settlements.

6.2 Of the 17 Existing sites it was found that 3 sites would have their Open Break removed; Woodfield Road, Pinxton; Sough Road, South Normanton; South Normanton – Fulwood.

6.3 Woodfield Road, Pinxton and Sough Road, South Normanton were removed as they were originally environmental cordons between settlements and the M1 and as the policy no longer covers this need they have been removed.

6.4 South Normanton, Fulwood has been removed for several reasons. Part of the site is now a major employment allocation, and HS2 is now planned to go through part of the site close to the boundary with Ashfield District Council. On that basis it was felt that the minor land remaining would not be preventing the coalescence of settlements.

6.5 11 new possible sites were examined and 8 were concluded to need an Open Break.

6.6 A number of Open Breaks were merged into larger Open Breaks where the boundary between them had not been previously defined or where the new Break adjoined an existing Break. The Breaks which have been merged are; Langwith, Upper Langwith and Langwith Junction; and New Houghton/Pleasley, Glapwell, Rowthorne and a new section between New Houghton and Stony Houghton.

6.7 Many of the Open Breaks have been slightly adjusted to take into account the changes in the development envelopes, or to exclude committed residential or employment sites. Where schools have been taken out of the development envelope they have not been included in the Open Break. Development which have either not yet been approved, promoted or have been dismissed have been included in the Open Break area where relevant.
6.8 In total there are now 17 Open Breaks proposed. These are:
1. Pinxton – South Normanton (Storth Lane)
2. South Normanton - Alfreton
3. Pinxton – South Normanton (Brookhill Lane)
4. Hilcote – 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
15. Blackwell - Westhouses
16. Shuttlewood – Bolsover Woodhouse
17. Bolsover - Paterton
18. Elmton – Creswell

6.9 All of the breaks are shown on the attached appendix A. The final draft of this report will be utilised as part of the Local Plan evidence base and the proposals map and policy will be updated accordingly.
**Appendix A**

**Existing Sites**

<table>
<thead>
<tr>
<th>Site Ref ALP 1</th>
<th>Location: Woodfield Road, Pinxton</th>
</tr>
</thead>
</table>

**DESCRIPTION:**
**Visual:** The Open Break is about 40m in width and about 800m in length. This Open Break does not separate the adjoining residential development from another settlement, but was designated to act as an environmental cordon.

**Designations:** The LCA defines this area as Coalfield Village Farmlands.

**Proposals:** There is one proposed residential site within the south eastern section of the Open Break.

**CONCLUSION:** This site was previously allocated as an environmental cordon between South Normanton and the M1. However, as the policy no longer covers environmental cordons this site no longer fulfils the aims of the Open Breaks policy and its continued protection on this basis cannot be justified.

**RECOMMENDED:** Remove Open Break
<table>
<thead>
<tr>
<th>Site Ref ALP 2</th>
<th>Location: Between Pinxton – South Normanton (Storth Lane)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DESCRIPTION:</strong></td>
<td></td>
</tr>
<tr>
<td>Visual: The two settlements are about 150m apart. There is a small physical boundary between the settlements. There is a thick cover of trees between the two settlements. The A38 is raised above Storth Lane creating a higher level visual buffer.</td>
<td></td>
</tr>
<tr>
<td>Designations: The LCA defines this area as Coalfield Estatelands and Coalfield Village Farmlands.</td>
<td></td>
</tr>
<tr>
<td>Proposals: There are two proposed residential sites within the Open Break.</td>
<td></td>
</tr>
</tbody>
</table>

**CONSULTATION COMMENTS:**
Support for the boundary of this open break. Suggested that on the north-western side of Pinxton the identified IOA helps with the three stated aims of the policy. Agent on behalf of a client would like the boundary of this area reviewed to exclude client’s land. They consider this allocation is not necessary to achieve the objectives of the policy in this location due to the presence of the A38.

**CONCLUSION:** Although the A38 acts as a physical boundary for development, its built form means that it does not act as a visual separation of areas. The North section of the Open Break should therefore be extended (red outline) to ensure that the physical distance between the boundaries is protected and the visual separation of settlements enhanced. Pinxton and South Normanton are already very close around this area, so it is important that the two settlements remain clearly separate rather than merging.

**RECOMMENDED:** Retain and extend Open Break.
Site Ref ALP 3

Location: Between Pinxton – South Normanton (Brookhill Lane)

**DESCRIPTION:**

**Visual:** The Open Break is about 600m long. The trees and hedges on either side of the M1 act as visual buffers and so there is no view of the industrial building from South Normanton.

**Designations:** The LCA defines this area as Coalfield Estateland.

**Proposals:** Whole area south of the Motorway is covered by two sites, one is a proposed residential site and the other is a submitted residential site.

