

Report To:	CABINET
Date:	19TH JULY 2022
Heading:	ADOPTION OF THE HUCKNALL TOWN CENTRE MASTERPLAN
Executive Lead Member:	COUNCILLOR SARAH MADIGAN - EXECUTIVE LEAD MEMBER FOR CUSTOMER SERVICES AND STRATEGIC PLANNING
Ward/s:	HUCKNALL WEST, HUCKNALL CENTRAL, HUCKNALL SOUTH & HUCKNALL NORTH
Key Decision:	YES
Subject to Call-In:	YES

Purpose of Report

To consider the proposed changes to the draft Hucknall Town Centre Masterplan reflecting the representations received from the consultation on the Draft Masterplan and to adopt the Masterplan as a basis for future action in the Town Centre.

Recommendation(s)

That Cabinet:

- 1. Consider the representations made to the draft Hucknall Town Centre Masterplan and approve the proposed changes to the Masterplan.**
- 2. Adopt the Hucknall Town Centre Masterplan as a basis for future action in Hucknall Town Centre.**
- 3. Delegate authorisation to the Director of Place and Communities to make any minor changes to the Masterplan prior to publication.**

Reasons for Recommendation(s)

Approval of the Masterplan provides a long term framework to enable the Town Centre to respond positively to economic/social changes and for future investment and development which maximises the opportunities for Hucknall and capitalises on its existing assets.

Alternative Options Considered

Not to adopt the Masterplan. This option is not recommended as a Masterplan futureproofs the Town Centre and provides a framework for investment and development in line with the vision and objectives.

Detailed Information

Background

The Masterplan will replace the 2009 Town Centre Masterplan for Hucknall undertaken by Urbed. The update takes into account recent works including:

- Relocation of the outdoor market to the High Street in 2018.
- Pedestrianisation of the High Street and construction of a new inner relief road, Torkard Way, completed in 2018.

The updated Hucknall Town Centre Masterplan aims to provide a framework for future investment and development which maximises the opportunities for Hucknall and capitalises on its existing assets. In particular it:

- Establishes a vision for Hucknall Town Centre to continue to guide its development,
- Provides design principles for new development and projects that emphasise the principles of sustainability,
- Considers and identifies opportunities for future development within the Town Centre,
- Aims to improve links to and within the Town Centre for pedestrians, cyclists and public transport users,
- Considers how the links between the train station and Town Centre can be enhanced,
- Sets out how developments, projects and initiatives could be delivered,
- Provides an evidence base for the emerging Local Plan, and
- Supports the development of the Hucknall Levelling Up Funding Bid

The Masterplan is intended to be a high level document which is not inflexible or prescriptive. It is not intended to provide detailed projects or design solutions, nor does it represent a commitment to funding by the District Council.

Consultation and Community Engagement

While there is no statutory requirement for the Council to carry out consultation with the community and statutory bodies, it is considered to be good practice. Following the Cabinet resolution of 29th March 2022, a consultation was undertaken from 25th April 2022 to 5.00pm on 24th May 2022. Forty two representations and one late comment were received from local residents, businesses, organisations and infrastructure providers. Responses were received in a variety of forms. The majority of responses were made through the completion of the online form on the Council's website. Other responses were received through email and paper, a limited number of which

completed the standard consultation form. 33 responses specifically addressed the consultation questions and the remainder made general comments on the Masterplan.

The Consultation Statement Draft Hucknall Town Centre Masterplan, June 2022 is available on the Council's website¹. It sets out:

- How the consultation was undertaken;
- A summary of responses and issues raised; and
- An analysis of the responses.

Conclusions

The Consultation Statement sets out an analysis of the responses, an overview is also set out in the Report to the Local Plan Development Panel of 5th July on the Draft Masterplan consultation.

The Masterplan is intended to set out broad over-arching principles and identifies general areas for improvement, which will enable detailed future projects to be worked up in a timely manner and capitalise on available funding. The Masterplan is a high level guide, which is not intended to be prescriptive as it should be sufficiently flexible in a changing economic and social climate so that it can guide but not constrain future projects. Many comments were exact in their nature and, as such, did not relate specifically to the Masterplan or refer to issues which would be more appropriately addressed at a detailed project development or planning application stage.

There was majority support for the Vision, although not substantial, and no specific amendments to the Vision were set out in the responses. On reviewing the matters raised in the consultation, it is considered they are reflected in the Vision for the Town Centre.

In relation to the objectives, it is considered that the various aspects raised in the consultation are substantially reflected within the objectives set out in the Masterplan. Changes are proposed to clarify what the objectives were intended to be included, such as accessibility for the disabled. An additional objective has been identified 'To Reduce Flood Risk'. The Baker Lane Brook runs through the Town Centre and there are potentially opportunities to reduce flooding while improving biodiversity habitat and providing additional open space for local residents to enjoy.

Although no specific sites for health services were identified in the draft Masterplan, responses were received both for and against a Health and Wellbeing Hub on the Piggins Croft car park. The Car Park was identified as being full at peak times and parking on the Car Park was considered to be key to the future of businesses within the Town Centre. The Council is supportive of a new health centre located in the Town Centre or edge of centre, as this will facilitate activity in the area. The Masterplan has been amended to include wording to this effect, together with additional text to emphasise that any location should not have a significant adverse impact on other key aspects of the Town Centre.

Changes are proposed to the strategy to include additional aspects on accessibility for all, to include the provisions of a new health centre and on de-culverting the Baker Lane Brook so as to provide opportunities for biodiversity habitat improvements and to facilitate open space.

Responses identify that there should be a greater emphasis on Hucknall's heritage. Heritage is reflected in the Masterplan but the past history is limited. Therefore, it is proposed to amend this section of the Masterplan, setting out additional information on the main aspects arising from local history and highlighted in responses. The context for the Masterplan is that a substantial part of the Town Centre is designated as a Conservation Area. As such, in planning terms, there is statutory and national/local policy protection for preserving or enhancing the character or appearance of the Conservation Area.

Crime and anti-social behaviour were identified in various responses. Planning has a role to play in relation to crime and anti-social behaviour but this is substantially linked to designing out crime and designing in community safety. This is reflected in the Masterplan's objective to 'Enhance Perception of Safety and Design out Crime'. It is emphasised that the Council and its partners challenge and seek to reduce anti-social behaviour wherever possible.

The majority of respondents agreed with the objective of building up the Town Centre as a destination with a diverse range of services such as leisure, cultural and arts attractions, and a vibrant nightlife. There was a mixed response in relation to the nature of retail within the Town Centre with some support for more local shops and other support for national retailers and banks in the Town Centre. There was support for indoor leisure activities. For businesses there were proposals for lower business rates for shops and lower rents. The Masterplan is limited in its ability to influence the latter aspect. A significant number of the proposals are considered to fall within the broad Masterplan themes set out in Section 3. The more specific proposals are helpful in considering and informing development projects.

The majority of respondents found it easy to navigate around the town centre however, there were suggestions on how this could be improved, which should be taken into account in any future proposals. The responses highlighted the greening of the Town Centre including planting of trees. This is reflected in the Masterplan with its nature and wildlife objective, the strategic emphasis on a high quality public realm and the various Themes including 'an attractive place'.

Specific comments were made in relation to some of the priority projects and, where appropriate, additional information has been included. The proposed Transport Hub received majority support from respondents but set out more specific proposals of various aspects to the Hub including that the Hub should have facilities such as toilets and a coffee shop. Some of the priority projects referenced alternatives to external roller shutters and it is recognised there needs to be a balance between security and visual impact.

After reviewing the responses it is considered that the changes summarised in the Table below should be made to Draft Masterplan.

Draft Local Plan	Changes proposed from Draft Hucknall Town Centre Masterplan	Reason
1.1 Purpose of the Masterplan Paragraph 1.1.1	<ul style="list-style-type: none"> Accentuating the unique culture and heritage of Hucknall and ensuring it can be <u>accessed</u>, enjoyed, and explored by <u>all</u> residents and visitors alike. 	Reflects the clarification of accessibility for all sectors of the community.
1.3 Hucknall Today Paragraph 1.3.1	<ul style="list-style-type: none"> In 2019 the Hucknall Conservation Area was published; a large area of the conservation area is located within the town centre. This has put a greater emphasis on design and preserving the character <u>and heritage</u> of Hucknall. 	Additional text to emphasise the importance of heritage.
1.4 Section Hucknall in the past	<ul style="list-style-type: none"> Identified as Hucknall's Heritage replacing Hucknall in the past. Section 1.4 is amended and expanded to reflect additional background on Hucknall's heritage. Figure 2 An additional plan is included identifying the Hucknall Town Centre Conservation Area. 	Reflects responses that identify there should be a greater emphasis on heritage.
Objectives 2.2.1	<ul style="list-style-type: none"> <u>A distinct identity for</u> Solidify the Identity of the Town Centre. 	Revised text which is considered to be more descriptive of the intention of the objective.

