

ILKESTON GATEWAY SUPPLEMENTARY PLANNING DOCUMENT

Adopted March 2015



www.erewash.gov.uk

EREWASH



Contents

	<u>Sections:</u>	<u>Page(s):</u>
1	Background	3
2	Purpose of SPD	5-7
3	Introducing the Station	9-10
4	Defining the Gateway	11-13
5	Vision	15
6	Access and Connectivity Improvement Projects	17-26
7	Employment Land Opportunities	28-31
8	Making it Happen & Next Steps	33-35

Tables:

Table 1	Access and Connectivity Improvement Projects	21-23
Table 2	Opportunity Sites	28-29

Maps:

Map 1	The Defined Gateway	13
Map 2	Key Routes	19
Map 3	Access and Connectivity Improvement Projects	25
Map 4	Opportunity Sites	30

1. Background:

- 1.1 This Supplementary Planning Document (hereon referred to as the 'SPD') has been prepared in order to provide a clear set of planning directions going forward for the area between Ilkeston town centre and the new Ilkeston railway station, the 'Ilkeston Gateway' (hereon referred to as the 'Gateway').
- 1.2 As an SPD, it is a material consideration alongside the policies of the Borough's development plan and an influencing factor in the determination of relevant planning applications.
- 1.3 It does not introduce new policy and its content is in conformity with the adopted Erewash Core Strategy and remaining Saved Policies Local Plan (a detailed assessment of the policy context within which the SPD must function is contained within the Background Paper). It is intended to support and expand on policies which have already been consulted on, examined in public and ultimately adopted.
- 1.4 This SPD provides clarity to existing and prospective stakeholders (including landowners and developers) as to what is sought in development terms within the Gateway. It expands on existing policy to provide a more detailed and focussed set of aspirations for the area and provides a consistent approach for stakeholders. Broadly speaking, such an approach should help to reduce uncertainty and speed up the planning process and thus enhance the prospects of attaining specified development aspirations.
- 1.5 The conclusions contained in this SPD are the result of an extensive scoping process that was undertaken in 2014 which, in consultation with key stakeholders, identified and then assessed key access and connectivity projects and employment land opportunities. This scoping work is contained in the Background Paper.
- 1.6 Two stages of consultation were undertaken – an informal stage (which involved key stakeholders) and a formal public stage. The formal stage of consultation was undertaken between August 15th –September 26th 2014 and in total there were 187 responses made. The Consultation Statement details the full range of consultation that was undertaken in the production of the SPD.

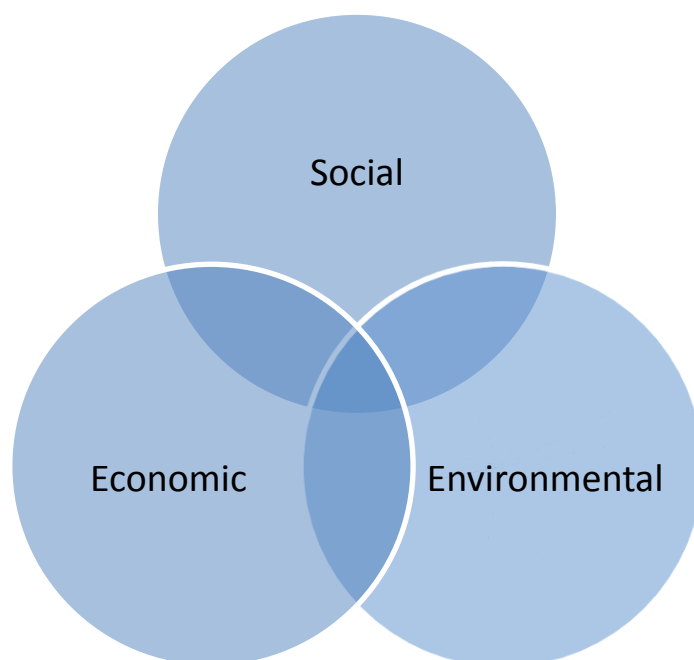
2. Purpose of SPD:

- 2.1 On 15th January 2014, the Borough Council granted planning approval for the construction of a new railway station at Millership Way/Coronation Road, Ilkeston. Securing funding was the culmination of significant efforts from a range of stakeholders to reintroduce a station directly serving Ilkeston. A more detailed summary of the background of the station is contained at Section 3.
- 2.2 The Borough Council recognises that a station provides a unique opportunity to proactively lead in the regeneration of the Gateway. This SPD has been developed to reflect the ambitions of the Borough Council, both in relation to access and connectivity improvements and preferred land development opportunities.
- 2.3 The conclusions contained within the SPD are as a result of an extensive scoping exercise that was undertaken and is contained in the Background Paper, where a range of options were considered and tested to a limited extent. This led to the Borough Council shaping a possible future vision for the Gateway. The SPD presents a menu of preferred opportunities both in relation to access, connectivity and land development which sets out a clear and coherent vision to all stakeholders.
- 2.4 The existence of a clear, consistent and transparent vision will assist the Borough Council to successfully work with partners going forward to leverage interest and unlock funding from related sources to implement the identified projects. Ultimately, the projects will better connect communities with Ilkeston town centre, the Gateway and station and help to unlock existing and new land opportunities for the provision of new business and industry across the Gateway.
- 2.5 Whilst the content and objectives of the SPD have been informed by a considered and transparent scoping and appraisal process formed from a sound planning basis, it does not preclude the need for further technical assessments where appropriate. Clearly, the delivery of objectives as outlined in the SPD will require the cooperation of and between specialist undertakers and, critically, the purpose of this SPD is to enable a partnership approach to project delivery to be fostered. Further information as to the role the SPD should play in moving forward towards delivery is contained within section 8, 'Making It Happen & Next Steps'.

Three pillars of sustainable development

- 2.6 The likely impact of a station at Ilkeston cannot be understated. It provides a unique opportunity to focus investment and ultimately link the Gateway to the

wider Derbyshire and Nottinghamshire economies and beyond. It is considered that the station will serve to act as a catalyst for regeneration and job creation in the area.