**CONSULTATION COMMENTS:**

A response was received suggesting that the basis for selection of sites is not logical or based on an objective assessment. For example, the site at Brookhill Lane, Pinxton has no value whatsoever as an Important Open Area within IOA c) Brookhill Lane, Pinxton-South Normanton.

**CONCLUSION:** The motorway acts as a significant break between the residential development of Pinxton and the Castlewood Business Park. To the south of the motorway, the land makes no real contribution to the appearance of separation as it is set behind the existing houses, up to the Motorway fly-over. However, to the north of the motorway, the open countryside is apparent and does contribute to the sense of leaving or entering Pinxton as a separate settlement. Although the motorway acts as a physical buffer between the two areas, it is the Open Green break to the north that creates the sense of moving between separate areas.

**RECOMMENDED:** Retain Open Break to the north of the M1.
<table>
<thead>
<tr>
<th>Site Ref ALP 4</th>
<th>Location: Sough Road, South Normanton</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DESCRIPTION:</strong></td>
<td><strong>Visual:</strong> The Open Break is about 450m in length and 150m in width.</td>
</tr>
<tr>
<td><strong>Designations:</strong></td>
<td>The LCA defines this area as Coalfield Village Farmlands and Coalfield Estatelands.</td>
</tr>
<tr>
<td><strong>Proposals:</strong></td>
<td>SHLAA site covering the majority of the Open Break.</td>
</tr>
</tbody>
</table>

| CONCLUSION: | This site was previously allocated as an environmental cordon between South Normanton and the M1. However, as the policy no longer covers environmental cordons this site no longer fulfils the aims of the Open Breaks policy and its continued protection on this basis cannot be justified. |
| RECOMMENDED: | Remove Open Break. |
**Site Ref ALP 5**

**Location:** Between South Normanton - Fulwood

**DESCRIPTION:**

**Visual:** the Open Break is about 200m in width and about 600m in length.

**Designations:** The LCA defines this area as Coalfield Estatelands. The site directly to the East of the Open Break is committed employment development.

**Proposals:** There is a committed Employment site next to the Open Break on the West side. The proposed HS2 line and Spur will dominate the future of this area.

**CONCLUSION:** There is committed Employment land to the West of the Open Break, the district boundary to the East and the proposed HS2 line runs through the middle of the Break. This open break does not serve to protect gaps between settlements from development or to protect from the conglomeration of settlements. The HS2 line and spur will dominate the area in the future, such that it's continued protection as an open break is difficult to justify.

**RECOMMENDED:** Remove Open Break
**Site Ref ALP 6**

**Location:** Between South Normanton – Alfreton

### DESCRIPTION:

**Visual:** The two settlements are about 800m apart. At the West end of South Normanton along Alfreton Road there is a thick lining of trees along the road. There is visually no impact of Alfreton on this area of South Normanton. Similarly from Alfreton there is no visual impact from South Normanton due to the thick greenery cover and the differing levels of land along the road.

**Designations:** The LCA defines this area as Coalfield Estateland. There are three listed buildings within this Open Break. The Milepost to the North of Carnfield Hall is a Grade II listed building, as is the Coach House at Carnfield Hall. Carnfield Hall is a Grade II* listed building. The lower half of the Open Break is part of a wider conservation site. There is a small section of the central area which is a local wildlife site.

**Proposals:** One proposed residential site in the South East of the Open Break.

### CONCLUSION:

Both South Normanton and Alfreton are large settlements. Even though the district boundary will limited how much further Alfreton can expand East, without the protection of an Open Break South Normanton could start to extend along Alfreton Road. Protecting the open space between these two settlements is not only important in maintaining their individual identities but also the separation between the districts of Bolsover and Amber Valley.

**RECOMMENDED:** Retain Open Break.
**Site Ref ALP 7**

**Location:** Around Berristow Lane, Hilcote

<table>
<thead>
<tr>
<th>DESCRIPTION:</th>
<th>Location: Around Berristow Lane, Hilcote</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Visual:</strong> At the closest point Hilcote is only about 150m from the industrial estate. The width of the Open Break is about 650m. The industrial buildings are very visible from the south end of Hilcote around New Street. They are less visible along Berristow Lane due to trees lining the road, but as you reach the road over the river there is a clear view to industrial buildings.</td>
<td>![Map showing industrial and residential areas]</td>
</tr>
</tbody>
</table>

**Designations:** The LCA defines this area as Coalfield Village Farmlands. There is a large local wildlife site which covers the western side of the Open Break.

**Proposals:** One proposed residential site which is just North and West of the Open Break covering a small section of the Break.

**CONCLUSION:** This Open Break serves to protect Hilcote from encroaching too closely to the industrial estate to the South. The Open Break should be retained to protect the character of Hilcote and to prevent the settlement from extending towards the industrial estate.

