



**NEWARK &  
SHERWOOD**  
DISTRICT COUNCIL

*Castle House  
Great North Road  
Newark  
NG24 1BY*

*Tel: 01636 650000*

[www.newark-sherwooddc.gov.uk](http://www.newark-sherwooddc.gov.uk)

**Tuesday, 5 January 2021**

**Chairman: Councillor K Girling**  
**Vice-Chairman: Councillor Mrs P Rainbow**

**Members of the Committee:**

Councillor R Blaney  
Councillor L Brailsford  
Councillor L Brazier  
Councillor Mrs R Crowe  
Councillor Mrs M Dobson  
Councillor P Harris  
Councillor N Mison  
Councillor N Mitchell  
Councillor M Skinner  
Councillor R White

**Substitute Members:**

Councillor M Brock  
Councillor S Carlton  
Councillor D Cumberlidge  
Councillor Mrs G Dawn  
Councillor Mrs Y Woodhead  
Councillor K Walker

**MEETING: Economic Development Committee**  
**DATE: Wednesday, 13 January 2021 at 6.00 pm**  
**VENUE: Broadcast from the Civic Suite, Castle House,  
Great North Road, Newark NG24 1BY**

**You are hereby requested to attend the above Meeting  
for the purpose of transacting the business on the Agenda as overleaf.**

**Attendance at this meeting and public access will be by remote means due to the Covid-19 Pandemic.  
Further details to enable remote access will be forwarded to all parties prior to the  
commencement of the meeting.**

If you have any queries please contact Helen Brandham on [helen.brandham@newark-sherwooddc.gov.uk](mailto:helen.brandham@newark-sherwooddc.gov.uk) 01636 655248.



## AGENDA

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### **Remote Meeting Details**

This meeting will be held in a remote manner in accordance with the Local Authorities and Police & Crime Panels (Coronavirus) (Flexibility of Local Authority and Police & Crime Panel Meetings) (England & Wales) Regulations 2020.

The meeting will be live streamed on the Council's social media platforms to enable access for the Press and Public.

1. Apologies for Absence
2. Declaration of Interest by Members and Officers and as to the Party Whip
3. Declaration of Intention to Record Meeting
4. Minutes of Meeting Held on 18 November 2020 5 - 18
5. Chairman's Report Verbal Report
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### **Part 1 - Items for Decision**

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10. Residential Cycle and Car Parking Standards & Design Guide Supplementary Planning Document 85 - 201
11. Places to Ride Application Update 202 - 289

### **Part 2 - Items for Information**

12. Economic Development Revenue and Capital Forecast Outturn Report to 31 March 2021 as at 30 November 2020 290 - 310
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14. Autumn 'Staycation' Visitor Campaign 313 - 318
15. Newark Towns Fund Update 319 - 321
16. Buttermarket, Newark Update 322 - 323

## Confidential and Exempt Items

17. Exclusion of the Press and Public

To consider resolving that, under section 100A (4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act.

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## NEWARK AND SHERWOOD DISTRICT COUNCIL

Minutes of the Meeting of **Economic Development Committee** held in the Broadcast from the Civic Suite, Castle House, Great North Road, Newark NG24 1BY on Wednesday, 18 November 2020 at 6.00 pm.

PRESENT: Councillor K Girling (Chairman)  
Councillor Mrs P Rainbow (Vice-Chairman)

Councillor R Blaney, Councillor L Brailsford, Councillor L Brazier,  
Councillor Mrs R Crowe, Councillor N Mison, Councillor N Mitchell,  
Councillor M Skinner and Councillor K Walker (Substitute)

ALSO IN ATTENDANCE: Councillor Mrs L Dales and Councillor K Walker (substitute for  
Councillor R White)

APOLOGIES FOR ABSENCE: Councillor Mrs M Dobson (Committee Member), Councillor P Harris  
(Committee Member) and Councillor R White (Committee Member)

### REMOTE MEETING LEGISLATION

This meeting was held remotely, in accordance with the Local Authorities and Police & Crime Panels (Coronavirus) (Flexibility of Local Authority and Police & Crime Panel Meetings) (England & Wales) Regulations 2020.

#### 72 DECLARATION OF INTEREST BY MEMBERS AND OFFICERS AND AS TO THE PARTY WHIP

NOTED that no Member or Officer declared any interest pursuant to any statutory requirement in any matter discussed or voted upon at the meeting.

#### 73 DECLARATION OF INTENTION TO RECORD MEETING

The Chairman advised that the proceedings were being recorded by the Council and that the meeting was being livestreamed and broadcast from the Civic Suite, Castle House.

#### 74 MINUTES OF MEETING HELD ON 9 SEPTEMBER 2020

AGREED that the Minutes of the meeting held on 9 September 2020 were a correct record and would be signed by the Chairman.

#### 75 CHAIRMAN'S REPORT

The Chairman stated that a great deal had happened since the September meeting of the Committee both in relation to Covid and non-Covid matters. Some of the actions taken placed the Council in a position to recover from the pandemic in a way which would directly address the challenges presented. The Agenda before Committee for consideration was one of the most important in recent times as it sought approval for strategies and the delivery thereof with proposals to set a clear agenda for the future and the important contributions of the Council, along with others, on the ground.

Since the last meeting the Council confirmed that Business Grants supporting the first wave of national lockdown came to a final total of £27,869,105.67. Also support was given to over 800 residents by the HART team. In the community, residents and businesses had to endure Tier 2, Tier 3 and then further national restrictions. The Council worked to ensure that the often confusing messages were clearly reported using media channels, via the parish councils and with the army of ambassadors out in the district talking to businesses and helping them to prepare. The Chairman offered his personal thanks and those of the Committee to those involved.

The Chairman advised that, along with colleagues across the County, the Government had been pushed to have grant support ready for businesses as soon as the restrictions came into force. He noted that, largely due to the work of this Council and Rushcliffe BC, there was a single application form to complete for businesses to access funds from 5 live grant regimes with Newark & Sherwood (N&S) being the first to launch grant support in the County. N&S were the first to pay grant and had now issued funds to 457 businesses, totalling £1,595,546. He noted that Officers had volunteered to work the previous weekend to ensure that the grants were paid.

In relation to the humanitarian response to the national restrictions N&S continued to help those in need, via both the County Council's hub and the HART team with a steady rise in demand for support for food and medicine delivery being experienced.

The Agenda before Committee gave a clear message of intent and direction for what the Council and their partners were seeking to achieve through an Economic Growth & Covid Recovery Strategy and a Visitor Economy Strategy. There was continued progress on: the Newark & Towns Fund Project and the hopefully, soon to be released, news on the former Robin Hood Hotel; the potentially transformation plans for the redevelopment of Ollerton Town Centre, in partnership with Ollerton & Boughton Town Council and the new grant opportunities through the Place to Ride Scheme.

## 76 FORWARD PLAN - NOVEMBER 2020 TO OCTOBER 2021

The Committee considered the Forward Plan for Economic Development Committee from 1 November 2020 to 31 October 2021.

The Director – Planning & Growth advised that there were a number of reports due to be considered by the Committee in January 2021 many of which would provide the Members with updates on progress. He particularly drew their attention to:

- Phase 2 of the Buttermarket, Newark
- Ollerton & Boughton Neighbourhood Study
- Forest Corner Master Plan

AGREED that the report be noted.

## 77 ECONOMIC GROWTH STRATEGY

The Committee considered the report and presentation given by the Business Manager – Economic Growth which sought Members’ approval for the adoption of the revised Strategy.

The report set out the background to the review of the 2017 Strategy and that following a workshop held with Members in September 2019 a set of key priorities were identified and evidenced as needed to deliver a prosperous local economy. Subsequent to that workshop there had been significant changes in the local, regional and national economy that required reflection with the objectives and priorities. The effect of the pandemic, nationally and locally, had created challenges that needed addressing over the next 5 years, likewise the opportunities presented through the Government in the form of the Town’s Fund which needed to be considered in the local economic development. It was reported that three areas of work had been undertaken: the visioning work by Members in late 2019; the Town Investment Plan created and supported in July 2020; and the Economic Recovery Plan undertaken in September 2020, all of which aligned with regional and local strategies, including the Regional Economic Recovery Plan and Newark & Sherwood’s Community Plan.

