

NEWARK ON TRENT

TOWN INVESTMENT PLAN

July 2020

NEWARK
TOWN
BOARD

HISTORIC CONNECTED AMBITIOUS GROWING

Locally focused - Nationally connected
Heritage with Ambition

Newark on Trent 2020 - 2050

An introduction by Newark Town Board

Please scan the QR with your phone's camera or a QR scanning app



Alternatively, type the following URL in your web browser:

<https://youtu.be/lglxB6RA1YQ>

Newark on Trent 2020 - 2050

Newark-On-Trent is a historic market town which is home to many proud residents, communities and businesses.

Excellent road and rail connections mean that Newark is a 'sign-post' to many on the way to a destination. Some others visit the town, discovering a 'hidden gem'.

Historic Newark is visible. Attractions include the Castle ruins, Trent Riverside, Market Place, St Mary Magdalene Church, Palace Theatre, and National Civil War Centre.

Newark has significant challenges, visible and unseen. Town centre decline continues. Social mobility and opportunity are limited, and skills and income levels are low. The Covid-19 pandemic has compounded these challenges.

A levelling up is required. A response which evolves Newark's story, creating a place which is rooted in history yet embraces opportunity, potential and ambition. This strategy promotes 4 pillars for change, identified and anchored by consultation and commitment.

Specific, deliverable, partnership interventions part-funded from the Towns Fund will spark a fire of ambition to create systemic transformation. Newark can be regionally and, in some cases, nationally recognised as a place which nurtures and provides an opportunity for current, future, and returning generations. Newark will be a desirable and creative place to live, work, enjoy, invest in, and visit.

This is a clear, deliverable strategy to initially create with Towns Fund assistance:

- Around **3,900** new jobs.
- Transition from a retail and manufacturing dominated economy, adding **resilience** to our economic base.
- New sectoral growth along with **logistics, digital economy, aerospace, education** and 638,000 sqft of **employment space** for growing **innovative industries**.
- Nearly **2,400** new Town Centre residents.
- Up to **£12.3 million** of resident spending per annum.
- Combined council tax and business rates revenues of **£5.3 million** per annum, and up to **£75.6 million** in cumulative income to 2050.
- Additional places in **Further Education (FE)**, nearly **600** added places per annum.
- Implementing places in **Higher Education (HE)**.
- Improvement in the **tourism and cultural profile**.
- **Modal Shift** in patterns of movement.
- **Improved** public realm.
- Cultural **engagement** with **river** and **history** – a place to visit and linger.

Newark on Trent 2020 - 2050

Aerial Map - Urban Area

Legend



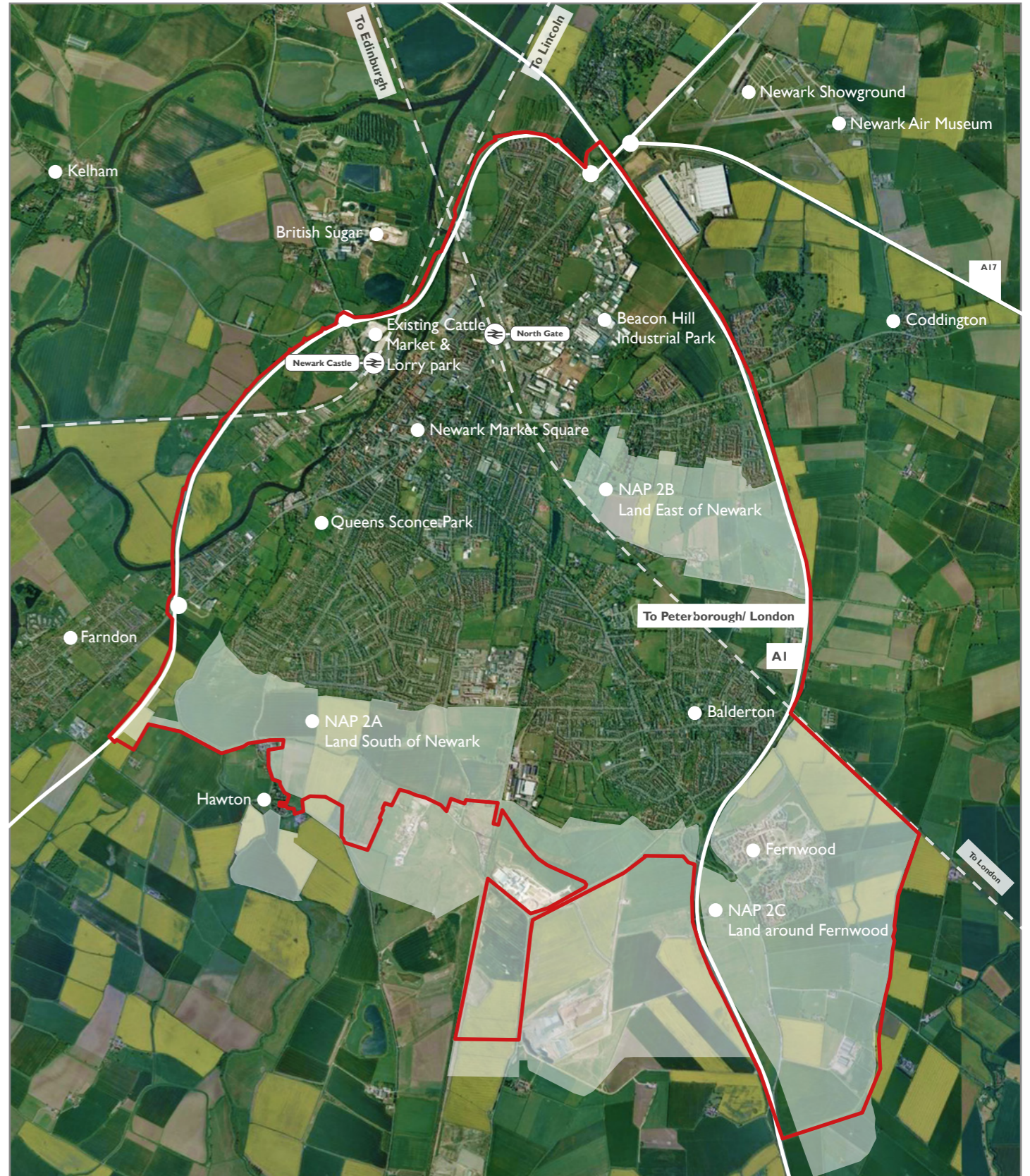
Railway Lines



Roads



BUA (Built Urban Area)



Newark on Trent 2020 - 2050

Aerial Map - Town Centre

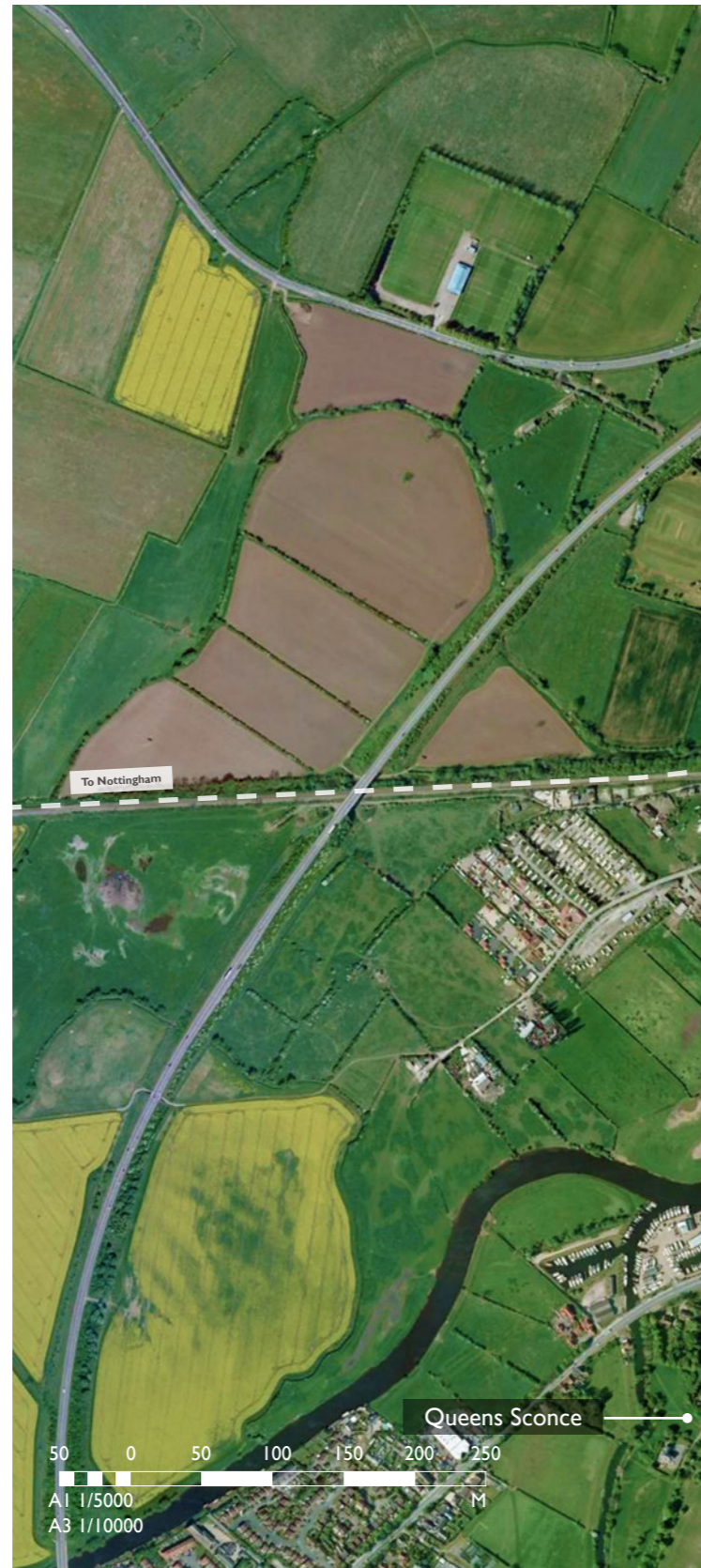
Legend



Railway Lines



HAZ (Heritage Action Zone)



Strategy for Newark

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Appendix A: Newark Property Market and Economic Outlook Report

Appendix B: Newark Online Survey Results Report

Appendix C: Newark TIP Economic Benefit and BCR Analysis

Appendix D: NSDC What is Newark Report

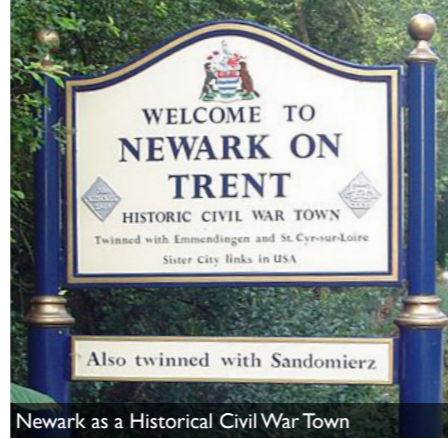
Appendix E: NSDC Impact of Covid-19



Section I: I.0 THE CONTEXT



Newark Market Place in the mid-19th century



Newark as a Historical Civil War Town



The river Trent with Newark Castle and Gardens in the background



Newark Town Hall, the Grade I listed building



Scone and Devon Park



National Civil War Centre on Appleton Gate



The Market Place with St Mary Magdalene Church



New Newark and Sherwood District Council Offices



Newark North Gate Station - Newark to London in 90 minutes



The International Antique Fair at Newark Showground

I Context Analysis

I.1 Assets and Strengths

Newark on Trent is a market town steeped in history. The ‘Key to the North’, it was and remains a story of the confluence of routes and histories, civic and civil. Geographically interesting, the town is bounded by the River Trent, A46, Newark Bypass to the West and the route of the A1(T) Newark Bypass to the North & East. Newark grew around this crossing point, becoming a strategically important and bustling staging post. Newark remains superbly well connected, being centrally located in England and served by the A1, A46 and A17, two railway stations and associated lines cross and connect the town on a North-South and East-West axis. Nottingham and Lincoln are within easy reach by train and road, with London being only 90 minutes by train.

The town is surrounded by and serves a rural hinterland and associated villages, including agricultural heritage which continues today. Newark has a mix of communities, backgrounds and demographics, ranging from areas of relative affluence, to long-established gypsy and traveller communities, and areas of significant deprivation.

Much of the employment base is founded on the ‘making’ industries of engineering, malting and brewing, and agriculture. Many buildings and businesses reflect this rich heritage including manufacturing logistics, food & beverage production, wholesale/retail, and more recently coding and digital industries. Example of businesses include:

- **Engineering:** Barcode Warehouse, Vodafone and Flowserve.
- **Precision Engineering:** NSK.
- **Digital:** PrimarySite, Timico and Team KnowHow.
- **Food and Beverage:** Bakkavor and Daloons.
- **Creative Industry:** BeDesign, Benoy, RPS group, LHG, UMC Architect, Guy Taylor Associates & Influence Environmental Limited.

Newark has an active business community with Newark Business Club regularly engaging with 100+ businesses. Newark is home of Europe’s largest antiques fair and the prestigious international violin making school, now part of Newark College.

Newark town centre is of sub-regional importance. Despite decline it retains a high independent offer. A Georgian town hall and the Church of St Mary Magdalene overlooks one of the finest Market Places in the UK. The ruined Castle and grounds, famed for its role in the English Civil War, is one of the town’s most significant landmarks. The town is home to the National Civil War Centre and Palace Theatre, the latter in its centenary year. The town’s assets and heritage make tourism a key offer.

Residents past and present express fond memories of a town that once bustled with activity. Despite decline in recent years in terms of vibrancy, vacancy, attractiveness to investment, and reduced feeling of safety, there remains a deep attachment to the town and a strong sense of belonging. Interventions have taken place in attempts to arrest decline, including the purchase and re-use of the Marketplace-facing Buttermarket and the redevelopment of the long-derelect former Robin Hood Hotel.

During the Covid-19 pandemic the sense of togetherness and community spirit has defined the town. Such spirit, alongside a new level of trust and appreciation of public services, including from business, has created a genuine appetite and willingness to engage in a recovery which builds a better. This Town Investment Plan is itself evidence of a commitment to continue to engage with ambition.



Lincoln College in Newark, the only FE offer



The Robin Hood hotel, today under development



Congestion and the level crossing at Newark Castle Station



The vacant iconic Corn Exchange



Yorke Drive as a part of Bridge Ward, one of the most deprived estates in the UK



Carter Gate and a concentration of vacant retail units, the risks to the night economy



The late 15th century front of the Old White Hart



The future of retail in Newark, St Mark Shopping adjacent to the Market Square



A vacant anchor retail unit at Stodman Street, the former M&S, a potential repurposing opportunity



Anti social behaviour, is there an urban solution?

I.2 Main Challenges Facing the Town

Despite strengths, opinion and statistics confirm Newark's decline in recent decades. Lower than average educational attainment, low productivity, a predominance of lower-paid jobs, under-representation of higher managerial and professional roles, a lack of vocational and non-vocational pathways, and an increase in heritage 'at risk' have resulted in a drift in market confidence, identity, and lack of opportunity. Such challenges have been compounded by Covid-19.

Congestion

Newark's excellent connectivity is blighted by its capacity. Traffic congestion remains significant for residents and businesses. The need to address Newark's congestion is recognised by Midlands Engine, multiple businesses along the A46 corridor (from Bristol to Humberside) and the Government announced support for the A46 Newark Northern Bypass in March 2020. The level crossing at the Castle railway line also contributes to congestion, with more downtime as a consequence of enhanced frequency and use of rail services. Despite excellent rail connectivity, take-up is low. Bus provision is constrained by a lack of frequency and ticket coordination across operators.

Crime and anti-social behaviour

The other most important concern for residents; crime and anti-social behaviour continue to persist and is increasing. In one ward, only 65% of residents feel safe during the day (national average of 93%.) After dark, the figure falls to 16%, a staggering 60% below the national average.

Social Mobility

Newark is the second least socially mobile place in Great Britain (State of the Nation, 2017). Whilst the majority of secondary schools are now rated 'Good' educational achievement of students remains below average. Secondary schools face the challenge of the 'Lincolnshire Drift' towards the 11+ streaming and grammar school system. There remain significant pockets of deprivation within the town, including wards within the 10% most deprived in England. Newark residents earn below their counterparts in other towns.

Housing and Employment

Housing demand is high, as are prices compared to affordability. Over 7000 houses are being delivered to the south of the town over the next 15-20 years. Without enhanced physical and social connectivity, the current commuter trend will continue. There is a complete lack of any meaningful town centre residential offer in quantum or type, particularly for families or private rented sector supply. Grade A office space and co-working space is lacking, particularly within and around the town centre.

Town Centre

The centre continues to suffer from retail decline. Visible and large footprint vacancies are accompanied by a trend for discount offers. Market confidence is low, reflected by the departure of national brands. Lease and repair tenancies lead to a high turnover of tenancies, with attractive buildings and streets blighted by underutilisation. The town suffers from a lack of legibility and wayfinding, particularly between transport nodes and key attractions. Family and leisure offers are limited. There is little diversity in the night time economy beyond a cinema and F&B establishments. Dwell time of visitors remains constrained, with a failure to maximise ancillary spend and overnight stays.

Covid-19 Impacts

Newark is not immune to the pandemic, with furlough levels similar to Districts across the County (but higher for Newark as a proportion of employees). JSA claims are up 115%. Profiling demonstrates that education, accommodation/food/hospitality, tourism, and construction are most affected, all of which are important in Newark. Within impacted sectors there is a predominance of under 25s and young women. This demographic is highest across the District within wards in Newark.

From surveys conducted as part of the Town Investment Plan (TIP), the main ‘dislikes’ for residents and employers are traffic and congestion. The results show that for residents ‘making the town safer’ and ‘bringing heritage buildings back into use’ would be considered to have a major positive impact on the Town Centre, along with improvements along the river.

I.3 Evidence of Need

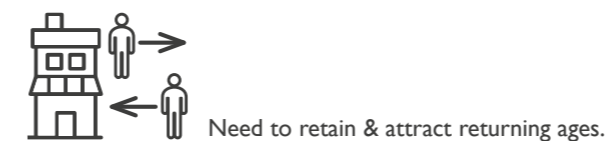
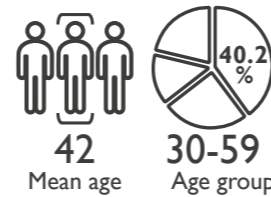
Building upon the narrative in I.2 above, the data and evidence formulating Newark’s current scene are informed by the following:

- ‘What is Newark – NSDC Report of published data sets’, Appendix D.
- ‘Live’ monitoring of Covid-19 impacts by NSDC of 46 data sources, Appendix E.
- NSDC Residents Survey (<https://www.newark-sherwooddc.gov.uk/consultation/residentssurvey2018/>)
- Property Market & Economic Outlook, Savills, Appendix A.
- Mode Transport Study (July 2020).
- Newark Towns Fund Survey Results, Savills (June 2020), Appendix B.

Overview



Current population just over 43,000 Expected significant growth in Newark population by 2033.



Gap in population aged 10-25.



1.3.1 Town Centre and retail



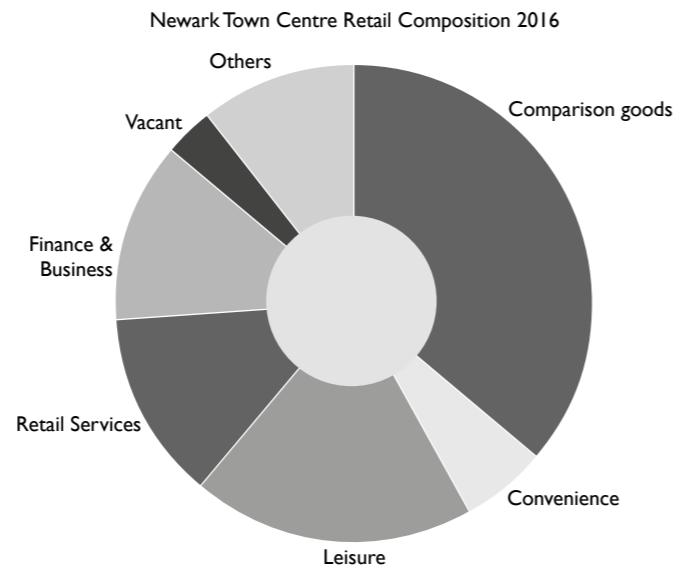
Present scene:

| | | | | | |
|--|-------------------------|--------------------------|-------------------------------|--------------------------|------------------------------|
| 12.6% | 915,100 sqft | 35,000 | 26 sqft per person | 5 sqft per person | 650,000 sqft |
| Vacant retail units within the Town Centre (UK average is 11.5%) | Total retail floorspace | Total shopper Population | Per shopping person in Newark | UK average | Suggested retail over supply |

- Out-of-centre retailing competition.
- Strong presence of independent retail.
- Vacancy levels higher than the national average, visible and large.
- Limited diversity of the night time economy and family leisure offer.
- Significant level of retail oversupply.

Solutions and opportunities:

Diversify the economy of the Town Centre by re-purposing some of the retail offer in relation to living, business, leisure, community, and entertainment.



Currently happening:

- 7,650 dwellings committed and under construction on Strategic Urban Extension sites to the south of the town, which will provide a potential catchment for a town centre.
- Newark Town Council and Newark & Sherwood District Council have purchased the previously vacant Buttermarket and former Royal Exchange building. The first tenant has provided a new F&B and community-minded offer.
- Newark & Sherwood District Council and a private developer are jointly developing the former Robin Hood Hotel into hotel and retail/café/bar space for opening in 2021.

Impact of Covid-19:

- By forcing stores and restaurants to temporarily close during lock-down, the retail sector has been one of the most affected by Covid-19.
- The pandemic has exacerbated the ongoing issues plaguing town centre, with closures and vacancies expected to increase. This places extra emphasis on the need for rethinking and repurposing retail space in the town.
- By becoming a range of land uses - from residential, to office, leisure or community, repurposing retail space will provide an opportunity to reinvent town centres.

1.3.2 Employment



Present scene:

| | | | | |
|---|--------------------------|------------------------------------|-----------------------|------------------------------|
| £430.1pcw | £521pcw | 19.7% | 14.7% | 11.5% |
| Workplace-based earnings in Newark, compared to £464.4 in the East Midland and £505.9 in the UK | Residence-based earnings | Work in wholesale and retail trade | Work in manufacturing | Human health and social work |

- Low business birth rate in Newark compared to England and regional average.
- Limited office floor space in Newark Town Centre or in close proximity .
- Lack of office offer, from co-working, flexible, high quality spaces to small, medium, and larger offices.
- Low wage and household incomes.
- Low skills economy.
- Ageing population & pockets of deprivation.
- Lower than average manufacturing innovation.
- Social Mobility amongst the second worst in the UK.
- Opportunities to grow employment around transportation hubs.

Solutions and opportunities:

Re-purpose some of the existing assets into offices capable of responding to emerging businesses, as well as investing in employment opportunities along transportation nodes and corridors which still offer a connection to the town centre.

Currently happening:

- Southern Link Road to unlock 2 million square feet of employment land at Middlebeck when delivered.
- Fernwood to provide 15ha of BI employment land.
- Council continuing to support business startups at its Beacon Business Centre.
- Employment support packages partners including public sector, learning and training bodies, job centres and higher education providers working to improve employability and support redeployment opportunities as quickly as possible.

Impact of Covid-19:

- While the number of desk spaces is likely to decrease by 10%, the impact of Covid-19 on overall office space is likely to be negligible. Practice social distancing in the short term will lead to redesigning office space which could lead to the provision of more collaborative space, with more amenities and breakout spaces.
- For many, office space will remain central to companies, as it is an essential place to socialise, collaborate, innovate, create and learn. Savills Office FiT Survey indicate that there is an increase in future preference to work 3+ days at home and while this is best for work-life balance, office environments are best for personal growth and for instilling and maintaining corporate culture.
- People's preference for work location (home or office) is influence by their commute time, 20% of people with shorter commute times disliked working from home, compared to only 5% commuting further.

I.3.3 Housing



Present scene:

£188,711

Average house price in the Newark area, compared to £194,664 in East Midlands and £231,855 UK, based on house price index March 2020

19.1%

Of existing households earn less than £10,000

50,936

Dwellings in Newark and Sherwood

1,417

Households currently seeking housing in Newark Town Centre

3%

Of the population of Newark live in the Town Centre

- The potential growth of the population through Newark urban area will be over 58,000 by 2033.
- Newark has abnormally high level of housing needs and demand for both affordable and private rented tenures.
- A new residential offer is needed to attract the younger population in the Town Centre.
- The Conservation Area and the Heritage Action Zone add challenges, as well as opportunities to be unlocked.
- Limited residential offer in Newark Town Centre.

Solutions and opportunities:

Increase the residential offer within the Town Centre through both new build as well as re-purposing and refurbishing existing assets and stocks.

Currently happening:

- 7,650 dwellings to be constructed by house builders on Strategic Urban Extension sites to the south of the town.
- Newark & Sherwood District Council will deliver over 500 homes by 2026/27 via its wholly owned development company (Arkwood) and affordable home building Programme.
- Newark & Sherwood District Council and its development partner will deliver estate regeneration at Yorke Drive.

Impact of Covid-19:

- Many residents of large cities left to smaller cities, towns and the countryside during the lockdown, therefore increase demand for rural and out of town location. Research suggests that people are willing to commute further, allowing people to buy larger and more affordable homes, in out-of-town locations.
- People's limited ability to go to outdoor public spaces, has made private gardens much more attractive and greatly increased demand.
- As working from home has become the new normal during the lockdown, the demand for a separate home office or workspace and connection to high-speed internet will increase to facilitate remote working.
- Local authorities are encouraged to invest in town centre property as there is an increased demand for an easy commute to CBD.

I.3.4 Leisure



Present scene:

14.94%

Of the Town Centre offer is Food and Beverage

77.54%

Would use leisure time to visit a café or restaurant

33.24%

Would rather visit Nottingham Theatre Royal, than visit the Palace Theatre.

- Town has a cinema, ten pin bowling, a theatre, cafés and restaurants.
- Leisure provision within the centre is not inclusive of all age groups (Gen a & Z in particular), and can be improved.
- There is limited good quality hotel and overnight accommodation.
- A significant percentage of leisure trips are to destinations outside the town including Lincoln, Mansfield and Nottingham.
- There is a limited family activity offer.
- The Town Centre food and beverage offer is failing to attract people living further out of the district.

Solutions and opportunities:

Diversify and increase the quality of the existing offer. As well, prioritise cultural, arts, heritage and entertainments assets in the Town Centre.

Currently happening:

- The town and its partners are running a series of events within current budgets to increase footfall. To deliver and promote the Newark Destination Management Plan.
- Expanding provision of the food and beverage offer around the Market Place and the River.
- Promoting and increasing the awareness of the Newark cultural and tourist offer via the launch of www.visitnewark.co.uk.
- Increasing Newark's number and quality hotels.

Impact of Covid-19:

- With all non-essential shops and restaurants closing, the Covid-19 pandemic and lockdown measures have had significant impact on retail and leisure expenditures, with a rise in online shopping and an evident decrease in local spending. There are strong expectations that Covid-19 will have a negative impact on occupier demand for hotel spaces after the pandemic.
- It is however expected that physical retail could retain a strong place. Community and neighbourhood support seen during the lockdown has been creating a greater appetite for local, independent and community-based, seasonal retail and food & beverages traders, focusing more on an unique experience rather than mass consumerism.
- A rich mix allows for a diversification of the land uses and targeted audience, ensuring footfall during and after business hours.

I.3.5 Education



Present scene:

| | | | | |
|--|-----------------------------|----------|------------------|--|
| 14 | 2 | 1 | 0 | 43% |
| Primary schools 1 Outstanding 9 Good 2 Requires improvement 2 awaiting to be rated | Secondary schools 2 Good | College | Higher Education | Of children are ready for school when they start reception. 52% nationally |

- Predominance of lower skilled industries.
- Low wages compared to national average.
- The 'Lincolnshire Drift' of students educating in streamed and grammar school system.
- Higher education absent in Newark.
- Lack of non-vocational pathways.

Solutions and opportunities:

Expand vocational and non-vocational pathways, expand HE on education-to-business basis, and secure a Higher Education presence in the town.

Currently happening:

- The Newark Academy (secondary school in Balderton) has been rebuilt. Rebuilding of the Orchard School (for pupils with Special Educational Needs). The establishment of a new Secondary School at Fernwood.
- Schools and Businesses: Delivering business-related projects to primary schools (particularly Years 5 and 6) and upskilling 18-24 year old. Improving aspiration, and promoting science, technology, engineering and mathematics (STEM).

Impact of Covid-19:

- The Covid-19 Pandemic has had significant immediate impact on higher education institutions, as they had to cancel classes and transition to online courses and assessment.
- In the short to medium term, universities and colleges are likely to see decreases in numbers of international students, along with reduction in income from international tuition fees restraining budgets. Reduction in fees could be a strategy to attract more students and to adapt to online learning, where students don't benefit from the same amenities as on a university campuses.
- Lower number of students on university campus will also negatively impact revenues from student expenditures related to accommodations and catering services.

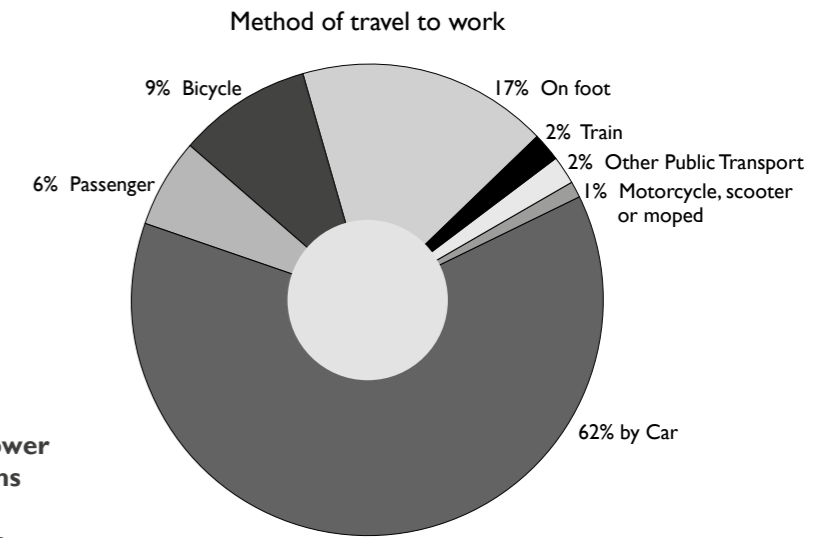
I.3.6 Transport and infrastructure



Present scene:

| | | | | | |
|--|---|-------------------------------------|--|------------------------|------------------------|
| 1,763,512 | 16-17% | Increase | Decrease | 500 | 1,200 |
| Passengers enter and exit the two stations of Newark, per year | Only of total entries and exists are associated with seasonal tickets | In the use of Newark Castle Station | In the use of Newark Northgate Station | Council parking spaces | Private parking spaces |

- Transport congestion in peak hours.
- Poor public transport frequency and ticketing.
- Poor connectivity between train stations.
- Poor legibility and wayfinding from train stations.



Solutions and opportunities:

Invest in sustainable modes of transport and empower the existing excellent regional and local connections with an integrated sustainable network between transportation nodes, employment, homes and the Town Centre.

Currently happening:

- The completion of Southern Link Road (SLR) will help reduce congestion within Newark.
- Announcement in national Road Investment Strategy 2 (March 2020) of the A46 Newark Northern Bypass.
- NSDC to deliver a new A1 Over-bridge at Fernwood.
- Proposed parking strategy which promotes competitive all-day parking charges to the north of the River Trent to remove congestion from the town.
- Cycle network improvements.

Impact of Covid-19:

- The Covid-19 pandemic has brought a halt to air travel for several months. It is expected the overall long term impact on the aerospace industry to depend on the duration of air travel restrictions, the time taken for recovery, the degree of return to normal, and the future growth path.
- Global MRO (maintenance, repair & overhaul) demand is expected to drop by 53% in 2020.
- Accelerating pedestrianisation and encouraging biking will be key in allowing shops and restaurants to meet social distancing guidelines.
- Transport use is down by at least 55% for all transport types since February. Rail use and Tube use are both down by over 95%.