**RECOMMENDED:** Retain Open Break, alterations made due to development envelope changes.
**Site Ref ALP 8**

**Location: Between Blackwell – South Normanton**

<table>
<thead>
<tr>
<th>DESCRIPTION:</th>
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<tbody>
<tr>
<td><strong>Visual:</strong> The distance between Blackwell and South Normanton is about 1000m. Blackwell and South Normanton are on either sides of a valley. This means there is visibility of Blackwell from South Normanton and vice versa. Moving along Fordbridge Lane from South Normanton to Blackwell there are large open fields, hedgerows and some trees.</td>
</tr>
<tr>
<td><strong>Designations:</strong> The LCA defines this area as part of Coalfield Estatelands and Coalfield Village Farmlands.</td>
</tr>
<tr>
<td><strong>Proposals:</strong> One SHLAA site, BOL/BLAC/006, within the Open Break.</td>
</tr>
</tbody>
</table>

**CONSULTATION COMMENTS:** One agent would like the boundaries of this Open Break to be reviewed to exclude their client’s land to enable the expansion of the existing business park, to the south side of Blackwell, or its redevelopment for housing as the only means of funding its relocation to alternative employment premises. SHLAA reference BOL/BLAC/006? Contact has been made in relation to this issue separately to this work.

**CONCLUSION:** Due to the lay of the land through this Open Break it is suggested that the Break is retained to protect the land between the settlements of Blackwell, South Normanton and the industrial estate. South Normanton is a much larger settlement than Blackwell, and retaining the Open Break will protect the separate identities of each of the settlements.

**RECOMMENDED:** Retain Open Break
<table>
<thead>
<tr>
<th>Site Ref ALP 9</th>
<th>Location: Between Tibshelf - Newton</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DESCRIPTION:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Visual:</strong> The settlements are about 500m apart. Leaving Tibshelf there is little visual impact from Newton, due to the curving of the road and a high density of trees in the gap between the settlements. There is a similar restricted view from Newton.</td>
<td></td>
</tr>
<tr>
<td><strong>Designations:</strong> The LCA defines this area as Coalfield Village Farmlands. There is a large local wildlife site through the Open Break.</td>
<td></td>
</tr>
<tr>
<td><strong>Proposals:</strong> Three separated proposed residential sites within the Break.</td>
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</tbody>
</table>

**CONSULTATION COMMENTS:** Agent on behalf of their client; requests that the boundaries of this area to be reviewed to exclude client’s land to enable residential development.

**CONCLUSION:** This open Break serves its purpose and is the extra protection needed to ensure that Tibshelf and Newton remain separate settlements. The pressure from prospective developers emphasises the importance of the open break.

**RECOMMENDED:** Retain Open Break.
**Site Ref ALP 10**

**Location: Between Bramley Vale - Glapwell**

**DESCRIPTION:**
**Visual:** The two settlements are only about 150m apart. The West end of Glapwell has become a ribbon development towards Bramley Vale. Trees line each side of The Hill (A617), meaning that although there is visibility between the two settlements it is not as much as it would be considering the limited physical boundary between the two. There is less visibility of Bramley Vale from Glapwell due to the position of the trees and the alignment of the road.

**Designations:** The LCA defines this area as Wooded Hills and Valleys. The southern rim of the break is also the rim of a conservation area and local wildlife site.

**Proposals:** Currently no development proposals in this Open Break.

**CONCLUSION:** This Open Break serves a strong purpose in ensuring that Bramley Vale does not merge into an extension of Glapwell, and that the identities of the two settlements are kept separate.

**RECOMMENDED:** Retain Open Break, minor alterations due to development envelope changes.
## Site Ref ALP 11

### Location: Between Glapwell and Rowthorne

<table>
<thead>
<tr>
<th>DESCRIPTION:</th>
<th>Location: Between Glapwell and Rowthorne</th>
</tr>
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<tbody>
<tr>
<td><strong>Visual:</strong> The two settlements are about 300m apart. As you travel south out of Glapwell, Rowthorne is visible along Rowthorne Lane, with large agricultural field either side of the lane and the presence of hedgerows and some trees. From the other end at the beginning of Rowthorne, Glapwell is especially visible, with fewer trees covering the settlement.</td>
<td></td>
</tr>
<tr>
<td><strong>Designations:</strong> The LCA defines this area as part of the Southern Magnesium Limestone (limestone Farmlands) and Wooded Hills and Valleys. A large section of this Open Break is within a conservation site, as is most of Rowthorne.</td>
<td></td>
</tr>
<tr>
<td><strong>Proposals:</strong> There is one proposed residential site to the North of the Open Break.</td>
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</table>

### CONSULTATION COMMENTS: Agent on behalf of client would like the boundary of this area to be reviewed to exclude the client’s land to enable small scale residential development to take place.