	<ul style="list-style-type: none"> • Improve Accessibility and Legibility into and within the Town Centre <u>for all</u>. • 'To Reduce Flood Risk' – with supporting text 	<p>Additional text. Responses identified that access for disability is not specifically raised. The additional text has been included to emphasise the Masterplan provides equality of opportunity for all users of the town centre.</p> <p>An additional objective to reflect the opportunity to reduce flooding and the potential to de-culvert the Baker Lane Brook.</p>
Strategy 2.3.1	<ul style="list-style-type: none"> • <u>'Ensure, where possible, equality of opportunity for all users of the town centre'</u>. • <u>'Where practical to de-culvert the Baker Lane Brook so as to provide opportunities for biodiversity habitat improvements and to facilitate open space'</u>. • <u>'A new health and wellbeing centre located in the Town Centre or edge of centre provided it is in an appropriate location, which will not have an adverse impact on other aspects of the Town Centre'</u>. 	<p>The additional text has been included to emphasise the Masterplan provides equality of opportunity for all users of the town centre.</p> <p>Reflective of reducing flood risk objective.</p> <p>Reflects responses regarding a health centre within the Town Centre.</p>
Masterplan Themes 3.1.3	<u>'A common aspect that runs through all the themes is an emphasis on place making. New development must be sympathetically designed to ensure that it builds on the distinctive character and sense of place within the Town Centre, is accessible for all, designing out crime and enhances environmental assets wherever possible'</u> .	Additional paragraph emphasising that place making, good design, designing out crime and the environment are aspects that run through the themes set out in the Masterplan.
Creating a Desirable Place to Live Paragraph 3.2.1	Improve the accessibility of <u>and into</u> the Town Centre to support edge of town and suburban living.	Additional text to reflect that access into the Town Centre is important.
An Accessible and Well-Connected Place 3.7.1	<ul style="list-style-type: none"> • Hucknall needs to be connected so it is safe and convenient for pedestrians and cyclists to move around. The centre also needs to have an effective and attractive public transport system with an efficient highway network <u>that also has linkages to out of town centre places such as the Hucknall Leisure Centre</u>. This can be achieved by: • <u>Improved waymarking around Hucknall highlighting important areas in and around the town centre</u>. 	<p>Additional text to reflect the linkage to areas outside the Town Centre.</p> <p>An additional bullet point is identified responding to accessibility and legibility aspects raised in the consultation.</p>
3.8.6 Priority Area 5 - Derelict Land, Titchfield Street/ Torkard Way 3.8.7 Priority Area 6 – Land off Ashgate Road	<p>Changes to</p> <ul style="list-style-type: none"> • Proposed Use to include town garden. • Relevant Planning Constraints and Opportunities amended to reflect the location of Baker Lane Brook. 	Reflective of reducing flood risk objective.
3.8.23 Integrated Transport Hub	Additional text set out in 3.8.23 regarding access and legibility.	Reflective of the responses on accessibility and links to the Town Centre.

Appendix 1 sets out the amended Hucknall Town Centre Masterplan. It is recommended that the amended Hucknall Town Centre Masterplan is adopted by the Council.

1. <https://www.ashfield.gov.uk/planning-building-control/local-plan/hucknall-town-centre-masterplan/>

Implications

Corporate Plan:

The Masterplan will contribute towards the strategic objectives in the Corporate Plan, allowing the Council to serve the communities and residents of Ashfield, deliver services that are good quality and value for money, and plan strategically for the future to ensure sustainability. The Masterplan will assist with guiding future developments in line with the vision, objectives, strategy and themes outlined in the Masterplan document and will support future funding bids to meet regeneration priorities in the Town.

Legal:

There are no legal implications contained within the report. [RLD 28/06/2022]

Finance:

There are no direct financial implications contained within the report. [PH 27/06/2022].

Budget Area	Implication
General Fund – Revenue Budget	None
General Fund – Capital Programme	None
Housing Revenue Account – Revenue Budget	None
Housing Revenue Account – Capital Programme	None

Risk:

Risk	Mitigation
There are no known risks associated with the report	-

Human Resources:

There are no Human Resources implications contained within the report. [KB 03/07/2022]

Environmental/Sustainability

The Hucknall Town Centre Masterplan will provide the opportunity to enhance and invigorate the town centre, providing an attractive environment in which to shop, visit, live and work. Along with a potential for improved connectivity, this will encourage sustainable travel patterns.

Equalities:

An Equality Impact Assessment has been undertaken, which identified no issues.

Other Implications:

Not applicable

Reason(s) for Urgency

Not applicable

Reason(s) for Exemption

Not applicable

Background Papers

Consultation Statement Draft Hucknall Town Centre Masterplan, July 2022. Available on the Council's website at: <https://www.ashfield.gov.uk/planning-building-control/local-plan/hucknall-town-centre-masterplan/>

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APPENDIX 1: AMENDED HUCKNALL TOWN CENTRE MASTERPLAN, July 2022

Hucknall Town Centre Masterplan July 2022



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PREFACE



“Our priority is to build community pride and aspiration across Ashfield, and the Place Leadership agenda is focused on doing this. The initial works around Hucknall Town Centre will make a real difference to the way the town looks and provide a more positive experience for people visiting Hucknall. We want residents to be proud of where they live and see our town centres as a safe place to shop and visit. Increasing inward investment into the District is also key. The creation of skilled jobs can only help in inspiring young people in their career choices.”

**Councillor Jason Zadrozny
Leader of the Council**



“As someone who not only lives in Ashfield, but chooses to run their business from Ashfield, I am very excited to be involved with the Discover Ashfield initiative and the development of the Hucknall Town Centre Masterplan.

The COVID pandemic has accelerated the shift away from retail dominated town centres and demanded a more complex mix of retail, leisure, food, drink, and events. This has created a wonderful opportunity for Hucknall to reinvent itself and become a vibrant, diverse, and resilient town centre that adapts to, and truly serves, its population and the wider area. The recent pedestrianisation of the high street is testament to the desire to create a welcoming town centre and share Hucknall’s unique history with visitors. To me, Discover Ashfield and this masterplan will provide the necessary framework for our community and businesses to look ahead and seize opportunity, and make Hucknall a fantastic place to live, grow a business, and visit.”



**Martin Rigley
Board Chair for Discover Ashfield**



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– Introduction

Purpose of the Masterplan

1.1.1 The purpose of the masterplan is to deliver innovative change to Hucknall Town Centre. The plan will help towards supporting sustainable growth, creating new public realms, revitalising existing buildings and services, and improving the streets for pedestrians. The plan also seeks to capitalise on future aspirations in relation to culture, transport, and urban regeneration. The masterplan will also play a critical role in the following:

- Raising the profile of the Town Centre both regionally and nationally.
- Encouraging and guiding investment towards the Town Centre.
- Highlighting opportunities for development and improvements through urban regeneration.
- Accentuating the unique culture and heritage of Hucknall and ensuring it can be accessed, enjoyed, and explored by all residents and visitors alike.
- Realising the potential to provide a framework in supporting investments and improvement schemes for active travel and public travel across the Town Centre.
- Supporting and informing the existing planning frameworks such as the Ashfield Local Plan Review 2002 and the emerging Ashfield Local Plan

1.2 Relationship with Previous Hucknall Masterplan

1.2.1 This iteration of the masterplan builds upon the successes of the Hucknall Town Centre Masterplan published in 2009 and aims to modernise the approaches and delivery of the masterplan to reflect current opportunities post pandemic, to respond to consumer behaviour and consider the changes in planning policy. Subject to consultation and the adoption process, this masterplan will supersede the 2009 document.

1.2.2 Since the previous masterplan was published in 2009, Hucknall Town Centre has undergone significant transformation with a variety of projects that enhanced the area and public realm. Some of the headline projects include:

- The Hucknall Town Centre Improvement Scheme (HTCIS) was a £13.5 million scheme which created an inner relief road to reduce congestion on Torkard Way

and allowed pedestrianisation of the northwest part of High Street. This project was completed between 2016-17.

- Formerly known as the Byron Cinema, the Arc Cinema project completely renovated and rebranded the previously desolate building. The building features state of the art cinema equipment and reopened in 2020 for residents and visitors to enjoy.
- Hucknall has benefitted from an outdoor market for a considerable amount of time. The market was relocated from the Market Place to High Street to increase encouragement. The market continues to be the districts most successful market, running on Fridays and Saturdays.
- As part of the HTCIS, flood alleviation measures were put into place to reduce the likelihood of flooding and minimise its impacts.
- The nightlife of Hucknall has become noticeably more vibrant since the completion of the HTCIS. Several new venues such as: Cow Shed, the Hideout@Hucknall and the Byron's Rest have given Hucknall a new lease of life.
- The Hucknall conservation area was officially designated on the 20th March 2019. As such, there is both statutory and national planning policy protection for preserving or enhancing the character or appearance of the Conservation Area.
- The Local Authority is actively working on securing additional funding to expand the transport connectivity across the district, regenerate the Town Centre, and improve the leisure and cultural offering.