1.3.7 Culture, tourism and heritage

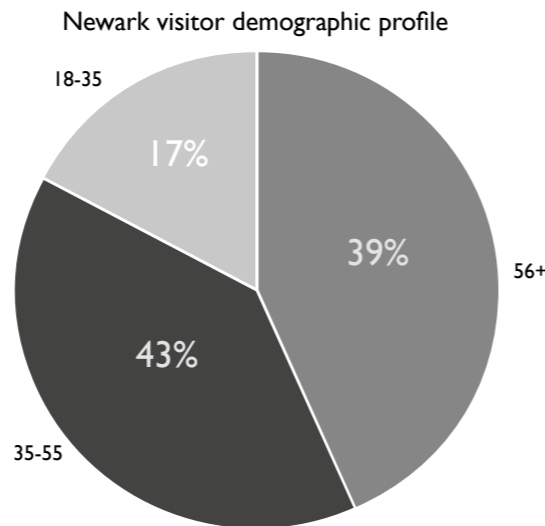


Present scene:

| | | | | | |
|--|---|--------------------------|-------------------|---|---|
| 3.7 million | 44% | 37% | 77% | 205 | Low |
| Total annual visitors to Newark in between 2016-2018 | 1 st time visitors, with 13% of visitors rating their visits 10/10 | Stay overnight in Newark | Visit for one day | Listed buildings (26 buildings at risk) | Average of international visits to Newark compared to Lincoln |

Newark is especially valued by the local community for its historic character and associations. The combination of positive buildings, streets, spaces and archaeology provides a backdrop and context for the community to work and live in.

- These include:
- The Queens Sconce
 - Newark Historical core
 - Newark Castle
 - Newark Town Hall Museum and Art Gallery
 - Newark Air Museum
 - The River Trent
 - Newark Vina's Doll Gallery
 - National Civil War Centre
 - The International Antiques Fairs
 - St Mary Magdalene Church



Solutions and opportunities:

Monetise the cultural and historical assets of Newark and increase visitors, including residents.

Currently happening:

- Adoption of the Destination Management Plan for Newark
- Launching of visitor brand for Newark (www.visitnewark.co.uk) in conjunction with the Newark Destination Management Group.
- Working to secure additional overnight hotel accommodation and increasing the proportion of visitors who stay overnight
- Promoting and encouraging dispersal across and between Newark & Sherwood Tourism destinations.

Impact of Covid-19:

- The Covid-19 pandemic has had significant impact on the tourism industry throughout the world. OECD estimates indicate a 60% decrease in international tourism in 2020, which could increase to 80% of recovery does not happen before December.
- Domestic tourism, accounting for three quarters of the tourism economy in OECD countries, offers an unique opportunity to lead the recovery. It will likely bounce back more quickly as local and national lockdown measures are lifted.
- The speed of the recovery will depend on how quickly travel restrictions are lifted, on the ability to restore traveller confidence, and on governments' and the industry's ability to innovate and rethink the sector.

1.3.8 Health and wellbeing



Present scene:

| | | | | |
|--------------------------------------|--|--|--|---|
| 3,100 | 18.8% | 41% | 42% | 323 of 324 |
| Children live in low income families | Of year 6 children through Newark and Sherwood are obese | Of Bridge Ward's population believe their local area has changed for the worse | Of Castle Ward's population believe their local area has changed for the worse | NSDC place in the overall ranking of English Local Authorities Areas in relation social mobility 2017 |

- Pockets of severe deprivation that make it more difficult for some residents to achieve their potential.
- Currently no provision of A+E or antenatal services within Newark.
- Lack of family recreational activities along the river and within the Town Centre.

Solutions and opportunities:

Approach wellbeing throughout a multiply of sectors and ensure accessibility to services and spaces.

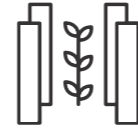
Currently happening:

- The Newark and Sherwood Health and Well being Partnership is identifying and delivering priorities.
- Integrated Care System and Commissioning Groups (such as the Mid Notts Alliance Programme and Public Health Strategic Advisory Group) targeting of resources to deliver improved health outcomes.
- Reviewing and developing the Council's Volunteering Policy, to recognise the role of volunteering and appropriate use of such valuable local assets.
- Providing more Health Centres in areas of expansion and development. Establish and promote the district's leisure centres Active4Today.
- Working with the YMCA, as a strategic partner, to develop tailored Programmes of activity to engage with younger people and their families and improve life chances.

Impact of Covid-19:

- Covid-19 has had a proportionally higher impact on the most deprived areas.
- Between the 20th-30th March 2020 average anxiety ratings were 5.18/10 compared to below 3/10 in 2019.
- 8.6 million people reported reduced household income as a result of Covid-19.
- People are most concerned about their well-being, household finances and their work, all as impacts from Covid-19.

I.3.9 Public space and the natural environment



Present scene:

Newark is one of England's finest market towns, and was identified by the Council for British Archaeology in 1964 as one of only 51 towns of national importance.

Newark is a town with an archaeological record dating back to prehistory and one where the street pattern has remained relatively unchanged since medieval times.

Historically and architecturally, Newark celebrates a range of assets reflecting the Medieval, Civil War, Georgian and Victorian periods.

The River Trent and its surrounding landscape represent Newark's key assets.

Within Newark Urban Area, the range of public spaces and parks include:

- Newark Market Place
- Newark Castle and Gardens
- Scone and Devon Park
- Beaumont Gardens
- Otter Park
- Sherwood Avenue Park

Solutions and opportunities:

Create an integrated public realm strategy associated with an aspect of 'curatorship' of its multiple assets.

Currently happening:

- Green Spaces Review and Strategy and promotion of green infrastructure.
- Conservation Area Character Appraisal and opportunity areas.
- Nottinghamshire Local Biodiversity Action Plan.
- Carbon Free targets by NSDC & NTC.

Impact of Covid-19:

- Public realm improvements and creating new parks and green spaces can increase footfall while ensuring safety.
- Strict lockdown rules have limited people's ability to go out making a private outdoor space more attractive. In the absence of private outdoor space, demand for access to public outdoor space (parks, etc..) is expected to increase. Especially as lockdown eases and the opening of outdoor spaces and parks was introduced there was an increase in people visiting these spaces.
- Co2 emissions are forecast to fall in 2020.

I.3.10 Safety and security



Present scene:

35%

Of people feel safe in Newark (Lower than national average)

10%

Drop in community togetherness from 2008 - 2018

- In terms of concern about safety and crime, statistics show a significant upward trend across the district by 10% (annual comparison).
- The figure rises to 15% in Newark Town Centre.
- Anti-social behaviour across the District is down 2%. However, the Town Centre bucks this trend by increasing 2% in each of the last 2 years.
- Such statistics have inevitably compounded perceptions that the Town Centre is in decline, especially in the evenings.

Solutions and opportunities:

Approach safety and security through urban strategies for long term change, including residential use within the town centre, alongside police and community safety partnerships and enforcement.

Currently happening:

- Upgrading and increasing CCTV coverage in areas of repeated crime, night time activities and public safety.
- Increasing the number of enforcement officers to extend the hours, extent and impact of the service.
- Increasing the use of civil penalty notices to prosecute repeat offenders and deter others and prosecute fly-tippers.
- Extending the use of community speedwatch in residential areas.
- Working with the Police to jointly deploy resources and share intelligence.
- Ensuring that licensing conditions are enforced and repeat offenders are excluded, including developing night time economy strategies where necessary.
- Working with the County Council to review speed limits and signage.
- Publicising all means of reporting crime and incidents to improve community safety and intelligence.

Impact of Covid-19:

- Frontline government services (like waste management) will return to previous efficiency as soon as it is safe to do so to ensure communities function how they did pre Covid-19.
- Overall crime decreased in N&S in March 2020 compared with 2019. ASB (anti-social behaviour) increased requiring more NSDC Public Protection intervention.

I.4 Key Opportunities for the Town

Newark is growing. The addition of over 7,000 new homes to the south of the town over the next 15 to 20 years is expected to almost double the 2011 census population to 43,000 residents. People like living in Newark-on-Trent, consistently regarding it as a “lovely place to live”, with “fantastic assets that should be made more of”. Such pride in place is balanced against concern and dislike for more housing, particularly given congestion issues within the town.

A key challenge of the emerging strategy is to realise needed highway interventions such as the Southern Link Road and Newark Northern Bypass, alongside creating a town which provides for sustainable travel which can provide for a genuine modal shift. A 20-minute town, alongside the new homes delivered, can leverage greater uptake of services, retail, leisure and workplace.

Newark is well connected. The town accommodates two rail stations serving all points of the compass. In addition, a primary road network via the A1, A46 and A17. In particular Newark is strategically located on the A46, ideally suited to contribute to the proposed Trans Midlands Trade Corridor and Freeports agenda. Finally, the river Trent presents the once upon a time trade corridor, that is yet to perform to its future capability and potential both locally and regionally.

Newark has the potential to draw in a broader catchment area and promote its town centre offer including retail, leisure, tourism and workplace. It currently fails to capitalise on its connectivity assets fully. With both national rails and primary roads, as well as a regional river, Newark identifies itself as a critical and significant opportunity to capture investment, business creation, and economic prosperity of local, regional and national scales.

Newark is well located. The cities of Nottingham and Lincoln are in close proximity and each enjoys a powerful reputation and tourism pull. Newark has the potential to leverage an increasing share of the leisure economy through linking up its offer around connectivity, promotion, magnitude and hospitality. Newark is equally well placed with its tourism dispersal to Southwell and Sherwood Forest.

Newark sits at a central location for aviation related industry; East Midlands and Doncaster Sheffield airports, as well as Newark Air Museum, RAF Syerston Waddington, Cranfield, Wittering, Cranwell and Coningsby create a strategic cluster in the region and potential pipeline for skills and expertise. This could present an incredibly exciting direction for Newark and for younger generations to consider new careers.

Newark is geographically attractive. The river corridor and flat topography are opportunities to promote cycling, walking and recreation. This will reap the benefits in health and wellbeing for all ages and demographics. Additional benefit could emerge through a modal shift in transport choices and reduction in congestion.

Newark’s geography and climate has established a long heritage in agriculture and associated food industries. Development in food production and security is an additional position of strength from which to build.

Newark has an attractive historic core. Much of the Town Centre is a designated conservation area and in July 2020 Newark will be awarded Heritage Action Zone (HAZ) status by Historic England, securing £550,000 (matched by the local authority and the private sector) for conservation projects. This wonderful asset is a primary contributing factor in people’s choice of Newark as a place to live and visit. However, Newark lacks a powerful and singular platform to promote and retain (particularly with revenue) its status. It can attract a greater share of visitors, including from residents, and work to leverage its offer in a meaningful way to younger audiences.

Newark has established and engaged partnerships. Newark and Sherwood CVS, the retail, and charity sectors are all involved, encouraging and engaging. Businesses, community organisations, local government (notably the YMCA), and education providers (Newark College) who share our ambition to invest, innovate, and coordinate to transform lives for residents, businesses, and visitors of the future. Political members are engaged and motivated by opportunities.

These opportunities, some of which have existed for some time, provide strong foundations from which to build. Foundations alone will not address the challenges head on and deliver systemic transformational change within and beyond the town.

Newark could become, and it is our aspiration to make it the **home** for all, the destination that is

Locally focused and **nationally connected**,
the place that celebrates its **past heritage**, while being **ambitious** for its **future**.

HISTORIC **CONNECTED** **AMBITIOUS** **GROWING**

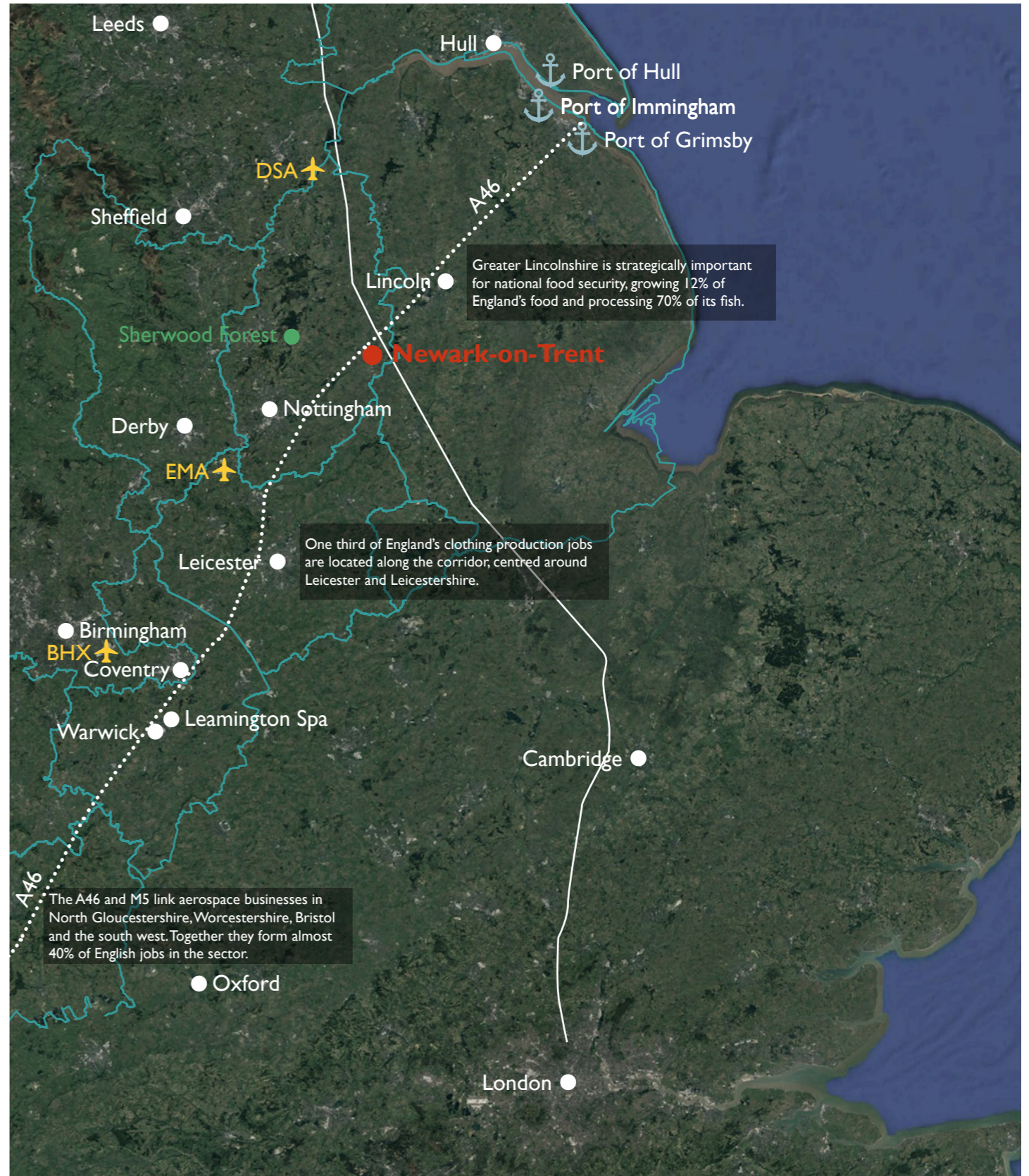
1.4.1 Newark regional location & connectivity (spatial map)

This spatial map illustrates the national and regional significance of Newark in relation to its connectivity and location. This is also associated with the important position of Newark on the Trans Midlands Trade Corridor and the D2N2 LEP.



Legend

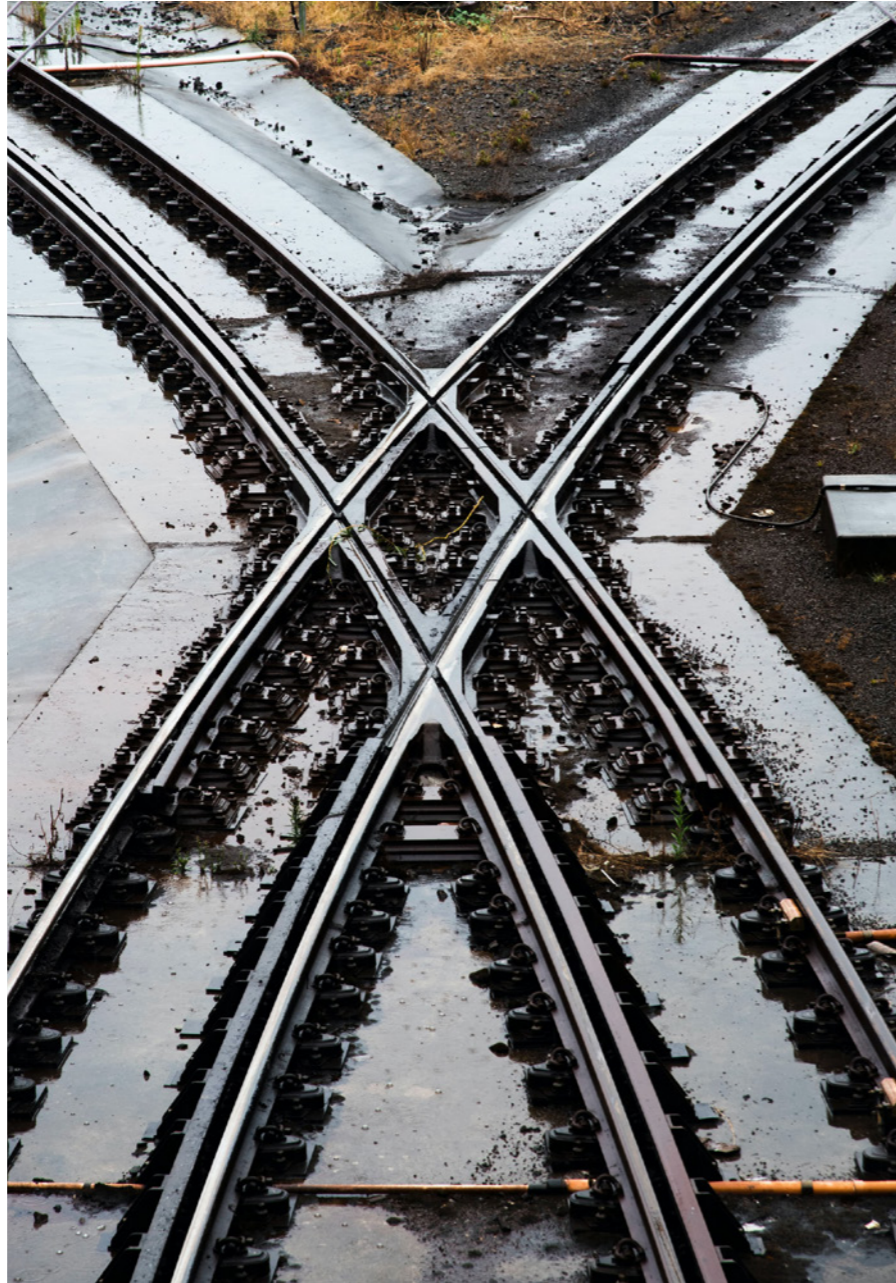
- Newark-on-Trent
- Key towns and cities
- A1
- A46
- ⚓ Ports
- ✈ Airports
- The Trans Midlands Trade Corridor & D2N2 LEP



Greater Lincolnshire is strategically important for national food security, growing 12% of England's food and processing 70% of its fish.

One third of England's clothing production jobs are located along the corridor, centred around Leicester and Leicestershire.

The A46 and M5 link aerospace businesses in North Gloucestershire, Worcestershire, Bristol and the south west. Together they form almost 40% of English jobs in the sector.



Section I: 2.0 THE STRATEGY

2 Strategy

2.1 Vision to 2050 ‘Locally Focussed, Nationally Connected’ ‘Four Pillars for Change’

The previous section describes how Newark is experienced as a place in which to live, work and visit; we have explored its appeal, often rooted in its history and built heritage, and its potential, especially around its excellent connectivity and industry specialisms. We have identified the challenges and barriers to continued economic and social prosperity and the need for change.

We now set out a vision for the Town that is transformative and crucially, deliverable. We develop a strategy to deliver this comprehensive vision through four pillars for change; vessels within which we can examine and deliver a series of realisable and manageable initiatives. The following section describes a journey from overall vision, to a more granular level and ultimately proposes a selection of projects which will be taken forward in our Town Investment Plan.

Our vision is for a place that people and business;

- Choose as their destination of choice for learning and investment in the 21st century.
- Live and locate in green sustainable communities.
- Connect to sustainable transport within the town (within 20-minutes) to fulfil their daily ambition.
- Enjoy our heritage and open spaces and engage with the vibrancy of our town centre culture (shrinkage of retail and replacement with vibrant and viable alternatives).

1. Skills, Education & Business

Better learning and employment opportunities for all.

2. Connectivity

Enhance the experience and ease for residents, visitors and employees.

3. Town Centre, Regeneration and Culture

A vibrant Town Centre where people visit, experience, shop, work and live.

4. Town Centre Residential

To promote significant residential repurposing and redevelopment within and close to the town centre.

1. Skills, Education & Business

Better learning and employment opportunities for all.

By 2050 Newark's world class education and learning provision will provide academic and vocational pathways at all levels of teaching where: residents can fulfil their learning and earning potential and enhance their social mobility; national and international students will see Newark as a destination of choice for learning in our key sectors; and a high level of graduate retention and return means that local employers can access a highly qualified and a work ready workforce.

Our Town Strategy will deliver learning for employment by preparing a workforce to meet the challenges of our employers in our key growth sectors; Construction; Logistics, Distribution, AI and Digital, Aviation Engineering, Food and Drink, and Agriculture; through developing our gateway business sites and attracting investment into these sectors to enable economic growth and prosperity for Newark and the surrounding area.

Our Strategy will address the issues that face our communities and residents by levelling up education attainment, from non-vocational to level 4 and beyond including increasing the number of FE and HE learners studying in the area. Our investment will raise productivity and prosperity attracting higher skilled jobs and driving up workplace earnings to above the national average.

Our new and enhanced ambitious provision will be delivered by Newark's partners; Lincoln College Group, the YMCA, Lincoln University, Nottingham Trent University, the University of Nottingham and University of Central Lancashire. They will operate across various sites including a New Innovation Institute; Newark College and the Newark Community and Activity village; and in collaboration with industry.

2. Connectivity

Enhance the experience and ease for residents, visitors and employees.

Our ambition for Newark is guided by the principle of the 20-minute town, of 'living, working, learning and playing locally', giving people the ability to meet most of their daily needs within a 20-minute walk from home, with safe cycling and local transport options. Newark will create a modal shift for connectivity into and around the town that promotes positive health outcomes through walking and cycling, cut congestion and reduce carbon impact. By exploring and embracing technology our aspiration is that Newark can utilise insights and automation to enhance services and movements.

Increasing digital connectivity and harnessing innovative technologies will also support the productivity demands of trade, industry and education, providing the platform from which new and vibrant enterprises can be launched and become prosperous. Similarly, making these opportunities widely accessible will offer greater opportunities for social mobility and improved quality of life within existing communities.

New development will bring with it investment and improvements to existing infrastructure networks on the A46, A1 and the Southern Link Road which themselves will reduce congestion. Movements around the town, including locations of car parking and enhancements to the green infrastructure network will mitigate and alleviate the effects of climate change and pollution, reduce the impacts of flooding, and improve public health. New business opportunities around our transport hubs will be explored.

3. Town Centre, Regeneration and Culture

A vibrant Town Centre where people visit, experience, shop, work and live.

Our ambition is to increase the value of our heritage, traditions and local culture to regrow our town and economy in a pioneering new approach that will also enable the town to recover from the Covid-19 pandemic.

Home to the National Civil War Centre, a stunning riverside Castle ruin dating back to the early 12th Century, Palace Theatre, Air Museum and a thriving, cobbled Market Place overlooked by its Georgian Town Hall and Buttermarket, Newark offers an experience of English history through the ages alongside a tempting array of antique shops, cafés, independent boutiques, eateries and historic pubs.

In our strategy the towns cultural and leisure assets will come together and in partnership with the private sector deliver a cultural programme that makes Newark a destination people want to visit; a place people talk about positively. Newark will be a place that showcases the talent, character, diversity and achievements of all its residents and businesses.

4. Town Centre Residential

To promote significant residential repurposing and redevelopment within and close to the town centre.

Newark's vision proposes a significant town centre residential offer, in addition to the growth to the south of the town. A focus on town centre living can be a catalyst for a revitalised and thriving town centre that is safe and busy both during the day and supporting a night time economy.

Delivering housing at densities that make local services and transport viable will facilitate thriving local economies. Development alongside enhanced public realm, the greening of open spaces, connectivity to greenspaces, the natural environment, and sustainable transport will all promote healthy living, wellbeing, and ultimately contribute to sustainable living and climate change commitments.

2.2 Process Towards Achieving the Vision

The previous pages set out the aspirations within each of the Four Pillars of Change. Taken together these create an overarching strategy for transformative shift and betterment. In the following pages we move to a more granular view of each Pillar, and introduce individual projects that meet these challenges, (refer to articles 2.3.1 to 2.3.4).

On this journey we;

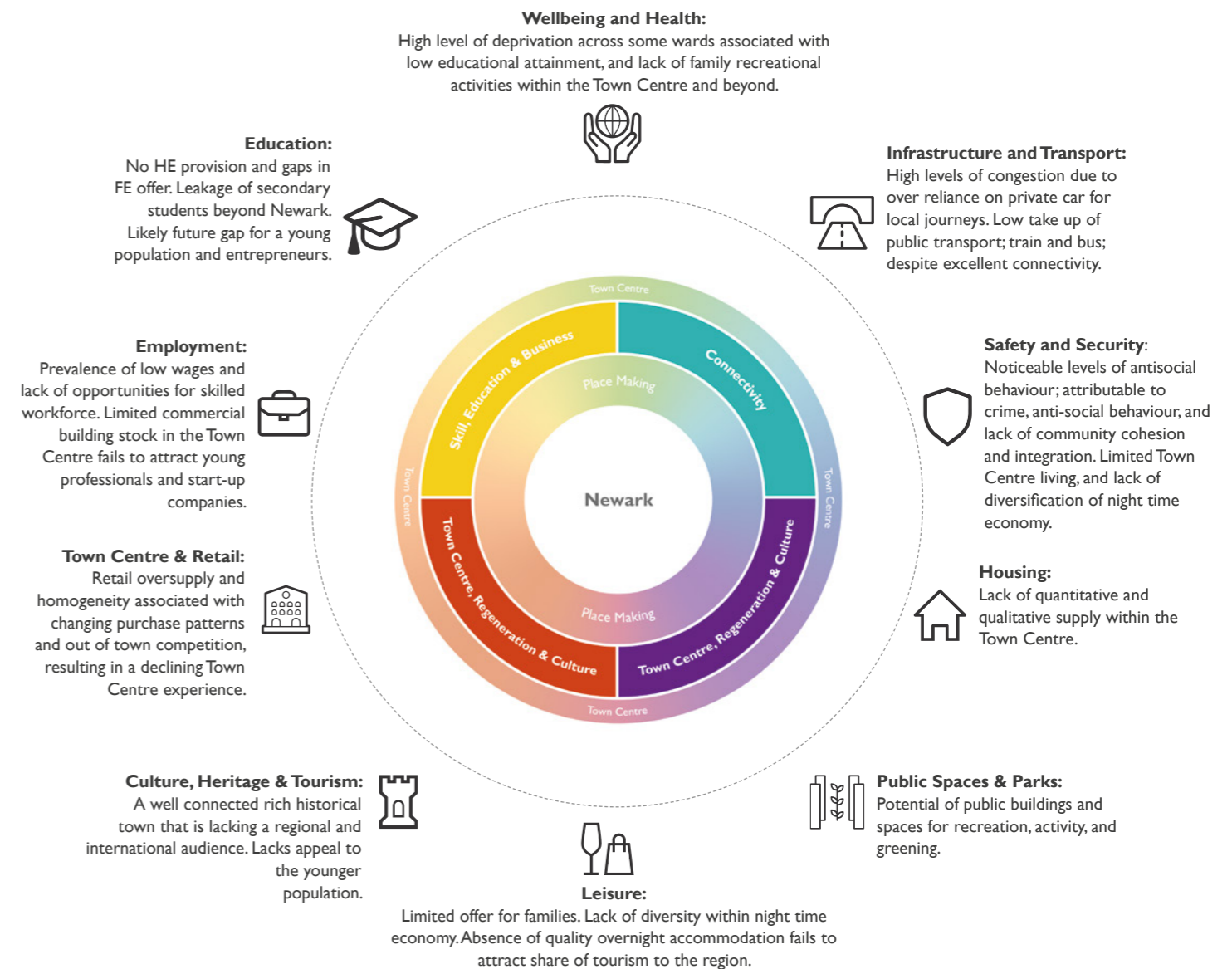
1. Set out the specific social, economic, environmental & operational, challenges for Newark within each Pillar.
2. Propose a series of high level strategies to meet and surpass these challenges.
3. Identify where opportunities exist that can directly assist in delivery or provide a platform / position of strength from which to build.
4. Introduce a long list of projects and initiatives that contribute to the pillar of change and ultimately the overarching strategy
5. Highlight the key impacts and benefits of individual projects.

Taken as a holistic view, these projects and the benefits flowing from them will elevate perceptions, enhance prosperity and generate greater opportunity and market confidence. Moreover, adding the cumulative impact of each project and Pillar of Change, amounts to the transformational shift that establishes Newark as the most connected town in the UK.

Whilst all projects are important components of the Town Centre Vision and the Strategy for Delivery, a number of priority projects will ultimately be selected and make up Newark’s bid for the Government’s Town Deal. This short-list is detailed in Section 4.0;The Town Investment Plan.

2.2.1 Associated challenges

This section summarises the challenges currently facing Newark and its immediate future. The challenges are highlighted thematically in relation to the emerging pillars for change, and again correlate with the multi-sectoral review indicated earlier in the report.