### CONCLUSION: This Open Break is important for protecting the identity of Glapwell and Rowthorne. This Break is attached to the Open Break between New Houghton/Pleasley and Glapwell with no clear split between the two. It is suggested that the two should merge to ensure there is no confusion as to where one Break begins and another ends.

### RECOMMENDED: Retain Open Break. Merge with adjoining Break to become single large Break.
### Site Ref ALP 12

**Location:** Between New Houghton/Pleasley - Glapwell

**DESCRIPTION:**

**Visual:** The settlements are about 1200m apart. Along Chesterfield Road from New Houghton to Glapwell, there is no sight of Glapwell until the entrance to Hilltop Farm. The open space between the two settlements is flat and covered by large open fields in places, but the distance and a number of hedge rows and trees mean visibility between the two settlements is reduced.

**Designations:** The LCA defines this area as part of the Southern Magnesium Limestone (Limestone Farmlands). There is a local wildlife site which covers the South Eastern corner of the Open Break.

**Proposals:** There is one committed residential site, and two proposed residential sites which cover parts of the Open Break.

**CONSULTATION COMMENTS:** Agent on behalf of a client, has requested the boundary of this site to be reviewed to exclude the client’s land to enable small scale residential development to take place.

**CONCLUSION:** This Open Break is attached to the Break between Glapwell and Rowthorne. The Open Break should be extended North East to the border of Stony Houghton to create an Open Break between the three settlements, as shown with the red outline on this table and the suggested new Open Break between New Houghton and Stony Houghton.

**RECOMMENDED:** Retain Open Break. Merge with adjoining Break to become single large Break. Extend Open Break to Stony Houghton to create a large Open Break between Glapwell, New Houghton/Pleasley and Stony Houghton.

### Site Ref ALP 13

**Location:** Between Langwith Junction – Upper Langwith
DESCRIPTION:
Visual: The settlements are about 200m apart at the closest point. Langwith Junction has merged with Shirebrook. The view down Common Lane is rural with field, trees and other greenery. Only the edge of the school is visible along this route to Shirebrook due to the differing land levels. The bungalow estate at Highfield Avenue means there is a clear view to the surrounding countryside. Travelling along Basset Hill from Langwith Junction there is no view of Upper Langwith due to the changing land levels. Langwith Junction and Shirebrook are not visible from Upper Langwith. Designations: The LCA defines this area as part of the Southern Magnesium Limestone (Limestone Farmlands). The Northern side of the Open Break covers the edge of the Conservation Area around Upper Langwith. 3 Listed Buildings in Upper Langwith. There is a small local wildlife site in the Open Break.

Proposals: One promoted residential site on the land which just North of Shirebrook Academy.

CONCLUSION: Upper Langwith holds a unique character and identity which benefits from the designation of an Open Break around it. By extending the Open Break it would retain more of the rural space between Upper Langwith, Langwith Junction and Shirebrook, which would decrease the chances of coalescence between the settlements. This Open Break is attached to the Break between Langwith and Upper Langwith. It is suggested that the two should join to ensure there is no confusion as to where one Break begins and another ends.

RECOMMENDED: Retain Open Break. Merge with adjoining Break to become single large Break.
**Site Ref ALP 14**

**Location:** Between Langwith and Upper Langwith

<table>
<thead>
<tr>
<th>DESCRIPTION:</th>
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<tbody>
<tr>
<td><strong>Visual:</strong> Langwith and Upper Langwith are about 300m apart, but about 550m by road. Starting from Langwith and moving West towards Upper Langwith along the A632, there is no clear view to Upper Langwith due to the lay of the road and the high hedgerows on either side of the road. There are plenty of trees and hedgerows between the two settlements keeping visibility levels low. Slight slope upwards towards Upper Langwith from Langwith.</td>
</tr>
</tbody>
</table>

| **Designations:** The LCA defines this area as part of Southern Magnesium Limestone (Limestone Farmlands). The western rim and North Western part of the area is part of the conservation area of Upper Langwith. There is a small local wildlife site in the Open Break. |

| CONCLUSION: Upper Langwith has a much more distinct character and identity which needs protecting. The three settlements, Langwith, Upper Langwith and Langwith Junction, are at risk of conglomeration, so the Open Break between them needs to remain. This Open Break is attached to the Break between Upper Langwith and Langwith Junction. It is suggested that the two should merge to ensure there is no confusion as to where one Break begins and another ends. |