1.3 Hucknall Today

1.3.1 As of 2020 Hucknall has an estimated population of circa 36,000. The town holds a competitive position in the district and the county as it is located between Nottingham and Mansfield. The proximity of the M1 to Hucknall also provides easy transport to Sheffield and Leicester.

- Between April 2011-2021 Hucknall has seen the most growth in the Ashfield District in terms of land uptake with 44% (percentage of development per area in respect of gross hectarage).
- Hucknall borders Nottingham City Council, making the town a hotspot for commuters to the city.

- In 2019 the Hucknall Conservation Area was published; a large area of the conservation area is located within the town centre. This has put a greater emphasis on design and preserving the character & heritage of Hucknall.
- Hucknall is a traditional town centre with a mix of national and independent retailers and a weekly outdoor market. The Town Centre is well used by the residents.
- The centre benefits from strong transport links via train, tram, and bus services. Parking in the centre is also convenient and reasonably priced. The town centre is contained by residential areas (Figure 1).
- The structure of the town centre has changed from a simple goods transaction to a complex mix of retail, leisure, food & drink, events, commercial uses, residential uses, health, education, and nightlife.

1.3.2 Despite economic uncertainties since the 2008 recession and the COVID-19 pandemic, Hucknall Town Centre has a low vacancy rate. The town does still face challenges however, there are a number of opportunities in the Town Centre which would allow the town to thrive and build on the success of the previous masterplan.

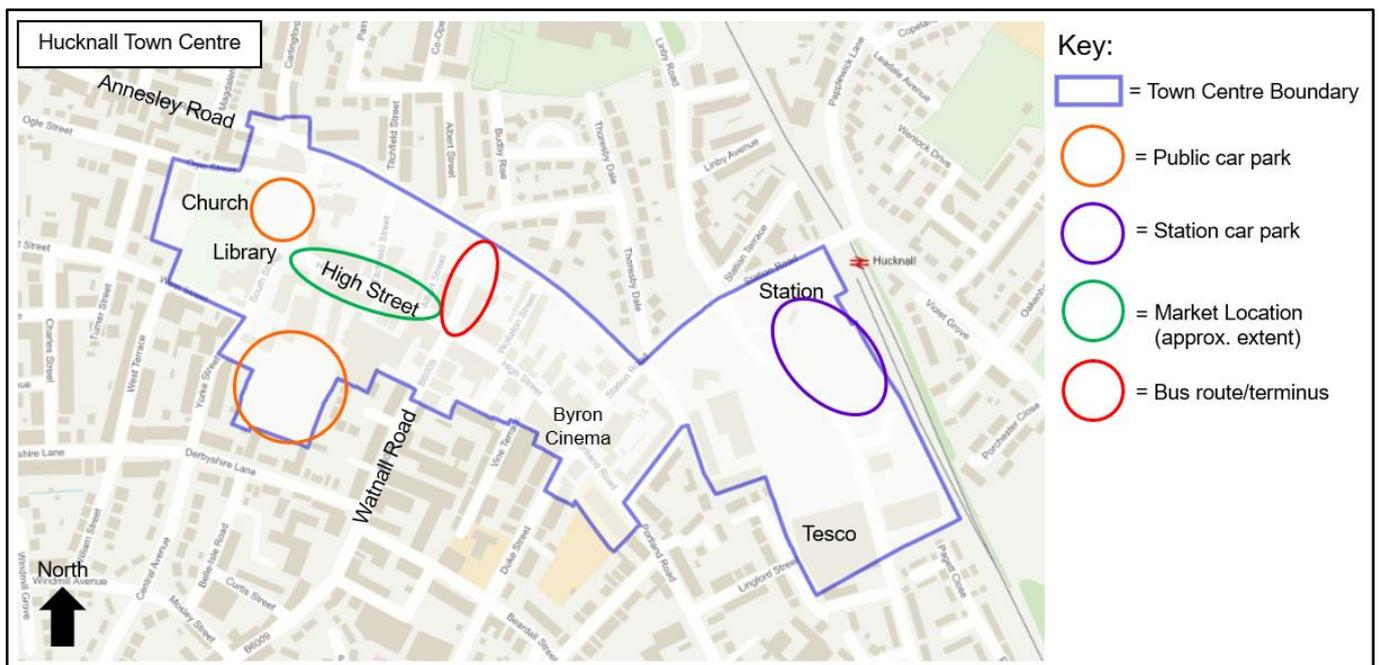


Figure 1: Hucknall Town Centre Context Map

1.4 Hucknall's Heritage

1.4.1 Hucknall is an ancient settlement on the western side of the Leen Valley. Hucknall, or Hucknall Torkard as it was known until 1916, has a history stretching back some 1300 years with the first written record of Hucknall being in the Domesday Book. (Hochenale 1086).

1.4.2 In 1170 Newstead Priory (now known as Newstead Abbey) was founded by Henry II a few miles north of the town. Ten years later St. Mary Magdalene's church in Hucknall was built with funds from a prominent landowner Geoffrey Torkard. Following the Dissolution of the Monasteries by Henry VIII, the Priory came to Sir John Byron who converted it into a residence. Newstead Abbey is famous as the former home of the poet Lord Byron, who is regarded as one of England's greatest poets and was one of the leading figures of the Romantic movement. His daughter, Ada Lovelace, is widely credited with having written the first computer programme. Both Lord Byron and his daughter, the Countess of Lovelace, are interred in the Byron Vault in St Mary Magdalene's Church, Hucknall¹.

1.4.3 By 1687 Hucknall had started to develop as a textile centre. In the 18th Century the town gained new wealth through its framework knitting and the town grew. The coal deposits under the town saw the opening of coal mines, at Watnall Road in 1861 and shortly after at Portland Road, 1866. This new industry saw significant housing growth, along with places of worship, schools, libraries, and commercial premises. Between 1871 and 1881 the population of Hucknall more than doubled from 4,500 to over 10,000. The Great Northern Leen Valley Railway (GNLVR) opened in 1881 followed by further railway lines built by other companies.

1.4.4 Hucknall airfield, known as RAF Hucknall, dates back to World War One. From the early 1930's it was used by Rolls Royce for testing of new engine designs. The Rolls-Royce 'Flying Bedstead' was the world's first jet powered vertical take-off and landing (VTOL) aircraft. It was researched and tested at Rolls Royce in Hucknall, making the first free flight in 1954.

1.4.5 Both the collieries were closed in 1986 leading to a downturn in Hucknall's prosperity. However, the colliery sites have been redeveloped as a business park, or for retail and residential purposes. The former role of coal mining in Hucknall is reflected in the bronze statue of a miner, together with an obelisk with bronze plaques, which form a memorial to the 150 miners who lost their lives while working at Hucknall No.1 and No.2 pits and the nearby Linby Colliery.

¹ For further information on Lord Byron and Ada Lovelace is available at <http://hucknallparishchurch.org.uk/ada-lovelace/>

1.4.6 In 1992 the Leisure Centre and Swimming Pool was built to the north of the High Street. Hucknall was reconnected to the railway network in 1993 with the opening of the Robin Hood Line between Nottingham and Worksop. In 2004, Hucknall Station became the terminus for the Nottingham Express Tram (NET), which provides a tram system to Nottingham City Centre and the wider Greater Nottingham area.

1.4.7 The Hucknall A611 bypass opened in 1993, relieving heavy traffic from the High Street. In 2016, Hucknall High Street was pedestrianised between Baker Street and Watnall Road and a new road, Torkard Way, was constructed in the Town Centre. The Scheme incorporated flood relief measures and created an attractive shopping area along the High Street with the market being moved onto High Street. The art deco Byron cinema was reopened in 2020 as the Arc Cinema with 4-screens, providing a substantial addition to Hucknall's night-time economy.

1.4.8 Apart from Hucknall links to Lord Byron and Ada Lovelace, Hucknall is the birthplace of Eric Coates, a leading composer of light music in the 20th century whose works including The Dam Busters March. Ben Caunt, 'Big Ben', was a champion bare-knuckle prize fighter who grew up in Hucknall and is buried in the churchyard of St. Mary Magdalene's. Also buried in the churchyard is Zachariah Green, who spent his life helping to heal the poor of Hucknall, and who is remembered in the Memorial in Titchfield Park.

1.5 Townscape

1.5.1 The medieval core of the town, is centred on St. Mary Magdalene Church and the existing market area, encapsulates the beginnings of Hucknall as a small rural settlement. With exception of the Church of St Mary Magdalene, the character of the Town Centre is predominantly 19th/early 20th century with buildings being brick built with slate or plain clay tile roofs. Stone, terracotta, or decorative brick is used widely to enliven building facades. The recognition of the Town Centre as an area of special architectural and historic interest is reflected in the designation of the Hucknall Town Centre Conservation Area, Figure 2.

