

<b>Report To:</b>	<b>CABINET</b>	<b>Date:</b>	<b>24th FEBRUARY 2020</b>
<b>Heading:</b>	<b>THE STATIONS MASTERPLANS</b>		
<b>Portfolio Holder:</b>	<b>CLLR M. RELF – PORTFOLIO HOLDER FOR PLACE, PLANNING AND REGENERATION</b>		
<b>Ward/s:</b>	<b>SUMMIT WARD</b>		
<b>Key Decision:</b>	<b>NO</b>		
<b>Subject to Call-In:</b>	<b>YES</b>		

### **Purpose of Report**

To seek approval to undertake a public and stakeholder consultation for 4 weeks on a draft Maid Marian Line Economic Growth Feasibility Study.

To adopt the final Maid Marian Line Economic Growth Feasibility Study (including stations masterplans) as a basis for future action for linking the Kirkby and Sutton Parkway stations to the proposed HS2 train station at Toton and alternative access to Nottingham, and to capitalise on the economic, social and environmental potential for development and improvement around the station locations.

### **Recommendation(s)**

That Cabinet:

1. Approves the undertaking of a public and stakeholder consultation for 4 weeks on a draft Maid Marian Line Economic Growth Feasibility Study.
2. Approves the Maid Marian Line Economic Growth Feasibility Study in principle subject to delegated authority being granted to make any minor changes to the Study prior to publication to the Director of Place and Communities in consultation with the Portfolio Holder for Place, Planning and Regeneration.
3. Adopts the final Maid Marian Line Economic Growth Feasibility Study (including stations masterplans) as a basis for future action for linking the Kirkby and Sutton Parkway stations to the proposed HS2 train station at Toton, and to capitalise on the economic, social and environmental potential for development and improvement around the station locations.
4. Delegates production of an action plan for the study to the Director of Place and Communities in consultation with the Portfolio Holder for Place, Planning and Regeneration.

## **Reasons for Recommendation(s)**

1. To carry out public and stakeholder consultation. Consultation will allow the Maid Marian Line Economic Growth Feasibility Study to have the greatest weight in the planning system once formally adopted.
2. To provide a spatial and economic framework which will allow the station locations to respond positively to the economic, social and environmental opportunities of the Maid Marian Line.
3. To provide a framework for future private/public investment in the areas around Kirkby and Sutton Parkway Stations.
4. To inform decisions in the emerging Local Plan.

## **Alternative Options Considered**

Not to carry out consultation. This option would reduce the weight of the Maid Marian Line Economic Growth Feasibility Study in the planning process going forward.

Not to adopt the Maid Marian Line Economic Growth Feasibility Study. This option is not recommended as the study is needed to allow the station locations to take advantage of funding and potential transport connectivity opportunities for the economic benefit of Kirkby and Sutton-in-Ashfield.

## **Detailed Information**

Ashfield and Mansfield District Councils jointly commissioned consultancy services from Lichfields and Ryder to understand the economic, social and environmental benefits of linking four existing train stations to the proposed HS2 station at Toton.

The Maid Marian Line proposal is a significant and ambitious part of Ashfield District Council's ambition to improve Ashfield's transport connectivity, providing improved access to UK and European markets and more convenient travel for local residents and businesses. The Council is a key strategic partner in the East Midlands HS2 Strategic Board (an alliance of East Midland Councils) and has worked consistently to promote the District's place and growth priorities that the HS2 line affords. The Maid Marian Line proposal compliments the HS2 proposals, but is not dependant on HS2 proceeding. It is a coherent proposal that can be taken forward on its own merits.

The draft report has identified the following key economic headlines, showing the progress Ashfield has made over the past ten years and how the improvements to the Maid Marian Line, along with associated development opportunities, could bring tangible economic benefits.

- Since 2015, employment in Ashfield has grown by 5.8%, compared to 2.5% in Mansfield and 2.9% across the East Midlands, suggesting that demand for labour in Ashfield has increased quicker over recent years than Mansfield and the wider region.
- In Ashfield, from 2008/09 to 2018/19 retail stock increased by 7,000 sq.m., office space increased by 20,000 sq. in; and industrial space increased by 39,000 sq. m,
- Ashfield has very strong representation in manufacturing and health.
- The 2 km impact corridor for the Maid Marian Line Study which covers Ashfield and Mansfield, is a net importer of 3,713 workers.