- 2.7 The ambitions for the Gateway as set out in this SPD have been assessed as contributing to the critical basis of good planning – achieving sustainable development. The NPPF defines that sustainable development is “**central to the economic, environmental and social success of the country and is the core principle underpinning planning**”. A core purpose of this SPD is therefore to embed these principles so that sustainable development is achieved.
- 2.8 **Economically**, the Borough Council has identified the opening of Ilkeston station as an opportunity to regenerate the area around the station with the intention of making the area an attractive location for inward investment. Ultimately, it is anticipated that the redevelopment of the Gateway will secure new jobs for Ilkeston and lead to economic growth. Ilkeston’s close proximity to a historically strong Nottingham economy, where previously considered a threat in terms of attracting new business to Ilkeston, will instead become an important factor in the regeneration of the Gateway and Ilkeston more widely. This will be part of a wider improved picture in relation to reciprocal economic relationships with wider Derbyshire and Nottinghamshire economies and their working age populations.
- 2.9 **Socially**, the population of Ilkeston will benefit from the improved economic performance of the Gateway. The creation of new jobs and general uplift in the profile and status of the area (and Ilkeston more widely) will have far-

reaching implications for the wellbeing of the population. Redevelopment of the Gateway is expected to lead to the inclusion and empowerment of populations otherwise currently excluded from reasonable access to jobs either within Ilkeston or outside of it, leading to a general uplift in the standard of living experienced by those who benefit with reinvestment of income helping to strengthen the local economy. Improved sustainable travel links across the Gateway will increase leisure opportunities and contribute to improving the health of the local population.

- 2.10 **Environmentally**, the improved sustainable travel links across the Gateway between the town centre of Ilkeston and the station and resident populations to the north and south will lead to a reduction in localised noise and air pollution, a reduction in the use of natural resources and will contribute to sustaining and improving the local natural environment by raising the profile of key environmental assets as they become integral to the movement of people and as such become the focus of investment and conservation.
- 2.11 The achievement of the ambitions outlined within this document will depend on the support from a range of statutory and non-statutory stakeholders, including the holders of potential funding streams, neighbouring councils at all tiers, landowners, developers and specialist undertakers.
- 2.12 Ultimately though, it is expected that interest and funds to support ambitions as outlined in this SPD will most likely be levered where a consistent and proactive basis for action is in place, and it is intended that this SPD helps to fulfil this role.

3. Introducing the station:

- 3.1 In 1967, Ilkeston Junction Station, the last of three stations that were within Ilkeston, closed as a result of recommendations outlined in the Beeching Reports which culminated in the loss of many stations across Britain as part of the restructure of the railway industry during the 1960s. Since this time, Ilkeston has been recognised as one of the largest towns in Britain to be without a railway connection.
- 3.2 The possibility of reopening a station at Ilkeston was initially identified in a feasibility study as part of Phase 1 of the Greater Nottingham Area Rail Development Strategy (1994/1995), carried out on behalf of local councils and Railtrack. In 1999 it was identified that, hypothetically, a station at Ilkeston would have good potential. On the basis that a third party could fund the station, the station was considered to have a neutral financial case in relation to operating costs and revenue. At this time the three options identified in the Greater Nottingham Area Rail Development Strategy (1994/1995) were investigated by consultants to recommend a preferred site as well as consider options for platforms, disabled access and car parking.
- 3.3 Despite investigatory work and preferred options being identified, a lack of funding to establish a new Nottingham-Sheffield service and the notoriously tight schedule of the existing Norwich-Liverpool service meant that the provision of an Ilkeston stop was considered unfeasible. However in 2008 Northern Rail established an hourly Leeds-Nottingham service which passed Ilkeston. On the basis of this new service, as well as the completion of the Awsworth Link Road (Millership Way), Derbyshire County Council were able to progress work already undertaken to Governance in Railway Investment Projects (GRIP) Stage 3 to provide fresh impetus for a station at Ilkeston. Through the Three Counties Alliance Partnership (3CAP), Derbyshire and Nottinghamshire County Councils began to review all of the work undertaken (much of which is mentioned above) to identify and establish a business case for the station in the existing context, culminating in an interim feasibility study completed in 2009.
- 3.4 URS/Scott Wilson finally concluded as part of the GRIP 3 Options Selection Report (2011) that provision for trains to stop at an Ilkeston station was feasible. In February 2013 Derbyshire County Council applied to Network Rail for 'New Station Fund' monies.
- 3.5 In May 2013, it was confirmed that a bid for funding from the Government's New Station Fund, had been successful. A total of £4.5 million was committed by the Department for Transport (DfT), with the remainder being contributed

by Greater Nottingham Growth Point, Derbyshire County Council and other funding streams to meet the £6.5 million expected project costs.