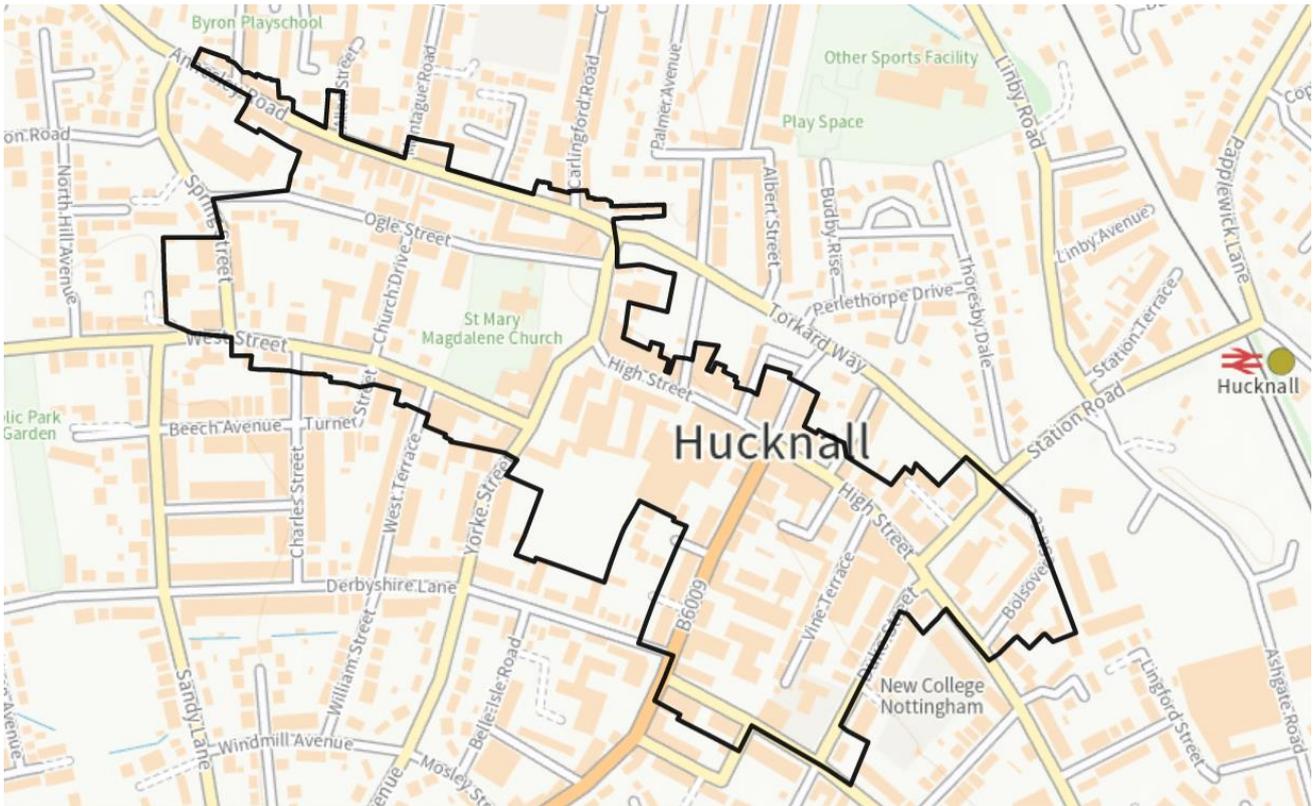


Figure 2: Hucknall Town Centre Conservation Area

– Masterplan Vision, Objectives and Strategy

2.1 A Vision for Hucknall

2.1.1 The Town Centre of Hucknall has improved over recent years and whilst it has a relatively low vacancy rate of 11.6%, there remain further opportunities to continue the success of the previous masterplan so that the Town Centre may continue to thrive. A vision for Hucknall can assist with this.

A Vision for Hucknall

Hucknall Town Centre will be an attractive, vibrant, accessible, unique, and resilient place where people are proud to live, learn, visit, work, and invest.

New development will be of high-quality design and respond to the town's heritage, distinct character, and culture.

To strengthen connections and key destinations across the Town Centre that are easy to navigate. Walking, cycling and public transport will be enhanced to reduce the need for car travel

2.2 Objectives

2.2.1 To ensure that the vision for Hucknall can be made a reality, it is important to set out clear objectives.

- **A distinct identify for** the Town Centre – A Town Centre should have a unique selling point supported by a diverse mix of uses to entice visitors and create a positive identity. This can be achieved through heritage, local culture, art, consistent high-quality design, placemaking and public realm.
- Improve Accessibility and Legibility into and within the Town Centre **for all** – A Town Centre should be accessible to all, and a variety of transport modes should be made available and affordable. Sustainable and active transport methods such as walking, cycling and public transport should be prioritised and encouraged through the transport hub. Legibility can be enhanced through the implementation

of key nodes, the enhancement of gateways, well designed public space, buildings, highways & footpaths, and waymarking.

- Create a Vibrant Night-Time Economy – The vitality and viability of Town Centres can be improved by having activities that extend beyond daytime shopping hours. A diverse range of leisure, eateries and small convenience stores can increase footfall and appeal to a wider variety of residents and visitors.
- Provide Opportunities for Town Centre living – Mixed tenure residential uses are key to providing a diverse and vibrant area. A Town Centre can offer attractive and high-quality living accommodation by reclaiming underused or vacant land, or the space above retail units into apartments.
- Create a Sustainable and Resilient Town Centre – Considering contemporary issues such as climate change, inflation and an ageing population, Town Centres should play a vital role in minimising inputs of energy and outputs of waste, making optimal use of land, creating spaces that can adapt for the future, and developing services that are appropriate and well used. A town centre should be able to meet the needs of the present without compromising the potential needs of the future.
- Provide a Home for Nature and Local Wildlife – Green and blue infrastructure such as: gardens, parks, trees, water bodies and landscaping can provide habitats for wildlife increasing the opportunities for enhancing biodiversity, mitigate the impacts of climate change, and provide great physical and mental health benefits for residents and visitors. Green and blue infrastructure are also an important component in creating an attractive, resilient, and sustainable Town Centre.
- Enhance Perception of safety and Design Out Crime – The feeling of safety is paramount to resident and visitor wellbeing and the overall perception of the Town Centre. Safety can be enhanced through high quality design that seeks to create lively, well-lit spaces that are served by natural surveillance and supported by digital innovations.
- To Reduce Flood Risk – The Baker Lane Brook (defined as a main river by the Environment Agency) runs through the Town Centre. Projects and new development should utilise sustainable urban drainage (SuDS) methods as a first option to reduce the potential for flooding. Where practical, de-culverting sections of the Baker Lane Brook and improving the bankside habitat provides an opportunity for biodiversity enhancements as well as providing open space for local residents to enjoy.

2.3 Strategy

2.3.1 The vision and objectives set out what the Local Authority envisage for the future of Hucknall Town Centre. The strategy will set out what actions will take place to fully take advantage of the vision and objectives.

- Building up the Town Centre as a destination with a diverse range of services such as leisure, cultural and arts attractions, and a vibrant nightlife.
- Introducing mixed tenure residential uses into the Town Centre by utilising vacant first floor areas above commercial units. These units need to support a diverse range of occupants and needs.
- Developing a distinctive and attractive environment that respects the local heritage through the creation of well-designed buildings, high quality public realm and legible streets.
- Improving access to the town centre by maintaining and improving existing roads and transport services and supporting and prioritising the development of sustainable transport modes such as walking, cycling and public transport that is accessible and convenient for all residents.
- Introducing a consistent approach to signage and waymarking across the Town Centre to encourage exploration and participation within the centre and to encourage active travel.
- Maintaining existing public realm and landscaping to a high standard and creating new high quality public realm for residents and visitors to use and enjoy.
- Upgrading existing housing, shopfronts, and office provision to create high quality and visually appealing spaces for people to live, work and visit.
- Retaining existing distinctive features that give sense of place to the town and aid in navigation.
- Ensure, where possible, equality of opportunity for all users of the town centre.
- Where practical to de-culvert the Baker Lane Brook so as to provide opportunities for biodiversity habitat improvements and to facilitate open space.
- A new health and wellbeing centre located in the Town Centre or edge of centre provided it is in an appropriate location, which will not have an adverse impact on other aspects of the Town Centre.

3.0 – Masterplan Themes

3.1 Six Themes

3.1.1 In order to effectively deliver the masterplan and its vision, six interdependent themes have been developed. Each theme represents a key function of a Town Centre, or a complementary element required to support its function. The themes are:

- A desirable place to live.
- A desirable place to work.
- A desirable place to visit.
- A desirable place to shop.
- An attractive and distinctive place.
- An accessible and well-connected place.

3.1.2 Each theme has its own aims and actions that are designed to guide development proposals and investment in Hucknall Town Centre and culminate together to create the overall masterplan vision.

3.1.3 A common aspect that runs through all the themes is an emphasis on place making. New development must be sympathetically designed to ensure that it builds on the distinctive character and sense of place within the Town Centre, is accessible for all, designing out crime and enhances environmental assets wherever possible.