The presentation provided details of the priorities to achieve economic growth and the key stakeholders and partners with who the Council would work. Details of why economic growth was required were listed together with the specific goals and how these would be achieved and measured.

In considering the report a Member queried whether it was possible to bring forward the possibility of a new hotel in Newark rather than the planned 2026. The Business Manager advised that there was a phased approach to the actions listed within the strategy and that the action for a hotel was for delivery, meaning that work to secure this would start in 2021. Subject to Newark Towns Funding the Director – Growth & Regeneration was confident of delivery prior to 2026.

In relation to the above comment, a Member queried whether there was sufficient support and resource within the Economic Growth Team to achieve the Action Plan within the strategy. He also commented that he would wish to see the connection between businesses and the Council grow further from that developed during the Pandemic. In response, the Director – Planning & Growth advised that discussions in relation to resources and delivery targets were to be held. There would also be discussions held in relation to wider matters, e.g. key account management, business planning and budget setting for the following year.

AGREED (unanimously) that the Newark & Sherwood Economic Growth Strategy 2021/2026 be adopted.

## 78 VISITOR ECONOMY STRATEGY

The Committee considered the report presented by the Business Manager – Tourism which sought Members’ support for the refreshed Visitor Economy Strategy for 2020/2023.

The report set out that the refresh of the Strategy had been interrupted by the Pandemic but that it was now complete. It had taken into account some significant developments, noting these as: the Covid-19 pandemic itself; production of the Destination Management Plans for Newark, Southwell and Sherwood Forest; development of distinct but complementary brands; publication of Nottinghamshire County Council's Visitor Economy Strategy; improved understanding of visitors and their experience; and a reinvigorated district-wide Tourism Action Group. Paragraph 3.0 stated that the Strategy could now be considered more relevant in supporting the districts post Covid-19 economic recovery and outlined the strategic principles by which the Council would support the district's visitor economy to increase its economic impact, fulfil the vision within the Community Plan and to create a greater sense of civic pride.

The Chairman thanked the Members of the Committee who had participated in the development of the Destination Management Plans, referring to the success of the Sherwood Forest and Southwell Plans. He noted that the Newark Plan had not achieved such a successful engagement with partners, something the Business Manager agreed to address.

In considering the report, Members agreed that the Committee and the Council were looking forward and that the refreshed Strategy provided a complete packed to create growth in that sector.

In response to whether the Autumn Staycation Campaign had been successful, the Business Manager stated that this had been paused due to the Pandemic and the restrictions associated with being in Tier 3. He advised that the competition was still open for entries until the end of November, following which he would compile all the data and report back to Committee on the findings.

AGREED (unanimously) that the refreshed NSDC Visitor Economy Strategy for 2020-2023 be noted and supported.

## 79 NEWARK TOWNS FUND UPDATE

The Committee considered the report presented by the Director – Planning & Growth which sought to update Members on discussions with the Government following the submission of the Newark Town Investment Plan (TIP) on 31 July, which was part of cohort 1. Paragraph 3.0 of the report set out that 7 places within cohort 1 had been announced with negotiations progressing to develop Heads of Terms and Business Cases. Following the Newark TIP submission a number of qualifications had been provided to the Government for assessing the proposals. A decision on this was expected during November 2020. If successful the Council would then be invited to negotiate and agree Heads of Terms with the Government, alongside a timetable to develop Business Cases within the next 12 months for all supported projects. Feedback prior to submission had been that the submission was strong, ambitious, transformative and deliverable.



In considering the report, Members agreed that the TIP showed the breadth of the ambitions and deserved the support of central Government. A Member specifically referred to the whole vision of the Gateway Site noting that this had been an ambition of the Council for a number of years. In supporting the TIP, a Member queried what, if any, alternative plans were in place should the funding levels not match the level the Council wanted. The Director advised that should the funding levels be lower than anticipated, a number of projects would still be delivered but in a phased approach and potentially exploring additional funding sources and/or structures.

In relation to the possible relocation of the Newark Lorry Park, a Member queried as to whether its current popularity was due to its close proximity to the town centre and whether this would wain should it be relocated to the Newark Showground. The Director advised that a period of consultation would be undertaken with drivers to ascertain what would continue to make it attractive to them when relocated. It would also be necessary to look at what would replace the lorry park and what benefits its replacement would bring to the town.

The Chairman referred to the proposal to repurpose the upper floors of the former Marks & Spencer site into residential accommodation. He noted that this change would lead the way with landlords of other businesses doing the same. It also had a cost benefit for ongoing revenue as having residential accommodation above a commercial premise would result in a reduction in business rates.

The Chairman expressed his disappointment with the way in which the matter had been reported on national media stating that the town should not be disadvantaged due to the fact that their MP was a Minister. He added that the whole of the district would feel the benefit of the improvements in Newark and that the plans were ambitious, deliverable and should be supported without delay.

AGREED (unanimously) that:

- (a) the ongoing negotiations with Government to secure a capital contribution from the Towns Fund of up to £25m be noted;
- (b) the ongoing progress of the Newark Town Investment Plan projects listed in Section 2.0 of the report be noted;
- (c) Policy & Finance Committee be recommended:
  - (i) to allocate the appropriate budget to secure the demolition and secure holding of the existing Cattle Market site;
  - (ii) to allocate the appropriate budget to undertake feasibility works on the relocation of the Cattle Market and Newark Lorry Park to Newark Showground or other identified site(s); and
  - (iii) to allocate the appropriate budget to undertake feasibility work on developing the existing Cattle Market and Newark Lorry Park site to accommodate the Newark Town Investment Plan aspirations.

Councillor R.V. Blaney left the meeting following the above Item.

80 OLLERTON TOWN CENTRE

The Committee considered the report presented by the Director – Planning & Growth which sought to provide Members with an update on discussions regarding Ollerton Town Centre. The report also sought support for additional feasibility work jointly with Ollerton & Boughton Town Council (OBTC) and the Forest Shopping Centre (FSC).

The report set out some of the ongoing activities being undertaken by the district council and its partners across Ollerton and the wider area. Alongside and aligned to those activities had been the previous work on the proposed Public Sector Hub, a One Public Estate (OPE) project which had been shelved in late-2018 due to difficulties with the alignment of capital funding and commitments across the key partners. Following subsequent meetings it was clear that there remained a commitment from some partners to revisit how best to deliver and host linked and wrap-around services in Ollerton Town Centre. The report provided Members with details as to the reasons that the district council felt well placed to lead on the feasibility development and to bring forward the proposals, which were listed in paragraph 3.0 of the report.

In presenting the report the Director thanked all the local ward Members and OBTC for their continued support and work on the project.

One of the local Members stated that he was very supportive of the project, noting the challenges faced to deliver the OPE, adding that it could be of great benefit to the high street. In closing the debate, the Chairman thanked the local Member for his support and the part he had played in securing the engagement of OBTC and FSC in working on the project.

AGREED (unanimously) that:

- (a) the contents of the report be noted; and
- (b) the outcome of the feasibility study be presented to a future meeting of the Committee, alongside proposals for wider consultation and engagement with partners.

81 PLACES TO RIDE APPLICATION

The Committee considered the report presented by the Business Manager – Tourism which sought to update Members on the application for British Cycle grant funding for a new recreational cycling scheme at Thoresby Vale, Edwinstowe, working in partnership with Harworth Group PLC.

Details of the Stage One submission were provided in paragraph 2.0 of the report with the submission being appended to the report. Having reviewed the submission, British Cycling notified the Council in October 2020 that they were being invited to proceed to the second stage as they believed the scheme had the potential to help them achieve the objectives and aspirations of the Places to Ride programme. It was, however, noted that progression to stage two did not guarantee grant funding.

Paragraph 3.0 of the report set out the proposals, noting that the estimated cost of the scheme being £695,000. Grant funding from British Cycling was being sought for £150,000 (22%) and if successful, the remaining cost would be met by the Harworth Group PLC. It was reported that British Cycling anticipated announcing their decision in January 2021 with delivery of the scheme by March 2022.

Members agreed that the report demonstrated one of the innovative ideas the Council were developing to encourage people into the district.

AGREED (unanimously) that:

- (a) the progression beyond the stage one funding requirements be noted; and
- (b) the progression of a stage two application, in conjunction with Harworth Group PLC and local stakeholders, be supported.

