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**Revision**

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## Introduction

This study has been commissioned by Ashfield District Council (ADC) in partnership with Mansfield District Council (MDC) to assess and quantify the scale and scope of economic impacts associated with the proposed opening up of the existing freight only line between the Robin Hood Line and Erewash Valley Line to passenger use.

This masterplan report makes recommendations on specific local interventions that could be delivered to each of the train stations and their surrounding localities to support them in maximising the impact of the proposed link up to HS2 by creating enhanced places and better connectivity for local residents and businesses.

The Ashfield Masterplan Report deals solely with the two Ashfield District Council stations: Sutton Parkway and Kirkby-in-Ashfield.

This report should be read in conjunction with Lichfields' Economic Impact Analysis.

# Background and Brief

Mansfield Woodhouse, Mansfield, Sutton Parkway, and Kirkby-in-Ashfield stations are on the Robin Hood passenger line.

The proposed Maid Marian Line will open up regeneration opportunities by connecting to the HS2 East Midlands Hub at Toton.

This will enhance the area's role as both a destination and a gateway to surrounding areas. It will shorten business and commuters' trips to and from London, Europe and beyond by providing an alternative quick route.

The masterplan reviews and makes recommendations on specific local interventions that could be delivered to each of the train stations and their surrounding localities to support them in maximising the impact of the proposed link up to HS2 by creating enhanced places and better connectivity for local residents and businesses. This considers:

- Sense of arrival at each of the stations
- Connectivity and land uses within and round the stations
- Sites for development around the station
- Opportunities for public realm improvements

It is crucial that these opportunities create a healthy, safe and attractive environment for local people and businesses, help to attract investment to the area, and support Nottinghamshire's carbon management plan and Declaration on Climate Change.

Recent guidance published by the UK Government in the Future of Mobility: Urban Strategy (Department for Transport, March 2019) and Decarbonising Transport: Setting the Challenge (Department for Transport, March 2020) sets out the importance of sustainable mobility which integrates active travel, public transport, decarbonised vehicles, and new and emerging sustainable modes. Nottingham has been successful in securing Future Mobility funding from central government. The Maid Marian line connection opens up these opportunities for Ashfield.

Stakeholder consultation has been undertaken, including with Network Rail, East Midlands Railways, Vision West Nottinghamshire College, Severn Trent Water, and Nottinghamshire County Council. Comments have been considered and incorporated into the masterplan report.

Further consultation with the public and a variety of stakeholders will be required during the development of proposals, including access groups and Nottinghamshire County Council Transport and Travel Services.

The opportunities identified in this report are high level options and further assessments and costing will need to be undertaken. Planning applications will require additional assessments agreed with the local planning authority, for example drainage, biodiversity, heritage, transport, minerals, waste audits etc.

In line with local and national policy and guidance, proposals must be based on:

- Minimising energy and waste consumption through high quality design
- Protecting and enhancing natural features such as a watercourses, topography, soft landscaping and trees
- Exploring opportunities for biodiversity net gain
- Providing a more resilient system to flooding and climate change
- Connecting people and places sustainably by improving active travel and public transport infrastructure

Reference has also been made to existing and emerging strategies and masterplans, including the Draft Kirkby Town Centre Spatial Masterplan - Shaping Kirkby's Future (2020) and Sutton Town Centre Masterplan (March 2019).

Please refer to Maid Marian Rail Extension: Economic Impact Analysis (Lichfields, June 2020) for a description of the planning and economic context.



# Sutton Parkway Analysis

## Wider context

Sutton-in-Ashfield is approximately 1 mile north west of Sutton Parkway station. Sutton Town Centre Spatial Masterplan (ADC, 2019) identifies a gateway to the town centre at Station Road towards a proposed town square within the town centre core. The A38 forms a barrier to pedestrian movement between the town centre and Sutton Parkway station.

Lowmoor Road connects south to Kirkby-in-Ashfield town centre, approximately 1 mile to the south, and is a key bus route. There are some stretches of off road cycle path alongside the footpath. The A38, to the west of the station, continues north to Mansfield (approximately 4 miles away), via King's Mill Hospital; and west towards the M1 (J28).

Penny Emma Way, which provides access to the station, bridges the railway and links the A38 and Lowmoor Road. There is a recently installed pedestrian crossing and footpath widening between Oddicroft Lane and the station.

Public transport connections and dedicated cycle lanes and walking routes need to be provided / improved east to west in order to provide links between Sutton Parkway Station and Sutton town centre, and Ashfield Estate, Leamington estate

There are a mix of residential and employment uses around the station, including several industrial estates. The two adjacent the station are Oddicroft Lane directly to the north, including the site of the new ROMO Fabrics building, and Vision West Nottinghamshire College; and Lowmoor Business Park to the south east. The River Maun runs to the north of the station.

There are also areas of open space and agricultural land surrounding the station, including the land to the east between Lowmoor Road and Coxmoor Road (B6139). Off Low Moor Road there is a historic landfill site.

Immediately to the west of the station is the locally listed site of the Ancient Manor of Kirkby Hardwick, occupied since the 13th century, and now home to residential dwellings and small business use. During the early C20 coal mining took place south of the station site, and the railways supported this. Kirkby Hardwick was demolished in the 1960s by the National Coal Board. Spoil from the pit created the hill and landscape to the south west of Sutton Parkway station.

Access to this open space is poor, but there are existing desire lines around this open space and Ashfield District Council Green Infrastructure routes 17 and K9 which continue to Kirkby-in-Ashfield. However, pedestrian and cycle routes between Sutton Parkway and Kirkby town centre require improvement.

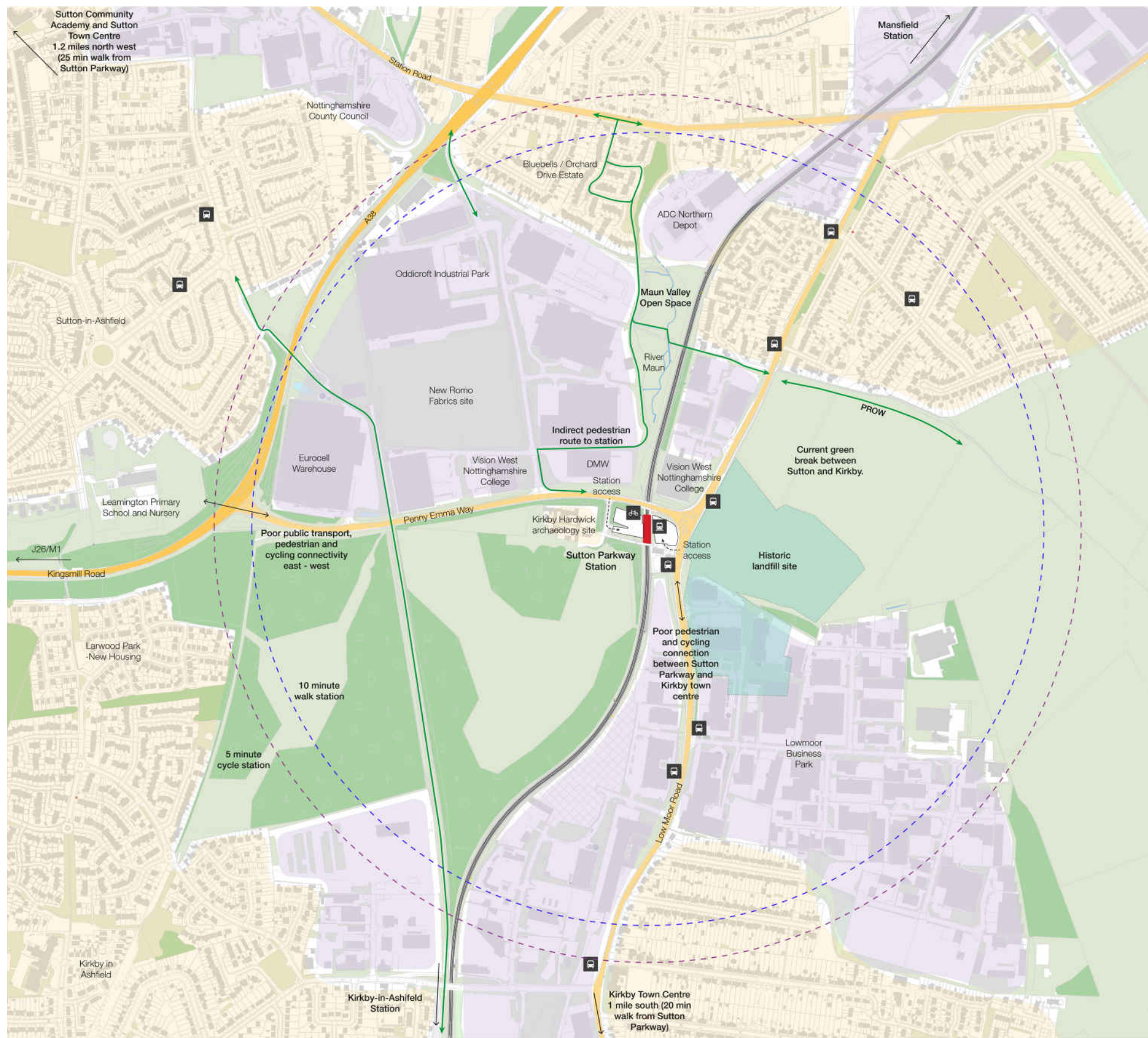


East Midlands Logistics Academy, Vision West Nottinghamshire College



Proposed ROMO Fabrics facility





Sutton Parkway wider context analysis



### Sutton Parkway Station

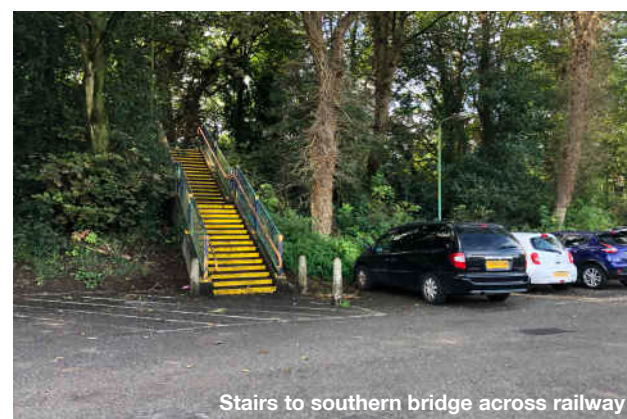
The station is located more than 2 miles from the centre of Sutton-in-Ashfield and is generally used as a park and ride station. Historically, the station for Sutton was further north, at Sutton Mill on Station Road. There is only an hourly bus service operating outside the station by Trent Barton to the local area. There are buses between Kirkby-in-Ashfield railway station and Sutton-in-Ashfield itself. Bus stops are located two minutes walk from the station on Lowmoor Road. There is no taxi rank at the station.