<p>| <strong>RECOMMENDED:</strong> Retain Open Break. Merge with adjoining Break to become single large Break. |</p>
<table>
<thead>
<tr>
<th>Site Ref ALP 15</th>
<th>Location: Between Whaley Thorns and Langwith</th>
</tr>
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<tbody>
<tr>
<td><strong>DESCRIPTION:</strong>&lt;br&gt;<strong>Visual:</strong> The two settlements are about 150m apart. The outside of Langwith is covered by trees and bushes so there is little visibility to Whaley Thorns. The road up to Whaley Thorns is similar in this respect as it has greenery along both sides. The visibility of either village from the other is very minimal, the only issue is that they are physically very close together.&lt;br&gt;&lt;br&gt;<strong>Designations:</strong> The LCA defines this area as part of the Southern Magnesium Limestone (Limestone Farmlands). There is a conservation area outside of the south western corner of the area. In the Draft Local Plan most the land covered by the Open Break is also designated Green Space. There is a thin local wildlife site which covers the bottom section of the Open Break.&lt;br&gt;&lt;br&gt;<strong>Proposals:</strong> There is a promoted residential site in the central eastern area of the Break.</td>
<td></td>
</tr>
<tr>
<td><strong>CONCLUSION:</strong> The Open Break serves its purpose and protects the small gap between the two settlements. As there is already such a small physical boundary any development within the Break would affect both settlements, and lead to the conglomeration of the settlements.&lt;br&gt;&lt;br&gt;<strong>RECOMMENDED:</strong> Retain Open Break.</td>
<td></td>
</tr>
<tr>
<td>Site Ref ALP 16</td>
<td>Location: Between Clowne and Barlborough. Land South of A616</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>DESCRIPTION:</strong></td>
<td><strong>Extension of Open Break to Development Envelope</strong></td>
</tr>
<tr>
<td><strong>Visual:</strong> At the closest, the settlements are about 300m apart. The area of the Break covers about 46ha. Leaving Clowne the visual impact of Barlborough is relatively small due to a number of hedgerows, large fields and trees. Development becomes visible as you reach the first roundabout out of Clowne. From the golf course in Barlborough there is a clear view to the housing in Clowne, due to the higher land levels.</td>
<td><strong>Remove from Open Break</strong></td>
</tr>
<tr>
<td><strong>Designations:</strong> The LCA defines this area as part of the Southern Magnesium Limestone (Limestone Farmlands). A thin section of the Western side is part of a local wildlife site, as is most of the Eastern section of the area. Part of the same area is designated open space and recreation land.</td>
<td><strong>Local Wildlife Sites (RED)</strong></td>
</tr>
<tr>
<td><strong>Proposals:</strong> There is a large submitted employment and residential site, covering all of the Eastern side and most of the Southern side of the Break.</td>
<td></td>
</tr>
<tr>
<td><strong>CONCLUSION:</strong> The East section of this Open Break is especially important to remain as an Open Break, keeping the separation between Clowne and Barlborough, and to stop conglomeration between the two. If the small parcel of land in the north eastern area of the break was developed, there would be no open space between Barlborough and Clowne on this side of the A616. The West side of the Break is not protecting settlements from development, so should be removed from the Break.</td>
<td></td>
</tr>
<tr>
<td><strong>RECOMMENDED:</strong> To retain and extend the North East section of the Open Break. To remove the north West arm of the Open break as it does not separate settlements and risk conglomeration of settlements.</td>
<td></td>
</tr>
</tbody>
</table>
**Site Ref ALP 17**

**Location:** Between Whitwell and Hodthorpe

**DESCRIPTION:**

**Visual:** The two settlements are about 300m apart. As you leave Whitwell the land starts to gradually slope downwards as you move East. There is one agricultural building on the route. Closer to Hodthorpe the road is raised over the railway line. There is more visibility of Whitwell from Hodthorpe due to the limited landscaping along the eastern boundary of Whitwell. There is a clear view of Hodthorpe from the top boundary of the proposed development site and no significant boundaries between the villages.

**Designations:** The LCA defines this area as part of the Southern Magnesium Limestone (Limestone Farmlands and Gorges). There are two small designated green spaces within this open break.

**Proposals:** SHLAA sites BOL/WHIT/002 and BOL/WHIT/001. Proposed development of the former Whitwell Colliery, includes land to the north of Station Road which is the southern part of the land in the Open Break. A formal application is expected incorporating land within the Open break to the north of Station Road. There are concerns in relation to development north of Station Road, but there is also a wish to encourage a viable form of development on land south of Station Road and the creation of a new large park area.

**CONSULTATION COMMENTS:**

- The agent representing land owner has suggested that the Open Break needs reviewing. They believe their site provides a natural extension of the settlement.
- The Policies Map omits land north of Station Road from the strategic site allocation and retains it as an Important Open break. In the submissions for land at Whitwell Colliery, land north of Station Road is a part of the development proposed. In the Masterplan there are designations to implement a community woodland and allotments to safeguard the gap between the two villages.