## 82 NON-DESIGNATED HERITAGE ASSET CRITERIA

The Committee considered the report presented by the Senior Conservation Officer which sought Members' approval to publish a draft Criteria for Non-Designated Heritage Assets. The report set out that the creation of a local heritage list would allow local councils and communities to identify and celebrate historic buildings, archaeological sites and designed landscapes that enriched and enlivened their area. It was reported that such a list sat within a broader framework for identifying and protecting buildings and areas of heritage or townscape interest. Inclusion on such a list delivered a sound, consistent and accountable way of identifying local heritage assets to the benefit of good strategic planning for the area and would benefit owners and developers wishing to fully understand local development opportunities and constraints. Paragraph 2.7 of the report detailed how the draft criteria would work and listed the common overarching themes. Details of the consultation, the next steps and the proposals to undertake these were also provided for Members consideration.

In considering the report a Member queried whether such a list would assist with planning enforcement. The Senior Conservation Officer advised that there was a graduated approach between designated and non-designated assets. He added that there was a balanced judgement in reaching a view on a property and that the list would provide clarity as to what was considered to be important.

In response to when the previously agreed Conservation Area Review would be undertaken, the Senior Conservation Officer advised that it would be brought to Committee early in 2021. There had been a delay in commencing the consultation due to the Pandemic but it was hoped this would commence shortly.

AGREED (unanimously) that:

- (a) the publication of the draft Non-Designated Heritage Asset Criteria be approved; and

- (b) delegated authority be given to the Conservation Team to carry out a public consultation.

83 NEWARK HERITAGE ACTION ZONE PROGRAMME DESIGN

The Committee considered the report presented by the Director – Planning & Growth which sought to update Members on the Newark High Street Heritage Action Zone (HAZ), which included the update on the Programme Design for 2020-2024. The report set out the background to the HAZ and the delays to work commencing on the proposals and updates due to the Pandemic. Details of the Newark Conservation Area were provided and that the most significant concentration of heritage at risk properties, combined with vacancy and other key high street problems had been identified during work undertaken with Historic England. Paragraph 3.2 of the report detailed that the initial bid had sought funding of £250,000 which was to be match funded by the Council and the private sector. However, this had now risen to £275,000, primarily to cover the cost of a full-time HAZ Officer, which was an essential requirement of the fund and matches the commitment to delivering the project outcomes. Also included for Members' consideration were details of Parts 1 and 2 of the HAZ, The Projects and the Cultural Program respectively.

In considering the report it was noted that the proposals were focussed on Newark but that information gathered could be used for the benefit of other areas in the district. The Director added that plans could be developed and put in place to use the data insight work.

In response to a query about match funding, the Director advised that in order for the public monies to be released, the private sector funding must be confirmed for an identified scheme.

It was noted that conversations had already been held with businesses in the town who were supportive of the proposals and that the HAZ Officer would make every effort to encourage participation.

AGREED (unanimously) that the report be noted.

84 OLLERTON HALL UPDATE

The Committee considered the report presented by the Director – Planning & Growth which sought to update Members on the negotiations with the 'preferred bidder' for Ollerton Hall. The report provided Members with the actions taken so far to secure the preferred bidder and what the necessary next steps were to finalising the legal terms.

In considering the report the Members agreed that they welcomed the work undertaken towards the redevelopment of Ollerton Hall.

AGREED (unanimously) that the report be noted.

85 ECONOMIC DEVELOPMENT REVENUE & CAPITAL FORECAST OUTTURN REPORT TO 31 MARCH 2021 AS AT 30 SEPTEMBER 2020

The Committee considered the report presented by the Director – Resources/Deputy Chief Executive which sought to provide Members with a comparison between the Revised Budgets for the period ending 31 March 2021 with the Projected Outturn Forecast for the period. The figures were based on six months’ performance information on the Council’s revenue and capital budgets. Attached to the report as an appendix was a report to be presented to the Policy & Finance Committee which detailed the forecasted financial position to 31 March 2021 of the Council as at 30 September 2020. Paragraph 2.3 reported that the Economic Development Committee had an unfavourable variance of £0.737m, details of which were contained within Appendix A to the Policy & Finance report.

In considering the report Members queried as to the level of variance noted. The Director advised that the figures given were a range of possible unfavourable variance and that the Council was waiting for funding from the loss of income from the Government due to the Pandemic and the pool of return.

AGREED (unanimously) that the report be noted.

86 URGENCY ITEM - MINUTE OF DECISION

AGREED (unanimously) that the Urgency Item – Minute of Decision in relation to the DEFRA Tree Consultation be noted.

87 EXCLUSION OF THE PRESS AND PUBLIC

That, under section 100A (4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act.

88 HERITAGE & CULTURE UPDATE REPORT

The Committee considered the exempt report presented by the Business Manager – Heritage, Culture & Visitors which sought to provide Members with an update on the results of the visitor research project and the following financial year.

(Summary provided in accordance with Section 100C(2) of the Local Government Act 1972).

89 ROBIN HOOD DEVELOPMENT UPDATE

The Committee considered the exempt report presented by the Director – Resources/Deputy Chief Executive which sought to update Members on the development of the former Robin Hood Hotel.

(Summary provided in accordance with Section 100C(2) of the Local Government Act 1972).

Meeting closed at 8.15 pm.

Chairman

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

**Forward Plan of Economic Development Committee Decisions from 1 February 2021 to 31 January 2022**

This document records some of the items that will be submitted to the Economic Development Committee over the course of the next twelve months.

These committee meetings are open to the press and public.

Agenda papers for Economic Development Committee meetings are published on the Council's website 5 days before the meeting <http://www.newark-sherwooddc.gov.uk/agendas/>. Any items marked confidential or exempt will not be available for public inspection.

Meeting Date	Subject for Decision and Brief Description	Contact Officer Details
24.03.21	Open Space Strategy	<a href="mailto:matthew.norton@newark-sherwooddc.gov.uk">matthew.norton@newark-sherwooddc.gov.uk</a>
24.03.21	Quarter 3 2020/21 Performance Report	<a href="mailto:Natalie.cook@newark-sherwooddc.gov.uk">Natalie.cook@newark-sherwooddc.gov.uk</a> ; <a href="mailto:tracey.allen@newark-sherwooddc.gov.uk">tracey.allen@newark-sherwooddc.gov.uk</a>
24.03.21	Adoption of Non-Designated Heritage Asset Criteria and Proposed Consultation on a Local Heritage List	<a href="mailto:oliver.scott@newark-sherwooddc.gov.uk">oliver.scott@newark-sherwooddc.gov.uk</a>
24.03.21	Update on Conservation Area Review	<a href="mailto:oliver.scott@newark-sherwooddc.gov.uk">oliver.scott@newark-sherwooddc.gov.uk</a>
24.03.21	Forest Corner Masterplan Update	<a href="mailto:richard.huthwaite@newark-sherwooddc.gov.uk">richard.huthwaite@newark-sherwooddc.gov.uk</a>
24.03.21	EV Chargepoints	<a href="mailto:robert.churchill@newark-sherwooddc.gov.uk">robert.churchill@newark-sherwooddc.gov.uk</a>
24.03.21	Ollerton & Boughton Neighbourhood Study Update	<a href="mailto:cara.clarkson@newark-sherwooddc.gov.uk">cara.clarkson@newark-sherwooddc.gov.uk</a>
16.06.21	Quarter 4 2020/21 Performance Report	<a href="mailto:Natalie.cook@newark-sherwooddc.gov.uk">Natalie.cook@newark-sherwooddc.gov.uk</a> ; <a href="mailto:tracey.allen@newark-sherwooddc.gov.uk">tracey.allen@newark-sherwooddc.gov.uk</a>
08.09.21	Quarter 1 2021/22 Performance Report	<a href="mailto:Natalie.cook@newark-sherwooddc.gov.uk">Natalie.cook@newark-sherwooddc.gov.uk</a> ; <a href="mailto:tracey.allen@newark-sherwooddc.gov.uk">tracey.allen@newark-sherwooddc.gov.uk</a>
17.11.21	Quarter 2 2021/22 Performance Report	<a href="mailto:Natalie.cook@newark-sherwooddc.gov.uk">Natalie.cook@newark-sherwooddc.gov.uk</a> ; <a href="mailto:tracey.allen@newark-sherwooddc.gov.uk">tracey.allen@newark-sherwooddc.gov.uk</a>
23.03.22	Quarter 3 2021/22 Performance Report	<a href="mailto:Natalie.cook@newark-sherwooddc.gov.uk">Natalie.cook@newark-sherwooddc.gov.uk</a> ; <a href="mailto:tracey.allen@newark-sherwooddc.gov.uk">tracey.allen@newark-sherwooddc.gov.uk</a>
TBC	Update on Digitisation of Archive Material at Resource Centre	<a href="mailto:oliver.scott@newark-sherwooddc.gov.uk">oliver.scott@newark-sherwooddc.gov.uk</a>