Step free access is poor at this station. The only accessible route between the two platforms is over a one way road bridge to the south, via a long ramped access road on the west side. There is no dedicated path through the east car park to the ramps and steps onto platform 2. The station is not staffed and both platforms have accessible ticket machines. The station does not provide toilets or waiting rooms but both platforms have a shelter. There are a small number of cycle lockers at each platform.

Approaching the station from Lowmoor Road, the large junction with Penny Emma Way provides an open approach and fairly good visibility of the station car park. However, the station itself is set below the level of the road and car park, and signage is poor. This approach is also challenging as a pedestrian or cyclist with potentially four sections of road to cross, narrow footpaths, and an entrance straight into the car park with no footpaths.

On the approach from Penny Emma Way from the west, the station is hidden, set down below road level, and with trees providing screening. The setting to the west side of the station is greener with Kirkby Hardwick to the west and open space to the south. The station car park to the west and the east side of the railway line each accommodate approximately 60 parking spaces.

Generally, there is little sense of arrival, poor wayfinding, and inadequate pedestrian and cyclist facilities, particularly accessible routes to the platforms.



Stairs to southern bridge across railway



Platform 1 (west) car park



View north towards Mansfield from platform 1



Apartments off Lowmoor Road

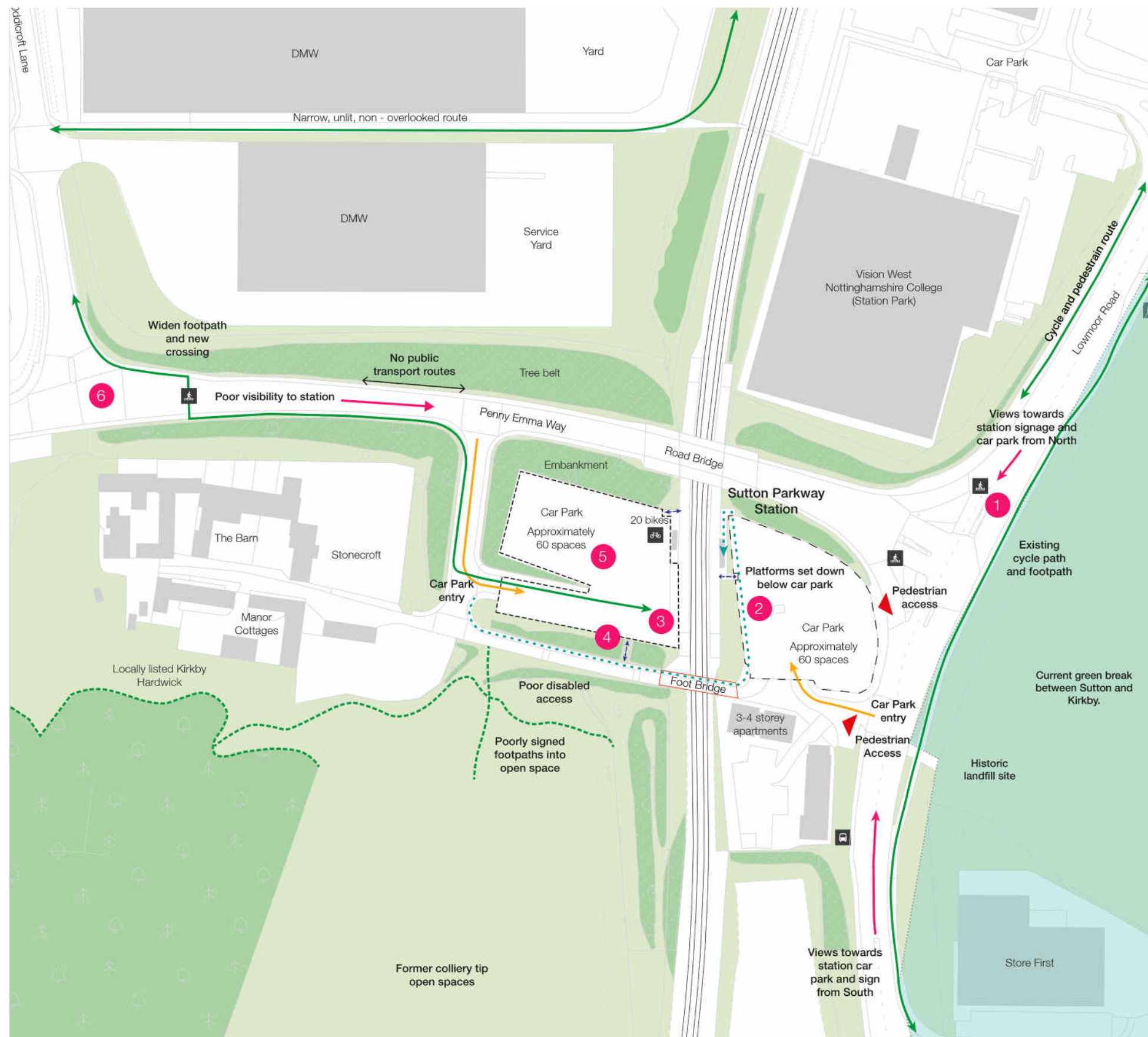


Western access from car park to platform 1



East car park and access to platform 2





Sutton Parkway station site analysis

# Opportunities

Sutton Parkway station benefits from a wide catchment area, extending to Berry Hill in the north and Hucknall to the south. This station is not just a parkway station but is also about social mobility. Improving links between the station and surrounding employment, residential and education uses is crucial. Pedestrian and cycle routes should be created and improved to encourage travel to the station by sustainable modes, providing benefits for health and wellbeing, and the environment, and reducing the pressure on the road network.

Existing provision along Lowmoor Road and Kingsmill Road should be improved, as well as new protected cycle routes created on Penny Emma Way and Oddicroft Lane. The level crossing / road junction on Station Road / Kirkby Folly Road to the north requires improvement. There is an opportunity to create a new footpath which links the north end of platform 2 to the Maun Valley open space on the other side of the Penny Emma Way bridge across the railway line. This route will enable a direct and attractive route to the station for the residential areas to the north, including The Bluebells and Orchid Drive. Access to the open spaces to the south of the station should also be improved, particularly accessible routes, and there are opportunities to connect into the existing Ashfield District Council Green Infrastructure routes. There may be opportunities to improve pedestrian links from the station towards the Public Rights of way and open space to the east and, in the longer term, potential for a route towards Coxmoor Road.

Three key development opportunities have been identified:

- Sutton Parkway Station
- SHLAA 2017 Site K26, off Penny Emma Way 200m to the west of the station
- Development Site off Penny Emma Way / Kingsmill Road (A38) 700m to the west of the station

These opportunities identify the need to improve dedicated, protected cycle paths and walking routes, and public transport connections both east to west as well as north and south.

An approach should be taken to improve sustainable transport links to the station, with these routes incorporating green and blue green corridors where possible to increase the usability and benefits of these access routes, making them more welcoming and multifunctional, enhancing the local area and resulting in a more resilient network.

The vehicular access and egress proposals at each development site will need to be considered further with the County Council's highway development control officers. Detailed transport assessments be required to support any subsequent planning application.

All development in this area should consider SuDS and the Drainage Hierarchy, to ensure that surface water is managed sustainably. This is particularly important at development sites in close proximity to watercourses, for example at Sutton Parkway Station. Redevelopment of sites will also need to consider human health risks and pollution risk to the water environment associated with the historic landfill sites. Further consultation will be required with the Environment Agency, Severn Trent and the local authority.

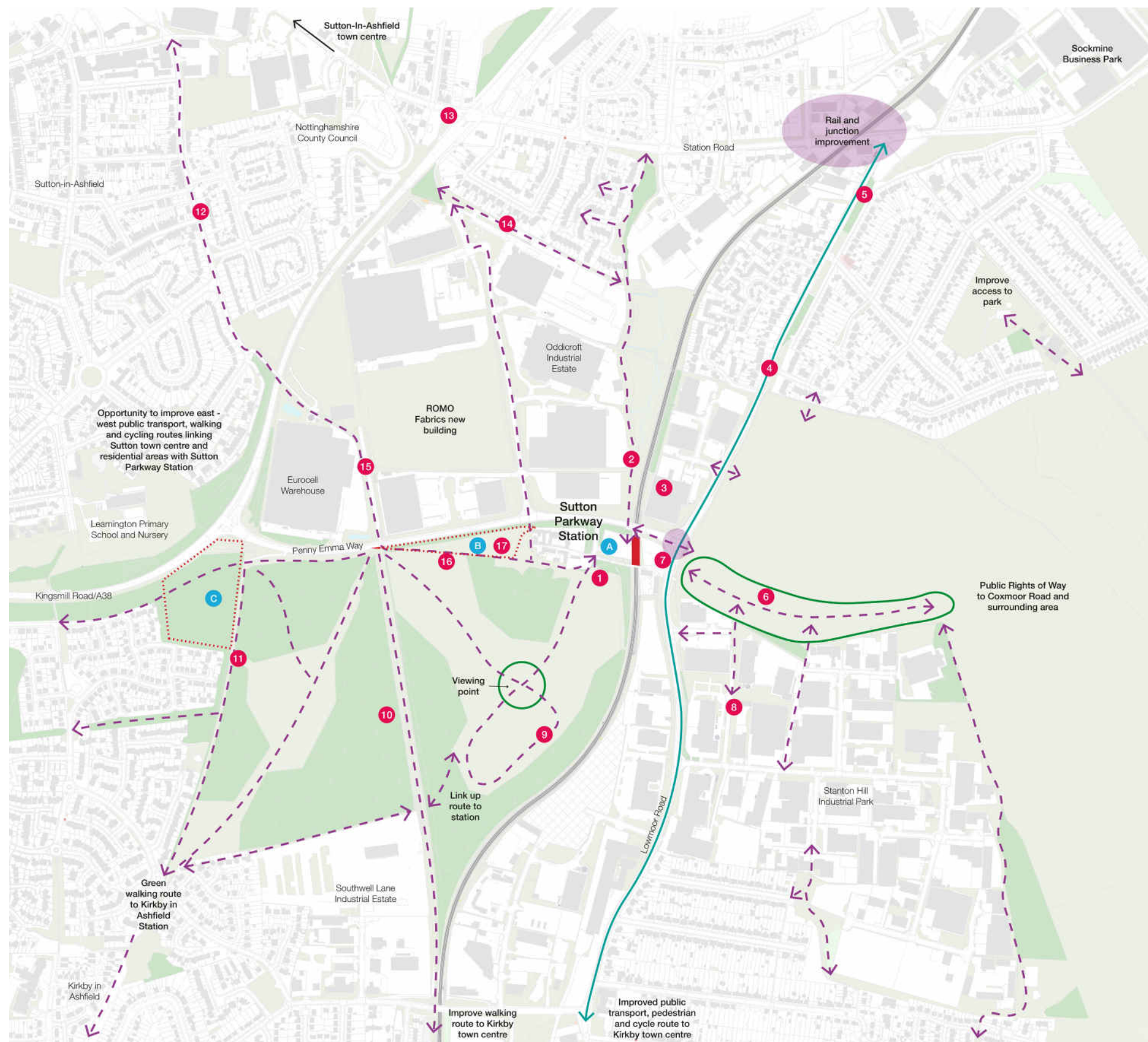
## Development sites key

- A Sutton Parkway Station site
- B SHLAA 2017 Site K26, 0.66 ha.
- C Potential development site, 2ha.