- All the stations are within or next to an area that falls within the 20% most deprived nationally. There is potential to positively affect social value of these areas through investment close to the stations and improved transport access for residents.
- It is estimated that the Maid Marian Line upgrade will directly generate between £3.55m and £5.63m each year during the 3 year construction period. Not all of those benefits would be retained within the local area.
- It is estimated that total net additional spending of just over £8 million per annum will be created by new residents of the masterplan developments( that are unlikely to come forward without improvements to the Maid Marian Line ) and be retained within the local economy (in addition to £49m generated under the Study Reference Case). It is also estimated that this additional expenditure could support a further 107 Full time equivalent (FTE ) jobs in retail, leisure, hospitality, catering and other service sectors, plus a further 682 FTE jobs under the Study Reference Case.

Fiscal Impacts related to the developments that could come forward as a result of improvements to the Maid Marian Line are estimated as Council Tax Receipts (annual payment) £745,000, Business Rates Payable (gross annual) £379,000, New Homes Bonus (4-year payment) £2.6m.

The purpose of the consultancy was to -

- underpin the business case to link into the HS2 Toton Station via the proposed Maid Marian rail link by identifying sites for development and improvement. The feasibility of the Maid Marian link line itself has already been commissioned and is being undertaken separately by consultants AECOM on behalf of the HS2 Mitigation Group and forms part of a gateway scheme being developed by the HS2 Strategic Board.
- provide improved access to UK and European markets, and to reduce the need to travel by car.
- provide an understanding of how improved frequency and connectivity of public transport can create economic, social and environmental benefits within the four station locations (Kirkby-in-Ashfield, Sutton Parkway, Mansfield and Mansfield Woodhouse).

As part of the consultancy, masterplans were commissioned for each of the four stations and their surrounding areas to show how the potential improvement in and around these transport nodes could be capitalised on to create enhanced places and better connectivity for local residents and businesses.

The masterplans identified where opportunities can be maximised and what improvements (i.e. connectivity, investment, sense of arrival) would be required to ensure these benefits are fully realised.

The masterplans function as standalone documents, to be used in the event of the Maid Marian Line not proceeding, for the benefit of the immediate areas around the stations and their respective towns.

The study links to a suite of other Council documents, including:

- Corporate Plan
- Delivery Plan for Discover Ashfield
- Kirkby Town Centre Masterplan
- Ashfield and Mansfield Plan for Growth

The Maid Marian Line Economic Growth Feasibility Study aims to provide a high-level framework for future investment and development which maximises the opportunities for Kirkby and Sutton Parkway stations and capitalises on existing assets. In particular, it includes:

1. Economic Impact Analysis of the economic, social and environmental benefits for each of the four stations to the proposed HS2 station at Toton. The direct, indirect and induced benefits of the link for each station and the impacts which will be generated at both a strategic and local level have been considered. The findings support our case to HS2 for funding for the conversion of this line for passenger travel.
2. Master planning - review and recommend specific local interventions that could be delivered to each of the train stations and their surrounding areas to support them to maximise the impact of the proposed link up to HS2. The plans consider the sense of arrival at each of the stations, as well as connectivity and land uses within and round the stations. The masterplans identify sites for development around the stations and opportunities for public realm improvements.
3. Provision of an evidence base for the emerging Local Plan.

The Masterplans are not inflexible or prescriptive, and do not represent a commitment to funding by the District Council.

The Masterplan documents can be accessed via the following link:

<https://www.ashfield.gov.uk/media/6673/final-stations-masterplan-documents.pdf>

## **Implications**

### **Corporate Plan:**

This will contribute towards the strategic objectives in the Corporate Plan by developing the station masterplans.

### **Legal:**

There are no legal implications contained within the report.

**Finance:** There are no financial implications contained within the report.

<b>Budget Area</b>	<b>Implication</b>
General Fund – Revenue Budget	None
General Fund – Capital Programme	None
Housing Revenue Account – Revenue Budget	None
Housing Revenue Account – Capital Programme	None

### **Risk:**

<b>Risk</b>	<b>Mitigation</b>
No known risks	N/A

**Human Resources:**

There are no direct HR implications contained within this report.

**Equalities:**

The Equality Act 2010 introduced a public sector equality duty and the Masterplan will have a direct impact on equality issues. Consequently, an Equality Impact Assessment has been undertaken, which identified no issues.

**Environment / Sustainability**

The Maid Marian Line Economic Growth Feasibility Study will promote sustainable travel options and promote the environmental benefits of improving the line for passenger travel.

**Other Implications:**

No other implications have been identified

**Reason(s) for Urgency**

Not applicable.

**Reason(s) for Exemption**

This report is not exempt.

**Background Papers**

None

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