TBC	Review of Industrial Estates	<a href="mailto:robert.churchill@newark-sherwooddc.gov.uk">robert.churchill@newark-sherwooddc.gov.uk</a>
TBC	Report on Legionella Compliance Programme	<a href="mailto:robert.churchill@newark-sherwooddc.gov.uk">robert.churchill@newark-sherwooddc.gov.uk</a>
TBC	Local Development Framework Update	<a href="mailto:matthew.norton@newark-sherwooddc.gov.uk">matthew.norton@newark-sherwooddc.gov.uk</a>

## ECONOMIC DEVELOPMENT COMMITTEE

13 JANUARY 2021

### UPDATE REPORT ON ECONOMIC RECOVERY PROGRAMMES

#### **1.0 Purpose of Report**

1.1 To update Members on progress of initiatives identified within the Economic Growth Strategy 2021-2026 including: Town Reopening Campaigns; Kickstart; and Business Events.

#### **2.0 Background Information**

2.1 In November 2020 Members endorsed the Newark & Sherwood Economic Growth Strategy 2021-2026. The Strategy contained an Action Plan which included actions for supporting the communities through the pandemic. These actions included working with partners on the Kickstart programme, supporting the reopening of high streets and working to support businesses through events and information, advice and guidance.

2.2 Town Reopening Campaign: The Council were successful in being awarded £108k for the reopening of High Streets in June 2020. This money has been used to support a number of initiatives since June to support the local high streets. This has included:

- Provision of specialist advice through a Business Information and Guidance Officer.
- Communication campaigns utilising social media, articles, press releases, adverts, posters, banners and stickers to ensure compliance the rules and provide information and guidance to retailers and the public. This included marketing material on 'Hands, Face, Space' and 'Safe Distance'.
- Equipment and materials for road closures and social distancing.
- A Newark/Southwell/Edwinstowe/Ollerton is Open Campaign; which has included activity via radio, news articles, posters, flags, banners, and stickers. This campaign is ongoing and aims to encourage people to 'Shop safely and shop local.'
- The creation of a Shop Assurance Standard which provides shoppers the reassurance that local retailers are undertaking measures to keep their shop safe for trade.
- The establishment of footfall counters for Newark, which will allow the first fixed measureable data collection for the Town and matched the funding contribution with the Newark Heritage Action Zone grant funding allocation to provide cameras for 4 years from 2021-2025. This will allow the Council to monitor the level of footfall in 4 locations of the town. The data will inform policy and be used as a mechanism to attract retailers to the town through marketing material.
- The Council have also implemented the creation of a 'High Street Diversification Fund' to provide a grant programme that allowed independent retailers the opportunity to redevelop their website, improve search engine optimisation or develop online payment functions. This has been successful with over 100 independent retailers supported and a 2<sup>nd</sup> round was implemented in December 2020.

2.3 Kick Start Programme: In Autumn 2020 the Government announced the Kickstart Scheme which provides funding to employers to create new 6-month job placements for young people who are currently on Universal Credit and at risk of long-term unemployment.

Funding was available following a successful application process for a minimum of 30 job placements, but if the organisation is creating fewer than 30 job placements applications must be made through a Gateway Organisation. Due to most Small & Medium Enterprises not being able to offer 30 placements, potential Gateway Organisation providers were sought.

Newark & Sherwood Council Officers have worked with Lincoln College Group at the Newark campus and a submission to Government was made by the College in late November for 51 placements in the area. The Council, as a large employer in the town would offer 7 placements, whilst other employers included offering roles ranging from Grounds Maintenance Assistants, Credit Controllers, Trainee Mechanics, Web developer, Retail Assistant, Warehouse and Logistics Assistant, Trainee Joiner, Groom, Gym Crew and Kitchen Assistants. These first placement will start in December 2020 and it is hoped that a second round can be undertaken in Spring 2021.

2.4 Business Support Programmes and Events: The Economic Growth Team have undertaken more than supporting business and industry with support grants, this has included provision of a number of business support events and information, advice and guidance. There are a number of programmes that have been delivered or are being planned which includes:

- September 2020; “Supporting Business in Newark & Sherwood” which focused on identifying what is needed to support businesses to grow after the pandemic.
- December 2020; “Good for Business – Business Finance” which focused on supporting business with advice and guidance on finance, performance and success
- January 2021; “SME Bounce Back” – which is a partnership event with the FSB to assist businesses to become more resilient.
- January 2021-March 2021; “Creativity for Growth Masterclasses” which are focused on growing your business, marketing, brand and future strategy”
- February 2021 – April 2021; “Business Doctors; Business Support Programme” which is an intensive series of workshops for 12 businesses to cover issues such as Accountancy, HR, Funding, Legal, IP, Websites, IT systems, Social Media to enable growth.
- March 2021; “Solutions Driven Cyber Security Masterclass” which aims to assist businesses with data security and is delivered in partnership with Nottinghamshire Business Venture.

2.5 In addition to the above Officers are recommending the provision of a Business Resilience Programme with the aim of supporting industry to build resilience and growth due to the pandemic. This, it will be recommended to the Policy and Finance Committee, will be a £300,000 fund made up of the £100,000 of the Additional Restrictions Grant funding that the Council received during November 2020 together with an allocation of budget during 2021/22. The Program will be targeted at supporting the key industries of Manufacturing, Construction, Accommodation, Food, Retail, and Health & Social Care. It is proposed that a procurement exercise is undertaken to secure 4 suppliers to provide additional support in these areas. The first contract to be secured is proposed to be the retail support contract, which will be developed in January with a view to a contract start in February/March, subject to approval from the Policy and Finance Committee.

### **3.0 Proposals**

3.1 It is proposed that Members note the report and provide a strategic steer and comment on any of the programmes.

### **4.0 Equalities Implications**

4.1 There are no equalities implications within the report.

### **5.0 Digital Implications**

5.1 There are no equalities implication within the report

### **6.0 Financial Implications (FIN20-21/5183)**

6.1 During November the Council received an allocation of £2,448,420 in Additional Restrictions Grant to support businesses (alongside the Local Restrictions Support grants for both Open and Closed businesses), which has been used to provide direct grant support to businesses. At the time of writing the report the total spend against the allocation is £1,966,000. This leaves a balance remaining of £484,420.

6.2 As suggested at paragraph 2.5 the Senior Leadership Team agreed to top slice £100,000 from the remaining balance, with the rest of the grant to be distributed as direct grant awards to eligible businesses in order to top up the mandatory grants from the Governments Local Restrictions Support Grant scheme, in order to support the proposal.

6.3 The balance of £200,000 is proposed to be funded through the 2021/22 budget process and is included within the proposed budget report elsewhere on this agenda.

### **7.0 Community Plan – Alignment to Objectives**

7.1 This project directly aligns to the Community Plan priority of ‘Deliver inclusive and sustainable economic growth.

### **8.0 RECOMMENDATIONS that Members:**

- (a) note the contents of the report;**
- (b) support the proposed Business Resilience Programme detailed at paragraph 2.5 above, recommending to the Policy & Finance Committee that they support the associated funding of £300,000; and**
- (c) provide a strategic steer and comment on any of the programmes.**

### **Reason for Recommendations**

**Members are required to be informed of initiatives and programmes undertaken by the Economic Growth Team.**

Background Papers

Nil

For further information please contact Neil Cuttell, Business Manager – Economic Growth on Ext. 5853.