## Text key

- 1 Improve accessibility from station to open space
- 2 Extended pedestrian route to station through Maun Valley open space
- 3 College - improve links to station and cycling facilities
- 4 Lowmoor Road. Key public transport corridor with footpath and cycle lane
- 5 Oakham Business Park and Kingsmill Hospital approximately 2 miles from the station (10-15 min cycle)
- 6 Pedestrian and cycle access to station. Linear park and buffer to industrial areas
- 7 Improve crossings to station
- 8 Improve walking and cycling links to employment and residential
- 9 Existing desire lines / walking trails
- 10 Ashfield District Council green infrastructure route 17
- 11 Ashfield District Council green infrastructure route K9 to Titchfield Park
- 12 Link to Sutton town centre (Station Road gateway) via Hardwick Lane
- 13 Link to Sutton town centre
- 14 Improve connection to rear of Abacus site
- 15 Improve footpaths and cycleways on Oddicroft Lane
- 16 Better off road pedestrian and cycle access to station through development site
- 17 Continuation of small business uses





# Key

- Potential development sites
- Public realm/ entrance plazas
- - - - - ➔ New/improved pedestrian / cycle connections
- ➔ Public transport corridors and improve cycling infrastructure
- - - - - Improve frontage - landscape/ fencing/ signage/ car parks etc
- Improved/additional landscaping
- ✱ Improved/added signage/wayfinding
- Existing development sites

Sutton Parkway opportunities

# Masterplans

## Site A: Station

To improve access to the platforms, a new footbridge is proposed to the north end of the platforms, providing direct access at the upper level from Penny Emma Way. Lifts are proposed to provide accessible routes to platforms 1 and 2. The current one way bridge to the south of the station will be converted to a one way bus only route. This will enable bus integration with rail services via a sheltered stop adjacent the platform 1 approach from the west.

There is opportunity for a new, decked ‘mobility hub’ to be developed on the current west car park. There is scope for this to provide at least 3-4 levels due to the way in which the site sits below road level and is screened by landscape. A structure rising to above road level in this location would also provide the opportunity for direct pedestrian access from Penny Emma Way and signage at the upper level, helping to announce the station where currently there is poor visibility from Penny Emma Way.

This hub would include car parking (circa 200 additional spaces over four levels), EV charging and car club, secure cycle parking and bike share (eg e-bikes), lockers, and flexibility for future methods of sustainable transport. At ground floor this facility could also include information, ticketing, toilets, and small cafe / retail (estimated at 450sqm), providing services for both rail users and the local community (for example, the surrounding businesses and Vision West Nottinghamshire College which currently lack nearby amenities). Vehicular ingress and egress to the building could be segregated, and these pinch points could be separated from the main pedestrian and cycle route. Ticketing and other facilities at the station would be subject to agreement with the train operating company, as station facility operator. Car parking could provide a source of additional revenue for the station operator.

The station and its surroundings should also support Flexible Community Transport Services, including taxis, flexible buses and flexible transport provision utilising new technologies to complement the local bus network. As identified on the masterplan, the station should become a mobility hub, facilitating easy access and interchange between different modes of transport.

Taxis should be integrated as part of the transport network with a drop off and parking area being provided at the station. Sheltered bus stops with real time passenger information are provided nearer the station to provide greater accessibility and these should include EV charging facilities for electric buses. Station facilities must provide digital real time bus and train information.

There is an aspiration for integrated multi modal smartcard ticketing in Nottinghamshire (as referred to in the Nottinghamshire County Council Integrated Ticketing Strategy and Delivery Plan) and this will be a key component in encouraging modal shift to public transport and contributing towards a low carbon economy. The station proposals should include infrastructure to facilitate new ticketing technologies, including smart and integrated multi-modal ticketing and Account Based Ticketing (ABT).

From the west, there are opportunities for pedestrian and cycling access to be improved, building on the recent footpath widening and crossing installed on Penny Emma Way. A protected cycle route should be created, extending along Penny Emma Way and adjacent routes, providing a continuous safe route between housing, employment and the station. This pedestrian and cycle route should continue into the existing entrance to the station off Penny Emma Way, all the way to the new station arrival plaza adjacent platform 1, via a landscaped dedicated pedestrian and cycle area.

To the east, the existing footpath and cycle path along Lowmoor Road should be improved and made continuous on both sides, incorporating a protected cycle path. The existing crossings over Lowmoor Road should also be improved to aid pedestrian movement and ensure safe and direct access between the employment uses, bus stops, and Vision West Nottinghamshire College. The route between the college and the station, via Lowmoor Road should be prioritised. Green and blue infrastructure should be incorporated along walking and cycling routes.

At the crossings’ ‘landing points’ new public space should be created, ensuring there is enough room for larger volumes of pedestrians approaching the station. The crossings should lead directly into the station with new footpaths created across the east car park. A new, wide, protected path could be created around the perimeter of the site, using soft landscaping and a low level signage. This will both increase visibility of the station from Lowmoor Road in both directions, as well as creating a buffer between pedestrians and this busy junction.

The landscaping should continue in front of the existing apartments to the south of the station, softening what is currently a hard, uninviting arrival space, improving the aspect of the apartments and creating a buffer between the residential and the vehicular ingress / egress. Cycle parking is proposed within this arrival space, with long stay cycle parking contained within the mobility hub adjacent platform 1.

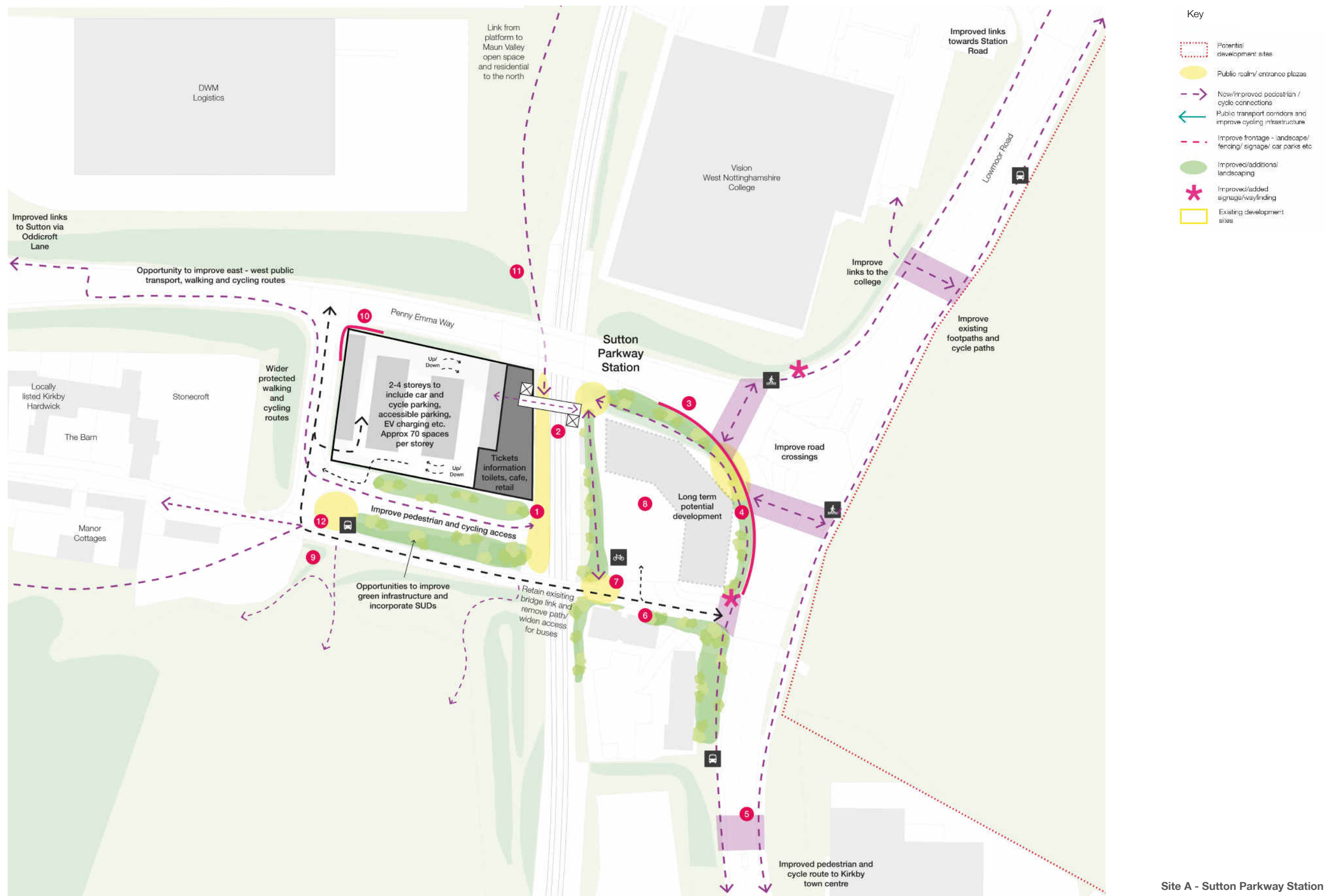
To help to minimise flooding and improve biodiversity and landscape, SUDs and green infrastructure should be incorporated into the scheme at every opportunity. The masterplan illustrates a green approach to the station which should also incorporate SUDs.