2.3.1 Skills, Education & Business

This section sets out the specific social, economic, environmental & operational, challenges for Newark. It establishes the strategies for change in association with existing opportunities before concluding with a list of projects and their potential impacts.

| Challenges | Strategies for Change | Opportunities |
|---|---|--|
| Low social mobility for young people. | Expand FE, non-vocational pathways, and introduce HE offer, providing multiple pathways to employment in Newark. | Assets owned by NSDC and other public sector organisations. |
| Low business birthrate. | | High level of engagement and commitment from educational and learning institutions and employers. |
| Low income jobs. | Provide appropriate forms of residential to meet the needs of students and workforce. | |
| Low skilled jobs. | | Geographic proximity to Nottingham, Nottingham Trent and Lincoln Universities. |
| Pull of competitor towns and educational institutions. | Welcome and nurture opportunities for skilled employment leveraging Newark's strategic location on trade routes and connectivity as a key strength for new innovative businesses. | High business retention. |
| Excellent connectivity allows easy commute out of Town to other destinations. | | Excellent connectivity in form of rail & road and a compact Town Centre geography. |
| Lack of grade A and co-working office formats. | Encourage development alongside key transport nodes, and especially alongside the two railway stations. | |
| | Encourage repurposing of vacant / redundant town centre buildings. | Rich heritage and placemaking as a vital element of the Town Centre brand and appeal. |
| | Leverage heritage assets as attractors for creative industries, providing an aspirational "place to be". | Growth in population. |
| | | Town Centre offer positioned around key sectors of logistics, aviation, antiques and agriculture, providing platforms on which to build from a position of strength. |




| Solutions and Projects | Impacts and Benefits |
|--|--|
| International Air & Space Training Institute (IASTI) | Establish post 16 education pathways to aviation and space industries, allowing entry to different sectors and at different career points. |
| Smart Innovation, Supply Chain & Logistics Enterprise Zone (SiSCLog) | Create a centre of excellence with regional and national significance serving the Trans-Midlands Trade Corridor and Freeport. Create a community of digital experts to launch further digital industries, including supply chains. Establish the route to digital learning for the current and future young generations of Newark. Promote Digital Skills for the existing population. |
| Development at Newark Showground & Auctioneering Learning Centre | Project enables IASTI and SiSCLog. Ease congestion in Town Centre by relocating heavy goods traffic. Establish synergies with Showground and promote investment in agriculture, farming and food industries. |
| Newark Construction College | Establish immediate opportunities for young people and adults in traditional construction trades. Introduce stonemasonry and conservation teaching. Promote new pathways to innovative construction techniques such as modern methods of construction (MMC). All learning to meet opportunities created by new developments and the conservation fabric of Newark. |
| YMCA Newark and Sherwood Community and Activity Village | An inclusive establishment capable of providing the population of Newark with an access to learning, leisure sports, skills, early careers and wellbeing in general. |
| Station Gateway Opportunities for Commercial Development at NCC Depot and Northgate Industrial Estate | (Working with landowners and investors including LNER and EM) to bring forward new commercial development in a variety of formats attractive to business start ups and relocations. Specifically establish alongside transport hubs to promote sustainable travel. Relocation of Cattle Market and Lorry Park to facilitate other development on their existing site. |
| Buttermarket Innovation Hub | Redefine and deliver the offer within the iconic built asset at the heart of the Town Centre; to include opportunities for education, business, retail & leisure and public services. |
| Newark Creative/Making Quarter | Develop the destination (Cartergate & Appletongate) to bring together existing business and creative industries, providing an umbrella brand, establishing synergies and locating in a distinctive built environment. |
| Re-Purposing of upper floors for Business | Re-ignite redundant built assets; bringing back into meaningful use, upper floors and properties. Establishing a more diverse Town Centre population with less reliance on diminishing retail demand. |

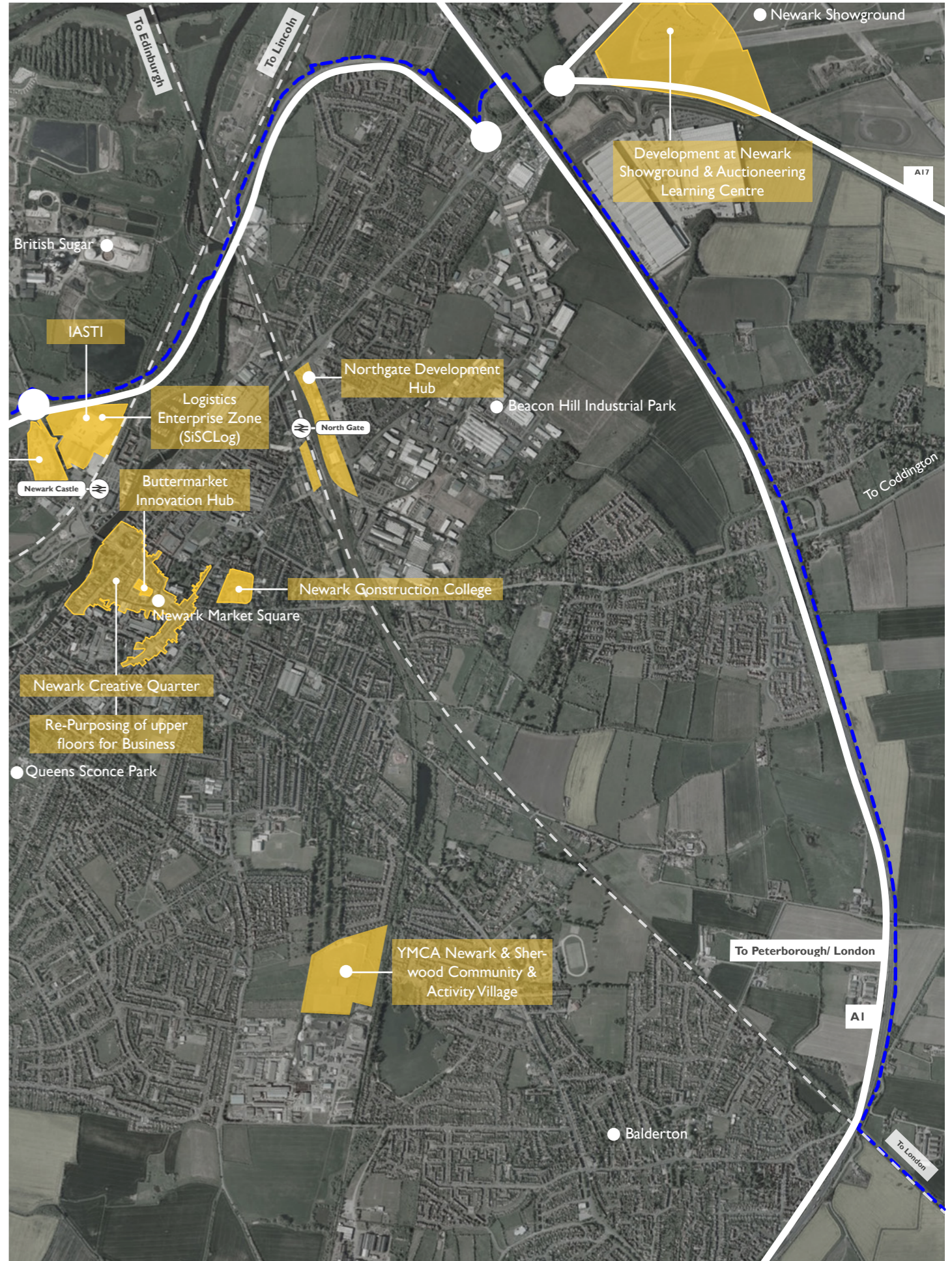
2.3.1 Skills, Education & Business (spatial map)

The map locates the initiatives and projects associated with the pillar of skills, education and business.



Legend

-  Railway Lines
-  Roads
-  BUA



2.3.2 Connectivity

This section sets out the specific social, economic, environmental & operational, challenges for Newark. It establishes the strategies for change in association with existing opportunities before concluding with a list of projects and their potential impacts.









| Challenges | Strategies for Change | Opportunities |
|--|---|--|
| High levels of traffic congestion including non-Newark bound journeys. | Remove traffic congestion through the; | Committed Infrastructure projects including; |
| High dependence on private cars particularly for local journeys. | <ul style="list-style-type: none"> Delivery of key infrastructure projects, including; A46 Newark Northern Bypass, Southern Link Road, A1 overbridge, electrification of Castle Line, and grade separated rail crossing on Castle Station. | <ul style="list-style-type: none"> A46 Newark Northern Bypass, Southern Link Road A1 overbridge. |
| Impact of congestion on health and wellbeing. | <ul style="list-style-type: none"> Developing a parking strategy that encourages modal shift away from the private motor car, whilst balancing the needs of business. | Newark is well connected to the strategic rail (and road) network and highly accessible for business, commerce, tourism and leisure. |
| High volumes of traffic on transport corridors discourages modal shifts (to cycling and walking) particularly for local journeys to access the Town Centre. | <ul style="list-style-type: none"> Enhance connections between rail and bus stations through comprehensive wayfinding, public realm and autonomous / sustainable transport. | Newark is flat and has a buoyant culture for cycling and walking. |
| Poor connectivity and transfer time between rail and bus hubs discourages linked journeys. | <ul style="list-style-type: none"> Enhance movement throughout the Town Centre encouraging wider access to the full range of uses, heritage assets and leisure opportunities. | Sustrans routes serve the Town Centre. |
| Lack of integrated ticketing system for public transport creates barriers to use. | | Riverside is potential, sustainable corridor to connect heritage, leisure and residential uses. |
| Slow delivery of major infrastructure projects. | Encourage and deliver better integration of public transport; both hard and soft infrastructure. | COVID 19 has shifted perceptions favourably towards toward sustainable forms of movement, especially cycling. |
| Lack of coverage of ultra-fast broadband potentially limits business growth and data insight. | Provide an appropriate level of Broadband for a full range of users and leverage data insight to inform solutions. | Committed and desired future roll out of 5G and ultra-fast Broadband |
| Lack of wayfinding, safe and attractive routes and facilities falls short of comprehensively linking the Town Centre offer of uses, cultural assets, heritage and environment. | | |

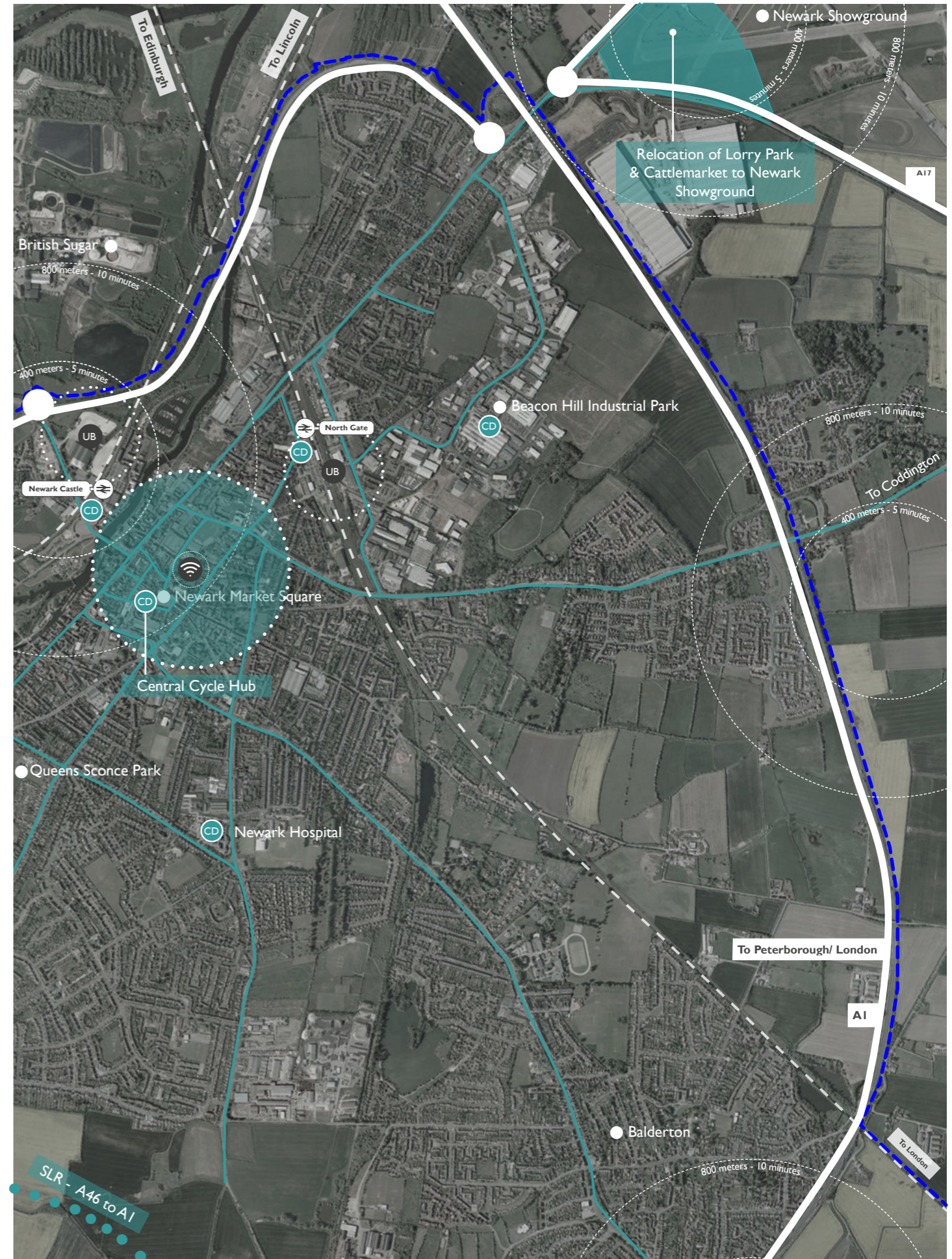
| Solutions / Projects | Impacts and Benefits |
|---|---|
| Southern Link Road | Release land for 3,150 homes and 2million sqft of employment |
| Develop a parking and movement strategy | <p>Reduce traffic volume and ease congestion in the Town Centre, and in turn;</p> <ul style="list-style-type: none"> Increase perception of road safety and encourage modal shift to cycling and walking. Develop and implement travel corridors for sustainable forms of transport Balance movement strategy, parking and modal shift with needs of business and continued economic success. Improve health and wellbeing. Develop strategy for more effective synergy and usability between transportation hubs (rail and bus) |
| Create a cycling Town including provision of cycle docks and central Hub | <p>Deliver infrastructure for modal shift to cycling.</p> <p>An aspirational brand (Brompton) that appeals on a national level and promotes Town Centre as sustainable destination.</p> <p>Offers an appropriate form of transport in Post COVID condition.</p> |
| Relocation of Lorry Park and Cattlemarket to Newark Showground | Remove through traffic and heavy goods vehicles from Town Centre core, easing congestion, improving road safety and quality of environment. |
| Develop a public realm strategy to comprehensively link Town Centre assets | <p>In conjunction with emerging movement strategy, develop a walkable public realm that embraces all Town Centre assets; heritage, cultural, and commercial, to promote increased use by residents, increased tourism and attract long term investment.</p> <p>Especially overcome barriers and more successfully link Riverside, Castle, and historic core / Market Place.</p> |
| Roll out of Ultra-fast Broadband | Provide world class digital connectivity at strategic growth locations to encourage investment and provide competitive edge. |

2.3.2 Connectivity (spatial map)

The map locates the initiatives and projects associated with the pillar of connectivity.

Legend

-  Railway Lines
-  Roads
-  BUA
-  Develop a public realm strategy to comprehensively link Town Centre assets
-  Riverside Public Realm Corridor
New bridge over Town Lock & River
-  Cycle Dock - Create a cycling Town including provision of cycle dock and central hub
-  Ultra Band Internet (Designated Zones)
-  Wireless & 5F (Town Centre)



2.3.3 Town Centre, Regeneration and Culture

This section sets out the specific social, economic, environmental & operational, challenges for Newark. It establishes the strategies for change in association with existing opportunities before concluding with a list of projects and their potential impacts.

| Challenges | Strategies for Change | Opportunities |
|---|--|--|
| Retail oversupply, trend towards discount offer and increasing vacancy rate. | Expand the Town Centre offer to widen its appeal to residents, workforce and visitors; | Assets owned by NSDC and other public sector organisations. |
| Lack of vibrant night time economy. | Place less reliance on retail and introduce leisure, workplace and residential as part of Town Centre mix of uses. | Established independent retail sector. |
| Lack of family leisure offer. | Capitalise on population growth and deliver greater penetration of retail, leisure, services and business in the Town Centre. | Compact Town Centre core. |
| Poor leverage of key assets such as Riverside and Castle and severance from historic core. | Enhancements to public realm to re-connect assets and destinations. | Attractive built heritage. |
| Limited promotion, synergy and use of Town Centre built heritage; Marketplace, Civil War Centre & Palace Theatre, St Mary Magdalene Church. | Develop a new brand representative of the entire Town Centre offer and promote greater patronage amongst residents, workforce and visitors. | Riverside and greenspaces. |
| Low level of hospitality both in quantity and quality, leading to low take up of tourism from the surrounding region. | Establish a mechanism for curating and delivering an ongoing calendar wide Programme of activity to drive greater footfall and appeal to a wider audience, especially young people and families. | Cultural assets of national significance. |
| | | Proximity to tourism destinations allowing coordination and dispersal. |

| Solutions / Projects | Impact and Benefits |
|---|---|
| <p>Newark Cultural Heart - a three step plan;</p> <ol style="list-style-type: none"> 1. Develop a new brand and tone of voice representative of the entire Town Centre offer 2. Establish a delivery mechanism / partner 3. Develop a calendar of events launching with an initial test period to prove outcomes, and moving to a long-term delivery plan | <p>Benefit from a singular communication platform, delivered through digital and physical media to inform and promote a holistic Town Centre offer.</p> <p>Reach a wider audience with a consistent and powerful message. Elevate perceptions and increase share of tourism</p> <p>Build brand awareness, establish more personal connections to Newark's audience and collect big data to tailor experiences and inform future strategy.</p> <p>Benefit from experience of private sector delivery partners; a focussed delivery vehicle able to scale up / deliver transformative programmes "looping in" multiple partners and wide participation.</p> |
| Castle Gate House | Enhanced experience of foremost historical asset and associated greater footfall to the Town Centre. |
| Police Station Relocation | The relocation of the police station to NSDC offices will retain a policing presence in the town. It will also unlock a commercial or residential opportunity at the current site, including an ability to parcel a wider redevelopment with other One Public Estate land. |
| St Mary Magdalene Church Refurbishment and Repositioning | Establish a community hub at the heart of the Town Centre. |
| The Riverside Place Strategy | Enhance and develop the assets associated with the Trent valley while focusing on Newark in particular, as well as to enhance the public realm connection with Newark Town Centre |
| Repurposing the Corn Exchange | Understand the heritage deficit and work with Historic England and owners with a view to repurposing the building to positively contribute to the town and Riverside. |

2.3.3 Town Centre, Regeneration and Culture (spatial map)

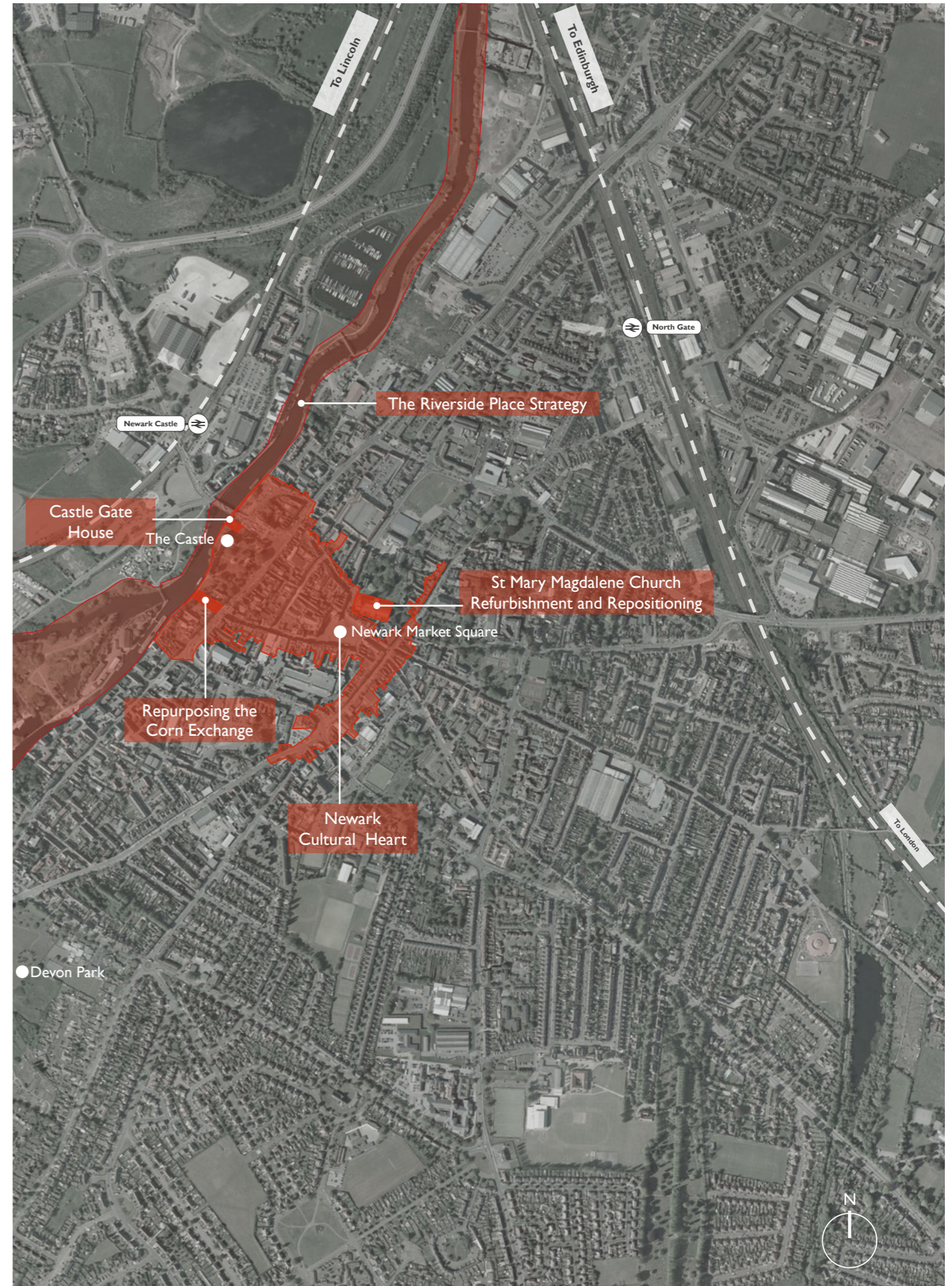
The map locates the initiatives and projects associated with the pillar of town centre, regeneration and culture.



Legend



Railway Lines



2.3.4 Residential

This section sets out the specific social, economic, environmental & operational, challenges for Newark. It establishes the strategies for change in association with existing opportunities before concluding with a list of projects and their potential impacts.

| Challenges | Strategies for Change | Opportunities |
|---|--|---|
| Low level of Town Centre living accommodation at 3%. | Substantially increase opportunities for Town Centre living. | Assets owned by NSDC and other public sector organisations. |
| Limited offer of residential formats; especially Private Rental Sector (PRS), Co-living and family accommodation. | Provide a range of accommodation to meet the needs of occupiers; including young people, families and students. | Synergy with the repurposing agenda of the Heritage Action Zone. |
| Anti-social behaviour and crime. | Capitalise on residential growth by delivering sustainable transport corridors which promote access to the Town Centre and ensure its economic prosperity. | Roll out of digital connectivity meeting, leisure, services and home working needs. |
| Potential increase in congestion as a result of more commuting journeys from the wider region and residential growth areas. | | Estate regeneration to create a more balanced mix of social and private housing. |

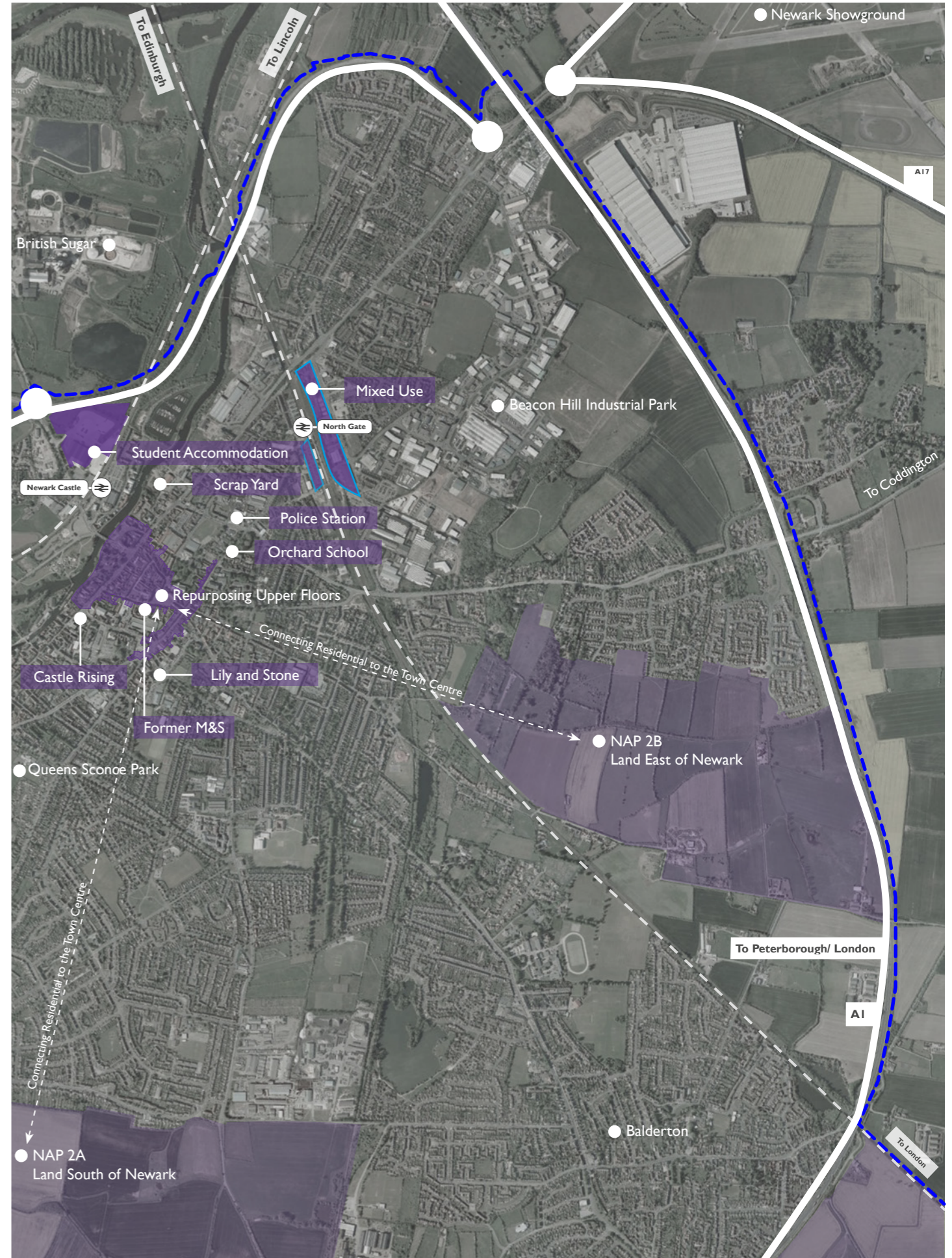
| Solutions / Projects | Impact and Benefits |
|--|---|
| St Marks Development | Centrally located and the redevelopment would be advocated on the basis that the building offers poor urban design and connectivity. Potential to provide significant quantum of residential units. |
| Former M&S Development | Could retain retail ground floor frontage of appropriate smaller footprint and reduce retail oversupply. Could deliver significant residential quantum in central location. |
| Residential on the Cattle-market site | Provide appropriate forms of accommodation for out of town residents (possible student accommodation). |
| Various residential infill sites | Increase the residential offers within and around Newark Town Centre and establish a more vibrant destination with an inclusive healthy public realm and night time economy. |
| Re purposing the retail core upper floor into residential opportunities | Reduce the oversupply of retail by increasing the residential offer through vacant assets, as well as diversifying upper floor use. |

2.3.4 Residential (spatial map)

The map locates the initiatives and projects associated with the pillar of residential.

Legend

-  Railway Lines
-  Roads
-  BUA



2.4 Headline outcomes and targets for 2030 - 2050 (The TIP Strategy)

The strategy and interventions advocated will drive economic, social, and environmental change across the full geography of the town and beyond. Without funding Newark is unable to jump across its current challenges to create a place which can become a significant economic force which contributes locally, regionally, and nationally.

The schemes backed by the Town Deal will act as a catalyst for further regeneration and development in Newark. Overall the initiatives and projects associated with the Town Investment Plan are estimated to deliver an impact of:

- Around 3,900 new jobs.
- Transition from a retail and manufacturing dominated economy, adding resilience to our economic base.
- New sectoral growth along with logistics, digital economy, aerospace, education and 638,000 sqft of employment space for growing innovative industries.
- Nearly 2,400 new Town Centre residents.
- Up to £12.3 million of resident spending per annum.
- Combined council tax and business rates revenues of £5.3 million per annum, and up to £75.6 million in cumulative income to 2050.
- Additional places in Further Education (FE), nearly 600 added places per annum.
- Inception of places in Higher Education (HE).
- Improvement in the tourism and cultural profile.
- Shift in patterns of movement.
- Improved public realm.
- Cultural engagement with river and history – a place to visit and linger.
- Better connectivity.
- Better future for the coming generation.
- A place we are proud to work and live in.
- A place to call Home.

2.5 Alignment with National, Regional and Local Plans and Policies

The proposals outlined in this strategy nest within and complement a series of local, regional and national strategies. The pages overleaf capture a timeline of strategy, Programmes, and interventions to date. Wider context is provided below:

National Policies and Strategies:

- £2 billion package to create new era for cycling and walking (DfT 2020)
- 25 Year Environment Plan (DEFRA 2018)
- A Plan for Jobs (HM Treasury 2020)
- Aviation 2050: the future of UK aviation (DfT 2018)
- Clean Air Strategy (Various 2019)
- Clean Growth Strategy (BEIS 2018)
- Culture White Paper (DCMS 2016)
- Cycling and walking for individual and population health benefits (PHE 2018)
- Cycling and Walking Investment Strategy (DfT 2017)
- High streets and town centres in 2030 (MHCLG 2019)
- Industrial Strategy: building a Britain fit for the future (BEIS 2018)
- National Planning Policy Framework (MHCLG 2019)
- Road Investment Strategy 2 (RIS2): 2020 to 2025 (DfT 2020)
- Social mobility in Great Britain - state of the nation 2018 to 2019 (Social Mobility Commission 2019)
- UK Research and Development Roadmap (BEIS 2020)

Regional Plans and Strategies:

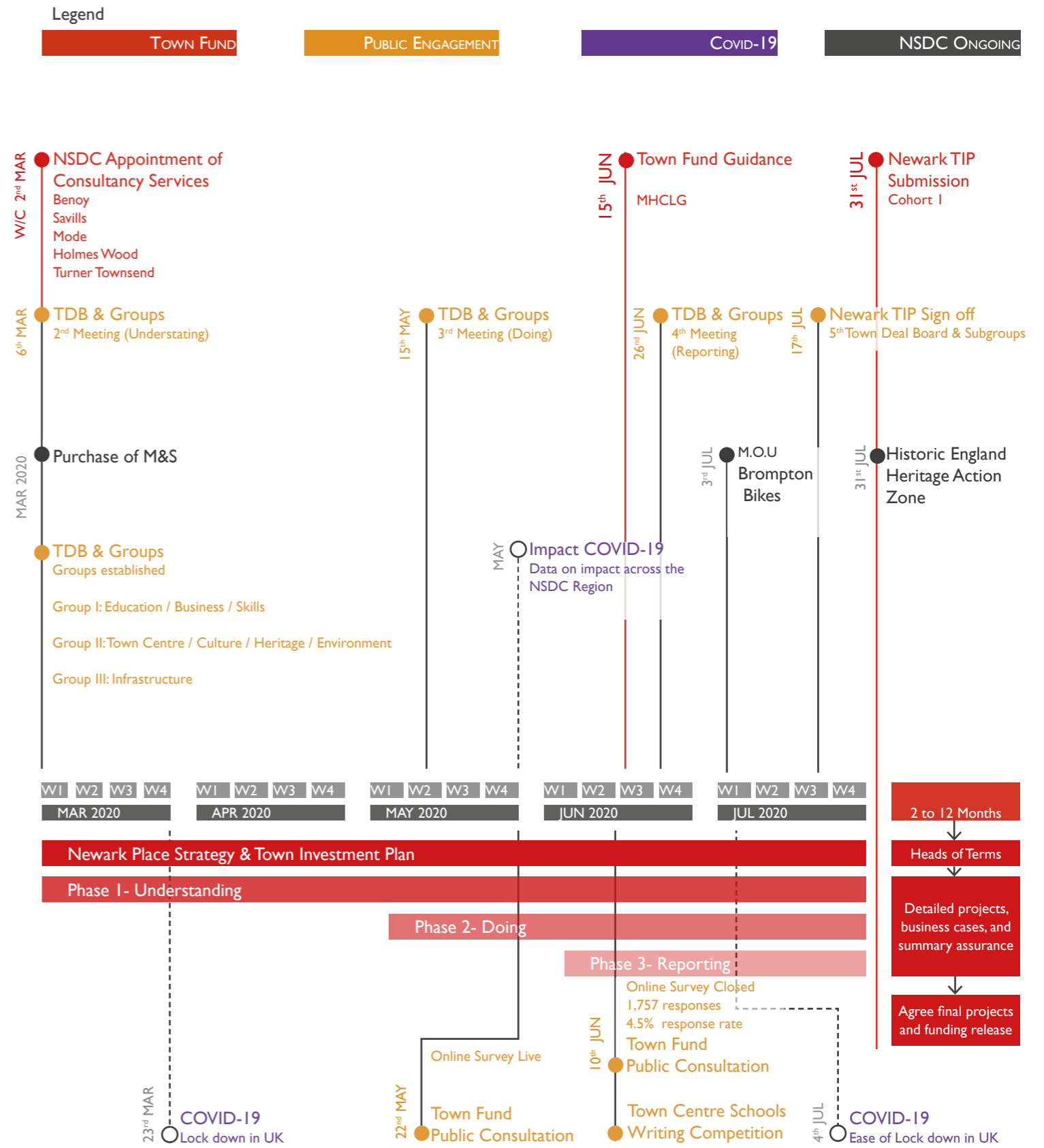
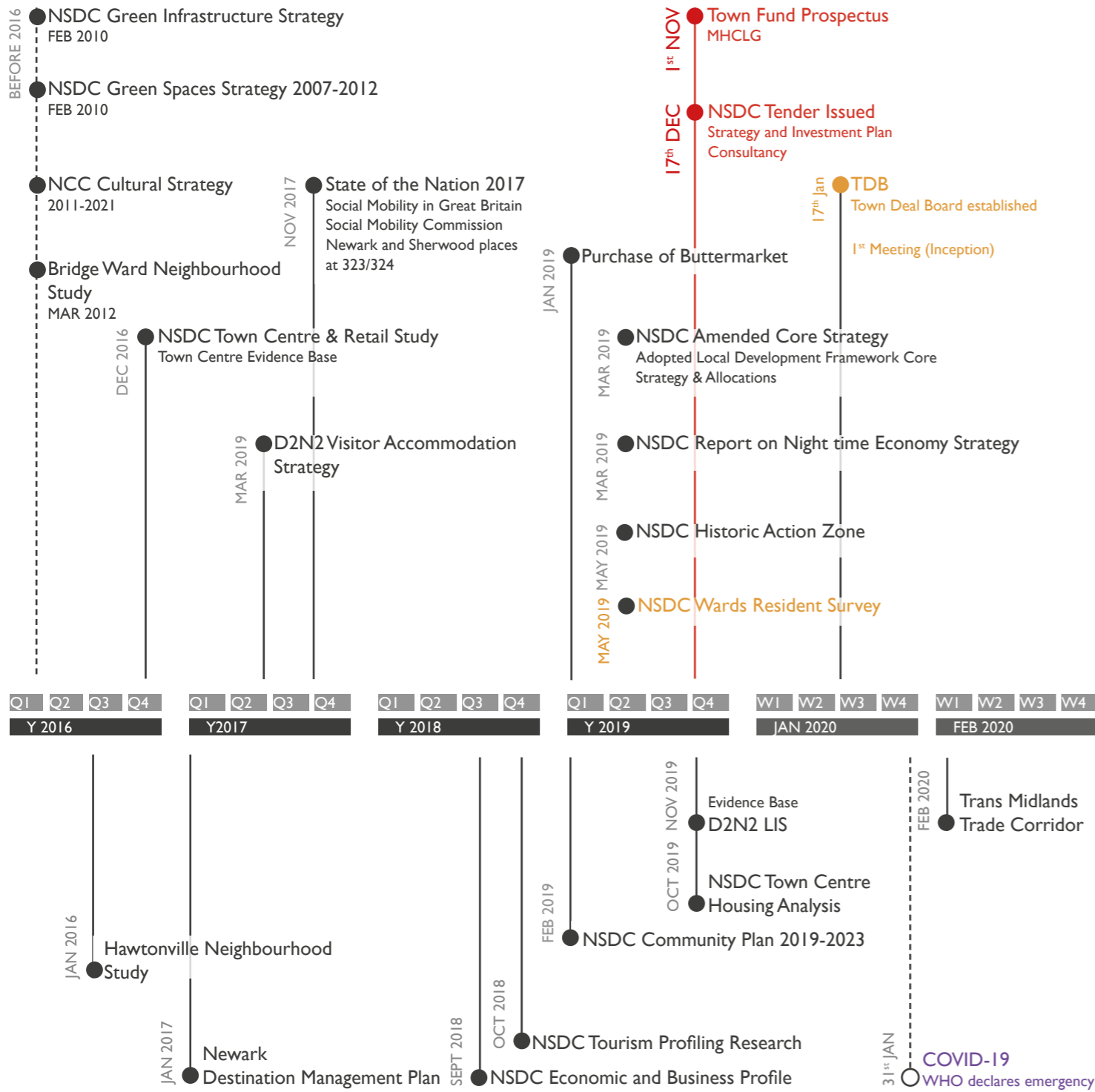
- D2N2 LIS Analysis Greenhouse Gas Emissions (D2N2& NCC 2020)
- D2N2 Strategic Economic Plan "Vision 2030" (D2N2 2020)
- D2N2 Sustainable Transport (D2N2 2016)
- Local Transport Plan (NCC 2011)
- Midlands Engine Strategy (MHCLG 2017)
- Nottinghamshire County Council Joint Health and Wellbeing Strategy 2018 – 2022 (NCC 2018)
- Nottinghamshire County Council Third Local Transport Plan (NCC 2011)
- Trans Midlands Trade Corridor (Midlands Connect 2020)
- Trent Gateway Report (Trent Rivers Trust 2020)

Local Plans and Strategies:

- Allocations and Development Management DPD Review (NSDC 2019)
- Amended Core Strategy (NSDC 2019)
- Climate Strategy and Action Plan (NSDC coming 2020)
- Community Plan (NSDC 2019)
- Community Plan (NSDC 2019)
- District Wide Housing Needs and Assessment (NSDC 2020)
- District Wide Transport Study (NSDC 2010)
- Economic and Business Profile (NSDC 2018)
- Employment Land Forecasting Study (NSDC 2015)
- Green Infrastructure Plan (NSDC 2010)
- Green Space Strategy (NSDC 2007)
- Infrastructure Delivery Plan (NSDC 2017)
- Nottingham Outer Strategic Housing Market Assessment (2015) and Addendum (2016) (NSDC 2017)
- Open Space Strategy (NSDC coming 2020)
- Tourism Profiling Research (NSDC 2018)
- Town Centre & Retail Study (NSDC 2016)

2.6 Ongoing and existing work

This section illustrates the time frame of NSDC engagement throughout the process of the Town Fund and Town Investment Plan. Also, it indicates some of the critical local and regional plans and strategies conducted by NSDC and LEPs throughout the last decade. This is important as it helped formulate a database (evidence base), and a platform to establish future strategies and decisions. Finally, this section captures the key moments correlated with Covid-19 and their potential impacts on the timeline of the Newark Town Investment Plan.