Matt Lamb  
Director – Planning & Growth

## ECONOMIC DEVELOPMENT COMMITTEE

13 JANUARY 2021

### ECONOMIC DEVELOPMENT COMMITTEE REVENUE BUDGET 2021/22

#### **1.0** Purpose of Report

- 1.1 To seek feedback from the Economic Development Committee on the proposed general fund revenue budget for the 2021/22 financial year (01 April 2021 – 31 March 2022) for those services which fall under its remit.
- 1.2 To seek feedback from the Committee on the scale of proposed fees & charges for 2021/22 for those services which fall under its remit.
- 1.3 To seek approval from the Committee for the 2021/22 base budget in **Appendix A** to be recommended to Policy & Finance Committee at its meeting on 22 February 2021 for inclusion in the overall council budget; and
- 1.4 To seek approval from the Committee for the 2021/22 fees & charges in **Appendix D** to be recommended to Policy & Finance Committee at its meeting on 22 February 2021 and Council at its meeting on 09 March 2021.

#### **2.0** Background Information

- 2.1 Business Managers and service budget officers have been working with officers in the Financial Services team to prepare a general fund budget for 2021/22 and medium-term financial plan for between 2021/22 and 2024/25. The general fund budgets have been prepared in line with the Budget strategy agreed by Policy & Finance Committee on 25 June 2020.
- 2.2 The budget and medium-term financial plan have been developed to reflect, in financial form, the corporate priorities of the Council. Where further targeted areas of focus have been identified, additional resources have been directed to these business units.
- 2.3 **Appendices A** and **B** summarise the budgets proposed for the Committee for 2021/22 by service team and subjective level respectively. These **appendices** exclude capital charges and central support recharges, because service officers do not have direct influence over how much they pay for these. The budgets in this report and its **appendices** are for controllable costs: costs which service officers have direct influence over.

#### Revenue Budget

- 2.4 *Table 1* below compares the Committee's 2020/21 initial budget for controllable costs, as approved by Council on 09 March 2020, with its currently proposed 2021/22 budget for controllable costs. The Committee's proposed 2021/22 budget is £533,000 more than its 2020/21 initial budget; an increase of 41%.
- 2.5 The £533,000 increase in the Committee's proposed 2021/22 budget is comprised of a £733,000 decrease in income, partially offset by a £131,000 decrease in employee costs and a £69,000 decrease in running costs.

Table 1: changes in controllable costs between 2020/21 and 2021/22 budgeted for services in Economic Development Committee

Expenditure or income?	Expenditure type	2020/21 initial budget (£m)	2021/22 base budget (£m)	Increase or (decrease) in budget (£m)
Expenditure	Employees	2.942	2.812	(0.131)
Expenditure	Running Expenses	3.183	3.114	(0.069)
<b>Expenditure</b>	<b>Total</b>	<b>6.126</b>	<b>5.926</b>	<b>(0.200)</b>
Income	Total	(4.831)	(4.098)	0.733
<b>Net Expenditure</b>	<b>Total</b>	<b>1.294</b>	<b>1.827</b>	<b>0.533</b>

2.6 Most of the changes above in budgeted employee costs, running expenses and income relate to a small number of services. Tables 2-4 below show the five services which most account for each of the changes above.

2.7 Five services account for 102%, or £134,000, of the £131,000 decrease in budgeted employee costs.

Table 2: the five services in Economic Development Committee which most account for changes in budgeted employee costs between 2020/21 and 2021/22

Rank	Service (cost centre)	Increase or (decrease) in employee budget (£m)	Percentage of change in overall employee budget
1	Heritage, Culture & Visitors	(0.127)	96%
2	Economic Growth	0.053	(40)%
3	Buttermarket	(0.051)	39%
4	Promotion of Tourism	(0.036)	28%
5	Economic Growth	0.028	(21)%
		<b>0.134</b>	<b>102%</b>

2.8 Five services account for 167%, or £115,000, of the £69,000 decrease in budgeted running expenses.

Table 3: the five services in Economic Development Committee which most account for changes in budgeted running expenses between 2020/21 and 2021/22

Rank	Service (cost centre)	Increase or (decrease) in running expenses budget (£m)	Percentage of change in overall running expenses budget
1	Heritage, Culture & Visitors	(0.378)	549%
2	Economic Growth	0.286	(415)%
3	Towns Fund	(0.162)	235%

4	Former M&S Building	0.087	(126)%
5	Surface Car Parks Newark	0.053	(77)%
		<b>(0.115)</b>	<b>167%</b>

2.9 Five services account for 95%, or £699,000, of the £733,000 decrease in budgeted income.

*Table 4: the five services in Economic Development Committee which most account for changes in budgeted income between 2020/21 and 2021/22*

Rank	Service (cost centre)	(Increase) or decrease in income budget (£m)	Percentage of change in overall income budget
1	Heritage, Culture & Visitors	0.460	63%
2	Surface Car Parks Newark	0.220	30%
3	Land Charges	0.052	7%
4	Buttermarket	(0.017)	(2)%
5	Development Management	(0.016)	(2)%
		<b>0.699</b>	<b>95%</b>

2.10 **Appendix C** lists the reasons for increases or decreases of over £10,000 between the 2020/21 initial budget and proposed 2021/22 budget for services in Economic Development Committee.

#### Fees & Charges

2.11 Officers have considered the Fees and Charges Toolkit approved by Economic Development Committee on 20 November 2019 when setting the level of fees & charges. The proposed fees & charges for 2021/22 are in **Appendix D** for consideration.

2.12 In relation to the reduction in income budgets for Heritage, Culture & Visitors and the Car Parks, the reductions in budget are linked to reductions in activity. The Government announced through the Provisional Local Government Financial Settlement, the Income Support Scheme would continue during the April – June quarter of the 2021/22 financial year and hence income losses would be supported. This will be based on the budget for the 2020/21 financial year, and hence not on the reduced budgets forecast for next financial year. This then ensures that Councils do not lose out where they have forecast a reduction in activity, or also where Councils inflate budgets to take advantage of the scheme.

### **3.0 Proposals**

3.1 Officers are proposing to the Committee that it recommends to Policy & Finance Committee at its meeting on 22 February 2021:

- a) the 2021/22 base budget in **Appendix A** for inclusion in the overall council budget;
- b) and to Council on 09 March 2021 the 2021/22 fees & charges in **Appendix D**.



#### **4.0 Equalities Implications**

4.1 Business Managers consider the implications on equalities when assessing how best to deliver the services they are responsible for.

#### **5.0 Financial Implications (FIN20-21/4462)**

5.1 The Committee's proposed 2021/22 budget is £533,000 more than its 2020/21 initial budget; an increase of 41%. Employee budgets of £2.812m account for 47% of controllable costs. Significant budget savings cannot be achieved without affecting staffing levels.

5.2 The council's medium-term financial plan for between 2021/22 and 2024/25 requires significant savings in future years, as changes to how councils manage their finances and other challenges take effect.

5.3 It is important that the Committee continually scrutinises and reviews its budget in order to identify additional savings which will be achieved in future years.

#### **6.0 Community Plan – Alignment to Objectives**

6.1 The proposals in this report support the council to achieve multiple objectives of the Community Plan 2020-2023, though particularly the objectives to:

a) *“Deliver inclusive and sustainable economic growth”*; and

b) *“Enhance and protect the district's natural environment”*.

#### **7.0 RECOMMENDATION**

**That the following recommendations be made to Policy & Finance Committee at its meeting on 22 February 2021:**

- i. the 2021/22 base budget in Appendix A for inclusion in the overall Council budget;**
- ii. and to Council on 09 March 2021 the 2021/22 fees & charges in Appendix D.**

#### **Reason for Recommendations**

**To ensure that the budgets and fees & charges finally proposed for 2021/22 are recommended to Policy & Finance Committee on 22 February 2021.**

Background Papers - Nil

For further information please contact Nick Wilson (Business Manager – Financial Services) on Extension 5317 or Mohammed Sarodia (Assistant Business Manager – Financial Services) on Extension 5537.