In the longer term, there is an opportunity to develop the east car park for apartments. This could provide at least 40 dwellings at 4-5 storeys, tying in with the existing 3-4 storey apartments to the south. This would provide frontage to the Penny Emma Way / Lowmoor Road junction and, with signage, would landmark the station from these approaches, assisting wayfinding. These apartments would provide an appropriate density in close proximity to the station, encouraging sustainable transport use. There may be limited parking associated with these, and the potential to retain accessible parking and drop off for platform 2 on this east side.

The proposed improvements and facilities at the station will assist with creating a sense of arrival and help as a catalyst for development of the surrounding areas as set out in the masterplan.

Please refer to the masterplan opposite, and numbered key and precedent images on the following page.





Site A - Sutton Parkway Station



## Text key

- 1 Arrival Plazas with access from upper level of Penny Emma Way
- 2 New footbridge with lifts and steps to platforms with access from upper level of Penny Emma Way
- 3 Feature signage announces station and creates protected route
- 4 Increase width of cycle and footpath to edge of car park. Improve signage and landscape access route
- 5 Improve existing pedestrian crossing
- 6 Soft landscaping to residential and pedestrian route
- 7 Resurfacing, dropped curb, tactile surfaces etc. and limit vehicular access
- 8 Car parking with opportunity for residential in longer term. Flexible community transport services and taxis. Short stay car park and drop off.
- 9 Improve accessible route and paths to open space
- 10 Feature / signage at upper level to announce station
- 11 Link from back of platform under road bridge and into open space
- 12 Sheltered bus drop off and pick up, one way bus loop only. Including EV charging facilities for buses.



Station arrival plaza



Mobility hub



Crossings



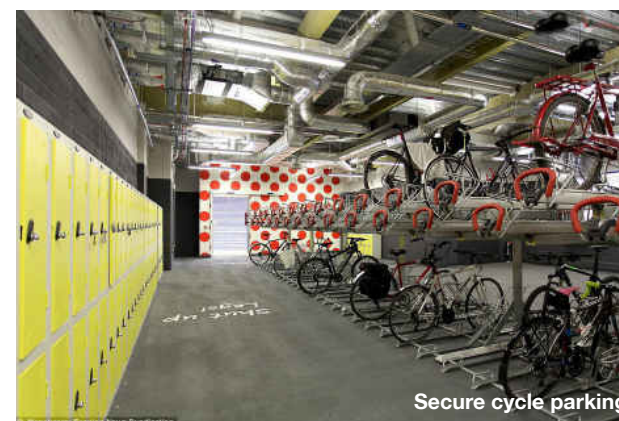
Sheltered bus drop off



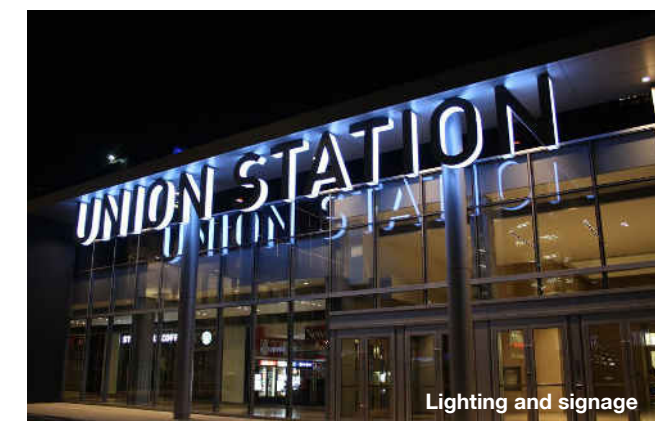
Station facilities



Improved pedestrian and cycle routes



Secure cycle parking



Lighting and signage



**Site B**

This site is located to the west of Sutton Parkway Station. Although the Ashfield District Council SHLAA 2017 identifies housing on this site, due to the adjacent uses and access to the site, employment is a more appropriate use. Providing business workspace within two minutes walk of the station encourages the use of sustainable transport. This should be supported by improvements to the pedestrian and cycle network surrounding the station, particularly along Penny Emma Way.

There is an opportunity to use this site to create a new green, off road pedestrian and cycle route adjacent Penny Emma Way, linking development site E to this site, via an improved crossing and entrance to Oddicroft Lane industrial estate, and utilising the green space to the north of the Kirkby Hardwick buildings (mix of residential and businesses). Through site E, this could incorporate shared surface parking (ensuring a defined, safe route through), and a green space which also serves as a break out space for the business unit.

A business unit of three storeys is proposed, mediating between the large scale industrial units off Oddicroft Lane and the smaller scale of the Kirkby Hardwick buildings. This would provide approximately 3,600sqm of employment use. The setting of the locally listed heritage asset at Kirkby Hardwick to the east will need to be considered in any proposals. There is existing screening provided around this site, as well as the opportunity to take advantage of views out from the workspace to the open space and woodland to the south. Access to these spaces and the existing green infrastructure network should also be provided.



- Key**
- Potential development sites
  - Public realm
  - Primary pedestrian/cycle connections
  - Secondary pedestrian/cycle connections
  - Vehicular routes
  - Active frontage
  - Improved/additional landscaping
  - Improved/added signage/wayfinding
  - Proposed residential
  - Proposed local services
  - Proposed employment
  - Proposed healthcare
  - Proposed car parking
  - Improved public crossings

Site B - Penny Emma Way, west of Sutton Parkway Station



### **Site C**

This site is located west of site D at the junction of Penny Emma Way and the A38, and again provides the opportunity to create a continuous off-road pedestrian and cycle route between the station and the development site as well as the existing housing and schools to the west. Pedestrian and cycle connections should also be made to the existing green infrastructure routes to the south and east, and into the recent housing development to the south around Webb Ellis Road. Vehicular access is not possible from the A38 but there are opportunities to bring the main vehicular route into the site via the existing rugby ground access track off Penny Emma Way, as well as a link via Webb Ellis Road.

A mix of housing and apartments is proposed, providing approximately 175 dwellings in total. This higher density reflects the location of this site within 10 minutes walk of the station. Five storey apartments address the large scale Penny Emma Way / A38 junction, and are set back from the road, retaining existing trees in this open space and creating a green gateway to the site. This gateway should connect to an improved pedestrian crossing over Penny Emma Way, and the new off road pedestrian and cycle route. Parking can be provided to the rear of the apartments incorporating landscape and areas of green space to provide an attractive aspect for both the apartments and housing to the south. The apartments should take advantage of views out to the open space and woodland to the east.

The scale of the housing in the southern section of the site should step down to 2-3 storeys, tying in with the existing housing off Webb Ellis Road. This could be arranged around homezones with street frontage and views onto the open space and woodland to the east, whilst having a relationship and good pedestrian connectivity to the housing off Kingsholm Road etc to the south.



# Key

- Potential development sites
- Public realm
- Primary pedestrian/cycle connections
- Secondary pedestrian/cycle connections
- Vehicular routes
- Active frontage
- Improved/Additional landscaping
- Improved/Added signage/wayfinding
- Proposed residential
- Proposed local services
- Proposed employment
- Proposed healthcare
- Proposed car parking
- Improved public crossings

Site C - Penny Emma Way / A38



# Development Schedules

Site	Location	Area	Use	Approximate number of dwellings	Employment Sqm	Local services ha	Other uses sqm	Additional car parking	Phasing	Planning status	Risks
A	Sutton Parkway Station Site		Improved access to the station and increased car parking plus small scale commercial offer. Potential for residential in longer term.	Potential for apartments in longer term (linked to development of Site B (approx 40 dwellings at 4-5 storeys)	450sqm (small scale commercial)			Approximately 200 spaces (not taking account for those spaces lost if long term residential is developed) plus secure cycle parking	Short - long term		Existing railway infrastructure constraints, eg bridges and embankments
B	Penny Emma Way (SHLAA 2017: Site K26)	0.66ha	Employment		3,600sqm				Medium term	Pre application 10 units	Natural green break protected by policy RC2 of ALPR, 2002
C	Penny Emma Way / A38	2ha	Residential	Approximately 175 dwellings (5 storey apartments and housing)					Medium term	Pre application	Access constraints

Please refer to Maid Marian Rail Extension:  
Economic Impact Analysis (Lichfields, June 2020)  
for a description of the economic impact for  
Sutton Parkway station.



# Kirkby-in-Ashfield Analysis

## Wider context

Kirkby-in-Ashfield is located approximately 1.5 miles south east of Sutton-in-Ashfield. The B6020 runs through the centre of Kirkby-in-Ashfield, connecting to the B6018 to the west which links to the M1 and A38 north towards Mansfield.

Lowmoor Road intersects with the B6020 in the east of the town centre, a stretch of which has been recently pedestrianised. To the south this connects to the A611 towards Hucknall, 4.5 miles away.

Kirkby-in-Ashfield station (East), on the former Midland Railway Nottingham to Worksop line, was originally located further east along what is now the B6020, Urban Road (near the current council offices), and closed in 1964. From the late nineteenth to the twentieth century, the two areas east and west of the railway line grew towards each other.

The main town centre retail and services core is clustered around the B6020, Urban Road, with residential areas beyond this, and pockets of residential within the town centre. To the north of Urban Road are health services, Ashfield District Council offices, shops, library and recently refurbished Market Place. North of Portland Street are employment uses, including the PATCO site, Kirkby College and Festival Hall Leisure Centre are located south of Urban Road. Kingsway Park is a large open space to the south of the town centre.

Immediately west of the railway line there is a residential area off Victoria Road, with West Park to the north. Southwell Lane Industrial Estate lies to the north of this.

On the eastern side of the railway are open spaces to the north, including a priority habitat (woodland) and football pitch. North of Southwell Lane is Portland Industrial Estate. Immediately to the north of the station is Miller's Way, a recent housing development adjacent the station car park. An ALDI store lies to the east of the station, off Miller's Way / Lane End.

To the south of the station is Urban Road Business Park which extends to the railway junction (Nottingham / existing freight line to Pye Bridge). The River Erewash skirts the eastern edge of the industrial area, towards Portland Park and agricultural land to the south. Part of this area lies within Flood Zone 3.

Public transport connections and dedicated cycle lanes and walking routes need to be provided / improved east to west, and north south, connecting Kirkby town centre and station with Sutton Parkway and surrounding areas.