Section I: 3.0 ENGAGEMENT & DELIVERY

3.1 Engagement

Engagement, partnership working, and delivery are not new to any representative of the Towns Board. The presence of a Board with a specific transformational focus has, however, set a level of ambition and willingness to deliver within the 7 months it has been operational which has not been previously seen. The level of ambition is matched by the energy and drive of the public and private Co-Chair, Councillor David Lloyd (Leader, NSDC) and Mr Tom Cartledge (CEO Benoy).

The interrogation of evidence bases, public consultation, and shaping of the strategy and interventions has largely taken place against the backdrop of a global pandemic and enforced lockdown. Only two of the five Towns Board meeting held up to the end of July have been on a face-to-face basis. Video calls have been the new norm for debate, discussion, and presentation of ideas. All six meetings of the sub-groups have been held online.

Similarly, it was necessary to engage with residents and wider stakeholders in a more imaginative way. In addition to a traditional on-line survey we have utilised radio call-ins, facebook live interviews, a creative writing competition for the Future of Newark as part of school work in lockdown, and telephone interviews with the assistance of colleagues within the CVS. The associated feedback, alongside that from the Towns Board, and its sub-groups has been critical to shaping, changing, and challenging the proposed strategy and investment plan.

There is a commitment from all members of the Towns Board to engage and work with residents, partners, and organisations on an ongoing basis. A number of proposals, for example 'Newark Heart' and plans for a 'Transport Modal Shift' have the potential to be genuinely transformational provided they are developed with, and alongside, residents, businesses and potential private sector investors.



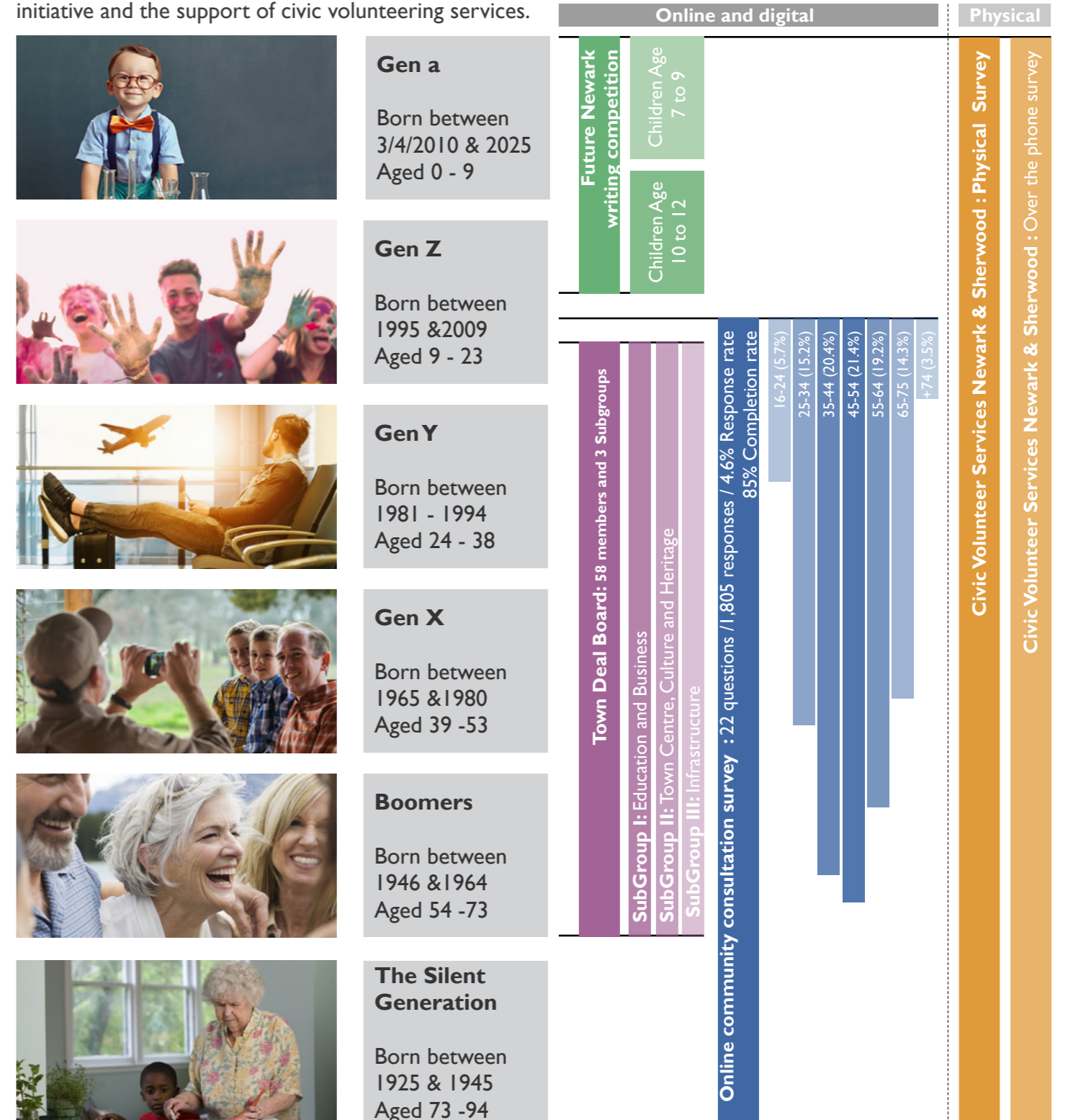
Newark Towns Fund: Public Consultation
Newark and Sherwood District Council
4.1K views · 22 May



Newark Towns Fund - Tom Cartledge
Newark and Sherwood District Council
3.5K views · 6 June

3.1.1 Public participation audience

We have sought the opinions and voices of the various age groups of Newark using multiple public participation methods. Due to the impact of Covid-19, it was also critical to reach the voices and opinions of those who do not have access to digital platforms of communication, which was achieved through a creative writing school initiative and the support of civic volunteering services.



3.1.2 Public Participation Summary 1/2

The section summarises the rationales of each of the public participation methods adopted through the early phases of producing Newark’s Town Investment Plan. In addition, this section introduces some quick facts and the emerging themes correlated to each method.

Town Deal Board:

Both the public and private sectors had an integral role to play in order to pave the way for Newark to become a success – driving investment and value for money and ensuring that funding delivers the jobs, businesses and homes the town need to thrive for generations to come. Accordingly, the Town Deal board was established and was intended to be the lead representative of the local public and private community.

Quick Facts:

Established the 17th of January 2020

5 Meetings have taken place to date

58 Members

Workshops

Topics

Initiatives Partnerships Challenges
Projects Urgencies Strengths
Assets Ideas Aspirations
Priorities Transformations

Town Deal Subgroups I, II & III:

Subsequently, the Town Deal Board was further subdivided into three subgroups intended to discuss thematic sectors.

These subgroups have met on four occasions in order to discuss the outputs and findings of the Town Investment Plan’s three main phases: 1. Thinking and Understanding / 2. Doing and Making / 3. Reporting.

Quick Facts:

Subgroup I: Skills, Education and Business

20 Members

Topics

Logistics Aerospace and Aviation
T Levels, FE & HE Social Wellbeing
AI Industry and Manufacturing

Subgroup II: Town Centre, Culture, Heritage and Environment

27 Members

Topics

Housing Heritage and Events
Leisure Newark Castle and River
Town Centre Safety and Security

Subgroup III: Infrastructure

22 Members

Topics

Parking Wellbeing and medical care
Wifi & 5G Public Transport
Transport Infrastructure Sport Facilities

Online community consultation survey (*):

People are at the heart of the planning process, unearthing the real needs of a community, empowering stakeholders, creating goodwill, inspiring community spirit and building consensus. With the community, we wanted to approach Newark through a process of Understanding, Engaging and Creating.

Due to the unique circumstances associated with Covid-19, the ethos of community engagement were maintained by launching an online survey intended to hear the community’s big ideas for Newark’s future.

The survey was developed by Savills in close consultation with key stakeholders, including NSDC and the Town Deal Board.

Quick Facts:

- The survey is made of 22 questions, including multiple-choice and open-ended questions
- The survey was widely advertised by NSDC through print and digital media.
- The survey went live on 22nd May and was open for 3 weeks, closing on 10th June.
- Overall there were 1,805 responses out of a total of 39,044 people who make up the population of Newark town, equal to a 4.6% response rate.

Emerging themes:

79% of respondents liked the environmental quality of the town*.

84% of respondents disliked the condition of congestion and traffic in the town*.

* For full survey report and emerging themes, refer to Appendix B: Newark Online Survey Results Report.

Selected responses:

“The historical aspect and river. Which is pleasant. Lovely market square although the amount of shops closing is a worry. The improved education system which is allowing for greater opportunities...”

“We need better connection between the north/south and east/west rail links, more people living and working in the centre of town, better town transport and walking/cycling routes for those there already - some are very threatening places to be.”

“Lovely historic town. Could do more for tourism. Look at other historic towns, have cheaper parking, dog friendly cafes etc. Needed for visitors.”

“The emptiness of the town centre where existing buildings could be turned into housing that is in keeping with the history.”

* For further details concerning the methodology, data, can emerging themes associated with the online public engagement survey and its responses, refer to Appendix B: Newark Online Survey Results Report

3.1.2 Public Participation Summary 2/2

Children Creative Writing

More than often, the voice of children and the younger population is overlooked when considering public consultation and participation.

With regards to the challenges associated with Covid-19, establishing the tone of the larger population became harder than ever. However, the Town Investment Plan will be delivered in the period between 2020 and 2050 and therefore, is aimed at the future of the current young population. Consequently, accessing and building upon inputs by children of Newark became more critical than ever.

Respectively, and in coordination with the schools in Newark, NSDC has launched the “Future Newark” writing competition. The idea was to give children the chance to tell the local authority what they think? What do they not like in their town? What do they want to see in the town, and why?

The competition was structured around two age groups, age 7 to 9 and age 10 to 13. The entries were judged by members NSDC, Newark Town Council, as well as various stakeholders associated with the Town Deal Board. For more information visit: <https://www.newark-sherwooddc.gov.uk/business/newarktownsfund/futurenewark/>

Quick Facts:

Number of entries 8 for age group 7 to 9
57 for age group 10 to 13

Winner announcement 23rd of July 2020

Winners of age group 7 to 9:

1st **Katherine Forgione** (Highfields Schools) for her fun pet café idea and well-written letter.

2nd **Elliot Rapley-Patrick** (Barnby Road school) for suggesting ways for people and wildlife to live in harmony.

Winners of age group 10 to 13:

1st **Harrison Fletcher** (Newark Academy) for a superbly written letter with lots of benefits to the community and the environment.

2nd **Jay Charles** (Newark Academy) for some very practical suggestions on fighting climate change and a really persuasive argument.

The young judges vote for best idea:

The young judges' vote for Best Idea went to **Emma Arthur** (Winthorpe Primary) for her safer cycling scheme.

Civic Volunteer Services:

Various online and digital methods of public participation and engagements have been employed through the initial phases of producing the Town Investment Plan. However, it was evident that different age groups and categories might be less represented due to the lack of accessibility to the internet, and sometimes the lack of awareness of the circulated online survey.

While the younger population was identified as a gap age group in the online survey, the “Future Newark” writing competition managed to capture the interests of this age group.

On the other hand, it was the group aged +74, which was the least represented through the online survey. Consequently, it was with the support of Newark and Sherwood Civic Volunteer Services, that the voice of the age group +74 was captured through designated shorter versions of surveys. Furthermore, these surveys were employed through the following:

- Over the phone surveys;
- Physical surveys adopted while still respecting the measures of social distancing.

Quick Facts:

Online survey received only a 3.5% of responses from the age group +74.

50 printed surveys were utilised through Newark and Sherwood CVS.

Selected responses:

“No more cafes, more incentives to bring in new shops and businesses, an additional building for the Newark element of the Museum especially as there are so many resources in storage, bringing the Corn Exchange back into use for dancing, craft workshops etc...”

“The gridlocked A46 around Newark and a high volume of HGVs travelling through residential areas of the town, including by schools and the hospital. Improve the road system.”

“Greater publicity about our wonderful treasures. The Town Hall Museum keeps a very low profile, and if you didn't know about it, it is easy to miss the wonderful Civil War Museum. There needs to be a far more professional approach to advertising our town and to promote visitor attractions.”

“Dreadful semi derelict hotel on main route into Newark. Cannot understand why it has been left like that for so long.”

3.2 Delivery

The Newark Towns Board will continue to oversee the development of the Town with NSDC as the accountable body for any successful grant(s) awarded. NSDC's s151 Officer has been introduced to the Board to explain this statutory role.

Many projects for which match funding is now sought are already formed by consortia and lead partner who report back to the Board and co-chairs. Each project has its own structures, reporting mechanisms, risks register, and delivery Programme.

The projects formulating Newark's Town Investment Plan and Town Fund Asks meet the following criteria:

- Demonstration of commitments from private-sector players, and ambitions for private-sector investment going forwards (clearly showing the total private-sector funding leveraged to date).
- High-level plan of business case development and appraisal for each project including the identification of the Accountable Body.
- High-level delivery plan with justification of deliverability.

In support of the previous, it should be emphasised, that as a lead council, NSDC has a proven record of delivering projects as well as working partnership with various stakeholders, as follows:

- The delivery of Active4Life Leisure Centre.
- The delivery of the new Council office (Castle House).
- The delivery of the National Civil War Centre.
- The delivery of the land assembly for YMCA Community and Activity Village.
- The delivery of the land assembly for Asda.
- The repurposing of the Buttermarket.
- The purchase of the former M&S retail unit, as a strategic anchor unit within the Town Centre.
- Currently building via a Joint Venture with a developer a 66-bed Travelodge at the former Robin Hood Hotel.

Finally, some of the delivery partners associated with Newark Town Investment Plan can be identified as follows:

- Newark Town Council**
- Balderton Parish Council**
- Farndon Parish Council**
- Fernwood Parish Council**
- Robert Jenrick, MP SoS, MHCLG**

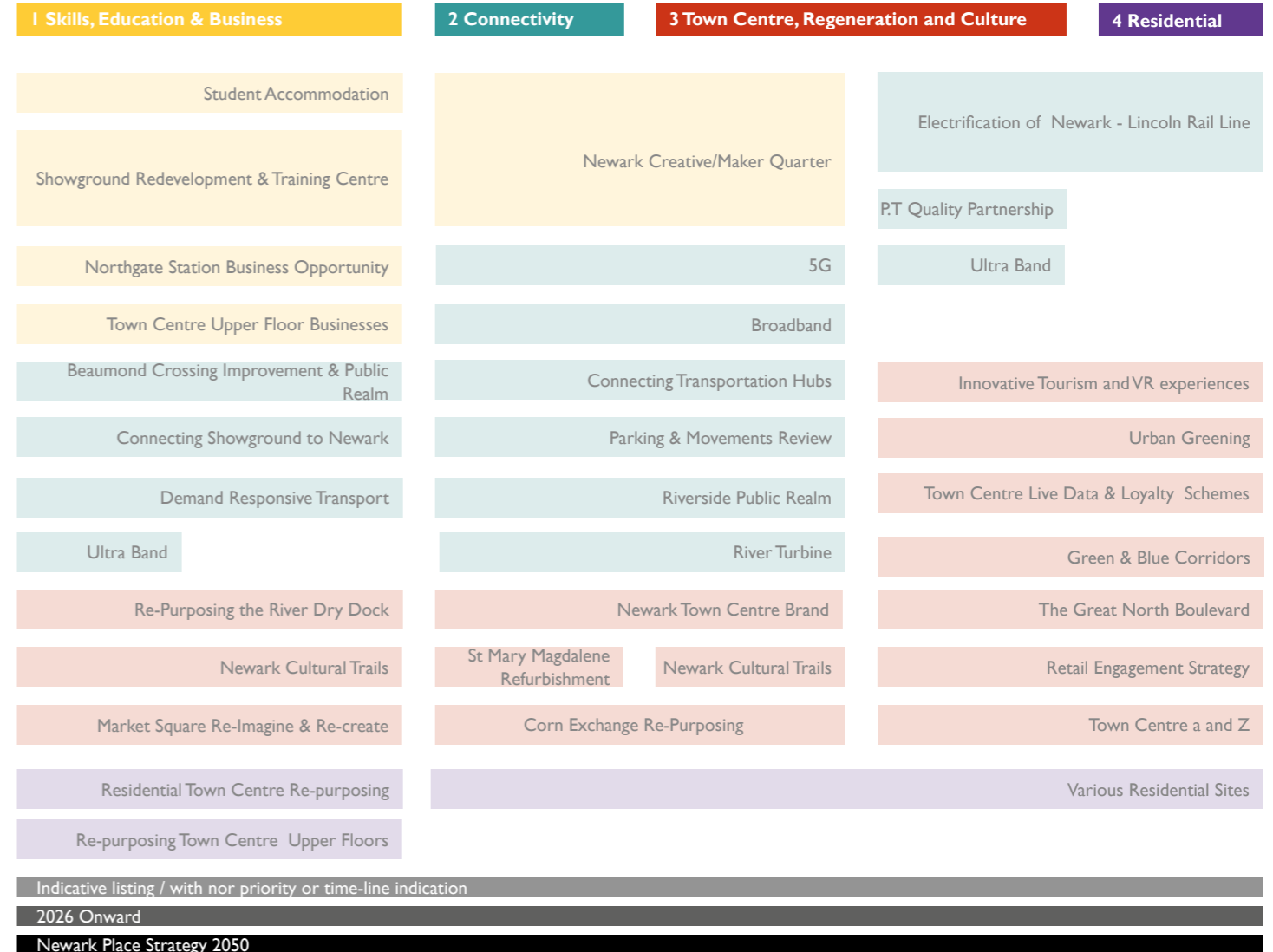
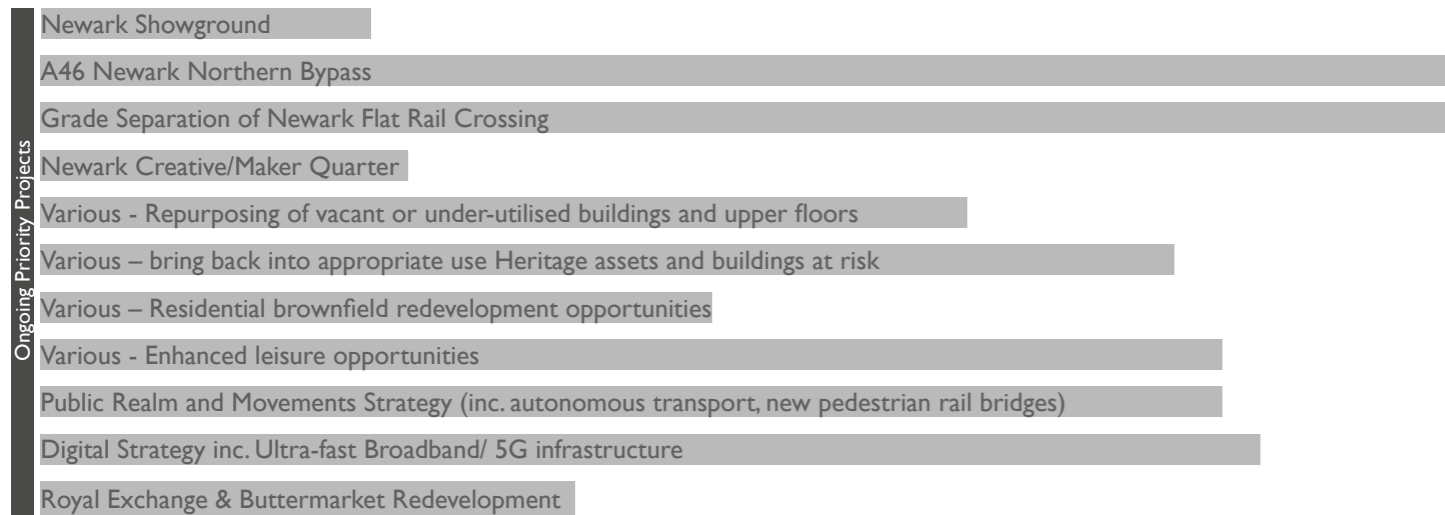
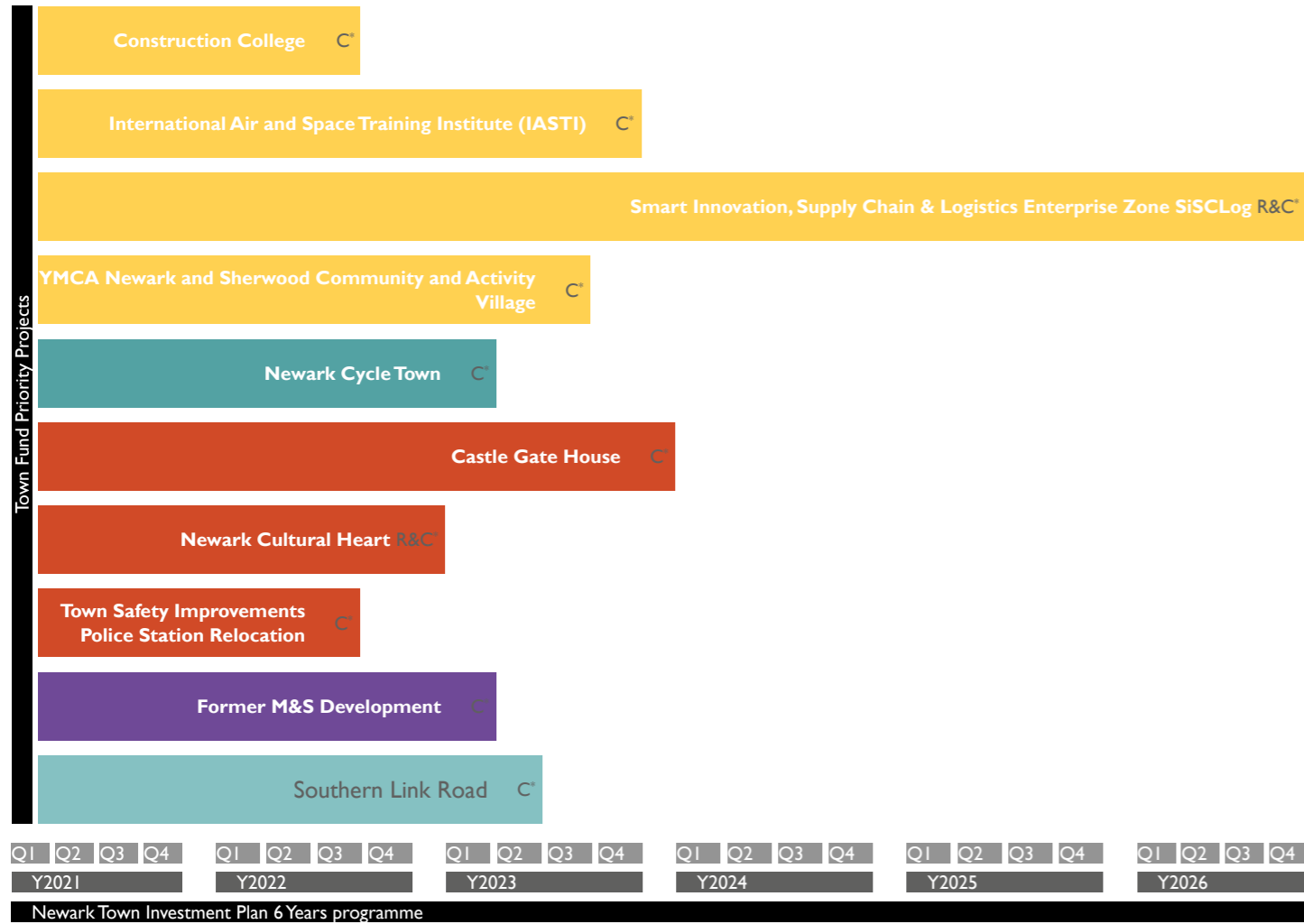




Section II: 4.0 TOWN INVESTMENT PLAN

4.1 Priority projects and proposed time line

While the Town Investment Plan is formulated upon a strategic vision, this section attempts to illustrate the time-line associated with the Town Fund priority projects, as gateways projects incepting the larger vision.



R&C*: Revenue and Capital Ask / R*: Revenue Ask / C*: Capital Ask

4.2 Estimated Economic and Social Benefits

Achieving our aspiration and ambition begins with the towns fund grant. This is just a start of ongoing conversations with investors, developers, and hopefully government across departments to continue to drive change throughout the length of this 20 year vision. It is estimated that the development and enhancement schemes to be supported by the Town Deal funding could contribute through the following:

- Increase the town centre residential population by 800 people.
- This would generate an additional £4.3 million of resident spending in the economy each year, delivering a significant boost to local businesses.
- The schemes will also create space for around 2,000 jobs, helping to transform and diversify the local economy.
- The schemes will also have an impact on Government revenues, providing a net additional per annum council tax impact of £850,000 and £2.3m in Business rates. That is a combined annual revenue to government over £3.2m.
- Around 688 graduates in sectors associated with the construction industry, consequently, the capability to support the growing construction industry through Newark and the wider region.
- Around 420 graduates associated with the aviation industry including pilots, engineers and ground staffs in order to support the national aviation strategy in the era of post Covid-19.
- Support around 2,200 learners level E3 to degree by the year 2024.
- Contribute to new or upgrade cycling and walking networks and increase the transport modal shift to more sustainable means.
- Increase the numbers of visitors to Newark by at least 20% and contribute to the district economy by at least £1.578 million.
- Lead the establishment of a dynamic Smart Innovation Supply Chains and Logistics Zone supported by all relevant partners, creating synergy between current and new supply chain and logistics firms in the region.

The schemes which will deliver these significant economic and social benefits have an estimated GDV of £152 million, however a total cost profile of £188 million. This results in a viability gap of £36 million.

In order to deliver these schemes, which will have a transformational impact on the town, we require public funding in the form of £25 million Town Deal funding. While this funding alone will not resolve the viability gap, we anticipate that it will enable us to leverage other co-funding support to deliver these schemes. It will give developers reassurance of deliverability and government support, and provide a lower risk profile for the schemes which will attract further investment.

Delivering these initial schemes will change the property market in Newark. It will create an inward investment market, demonstrate the delivery of high value schemes, and result in a higher value growth profile in the future. This will create the conditions for inward investment and act as a catalyst for the other schemes identified in the TIP.

We anticipate the use of £25 million of public money will deliver a BCR of 4.2 for all Town Deal schemes. When the wider TIP schemes are also considered, this could increase to a BCR of 12.8. This demonstrates the significant value for money from this public investment and the potential transformational and catalytic impacts of this initial investment.

***This analysis is initial and high level and should be read in conjunction with the caveats and limitations outlined in the Savills Property Market and Economic Benefits reports which are included in the appendix.**

| Town Deal Fund - Development Schemes | |
|--------------------------------------|-------------|
| LVU Benefits | £74,451,733 |
| Wider Benefits | £17,760,019 |
| Total Costs | £17,600,000 |
| Initial BCR | 4.2 |
| Initial and Adjusted BCR | 5.2 |

| Town Investment Plan - Development Schemes | |
|--|--------------|
| LVU Benefits | £107,835,171 |
| Wider Benefits | £198,445,254 |
| Total Costs | £17,600,000 |
| Initial BCR | 6.1 |
| Initial and Adjusted BCR | 17.4 |

| Town Deal Fund - All Schemes | |
|------------------------------|-------------|
| LVU Benefits | £74,451,733 |
| Wider Benefits | £31,160,793 |
| Total Costs | £24,889,000 |
| Total Costs | 3.0 |
| Initial BCR | 4.2 |

| Town Investment Plan - All Schemes | |
|------------------------------------|--------------|
| LVU Benefits | £107,835,171 |
| Wider Benefits | £211,846,028 |
| Total Costs | £24,889,000 |
| Total Costs | 4.3 |
| Initial BCR | 12.8 |

* For detailed Newark Place Strategy:Town Investment Plan Economic Benefits and BCR, refer to appendix C.

4.3 Priority projects and proposals – the Towns Fund 'ask'

The projects identified below are promoted on the basis of ability to deliver genuine positive systemic change. As a package, the proposals present interventions across the town, over a number of years and across a number of topics. Collectively they will deliver visible and tangible ambition, regeneration and confidence. They will achieve greater prosperity and opportunity for residents, workers, employers, visitors, and investors. Changes and impacts identified will allow Newark to operate as a town which is nationally recognised, connected, and respected for its contribution to the UK economy. To quote a board member “the proposed interventions, and all that will follow, will positively transform Newark for generations”.