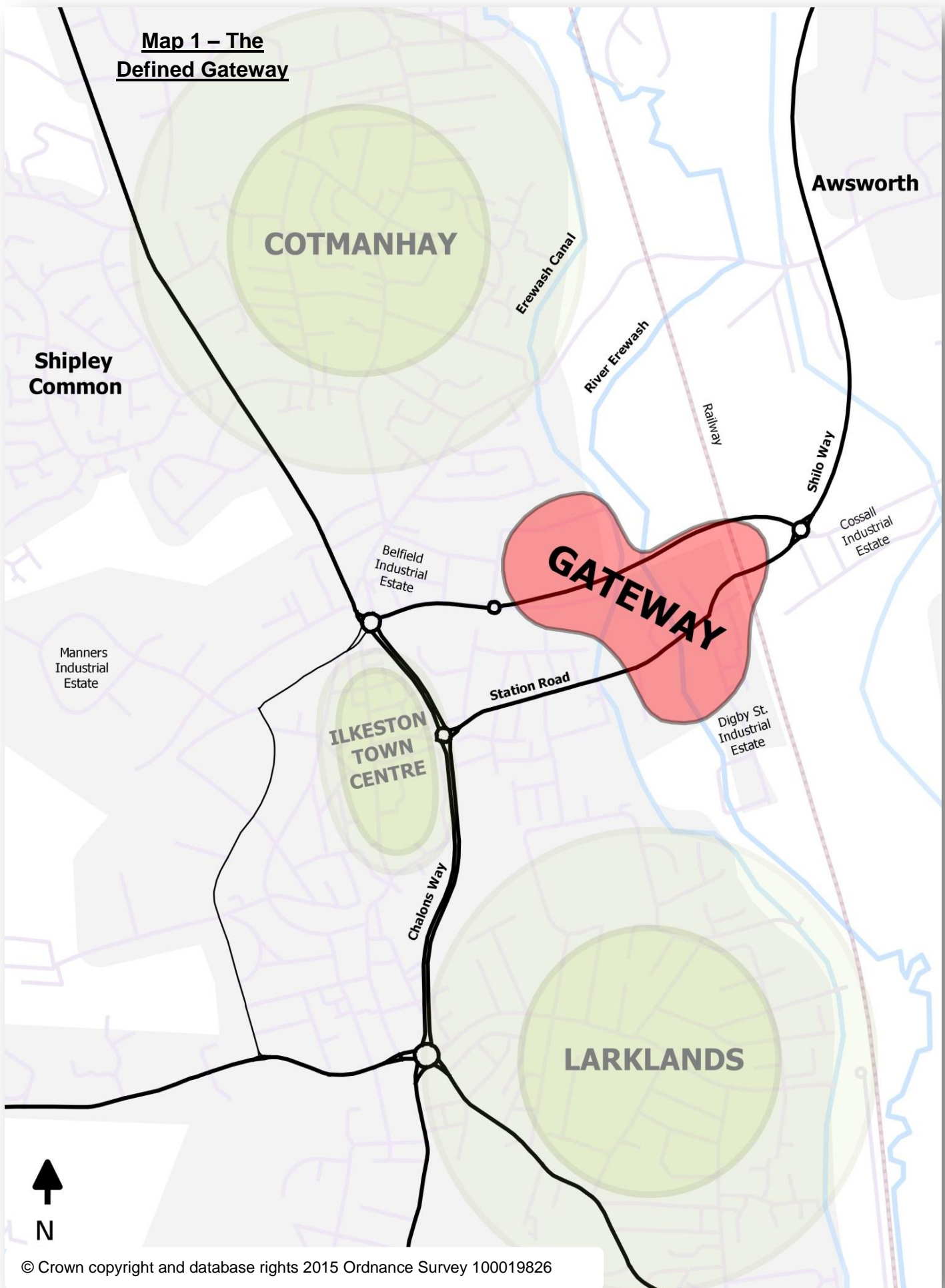
The station proposals

- 3.6 In November 2013 Derbyshire County Council submitted the original planning applications for the station to Erewash and Broxtowe Borough Councils. The proposal was for an unmanned, two-platform station to serve the 'down Erewash fast' and 'up Erewash fast' lines. The proposals included a car park and the introduction of a new footbridge adjoined with Coronation Road, from which ramps down to the platforms would be situated. It was proposed that the station would use automated ticket machines and include customer information displays. Waiting areas would be provided on each platform and Closed Circuit Television Cameras (CCTV) and customer help points would also be incorporated. On 15th January 2014 the application was approved by Erewash Borough Council Planning Committee, subject to conditions. Broxtowe Borough Council approved the application on 24th March 2014.
- 3.7 The draft version of this SPD was published for consultation on August 15th, 2014. It was informed in part by the content of the original planning application submitted by Derbyshire County Council. For example, the decision to locate a taxi rank alongside the station on the Broxtowe side of the county boundary led to the Borough Council pursuing an additional taxi rank location on the Erewash side due to licensing restrictions. Since the publishing of the draft version of the SPD, a new application for the station was submitted by Derbyshire County Council in January 2015 which included elements reflecting projects identified within the draft version of the SPD. Most notably, this included the locating of a car park to the west of the station with cycle store, disabled and motorcycle parking and taxi drop off and pick up with multi-user access directly from Station Street.
- 3.8 The draft version of the SPD and pre-consultation dialogue with key stakeholders helped to influence the later application and its content. Whilst some elements of the Borough Council's ambitions for the area immediately around the station site were therefore mirrored within the latest station proposals at the time of the SPDs adoption, it was considered expedient to retain all access and connectivity improvement objectives originally identified within the draft version of the SPD. This ensured that the Borough Council's ambitions for the Gateway and those for Ilkeston more widely (regardless of the final outcome of the station development) remained paramount.

4. Defining the Gateway:

- 4.1 The Gateway is defined on Map 1.
- 4.2 The Gateway was initially defined on the basis of a number of criteria including walking distances from the station site, key boundaries and physical barriers (such as Chalons Way to the west) and notable relationships between areas – for example between populations in the north and south and the Gateway (Cotmanhay and Larklands respectively) and between Ilkeston town centre and the Gateway. These relationships are depicted on Map 1.
- 4.3 As Map 1 shows the outer limits of the area have been loosely defined. The Gateway has been defined in this manner because it is a conceptual area rather than a fixed policy zone in the traditional sense, such as that which might be defined where new policy is being proposed within a Local Plan.
- 4.4 In addition, the benefits arising from projects will not be restricted to a single defined area. A number of key projects that are identified and assessed as part of this SPD are also not constrained geographically to within the area immediately surrounding the station site. This, coupled with the fact that it is still important to represent the origins of the Gateway, has led to an indicative definition of the area being favoured over one that is unnecessarily prescriptive. Furthermore, it is conceivable that, should funding and support for key access and connectivity improvements as identified within this SPD be leveraged in the future, the influence exerted by the Gateway will expand.
- 4.5 The area as a whole displays a mix of industrial, residential, retail and other commercial uses. To the Gateway's west, beyond Chalons Way, is Ilkeston town centre. To its north is the mainly residential area of Cotmanhay and to its south is the mainly residential area of Larklands. From north to south, these areas are situated alongside the Erewash Canal, whilst east to west, Millership Way and Station Road connect the Gateway with Ilkeston town centre.