3.2 Creating a Desirable Place to Live

3.2.1 Hucknall has the potential to provide high quality living, creating a place that is accessible, safe, resilient, and attractive. This can be achieved by:

- Providing balanced tenure housing such as apartments and space above existing retail units that are able to attract a diverse population and a range of needs.
- The provision of services to support daily needs such as: GP's, dentists, convenience stores, and easy access to facilities that are just outside of the Town Centre.
- Provide services that support an ageing population and people with disabilities.

- Bring underused or vacant properties back into use.
- Improve the accessibility of **and into** the Town Centre to support edge of town and suburban living.

3.3 A Desirable Place to Work

3.3.1 Located in close proximity to Nottingham City, Hucknall must become a competitive area to work so it is able to thrive, this can be achieved through:

- Create local employment sites and opportunities.
- Create and support employment that require a diverse range of skills and qualifications.
- Re-establish underused or vacant properties into employment and training use.
- Upgrade existing office space to ensure high quality working areas.
- Encourage and support existing and new businesses operating within the Town Centre.
- Create flexible working spaces e.g., bookable rooms and resources, coworking office spaces.

3.4 A Desirable Place to Visit

3.4.1 Hucknall needs to be able to offer a unique experience through its architecture and heritage, its streets and spaces, its arts and culture, and its businesses. This can be attained from:

- Create diverse and unique opportunities for night life and an evening economy.
- Attract a wider range of shops and businesses into the area.
- Attract and highlight niche and independent businesses to provide a unique selling point to the Town Centre.
- Improve and enhance existing attractions to encourage longer stays.
- Continue with the development of successful regular events to increase and retain footfall.

- Incorporate heritage and history into the public realm and building design.
- Support ‘passive’ educational opportunities e.g., plaques, statues, monuments, signs, murals, pop up exhibitions etc.
- Promote nearby National Trust and heritage properties such as: Hardwick Hall, Clumber Park, Papplewick Pumping Station and Newstead Abbey.
- Creation of a ‘cultural zone’ around arc cinema

3.5 A Desirable Place to Shop

3.5.1 Hucknall is the second largest district centre in Ashfield and has several independent and national retailers. Hucknall faces significant competition from other retail centres outside the district, namely Nottingham which is the leading retail centre in the sub-region. The following can be implemented to improve Hucknall’s shopping experience:

- Attract a wider range of shops and businesses to the area.
- Create a diverse mix of leisure, cultural uses, and eateries to support retail and lengthen duration of visitor stays.
- Improve existing shopfronts and associated signs and advertising.
- Develop niche and specialist offers to suit a range of budgets.
- Affordable and accessible parking to facilitate shopping visits.
- Create stronger links in key shopping areas to facilitate ease of movement and encourage active travel into the centre and to introduce public realm improvements to give a greater sense of place in the centre.

3.6 An Attractive and Distinctive Place

3.6.1 Hucknall has its own unique culture and history which gives the town its identity. Projects need to be able to express Hucknall’s identity to create an attractive and distinctive place, such as:

- Celebrate and highlight local characters and iconic figures e.g., Lord Byron, Ada Lovelace, Eric Coates.
- Create a distinctive identity for the Town Centre that supports the masterplan vision.

- Develop a network of pedestrian routes to encourage the exploration of the town.
- Improve the existing public realm to create attractive and safe areas of enjoyment.
- Develop green and blue infrastructure to support physical and mental health and local wildlife.
- Create unique and iconic gateways into the Town Centre e.g., landmark buildings.

3.7 An Accessible and Well-Connected Place

3.7.1 Hucknall needs to be connected so it is safe and convenient for pedestrians and cyclists to move around. The centre also needs to have an effective and attractive public transport system with an efficient highway network **that also has linkages to out of town centre places such as the Hucknall Leisure Centre**. This can be achieved by:

- Supporting the transition to sustainable interconnected transport methods such as walking, cycling, and public transport.
- Ensure future developments align with and make use of existing or proposed transport infrastructure both around Hucknall and at a wider district level, including digital innovations.
- Maintain affordable car parks for parking provision and reducing on street or illegal parking.
- Create navigable pedestrian routes throughout the town to connect different sectors and encourage walking or cycling.
- The creation of an integrated transport hub and the improvements and reorganisation of bus facilities so they benefit from natural surveillance to become a safe space.
- **Improved waymarking around Hucknall highlighting important areas in and around the town centre.**

3.6 Specific Projects / Priority Areas

3.8.1 As part of the masterplan, the Local Authority has identified 6 priority areas, 3 public realm sites and a transport hub within the Town Centre and outlined changes the Local Authority would like to see. This does not mean alternative development is not possible or restricted, but any development should contribute to the overall vision, objectives, and strategies of the masterplan.

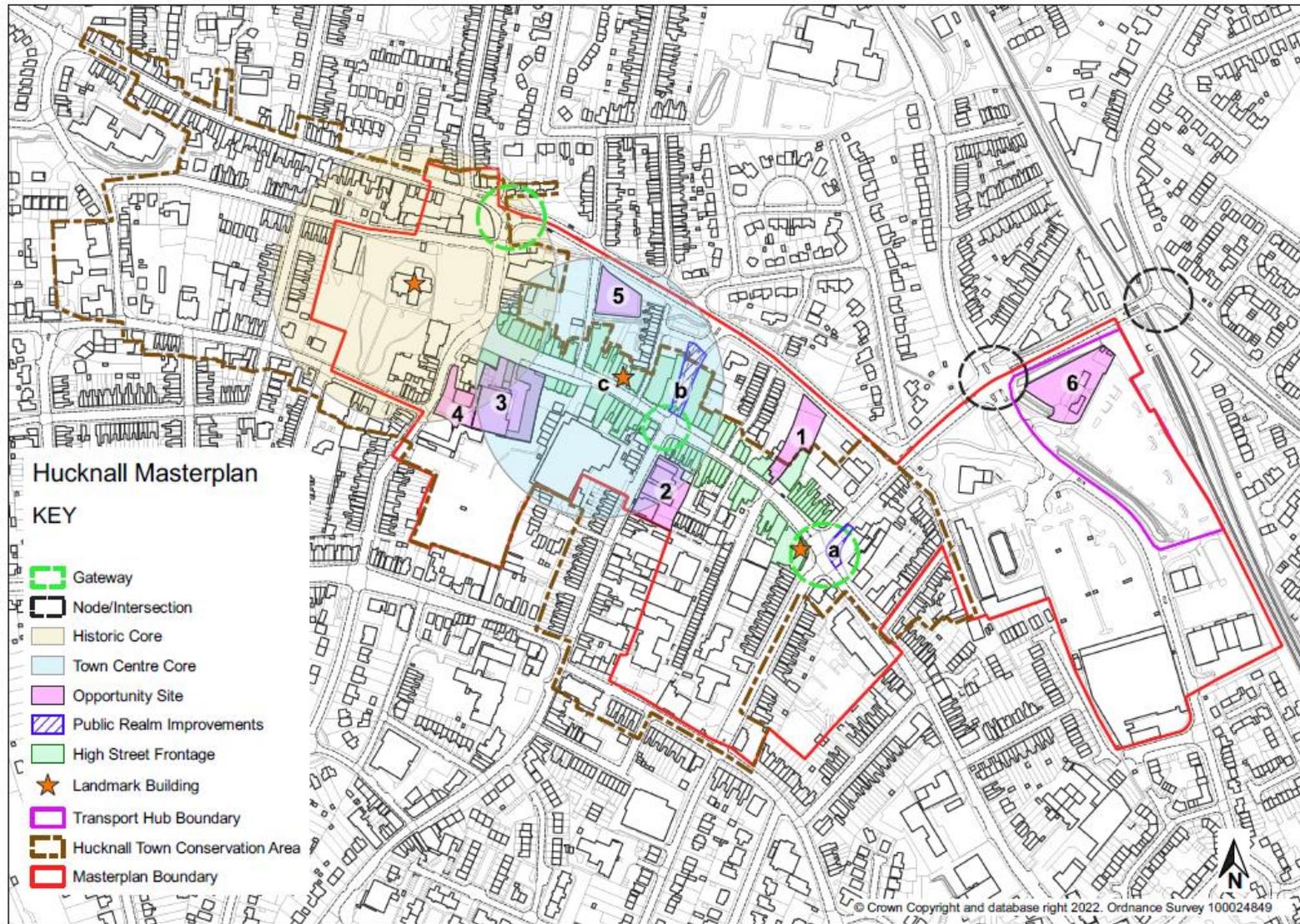


Figure 3: Priority Areas (Sites 1, 2, 3, 4, 5, 6) and Areas of public realm improvements (Sites a, b & c)

3.8.2 Priority Area 1 – Car Park at the Rear of 24-26 High Street and Torkard Way

Current Use	Car Park
Proposed Use	Car Park
Relevant Planning History	<p>Application Reference: V/2016/0739</p> <p>Proposal: Retention of Existing Car Park and New Vehicular Access</p> <p>Decision: Conditional Consent</p> <p>Decision Date: 27/01/2017</p>
Relevant Planning Constraints	None
Opportunity	Proactive opportunity to improve safety of car parking provision, improve the pedestrian and cycle accessibility to the Town Centre.