As a part of these projects, three have been selected to benefit from the MHCLG's £750,000 towns fund capital advance grant. These projects are identified as the former M&S development, Newark cycle town, and the construction college.

| Title | Transformational Impact | Maturity | Overall Cost (£ Million) | Match Contribution (£ Million) | TIP Ask Gap (£ Million) | % | Revenue & Capital |
|---|---|---------------------|-----------------------------|--------------------------------------|-------------------------------|---------------|----------------------|
| Construction College ⁽¹⁾ | Regional Skills uplifting | Business Case | £0.589 | £0.200 | £0.389 | 66.4% | C |
| IASTI | Regional sectoral growth | Business Case | £15.600 | £5.000 | £10.600 | 67.95% | C |
| Smart Innovation(SiSCLog) | National sectoral growth | Strategic Case | +£20.000 | £8.000 ⁽²⁾ | £4.000 | N/A | R&C |
| YMCA N&SCAV | Regional skills and wellbeing | Construction Tender | £15.600 | £13.600 | £2.000 | 12.82% | C |
| Newark Cycle Town ⁽¹⁾ | Local connectivity, wellbeing & environment | Strategic and M.O.U | £0.350 | £0.150 | £0.200 | 57.14% | C |
| Castle Gate House | Regional and local tourism | Business Case | £4.430 | £1.760 | £2.600 | 58.69% | C |
| Newark Cultural Heart | Regional and local Significance | Strategic Case | £2.300 | £0.200 | £2.100 | 91% | R&C |
| Town Safety Improvements Police Station Relocation | Unlocking local opportunities | Business Case | £1,945 | £0.954 | £1.000 | 51.41% | C |
| Former M&S ⁽¹⁾ | Enhancing Newark Town Centre | Business Case | £10.000 | £8.000 | £2.000 | 20% | C |
| Southern Link Road | Unlocking Transportation and Development potentials | Business Case | | | | | C |
| Priority Projects for Town Investment Plan Above | | | +£60.000 | £37.865 | £24.889 | 65.28% | |

Newark Showground
A46 Newark Northern Bypass
Grade Separation of Newark Flat Rail Crossing
Newark Creative/Maker Quarter
Various - Repurposing of vacant or under-utilised buildings and upper floors
Various – bring back into appropriate use Heritage assets and buildings at risk
Various – Residential brownfield redevelopment opportunities
Various - Enhanced leisure opportunities
Station Gateway opportunities (former NCC depot and Newark Industrial Estate)
Public Realm and Movements Strategy (inc. Autonomous transport, new pedestrian rail bridges)
Digital Strategy inc. Ultra-fast Broadband/ 5G infrastructure
Royal Exchange & Buttermarket Redevelopment
Town Centre Masterplan (inc. Retail & Night time Economy Strategy) & Engagement
Riverside Place Plan
Others

¹ Project likely to benefit from the MHCLG's £750,000 towns fund capital advance grant.

² The Smart Innovation(SiSCLog) is an initiative/project with potential national and regional significances. As the project brief evolves, it is anticipated that more private, public and educational partners will contribute through match funding. Refer to section 4.5.3

4.4 Priority projects and proposals (Spatial Map)

This section illustrates thematically the Town Investment Plan priority projects on a map of Newark.




Legend

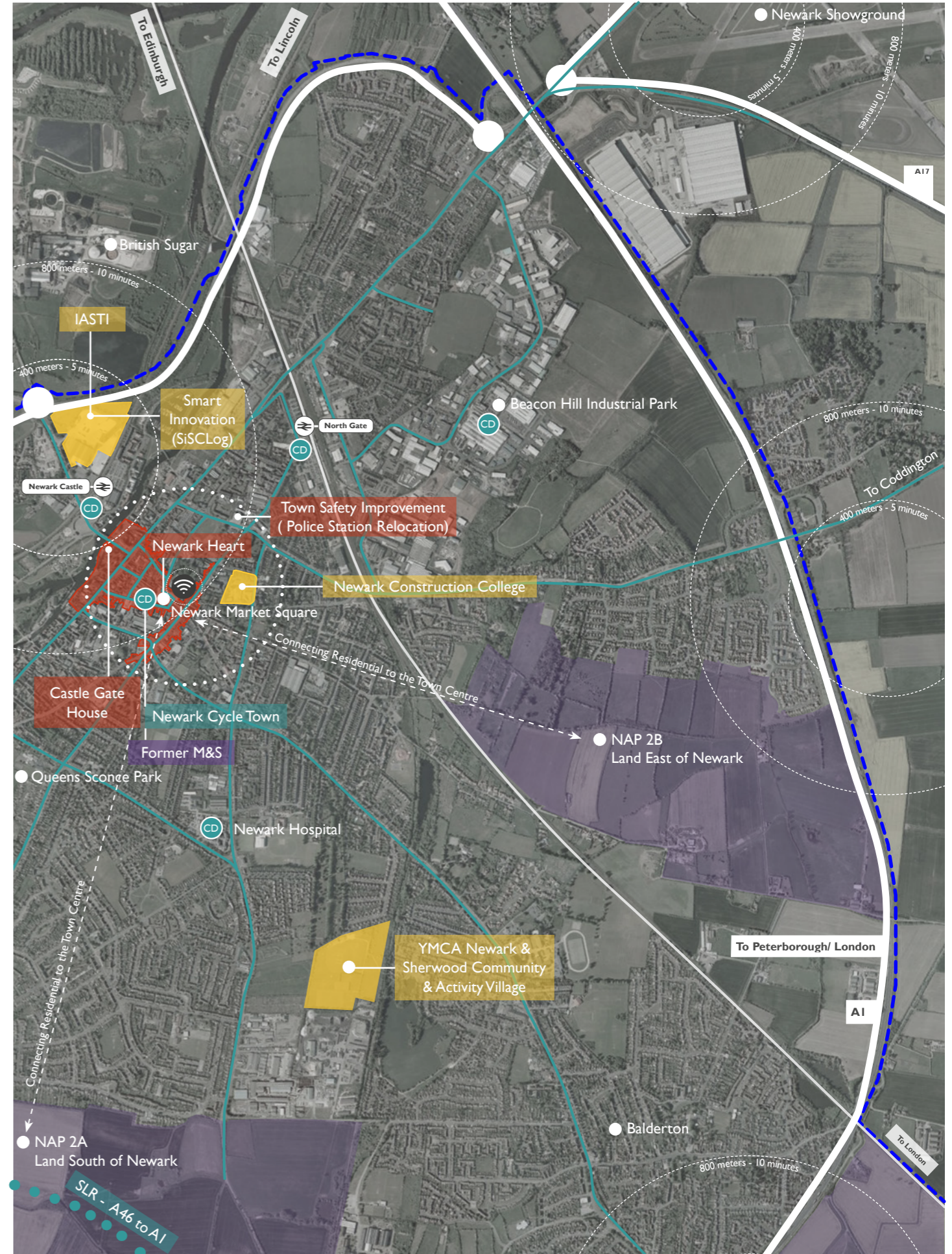
Skills, Education and Business

Connectivity

Town Centre, Regeneration and Culture

Residential

-  Railway Lines
-  Roads
-  BUA

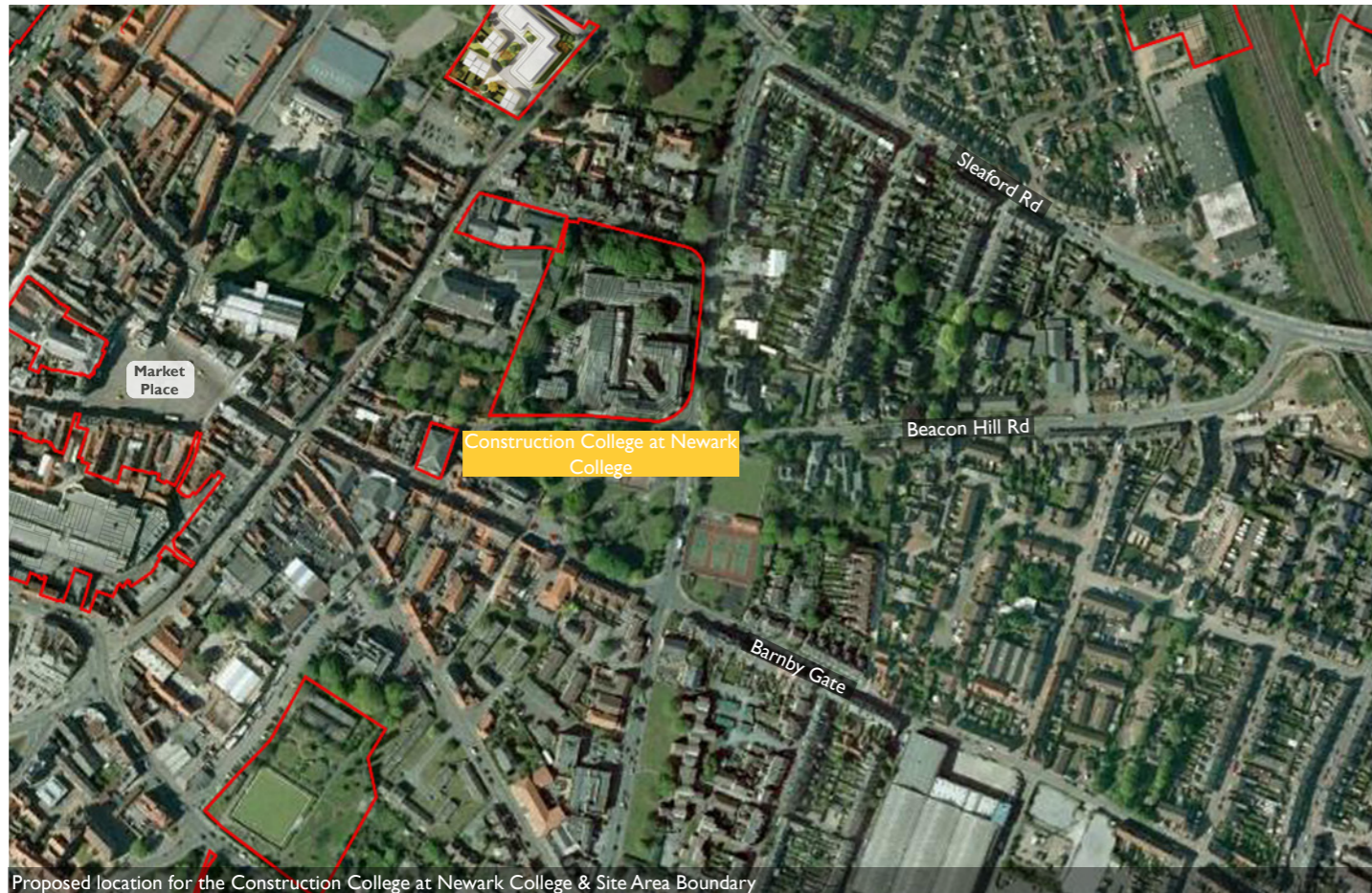


4.5 Proforma for each Priority Project

| | | | | | | |
|---|--|---|--------------|---|-------------------------------------|-----------------|
| Project X | | | | | | |
| Project name | | | | | | |
| - The project name should be clear and informative, and appropriate for publicity materials | | | | | | |
| Project description (max. 350 words) | | | | | | |
| - Written in plain English to be understood by the general public | | | | | | |
| Project location | | Location within town (Multiple choice) | | If 'Other' | GPS coordinates or post code | |
| | | | | | | |
| Alignment with intervention framework (multiple choice) | | | | | | |
| - Select which intervention category the proposal falls under | | | | | | |
| If selected 'Other' above, provide further details (max. 350 words) | | | | | | |
| How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words) | | | | | | |
| - This should link back to the context analysis in section I | | | | | | |
| Towns Fund funding requested for this project | | | | | | |
| - In £million, insert number only | | | | | | |
| Total value of project (if different from above) | | | | | | |
| - In £million, insert number only | | | | | | |
| Timescale, including completion dates and project milestones (max. 350 words) | | | | | | |
| Co-funding/match funding secured | | Total amount from private sources | | Total amount from public sources | | |
| - In £million, insert number only | | | | | | |
| Breakdown and description of co-funding/match funding sources (max 350 words) | | | | | | |
| Financial profile for Towns Fund funding | | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 |
| - In £million, insert number only | | | | | | |
| Financial profile for match/co-funding | | | | | | |
| - In £million, insert number only | | | | | | |
| Estimated outputs | | Output 1 | | Indicator | | Quantity |
| - Recommended output indicators are included in the intervention framework and again in the 'further information' sheet | | | | | | |
| - In 'Quantity' insert number only | | Output 2 | | Indicator | | Quantity |
| | | | | | | |
| | | Output 3 | | Indicator | | Quantity |
| | | | | | | |
| | | Output 4 | | Indicator | | Quantity |
| | | | | | | |
| | | Output 5 | | Indicator | | Quantity |
| | | | | | | |

| | | | | |
|---|------------------|------------------------------------|-------------------|-----------------|
| Estimated outcomes - Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Outcome 1 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | | | |
| | Outcome 2 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | | | |
| | Outcome 3 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | | | |
| Alignment with Theory of Change (ToC) (max. 250 words) | | | | |
| - Provide a brief indication of how this project fits into the broader ToC included in section I of the TIP | | | | |
| Delivery plan (max. 250 words) | | | | |
| - How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies | | | | |
| Project status | | | | |
| | | | | |
| Indicative Benefit Cost Ratio (BCR) | | | | |
| - In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding | | | | |
| - Insert number only | | | | |
| Details of alignment with national programmes and strategies (max. 450 words) | | | | |
| Including: - Clean growth principle - Covid-19 recovery | | | | |

4.5.1 LCG Construction College 1/2



Proposed location for the Construction College at Newark College & Site Area Boundary



Current Newark College

| | | | |
|---|--|---|-------------------------------------|
| Project 1 | | | |
| Project name | Construction College Expansion LEAD: Lincoln College Group | | |
| - The project name should be clear and informative, and appropriate for publicity materials | | | |
| Project description (max. 350 words) | To provide additional courses in traditional trades (plumbing, bricklaying, and joinery), whilst also introducing stonemasonry. This will provide over 600 new students over the next 5 years and will develop links with industry within the fields of conservation and Modular Methods of Construction (MMC). The latter two are of relevance to Newark, the wider District, and the region. The town is steeped in history and houses multiple listed and non-listed conservation assets. The town is also set to grow significantly with more than 7000 new homes being delivered over the next 15-20 years. MMC factories, such as that for Blossom Homes, at Thorsby Vale, Edwinstowe will link with the college. Upskilling and addressing skills gap mean the college will be well placed for their students to undertake work on live projects. | | |
| - Written in plain English to be understood by the general public | | | |
| Project location | Location within town (Multiple choice) | If 'Other' | GPS coordinates or post code |
| | Town Centre but not high street | | NG24 1PB |
| Alignment with intervention framework (multiple choice) | Skills Infrastructure | | |
| - Select which intervention category the proposal falls under | | | |
| If selected 'Other' above, provide further details (max. 350 words) | | | |
| How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words) | The 'Newark Strategy' identifies four strategic themes for regeneration and economic growth. The following sets out each objective and briefly explains how each objective will be supported by the project / Programme: | | |
| - This should link back to the context analysis in section 1 | | | |
| | Education, Skills and Business: | | |
| | An expanded offer across plumbing, bricklaying, joinery, and stonemasonry will provide immediate opportunities for new students (including retraining) with a route into employment in a sector which still needs recruiting to. | | |
| | Critically the College will continue to work with local employers, following the Gainsborough and Lincoln models, developing curriculum and Programmes which add education and experience to the students leading to meaningful employment. Once established the students and apprentices will work with local construction businesses to repair and redevelop historic building stock. | | |
| | Town Centre and Culture: the college is centrally located within Newark town centre. The additional students visiting the site will contribute to further supply for town centre shops and services. Retaining the buoyancy of the college and its intake remains important for the town. | | |
| Towns Fund funding requested for this project | 0.389 | | |
| - In £million, insert number only | | | |
| Total value of project (if different from above) | 0.589 | | |
| - In £million, insert number only | | | |
| Timescale, including completion dates and project milestones (max. 350 words) | <ul style="list-style-type: none"> Construction quotes received (August 2020) Building Regulations & Planning (Dec 2020) Construction phase (Jan 2021) Delivery and opening (Sept 2021) | | |
| Co-funding/match funding secured | Total amount from private sources | Total amount from public sources | |
| - In £million, insert number only | 0.2 | | |

4.5.1 LCG Construction College 2/2

| | | | | | | |
|--|---|------------------------------------|--------------|-------------------|-----------------|--------------|
| Breakdown and description of co-funding/match funding sources (max 350 words) | Lincoln College Group will provide the full match funding required for this project. Detailed costs are awaited from building contractors to inform the final requirement. | | | | | |
| Financial profile for Towns Fund funding | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 |
| - In £million, insert number only | 0.389 | | | | | |
| Financial profile for match/co-funding | | 0.2 | | | | |
| - In £million, insert number only | | | | | | |
| Estimated outputs | Output 1 | Indicator | | Quantity | | |
| - Recommended output indicators are included in the intervention framework and again in the 'further information' sheet | | Education to employment route | | 688 | | |
| - In 'Quantity' insert number only | Output 2 | Indicator | | Quantity | | |
| | | Development of brownfield | | | | |
| | Output 3 | Indicator | | Quantity | | |
| | | | | | | |
| | Output 4 | Indicator | | Quantity | | |
| | | | | | | |
| | Output 5 | Indicator | | Quantity | | |
| | | | | | | |
| Estimated outcomes | Outcome 1 | Indicator (multiple choice) | | If 'Other' | Quantity | |
| - Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet | | Number of new learners assisted | | | 688 | |
| - In 'Quantity' insert number only | Outcome 2 | Indicator (multiple choice) | | If 'Other' | Quantity | |
| | | Perceptions of place by businesses | | | | |
| | Outcome 3 | Indicator (multiple choice) | | If 'Other' | Quantity | |
| | | | | | | |
| Alignment with Theory of Change (ToC) (max. 250 words) | The expansion of the construction college, alongside additional links with conservation and MCC will produce multiple outcomes and benefits. Beyond additional student population within the town the courses promoted lead to employment opportunities in sectors willing and able to recruit, and which will grow. The proposals will contribute to a needed supply chain to keep specialist construction staffed and contributing to economic recovery. | | | | | |
| - Provide a brief indication of how this project fits into the broader ToC included in section I of the TIP | | | | | | |
| Delivery plan (max. 250 words) | This project fits with one key pillars of the TIP which focus on ongoing learn-to-employ opportunities. Such interventions provide opportunities on an on-going basis by working directly with industry. This new provision will be part of the Lincoln College Group syllabus running from the Newark College site. Existing buildings on the site have been identified to undergo refurbishment and refit. | | | | | |
| - How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies | There is a risk that the refurbishment of the building encounters unforeseen problems. This will be mitigated by the feasibility study and detailed design work in the autumn. There is also a recruiting risk against new staff depending on the recruitment market and construction demand. This should be mitigated in project planning and sequencing of activity which should allow the recruitment process to target effectively in plumbing, stonemasonry and bricklaying. | | | | | |
| | The capability of the construction college expansion at Newark will strongly support national, local and regional initiatives. Nationally, the growth in quality construction provision is in line with the wider 'foundations of productivity', highlighted in the Government Industrial strategy, by providing opportunities for retraining, support to business and developing the technical education provision. Regionally, the opportunity to widen the range of activities to be taught supports two actions in the D2N2 2030 Vision. It will inspire young people to make well informed choices about their education, training and careers in the future economy. It will also support businesses in accessing skilled people to improve their productivity through better engagement with further education institutions and increased up of apprenticeships. | | | | | |

| | | |
|---|--|--|
| Project status | What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words) | Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice) |
| | <ul style="list-style-type: none"> Construction quotes received (August 2020) Building Regulations & Planning (Dec 2020) Construction phase (Jan 2021) Delivery and opening (Sept 2021) | YES |
| Indicative Benefit Cost Ratio (BCR) | Initial BCR NA Adjusted BCR 5.33* | |
| - In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding | * For BCR calculation method refer to Appendix C: Newark TIP Economic Benefit and BCR Analysis. | |
| - Insert number only | | |
| Details of alignment with national Programmes and strategies (max. 450 words) | The project aligns with the following national policies, strategies and plans: | |
| Including: - Clean growth principle - Covid-19 recovery | <ul style="list-style-type: none"> A Plan for Jobs HM Treasury and The Rt Hon Rishi Sunak MP 2020 <p>"The UK construction sector is vital for the recovery of the UK economy. The sector accounts for 7.6% of GDP12 and employs over 2.3 million workers spread across every UK region, 13 including over 900,000 self-employed workers."</p> <ul style="list-style-type: none"> Clean Growth Strategy Department for Business, Energy & Industrial Strategy 2018 <p>"The global construction sector will also be boosted by investment in sustainable infrastructure to meet decarbonisation goals."</p> <ul style="list-style-type: none"> Social mobility in Great Britain - state of the nation 2018 to 2019 Social Mobility Commission 2019 "... Construction, where higher level apprenticeships gave older apprentices a bigger earnings bump" <p>On a more regional and local level, the project align with:</p> <ul style="list-style-type: none"> D2N2 Local Industrial Strategy (Draft) Skills gap/needs in the Heritage Sector - A report for Historic England (April 2019) Modern methods of construction, as being key for delivering the government main agenda of 'Build Back Better' <p>http://www.d2n2lep.org/write/Documents/Research%20Reports/Evidence_Review_final_draft.pdf http://www.d2n2lep.org/write/Vision2030.Pdf</p> | |

4.5.2 International Air and Space Training Institute (IASTI) 1/3



Proposed location for IASTI on the existing Cattle Market and Lorry Park & Site Area Boundary



Proposed visual for the IASTI building

| | | | | |
|---|--|---|--|-------------------------------------|
| Project 2 | | | | |
| Project name | | International Air and Space Training Institute (IASTI) LEAD: Lincoln College Group & Aviation 360 | | |
| - The project name should be clear and informative, and appropriate for publicity materials | | | | |
| Project description (max. 350 words) | | | | |
| - Written in plain English to be understood by the general public | | <p>To develop an International Air and Space Training facility which blends education with practical experience relevant to, and in partnership with civil and military aviation industry. Critical and well-identified skill gaps remain, which are expected to re-emerge after Covid-19. Apprenticeships may be appropriate for the aerospace sector as many of the roles are factory-based and 'on the job' delivery can be facilitated. This is yet to happen in aviation, other than in some technical ground-based roles. This institute provides an opportunity to change this for good and provide a new approach to education and training for aviation.</p> <p>Newark is well connected and well-placed given its proximity to military and civil aviation bases. The town can become a leading centre for skills and serve its residents and future generations by providing high-aspiration outcomes with the associated societal and economic impacts.</p> <p>Primarily, students will benefit through access to the pathways that connect to the jobs but also by participating in the full School / College / University experience that is available in other sectors but not necessarily in aviation. Leading to the development of world leading capability for air and space.</p> <p>Project Objectives:</p> <ol style="list-style-type: none"> To create a sustainable regional plan, based on the national plan, to enable development, commissioning and implementation of a combined Industry / Education / Training & Government / Regulator approach to appropriately skilled people, drawn from a broad and diverse background to the employers locally, nationally and internationally. To create versions of air & space pathways that sit under the umbrella of the regional plan and fully meet industry standards through full integration of the education and training system at all levels – initially for engineering, pilot and ground. The project directly addresses the sustainability and carbon emissions factors. By building educational pathways to address the sector's needs and encourage operational design & planning to meet ever more stringent environmental targets. To utilise and create facilities that integrate, in one place - one town - the required industry, education & training along with the regulatory requirements to deliver the suitably skilled and qualified people as 'job-ready'. | | |
| Project location | | Location within town (Multiple choice) | If 'Other' | GPS coordinates or post code |
| | | Near train station or other transport hub | Brownfield Site - Former Lorry Park - Former Cattle Market | 53°4'55.40"N 0°48'50.56"W |
| Alignment with intervention framework (multiple choice) | | Skills infrastructure | | |
| - Select which intervention category the proposal falls under | | | | |
| If selected 'Other' above, provide further details (max. 350 words) | | | | |

4.5.2 International Air and Space Training Institute (IASTI) 2/3

| | | |
|---|---|---|
| How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words) - This should link back to the context analysis in section I | <p>The 'Newark Strategy' identifies four strategic themes for regeneration and economic growth. The following sets out each objective and briefly explains how each objective will be supported by the project / Programme:</p> <ol style="list-style-type: none"> 1. Education, Skills and Business: air and space training are not currently integrated into the education system and generally operates in a private training provider mode or is delivered by the industry itself, post education. This project starts with the premise that all training is to be delivered to the maximum extent possible by the education sector in all modes and at all levels. It meets the Newark Strategy theme by locating the facility in the middle of the town, maximising the opportunity of the local and regional people to be attracted to, be trained in and achieve employment in sectors normally way beyond their reach physically and in terms of attainment. The involvement of key industry partners means that new innovative training equipment and techniques are available prior to employment – normally access is only allowed after employment. 2. Infrastructure and Connectivity: air and space training is often delivered in remote locations and away from population centres, where infrastructure and connectivity is often lacking. This project sets out to gain the maximum benefit arising from being based in Newark Town centre to engage people at the right age onto the pathways and maximise the use of the available infrastructure to support travel, subsistence and wellbeing. Where specialist training is required at specialist facilities such as airports, this is integrated into the training in the most efficient way possible 3. Town Centre and Culture: by its nature, air and space training has often been re-mote, distant and 'non-deliverable' in urban locations as the perception is that access to live air-craft and infrastructure is required. However, this is not the way that it has always been and, in fact, now – with access to technology and advanced training aids, urban locations are possible again. This project starts with the premise that all training can be delivered in urban locations, with the exception being those 'finishing school' elements that need specific locations and equipment. By integrating a dynamic and fast-moving sector into a Town means that students at all skill levels and pathway types can integrate. | |
| Towns Fund funding requested for this project - In £million, insert number only | 10.6 | |
| Total value of project (if different from above) - In £million, insert number only | 15.6 | |
| Timescale, including completion dates and project milestones (max. 350 words) | <p>This is in two stages:</p> <ol style="list-style-type: none"> 1. Stage 1 (September 2021) – utilisation of a temporary site in Newark for core and basic skills engineering training to feed BTEC and (later) planned T Level requirements (the first application in the area) with industry endorsement, equipment, partnership and investment. 2. Stage 2 (September 2021 - 2023) – planning and development of a new Newark site (preferred site identified and already in public ownership by NSDC) for innovative integrated training and higher education provision to enable the delivery of additional required training elements and increased volumes. These will be linked to 'finishing school' on-airport/base facilities as required bringing East Midlands, Doncaster, Sheffield, RAF bases and Syerston into scope, as required, for formal work placements and employment. | |
| Co-funding/match funding secured - In £million, insert number only | Total amount from private sources | Total amount from public sources |
| | 5 | |
| Breakdown and description of co-funding/match funding sources (max 350 words) | Match funding will be from industry partners involved. | |

| | | | | | | |
|---|---|--|--------------|---------------------------|-----------------|--------------|
| Financial profile for Towns Fund funding - In £million, insert number only | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 |
| Financial profile for match/co-funding - In £million, insert number only | | | | | | |
| Estimated outputs - Recommended output indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Output 1 | Indicator | | Quantity | | |
| | | New jobs regionally and nationally | | | | |
| | Output 2 | Indicator | | Quantity | | |
| | | 3rd Generation Advanced Aviation Skills Centre - an 'International Air & Space Training Institute (IASTI)' | | | | |
| | Output 3 | Indicator | | Quantity | | |
| | | Contribution to national strategies | | | | |
| | Output 4 | Indicator | | Quantity | | |
| | | Education to employment route | | | | |
| | Output 5 | Indicator | | Quantity | | |
| | | Development of brownfield | | | | |
| Estimated outcomes - Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Outcome 1 | Indicator (multiple choice) | | If 'Other' | Quantity | |
| | | Number of new learners assisted | | New Air & Space Engineers | 168 by 2024 | |
| | Outcome 2 | Indicator (multiple choice) | | If 'Other' | Quantity | |
| | | Number of new learners assisted | | New Air & Space Pilots | 100 by 2024 | |
| | Outcome 3 | Indicator (multiple choice) | | If 'Other' | Quantity | |
| | | Number of new learners assisted | | New Aviation Ground Staff | 160 by 2024 | |
| Alignment with Theory of Change (ToC) (max. 250 words) - Provide a brief indication of how this project fits into the broader ToC included in section I of the TIP | <p>The IASTI is associated with the pillar on "Skills, Education and Business". Building upon the UK Aviation Strategy for 2050 and UK Governments "Reach for the Sky" aviation strategy, the project captures the essence of these strategies while tackling the challenges of Newark associated with low levels of aspiration for young people, up-skill the local population, and uplift the level of income. Under the leadership of Lincoln College Group, the IASTI expands the offer for Further Education and T levels, while considering the important location of Newark on the regional map. In addition to the indicated outputs and outcomes, the overall vision of the project is intended to contribute to the educational and employment sector of Newark, as well as to raise its regional importance in relation to space and aviation. The project has synergies with wider interventions and offers in the town and has attracted significant industry support from the Royal Air Force, Boeing, British Airways, Ryan Air, and a university partner from the University of Central Lancashire.</p> | | | | | |

4.5.2 International Air and Space Training Institute (IASTI) 3/3

| | | |
|--|--|---|
| <p>Delivery plan (max. 250 words)</p> <p>- How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies</p> | <p>Strategic Business Plan established, and Project Board and various steering groups established.</p> <p>Project Board created with effect from 1st July 2020. The Project Board is the decision-making body for the project and must consist of three roles:</p> <ul style="list-style-type: none"> • Project Executive – the principal decision-maker with ultimate accountability for the success of the project • Senior Users – looking after the interests of those who will use the outputs of the project • Senior Suppliers – looking after the interests of those involved in developing, implementing and maintaining the outputs of the project <p>The project board is supported by 3 sub boards, Engineering Delivery, Pilot Delivery and Airport. Membership of the boards include representatives from the RAF and industry as well as FE and HE providers.</p> <p>The project is also subject to the relocation of the lorry park and Newark Cattle market existing on the site to an alternative location such as the Newark showground. As a part of the Town Fund, there is a capital allocation for the clearance of the site in order to proceed with the IASTI and the SiSClog.</p> | |
| <p>Project status</p> | <p>What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words)</p> | <p>Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice)</p> |
| <p>Indicative Benefit Cost Ratio (BCR)</p> <p>- In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding</p> <p>- Insert number only</p> | <p>Initial BCR 3.78* (BCR associated with the development of the larger gateway area). Adjusted BCR 4.49* (BCR associated with the development of larger gateway area).</p> <p>* For BCR calculation method refer to Appendix C: Newark TIP Economic Benefit and BCR Analysis.</p> | |

| | |
|---|---|
| <p>Details of alignment with national Programmes and strategies (max. 450 words)</p> <p>Including:</p> <ul style="list-style-type: none"> - Clean growth principle - Covid-19 recovery | <p>The development of the Regional Plan has been drawn from a local deployment of the national plans coupled with the expertise in the Sector drawn from LCG's Project Partners – Aviation 360 - who are deeply involved and engaged in shaping the approach to engaging the next generation of aviation professionals at local and international level.</p> <p>In addition, the project builds on the interest and engagement that was generated around the planned Aaron Aerospace Academy at RAF Syerston which progressed to Planning Permission stage before the Project was paused. Taking these two elements together has created the initial engagement led by Lincoln College Group (LCG) with support from Aviation 360.</p> <p>Based on this regional approach and the 'Airways' and Facility plans, the initial concept has been discussed with a range of government, civil and military organisations including, but not limited to:</p> <ul style="list-style-type: none"> • Department for Transport • Department for Communities and Local Government • Ministry of Defence • Local MPs • Royal Air Force • Boeing • BAE SYSTEMS • Cobham • Ryanair • BA CityFlyer • DHL • Tayside Aviation • East Midlands Airport • University of Lincoln • Nottingham Trent University • University of Central Lancashire <p>The reaction has been overwhelmingly positive, and this has formed the foundations for success of the Project with a full Project Steering Group having now met.</p> |
|---|---|