**Map 1 – The
Defined Gateway**



© Crown copyright and database rights 2015 Ordnance Survey 100019826

5. Vision:

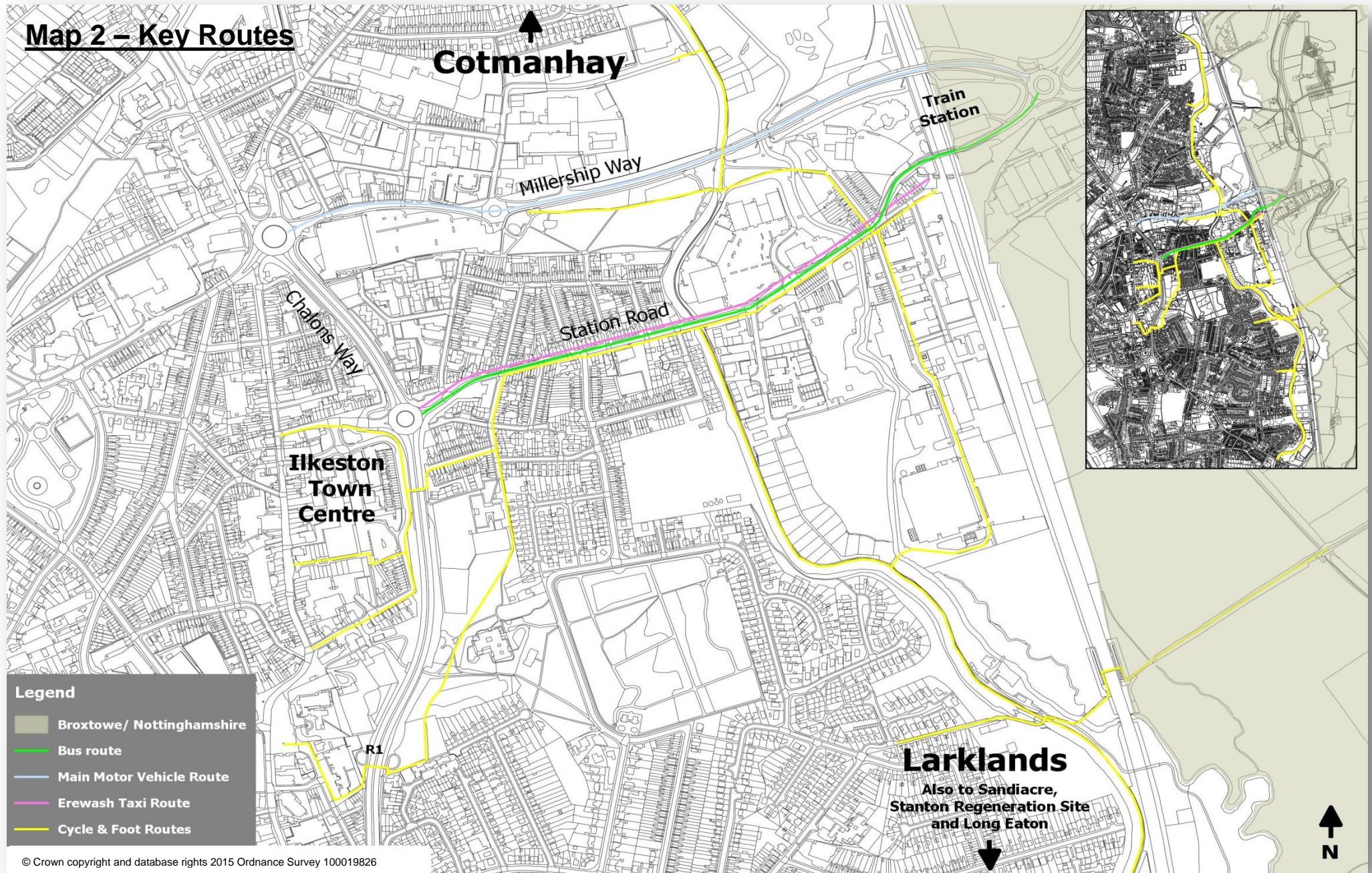
5.1 ***Erewash Borough Council's Vision is for Ilkeston station to act as a catalyst to improve sustainable transport infrastructure and use and drive economic regeneration both within the Gateway and across Ilkeston more generally. In particular, our vision is that by 2020 -***

- i. The station will have been established at the very core of the Gateway. A range of interchange facilities to accommodate cycling, walking, bus and taxi use, inside of Erewash, will have been introduced to service the station.
- ii. Regional and local economic flows between Ilkeston, Nottingham, beyond to the north and south and between the two Counties and Erewash and Broxtowe will have established and been built upon to strengthen Ilkeston's role as a sub-regional economic and employment hub within the East Midlands.
- iii. The prominence of the car, not only across the Gateway, but also more widely across Ilkeston, will have reduced. In its place, the sustainable travel modes of walking and cycling in particular will have been promoted through the introduction of improved sustainable links between the town centre and the Gateway and populations to the north and south. Development of these links will be sympathetic to their important Green Infrastructure role and wherever possible will help to deliver improved local environmental quality and biodiversity. Changes to the existing road infrastructure will have led to a step-change towards using more sustainable modes of travel.
- iv. By creating an area that has strong sustainable transport links both at a local and strategic level and by identifying and earmarking good quality land for business and industrial use, new businesses will have located within the Gateway. Opportunities will have arisen for the local population to gain employment through job creation.
- v. Access for workers from outside Ilkeston will have been improved, allowing them to bring their expertise and skills to local established and emerging businesses. Equally, access for the local working age population will have been improved, providing the opportunity for them to pursue work beyond Ilkeston as well as within it as a result of forming stronger links between the station, Ilkeston Town Centre, surrounding centres of resident population and nearby leading economic centres such as Nottingham.

6. Access and Connectivity Improvement Projects:

- 6.1 Born out of the vision and an understanding of key relationships between different areas and existing commuter habits and availability of services, preferred routes have been identified for pedestrian, cycle, taxi, bus and private vehicle travel (demonstrated at Map 2).