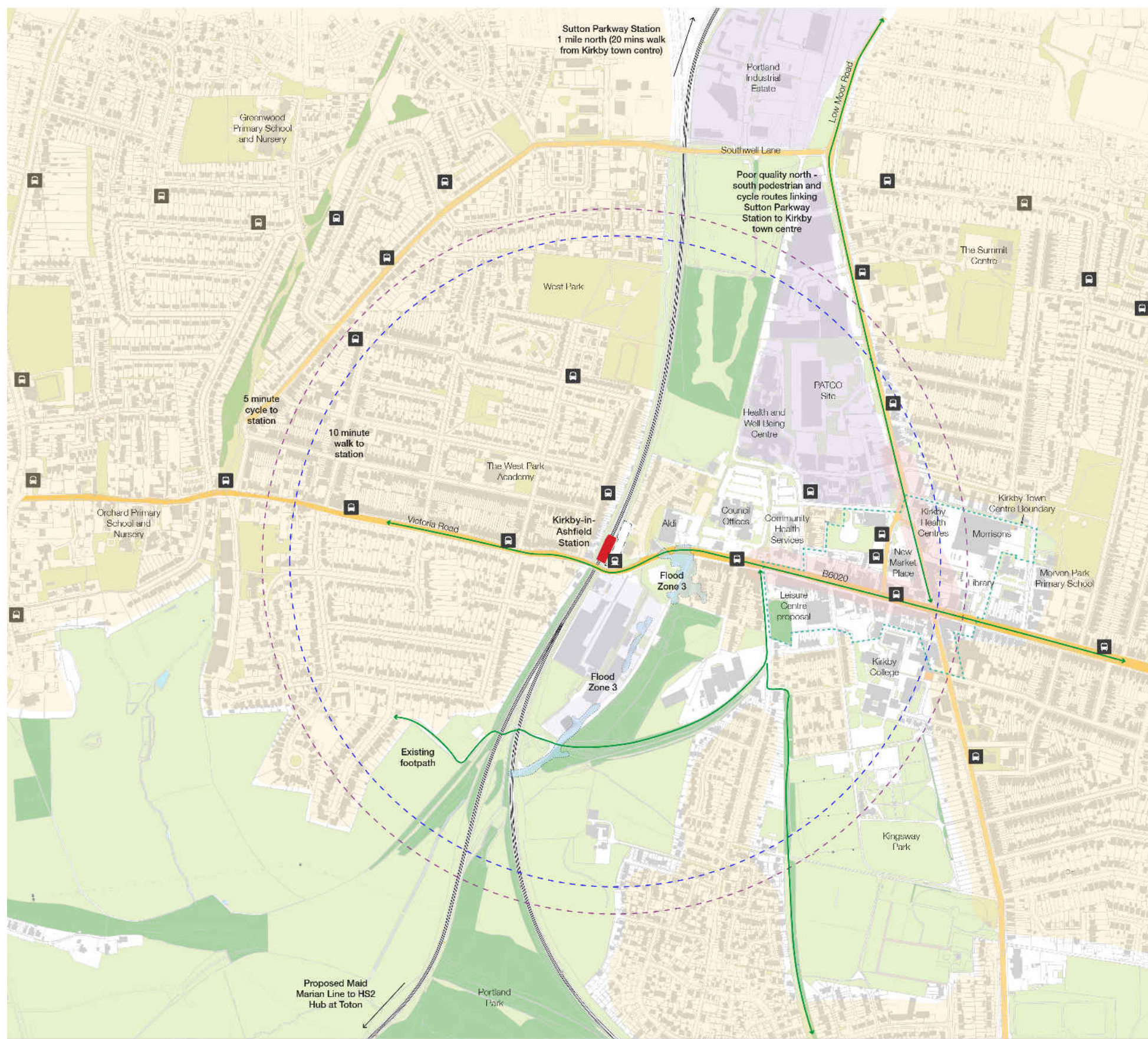


Market Plaza



PATCO site and Health and Wellbeing Centre





# Key

- Listed Buildings
- Residential
- Buildings
- Retail Area
- Employment/Industrial
- Road networks
- Car Parking
- Vehicle Routes
- Potential to improve routes
- Pedestrian Routes
- Poor Quality
- Conservation Boundary
- Entrances
- Zebra Crossing
- Cycle Store
- Bus Stop

Kirkby-in-Ashfield wider context analysis



### Kirkby-in-Ashfield Station

The station is located 0.25 miles from the centre of Kirkby-in-Ashfield town centre in a cutting approximately 12m below street level. Access to the platforms is via a footbridge at the southern end of the platforms, set away from the road bridge at Lane End. Shallow steps lead down to the platforms and there is no accessible route. There are regular bus services operating outside the station by Trent Barton to the local area but there is no taxi rank. Bus stops are located on Victoria Road and outside the Council offices on Urban Road, about a three minute walk away. The station is not staffed and has accessible ticket machines on both platforms. There are shelters but no waiting room, toilet facilities, or cycle storage at this station.

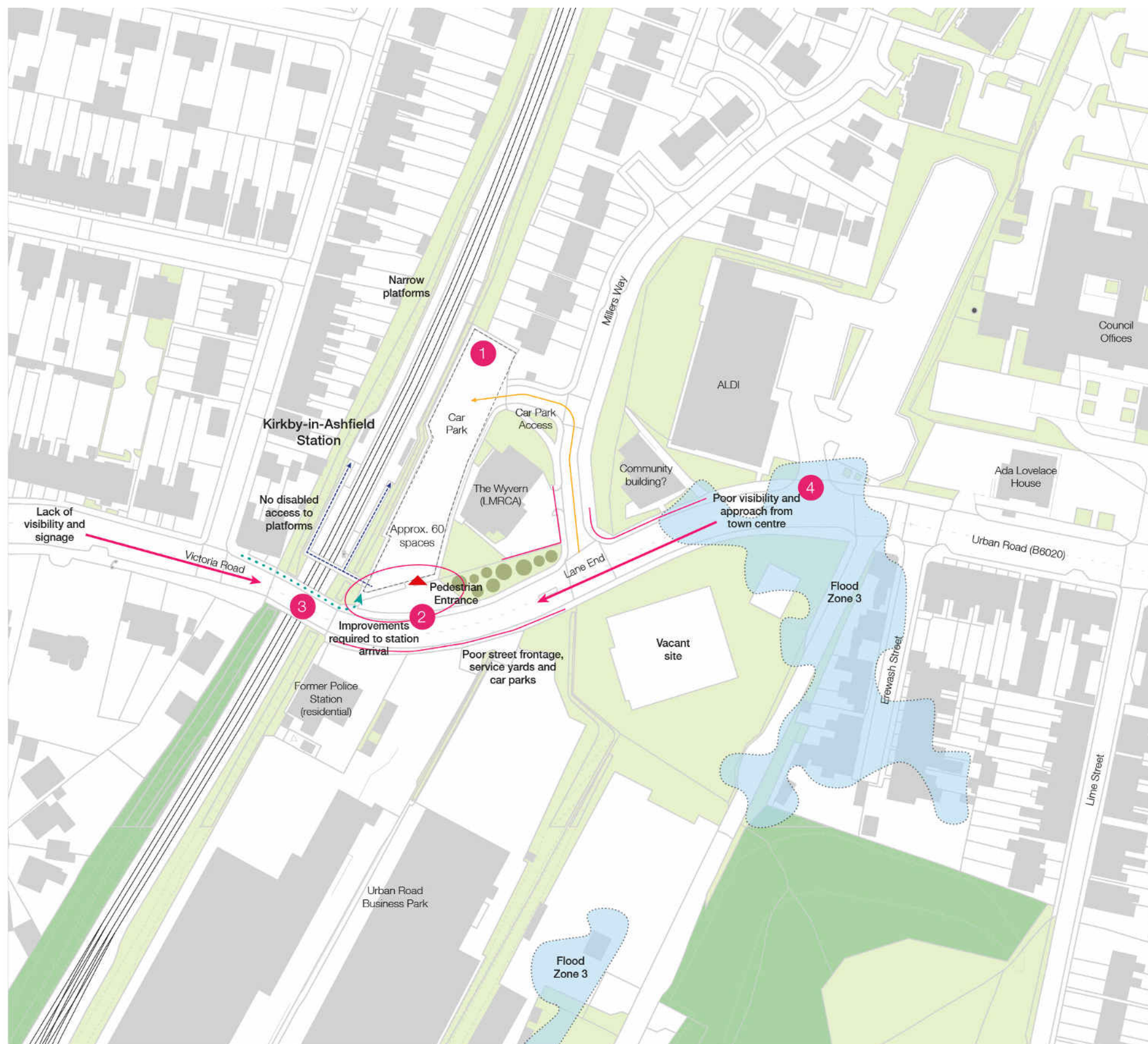
To the west of the railway line, the station is constrained by the embankment and Victorian housing to Harcourt Street, meaning that the platforms are narrow and there is no car parking or entrance to the west.

From the east, Lane End rises towards the road bridge over the railway. The main pedestrian access is off Lane End adjacent this bridge which is not a safe crossing point for pedestrians. There are no crossing points along Victoria Road and there are island crossings opposite Miller's Way and opposite the ALDI store. The entrance consists of block paving, and wall which displays a train wheel sculpture and a historic plaque. However, the wall also conceals the access to the platforms and is a barrier to pedestrian movement. There is a station car park to the eastern side of the railway line, accommodating approximately 60 spaces. Access to this car park is via Miller's Way, which also provides access to the new housing to the north. Small community buildings and green space are located either side of the Miller's Way junction on Lane End. Both buildings are of poor quality and hinder wayfinding to the station. A row of mature trees provide screening and an attractive route alongside Lane End.

Generally, there is little sense of arrival, poor wayfinding, and inadequate pedestrian and cyclist facilities, particularly accessible routes to the platforms.







# Key

- Listed Buildings
- Residential
- Buildings
- Retail Area
- Employment/Industrial
- Road networks
- Car Parking
- Vehicle Routes
- Potential to improve routes
- Pedestrian Routes
- Poor Quality
- Conservation Boundary
- Entrances
- Z Zebra Crossing
- C Cycle Store
- B Bus Stop

Kirkby-in-Ashfield station site analysis



# Opportunities

There are opportunities for improvements to the pedestrian and cycle network to facilitate sustainable travel to and from the station and better links between town centre destinations such as the proposed new leisure centre, the recently renovated Market Place and plaza, and employment and residential sites. A protected cycle path should be installed along Urban Road / Lane End / Victoria Road, and sections of Lowmoor Road which do not benefit from being pedestrianised, providing an unbroken safe route to the station. Pedestrian and cycle routes should also be improved between the station and Sherwood Business Park and Portland Park to the south, as well as through development sites and open space to the north towards Southwell Lane / Lowmoor Road / Sutton Parkway.