4.5.3 Smart Innovation, Supply Chain & Logistics Enterprise Zone



SiSCLog Location, Site Area Boundary & Proposal



Smart Innovation, Supply Chain, and Logistics Zone

(SiSCLog) 1/3

| | | | |
|---|--|---|---|
| Project 3 | | | |
| Project name | | Smart Innovation, Supply Chain & Logistics Enterprise Zone (SiSCLog) LEAD: NSDC | |
| - The project name should be clear and informative, and appropriate for publicity materials | | | |
| Project description (max. 350 words) | | | |
| - Written in plain English to be understood by the general public | | | |
| | | <p>The creation of a new 'Smart Innovation, Supply Chain, and Logistics Zone' (SiSCLog), which will blend local skills, innovation, and inspiration from the best examples of high-tech zones in Europe. This will be achieved through the creation of 'SiSCLog', focusing - through location on one site – access to skills development (integrated and driving career pathways through to level 8), innovation and R&D. These functions will be established alongside new-start, high growth and established businesses across the supply chain and logistics sector, creating an integrated cluster hub and ecosystem.</p> <p>The Towns Fund will pay for the land clearance and preparation including the provision of an access road to facilitate the development site for Smart Innovation, Supply Chain, and Logistics Zone.</p> <p>The proposed Zone recognises Newark's potential to connect and grow an industrial cluster of regional and national significance, while unlocking the unique potential of the town (geographic location, and industrial base) driving innovation and growth in the supply chain and logistics sector. Newark's location on the Trans Midland Corridor in close proximity to the location of major logistic companies will enable businesses to quickly access their markets through both East Midlands Airport (UK largest freight airport outside Heathrow) and the port at Immingham. The advantage of Newark's location will be further enhanced with the development of Freeport status at both locations.</p> | |
| Project location | | Location within town (Multiple choice) | If 'Other' |
| | | | GPS coordinates or post code |
| | | Near train station or other transport hub | Brownfield Site <ul style="list-style-type: none"> • Former Lorry Park • Former Cattle Market |
| | | | 53°4'55.40"N 0°48'50.56"W |
| Alignment with intervention framework (multiple choice) | | Skills Infrastructure | |
| - Select which intervention category the proposal falls under | | | |
| If selected 'Other' above, provide further details (max. 350 words) | | | |

4.5.3 Smart Innovation, Supply Chain & Logistics Enterprise Zone

| | |
|--|---|
| <p>How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words)</p> <p>- This should link back to the context analysis in section I</p> | <p>SiSCLog will drive the economic recovery of the region in a post-COVID-19 and post-Brexit world, in which digital capabilities and supply chain and logistics capacity of both nations and companies will need to be re-engineered to deal with the challenges and opportunities in terms of new trade deals, challenged hyper-globalised supply chains, new consumer habits (such as e-commerce, use of digital platforms), and remote work through extreme virtual connectivity. This development will be of regional, national and international significance.</p> <p>Supply chain and logistics has the potential to unlock unprecedented levels of excellence and cost reduction, which is likely to benefit first-mover companies through gaining competitive advantage. Digitally-enabled and innovative supply chain and logistics will thrive if governments and companies invest in two enablers: the right set digital and supply chain capabilities, and an innovative environment. This hub will bring together the main companies in the region, potential new firms, scientists, and practitioners to develop the skills and knowledge for the future of the region.</p> <p>The development of a SiSCLog initiative will:</p> <ul style="list-style-type: none"> Lead to the establishment of a dynamic Smart Innovation Supply Chains and Logistics Zone supported by all relevant partners, creating synergy between current and new supply chain and logistics firms in the region Lead to the provision of high-quality job opportunities for local people, through the development of knowledge and skills to train and re-train the workforce in smart innovation, supply chains and logistics for a quick economic recovery from COVID-19 and Brexit Lead the transition of Newark and Sherwood District towards a digital economy, ready to recover from the COVID-19 crisis and resilient to further shocks Lead the strengths of current Newark based firms in terms of digital innovation, supply chain and logistics capabilities Attract new firms supply chain and logistics firms to the region, as a consequence of having the hub recognised as at the forefront of the digitalisation debate in the UK <p>SiSCLog will combine a sustainable model of:</p> <ul style="list-style-type: none"> Provision of education to scale-up digital skills and knowledge of the workforce including courses on digital innovation, smart business models, managing the digital supply chain, data analytic for smart manufacturing, logistics management in a digital world, cybersecurity, technologies of the industry 4.0. Innovation Support; injecting the world-class research and innovation into the regional industrial base Start-up Accelerator and Incubation functions. Accelerator Programmes are tools for rapid-growth companies, who wish to scale-up. Incubators specialise in growing new and early-stage businesses Business Space: an appropriate mix of space, facilities and infrastructure to support targeted businesses |
| <p>Towns Fund funding requested for this project</p> <p>- In £million, insert number only</p> | 4 |
| <p>Total value of project (if different from above)</p> <p>- In £million, insert number only</p> | 20+ |

(SiSCLog) 2/3

| | | | | | | |
|--|--|-------|---|-------|--------------------------|-------|
| <p>Timescale, including completion dates and project milestones (max. 350 words)</p> | <p>This is a three-stage project:</p> <ol style="list-style-type: none"> Stage 1 (August 2020): Feasibility study commissioned by Newark and Sherwood District Council and University of Lincoln for evidence-backed analysis of the a) market potential; b) potential economic value that the SiSCLog could play in supporting future growth in the local, regional and national industry. This will include testing the deliverability of the broad objectives set for the zone, and defining the GVA potential within the regional economy. Guide percentage of the total contract value Stage 2 (September 2021): Clearance and decontamination of brownfield site on exiting Cattle Market and Lorry Park site with access road and utilities being installed Stage 3 (September 2021 - 2023): planning and development site for Smart Innovation, Supply Chain, and Logistics Zone' (SiSCLog) | | | | | |
| <p>Co-funding/match funding secured</p> <p>- In £million, insert number only</p> | <p>Total amount from private sources</p> | | <p>Total amount from public sources</p> | | | |
| <p>Breakdown and description of co-funding/match funding sources (max 350 words)</p> | £16m+ Match will be provided by education and industry partners including future engagement with government departments. | | | | | |
| <p>Financial profile for Towns Fund funding</p> <p>- In £million, insert number only</p> | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 |
| <p>Financial profile for match/co-funding</p> <p>- In £million, insert number only</p> | 0.03 | 4 | TBC | TBC | TBC | TBC |
| <p>Estimated outputs</p> <p>- Recommended output indicators are included in the intervention framework and again in the 'further information' sheet</p> <p>- In 'Quantity' insert number only</p> | <p>Output 1</p> | | <p>Indicator</p> | | <p>Quantity</p> | |
| | | | Increase in capacity and accessibility to new or improved skills facilities | | | |
| | <p>Output 2</p> | | <p>Indicator</p> | | <p>Quantity</p> | |
| | | | Increased and closer collaboration with employers | | | |
| | <p>Output 3</p> | | <p>Indicator</p> | | <p>Quantity</p> | |
| | | | Increase in the breadth of the local skills offer that responds to local skills needs | | | |
| | <p>Output 4</p> | | <p>Indicator</p> | | <p>Quantity</p> | |
| | | | Increase in the amount of shared workspace or innovation facilities | | | |
| | <p>Output 5</p> | | <p>Indicator</p> | | <p>Quantity</p> | |
| | | | Remediation and/or development of abandoned or dilapidated sites | | | |
| <p>Estimated outcomes</p> <p>- Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet</p> <p>- In 'Quantity' insert number only</p> | <p>Outcome 1</p> | | <p>Indicator (multiple choice)</p> | | <p>If 'Other'</p> | |
| | | | Working age population with qualifications | | | |
| | <p>Outcome 2</p> | | <p>Indicator (multiple choice)</p> | | <p>If 'Other'</p> | |
| | | | Number of start up and scale ups | | | |
| | <p>Outcome 3</p> | | <p>Indicator (multiple choice)</p> | | <p>If 'Other'</p> | |
| | | | | | | |

4.5.3 Smart Innovation, Supply Chain & Logistics Enterprise Zone

| | | |
|--|---|---|
| <p>Alignment with Theory of Change (ToC) (max. 250 words)</p> <p>- Provide a brief indication of how this project fits into the broader ToC included in section I of the TIP</p> | <p>The COVID-19 pandemic has inserted the debate on digital innovation, supply chain, and logistics management into the national security agenda of governments around the world. Digital innovation, supply chains, and logistics are now considered key elements for the national security, productivity and prosperity of a nation (94% of the Fortune 1000 companies have had their supply chains disrupted, and this significant damage will force companies to re-think, re-train, and re-locate their supply chains and logistics systems).</p> <p>The pandemic has revealed that developing digital and innovative logistics and supply chain management capabilities are absolutely necessary to respond to the most pressing issues of society. When logistics and supply chains are disrupted, organisations from all sectors are no longer capable of fulfilling their missions and to serve society, causing economic, social, and environmental damage, diminishing the wellbeing of the population in the long term.</p> | |
| <p>Delivery plan (max. 250 words)</p> <p>- How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies</p> | <p>The SiSCLog is central to Newark ambition as a destination of choice for learning in its sectors; so local employers can access a highly qualified and a work ready workforce. The SiSCLog located on Newark's innovation campus will sit alongside the IASTI and new innovative businesses.</p> <p>The campus on the current cattle market and Lorry Park which is being relocated to the Newark Showground as part of the Newark Town Strategy. The campus will provide be Newark's iconic gateway into the town from the A46.</p> <p>The project is also subject to the relocation of the lorry park and Newark Cattle market existing on the site to an alternative location such as the Newark showground. As a part of the Town Fund, there is a capital allocation for the clearance of the site in order to proceed with the IASTI and the SiSCLog.</p> | |
| <p>Project status</p> | <p>What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words)</p> <p>Completion of Feasibility study by October 2020 with evidence-based analysis on market potential and economic value supporting economic growth locally, regionally and nationally</p> <p>The new purpose-built facility is proposed upon the entrance to the town at the A46 approach. The land is already in NSDC ownership. This will require full business case, planning and engaging with a contractor.</p> | <p>Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice)</p> <p>NO</p> |
| <p>Indicative Benefit Cost Ratio (BCR)</p> <p>- In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding</p> <p>- Insert number only</p> | <p>Initial BCR 3.78* (BCR associated with the development of the larger gateway area). Adjusted BCR 4.49* (BCR associated with the development of the larger gateway area).</p> <p>* For BCR calculation method refer to Appendix C: Newark TIP Economic Benefit and BCR Analysis.</p> | |

(SiSCLog) 3/3

| | |
|---|---|
| <p>Details of alignment with national Programmes and strategies (max. 450 words)</p> <p>Including:</p> <ul style="list-style-type: none"> - Clean growth principle - Covid-19 recovery | <p>UK R&D Roadmap contributing to increasing UK investment in R&D to 2.4% of GDP by 2027, unlocking new discoveries and applying research to solving our most pressing problems in industry and support entrepreneurs and start-ups and increase the flow of capital into firms carrying out R&D enabling them to scale up.</p> <p>Trans-Midlands Trade Corridor (Midlands Connect) is one of the country's most important trade routes, the A46 corridor performs an important local, regional and national function. Its economy is dominated by road-reliant industries like advanced manufacturing, automotive, aerospace, agriculture, distribution and textiles. With ports at either end of the corridor and East Midlands Airport (the UK's largest pure cargo airport) close by, the A46 is a nationally significant trade and export route.</p> <p>D2N2 LEPs strategy 2030 Productive and Growing Business theme identifies priority sectors including Logistics and E-commerce. This is a strong commercial cluster and a D2N2 specialism in terms of share of GVA. The sector outperforms national peers on productivity. It sustains some 22,000 jobs in more than 2,500 businesses. It has a 28% GVA growth forecast, to 2030.</p> <p>SiSCLog will drive the economic recovery of the region in a post-COVID-19 and post-Brexit world, in which digital capabilities and supply chain and logistics capacity of both nations and companies will need to be re-engineered to deal with the challenges and opportunities in terms of new trade deals, challenged hyper-globalised supply chains, new consumer habits (such as e-commerce, use of digital platforms), and remote work through extreme virtual connectivity. This development will be of regional, national and international significance.</p> |
|---|---|

4.5.4 YMCA Community and Activity Village 1/4



YMCA Location and Site Area Boundary



Proposal for the YMCA Village

| Project 4 | | | |
|---|---|---|-------------------------------------|
| Project name | | YMCA Newark and Sherwood Community and Activity Village LEAD: YMCA | |
| - The project name should be clear and informative, and appropriate for publicity materials | | | |
| Project description (max. 350 words) | | | |
| - Written in plain English to be understood by the general public | | <p>The YMCA Newark and Sherwood Community and Activity Village is a redevelopment of an 8.95 ha derelict space in the heart of Newark to deliver a visionary, 21st-century solution to deep-seated issues and the mitigation of future learning, employment and leisure needs. The Village is a state of the art nationally significant and award-worthy facility, which will host the most innovative, creative and sustainable Programmes and services for the benefit people who work, live, and learn in Newark.</p> <p>The Village will offer the opportunity for people from early years through to old age, any gender or sexuality, from all backgrounds and cultures, able-bodied and disabled. It will provide a place for the whole family. This offer is unique – leading the way with a diverse and community-inspired mix of provision that includes: user-led Youth and Community services; regionally significant sports and leisure facilities and Programmes; Technology embedded Active learning hub, PC labs, music and art space; well-being and health delivery service suite; community health provision and suites, flexible working space; nursery, pre and post childcare and high quality conferencing and function facilities-based in 8.89 ha of landscaped land, easily accessible by bike, public transport or foot.</p> <p>The Village will be the focal point in Newark for:</p> <ul style="list-style-type: none"> • Young people and Children’s development • All levels of learning and skills • Community Health and well-being • Sports and Leisure • Music, Culture and Arts <p>This ambitious approach demonstrates YMCA’s strategic planning and shows how building the Village with Newark’s community will tackle local problems sustainably and inclusively. YMCA want to bring new, exciting ideas and activities to Newark to ensure people from all backgrounds have access to high-quality facilities and expert practitioners. It is believed that Newark requires a radical solution to its deep-rooted problems, which is why YMCA’s approach is about innovation and vitality. The eyes of the country will be on the project for years afterwards as the Village aims to deliver long-term, transformational outcomes. The facility is of national significance and through connecting physical and creative activities, education, and health; it will ensure that the Village becomes a catalyst for broader social change.</p> | |
| Project location | Location within town (Multiple choice) | If ‘Other’ | GPS coordinates or post code |
| | Residential Area | Derelict site surrounded by residential areas | 53°4’55.40”N 0°48’50.56”W |
| Alignment with intervention framework (multiple choice) | Skills infrastructure | | |
| - Select which intervention category the proposal falls under | | | |
| If selected ‘Other’ above, provide further details (max. 350 words) | | | |

4.5.4 YMCA Community and Activity Village 2/4

| | |
|--|---|
| <p>How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words)</p> <p>- This should link back to the context analysis in section I</p> | <p>There are long term and deeply embedded issues affecting the health and wellbeing of the community of Newark and surrounding areas. Newark has been effectively underinvested in terms of leisure and sports for years and has in terms of education struggled to maintain a quality and diverse offer which appeals to students of all ages. Newark has failed to support the growing army of people wanting to maintain work-life balance by working more flexibly in good quality workspaces and currently has insufficient good quality space to house the many services now looking to embed their offer in the community. The Village offers hope to the many including the aspiring student, the connected employer, the working family, and the unwell.</p> <p>In Newark and Sherwood educational attainment, employment and aspirations in this area are extremely low as there are limited opportunities for the disadvantaged people we plan to target. Below we have added detail of the issues. The followings represent some rather than all the aspects that the Village is trying to deal with:</p> <p>Political support There is strong support from the political sphere. The facility has been incorporated into strategic planning documents since the pre-2009 Growth Point application and subsequent designation.</p> <p>Local support Newark and Sherwood residents have been surveyed about the Village and the facilities to be developed and have been asked to contribute to the design and offer at the site, so far over 16,000 have responded -our consultation is ongoing to ensure the detail is right</p> <p>Commercial space Newark has insufficient A Grade office and desirable conferencing and function space in the Newark.</p> <p>Health Newark is a mixed map of significant health inequality, with more affluent communities meeting national targets whereas other more rural and isolated and poor communities are struggling, backed up by Sport England's 'Towards an Active Nation' strategy. The area although experiencing growth in new families, has a generation of over 70's who are in ill health and socially isolated, leading to further mental health issues. Across social strata, childhood obesity affects two in three children (Nottinghamshire County Council findings 2019)</p> <p>The high levels of persistent truancy Several schools across Newark and Sherwood appear to have issues with persistent absence at levels that are much higher than the England average, with truancy rates across Newark showing at 15.2% for primary schools and 16.6% for secondary according to data from www.compare-school-performance.service.gov.uk. Persistent absence for the England average secondary schools is 13.5% and 8.3% for primary schools.</p> <p>When completed, it is expected that the village will recruit locally and provide over 200 jobs with training in the next 3 years for local people across the YMCA at The Village and as part of our housing and care expansion. Also, the village will provide 2000 learning awards annually and provide nearly 2000 sqm of commercial workspace for services and individuals wanting a more flexible workspace.</p> |
| <p>Towns Fund funding requested for this project</p> <p>- In £million, insert number only</p> | 2 |
| <p>Total value of project (if different from above)</p> <p>- In £million, insert number only</p> | 15.595 |

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|--|---|---|--|------------------------|---------------------|---------------------|
| <p>Timescale, including completion dates and project milestones (max. 350 words)</p> | <p>The delivery of the YMCA Newark and Sherwood Community Activity Village is associated with two primary phases culminating with a total investment of £15.6 million.</p> <p>Phase 1 This was associated with a spend of £4.1 million resulting on-site facilities as of June 2020 that include 2 x 3G pitches, 2 x Multiple Games Areas, Athletics track, utility infrastructure and securing site</p> <p>Phase 2 This is associated with a spend of £10.6 million to complete the 8.95 ha scheme and is expected to commence on during the autumn/winter of 2020.</p> <p>Future phases: This is associated with the delivery of cycle track, skate park, clubhouse & boathouse to comment and be completed between the spring/summers of 2021-2023.</p> | | | | | |
| <p>Co-funding/match funding secured</p> <p>- In £million, insert number only</p> | <p>Total amount from private sources</p> | | <p>Total amount from public sources</p> | | | |
| | 75% as in 11.696 | | | | | |
| <p>Breakdown and description of co-funding/match funding sources (max 350 words)</p> | <p>LEP £2,200,000 NSDC £1,200,000 YMCA for the rest</p> | | | | | |
| <p>Financial profile for Towns Fund funding</p> <p>- In £million, insert number only</p> | <p>20/21</p> | <p>21/22</p> | <p>22/23</p> | <p>23/24</p> | <p>24/25</p> | <p>25/26</p> |
| | | | | | | |
| <p>Financial profile for match/co-funding</p> <p>- In £million, insert number only</p> | | | | | | |
| <p>Estimated outputs</p> <p>- Recommended output indicators are included in the intervention framework and again in the 'further information' sheet</p> <p>- In 'Quantity' insert number only</p> | <p>Output 1</p> | <p>Indicator</p> | | <p>Quantity</p> | | |
| | | Increase in capacity and accessibility to new or improved skills facilities | | | | |
| | <p>Output 2</p> | <p>Indicator</p> | | <p>Quantity</p> | | |
| | | Increase in the breadth of the local skills offer that responds to local skills needs | | | | |
| | <p>Output 3</p> | <p>Indicator</p> | | <p>Quantity</p> | | |
| | | Increase in the amount (and diversity) of high quality, affordable commercial floor space | | | | |
| | <p>Output 4</p> | <p>Indicator</p> | | <p>Quantity</p> | | |
| | | | | | | |
| | <p>Output 5</p> | <p>Indicator</p> | | <p>Quantity</p> | | |
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4.5.4 YMCA Community and Activity Village 3/4

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|---|--|--|---------------------------------------|---|
| Estimated outcomes - Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Outcome 1 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Number of new learners assisted | | 2,150 learners Level E3-to Degree per annum by 2024 |
| | Outcome 2 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Number of enterprises utilising high quality, affordable and sustainable commercial spaces | | 1,977 sqm To be delivered by 2022 |
| | Outcome 3 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Others | Jobs created, safeguarded & Sustained | 202 FTE created between 2021 and 2023 50 FTE safeguarded between 2020-2023 100 FTE jobs sustained between 2020-2023 |
| Alignment with Theory of Change (ToC) (max. 250 words) - Provide a brief indication of how this project fits into the broader ToC included in section I of the TIP | The Village offers opportunities and commitments for each of the Town Fund priorities. Education, Skills and Business: The project creates & supports technology infused educational opportunities to facilitate home-grown talents and businesses. Accordingly, the village establishes grade A business support associated with dedicated and flexible commercial spaces that have already been let to key partners, where 70% of the spaces are assigned for educational and skills partners, and catering to a high learning digital environment. Consequently, the village sets the necessary hub encompassing education, skills and business, and therefore set the path for a collaborative and aspiring environment that could overcome the challenges arising in Newark. Town Centre, Culture and tourism With 8.95 ha of destination facilities and activities, the village aims to attract young professionals and families to move to Newark. Apart from education and business, the project aims to establish a healthy environment for the people aspiring to settle permanently in Newark, as well as to establish a local focal area for the residents of the larger region. The previous is associated with various facilities and leisure opportunities. Infrastructure and connectivity: The village provides the essential services to future proof Newark through a pilot 5G hub, as well as a developed cycle support infrastructure on site (parking, membership discount and hire). The projects aim to establish a sustainable initiative that is capable to contribute to the shifting in the mode of transport and its potential impact on the environment of Newark. | | | |

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| Delivery plan (max. 250 words) - How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies | YMCA Newark and Sherwood Community and Activity Village project board reports to the Newark Towns Board through the YMCA Chief Executive Lincoln College Group (LCG) have recently signed a formal memorandum of understanding with the YMCA to provide education, an apprenticeship hub and training at the Community and Activity Village being developed in Newark. This will create the ability to relocate and expand some existing skills provision from the Newark College campus and to innovate new skills Programmes to meet local needs for delivery at the YMCA facility from September 2021. | |
| Project status | What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words) | Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice) |
| | A business plan is established, the planning application is secured 20/00339/S73M, tender and procurement to take place during autumn/winter of 2020. | YES |
| Indicative Benefit Cost Ratio (BCR) - In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding - Insert number only | Initial BCR NA Adjusted BCR 3.15* * For BCR calculation method refer to Appendix C: Newark TIP Economic Benefit and BCR Analysis. | |

4.5.4 YMCA Community and Activity Village 4/4

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|---|--|
| <p>Details of alignment with national Programmes and strategies (max. 450 words)</p> <p>Including:</p> <ul style="list-style-type: none"> - Clean growth principle - Covid-19 recovery | <p>The Newark and Sherwood Community and Activity Village is a amalgamation of services and a vision to create a new way of living, working and learning for the people of Newark In relation to national Programmes and strategies, and in association with the immediate and long term challenges, the Village deals with the followings:</p> <p>COVID Recovery Jobs and training are at the heart of the COVID recovery.The Village will provide over 200 new permanent jobs with training; secure and sustain over 150 roles (in addition to the 130 + in the construction phase) and by 2023 over 2000 annual vocational learning opportunities, working alongside key education providers delivering necessary current and future skills to young people leaving school and college, and those wishing to retrain for the future.The village has been designed to support healthy lifestyles with the high-quality provision of the range of sports and cultural activities for all the family, whatever – which we see as essential for all post lockdown.</p> <p>Sustainability The Village is financially sustainable once completed. It has fully developed business model which we conservatively believe will secure over £2.7m profit in year 3 of trading. Design for the Village has been future proofed with new technology and systems to reduce carbon emission and carbon footprint.</p> <p>Green Economy The YMCA are committed to issues of reducing environmental risks and ecological scarcities. The YMCA will work with partners to develop carbon reduction policies, be informed by experts to align the STEAM learning and Programmes for children and young people to ensure the Village remains focused on reducing its association's impact on the environment.</p> <p>Equalities The YMCA is dedicated to the eradication of inequality.The project has consulted and will continue to consult to ensure YMCA hear the voices of the people who live, work, and play in Newark.All communities, all ages, all races and ethnicities all genders, sexes, all abilities, income levels – the YMCA is committed to ensuring the Programmes and services provided by them and their partners recognise difference but strive for equality.The Scholarship Programme supports those less able to access the high-quality Village provision.</p> <p>In terms of national policy and plans, the project aligns with the following:</p> <p>Reports and publications relating to the National Wellbeing Programme launched by the Prime Minister in 2010 / Cabinet Office, Department of Health and Social Care, Ministry of Housing, Communities & Local Government, and Department for Work and Pensions 2013 Cabinet Office, Department of Health and Social Care, Ministry of Housing, Communities & Local Government, and Department for Work and Pensions A variety of papers including: wellbeing and health; wellbeing and civil society; wellbeing and employment.</p> |
|---|--|

4.5.5 Newark Cycle Town 1/3



Newark Cycle Network & Proposed cycle docks



Family Friendly Cycling Routes

| | | | |
|---|---|---|--|
| Project 5 | | | |
| Project name - The project name should be clear and informative, and appropriate for publicity materials | | Newark Cycle Town LEAD: Newark and Sherwood District Council | |
| Project description (max. 350 words) - Written in plain English to be understood by the general public | | <p>The layout and topography of Newark means that it is highly accessible by non-vehicular modes of transport. This is evidenced in the fact that census data show that 9% of the town's population already rely heavily on bicycles as a means of transport. Enhancing the cycling 'offer' in Newark, in terms of physical infrastructure and nurturing a 'cycling culture' can increase this figure and contribute towards the health and wellbeing of residents, improved air quality, reduced road congestion and greater vibrancy of the urban environment.</p> <p>This will require the development of a longer-term strategy for cycling in Newark. However, spearheading this ambition in the TIP is a focus on cycling as a means of sustainably enhancing the accessibility of employment, education and training. It is therefore proposed that Brompton Bike Hire (BBH) will deliver bikes and rental sites in Newark, in partnership with the District Council, local stakeholders and employers. Initially starting with four locations to evidence the positive impact of the scheme, the project will not end with the launch of the rental locations, but Brompton will actively work with the Council to maximise utilisation through engagement with local community groups and businesses.</p> <p>BBH would commit to operating the locations for a minimum five years. BBH will also work on initiatives to encourage cycling by the most underrepresented groups including providing discounted memberships to economically deprived community members. Pricing will be tailored to Newark to ensure that this is the cheapest travel solution available in the town.</p> <p>The ambition would be to enable customers to access the BBH solution seamlessly, thereby providing the first/last mile solution for multimodal travel whilst maintaining social distancing. Crucially this project will become a proof of concept that shared micro-mobility is possible in smaller cities and towns when approached holistically.</p> <p>This Programme will then be backed by extensive assessment of opportunities to enhance Newark's wider physical connectivity, improving the town centre experience of residents, businesses and visitors, incorporating reviews of transport hubs and car parking provision, with pedestrian and cycle routes and legibility.</p> | |
| Project location | Location within town (Multiple choice) | If 'Other' | GPS coordinates or post code |
| | Other | Initially four locations: <ul style="list-style-type: none"> • Northgate station • Castle House • Town Centre • Newark General Hospital Private business likely to supplement this with their own docks and/or membership for employees | NG24 1FP NG24 1BY NG24 1AW NG24 4DE |
| Alignment with intervention framework (multiple choice) - Select which intervention category the proposal falls under | Local transport | | |
| If selected 'Other' above, provide further details (max. 350 words) | | | |

4.5.5 Newark Cycle Town 2/3

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|---|--|
| How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words) - This should link back to the context analysis in section I | <p>Newark Strategy' identifies four strategic themes for regeneration and economic growth. The following sets out each objective and briefly explains how each objective will be supported by the project / Programme:</p> <ol style="list-style-type: none"> 1. Education, Skills and Business: Bike share and bike hire schemes have traditionally been the reserve of large urban conurbations, where there is a large population to support the scheme. This approach has meant smaller towns who would benefit most from such schemes are overlooked. A radically different approach is proposed for Newark, which if proven successful should become the template for other towns of a similar size to gain access to shared micro-mobility. Prior to launch Newark & Sherwood Council in conjunction with Brompton will secure Staff memberships from the major employers in the area, whilst being pitched at a price point that would make bike hire an affordable option for those in education and training. Securing the buy-in of large local employers in the scheme, offering subsidised packages will provide a large pool of potential users, which is allied to Brompton's own research which indicates a significant proportion of the members (10%), join and rent a bike for several weeks prior to purchasing a bike. This enables the user to test whether it is viable for them to commit to "modal shift". The Brompton Bike Hire offering is therefore a powerful weapon in encouraging private car users to consider alternatives. 2. Infrastructure and Connectivity: Newark has significant potential to enhance accessibility across the town by non-vehicular modes of transport. Committing to the development of further strategy and investment in cycling infrastructure and education, along with public engagement and range of accessible, focused events will support the wider community's access to cycling as a viable alternative means of transport and as a recreational activity for all ages. The 'interoperability' of Brompton Bikes mean that in addition to being an effective mode of transport that can support increased sustainable movement within the Newark urban area, it is welcomed in/on most other modes of transport, therefore can also help increase the number of multi-modal journeys by filling the first/last mile gaps. This can in turn enhance the physical connectivity of residential and employment areas of the town and into surrounding areas and beyond, through a range of choice of means of transport and helping to maximise the benefits of Newark's position within the strategic transport network. 3. Town Centre and Culture: Improving Newark's physical connectivity and actively promoting it as a 'cycling town' will boost its appeal as a vibrant, dynamic and attractive place to live, work, study and visit. Measures to support increased levels of cycling and other sustainable forms of transport, along with enhancing the quality of the public realm, will help to boost health and wellbeing, reduce congestion, improve local air quality and contribute to greater vibrancy of the urban environment. |
| Towns Fund funding requested for this project - In £million, insert number only | 0.2 |
| Total value of project (if different from above) - In £million, insert number only | 0.35 |

| | | | | | | |
|---|--|---|---|-----------------|--------------|--------------|
| Timescale, including completion dates and project milestones (max. 350 words) | <p>Notwithstanding timescales associated with planning (both pre-application and formal submission) BBH has indicated that the first hub(s) can be delivered and operational within as little as 8 weeks, with various strands running concurrently:</p> <ul style="list-style-type: none"> • Discussion between NSDC and Brompton Bike Hire (BBH) to determine how many BBH docks will be provided to start the Programme and the optimum location for these to generate initial interest (1 week); • Continue dialogue with local employers to agree the terms of corporate membership packages (4 weeks); • Pre-application discussion with BBH engineers and NSDC planners to identify a range of locations where the principle of installation of hire point docks is accepted (6 weeks); • Secure planning consent for the proposed dock locations (8 weeks per application); • BBH to confirm dock orders from their supplier and bikes from the Brompton factory (6 weeks); • Publicity campaign to promote the launch of the scheme (2-3 weeks) <p>Over the course of the next 6-12 months NSDC will continue to engage and work with relevant stakeholders to gain better understanding of the obstacles to greater uptake of cycling within Newark and the surrounding area, looking to develop a detailed cycling strategy. It is envisaged at this stage that such a strategy would consider all aspects of the commuting cyclist's door-to-door experience of the town and identify route provision and enhancement options, interaction with other modes of transport, safety and rider competency, location-specific storage and security measures, along with the recreational cycling offer in the surrounding area.</p> | | | | | |
| Co-funding/match funding secured - In £million, insert number only | Total amount from private sources | | Total amount from public sources | | | |
| | 0.2 | | 0.15 | | | |
| Breakdown and description of co-funding/match funding sources (max 350 words) | Several local businesses and Newark hospital would commit to membership packages for their employees to access bike rental. This would effectively provide match and further reduced subscriptions costs (from the starting principle that bikes will, in any event, be priced competitively compared to public transport). | | | | | |
| Financial profile for Towns Fund funding - In £million, insert number only | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 |
| | | 0.2 | | | | |
| Financial profile for match/co-funding - In £million, insert number only | | 0.15 | | | | |
| Estimated outputs - Recommended output indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Output 1 | Indicator | | Quantity | | |
| | | New or upgraded cycle or walking paths. | | | | |
| | Output 2 | Indicator | | Quantity | | |
| | | Wider cycling infrastructure such as cycle parking. | | | | |
| | Output 3 | Indicator | | Quantity | | |
| | | Increased modal shift | | | | |
| | Output 4 | Indicator | | Quantity | | |
| | | | | | | |
| | Output 5 | Indicator | | Quantity | | |
| | | | | | | |