Matt Lamb  
Director of Planning & Growth

Sanjiv Kohli  
Director - Resources and Deputy Chief Executive

## ECONOMIC DEVELOPMENT

COST CENTRE	COST CENTRE NAME	2020/21 INITIAL BUDGET	2021/22 BASE BUDGET	INCREASE OR (DECREASE)
A10104	GILSTRAP INTERPRETATION CENTR	0	1,700	1,700
A10105	NEWARK CASTLE/CASTLE GROUNDS	74,170	56,240	(17,930)
A10108	RESOURCE CENTRE. MUSEUMS	22,880	22,240	(640)
A10109	HERITAGE, CULTURE & VISITORS	726,830	682,340	(44,490)
A10813	LAND CHARGES	(61,640)	(27,040)	34,600
A11573	PROMOTION OF TOURISM	256,560	220,080	(36,480)
A11574	SHERWOOD YOUTH HOSTEL	(22,000)	(10,330)	11,670
A11578	TOWN CENTRE MANAGEMENT	72,330	71,440	(890)
A11601	GROWTH TECHNICAL SUPPORT	184,400	212,040	27,640
A11604	DEVELOPMENT MANAGEMENT	172,860	119,200	(53,660)
A11605	PLANNING POLICY	272,620	281,360	8,740
A11606	BUILDING CONTROL	117,500	118,190	690
A11610	LOCAL DEVELOPMENT FRAMEWORK	49,230	50,000	770
A11611	COMMUNITY INFRASTRUCTURE LEVY	48,450	19,150	(29,300)
A11810	NEWARK BEACON	(43,300)	4,660	47,960
A11813	SUTTON ON TRENT WORKSHOPS	(31,460)	(30,940)	520
A11814	CREWE CLOSE BLIDWORTH WORKSHOP	(46,030)	(41,710)	4,320
A11815	BOUGHTON WORKSHOPS	(41,310)	(36,420)	4,890
A11816	CHURCH FARM WORKSHOPS	(22,160)	(18,870)	3,290
A11817	BILSTHORPE WORKSHOPS	(43,490)	(34,020)	9,470
A11818	BURMA ROAD WORKSHOPS	(15,460)	(13,260)	2,200
A11819	JUBILEE BRIDGE	7,840	9,250	1,410
A11820	BURMA ROAD, BLIDWORTH	1,210	930	(280)
A11821	CLIPSTONE WORKSHOPS	(33,950)	(27,820)	6,130
A11822	BOUGHTON ADVANCE FACTORY	(41,400)	(40,530)	870
A11823	CLIPSTONE ADVANCED FACTORIES	(37,580)	(34,860)	2,720
A11824	SHERWOOD FOREST CRAFT CENTRE	(19,560)	13,480	33,040
A11826	CLIPSTONE HOLDING CENTRE	(11,510)	(16,800)	(5,290)
A11828	LEACH WAY BLIDWORTH ADV	(37,770)	(36,290)	1,480
A11835	BUTTERMARKE	38,310	(19,040)	(57,350)
A11836	GATEWAY LODGE	0	(7,750)	(7,750)
A11842	DEVELOPMENT COSTS	51,500	53,050	1,550
A11851	ECONOMIC GROWTH	256,610	594,790	338,180
A11886	FORMER M&S BUILDING	45,600	132,280	86,680
A12001	PARKING SERVICES ADMIN	127,450	150,400	22,950
A12011	SURFACE CAR PARKS NEWARK	(644,770)	(372,020)	272,750
A12012	SURFACE CAR PARKS SOUTHWELL	0	(800)	(800)
A12014	NEWARK LORRY PARK	(235,920)	(244,470)	(8,550)
A12019	SURFACE CAR PARK OLLERTON	8,530	7,870	(660)
A12211	RIVERSIDE ARENA MARKET	(9,670)	(4,980)	4,690
A12401	OTHER PROPERTIES & WSHOP VOIDS	(12,050)	(15,030)	(2,980)
A12506	GROWTH INVESTMENT FUND	1,370	(1,000)	(2,370)
A15002	CREW LANE DEPOT	(17,890)	(17,230)	660
C54057	CUSTOM BUILD HOUSING	15,000	15,000	0
C54058	BROWNFIELD REG, NEW BURDEN GNT	10,130	0	(10,130)
C54070	TOWNS FUND	162,020	0	(162,020)
A11614	HIGH STREET HAZ	0	42,750	42,750

**TOTAL****1,294,480****1,827,230****532,750**

## ECONOMIC DEVELOPMENT

CODE	DESCRIPTION	2020/21 INITIAL BUDGET	2021/22 BASE BUDGET	INCREASE OR (DECREASE)
111	SALARIES AND WAGES	2,336,780	2,247,130	(89,650)
113	NATIONAL INSURANCE	222,300	184,720	(37,580)
114	SUPERANNUATION	383,790	379,730	(4,060)
	<b>EMPLOYEE SUB TOTAL</b>	<b>2,942,870</b>	<b>2,811,580</b>	<b>(131,290)</b>
211	REPAIRS AND MAINTENANCE	207,290	289,930	82,640
212	ENERGY COSTS	158,790	178,440	19,650
213	RENT	136,130	167,640	31,510
214	RATES	322,830	416,900	94,070
215	WATER SERVICES	29,370	51,210	21,840
217	CLEANING AND DOMESTIC	3,160	15,350	12,190
219	CONTRIBUTION TO FUNDS	162,520	171,440	8,920
315	CAR ALLOWANCES	14,460	13,880	(580)
411	EQUIPMENT AND FURNITURE	20,590	16,140	(4,450)
412	MATERIALS	6,130	3,040	(3,090)
421	CATERING	114,310	72,330	(41,980)
431	CLOTHING AND UNIFORMS	3,030	1,870	(1,160)
441	GENERAL OFFICE EXPENSES	204,510	121,880	(82,630)
451	CONTRACTUAL	381,970	402,750	20,780
452	OTHER SERVICES	632,930	441,900	(191,030)
461	COMMUNICATIONS AND COMPUTING	91,130	87,260	(3,870)
462	IEG	1,200	5,000	3,800
471	STAFF	13,020	8,820	(4,200)
472	MEMBERS	0	0	0
481	GRANTS	11,900	15,500	3,600
482	SUBSCRIPTIONS	8,540	8,620	80
492	CONTRIBS TO FUNDS AND PROVISNS	37,100	324,100	287,000
493	OTHER	664,230	392,480	(271,750)
928	RECHARGE NON GF ACCOUNTS	(42,290)	(92,480)	(50,190)
	<b>RUNNING EXPENSES SUB TOTAL</b>	<b>3,182,850</b>	<b>3,114,000</b>	<b>(68,850)</b>
928	RECHARGE NON GF ACCOUNTS	(7,480)	(6,700)	780
931	SALES	(325,140)	(170,600)	154,540
932	FEES AND CHARGES	(2,750,960)	(2,216,050)	534,910
933	RENTS	(1,253,100)	(1,223,030)	30,070
938	FEES AND CHARGES	(389,930)	(430,470)	(40,540)
939	OTHER RECEIPTS	(104,630)	(51,500)	53,130
	<b>INCOME SUB TOTAL</b>	<b>(4,831,240)</b>	<b>(4,098,350)</b>	<b>732,890</b>
	<b>COMMITTEE TOTAL</b>	<b>1,294,480</b>	<b>1,827,230</b>	<b>532,750</b>

**Reasons for increases or decreases of over £10,000 between the 2020/21 initial budget and proposed 2021/22 budget for services in Economic Development Committee**

<b>Variances between 2020/21 initial budget and proposed 2021/22 budget by service (cost centre)</b>	<b>Increase or (decrease) in budget (£m)</b>
<b>Newark Castle/Castle Grounds:</b> largely relates the restructure of the service and reduction in spend on promoting events in light of pandemic.	(0.018)
<b>Heritage, Culture &amp; Visitors:</b> largely relates to the restructure of the service including the transfer of marketing-related posts budgets to Communications and reduced income budgets largely offset by associated spend reductions (such as in fees for artists).	(0.044)
<b>Land Charges:</b> reduced income partly offset by reduction in associated payments to Nottinghamshire County Council (NCC).	0.035
<b>Promotion Of Tourism:</b> largely relates to transfer of marketing-related post to Communications.	(0.036)
<b>Sherwood Youth Hostel:</b> largely relates to reduced income budget.	0.012
<b>Growth Technical Support:</b> largely relates to post which has transferred from Development Management.	0.028
<b>Development Management:</b> largely relates to transfer of Heritage Action Zone (HAZ) budget to separate cost centre.	(0.054)
<b>Community Infrastructure Levy:</b> largely relates to transfer of a post's budget to Development Management.	(0.029)
<b>Newark Beacon:</b> largely relates to increases in premises-related spend and on supplies and services, as well as a small reduction in income.	0.048
<b>Sherwood Forest Craft Centre:</b> largely relates to increased costs of cleaning and premises security.	0.033
<b>Buttermarket:</b> largely relates to a reduction in employee costs, to more accurately reflect the support the employees provide across multiple services (Buttermarket, Castle House and Corporate Property).	(0.057)
<b>Economic Growth:</b> largely relates to a £300k programme to support business resilience planned for 2021-22 and a proposed new post to be created.	0.338
<b>Former M&amp;S Building:</b> largely relates to a change in budgeted assumptions regarding Non-Domestic Rates (NDR) payable.	0.087
<b>Parking Services Admin:</b> largely relates to a proposed new post to be created.	0.023
<b>Surface Car Parks Newark:</b> largely relates to reduced income budgets and increased rent and NDR payable.	0.273
<b>Brownfield Registration (New Burdens Grant):</b> spend is not currently planned on this service in 2021-22, whereas in 2020-21, it was budgeted to spend on this service from a related grant which had been underspent in a previous year and therefore transferred to reserves.	(0.010)
<b>Towns Fund:</b> spend is not planned on this service in 2020-21, as the £162,019 grant was for spend in 2020-21 only.	(0.162)
<b>High Street HAZ:</b> transfer from Development Management cost centre to identify spend individually.	0.043