Within the town centre, pedestrian and cycle routes should be improved between the Health and Wellbeing Centre, Council Offices, Morrisons, the Market Place and the PATCO site, via Portland Street and Pond Street. Similarly, to the south of the high street, signage, public realm and lighting should be improved between the proposed new leisure centre at Festival Hall, Kirkby College, and Urban Road / the station.

Key development sites identified are:

- Kirkby-in-Ashfield Station
- Ashfield District Council SHLAA 2017 Site K116 off Miller's Way, 250m north of the station
- Development Site off Southwell Lane, 750m north of the station
- Former PATCO Site off Lowmoor road, 500m north east of the station
- Collection of sites around the Market Place, 500m east of the station
- Development Site off Lane End, 100m to south east, opposite the station

These opportunities identify the need to improve dedicated, protected cycle paths and walking routes, and public transport connections both east to west as well as north and south.

An approach should be taken to improve sustainable transport links to the station, with these routes incorporating green and blue green corridors where possible to increase the usability and benefits of these access routes, making them more welcoming and multifunctional, enhancing the local area and resulting in a more resilient network.

The vehicular access and egress proposals at each development site will need to be considered further with the County Council's highway development control officers. Detailed transport assessments be required to support any subsequent planning application.

All development in this area should consider SuDS and the Drainage Hierarchy, to ensure that surface water is managed sustainably. This is particularly important at development sites in close proximity to watercourses, for example opposite Kirkby-in-Ashfield Station. Redevelopment of sites will also need to consider human health risks and pollution risk to the water environment associated with the historic landfill sites. Further consultation will be required with the Environment Agency, Severn Trent and the local authority.

## Development sites key

- A** Kirkby Station
- B** SHLAA 2017 Site K116, 1.7ha, planning application V/2019110356 f
- C** Potential development site, 3.92ha
- D** Potential development site, 2.6ha
- E** Potential development sites for civic hub
- F** Potential development site, 0.42ha

## Text key

- 1** Improve public realm and arrival at station
- 2** Improve Portland Street links
- 3** Improve green space and links to Health and Wellbeing centre
- 4** Green buffers to existing industrial area and create links to green spaces
- 5** Vehicular access to Lowmoor Road and employment to the north
- 6** GP, Family Health Centre, healthcare complex and dentist - opportunity to reprovide within existing healthcare hubs in town centre
- 7** Improve links from Kirkby College and new leisure centre to station
- 8** Sherwood Business Park - 15 minute cycle and 25 minute bus from station
- 9** Green walking routes to Derby Road and residential area
- 10** Lindley's Lane walking and cycling routes to Portland Park and South to Nuncargate
- 11** Existing route over railway line
- 12** Improve existing routes through woodland / tree belt



Kirkby-in-Ashfield opportunities



# Masterplans

## Site A: Station

One of the main challenges at Kirkby-in-Ashfield Station is the lack of an accessible route to the platforms. It is proposed to remove the existing footbridge and steps, and introduce a new footbridge north of this (away from the Victoria Road bridge). This footbridge would be accessed via a new station building on the east side of the railway line, and access to the platforms would be via lifts and stairs.

As part of the masterplanning process, several options were explored for Kirkby-in-Ashfield station and its platform access, including a ‘do minimum’ option which retains the footbridge in its current location and replaces the existing steps with ramps. These options all involve civils work to provide accessible routes. Although costs have not been assessed at this stage, future stages of design development will need to consider this, along with maintaining adequate platform clearances to national standards.

The new station building also provides a focal point to views from the town centre, greatly improving visibility of the station when approaching from Urban Road to the east. This is reflected in the proposed pedestrian and cycle approach to the station which continues the alignment of Urban Road, providing a direct route and views to the station. Ticketing and other facilities at the station would be subject to agreement with the train operating company, as station facility operator.

There is an opportunity to improve the gateway to the station by relocating the entrance to Miller’s Way to the east adjacent ALDI, and re providing the community uses within the existing two buildings in a new building, potentially attached to the station building. This new community building would also help to announce the station on the approach from Victoria Road.

The existing entrance plaza is not a safe place to cross the road, so no crossing will be provided in this location, and the emphasis will shift so that the main entrance is to the east. The existing wall would be removed, with the sculpture and plaque relocated to the new station entrance. New signage and lighting in this location will assist with wayfinding.

A green landscape buffer which retains the mature trees along Lane End will offer a safe and attractive protected cycling and walking route. Green and blue infrastructure should be incorporated along walking and cycling routes. To help to minimise flooding and improve biodiversity and landscape, SUDs and green infrastructure should be incorporated into the scheme at every opportunity.

The station and its surroundings should also support Flexible Community Transport Services, including taxis, flexible buses and flexible transport provision utilising new technologies to complement the local bus network. As identified on the masterplan, the station should become a mobility hub, facilitating easy access and interchange between different modes of transport.

Taxis should be integrated as part of the transport network with a drop off and parking area being provided at the station. Sheltered bus stops with real time passenger information are provided nearer the station to provide greater accessibility and these should include EV charging facilities for electric buses. Station facilities must provide digital real time bus and train information.

There is an aspiration for integrated multi modal smartcard ticketing in Nottinghamshire (as referred to in the Nottinghamshire County Council Integrated Ticketing Strategy and Delivery Plan) and this will be a key component in encouraging modal shift to public transport and contributing towards a low carbon economy. The station proposals should include infrastructure to facilitate new ticketing technologies, including smart and integrated multi modal ticketing and Account Based Ticketing (ABT).

Shifting the vehicular entrance east allows a larger area for car parking next to the station (approximately 100 spaces in total), to accommodate the expected increase in patronage. This surface car park should include EV charging and car club facilities. The long stay car park is located to the rear of the station building and will incorporate landscaping to soften this area.

A short stay / accessible / drop off and secure cycle parking area is located in front of the station building and main arrival plaza. Car parking could provide a source of additional revenue for the station operator.

The vacant site opposite the station has been identified for residential at a higher density, taking advantage of the proximity to the station. At five storeys, apartments fronting onto Lane End could provide approximately 80 dwellings. This massing is considered appropriate due to the flat site which sits in the dip whilst the road rises towards the bridge over the railway, and the massing could step down adjacent the existing housing on Erewash Street.

Due to the flood risk on this site, the residential accommodation could be raised above undercroft parking for residents, leaving space to the rear of the apartments block for additional station parking (approximately 70 spaces). Ashfield District Council own the land at the existing informal access on the corner of Lane End and Erewash Street. This access would need to be enlarged to provide vehicular access to the apartments and station car park to the south.

A route should be maintained at ground level through the apartment block to connect into a new safe crossing place across Lane End providing direct access to the station plaza. The apartments fronting onto Lane End would enhance the current environment along this approach and provide passive surveillance.

Ground floor units could also accommodate small scale retail / cafe to serve rail users and providing an anchor at this end of the high street.

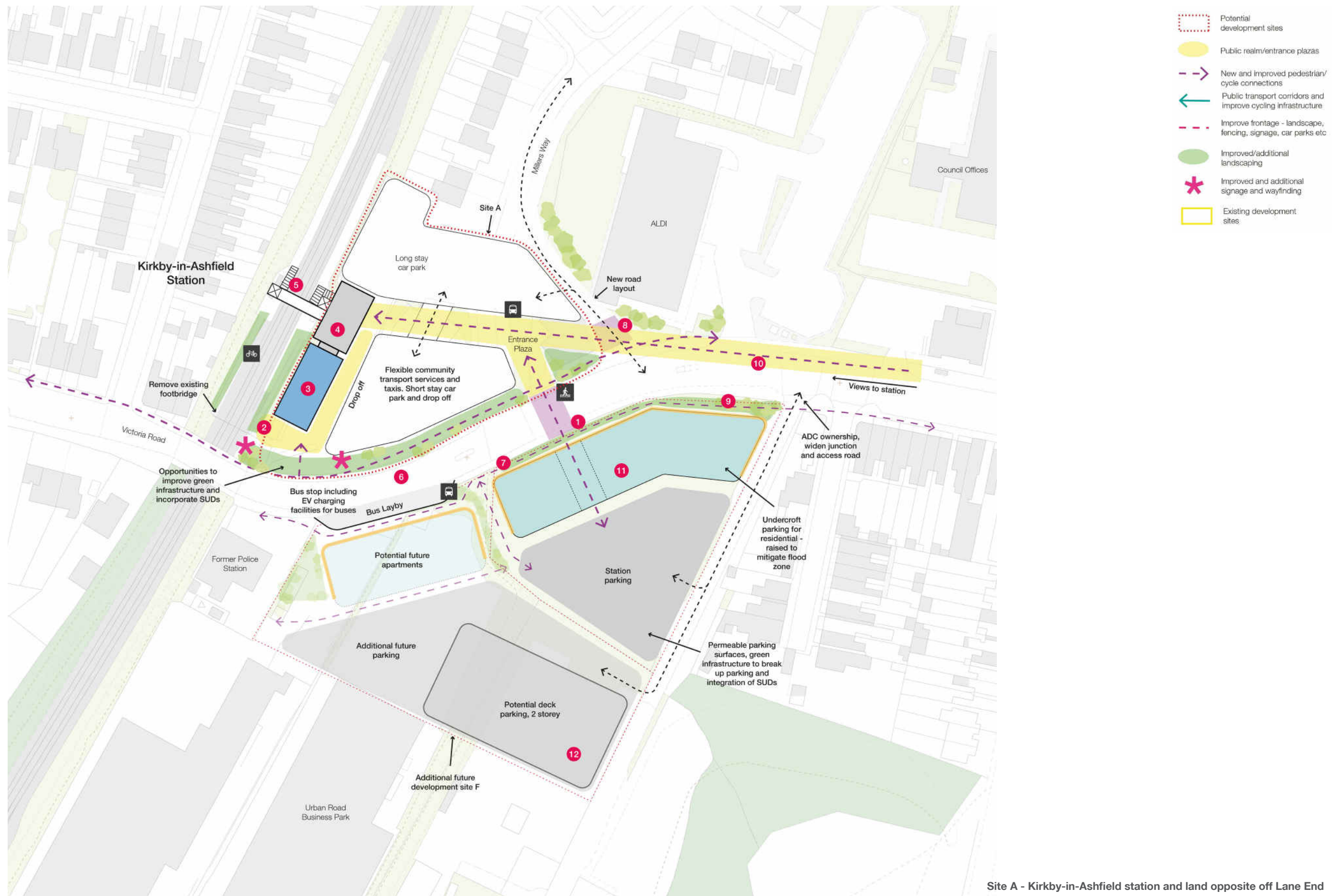
There is also the potential in the longer term (dependent on existing business uses on the site), to extend the site boundary to the west and continue the apartments frontage along Lane End opposite the station where there is existing poor quality frontage consisting of car parking and fencing. This has the potential to provide approximately 50 further dwellings, as well as additional future parking and the opportunity to deck some of this parking. This would need to consider the proximity to the apartments, but with one decked level could provide an estimated 130 spaces overall.