**CONCLUSION:** This Open Break serves as a strong protection against coalescence of the settlements, and should be maintained. Development north of Station Road may be acceptable if a deep and well landscaped northern boundary was provided to mitigate against the significant reduction in the existing open break. The Open Break is to be extended to the east in order to protect the open space between Hodthorpe and the proposed new development.

**RECOMMENDED:** Amend the Open Break – Extend the existing Open Break to the east, recognise a potential reduction north of Station Road if viability and a significant landscaping scheme as part of the Colliery redevelopment, can be agreed.
New Sites

<table>
<thead>
<tr>
<th>Site Ref SS10 1</th>
<th>Location: Employment allocation at land South of Farmwell Road, Castlewood Business Park.</th>
</tr>
</thead>
<tbody>
<tr>
<td>This site was put forward by a representation from the consultation period.</td>
<td></td>
</tr>
</tbody>
</table>

**CONSULTATION COMMENTS:** The proposed employment allocation at land south of Farmwell Road, Castlewood Business Park should be designated as an Important Open Break instead.

**DESCRIPTION:**

**Visual:** The land proposed lies next to the East Midlands Designer Outlet store. The North West section of the site is currently a large open field with trees and hedgerows bordering the A38. The south east area of the land is already a second industrial building adjoining the existing building.

**Designations:** The LCA defines this area as Coalfield Estate lands.

**Proposals:** The green outlined area is an employment committed site. This site is in the centre of a busy employment and industrial area. Creating an Open Break here would mean that the Open Break would not be fulfilling its role as preventing settlement coalescence or maintaining a settlement's individual character. Having an OA here would hinder future employment developments which could serve the entire district and beyond.

**CONCLUSION:** This site does not meet the purpose of the Open Break policy and so should not be designated as an Open Break. Also as there is already a committed employment site within the site there would be no open space to protect.

**RECOMMENDED:** No Open Break needed.
<table>
<thead>
<tr>
<th>Site Ref SS10 2</th>
<th>Location: Between Hardstoft and Astwith</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DESCRIPTION:</strong> <strong>Visual:</strong> Considered as part of the Desk top study as a potential area. The two settlements are about 600m apart. The physical distance between the two settlements along with a number of large open fields with hedgerows and trees mean there is no view of either settlement from the other. The differing land levels between the two settlements also reduces visibility. <strong>Designations:</strong> The LCA defines this area as Coalfield Village Farmlands. Both settlements are in conservation areas. There are two Grade II listed buildings in Hardstoft.</td>
<td></td>
</tr>
<tr>
<td><img src="image" alt="Map of Hardstoft and Astwith showing Conservation Area and Local Wildlife Site." /></td>
<td></td>
</tr>
<tr>
<td><strong>CONCLUSION:</strong> Both settlements are small and in Conservation areas, pressure for growth is minimal, so neither settlement is likely to encroach into the open land to any significant degree. <strong>RECOMMENDED:</strong> No Open Break needed.</td>
<td></td>
</tr>
</tbody>
</table>
### Site Ref SS10 3

#### Location: Between Hardstoft and Tibshelf

<table>
<thead>
<tr>
<th>DESCRIPTION:</th>
<th>Conservation Area: Hardstoft</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Visual:</strong></td>
<td>New Open Break</td>
</tr>
<tr>
<td>Considered as part of the Desk top study as a potential area. The two settlements are about 1000m apart. North along Chesterfield Road from Tibshelf shows a number of large open fields with hedgerows and trees. The road curves which reduces the visibility north and means Hardstoft is not visible from Tibshelf. Hardstoft has a very different character to Tibshelf, so it’s identity should be protected from potential coalescence.</td>
<td>Tibshelf</td>
</tr>
<tr>
<td><strong>Designations:</strong></td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>The LCA defines this area as Coalfield Village Farmlands. Hardstoft is in a conservation area and there is one small local wildlife site to the South East of Hardstoft.</td>
<td></td>
</tr>
<tr>
<td><strong>Proposals:</strong></td>
<td></td>
</tr>
<tr>
<td>There is one promoted residential site at the North edge of Tibshelf.</td>
<td></td>
</tr>
<tr>
<td><strong>CONCLUSION:</strong></td>
<td>An Open Break here could help to prevent further ribbon development of Tibshelf along Chesterfield Road towards Hardstoft.</td>
</tr>
<tr>
<td><strong>RECOMMENDED:</strong></td>
<td>Create an Open Break between Hardstoft and Tibshelf.</td>
</tr>
</tbody>
</table>
Site Ref SS10 4 | Location: Between Blackwell, Newton and Old Blackwell conservation area.