**PLANNING FEES & CHARGES – ECONOMIC DEVELOPMENT COMMITTEE***(Charges are inclusive of VAT)*

Development Category	2020/21 charge	2021/22 charge
<p><b>PRE-APPLICATION ADVICE ON A DEVELOPMENT PROPOSAL</b> New floor-space or change of use of 10,000 square metres or more (except where the proposal would provide 100 or more dwellings) or where the site area is 2 hectares or more. Development subject to an Environmental Impact Assessment (EIA).</p>	<p>Fixed charge of <b>£1,490</b></p> <p>This would cover a site visit, up to 3 no. 1 hour meetings) with the case officer and one letter. Schemes requiring a larger Officer input to be agreed on a bespoke basis by the Business Manager, Planning Development</p>	<p>Fixed charge of <b>£1,540</b> - with an additional meeting if required</p> <p>This would cover a site visit, up to 3 no. 1 hour meetings) with the case officer and one letter. Schemes requiring a greater amount of Officer input and/or review of statements by third parties to be agreed on a bespoke basis by the Business Manager, Planning Development</p>
<p><b>CATEGORY A – LARGE SCALE MAJOR DEVELOPMENT</b> Residential development of 100 or more dwellings or where the site area is 4 hectares or more.</p>	<p><b>£1,860</b></p> <p>This will cover a site visit, up to 3 no. 1 hour meetings) with the case officer and one letter. For development proposals of a more significant nature, requiring more regular meetings a bespoke fee will be agreed.</p>	<p><b>£1,920</b></p> <p>This will cover a site visit, up to 3 no. 1 hour meetings) with the case officer and one letter. For development proposals of a more significant nature, requiring more regular meetings, other officers in attendance or review of statements by third parties a bespoke fee will be agreed.</p>

<p><b>CATEGORY B – MAJOR DEVELOPMENT</b> Residential development of between 50 and 99 dwellings (inclusive) dwellings or where the site area is 0.5 hectares up to less than 4 hectares</p>	<p><b>£1,400</b>  This will cover a site visit, up to 2 no. 1 hour meetings with the case officer and one letter</p>	<p><b>£1,450</b>  This will cover a site visit, up to 2 no. 1 hour meetings with the case officer and one letter. Where additional advice is required and/or review of statements by third parties a bespoke fee will be determined by the Business Manager - Planning Development.</p>
<p><b>CATEGORY C – SMALL SCALE MAJOR DEVELOPMENT</b> Residential development of between 11 and 49 dwellings (inclusive) dwellings or where the site area is 0.5 hectares up to less than 4 hectares</p>	<p><b>£1,000</b>  This will cover a site visit, up to 2 no. 1 hour meetings with the case officer and one letter</p>	<p><b>£1,030</b>  This will cover a site visit, up to 2 no. 1 hour meetings with the case officer and one letter. Where additional advice is required and/or review of statements by third parties a bespoke fee will be determined by the Business Manager - Planning Development.</p>
<p><b>CATEGORY D – SMALL SCALE OTHER DEVELOPMENT</b> Examples include: Residential development of between 2 and 10 dwellings or where the site area is below 0.5 hectares.</p>	<p><b>£560</b>  This will cover a site visit, 1 hour meeting with the case officer and one letter.</p>	<p><b>£580</b>  This will cover a site visit, 1 hour meeting with the case officer and one letter.</p>
<p><b>CATEGORY E – All OTHER DEVELOPMENT AND CONSENTS NOT WITHIN CATEGORIES A TO C BUT EXCLUDING HOUSEHOLDER DEVELOPMENT</b> Examples include: 1 new dwelling. New floor space of less than 300 sqm or change of use (excluding change of use to 2 or more dwellings which falls within the above categories).</p>	<p><b>£198</b> This will cover a site visit, 1 hour meeting with the case officer and one letter.</p>	<p><b>£204</b> This will cover a site visit, 1 hour meeting with the case officer and one letter.</p>

<p><b>CATEGORY F – WIND TURBINES</b></p>	<p><b>£1,240</b></p> <p>This will cover a site visit, 2 hour meeting with the case officer and one letter.</p> <p>For proposals of a more significant nature, requiring more regular meetings a bespoke fee will be agreed.</p>	<p><b>£1,280</b></p> <p>This will cover a site visit, 2 hour meeting with the case officer and one letter.</p> <p>For proposals of a more significant nature, requiring more regular meetings a bespoke fee will be agreed by the Business Manager, Planning Development</p>
<p><b>CATEGORY G – HOUSEHOLDER APPLICATIONS</b></p> <p>Works to a house or within its garden. (NB. a fee DOES NOT apply to Listed Buildings in domestic use, for maintenance and repair advice (unless part of a redevelopment proposal – see pre-application categories above), or if the building represents heritage at risk (e.g. if on a risk register and/or in a Conservation Area at risk)</p>	<p><b>£62</b></p> <p><b>Unless an exemption has advised that planning permission is required. In which case advice on likely acceptability can be obtained for £24</b></p>	<p><b>£64</b></p> <p>This will cover a site visit by the case officer and one letter.</p>
<p><b>CATEGORY H – REQUESTS FOR CONFIRMATION OF COMPLIANCE WITH S106 AGREEMENTS</b></p> <p>Where a request is made for confirmation of compliance with a legal agreement associated with a planning permission, whether it be through submission of details to comply or for subsequent requests to confirm requirements have been met.</p>	<p><b>£100</b></p>	<p><b>£105</b></p>
<p><b>CATEGORY I – ADVICE WHICH IS NOT COVERED BY ANY OF THE ABOVE CATEGORIES OR REQUIRES A FEE TO BE AGREED WITH THE BUSINESS MANAGER - PLANNING DEVELOPMENT</b></p>	<p>A bespoke fee will be agreed in advance based on the likely time taken, the level of experience of the Officer as well as other specialists required to provide any such advice.</p>	<p>A bespoke fee will be agreed in advance based on the likely time taken, the level of experience of the Officer as well as other specialists required to provide any such advice.</p>

<p><b>CATEGORY J - VARIATIONS/MODIFICATIONS TO SECTION 106 PLANNING OBLIGATIONS NOT SUBJECT TO AMENDMENT FOLLOWING SUBMISSION OF A NEW PLANNING APPLICATION</b> i.e. those variations/modifications sought independently by a developer</p>	N/A	£100
<p><b>CATEGORY K - ADVICE ON PROPOSALS FOR WORKS TO TREES PROTECTED BY A TREE PRESERVATION ORDER OR WITHIN A CONSERVATION AREA</b></p>	N/A	£50
<p><b>CATEGORY L - FOLLOW-UP ADVICE</b> This is based on an amendment to the scheme in an attempt to make it acceptable but does not include complete alterations to developments that require e.g. reconsultation(s).</p>	N/A	Half of the fees applicable to Category I.
<p><b>CATEGORY M - ANNUAL FEE FOR PRE-APPLICATION ADVICE FOR MAJOR LANDOWNERS</b> This will cover up to 4 meetings per annum with an Officer and provide advice on day-to-day operational proposals associated with the land holding. Site visits will be undertaken throughout the year as required by the proposals being discussed. Written advice will be provided as required following the meetings. Excluded from this fee would be matters such as development proposals of land for major housing developments which would be subject to the fees in the schedule above.</p>	N/A	£4,400
<p><b>CATEGORY N - ENQUIRIES SEEKING CONFIRMATION WHETHER PERMITTED DEVELOPMENT RIGHTS HAVE BEEN REMOVED FROM A PROPERTY/PIECE OF LAND</b></p>	N/A	£40
<p><b>Pre-application proposals presented by the applicant/developer prior to submission of a planning application or applications presented prior to determination.</b> A few applications each year due to their scale and/or complex issues, for example, benefit from involving the community and Councillors. The case officer for these types of application will recommend to the developer/applicant that consultation is undertaken via a Developer Consultation Forum [will need a link once the document is finalised and on the website]. The fee is in addition to the fee levels above.</p>	N/A	£500 unless a Planning Performance Agreement has been entered into and includes this cost.