4.5.5 Newark Cycle Town 3/3

| | | | | |
|---|---|--|---|-----------------|
| Estimated outcomes - Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Outcome 1 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Commuter flows | | 2,025 |
| | Outcome 2 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Number of trips by purpose and main mode | | |
| | Outcome 3 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Other | Stimulate other bike hire options/ Programmes | |
| Alignment with Theory of Change (ToC) (max. 250 words) - Provide a brief indication of how this project fits into the broader ToC included in section I of the TIP | The roll out of the Brompton Bike Hire scheme will serve to model the scalability of this model to smaller towns and provide opportunity for residents to test whether it is viable for them to commit to modal shift. Over the medium to longer-term it is anticipated that this will encourage greater uptake of cycling as an alternative means of transport, encourage more multi-modal journeys and stimulate other local bike hire schemes. Development of further cycling strategy and infrastructure will underpin a commitment to shifting patterns of movement through promoting modal shift and nurturing a cycling culture, both as a viable means of transport and for recreational purposes. This is allied to wider ambitions to improve the health and wellbeing of district residents and to fully utilise the town's environmental and cultural assets. | | | |
| Delivery plan (max. 250 words) - How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies | Connectivity is fundamental to vibrant and successful places, ensuring that they are active, accessible and attractive. Connectivity is therefore integral to the effectiveness of each of the strategic themes and projects outlined in the TIP. Providing the infrastructure to support a range of choice of means of movement lies of capitalising on Newark's position within the strategic transport network, demonstrating its capacity to serve as a multi-modal, interconnected hub town. Similarly, changing existing patterns of movement plays a fundamental role in supporting the town's capacity for sustainable growth and overcoming the recognised problem of traffic congestion. Making a safer environment for cyclists and pedestrians relies on reducing the overall volume of through traffic in Newark, therefore development of new and enhanced routes and encouraging greater uptake of cycling is very much contingent on delivery of the SLR. Other challenges in nurturing a cycling culture in the town include providing training to facilitate rider confidence; changing perceptions about the safety and accessibility of cycling and working with the Highways Authority to understand potential constraints that may hinder adoption of more cycling-friendly measures within the town. | | | |

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| Project status | What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words) | Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice) |
| | <ul style="list-style-type: none"> Discussion between NSDC and Brompton Bike Hire (BBH) to determine how many BBH docks will be provided to start the Programme and the optimum location for these to generate initial interest; Continue dialogue with local employers to agree the terms of corporate membership packages; Pre-application discussion with BBH engineers and NSDC planners to identify a range of locations where the principle of installation of hire point docks is accepted; * Secure planning consent for the proposed dock locations; BBH to confirm dock orders from their supplier and bikes from the Brompton factory; Publicity campaign to promote the launch of the scheme. | YES |
| Indicative Benefit Cost Ratio (BCR) - In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding - Insert number only | Initial BCR NA Adjusted BCR 3.15* *For BCR calculation method refer to Appendix C: Newark TIP Economic Benefit and BCR Analysis. | |
| Details of alignment with national Programmes and strategies (max. 450 words) Including: - Clean growth principle - Covid-19 recovery | DfT Double cycle usage by 2025. Covid Transport strategy. NCC Newark Cycling Strategy Route. | |

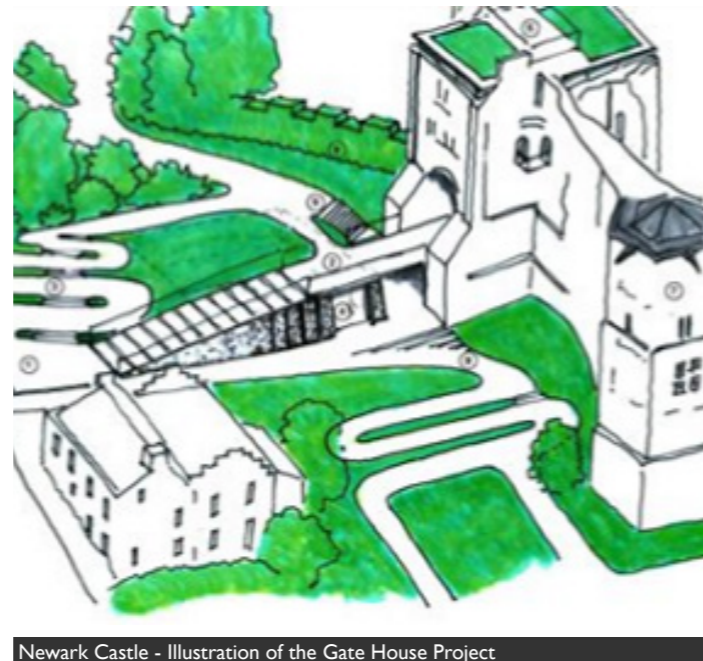
4.5.6 Newark Castle Gate House 1/3



Newark Castle - View from the River Trent



Newark Castle - The Existing Gate House



Newark Castle - Illustration of the Gate House Project

| Project 6 | | | |
|---|--|-------------------|-------------------------------------|
| Project name | Newark Castle Gate House LEAD: Newark and Sherwood District Council and Historic England | | |
| - The project name should be clear and informative, and appropriate for publicity materials | | | |
| Project description (max. 350 words) | <p>For many local people, the Castle, its Gatehouse and grounds represent much that is good about Newark. An unchanging presence with a rich and fabled past, the building has been visited by successive monarchs and withstood three sieges during the Civil War.</p> <p>The Newark Castle Gate House Project is the result of many years of consultation and research to find ways in which the Gatehouse and Northwest tower area of Newark Castle can be better conserved and managed. This project seeks to sensitively restore the structure of this iconic building, recognising the need for familiarity and continuity at a time of change in the social fabric of our towns and town centres.</p> <p>People have told us that 'bringing heritage buildings back into use' would improve the quality of life in Newark Town Centre. The project also aims to modernise and transform the ways in which the Castle Gate House can be used – as an innovative platform for Newark's rich and dramatic history, as a flexible facility for education, research and interpretation of our past, and shared community space.</p> <p>The Castle Gate House project will be a specialist undertaking of high quality that embodies sustainable regeneration and makes the most of the skills and commitment of local people and organisations working in partnership. It will be an immense source of pride for the town to know that a building held in such high regard is being carefully restored and given new life.</p> <p>As a transformed, highly visible gateway to our town and visitor attraction, the Castle project has the potential to bring significant numbers of new visitors to the town and will substantially enhance the town centre for the benefit of businesses, visitors and residents alike.</p> | | |
| Project location | Location within town (Multiple choice) | If 'Other' | GPS coordinates or post code |
| | Town centre but not on the Highstreet | | NG24 1BG |
| Alignment with intervention framework (multiple choice) | Arts, culture and heritage | | |
| - Select which intervention category the proposal falls under | | | |
| If selected 'Other' above, provide further details (max. 350 words) | | | |

4.5.6 Newark Castle Gate House 2/3

| <p>How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words)</p> <p>- This should link back to the context analysis in section I</p> | <p>Our proposals are a clear representation in a single project of the four pillars underpinning the Newark TIP. The transformation of the Castle Gate House as an accessible cultural landmark has the potential to enhance the quality of life for people in Newark making it an attractive town in which younger local people and families want to live and work. The learning and skills to be gained from hands-on experience of Newark's past are extensive and far reaching.</p> <p>Work on the fabric of the building will involve making essential stonework repairs and adding a roof and windows to the Gatehouse. A moat bridge into an attractive and welcoming entrance will create a new and more prominent means of access directly into the Castle site. New publicly accessible spaces in the Northwest and Gatehouse towers will provide a venue for exciting and interactive displays and exhibitions.</p> <p>The Castle Gate House will become a hub of creativity, forging new ways of learning about the past. Alongside regularly Programmed workshops, it will offer events in conjunction with local groups. It will enable volunteers to develop skills and participate in projects and research and offer an education and schools Programme to inspire and engage with young people.</p> <p>To ensure these facilities are fully accessible and inclusive, our plans include the installation of a platform lift to enable wheelchair access to the first floor of the North-West Tower and the Gatehouse. At a time when the social and wellbeing inequalities in our community may be exacerbated by the impact of COVID-19, the Gatehouse will be a source of shared endeavour and community spirit, helping to develop a vibrancy and diversity in Newark town centre.</p> <p>A key contributor amongst a range of ways being developed in the Town Investment Plan to encourage people to spend longer in the town centre and enjoy the town's emerging nightlife, the project will also engender a sense of welcome and inclusivity and has the potential to help counter anti-social behaviour and disaffection amongst some groups of young people.</p> <p>The Castle Gate House proposals are an important enabler to the delivery of two key objectives contained within the Council's Community Plan. (2019), namely to "increase visits to Newark & Sherwood and the use of visitor attractions by local residents" (Objective 5) and to "enhance and sustain town centres." (Objective 7). In respect of the project's financial sustainability, our proposals feature a new retail offer and a significant increase in the number of guided tours. Preliminary forecasts suggest that visitor numbers in the first year of opening will be in the region of 35,000.</p> <p>Our overall vision is to create a better sense of wayfinding from the Castle area through to the town's iconic Market Place, Grade I listed parish church, and through to the National Civil War Centre. The Castle Gate House will be a landmark for people along this route, a place to inspire, to explore and return to.</p> | | | | |
|--|--|-----------------------------------|----------------------------------|--|-------|
| <p>Towns Fund funding requested for this project</p> <p>- In £million, insert number only</p> | 2.6 | | | | |
| <p>Total value of project (if different from above)</p> <p>- In £million, insert number only</p> | 4.244 | | | | |
| <p>Timescale, including completion dates and project milestones (max. 350 words)</p> | <p>The delivery of the Castle Gate House is associated with two primary phases:</p> <p>Phase 1 The first phase is associated with the securitisation of match funding through NSDC Committee and the Heritage Lottery Fund, which is expected to take 9 to 12 months from the date of securing the Town Fund.</p> <p>Phase 2 This is correlated with a period of 24 months associated with restoration and construction work. Further detailed timelines are included in the business case.</p> | | | | |
| <p>Co-funding/match funding secured</p> <p>- In £million, insert number only</p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="background-color: #c00000; color: white;">Total amount from private sources</th> <th style="background-color: #c00000; color: white;">Total amount from public sources</th> </tr> <tr> <td style="width: 50%;"></td> <td style="width: 50%; text-align: center;">1.766</td> </tr> </table> | Total amount from private sources | Total amount from public sources | | 1.766 |
| Total amount from private sources | Total amount from public sources | | | | |
| | 1.766 | | | | |

| | | | | | | |
|--|--|---|-------|----------|-------|-------|
| <p>Breakdown and description of co-funding/match funding sources (max 350 words)</p> | <p>NSDC Capital Funding - £1,000,000 Newark Town Council - £27,000 Heritage Lottery Fund - £739,050 (dependent on a complete funding package being secured and in place at the time of a Stage 2 submission)</p> <p>Total - £1,766,050</p> | | | | | |
| <p>Financial profile for Towns Fund funding</p> <p>- In £million, insert number only</p> | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 |
| <p>Financial profile for match/co-funding</p> <p>- In £million, insert number only</p> | | | | | | |
| <p>Estimated outputs</p> <p>- Recommended output indicators are included in the intervention framework and again in the 'further information' sheet</p> <p>- In 'Quantity' insert number only</p> | Output 1 | Indicator | | Quantity | | |
| | | New, upgraded or protected community hubs, spaces or assets, where this links to local inclusive growth | | | | |
| | Output 2 | Indicator | | Quantity | | |
| | | Young people and family's educational facilities and social community hub | | | | |
| | Output 3 | Indicator | | Quantity | | |
| | | | | | | |
| | Output 4 | Indicator | | Quantity | | |
| | | | | | | |
| | Output 5 | Indicator | | Quantity | | |
| | | | | | | |

4.5.6 Newark Castle Gate House 3/3

| | | | | |
|---|---|---|--|--|
| Estimated outcomes - Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Outcome 1 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Number of visitors to arts, cultural and heritage events and venues | | 20% increase in visitors is achievable by 2025 |
| | Outcome 2 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Other | Increase local business and local authority revenues | Estimated economic impact to the District of £1.578million, based upon an average day visitor spend of £35 and an average overnight staying visitor spend of £175. |
| | Outcome 3 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Other | Accessibility and inclusiveness | Providing access to a new audience including the young people and those from a non-white ethnic background |
| Alignment with Theory of Change (ToC) (max. 250 words) - Provide a brief indication of how this project fits into the broader ToC included in section 1 of the TIP | From its outset, this project has been underpinned by a coherent theory of change: <ol style="list-style-type: none"> Inputs to the Castle Gate House plans have involved a detailed synthesis of evidence over several years. This has included community consultation, comparative analysis and the technical and design inputs given in the Project Status section below. Clear links exist between these inputs and the project outputs and outcomes. The project will enable people to learn about and be inspired by heritage, historical artefacts and past lives. By giving everyone, including people in marginalised groups a sense of ownership in the project and providing stimulating cultural experiences and activities, the project promises to help sustain people's physical and mental wellbeing. We have had regular opportunities to stress-test these ideas. From the outset the project has adopted an open and pre-emptive approach to working with national technical and planning bodies and HLF, and has regularly received Committee scrutiny at NSDC. Throughout the development of this project, extensive collaboration with visitors and a wide range of local stakeholders has provided essential feedback. Consultation undertaken in 2019 indicated that over 80% of respondents were in support of the proposals and thought the plans would encourage more visitors. | | | |
| Delivery plan (max. 250 words) - How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies | | | | |

| | | |
|---|--|--|
| Project status | What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words) | Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice) |
| | Extensive technical work and planning is already in place. In 2014, independent consultants and the involvement of Historic England confirmed the physical feasibility of the work. Conservation Management Plans have been drawn up and surveys undertaken of the full Gatehouse/NW tower area. An Interpretation Plan has been devised by a group of specialist exhibition design consultants. In 2019 the project was progressed to RIBA Stage 3, following archaeological works to the north of the Gatehouse and to the south of the north wall. This submission for Town Fund funding is a further milestone and represents an essential financial element in the overall funding package. If funding is allocated, future key activities will include the timing of an approach to Committee for approval to seek a second stage HLF submission, the dates of which will need to be confirmed with HLF. | Yes |
| Indicative Benefit Cost Ratio (BCR) - In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding - Insert number only | | |
| Details of alignment with national Programmes and strategies (max. 450 words) Including: - Clean growth principle - Covid-19 recovery | Newark has been successful in securing a Historic England High Street Heritage Action Zone funding (£550k). The HAZ Programme will sit within the overall Town Strategy, being focused on buildings at risk in the town centre – reinstating shop frontages, upper floor development guide, tax incentives to development, improving wayfinding around the town centre's historic core and involving the community in learning about heritage. A separate cultural Programme is being developed over the four years of the project. There are potential links and synergies with the work of the HAZ and the development of the Castle Gate House proposals, such as the potential for shared publicity and marketing and the development of a coherent and connected vision for arts, culture and heritage in Newark across these Programme areas. | |

4.5.7 Police Station Relocation 1/3



| | | | |
|---|--|--|---|
| Project 7 | | | |
| Project name | | Town Safety Improvements (Police station relocation) LEAD: Nottinghamshire Police | |
| - The project name should be clear and informative, and appropriate for publicity materials | | | |
| Project description (max. 350 words) | | To address community safety issues highlighted in the 2018 residents survey and the 2020 Towns Deal public consultation; the relocation of the town Police station to a successful Public Services Hub; the repurposing of the old Police station site into residential and business space to enhance footfall that enables better self-policing and the provision of crime prevention assets that will reduce actual and perceived crime in the town centre. | |
| - Written in plain English to be understood by the general public | | The purpose of this opportunity is to design out crime in the town centre by enabling more residential development and footfall. Crime and ASB hotspots restrict Newark's ability to fulfil its potential as a visitor destination, a vibrant night time economy and a place for living as families and young people are disinclined to go into the town centre in the evening. The project will secure the relocation of the police station and release assets for improving community safety assets such as CCTV in the town centre | |
| | | The presence of the police station at a shared Public Services site close to a community with real and perceived challenges will have a positive psychological and practical impact on the community and with residents. The relocation of the Police station to the site with other public services including public protection and adult social care will enable better intelligence sharing and joint task force working between Police, CCTV, youth workers, licensing and public protection. Long term there is the potential for a single management structure for a range of public services. | |
| | | The current station area has been identified as a town centre site for a future housing development that will address the lack of living provision in the town centre. More people living in the town centre is a key element of the strategy to revitalising the town centre for both the day and night time economy. | |
| Project location | | Location within town (Multiple choice) | GPS coordinates or post code |
| | | Other | While the relocation is in the town centre but not on the high street and is next to a transport hub, the site proximity is near to an actual and perceived crime hotspot area in the town. |
| Alignment with intervention framework (multiple choice) | | Urban regeneration, planning and land use. | |
| - Select which intervention category the proposal falls under | | | |
| If selected 'Other' above, provide further details (max. 350 words) | | While this project will address urban regeneration planning and land-use issue in relocating to site adjacent to other public service provision and release a site for residential living in the town centre, it is important that this project addresses the community safety concerns of residents as highlighted in both the 2018 Residents Survey and 2020 Towns Fund consultation. | |

4.5.7 Police Station Relocation 2/3

| | | | | | | |
|---|--|-------|---|-------|-------|-------|
| How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words) - This should link back to the context analysis in section I | <p>To address community safety issues highlighted in the 2018 residents survey and the 2020 Towns Deal public consultation; the relocation of the town Police station close to a community with real and perceived challenges; the repurposing of the old Police station site into residential and business space to enhance footfall that enables better self-policing and the provision of crime prevention assets that will reduce actual and perceived crime in the town centre. In the 2018 resident survey undertaken by the Council, crime and anti-social behaviour was a top priority of residents. Feelings of safety both during the day and the evening were the lowest in wards surrounding the town centre. Within Devon Ward, only 65% of residents felt safe or very safe when outside in the local area during the day, compared to a national average of 93%. And after dark, that figure fell to 16% - a full 60% below the national average.</p> <p>The purpose of this opportunity is to design out crime in the town centre by enabling more residential and footfall. Crime and ASB hotspots restrict the Newark to fulfil its potential as a visitor destination, a vibrant night time economy and a place for living as families and young people are disinclined to go into the town centre in the evening. This can be evidenced by the significantly lower than average national feelings of safety experienced by residents in the wards surrounding the town centre. The project will secure the relocation of the police station and release assets for improving community safety assets such as CCTV in the town centre</p> <p>The presence of the police station at its new site will have a positive psychological impact on the local community and with residents. The relocation of the Police station to the site with other public services, including public protection and adult social care will enable better intelligence sharing through the joint task force working between Police, CCTV, youth workers, licensing and public protection. Long term one management for the services. We would expect crimes traditionally more associated with town centres such as shop theft, acquisitive crime, robbery and assaults to reduce as well as a reduction in ASB as the greater footfall from residential living would provide both a deterrent and early warning for the police.</p> | | | | | |
| Towns Fund funding requested for this project - In £million, insert number only | 1 | | | | | |
| Total value of project (if different from above) - In £million, insert number only | 1.989 | | | | | |
| Timescale, including completion dates and project milestones (max. 350 words) | <p>Project timeline 60 weeks from start to completion. Land in ownership of Newark and Sherwood District Council and agreement in principle has been reached between the Police and the Council</p> <ul style="list-style-type: none"> • 12 weeks for detailed design • 12 weeks planning and procurement • 36 weeks build | | | | | |
| Co-funding/match funding secured - In £million, insert number only | Total amount from private sources | | Total amount from public sources | | | |
| Breakdown and description of co-funding/match funding sources (max 350 words) | From sale of the old station, the Police will match with £940,000 while it will release £300,000 for Newark and Sherwood District Council for investing in community protection assets i.e. CCTV. | | | | | |
| Financial profile for Towns Fund funding - In £million, insert number only | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 |
| Financial profile for match/co-funding - In £million, insert number only | | | | | | |

| | | | | | |
|---|--|---|----------------------|--|--|
| Estimated outputs - Recommended output indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Output 1 | Indicator | Quantity | | |
| | | New build of Police station | | | |
| | Output 2 | Indicator | Quantity | | |
| | | Provision of new community safety assets such as CCTV and ANPR (automatic number plate recognition) | | | |
| | Output 3 | Indicator | Quantity | | |
| | | | | | |
| Output 4 | Indicator | Quantity | | | |
| | | | | | |
| Output 5 | Indicator | Quantity | | | |
| | | | | | |
| Estimated outcomes - Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Outcome 1 | Indicator (multiple choice) | If 'Other' | Quantity | |
| | | Perceptions of the place by residents/businesses/visitors | | | |
| | Outcome 2 | Indicator (multiple choice) | If 'Other' | Quantity | |
| | | Other | Reduce crime and ASB | | |
| Outcome 3 | Indicator (multiple choice) | If 'Other' | Quantity | | |
| | | | | | |
| Alignment with Theory of Change (ToC) (max. 250 words) - Provide a brief indication of how this project fits into the broader ToC included in section I of the TIP | <p>Community safety was the most important issue for residents in the 2018 residents survey and the 2020 Towns Fund Consultation.</p> <p>The town needs to address this challenge in order to tackle the actual and perceived threat of crime in the town centre that is restricting Newark's ambition to grow its town centre living and develop its visitor and night time economy.</p> <p>The opportunity to relocate next to other public sector services enhances the provision of joined up services between the Police, Community Protect, Adult Social Care, Licensing and Youth Work, enabling better intelligence sharing and joint task force working.</p> <p>The solution of relocating the Police station to a crime hotspot area, the provision of enhanced community protection assets and releasing the site for town centre living will help reduce crime and enhance community perception around feeling safe.</p> | | | | |
| Delivery plan (max. 250 words) - How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies | | | | | |
| Project status | What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words) | | | Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice) | |
| | <ul style="list-style-type: none"> • 12 weeks detailed design and planning application to be prepared and submitted. • 12 weeks for planning application and procurement. • 36 weeks for construction. | | | YES | |

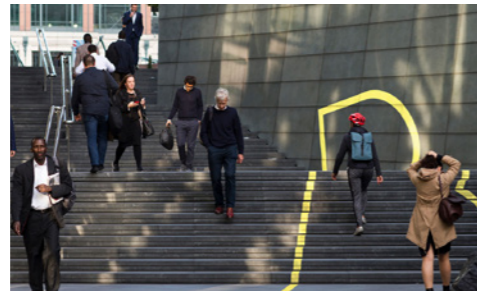
4.5.7 Police Station Relocation 3/3

| | |
|---|---|
| <p>Indicative Benefit Cost Ratio (BCR)</p> <ul style="list-style-type: none"> - In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding - Insert number only | <p>Initial BCR 6.73* (BCR associated with the release of the development opportunity related to the former police site.) Adjusted BCR 9.89* (BCR associated with the release of the development opportunity related to the former police site.)</p> <p>*For BCR calculation method refer to Appendix C: Newark TIP Economic Benefit and BCR Analysis.</p> |
| <p>Details of alignment with national Programmes and strategies (max. 450 words)</p> <p>Including:</p> <ul style="list-style-type: none"> - Clean growth principle - Covid-19 recovery | <p>Noticeable levels of antisocial behaviour; attributable to crime, anti-social behaviour, and lack of community cohesion and integration. Limited Town Centre living, and lack of diversification of night time economy crime and anti-social behaviour persist. In one ward, only 65% of residents feel safe during the day (national average of 93%.) After dark, the figure falls to 16%, a staggering 60% below the national average.</p> |

4.5.8 Newark's Cultural Heart I/4



Posters/wayfinding



External graphics



Banners



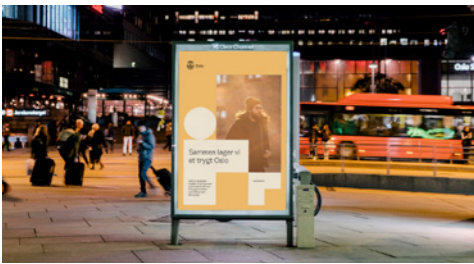
Merchandising



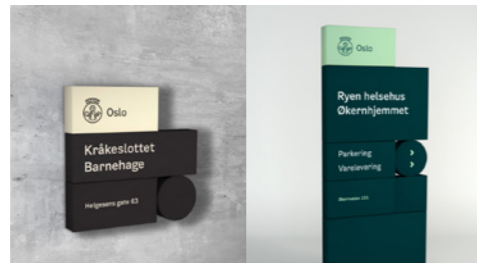
Large external graphics



Vehicle branding



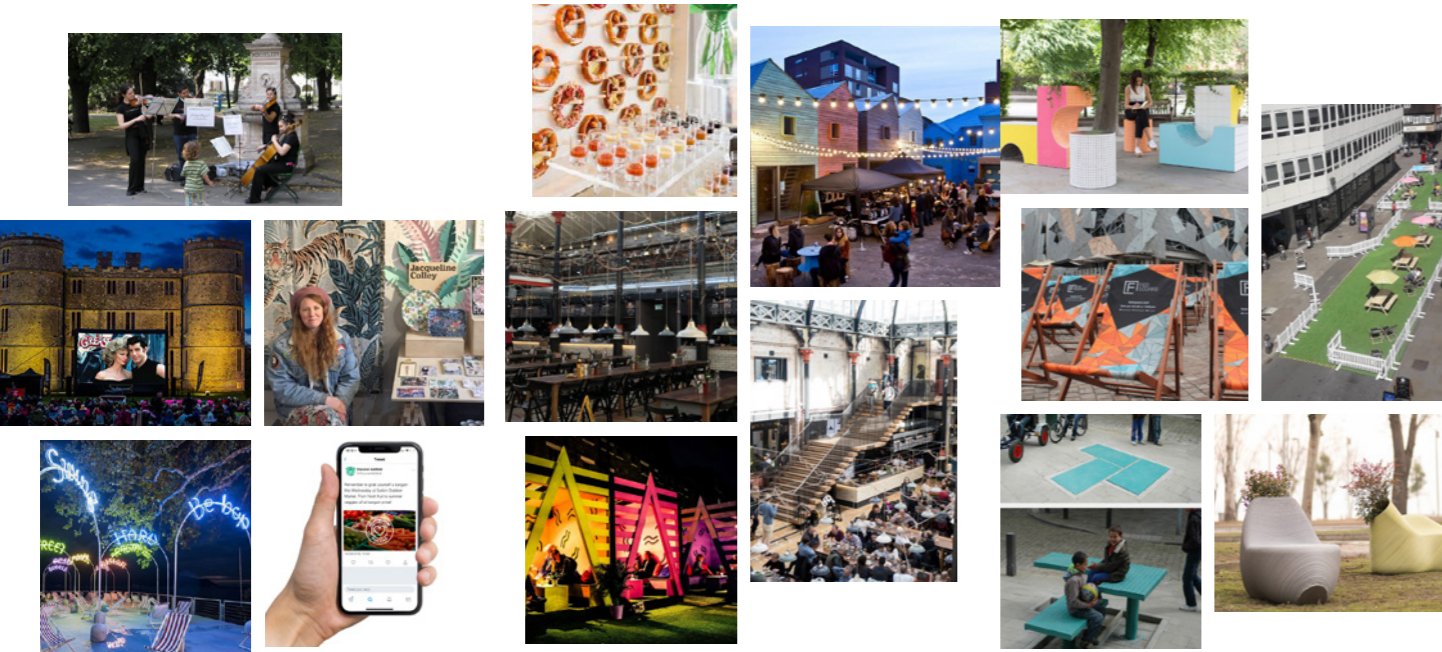
Posters



Wayfinding



Billboard/Events



| | | | |
|---|--|---|--|
| Project 8 | | | |
| Project name | | Newark's Cultural Heart | |
| - The project name should be clear and informative, and appropriate for publicity materials | | LEAD: Newark and Sherwood District Council and Partners | |
| Project description (max. 350 words) | | The project aims to build a cultural offer that will have a positive impact for the community of Newark, all who live, work and visit there, and build a sense of place for the town, balancing design with commercial reality. Our ambition is to increase the value of our heritage traditions and local culture to regrow our town and economy in a pioneering new approach that will also enable our town to recover from the Covid-19 pandemic. | |
| - Written in plain English to be understood by the general public | | Newark has a lot to offer for residents and visitors with the historic Castle, National Civil War Centre, Air Museum, Palace Theatre, as well as beautiful architecture and public realm space including the Market Square, Butter Market, Riverside and Parks. The Newark Towns Fund represents an opportunity to capitalise on the current strengths the Town Centre has to drive investment, growth and prosperity for the good of the town, locality and region. Importantly the investment will act as a catalyst to further grow the town, create new jobs, training opportunities and improve productivity. | |
| | | Newark as a destination could be stronger, and the Town Board have identified a way of implementing an innovative approach, collaborating with local stakeholders to achieve increased investment in the town, changing perceptions and developing a brand and identity known regionally and nationally. Infrastructure, housing and commercial development are all assessed within the Town Investment Plan, and projects that will spark the growth of Newark have been identified. This Programme identifies what is on currently on offer and maximising these unique selling points through new ways of working. We want to increase the value of our heritage, traditions and local culture to recover from the recent pandemic and regrow our town and economy in a pioneering new approach. | |
| | | Newark's Cultural Heart is a three-steps plan; | |
| | | <ol style="list-style-type: none"> 1. Develop a new brand and tone of voice representative of the entire Town Centre offer. 2. Establish a delivery mechanism/partner. 3. Develop a calendar of events launching with an initial test period to prove outcomes and moving to a long-term delivery plan. | |
| Project location | | Location within town (Multiple choice) | If 'Other' |
| | | Other | The totality of Newark Town Centre, the connections with the historic and heritage assets, as well as the riverside. |
| Alignment with intervention framework (multiple choice) | | Arts, culture and heritage | |
| - Select which intervention category the proposal falls under | | | |
| If selected 'Other' above, provide further details (max. 350 words) | | | |

4.5.8 Newark's Cultural Heart 2/4

| | |
|--|---|
| <p>How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words)</p> <p>- This should link back to the context analysis in section I</p> | <p>Central to enhancing the perception of the town of Newark itself, is its identity and sense of place, and how this is articulated and communicated locally, regionally, and more widely. For the town to thrive and become the unique and distinct destination that its people and businesses can get behind and take pride in, requires a clear vision and purpose; it requires placemaking.</p> <p>Newark's cultural heart initiative intends to unlock the assets opportunities to constitute good placemaking and the tangible benefits it can bring. By establishing a strong place brand that distils and articulates Newark's unique strategic positioning and differentiating characteristics will strengthen Newark's sense of place, and create alignment between its businesses, communities and visitors not only to what Newark currently is but what it aspires to be in the future.</p> <p>Newark's cultural heart sets out a roadmap and the mechanism for delivering potential collaborations, interventions and opportunities across a short to long term timescale that builds engagement and is responsive to investment.</p> <p>The vision is to build a cultural offer that will have a positive impact for the community of Newark – all who live, work and visit there - and build a sense of place for the town, balancing design with commercial reality.</p> <p>A bold and visionary solution that:</p> <p>Creates a common vision for Newark that the people who live, work and visit there feel connected to:</p> <ul style="list-style-type: none"> • Celebrates Newark's rich culture, heritage and built environment • Builds strong links between the town's buildings and offer to other wider destinations and attractions. • Shapes public spaces and buildings through community-based participation to build experiences that revitalise the town centre. |
| <p>Towns Fund funding requested for this project</p> <p>- In £million, insert number only</p> | <p>Capital 1.5 Revenue 0.6 Total 2.1</p> |
| <p>Total value of project (if different from above)</p> <p>- In £million, insert number only</p> | <p>2.3</p> |

| | | | | | | |
|---|---|--|--------------------------------|---------------------|---------------------|---------------------|
| <p>Timescale, including completion dates and project milestones (max. 350 words)</p> | <p>The Programme will be delivered in 3 phases over 10 years period.</p> <p>The initial first phase investment (2020/21) will require both revenue and capital support from the Town Fund. This will be used to test the efficacy of the proposal through;</p> <ol style="list-style-type: none"> 1. Developing and agreeing on a brand, identity and key messages for the town 2. Providing a concept event in 2021 that Newark can deliver annually to unify the town and increase footfall, visitors and spending. 3. Undertaking a scoping and soft market testing exercise to ascertain interest from commercial marketing and events management businesses to the potential offer Newark could provide with the resource's partners contribute. 4. Developing a delivery vehicle with the public and private stakeholders to secure a Programme of activity from 2021 to 2031. This would include developing a robust plan, business case, finance case and activity schedule. <p>This will be completed by the 31st December 2021</p> <p>The second phase of the Programme (2022-2024) will;</p> <ol style="list-style-type: none"> 5. Establish the new joint venture vehicle between the public and private sectors with the necessary tools and resources to deliver the Town Cultural Strategy for Newark. Further providing a dedicated income stream for re-investment in new cultural events and projects. 6. Secure financial sustainability of the Programme through a Business Improvement District, Asset JV, and MoU with local partners to ensure that the activity Programme could be maintained. <p>This will be completed by the 31st December 2024</p> <p>The Third Phase of the Programme (2024-2031) will;</p> <ol style="list-style-type: none"> 7. Establish a Programme of activity that is financially sustainable without public sector intervention and achieve improved outcomes of; <p>A. Increased prosperity B. Increased productivity C. Increased brand awareness of Newark on the national and international stage.</p> | | | | | |
| <p>Co-funding/match funding secured</p> <p>- In £million, insert number only</p> | <p>Total amount from private sources</p> | <p>Total amount from public sources</p> | | | | |
| | Unknown at the concept stage | 0.2 | | | | |
| <p>Breakdown and description of co-funding/match funding sources (max 350 words)</p> | <p>At this stage, the level of private-sector match funding can be ascertained. An appropriate delivery vehicle over the life of the project could deliver in excess of an investment of seven figures. The public sector investment will be for the first phase of the Programme but could be significantly increased dependent on the assets and resourcing put into the delivery vehicle in phase 2 and 3.</p> | | | | | |
| <p>Financial profile for Towns Fund funding</p> <p>- In £million, insert number only</p> | <p>20/21</p> | <p>21/22</p> | <p>22/23</p> | <p>23/24</p> | <p>24/25</p> | <p>25/26</p> |
| | | 0.4 (revenue) 0.8 (capital) | 0.2 (revenue) 0.7 (capital) | | | |
| <p>Financial profile for match/co-funding</p> <p>- In £million, insert number only</p> | | 0.2 (capital) | | | | |