Figure 4: Priority Area 1 Layout



Figure 5: Priority Area 1: Existing access into the car park to/from High Street.



Figure 6: Priority Area 1: Existing barrier between car park and Torkard Way. The introduction of bollards could provide easier access for all into the town centre from this route whilst still restricting vehicle movement.

3.8.3 Priority Area 2 – Watnall Road

Current Use	4 buildings in various uses including a printer (at No 1 Watnall Road), a vacant Council office building, the former public hall, and a former church which is currently in use as a bed shop.
Proposed Use	Vacant buildings have potential to be used for a variety of town centre uses which may include opportunities associated with skills development.
Relevant Planning History	<p>Application Reference: V/2022/0032 (Former Public Hall)</p> <p>Proposal: Change of Use from Mixed Commercial Use to 4. No HMO's Consisting of 1. No 6 Bedroom Unit, 2. No 4 Bedroom Units, 1. No 5 Bedroom Unit</p> <p>Decision: Conditional Consent</p> <p>Decision Date: 16/03/2022</p>
Relevant Planning Constraints	All 4 buildings are within the designated Hucknall Conservation Area.
Opportunity	<p>Reinforcing the positive contribution these buildings make to the character and appearance of the conservation area. There are opportunities for bringing back into use the vacant buildings for a range of town centre uses including facilities for training and skills development business support, retail, leisure or food and drink. Potential for any vacant upper floors to be converted to other uses.</p> <p>Opportunities for improving signs and alternatives to roller shutters on existing buildings to improve the character and appearance of the conservation area.</p>



Figure 7: Priority Area 2 Layout



Figure 8: Priority Area 2: Existing building frontages, which individually and as a group contribute to the character and appearance of the conservation area. Alternative roller shutter design would further enhance the character and appearance of the conservation area in this location. The buildings could be used for a variety of town centre uses.

3.8.4 Priority Area 3 – B&M and The Post Office, Chapel Street

Current Use	Retail (and post office sorting office)
Proposed Use	Retail and/or another suitable town centre use
Relevant Planning History	None
Relevant Planning Constraints	All buildings within this priority area are within the designated Hucknall Conservation Area
Opportunity	<p>To improve the appearance of the public realm from the high street to the existing retail store to improve the sense of place and the perception of safety, particularly after dark. To improve the frontage of the retail stores from Piggins Croft car park, improving the demarcation of space for pedestrians and vehicles and to encourage pedestrian movement into the high street.</p> <p>There are also opportunities to repurpose this site, along with the adjoining post office building to improve the compatibility of uses and accessibility in this location. This would however require detailed discussions about the operational logistics of moving the current uses to an alternative site.</p>



Figure 9: Priority Area 3 Layout

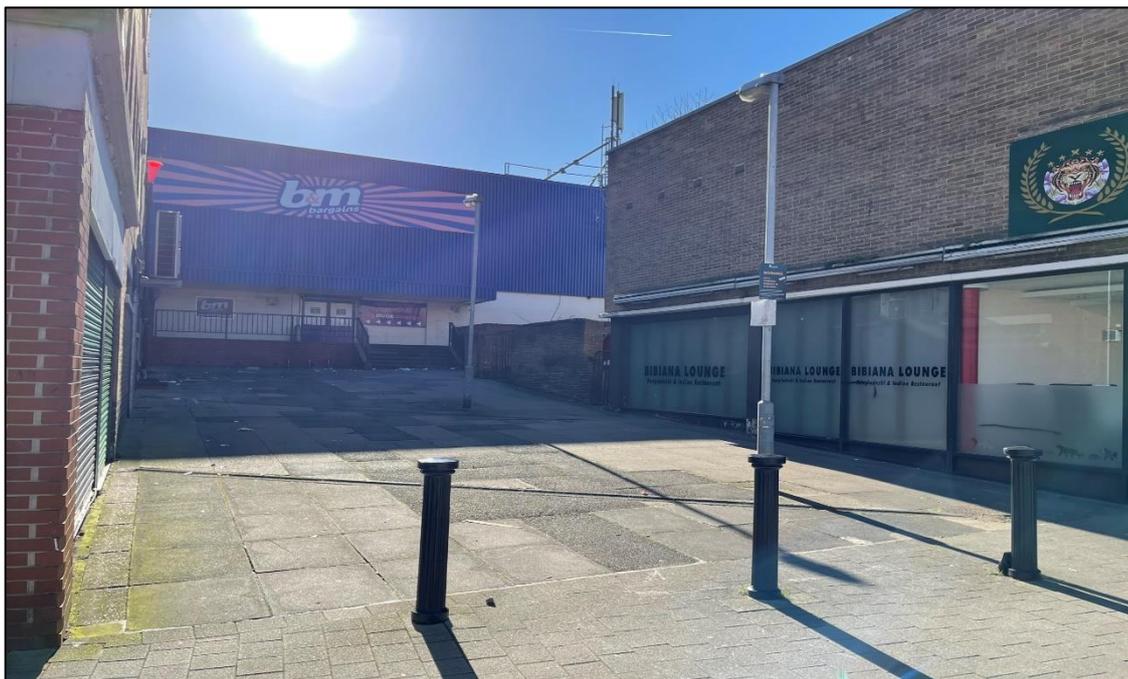


Figure 10: Priority Area 3: Access to B&M from the high street. A new gateway could improve public movement, accessibility and encourage active travel whilst providing opportunities for improving the public realm and waymarking within the town centre.



Figure 11: Priority Area 3: Main access to the store from Piggins Croft Car Park, service areas and pedestrians mix along this frontage. A new gateway would improve accessibility into the town centre as the existing walkthrough is not accessible by wheelchair, suitable waymarking of the town centre may also encourage active travel.

3.8.5 Priority Area 4 – Car Park and Storage Building off South Street and Land Between South Street and Half Moon Public House

Current Use	Storage, car parking and overgrown, underused land.
Proposed Use	Retail and / or another suitable town centre uses including residential
Relevant Planning History	None
Relevant Planning Constraints	The land is within the designated Hucknall Conservation Area
Opportunity	<p>To utilise the current under used car park and storage area, accessed off South Street for redevelopment to maximise the use of the site compatible with the town centre location. A variety of uses complimentary to the Town Centre location would be supported including food and drink, leisure, retail, offices, and residential.</p> <p>There are also opportunities to utilise under used land alongside South Street and the Half Moon Public House to increase the size of the site and improve the appearance of the street scene in this location. The site is currently boarded up but requires redevelopment as part of a comprehensive site with the adjoining car park and storage.</p>

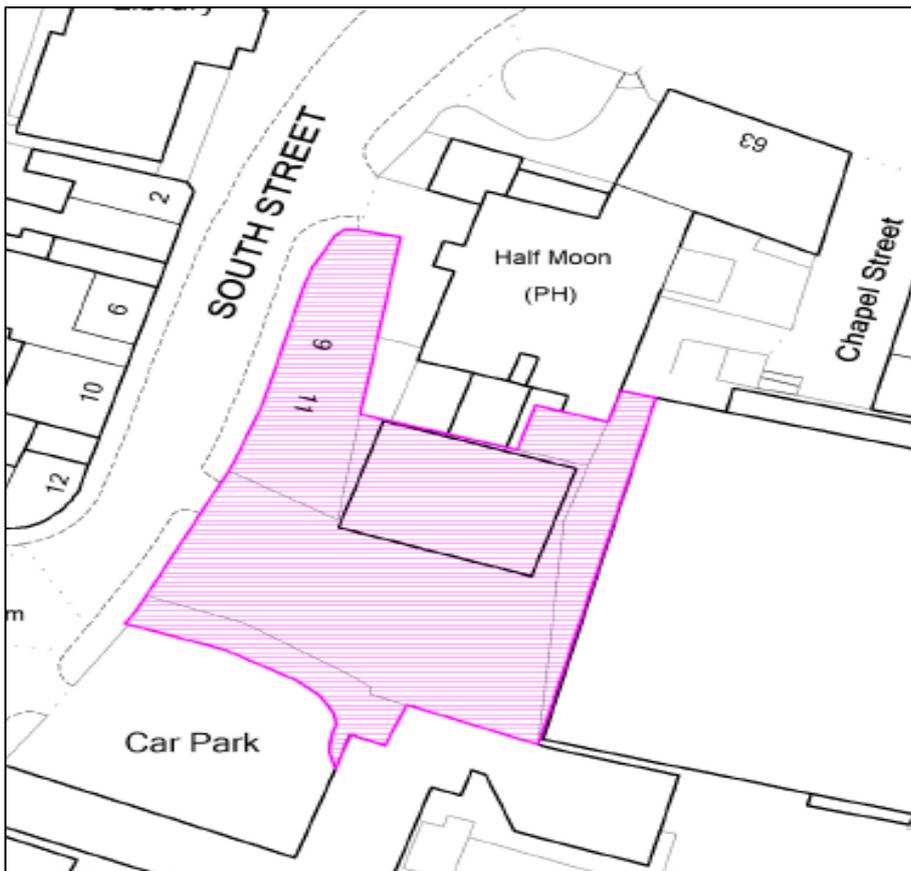


Figure 12: Priority Area 4 Layout



Figure 13: Priority Area 4 from South Street showing the existing access and car park with a storage building. The site could provide several town centre uses and sits within a prominent and attractive position within the centre.