This area lies within Flood Zone 3 and there could be surface water / culverted watercourses within the site. As well as the design principles described to manage flood risk within the site, SUDs and Drainage Hierarchy should be considered, and a Flood Risk Assessment would need to be submitted as part of any planning application.

The proposed improvements and facilities at the station will assist with creating a sense of arrival and help as a catalyst for development of the surrounding areas as set out in the masterplan.

Please refer to the masterplan overleaf, and numbered key and precedent images on the following page.



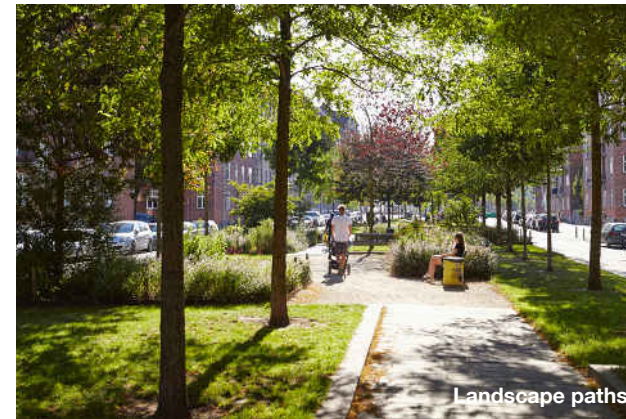


Site A - Kirkby-in-Ashfield station and land opposite off Lane End



## Text key

- 1 Improved pedestrian arrival and road crossing
- 2 Signage / feature to improve visibility to the station. Remove wall and enhance sculpture / plaque
- 3 New community building
- 4 New station building. Tickets, toilets, information point, cafe / retail, access to platforms
- 5 New footbridge, stairs and lift to platform providing accessible routes
- 6 New bus stops / laybys
- 7 Potential for retail frontage to ground floor
- 8 Improved pedestrian arrival and road crossings
- 9 Protected cycle paths and wider footpaths
- 10 Better visibility and approach from town centre
- 11 High density apartments with potential for ground floor small retail / café / business use. Undercroft resident's parking.
- 12 Potential decked and surface car parking for the station and apartments



**Site B**

The Miller's Way site is subject to an existing planning application for 59 dwellings. This new housing should be linked into the station and rest of the town centre via improved pedestrian and cycle paths, and direct connections to the open space / woodland to the north, and Health and Wellbeing Centre / council offices to the east.



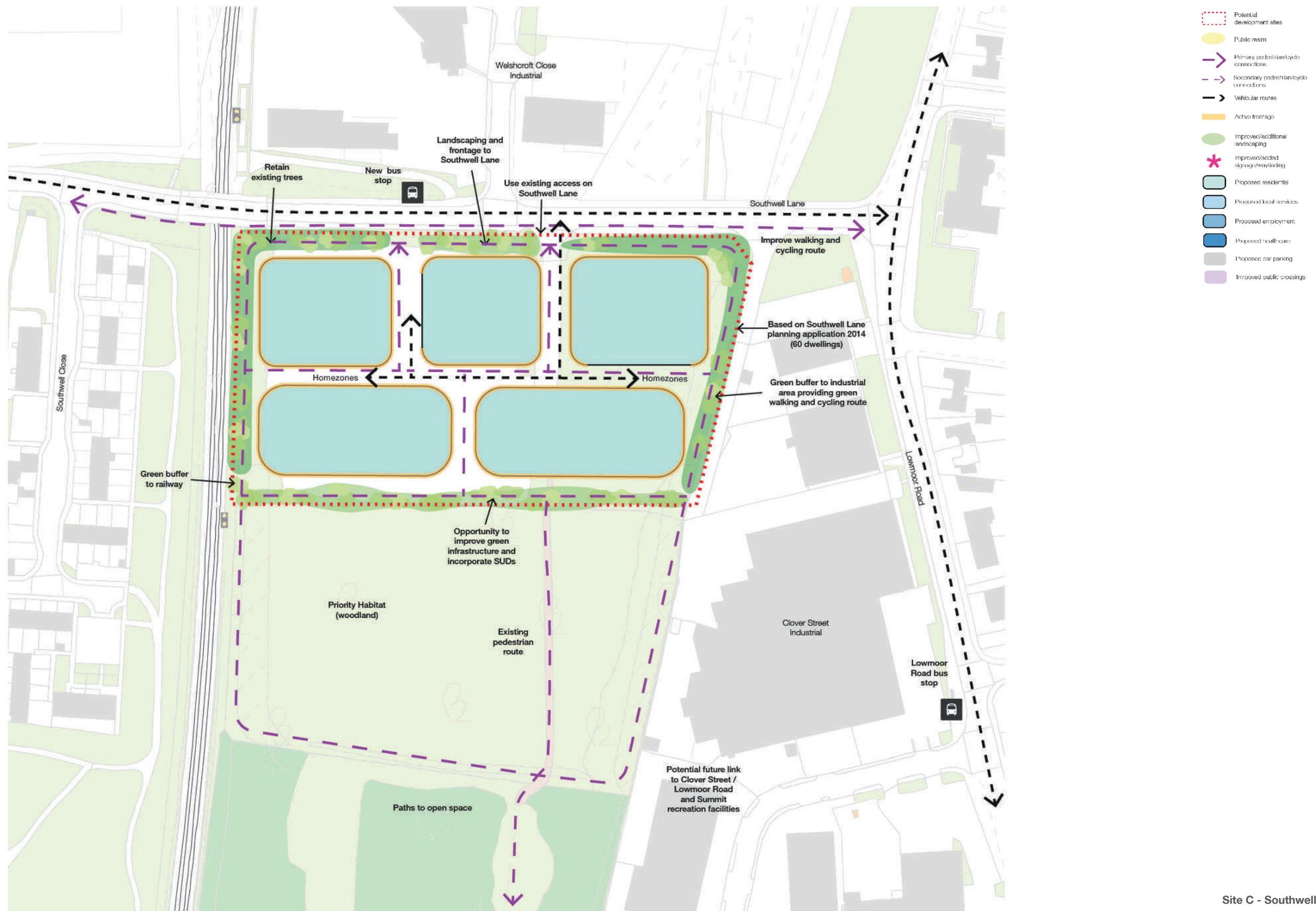


Site B - Miller's Way

**Site C**

The Southwell Lane site is subject to an existing planning application for 60 dwellings, featuring perimeter blocks of housing with restricted vehicular access but a permeable network of footpaths, connecting in to the open space / woodland to the south. These routes should be safe and well lit to encourage walking and cycling to the station. Landscaping to the edges of this site helps to provide routes, an attractive setting, and a buffer between the housing and railway, industrial uses, and Southwell Lane. Access is from the existing entrance off Southwell Lane and houses will front onto this main route.





Site C - Southwell Lane

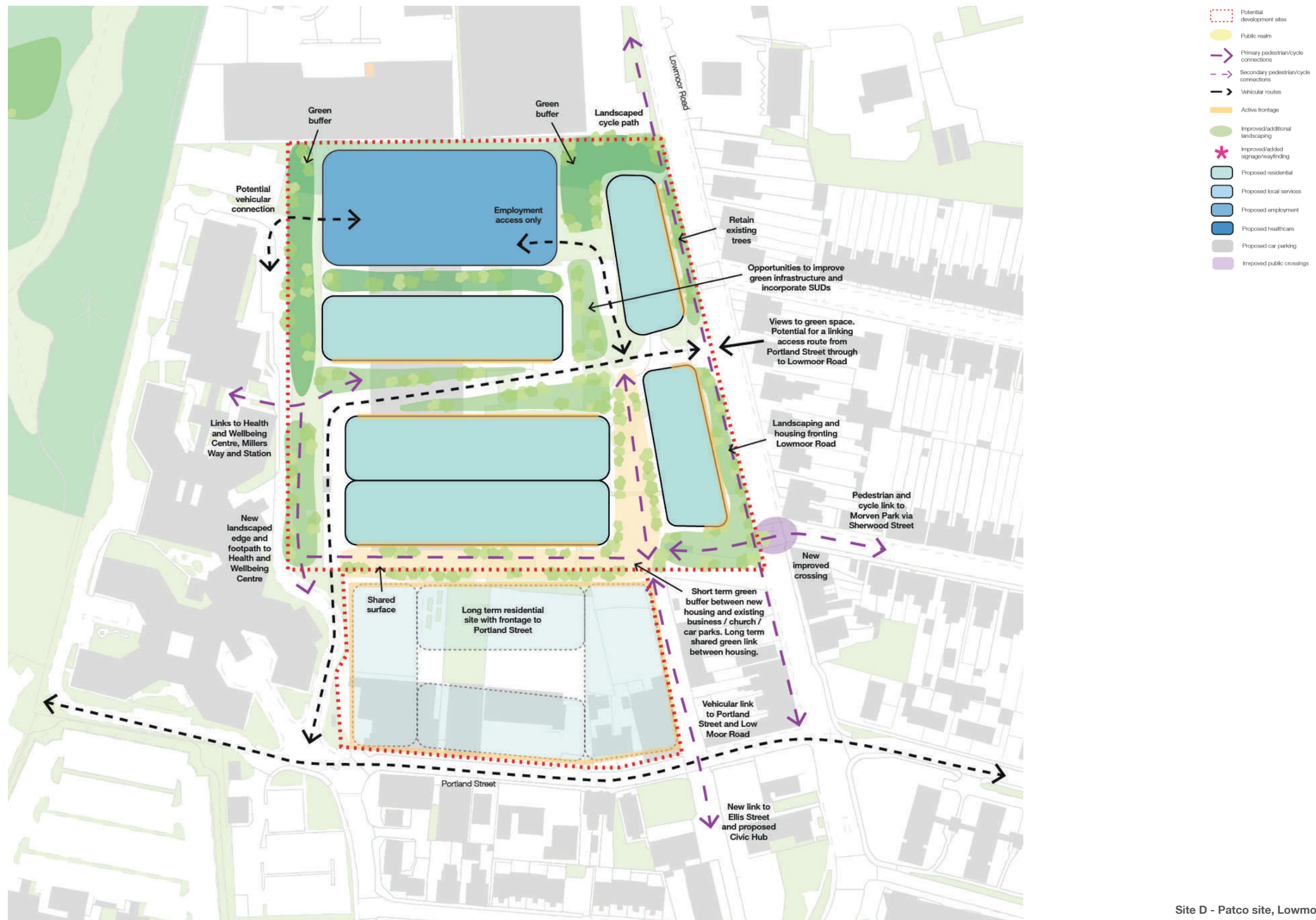
**Site D**

The former PATCO site provides opportunities to create a connection between Lowmoor Road and Portland Street through the site. This utilises the existing access point on Lowmoor Road. A mix of residential and employment uses are proposed on this site, reflecting the surrounding uses. There are approximately 60 dwellings on this site, plus a 4,200sqm employment plot.