<table>
<thead>
<tr>
<th>DESCRIPTION:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Visual:</strong> Considered as part of the Desk top study as a potential area. Newton and Blackwell have already suffered from ribbon development and are completely connected along the North side of Alfreton Road. Alfreton Road and Church Hill are on either sides of a valley so are visible from each other. There is a very clear view to Blackwell and Newton, and the developments there, along Church Hill.</td>
<td></td>
</tr>
<tr>
<td><strong>Designations:</strong> The LCA defines this area as Coalfield Village Farmlands. The area around Church Hill is a conservation area; there are four Grade II listed buildings in this conservation area.</td>
<td></td>
</tr>
<tr>
<td><strong>Proposals:</strong> There is one committed residential site in Newton along the border of the proposed Open Break.</td>
<td></td>
</tr>
</tbody>
</table>

**CONCLUSION:** An Open Break in this area would protect any detrimental impacts from development on the conservation area, both physically by developments from Newton or Blackwell and visually on the open space between all three areas. It would help to keep some separation between Newton and Blackwell, ensuring they keep separate identities.

**RECOMMENDED:** Create Open Break between Blackwell, Newton and Old Blackwell conservation area.
<table>
<thead>
<tr>
<th>Site Ref SS10 5</th>
<th>Location: Between Blackwell and Westhouses</th>
</tr>
</thead>
</table>

**DESCRIPTION:**

**Visual:** Considered as part of the Desk top study as a potential area. The two settlements are about 700m apart. There is little visibility of Blackwell from Westhouses along Alfreton Road, the road is raised over the railway, then trees and hedges line either side of the road as you move along to Blackwell reducing the visual impact. About 300m from the edge of Blackwell development becomes visible.

**Designations:** The LCA defines this area as Coalfield Village Farmlands. There are two local wildlife sites which would be partially covered by the proposed Open Break.

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**CONCLUSION:** An Open Break over this gap would serve to protect both settlements from conglomeration; Blackwell has already suffered from ribbon development to the North so there could be similar pressures along Alfreton Road. The visibility to each site is minimal but the physical distance feels much smaller and so the open space between the two settlements needs protecting.

**RECOMMENDED:** Create Open Break between Blackwell and Westhouses
**Site Ref SS10 6**

**Location:** Land North of New Houghton, South of Stoney Houghton – Extension of the New Houghton – Pleasley/ Glapwell Open Break.

### DESCRIPTION:

**Visual:** Considered as part of the Desk top study as a potential area. The settlements are around 700m apart, but are not intervisible due to the falling land levels from New Houghton, down towards Stoney Houghton. However, there are points along the B6417 where both settlements can be seen from.

The area along the road is characterised by several small to medium sized agricultural fields with hedgerow boundaries and some emergent trees. To the south west of Stoney Houghton there is a Proposed Greenway link which will increase the visibility of this area and the importance of the open gap. Further to the west, there is an important Open Break separating new Houghton from Glapwell.

**Designations:** The LCA defines this area as part of the Southern Magnesium Limestone (Limestone Farmlands). There are no other formal designations on the land between the settlements. Whilst the settlement of Stoney Houghton does not have a development envelope, it is part of a designated Conservation Area.

### CONCLUSION:

This area of countryside appears as an important open break between the northern edge of New Houghton and the settlement of Stoney Houghton which in part has Conservation Area status. In character, Stoney Houghton, as a loose association of Farm complexes and rural dwellings contrasts strongly with the more industrialised and formally developed settlement of New Houghton.

### RECOMMENDED:

Extend existing Open Break New Houghton/ Pleasley and Glapwell to reach to Stony Houghton.
Site Ref SS107

**DESCRIPTION:**

**Visual:** Considered as part of the Desk top study as a potential area. The two settlements are about 300m apart. Bolsover Woodhouse does not have a development envelope and is a very small hamlet/village. There are two large fields on either side of Chesterfield Road between the two settlements. As you travel South West out of Shuttlewood towards Bolsover Woodhouse the land starts to slope downwards, this gives a limited view of Bolsover Woodhouse. The buildings in Bolsover Woodhouse become more visible as you move closer.

**Designations:** The LCA defines this area as Wooded Farmlands and Estate Farmlands. Both settlements have one Grade II listed building.

**Proposals:** There are proposed residential sites in both settlements, but with more in Shuttlewood. There are two residential committed sites in Shuttlewood.

**CONCLUSION:** Although an Open Break between these two settlements would not be large it would stop ribbon development between the two. Shuttlewood is a large settlement than Bolsover Woodhouse and so there could be pressure to extend it further along Chesterfield Road, similar to the ribbon development along Shuttlewood Road/Bolsover Road.

**RECOMMENDED:** To create a small Open Break between the settlements of Shuttlewood and Bolsover Woodhouse.
**Site Ref SS10 8**

**Location: Between Bolsover and Palterton**

**DESCRIPTION:**
**Visual:** Considered as part of the Desk top study as a potential area. The settlements are about 700m apart. Palterton is a much smaller settlement than Bolsover and has a more rural identity. From Steel’s Lane with is in the North of Palterton, Bolsover is only slightly visible, with large agricultural, fields, hedgerows and some trees between the settlements. A similar view can be seen from the Southern end of Bolsover.