3.8.6 Priority Area 5 - Derelict Land, Titchfield Street/Torkard Way

Current Use	Vacant / derelict land
Proposed Use	Suitable town centre use or town garden
Relevant Planning History	None
Relevant Planning Constraints	A portion of the area is within flood zones 2 & 3. As such the sequential test would be applicable to proposed uses. As Baker Lane Brook (defined as a main river) runs to the south of the site any development within 8m of the river will require an Environmental Permit for flood risk activities.
Opportunity	Brownfield site within the boundary of the town centre masterplan area. Close to the high street and other amenities and located in an area primarily characterised by residential development. Close proximity to bus stops along Titchfield Street which have direct access to the intended transport interchange. Highly sustainable location and attractive location with existing low stone walls characteristic of the area and an open, green frontage onto Torkard way with opportunities for further greening as part of the redevelopment of the site. Opportunities to de-culverting sections of the Baker Lane Brook and improving the bankside habitat should be explore and implemented is practical.

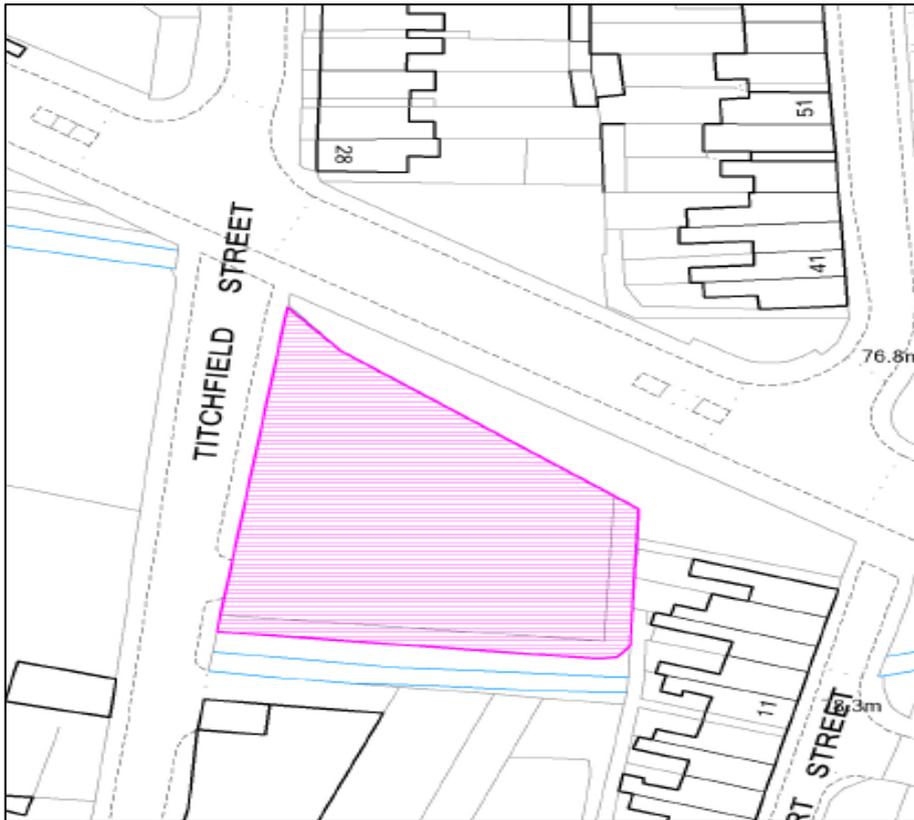


Figure 14: Priority Area 5 Layout



Figure 15: Priority Area 5 from Torkard way, showing the junction with Titchfield Street where the two bus stations are located and which provide direct pedestrian access to the town centre. The site is also in an attractive and competitive position within the town centre with many opportunities of development.

3.8.7 Priority Area 6 – Land off Ashgate Road

Current Use	Residential property on site with large storage area and offices
Proposed Use	Transport related
Relevant Planning History	None
Relevant Planning Constraints	A portion of the area is within flood zones 2 & 3 and a sequential test would be required if development is proposed in these Flood Zones.
Opportunity	<p>Brownfield site within the boundary of the town centre masterplan area in close proximity to the Hucknall tram and mainline rail station, car parking area and bus stops that currently serve the 141 buses to Nottingham and the C2 connect bus around Hucknall. Existing access to the site off Ashgate Road but no direct access from the site to the tram and train car park. Opportunity for the site to become an improved transport interchange, offering improved departure and arrival information for passengers, small scale retail and food and drink provision for passengers, WC facilities, cycle hire, significant additional car parking to support improved transport connectivity and better opportunities for active travel on Station Road.</p> <p>Opportunities to provide biodiversity net gain and wider environmental net gain should be explored for the site.</p>

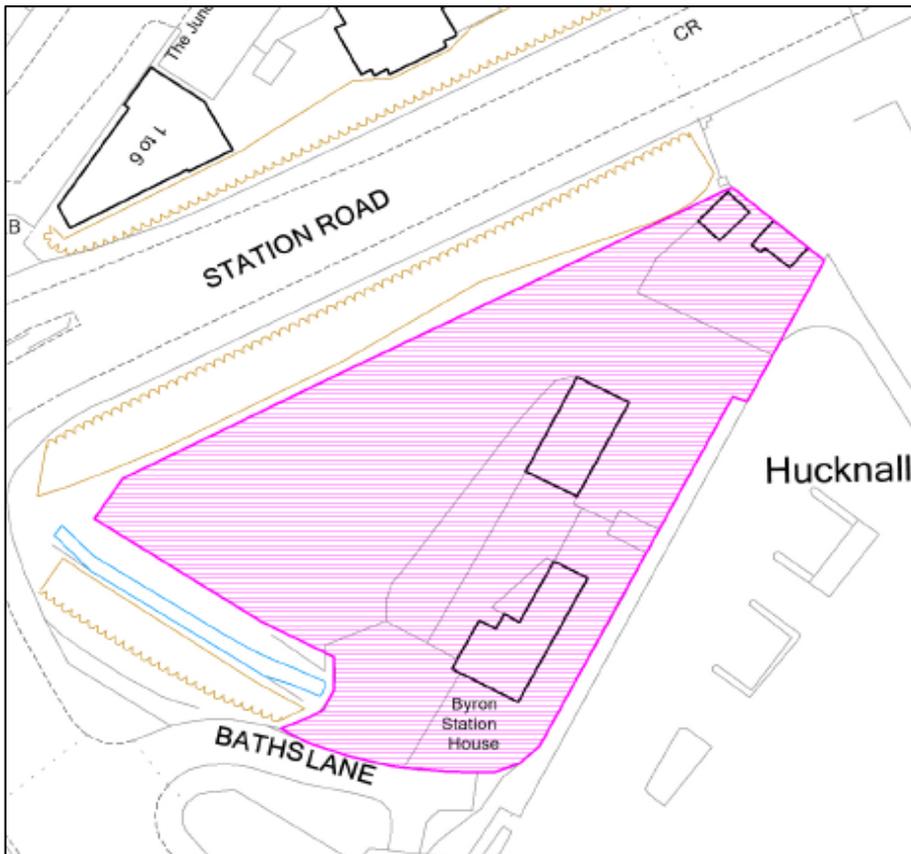


Figure 16: Priority Area 6 Layout



Figure 17: Priority Area 6: Existing access to the site off Ashgate Road. The site has the potential to revolutionise Hucknall’s transport offering to encourage public transport use. The site also provides many opportunities to improve the public realm for the area.

3.8.8 3 areas of public realm improvements have also been identified on the map as follows:

- Corner of Portland Road and Station Road, opposite Byron Cinema (Figure 3 - a);
- Watnall Road between 28 and 40 High Street (Peacocks) and 44 and 46 High Street (Weatherspoon's) (Figure 3 - b); and
- High Street (Figure 3 - c).

Corner of Portland Road and Station Road, opposite Byron Cinema

3.8.9 This is a prime gateway location, opposite the newly refurbished Byron Cinema which currently hosts some raised landscape beds with mature trees, benches, bollards, and a number of utility service boxes. The mature trees in this location add some much-needed biodiversity interest to this part of town and help create a sense of place. They also provide a pleasant visual break in street scene.

3.8.10 There are opportunities through the masterplan to improve the public realm to create good quality public space for users of the town centre. Opportunities to encourage wildlife will be a key component in this location.



Figure 18: Public realm at the corner of Portland Road and Station Road, opposite Byron Cinema as seen from Duke Street, the introduction of a variety of green and blue infrastructure could improve Hucknall's Biodiversity.