Map 2 – Key Routes



- 6.2 As a result of the identification of key corridors of travel through the Gateway and to facilitate the vision for the Gateway, a number of key projects concerned with improving access and connectivity across the Gateway and further afield were identified and appraised. The findings from this process are contained in the Background Paper.
- 6.3 This SPD recommends that 20 projects are taken forward and asserts that they would significantly contribute to the improvement of access and connectivity across and between the Gateway, Ilkeston Town Centre and centres of resident population to the north and south and help deliver wider regeneration ambitions for the Gateway and Ilkeston more broadly.
- 6.4 Table 1 presents the rank order of projects that emerged from the scoping work. Map 3 presents the locations and extent of the projects.

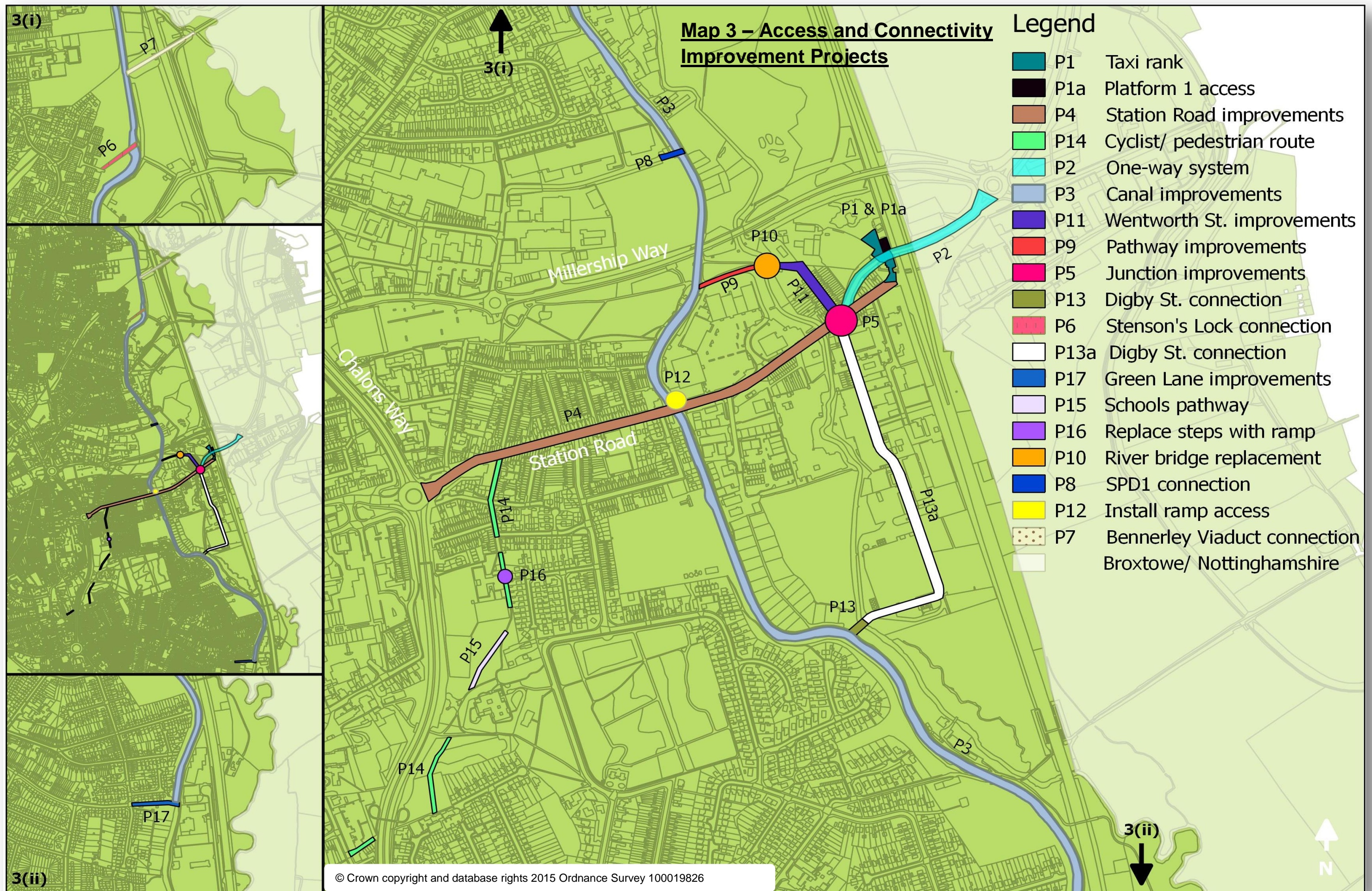
Table 1 – Access and Connectivity Improvement Projects

Rank	Project Ref.	Project Description
1 st	P1	Installation of permanent taxi rank and a range of other transport interchange facilities for cycling and walking with associated access for these different travel modes from Station Road.
2 nd	P1a	Provide direct access to platform 1 from ground level, configured alongside the new taxi rank, and provide secure storage/ parking for cyclists in the vicinity of platform 1.
3 rd	P4	Incorporate a range of improvements along the length of Station Road between Chalons Way and entrance to taxi rank (at Station Road), including by way of vehicle slowing measures, cycle prioritisation, and crossing points for pedestrians and, if appropriate and necessary, targeted automated signalisation.
4 th	P14	Establish a cyclist and pedestrian route between the town centre of Ilkeston and station by investing in a range of improvement schemes across the length of the route as defined, including surface improvements (such as making permanent and widening) and demarcation as appropriate.
5 th	P2	Make stretch of road between Digby Street/ Station Road junction and Millership Way roundabout one-way eastbound for specified motor vehicles. Include a permanent contra-flow arrangement for cyclists and pedestrians. Pursue engineering solutions which may allow for the retention of the existing bus route in both directions along Station Road, provided such solutions can still deliver a reduction in levels of vehicular traffic in the area alongside safety improvements to Coronation Road bridge, Digby Street junction and Station Road as a whole.
6 th	P3	Improve canal towpath and further enhance its role as an important Green Infrastructure asset for the Borough from Bridge Street at Cotmanhay in the north to Green Lane at Larklands in the south of Ilkeston, utilising a range of measures including re-