**Designations:** The LCA defines this area as part of the southern Magnesium Limestone (Limestone Farmlands) and Wooded Farmlands. Most of Palterton is in a Conservation Area. There are two Grade II listed buildings in Palterton.

**CONCLUSION:** Being a much bigger settlement Bolsover will face more pressure to develop and grow, with most of Palterton being in a conservation area there is a unique identity of a small settlement which needs protection from such pressures. Creating an Open Break between these two settlements will ensure that their identities remain separate.

**RECOMMENDED:** To create an Open Break between Palterton and Bolsover.
<table>
<thead>
<tr>
<th>Site Ref SS10 9</th>
<th>Location: Between Palterton and Scarcliffe</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DESCRIPTION:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Visual:</strong> Considered as part of the Desk top study as a potential area. The two settlements are about 1300m apart. Travelling from Palterton to Scarcliffe along Main Street shows large flat open fields with high hedgerows and some trees. The distance between the two settlements means there is little visibility of Scarcliffe from Palterton and vice versa.</td>
<td></td>
</tr>
</tbody>
</table>

**Designations:** The LCA defines this area as Southern Magnesium Limestone (Limestone Farmlands). Most of Palterton and Scarcliffe are covered by conservation areas. There are two Grade II listed buildings in Palterton in the conservation area, two Grade II and one Grade II* listed buildings in Scarcliffe in the conservation area. |

<table>
<thead>
<tr>
<th>Conservation Area: Palterton</th>
<th>Conservation Area: Scarcliffe</th>
</tr>
</thead>
</table>

**CONCLUSION:** Both of these settlements have unique characters which are protected by being in Conservation areas. As both settlements are small with limited growth potential and a significant existing gap between them, an Open Break is not considered to be needed. |

**RECOMMENDED:** No Open Break needed.
**DESCRIPTION:**

**Visual:** Considered as part of the Desk top study as a potential area. The settlements are about 800m apart. Although the land is relatively flat between the settlements, the number of hedgerows and trees means visibility of either settlement is limited. At the Junction of Wood Lane and Hazelmere Road neither settlement is visible. From Creswell Elmton is only slightly visible, again most of the settlement is not visible due to the vast hedgerows and trees.

**Designations:** The LCA defines this area as part of the Southern Magnesium limestone (Limestone Farmlands and Gorges). Elmton, Markland Farm and the Markland Plantation to the North are all in conservation areas. There are 4 listed buildings in Elmton, three Grade II and one Grade II*.

**Proposals:** There are two submitted residential development sites adjoining Creswell, within the proposed Open Break.

**CONCLUSION:** Developing on the land between the two settlements could be detrimental to the unique character and identity of Elmton. Given the overall size of Creswell, and the size of sites promoted for development, their is potential for this gap to be significantly diminished and harm to occur.

**RECOMMENDED:** To create an Open Break between Elmton and Creswell.
<table>
<thead>
<tr>
<th><strong>Site Ref SS10 11</strong></th>
<th><strong>Location: North East area of Creswell</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DESCRIPTION:</strong></td>
<td><strong>Local Wildlife Sites (RED)</strong></td>
</tr>
<tr>
<td><strong>Visual:</strong> Considered as part of the Desk top study as a potential area. About 350m between the two sides of Creswell. By looking at the open space from Bluebell Walk there are many trees, hedgerows and open fields. Bluebell Walk is part of a new housing estate. From Hawthorne Avenue the view is very limited due to trees and fencing bordering the end of the road, this is more like a buffer for the disused railway. From Linden Road a lower fence gives views to the disused railway and more trees. A fence at the end of Baker Street cuts out all visibility onto the area. The view from Sheffield Road A616 shows a heavily green area, for agriculture and recreation use.</td>
<td>Conservation Site: Creswell</td>
</tr>
<tr>
<td><strong>Designations:</strong> The LCA defines this area as part of the Southern Magnesium Limestone (Limestone Farmland and Gorges). There is a high flood risk in the direct area around the river, but no flood risk to the road.</td>
<td></td>
</tr>
<tr>
<td><strong>Proposals:</strong> Submitted residential development through the centre of the area.</td>
<td></td>
</tr>
<tr>
<td><strong>CONCLUSION:</strong> Although a green space would be preferred here an IOA designation is not needed, as the land is between two parts of Creswell so it would not be protecting the settlement from encroachment.</td>
<td></td>
</tr>
<tr>
<td><strong>RECOMMENDED:</strong> No Open Break needed.</td>
<td></td>
</tr>
</tbody>
</table>