Figure 19: Public realm at the corner of Portland Road and Station Road, opposite Byron Cinema as seen from High Street.

Watnall Road between 28 and 40 High Street (Peacocks) and 44 and 46 High Street (Weatherspoon's)

3.8.11 This area of public realm is currently perceived as a 'dead space' between two large units in the town centre (Peacocks and Weatherspoon's). There are two bus stops located here, one on either side of Watnall road with real time display information about arrivals and departures. The area also has some street lighting and also bin storage. It's not the most attractive part of the town and doesn't create a feeling of safety or being beautiful in design terms.

3.8.12 Watnall Road is one of the main gateways into Hucknall Town Centre and whilst there is no direct motor vehicle access onto this part of Watnall Road from the High Street, it does form part of the Towns bus circuit route which allows buses to access the bus stops located on either side of the road here. They are linked to the station, and this is an existing, regular service which provides access to and from the town for residents and visitors alike.



Figure 20: Watnall Road looking toward Torkard Way showing the bus infrastructure in this location. The improvement of the blank facades of the buildings either side of the road could be explored to provide a more attractive public realm.



Figure 21: Watnall Road from Torkard Way, looking towards the town centre.

3.8.13 There are significant opportunities not only for improvements in the public realm in this location but also to strengthen the interconnected active travel and transport focus which this masterplan will seek to enable. Possible opportunities for the public realm here include:

- Alterations to the blank facades of adjacent buildings to incorporate one or both of the approaches set out below:
 - i. Murals: Which could be of local, historic links to the town and surrounding area. This could build upon the history and culture already seen in the town centre and would be a way to engage local artists in regenerating this part of the town and capitalising on expanding the towns cultural offer.
 - ii. Green or living walls: can add biodiversity, texture, colour, and interest to blank spaces and also help create a sense of wellbeing within an urban environment as well as assist with the climate change agenda. This has been done on a number of Transport for London (TFL) underground buildings such as Edgware Road station and the TFL document '[Delivering Vertical Greening \(2012\)](https://www.london.gov.uk/sites/default/files/2012-10-15_delivering_vertical_greening.pdf)² provides details of the costs, approach and benefits to adopting his type of feature within the urban environment.

²https://www.london.gov.uk/sites/default/files/2012-10-15_delivering_vertical_greening.pdf



Figure 22: TFL's green wall on the corner of Edgware Road underground station and Marelybone Road, London.

- Installation of further public cycle hire facilities including cycle racks to encourage alternatives to the use of the car and build upon the use of public transport as a means of travel in the town. Public cycle hire facilities would also reinforce the connection between the town centre and the integrated transport hub in this location.
- Improved waymarking and signposting to the town centre and facilities and buildings of interest. There could even be an opportunity for a heritage or culture trail to take a tour into and round the town incorporating historical sights and buildings to and from the transport hub. Digital waymarking could also be explored that can provide live information within the Town Centre.

Highstreet

- 3.8.14 The length of the high street is located within the Hucknall Conservation Area and there are a number of interesting buildings which make a positive contribution to the character and appearance of the town centre located within the Masterplan boundary area (see Figure 3).
- 3.8.15 Whilst there are a few vacant properties in the town centre, the high street seems to have been quite resilient to the impact of the recent pandemic compared to other towns in the UK.
- 3.8.16 The key opportunities along the high street in relation to the public realm largely involve the appearance of shopfronts. The Council will only encourage appropriate design (include signs and security measures) which are sympathetic to preserving the character and appearance of the conservation area.
- 3.8.17 Good examples of traditional shopfronts in the town centre are shown in Figure 23.



Figure 23: This shop frontage keeps its windows open even when closed. The minimal roller shutters allow for a more open design which allows the street scene to be attractive even when shops are closed.

3.8.18 The Town Centre exhibits a variety of shopfronts. Traditional internal shutters are more appropriate over external box shutters, which are not desirable as these detract from the character of Hucknall Town Centre and the conservation area. Some examples are set out in Figures 23 and 24:



Figure 24: external box shutters are not desirable and detract from the character of the Town Centre and create an unattractive street scene.



Figure 25: Boots exhibits both internal and external roller shutters, the internal shutters still allow for visibility into the shop and consider the town centre character, the external shutters in contrast are not as inviting and do not consider the Town Centre street scape.

Integrated Transport Hub

- 3.8.19 Hucknall boasts significant opportunities for the development of an integrated transport hub around the train station. There is already the provision of a number of car parking spaces, an informal bus interchange, taxi rank and electric vehicle charging points. There are opportunities to improve upon and add to the transport offer in this location with the incorporation of site no 6 in the masterplan. The interchange could also provide extra shelters, comfort facilities and refreshment provision to encourage public use.
- 3.8.20 There are regular circular bus routes from the train station to the town centre linking to the bus stops on Watnall road between 28 and 40 (Peacocks) High Street and 44 and 46 High Street (Weatherspoon's).
- 3.8.21 Developing a formal integrated transport hub in this location or with the train and tram interchange would help to improve connectivity to and from the High Street, as well as to key employment destinations in the vicinity including Harrier Park and Top Wighay for example, on the edge of Hucknall and beyond into Nottingham City. This would also help to take vehicles of the highway and help to create some capacity on the surrounding road network, helping to alleviate some of the infrastructure capacity constraints within the town and contributing to addressing the climate change agenda and improving air quality.
- 3.8.22 There are opportunities to incorporate a public cycle hire scheme with a network of drop off and pick up points around the town which would help to strengthen the network of cycle facilities across the town and encourage alternatives to the use of the car.
- 3.8.23 There are also opportunities to enhance the nodes/intersections around this area. There are steps leading up to Station Road from the train/tram station however there is little in terms waymarking to show where the town centre is and highlight other areas of interest outside of the centre such as the Hucknall Leisure Centre. These areas could be enhanced with waymarking, green infrastructure and an easier to navigate path network to enhance the sense of space and community participation in this area, and to also encourage walking into the town centre.

Chapter 4 Masterplan delivery

4.1 Stakeholders

4.1.1 Delivery of the masterplan will need to be supported by a wide range of public and private bodies including stakeholders, delivery partners and agencies. While the Local Authority is expected to perform a key role, other agencies will be involved with facilitating, funding, and delivering projects. Partners may include, but are not limited to:

- Nottinghamshire County Council.
- Nottingham City Council.
- Community Organisations.
- Landowners.
- Developers.
- Other public sectors bodies such as English Heritage.
- Transport Bodies such as Nottingham Express Transit (NET) and East Midland Railway (EMR).

The delivery of the masterplan will also require support through planning mechanisms such as:

- Local Development Plan Policies.
- Supplementary Planning Guidance.
- Development and Design Briefs.
- Action Plans.

4.2 Key Roles of Ashfield District Council

- **Leadership** – The Council has led in developing this masterplan and will lead in its delivery.
- **Partnerships** – The Council will work closely with private and public sector bodies to support development.

- **Communication** – The Council will interact with local residents, businesses, and stakeholders to ensure that these parties are consulted on the masterplan before its publication, and on relevant developments and changes before they are implemented.
- **Funding** – The Council will explore opportunities of funding to support the delivery of the masterplan.
- **Regulation** – The Council can apply a range of regulatory tools to manage development and services within the Town Centre.
- **Service Provision** – The Council directs many other services within the district (waste collection, street cleaning, parking etc.) which can be adjusted to support the objectives of the masterplan.

4.3 Funding

4.3.1 Whilst the masterplan does not identify and projected costs, it is important to identify potential funding sources in the early stages of the development process. Project delivery is expected to be secured by using a combination of public and private sector investment. These funds might include:

Section 106 Agreements/ developer contributions.

Government funding can create substantial funding for development, schemes and grants will be sought where possible and appropriate bids put into place.

Private sector investment and funding may be available depending on project, cost benefit analysis and incentives.

The masterplan will generate self-sustaining funding by instilling confidence amongst investors.

Throughout the lifespan of this masterplan, avenues of funding may evolve or change so funding opportunities must be reviewed at regular intervals.

4.4 Measuring Success

- 4.4.1 The masterplan is not inflexible or prescriptive, and will be subject to changing economic conditions, changing priorities and unforeseen circumstances as seen with the COVID-19 pandemic. Timescales and projects are subject to change. The masterplan does not resist or object to alternative development coming forward, but these should contribute to the overall vision and objectives of this masterplan.
- 4.4.2 The successful delivery will result in the completion of the masterplan objectives.
- 4.4.3 Timelines associated with specific project can be used as markers to measure the success of the masterplan.

4.5 Next Steps

- 4.5.1 There will be further consultations on individual projects such as planning applications for development as they come forward and we will review at regular intervals.
- 4.5.2 The Council will pursue feasibility studies, undertake design and planning work for individual projects, and bid for funding to enable project delivery.
- 4.5.3 For further information about the Masterplan, project delivery or governance arrangements, please contact us:

website: www.ashfield.gov.uk

telephone: Forward Planning Team 01623 457381 / 01623 457382 / 01623 457383

email: localplan@ashfield.gov.uk.