		surfacing, demarcation, safety enhancements and the undertaking of any associated works such as bank strengthening whilst recognising the importance of protecting and enhancing the immediate environment in order to safeguard biodiversity.
7 th	P11	Improve the footpath and Wentworth Street between bridge and Station Road/ Digby Street junction by way of introducing cycle prioritisation and other shared space enhancements.
8 th	P9	Improve existing pedestrian and cycle path between the canal towpath and River Erewash bridge by way of surface improvements, widening and associated clearance.
9 th	P5	Make safe and efficient the junction at Station Road/ Digby Street.
10 th	P13	Connect the canal towpath to the southern end of Digby industrial estate by introducing formal access through the existing vegetation, installing a bridge over the River Erewash and introducing permanent surfacing between the new bridge and existing estate roads whilst recognising the importance of protecting and enhancing the immediate environment in order to safeguard biodiversity.
11 th	P6	Connect the residential area of Cotmanhay to the canal towpath via Jervis Court by introducing permanent surfacing between Jervis Court and a new bridge across Stenson's Lock.
12 th	P13a	Establish access and invest in improvements to existing estate roads between the new link as detailed at P13 and Station Road/ Digby Street junction to the north.
13 th	P17	Improve the connection between Green Lane and the canal towpath by way of enhanced demarcation, widening and surface treatments and alter existing ramp (or install new) on south side of bridge to fully enable disabled access and improve experience for pedestrians and cyclists.
14 th	P15	Make permanent the existing trodden path between the two schools to make the newly defined cycle and pedestrian link between the town centre and Gateway more direct.
15 th	P16	Replace steps with ramp to allow access for cyclists and disabled persons.
16 th	P10	Replace the existing bridge over River Erewash with a wider alternative, allowing for multi-user contraflow access at all times whilst recognising the importance of protecting and enhancing the immediate environment in order to safeguard biodiversity.
17 th	P8	Connect the canal towpath to employment site SPD1 on the west bank of the canal via a new bridge and any associated works whilst recognising the importance of protecting and enhancing the immediate environment in order to safeguard biodiversity.
18 th	P12	Introduce ramp from the towpath to Station Street on the north side of the bridge to facilitate access from canal towpath directly to the roadside for cyclists and disabled persons.
19 th	P7	Connect Bennerley Viaduct with towpath

N/A ¹	P18	Install signage across the Gateway, Ilkeston town centre and key population areas (Cotmanhay and Larklands).
------------------	-----	--

¹ P18 was not appraised as it is considered a pre-requisite of the delivery of other projects that appropriate signage across the Gateway (and beyond) is installed.



- 6.5 This SPD recommends that 20 projects are taken forward and asserts that they would significantly contribute to the improvement of access and connectivity across and between the Gateway, Ilkeston Town Centre and centres of resident population to the north and south. The Background Paper represents a detailed breakdown of the scoping process that led to the conclusions presented.
- 6.6 ***Ultimately, the introduction of a taxi rank and range of other transport interchange facilities for cycling and walking serving Ilkeston station from the Erewash side should be prioritised, and be promoted as a central component in the SPD's far-reaching ambitions to improve access and connectivity for all users across the Gateway and beyond. Simultaneously, making improvements to the length of Station Street as identified within the SPD so as to reduce the impact from motorised vehicles across the Gateway and in particular between Ilkeston town centre and its station should be given significant weight.***
- 6.7 ***Alongside P14 (the introduction of a town centre-station cyclist and pedestrian link via Station Road) and P2 (the introduction of an eastbound one way system over Coronation Road Bridge and restricted contra-flow system), as well as working with local bus service providers to expand their operations within the Gateway, such priorities would help significantly in the prioritisation of the movements of pedestrians, cyclists and bus users across the Gateway.***
- 6.8 ***To build on the Gateway's geographical influence, particularly to areas immediately north and south, and also to foster links between the Gateway, station and regional cycle and pedestrian routes, the Erewash Canal should be more effectively utilised (P3). To properly take advantage of this valuable asset, investment in towpath surfacing and any associated safety and/or security improvements along its length between Bridge Street in the north and Green Lane in the south should be prioritised whilst continuing to recognise it as an important environmental asset, affording it all of the appropriate protections.***
- 6.9 ***This work should be complimented, where possible, with a focus on improving pedestrian and cycling access to and from the canal towpath and between populated areas. Notably, these are aspirations that are central to projects P6 (connecting the residential area of Cotmanhay to the canal towpath via Jervis Court) and P17 (Green Lane/ Soughclose Lock improvements).***