Housing is proposed to front onto Lowmoor Road, addressing the existing housing opposite, and set back with a landscape route providing a green walking and cycling route amongst retained mature trees. Housing within the site will front onto the new routes which connect into footpaths through to the Health and Wellbeing Centre and Portland Street, as well as an improved route towards Morven park and recreation centre via an improved crossing. Communal green spaces are provided and there will be views into these from the entrance off Lowmoor Road and Portland Street. Structural planting and landscaping will provide green buffers between the employment and residential uses, but pedestrian and cycle routes will be continuous between these areas.

There is the potential for a longer term redevelopment of the business uses to the south for residential. This could be a perimeter block of housing (approximately 30 dwellings) with frontage onto the new pedestrian and cycle link to Ellis Street (connecting into Site E), Portland Street and the proposed housing to the north. In the shorter term this boundary could form a green buffer between the housing and the existing business uses to the south, and if the southern site was redeveloped as housing this could become a shared surface / communal green space between the two streets.





Site D - Patco site, Lowmoor Road

## Site E

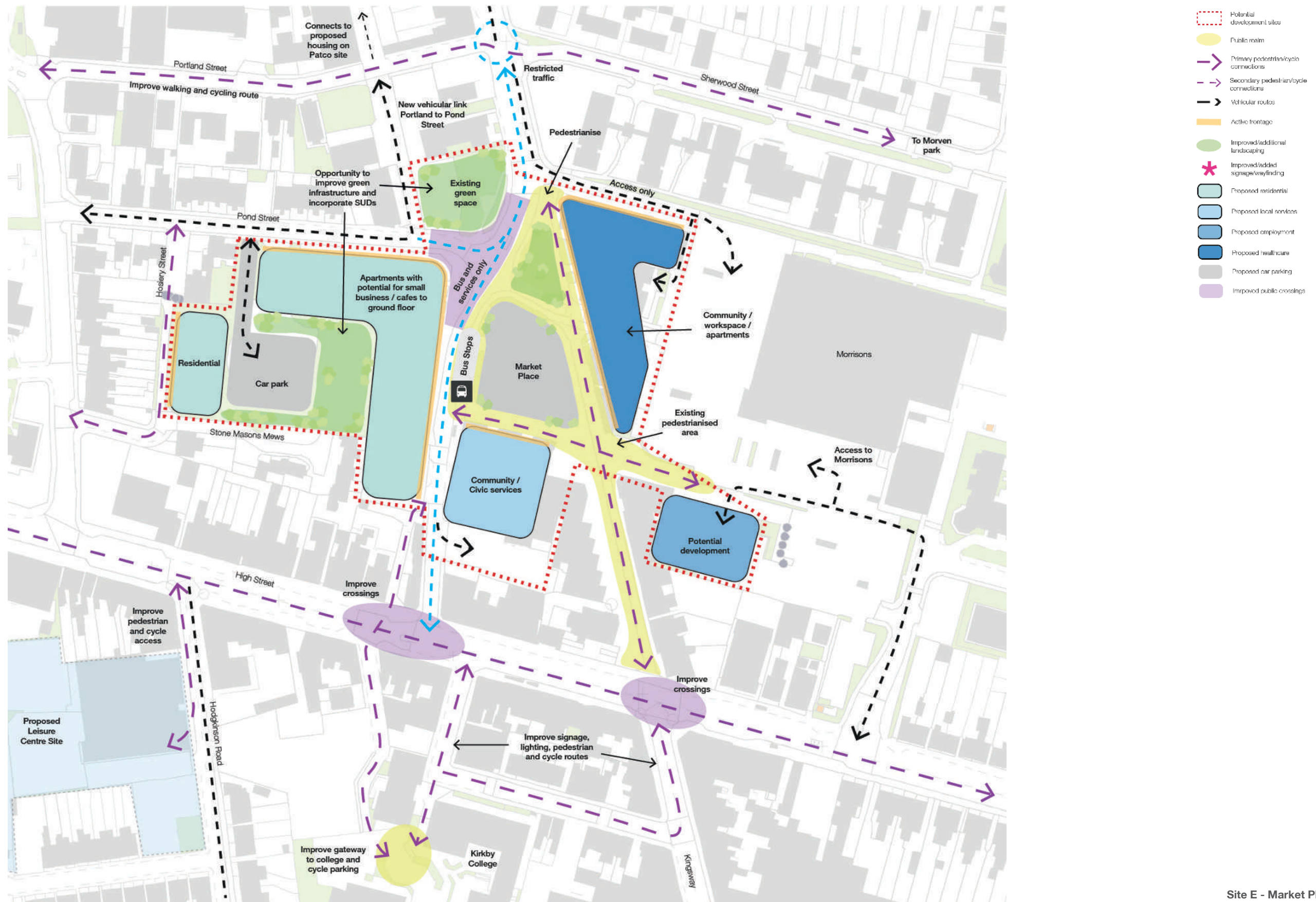
This collection of town centre sites offers the opportunity to create a civic hub focused around the Market Place and plaza. It is proposed that general traffic is taken out of the awkward junction at the top of the Market Place / Lowmoor Road / Pond Street, with buses only permitted to Ellis Street. Restricted access would be retained for Morrisons and car parking for the new uses. This new pedestrian and cycle friendly environment would provide a high quality public realm stretching all the way from Urban Road to the top of the Market Place via both Lowmoor Road and Ellis Street. The existing bus stops, green spaces and trees would be retained.

The proposals identify approximately 60 apartments at four storeys with ground floor cafe / small retail uses, turning the corner of Pond Street and Ellis Street and fronting onto the Market Place. Residential parking and communal green space would be provided to the rear of this, with access off Pond Street. A further terrace of houses could be accommodated in an infill site of Hosier Street.

Opposite this, on the east side of the Market Place, the existing poor quality separate healthcare buildings could be re provided and consolidated within the existing healthcare hub in the town centre, ensuring they are connected into the pedestrian, cycle, and public transport network. This site could then be redeveloped for community / workspace / apartments, activating the Market Place and providing additional footfall for town centre services and retail, within a 10 minute walk of the train station. This would provide approximately 3,000sqm of accommodation over three storeys.

Completing the southern edge of the Market Place, a new community / civic building is proposed, which again would activate the Market Place and provide an anchor destination in this location, adjacent the bus stops and within walking distance of the train station. Improved crossings along Urban Road would be required to improve the pedestrian and cyclist experience and convenience within the town centre and to link this new civic hub into the high street, Kirkby College, and the proposed new leisure centre.





Site E - Market Place

# Development Schedule

Site	Location	Area	Use	Approximate number of dwellings	Employment Sqm	Local services	Other uses sqm	Additional station car parking	Phasing	Planning status	Risks
A	Kirkby-in-Ashfield Station		Improved access to the station and increased car parking. Potential for small commercial use in new station building. New community facilities.		50sqm approx (small commercial use in new station building)		100sqm (community use)	Aproximately 35-40 short stay/drop off spaces and 60 in long stay car park, plus secure cycle parking	Short - long term		Existing community uses on site. Reconfiguring access / proximity to ALDI. Site and railway infrastructure constraints, ie narrow platforms, existing bridge, embankments
B	Miller's Way / football pitch (SHLAA Site K116)	1.7ha	Residential	59					Short term	V/2019/0756	Football pitch currently on site
C	Southwell Lane	3.92ha	Residential	Approximately 60 dwellings proposed in planning application in northern part of site.					Medium term	V/2014/0530 – pending reserved matters V/2018/0333	Environmental issues due to proximity to existing industrial areas
D	Low Moor Road (Patco site)	2.6ha	Mixed use (residential and employment). Potential for longer term residential to south off Portland Street.	Approximately 60 (plus additional 30 on 0.9 ha longer term site)	4,200sqm approx				Short - medium term	Pre application?	Suitable mix of employment and residential. Capacity/access from Portland Street (Health and Wellbeing Centre)
E	Low Moor Road / Ellis Street (Civic Hub)	2.33ha	Mixed use (civic, community, local services, residential, workspace, commercial)	Approximately 60 (based on 4 storey apartments and no ground floor use, plus housing)	6,300sqm (community / workspace / residential)	3,000sqm (2 storey civic / community services)	2,200sqm (2 storey other community use development)				Land assembly. Access to Morrisons, servicing, and bus routes.
F	Lane End (opposite Kirkby Station)	Initial site 0.42ha (potentially an additional 0.58ha in future development)	Residential (potential for small ground floor café / retail use )	Approximately 80 (based on 5 storey apartments and no ground floor use) (and potential for 48 additional dwellings on adjacent site, over 4 storeys)	Approximately 200sqm small ground floor commercial use, eg café / retail.			70 spaces to the rear of proposed apartments (potential longer term extension to station parking, additional 70 spaces on surfaced car park and 60 per storey in decked parking)	Medium - long term		Land assembly. Access.



Please refer to Maid Marian Rail Extension:  
Economic Impact Analysis (Lichfields, June 2020)  
for a description of the economic impact for  
Kirkby-in-Ashfield station.

# Summary

This masterplan report makes recommendations on specific local interventions that could be delivered to each of the train stations and their surrounding localities to support them in maximising the impact of the proposed link up to HS2 by creating enhanced places and better connectivity for local residents and businesses.

It is crucial that these opportunities create a healthy, safe and attractive environment for local people and businesses, help to attract investment to the area, and support Nottinghamshire's carbon management plan and Declaration on Climate Change. The Maid Marian line provides opportunities to integrate and improve sustainable travel modes around station hubs, in line with recent Government strategies and funding.

The opportunities identified in this report are high level options and further assessments and costing will need to be undertaken.

Planning applications will require additional assessments agreed with the local planning authority, for example drainage, biodiversity, heritage, transport, minerals, waste audits etc. Further consultation with the public and a variety of stakeholders will be required during the development of proposals.