4.5.8 Newark's Cultural Heart 3/4

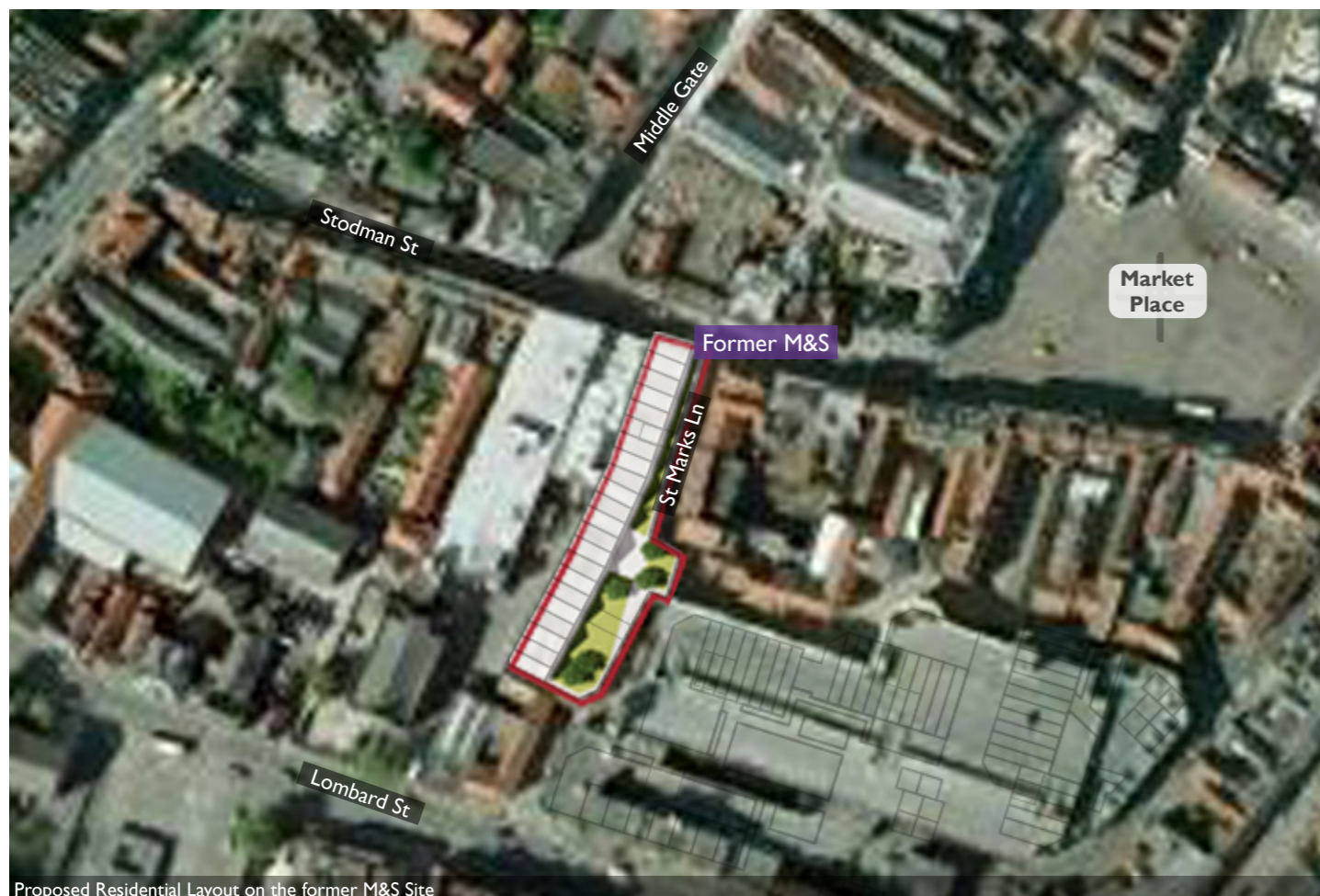
| | | | | |
|---|------------------|---|-----------------------|---------------------------------|
| Estimated outputs - Recommended output indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Output 1 | Indicator New, upgraded or protected community hubs, spaces or assets, where this links to local inclusive growth | Quantity 2 | |
| | Output 2 | Indicator New, upgraded or protected community centres, sports or athletics facilities, museums, arts venues, theatres, libraries, film facilities, prominent landmarks or historical buildings, parks or gardens | Quantity 1 | |
| | Output 3 | Indicator Increased and closer collaboration with employers | Quantity 20 | |
| | Output 4 | Indicator Increase in footfall and visitor spend | Quantity 1 | |
| | Output 5 | Indicator Increase in footfall and visitor spend | Quantity 1 | |
| Estimated outcomes - Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Outcome 1 | Indicator (multiple choice) Perceptions of the place by businesses | If 'Other' | Quantity 5% increase |
| | Outcome 2 | Indicator (multiple choice) Perceptions of the place by residents/businesses/visitors | If 'Other' | Quantity 10% increase |
| | Outcome 3 | Indicator (multiple choice) Number of enterprises utilising high quality, affordable and sustainable commercial spaces | If 'Other' | Quantity 10 |

| | |
|---|--|
| Alignment with Theory of Change (ToC) (max. 250 words) - Provide a brief indication of how this project fits into the broader ToC included in section 1 of the TIP | <p>The programme represents a key part of the strategy delivering to the 'Town Centre, Regeneration & Culture' pillar. To expand the town centre offer, enhance the public realm, reconnect assets and destinations, and further develop a new brand representative of the entire town offer and promote greater patronage amongst residents, businesses and visitors.</p> <p>The programme will achieve the outcomes by working in collaboration and uniting public sector partners, voluntary and interest groups with the private sector to deliver a programme of events capitalising on the town's assets and using the resources and skills to achieve maximum beneficial outcomes for all parties. Starting by developing and testing the best vehicle to achieve the shared vision and providing a flagship event in 2021 that unites local partners behind the vision and goals. This will provide more events and cultural activity to successively attract more visitors and spend within the town. Allowing the delivery agent the ability to test and analyse what works to ensure financial sustainability and fund further programmes.</p> <p>The main stakeholders will include local businesses, retailers, leisure business, hoteliers, market operators, voluntary groups, special interest parties, charities and the public sector. This collaboration between local stakeholders will audit and review assets such as the public realm, public assets and other facilities to seek increased usage, improved brand awareness and increased spend.</p> <p>This programme is a catalyst for change and aims to drive financial sustainability by providing the infrastructure and skills through collaboration with the private sector to increase Newark's offer.</p> |
| Delivery plan (max. 250 words) - How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies | <p>This project is a core part of the delivery of the Town Investment Plan; it builds upon the assets and strengths identified and addresses the challenges stated in section 1 of the TIP namely the decline in retail and market confidence, which can be identified by the 12.6% vacant retail units in the town and lack of visitors and spend. The Programme is developed based on the evidence of need and confirmed by the recent Town Fund Survey and Residents Survey. This Programme offers a way of capitalising on the place assets within the town such as the Market Square, Castle, Riverside, Theatre and Museums to increase the number of annual visitors from 3.7m per annum and make better use of the public space, heritage and natural environment.</p> <p>The risks associated with this Programme include lack of collaboration from key partners, lack of interest from a private sector partner or failure to resource the Programme. These risks can be mitigated through good governance, building on the collaboration of the TIP itself with partners, agreeing on investment priorities and securing the necessary seed funding through the Town Fund to enable a Programme to start, flourish and ignite a financially sustainable activity.</p> <p>The interdependencies include appropriate resourcing and agreement from key asset partners. This can be achieved with MoU and Heads of Terms based on the expected returns with partners. Good engagement and involvement with the private sector is critical to delivery, shape and influencing of the Programme over the longer term.</p> |

4.5.8 Newark's Cultural Heart 4/4

| | | |
|--|--|---|
| <p>Project status</p> | <p>What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words)</p> | <p>Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice)</p> |
| | <p>The key milestones for delivery include;</p> <ul style="list-style-type: none"> • Project Board and ToR developed • Development of a comprehensive business & finance case • Brand and Marketing Package developed • Event Planned • Audit and review of assets for inclusion • MoU with partners on the agreement to collaborate and resource • Event delivered • Financial sustainability models inc BID reviewed and options pursued • Soft Market Testing and Procurement Exercise initiated • Partner(s) selected to develop and deliver the Programme • JV agreed, capacity built and resourced • The Programme continues to deliver <p>Phase 1 of this Programme is shovel ready.</p> <p>Phases 2 and 3 are only successful based on Programme 1 and resourcing capability.</p> | <p>No</p> |
| <p>Indicative Benefit Cost Ratio (BCR)</p> <p>- In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding</p> <p>- Insert number only</p> | <p>The indicative Benefit Cost Ratio has identified that Newark Heart would have BCR of 2.09 with over £4.3m worth of wider benefits. This considers the BCR analysis on the basis of land value uplift, amenity benefits, skills benefits, crime benefits and health & wellbeing impacts.</p> <p>*For BCR calculation method refer to Appendix C: Newark TIP Economic Benefit and BCR Analysis.</p> | |
| <p>Details of alignment with national Programmes and strategies (max. 450 words)</p> <p>Including:</p> <ul style="list-style-type: none"> - Clean growth principle - Covid-19 recovery | <p>The Newark Cultural Heart is complementary and aligned with a number of national strategies and policies.</p> <p>The Government Policies on 'Our Plan to Rebuild' and 'Build Back Better' cite opening up the economy safely, adapting the new business as usual, providing new opportunities with a shifting towards sustainable practices, all of which are achieved with this Programme. Further Newark wants to play its part in the region and nationally to improve our local economy, adapt and grow to create a prosperous town.</p> <p>Newark Cultural Heart also delivers against other national strategies such as the Grimsey Review of the High Street. The strategy identifies synergies with policies and recommendations made in the review; namely rebuilding high streets, putting power back into local communities to make decisions over their assets, public realm and environment, and encourages sectors to jointly manage and collaborate to prosper.</p> <p>Further, the Historic England Strategy on Heritage & the Economy 2019, identifies that the heritage sector is worth £31bn nationally and the tourist sector worth £17bn. This strategy encourages investment in heritage and the creative economy. The strategy encourages local areas to cement and expand the uniqueness and unique selling points to promote economic growth and prosperity. Finally, the strategy states that the untapped potential in towns like Newark can be grown to deliver additional demand and increase property price premiums.</p> <p>Culture and Tourism sit at the heart of Newark, and the town wants to best utilise its assets to grow and create prosperity in the town.</p> | |

4.5.9 Former M&S Development 1/2



Proposed Residential Layout on the former M&S Site



Proposed front visual from Stodman Street



Proposed side visual from St Marks Lane

| Project 9 | | | | | | |
|---|--|---|---|--------------|--------------|--------------|
| Project name | Former M&S Development at 32 Stodman St LEAD: NSDC | | | | | |
| - The project name should be clear and informative, and appropriate for publicity materials | | | | | | |
| Project description (max. 350 words) | Since the departure of M&S from the town, the building has left a highly visible and large-footplate gap in the high street. Footfall has noticeably declined, with local press coverage and residents concerned at the decline of the town and inability to see an alternative use for the site. NSDC decided that the site was strategically and locationally important and decided to purchase the building immediately prior to its auction. It is now proposed to retain a smaller, commercially attractive retail high street offer at ground floor and introduce a significant number of high-quality apartments at upper levels. The proposal will represent a step-change and market (and loss) leader for residential of appropriate quality and tenure in a town centre location. It will be a catalyst and beacon for other landowners and investors, making clear that high-quality residential propositions will be supported. | | | | | |
| - Written in plain English to be understood by the general public | | | | | | |
| Project location | Location within town (Multiple choice) | If 'Other' | GPS coordinates or post code | | | |
| | Highstreet | Vacant retail anchor unit in the Town Centre in the Primary retail shopfront area | 53° 4'33.53"N 0°48'39.24"W | | | |
| Alignment with intervention framework (multiple choice) | Urban regeneration, planning and land use | | | | | |
| - Select which intervention category the proposal falls under | | | | | | |
| If selected 'Other' above, provide further details (max. 350 words) | | | | | | |
| How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words) | NSDC has already acquired the building as part of its commitment to the strategic land assembly for its town centre agenda. Based on work by Savills who form part of the Towns Fund consultancy team, it has been identified that private sector investment can be leveraged alongside public sector funding required via the Towns Fund. The proposal will set an agenda for change that seeks to introduce a significant residential offer in the town centre. | | | | | |
| - This should link back to the context analysis in section 1 | | | | | | |
| Towns Fund funding requested for this project | 2 | | | | | |
| - In £million, insert number only | | | | | | |
| Total value of project (if different from above) | 10.557 | | | | | |
| - In £million, insert number only | | | | | | |
| Timescale, including completion dates and project milestones (max. 350 words) | Demolition of the existing unit by Q4 2020, completion by Q1 2023. | | | | | |
| Co-funding/match funding secured | Total amount from private sources | | Total amount from public sources | | | |
| - In £million, insert number only | 8.557 | | | | | |
| Breakdown and description of co-funding/match funding sources (max 350 words) | The Council, via its Development Company and/or relationship with other partners, will look to provide match funding to develop the site, including the demolition of the building before the end of March 2021. | | | | | |
| Financial profile for Towns Fund funding | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 |
| - In £million, insert number only | 0.4 | 0.4 | 1.2 | | | |
| Financial profile for match/co-funding | | | | | | |
| - In £million, insert number only | 0.1 | 0.45 | 8 | | | |

4.5.9 Former M&S Development 2/2

| | | | | |
|---|--|---|---|---|
| Estimated outputs - Recommended output indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Output 1 | Indicator Development of a vacant residential anchor into a residential offer | Quantity 1 to 4 | |
| | Output 2 | Indicator Fill the gap in Town Centre residential demand | Quantity 26-30 flats (C3) | |
| | Output 3 | Indicator Delivery of a quality residential offer within Newark Town Centre | Quantity | |
| | Output 4 | Indicator Improve Newark Townscape and Public Realm | Quantity 1 | |
| | Output 5 | Indicator Reposition the Town Centre retail offer | Quantity 16,576.6 sqft of employment space: A1 & A3 –Shops and retail outlets & F&B | |
| Estimated outcomes - Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet - In 'Quantity' insert number only | Outcome 1 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Others | Town Centre living Population | 107 residents |
| | Outcome 2 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Others | Local Economy | £549,000 of annual expenditures |
| | Outcome 3 | Indicator (multiple choice) | If 'Other' | Quantity |
| | | Others | Local Authority Revenue | £108,000 of annual Council Tax revenues |
| Alignment with Theory of Change (ToC) (max. 250 words) - Provide a brief indication of how this project fits into the broader ToC included in section 1 of the TIP | This project delivers against two of the four key pillars of change with the strategy, namely the Town Centre, Regeneration & Culture, as well as the Town Centre Residential Offer. As identified, the strategy has evidenced through community consultation and a resident survey that there are challenges to address in housing and employment, which includes a lack of meaningful residential offers of quantum and type, particularly of the family and rented sector. This is of critical importance when considering the high connectivity level of the town centre. Solutions have been identified concerning the economic diversification of the town centre by repurposing some of the retail offers in relation to living, business, community and entertainment. Accordingly, this project would allow an increase in the resident population, increasing both spend in the town centre, use of facilities, footfall, new jobs and improved access to services. The development of the Stodman Street site is key to regenerating an underused public asset and driving a catalyst to town-centre regeneration. The beneficial outcomes of increased jobs, residents and spend will help drive prosperity and growth in the town. | | | |

| | | | |
|---|---|--|--|
| Delivery plan (max. 250 words) - How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies | The Stodman Street project is a direct intervention of the local authority and partners in the delivery of town-centre regeneration. The project directly fits with the four pillars of change for the town centre residential and town centre regeneration. The project is a pioneering way for the Town Board and its partners to show beneficial change and delivered for the public to identify that Newark is adapting and growing after the pandemic. The project will be delivered utilising a development partner to secure planning permission, demolish the current site, and rebuild better more needed uses. This project is identified to utilise the resources offered in 2020/21 to enable fast progress on key identified sites. The next stages of delivery include developing a full business case, planning application, organising the phased internal and external demolition of the site, securing a development partner, and construction. The main interdependencies and risks include those associated to a planning application through the appraisal process, the viability gap being achieved through the use of investment from the government funding and council resources, and selection of a development partner. All of these can be managed and mitigated through a strong business case and appropriate project management. | | |
| Project status | What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words) | Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice) | |
| | Solutions have been identified concerning the economic diversification of the town centre by repurposing some of the retail offers in relation to living, business, community and entertainment. Accordingly, this project would allow an increase in the resident population, increasing both spend in the town centre, use of facilities, footfall, new jobs and improved access to services. The development of the Stodman Street site is key to regenerating an underused public asset and driving a catalyst to town-centre regeneration. The beneficial outcomes of increased jobs, residents and spend will help drive prosperity and growth in the town. | YES | |
| Indicative Benefit Cost Ratio (BCR) - In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding - Insert number only | Initial BCR 2.39* Adjusted BCR 3.02* | *For BCR calculation method refer to Appendix C: Newark TIP Economic Benefit and BCR Analysis. | |
| Details of alignment with national Programmes and strategies (max. 450 words) Including: - Clean growth principle - Covid-19 recovery | The Government Policies on 'Our Plan to Rebuild' and 'Build Back Better' cite opening the economy safely, adapting the new business as usual, providing new opportunities and shifting towards sustainable practices, all of which are achieved with this Programme. Further Newark wants to play its part in the region and nationally to improve our local economy, adapt and grow to create a prosperous town after the impact of the Covid19 pandemic. The project will also review and consider the recommendations cited within the Clean Growth Strategy in the delivery of the building to ensure that where possible new build standards are designed with energy efficiencies. The Stodman Street Project is an exciting way to kick start the delivery of regeneration in Newark and contribute to delivering national and regional strategies at a local level. This project will have a significant impact on the people of Newark showing that beneficial change and growing back the economy is happening within the town, and how it directly aligns to national policies on economic growth, housing and climate change. | | |

4.5.10 Middlebeck: Newark Southern Link Road 1/3



| | | | |
|---|--|--|-------------------|
| Project 10 | | | |
| Project name | | Middlebeck: Newark Southern Link Road | |
| - The project name should be clear and informative, and appropriate for publicity materials | | LEAD: Urban & Civic | |
| Project description (max. 350 words) | | | |
| - Written in plain English to be understood by the general public | | <p>The Middlebeck Sustainable Urban Extension (SUE) including the Newark Southern Link Road (SLR), connecting the A1 to the A46, is central to delivering the Council's Local Plan growth strategy.</p> <p>Middlebeck will deliver up to 3,150 new homes, community facilities, a country park and commercial development land, creating 5000 jobs. The SLR benefits are further reaching than the Middlebeck site alone insofar as increased road capacity and routing options will reduce congestion throughout Newark and support the delivery of other residential development opportunities in the town. The development will also deliver flood alleviation and land drainage solutions in an area at high risk of flooding, while Highways England regard the SLR as a committed scheme, with modelling work underpinning the business case for the A46 strategic Road Improvement Scheme (now with government approval) factoring in the associated traffic flows.</p> <p>Phase I of the SLR is complete, allowing construction of up to 599 dwellings. No further dwellings are permitted by the planning permission (14/01978/OUTM) until further phases of the SLR are delivered.</p> <p>The nature of SUE sites means that they typically generate considerable up-front infrastructure costs and Middlebeck is no exception. The master developer Urban & Civic secured a conditional £11.2million loan agreement from the Homes & Communities Agency to help fund delivery of Phase I. Whilst the costs involved outstripped this loan, work on the SLR commenced in 2017, allowing the current house builders to start delivering new homes.</p> <p>Similarly, now, funding for the remainder of the SLR remains a significant obstacle to its delivery, with overall costs (c£62.1 million) going beyond what is reasonably manageable by a developer. While the Council and LEP have already previously identified this, committing grant towards the SLR, there remains a shortfall; a matter subject to ongoing discussions between the developers and Public Sector partners including Homes England and NSDC.</p> <p>Subsequently, the SLR forms part of the Towns Fund ask based on the aforementioned wider benefits it will deliver in the short to medium terms and the potential and capacity it will unlock for the Newark Urban Area over the longer term.</p> | |
| Project location | | Location within town (Multiple choice) | If 'Other' |
| | | Residential area | |
| Alignment with intervention framework (multiple choice) | | Local transport | |
| - Select which intervention category the proposal falls under | | | |
| If selected 'Other' above, provide further details (max. 350 words) | | | |

4.5.10 Middlebeck: Newark Southern Link Road 2/3

| | |
|--|---|
| <p>How the project addresses need and/or capitalises on opportunities and provides additionality (max. 500 words)</p> <p>- This should link back to the context analysis in section I</p> | <p>The 'Newark Strategy' identifies four strategic themes for regeneration and economic growth. The following sets out each objective and briefly explains how they will be supported by the project / Programme:</p> <p>Education, Skills and Business: The SLR is critical for unlocking future economic growth in Newark. The potential economic impacts of the SLR will be felt within a broad spectrum, from high level strategic value associated with the A46 Trans Midland Trade Corridor, through to the local level where reduced congestion will enhance connectivity in and around Newark to benefit local businesses and residents. With modelling for the business case underpinning the forthcoming A46 upgrade regarding the SLR as a committed scheme, the SLR becomes a critical piece of infrastructure that is integral to the effectiveness of each strategic theme and project outlined in the TIP.</p> <p>Delivering the SLR will result in significant employment opportunities, on the Middlebeck site. This is significant as Newark is currently identified as an area with a low rate of social mobility. Increased economic growth opportunities along with reduced congestion on the surrounding strategic road network will provide a catalyst for further investment. The SLR also has the potential to significantly impact aspirations to revitalise the town centre, whilst enhancing Newark's ability to attract opportunities that do not currently exist and would boost the prospects of young people in the area.</p> <p>Infrastructure and Connectivity: Considering the country's response to the challenges of Brexit and now the post-Covid recovery, the value of enhanced connectivity cannot be underestimated. Making the facilitation of the SLR between the A46 at Farndon and the A1 at Balderton invaluable. While the SLR is critical to unlocking the full extent of the residential and commercial development permitted on the Middlebeck site, it is also essential to meet demands of east-west traffic movements generated by the cumulative impacts of future development within wider Newark. Irrespective of the anticipated RIS A46 upgrade, the SLR has a vital role in Newark to maximising the benefits of the town's position within the strategic transport network. Enhanced connectivity of the road network will reinforce Newark's role as a multi-modal hub, therefore boosting its appeal as a location for living, working and visiting.</p> <p>Town Centre and Culture: The SLR is an opportunity to support many of the other more centrally focused objectives of the TIP. Town centres are ideally accessible by all modes of transport and although the SLR is 'out of town' infrastructure, together with the A1 and A46 they will complete a loop allowing strategic traffic to bypass the town, thus reducing congestion and allowing greater focus on the town centre as a destination.</p> <p>During consultation 84% of respondents highlighted traffic congestion as a 'dislike' of Newark, therefore reducing the volume of through traffic has significant potential to support an improved quality and character of the town centre environment. A better balance between vehicles, cyclists and pedestrians can make town centres more attractive and safer places, encouraging increased footfall in shopping areas and supporting local businesses.</p> |
| <p>Towns Fund funding requested for this project</p> <p>- In £million, insert number only</p> | 9 |
| <p>Total value of project (if different from above)</p> <p>- In £million, insert number only</p> | 62.1 |
| <p>Timescale, including completion dates and project milestones (max. 350 words)</p> | <p>It is anticipated that the remaining phases of the SLR can be delivered within two years from a standing start, subject to securing funding to fill the remaining infrastructure gap. The developer, Urban&Civic, has indicated that six months is needed to finalise the design, with an 18 month building Programme.</p> <p>Completion of the SLR in 2023.</p> |

| | | |
|--|---|--|
| <p>Co-funding/match funding secured</p> <p>- In £million, insert number only</p> | <p>Total amount from private sources</p> <p>37</p> | <p>Total amount from public sources</p> <p>16</p> |
| <p>Breakdown and description of co-funding/match funding sources (max 350 words)</p> | <p>Current calculations for the cost of delivering the SLR stand at £62.1 million. Homes England and Urban&Civic are working on an intervention package (most likely in the form of a loan) to significantly close this funding gap. It is hoped that a final agreement will be reached between the two parties before the end of the calendar year, with other Public Sector partners already contributing £16m. The breakdown of funding comprises:</p> | |
| <p>Financial profile for Towns Fund funding</p> <p>- In £million, insert number only</p> | <p>20/21</p> <p>9</p> | <p>21/22</p> <p></p> |
| <p>Financial profile for match/co-funding</p> <p>- In £million, insert number only</p> | <p>22/23</p> <p>2</p> | <p>23/24</p> <p>30</p> |
| <p>Estimated outputs</p> <p>- Recommended output indicators are included in the intervention framework and again in the 'further information' sheet</p> <p>- In 'Quantity' insert number only</p> | <p>24/25</p> <p></p> | <p>25/26</p> <p></p> |
| <p>Estimated outcomes</p> <p>- Recommended outcome indicators are included in the intervention framework and again in the 'further information' sheet</p> <p>- In 'Quantity' insert number only</p> | <p>Output 1</p> <p>Indicator</p> <p>New road infrastructure</p> | <p>Quantity</p> <p>6.44km of road constructed</p> |
| <p>Output 2</p> <p>Indicator</p> <p>Public realm</p> | <p>Quantity</p> <p>1.8km new shared use footway</p> | |
| <p>Output 3</p> <p>Indicator</p> <p>New homes</p> | <p>Quantity</p> <p>3,150</p> | |
| <p>Output 4</p> <p>Indicator</p> <p>New job creation</p> | <p>Quantity</p> <p>5,000</p> | |
| <p>Output 5</p> <p>Indicator</p> <p></p> | <p>Quantity</p> <p></p> | |
| <p>Outcome 1</p> <p>Indicator (multiple choice)</p> <p>Vehicle flows</p> | <p>If 'Other'</p> <p></p> | <p>Quantity</p> <p></p> |
| <p>Outcome 2</p> <p>Indicator (multiple choice)</p> <p>Vehicle flows & Number of trips by purpose and main mode</p> | <p>If 'Other'</p> <p></p> | <p>Quantity</p> <p></p> |
| <p>Outcome 3</p> <p>Indicator (multiple choice)</p> <p>Perceptions of the place by residents/visitors</p> | <p>If 'Other'</p> <p>% Reduction in road congestion being highlighted as a dislike of Newark</p> | <p>Quantity</p> <p></p> |
| <p>Alignment with Theory of Change (ToC) (max. 250 words)</p> <p>- Provide a brief indication of how this project fits into the broader ToC included in section I of the TIP</p> | <p>The SLR, in conjunction with the A1 and A46, primarily aligns with the Infrastructure and Connectivity strategic theme. Initially being conceived through the 2006 Growth Point Programme, the SLR will provide relief to a currently congested road network and build capacity for future growth. However, a funding shortfall means that it represents an obstacle to achieving existing planned growth within Newark. As such, delivery of the SLR represents the key for unlocking development capacity and stimulating further local and strategic growth.</p> <p>The short-term effects of the SLR will most readily be felt in the immediate area, kick-starting the later stages of the Middlebeck development. In the medium to longer-term, however, improved links to the strategic road network will contribute to speeding up journey times and improving local network capacity, resilience and reliability.</p> | |

4.5.10 Middlebeck: Newark Southern Link Road 3/3

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| <p>Delivery plan (max. 250 words)</p> <p>- How does this project fit into the overall delivery plan in section one of the TIP, including the main risks and interdependencies</p> | <p>The SLR resonates clearly with the wider objectives of the TIP by acting as a catalyst for delivery of new residential and commercial development that will contribute to the government levelling up agenda at the local level. Once the scheme is implemented it is envisaged that there will be a marked reduction in own centre congestion as a result of greater choice of vehicle routing options around the urban area. This will support the development of other projects on more centrally located sites by enabling these to become genuine destinations and be unhindered by high volumes of through traffic detracting from the experience of the town centre.</p> <p>With all technical consents in place, the SLR represents a highly 'shovel ready' scheme where development can commence within six months of a full funding package being secured and the aforementioned benefits passed on within two years.</p> | |
| <p>Project status</p> | <p>What are the key activities/milestones that need to be completed before the project can start? (E.g. Business case development, planning permission, engaging a contractor) (max. 350 words)</p> | <p>Is this project 'shovel-ready' and in a position to be fast-tracked after Heads of Terms agreement? (Multiple choice)</p> |
| <p>Indicative Benefit Cost Ratio (BCR)</p> <p>- In many cases a reliable figure may not be available at this time, but for projects marked 'shovel-ready' an indicative BCR could expedite the release of funding</p> <p>- Insert number only</p> | <p>4.25</p> | |
| <p>Full technical consent (planning) has already been secured. Final design details are anticipated to take up to six months before commencement of development.</p> | <p>YES</p> | |

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| <p>Details of alignment with national Programmes and strategies (max. 450 words)</p> <p>Including:</p> <ul style="list-style-type: none"> - Clean growth principle - Covid-19 recovery | <p>The benefits of the Newark Southern Link Road are potentially far reaching. In addition to other road infrastructure projects in and around the town, such as Highways England's Road Investment Strategy (RIS) dualling of the A46 Newark bypass and creation of a new A1 overbridge to connect the mixed use development on land around Fernwood back in to the Newark Urban Area, the Southern Link Road is critical for increasing road capacity for the region as a whole.</p> <p>The importance of enhancing the A46 itself is well documented, with the road being identified by Highways England as part of the country's strategic road network, while the Government's Industrial Strategy identifies infrastructure as one of the five foundations of increased productivity and unlocking potential. The Strategy states that infrastructure is the essential underpinning of our lives, work and having modern and accessible infrastructure throughout the country is essential to our future growth and prosperity. Specific focus is given to investment decisions needing to be more geographically balanced and improving how we link up people and markets to attract investment. With the SLR being regarded as a committed scheme in the business case underpinning the A46 upgrade, it is imperative that it is delivered accordingly.</p> <p>In rolling out this geographically balanced investment, at the regional level, the Midlands Engine Strategy (MES) builds on the foundations of the UK Industrial Strategy. While the strategy highlights the region's strengths, its weaknesses and limits to growth are identified in order that they can be targeted and addressed. Key weaknesses include a shortage of skilled workers, a fragmented economy spread across poorly connected areas and a lack of entrepreneurship and economic dynamism. Unsurprisingly therefore 'improving connectivity' features as the first of five MES key objectives.</p> <p>With the Covid-19 Recovery Strategy asserting the importance of choosing walking, cycling and driving as the primary means of travel to work, in the short to medium term, as we progress towards a return to normality, the potential increase in road congestion in and around Newark may be anticipated, bringing to light a reminder of the need that underlies the origins of the SLR.</p> <p>Furthermore, the SLR should not be separated from the development to which it relates. Delivering the Middlebeck development in its entirety aligns with the aims of the National Planning Policy Framework, to significantly boost the supply of homes and the need to support economic growth and productivity. At present the SLR represents an obstacle to unlocking the 3,150 new homes on this site and up to 5,000 new jobs on the linked commercial development land. As such, all avenues for securing a critical mass of funding should be pursued in order to accelerate delivery of this scheme.</p> |
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Appendices

Appendix A: Newark Property Market and Economic Outlook Report

Appendix B: Newark Online Survey Results Report

Appendix C: Newark TIP Economic Benefit and BCR Analysis

Appendix D: NSDC What is Newark Report

Appendix E: NSDC Impact of Covid-19