7. Employment Land Opportunities:

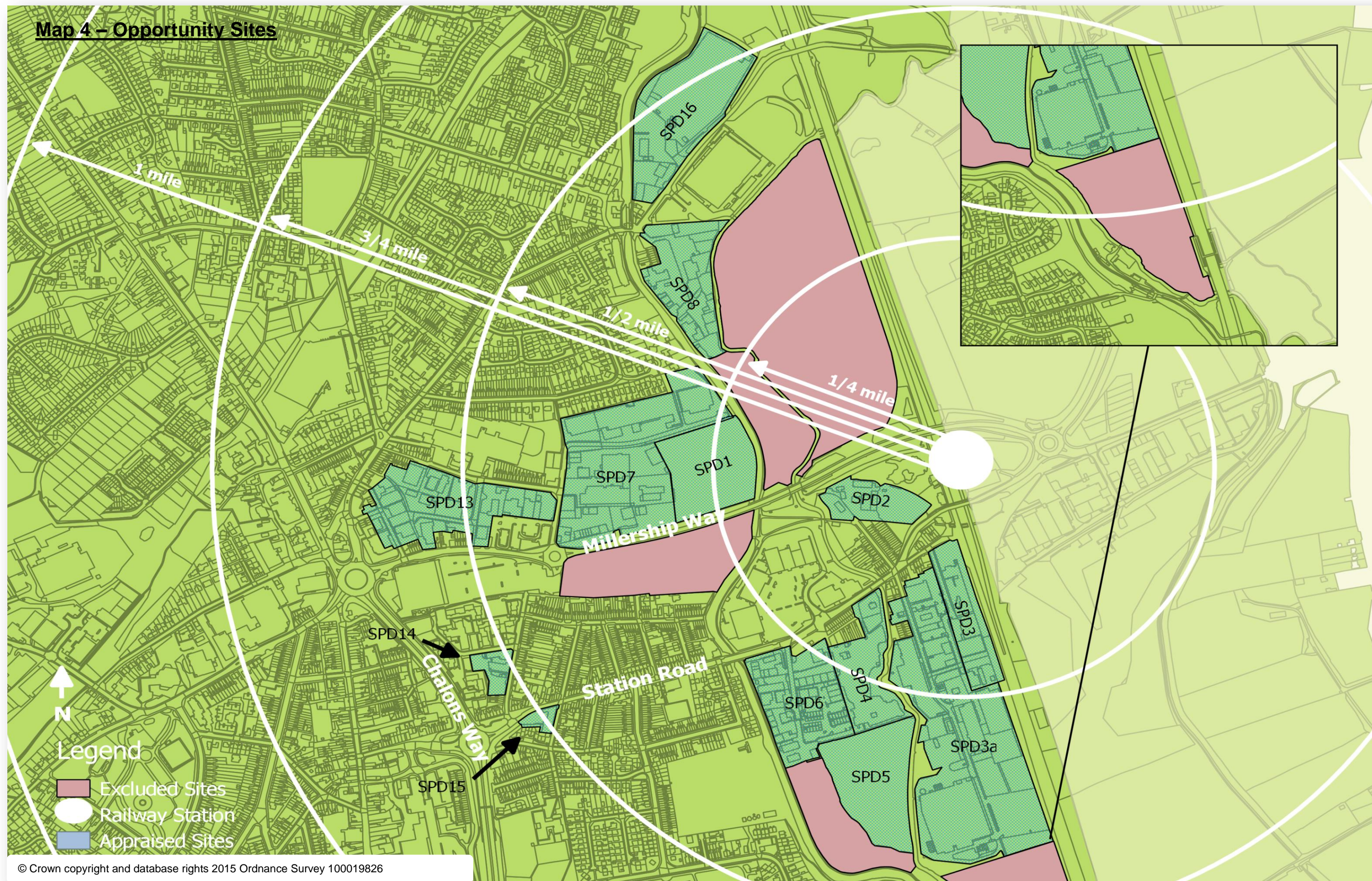
- 7.1 Investment in land to facilitate employment uses within the Gateway is a critical element in the long term delivery of job creation within the Gateway and across Ilkeston as a whole, assisting to deliver broader regeneration objectives.
- 7.2 Born out of this fact, and the broader SPD vision, 13 opportunity sites are identified. The sites were appraised and awarded rankings. This process is presented within the Background Paper.
- 7.3 This SPD recommends the sites are promoted and asserts that together, their redevelopment for further or new employment use would significantly contribute to the creation of jobs and wider regeneration ambitions for the Gateway and Ilkeston more broadly.
- 7.4 Critically the SPD is not recommending that existing businesses are replaced, but that new businesses of appropriate use classes should be encouraged to grow alongside. Using this approach, gradual reorientation which sees the strengthening of the existing economy and development of new elements will occur, rather than dramatic and damaging change.
- 7.5 Table 2 presents the rank order of opportunity sites that emerged from the scoping work. Map 4 presents their locations.

Table 2 – Opportunity Sites

Rank	Site Ref.	Site name/description
1 st	SPD1	Currently vacant and abutting the established Belfield Industrial Estate. Centrally located at the heart of the Gateway with no significant development constraints identified.
2 nd	SPD3a	Highly occupied industrial estate with a range of uses including larger scale industrial uses alongside smaller scale, cleaner business uses.
3 rd	SPD5	Vacant greenfield site immediately to the south of the established Ropewalk Industrial Estate, with potential access opportunities between them.
4 th	SPD16	Fully occupied site adjacent to Ilkeston Town Football Club. Mostly B2 and B8 uses identified on site with relatively low quality buildings and infrastructure. Site would be relatively conducive to complete or partial redevelopment owed to it being relatively sparsely built upon.
5 th	SPD6	Established and successful industrial estate with a mix of buildings though primarily made up of smaller scale workshop and research type facilities. Located directly off of Station Road within easy reach of the station site as well as Ilkeston town centre to the west.

6 th	SPD7	An established employment site that caters mainly for B2 and heavier industrial activity making use of relatively large scale plots and buildings that appear to be in reasonable condition and well used.
7 th	SPD3	Site almost entirely occupied by Victorian mill buildings. Adjacent to more modern SPD3a site ranked at 2.
8 th	SPD13	An established site with a mix of unit types though primarily made up of small warehouse units. Site is adjacent to some residential properties to its north west, north east and south.
9 th	SPD15	The smallest of all sites appraised, this is a Victorian red brick building that is abutted by significant residential development on all sides and is thought to be mostly vacant.
10 th	SPD4	This site is currently in use as a touring caravan site, To the immediate north of the site is a residential area with greenfield to its south, identified as SPD5 (ranked 3 rd)
11 th	SPD14	This site is occupied by a set of workshop buildings of Victorian red brick build as well as associated parking and general open space. The site is adjacent on all sides to established residential areas.
12 th	SPD8	This is an established low density site that accommodates a range of uses including those relating to car sales and repair and salvage.
13 th	SPD2	This site lies adjacent to the station site to the north of Wentworth Street.

Map 4 – Opportunity Sites



Legend

- Excluded Sites
- Railway Station
- Appraised Sites

© Crown copyright and database rights 2015 Ordnance Survey 100019826

- 7.6 This SPD recommends that the 13 opportunity sites as identified are promoted for further or new employment development. Their redevelopment would significantly contribute to the creation of jobs and wider regeneration ambitions for the Gateway and Ilkeston more broadly.
- 7.7 ***Alongside the station and access and connectivity improvement projects, SPD1 should be at the core of plans to regenerate the Gateway. Advantage should be taken of its central and prime location and market-ready condition in terms of being able to accommodate comprehensive industrial and business development and establish itself as an employment hub. As the highest rated site, it should likely accommodate high quality growing secondary and tertiary level industry and business such as those that fall under use classes B1 (a), B1 (b) and B1 (c). It may also be appropriate as a location for modern B2 uses. Any development on site should be designed to a high standard and ultimately should lead the way in industry and business development to the north of the station.***
- 7.8 ***The existing success of SPD3a (Digby Street Industrial Estate), ranked second, should be built upon. The scope of accommodation the site offers means that a range of types and scales of employment uses can be accommodated on site. Comprehensive redevelopment should not be sought on SPD3a, rather, gradual diversification whilst utilising the existing infrastructure and varied accommodation options.***
- 7.9 ***Conversely, SPD5, ranked third, should be promoted as a location for comprehensive redevelopment to the south of the station. Like SPD1, the site would be conducive to light and advanced forms of business and industrial development and should be promoted on this basis. Its design and development will need to respond appropriately to the local wildlife site which forms part of the site. The site's proximity to SPD6 (ranked fifth) also provides for the potential future connection between the two. SPD6, like SPD3a, is an established employment site that offers a range of accommodation types. As with SPD3a, the current relative success of SPD6 should be built upon and comprehensive redevelopment of this is not deemed necessary.***

8. Making it Happen & Next Steps:

- 8.1 A range of access and connectivity improvement projects and land opportunities have been identified. This SPD is not exhaustive and is focussed on a limited range of options that were identified by the Borough Council over the course of developing it. The detailed scoping work that informed the conclusions reached is contained within the Background Paper.
- 8.2 Ultimately, this SPD should act as a starting point for the promotion of project and land options as identified and as such sets out Borough Council's ambitions for the Gateway and Ilkeston more widely.

Collaborative Working

- 8.3 The way ahead poses many challenges. Collaborative working will be key in overcoming them in order to achieve the objectives contained within the SPD and, indeed, any other objectives which may be identified in the future. Whilst the SPD acts as a 'menu' of options as preferred by the Borough Council, collaborative working between influential stakeholders will be required to translate these options into action on the ground. Some of the key stakeholders with whom collaboration will be critical are those affiliated with the following key practice areas:

- Environment;
- Highways;
- Waterways;
- Greenways;
- Leisure;
- Land ownership; and
- Sustainable Travel.

- 8.4 Given the geographical context of the Gateway and station location, it will be important to work with neighbouring Broxtowe Borough Council in planning for project implementation. Where this joint working is undertaken, it will be possible to ensure that best value from projects is achieved in relation to building cross-border local and regional sustainable travel links and economic progress within the Gateway as well as more widely.

Further Research & Funding

- 8.5 Collaborative working will also be necessary in identifying and commissioning any further research that may need to be undertaken and in bidding for identified funds. It is critical that the consensus reached between relevant

stakeholders as a result of this SPD is built upon, and this will require the ongoing development of ideas in a collaborative approach.

- 8.6 Notwithstanding contributions that will result from Development Management processes, a better understanding of a project or land opportunity's feasibility will need to be gained before bids for funding can be properly assembled. Such work may relate to gaining a better understanding of the costs involved with the assembly of a project or land opportunity, implications for existing infrastructure, public and market opinion, or the value of a project or land opportunity (such as through cost/benefit analysis).

Composite Delivery

- 8.7 Access and connectivity improvement projects identified within the SPD are able to be delivered individually however opportunities for joint delivery should be sought wherever feasible and appropriate. Acknowledging individual projects as being in composite with one another will increase the likelihood of their delivery as linked benefits are identified, implementation and development costs are kept relatively low and resources are shared. Such an approach will also better prepare the Gateway for the redevelopment of land opportunities in the more immediate term as project implementation can progress at a faster rate.

Next Steps

- 8.8 Collaborative working will be essential to the delivery of ambitions contained within the SPD and will be central to the successful acquisition of funding. At the core of achieving such working will be the creation of appropriate mechanisms within which collaborative working can thrive and delivery can be achieved. The following tools will be used:
- A working group will allow the Borough Council to meet with key partners on a bi-annual basis and discuss progression towards the SPD's core objectives;
 - The Borough Council's Travel Planner, in conjunction with the Planning Policy and Economic Development teams will lead on the day-to-day delivery of work, acting as a single point of contact. In addition by having this in place, wider work to improve travel across Ilkeston will be aligned with the ambitions of the SPD; and
 - A working document will act as a 'live' addendum to the SPD. The purpose of this mechanism will be to combat the inflexibility of an

adopted document in the formulation of more detailed plans for delivery.

The working document

- 8.9 The working document will be the main delivery vehicle. Upon regular review of the document, it will:
- Identify the time horizon for the working document;
 - Identify the projects within the SPD which are to be the focus of the working document for the given time horizon;
 - Identify the key partners that will need to be worked with as part of the delivery of the chosen projects;
 - Identify potential hurdles which may act as barriers to delivery of the chosen projects;
 - Present costing estimates for each of the chosen projects; and
 - Include visual representations of the chosen projects to aid in developing ideas and communicating the aims of the chosen projects.
- 8.10 By setting out the above, the working document will help to ensure that progress is made on project delivery. Notwithstanding the SPD and its role, the working document will present a consistent and practical but flexible framework within which partnership working and delivery can prosper in order to give the best chance of project delivery.
- 8.11 Whilst the working document will identify key projects, this does not preclude other projects identified within the SPD from being focussed on and delivered outside of the working document.

For further information contact

t: 0115 907 2244

e: LDF@erewash.gov.uk

www.erewash.gov.uk

www.erewash.gov.uk

EREWASH