In instances where a development proposal may fall within 2 no. categories, for example it may also require an associated Listed Building Consent, the higher fee is payable as opposed to an aggregated payment.

The planning fees above are discretionary. These are set by Newark and Sherwood District Council. There are also statutory planning fees, based on 'The Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012' (as amended). The full list of statutory planning fees can be found at:



[https://ecab.planningportal.co.uk/uploads/english\\_application\\_fees.pdf](https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf)

### **Pre Application Advice**

- Identify and assess the prospective application against Council policies and standards;
- Where requested, arrange to attend a meeting with the prospective applicant (normally at the Council Offices, though via Microsoft Teams where not possible, such as in light of COVID-19) where applicable. Where specialist advice is requested at a meeting, the necessary officers will attend subject to availability.
- Provide a detailed written response in the context of the plans/information provided and meeting discussions which will include a list of supporting documents that would need to be submitted with any application to ensure that it is valid on receipt, a list of possible conditions that could be attached to any similar proposal if submitted (providing that the proposal would not be unacceptable), and details of any responses received from statutory and other consultees through the pre-application process.

Where follow up advice is sought, this must be made in writing and must include the original planning reference given by the Council and clear details of the additional advice being requested. Any such requests will be acknowledged in writing within 1 week. If you then wish to proceed, the fee must be paid in full prior to any advice being issued.

## **QUALIFICATION**

Any views or opinions expressed are in good faith, without prejudice to the formal consideration of any planning application, which will be subject to public consultation (which will include the relevant Town or Parish Council) and ultimately decided by the Council.

It should be noted that subsequent alterations to legislation or local, regional and national policies might affect the advice given.

Caution should be exercised in respect of pre-application advice for schemes that are not submitted within a short time of the Council's advice letter.

## **PROCESSING OF SUBSEQUENT PLANNING APPLICATIONS**

The planning service will seek to process applications within the Ministry of Housing, Communities and Local Government (MHCLG) prescribed timescale. However, applications submitted following pre-application advice may take less time to determine. Applications that have been submitted in the absence of any pre-application discussions are likely to be refused without further negotiation where significant amendments are required to make the development acceptable.

## **CONTACT US**

If you have any queries regarding the pre-application advice service please visit our website <http://www.newark-sherwooddc.gov.uk/planning/pre-applicationadvice/> or contact us using [planning@nsdc.info](mailto:planning@nsdc.info) or telephone 01636 650000.

**CAR PARKS FEES AND CHARGES – ECONOMIC DEVELOPMENT COMMITTEE***(Car Park charges are all inclusive of VAT)*

<b>Newark Car Parks</b>	<b>Duration</b>	<b>2020/21 charge</b>	<b>2021/22 charge</b>
<b>INNER TOWN</b> London Road Balderton Gate Town Wharf Appletongate	30 minutes	<b>£0.50</b>	<b>£0.50</b>
	1 hour	<b>£1.00</b>	<b>£1.00</b>
	2 hours	<b>£1.50</b>	<b>£1.50</b>
	2-3 hours	<b>£2.50</b>	<b>£2.50</b>
	3-4 hours	<b>£4.50</b>	<b>£4.50</b>
	Over 4 hours	<b>£7.50</b>	<b>£7.50</b>
	After 6pm (Evening Charge)	<b>£1.00</b>	<b>£1.00</b>
<b>OUTER TOWN</b> Riverside (former Tolney Lane) Riverside Arena Livestock Market Castle House	1 hour	<b>£1.00</b>	<b>£1.00</b>
	2 hours	<b>£1.50</b>	<b>£1.50</b>
	2-4 hours	<b>£2.00</b>	<b>£2.00</b>
	4-5 hours	<b>£2.50</b>	<b>£2.50</b>
	5 hours and above	<b>£3.00</b>	<b>£3.00</b>
	After 6pm (Evening Charge)	<b>£1.00</b>	<b>£1.00</b>
<b>Dedicated Motorcycle Bay</b> <b>Newark:</b> London Road Balderton Gate Town Wharf Appletongate Riverside (former Tolney Lane) Riverside Arena Livestock Market	Motorcycles parking in general bays must purchase and place in the provided facility a pay and display ticket in accordance with the tariffs displayed at each car park. Motorcycles parking in general bays without following this requirement shall be liable to a Penalty Charge Notice Motorcycles parked in the dedicated motorcycle bay or area will be able to park free but use of these dedicated bays and areas is limited to 8 hours in any 24hr period.		
<b>LORRY PARKING</b>			
Lorry Parking - Fixed Charge		<b>£16.50</b>	<b>£18.50</b>
Lorry Parking (with meal voucher)		<b>£20.50</b>	<b>£21.50</b>

Coaches - (with meal voucher)		<b>£5.00</b>	<b>£5.00</b>
<b>SEASON TICKETS</b>			
INNER TOWN (Newark) (limited issue)	Per month	<b>£84.00</b>	<b>£84.00</b>
	Per quarter	<b>£193.00</b>	<b>£193.00</b>
	Per year (7 days per week)	<b>£700.00</b>	<b>£700.00</b>
OUTER TOWN (Newark) (limited issue)	Per month	<b>£47.00</b>	<b>£47.00</b>
	Per quarter	<b>£123.00</b>	<b>£123.00</b>
	Per year (Monday - Friday only)	<b>£350.00</b>	<b>£350.00</b>
	Per year (7 days per week)	<b>£450.00</b>	<b>£450.00</b>
<b>CONTRACT CAR PARK RATES</b>			
Barnby Gate	Per quarter	<b>£208.00</b>	<b>£208.00</b>
	Per annum	<b>£800.00</b>	<b>£800.00</b>
<b>CONTRACT CAR PARK RATES</b>			
The Palace	Per quarter		
	Per annum	<b>£600.00</b>	<b>£600.00</b>
<b>CONTRACT CAR PARK RATES</b>			
Pelham Street	Per annum	<b>£500.00</b>	<b>£500.00</b>
Cashless parking is available at all Newark Car Parks with transaction costs to be paid to the transaction provider by customer.			

- \*Where businesses/their employees buy more than 1 season ticket a 10% discount in annual cost will apply
- Where businesses/their employees buy, more than 1 contract car parking permit in any year, a 10% discount in annual cost will apply.
- The Business Manager responsible for car parking and markets shall have the discretion, subject to confirmation by the Section 151 Officer, to negotiate and agree a discounted parking charge for multiple lorry parking by the same haulier.
- Event parking fee at any Council Car or Lorry Park shall be £5

**RIVERSIDE MARKET – ECONOMIC DEVELOPMENT COMMITTEE***(Charges are not subject to VAT)*

DAY	ITEM	2020/21 CHARGE	2021/22 CHARGE
WEDNESDAY	MARKET STALL	£17.00	£17.00
	PITCH - PER LINEAR METRE	£6.00	£6.00

**HERITAGE, CULTURE & VISITORS – ECONOMIC DEVELOPMENT COMMITTEE***(The charges below are subject to VAT)*

	2020/21 Charge	2021/22 Charge
<b><u>Theatre Hire:</u></b>		
<b><u>With Stage &amp; Dressing Rooms as Equipped</u></b>		
<b><u>Full Theatre : 602 Seats</u></b>		
Per day with one performance – week days Commercial Hire	<b>£1,836</b> (£1,530 + VAT)	<b>£1,836</b> (£1,530 + VAT)
Per day with one performance - weekends Commercial Hire	<b>£2,448</b> (£2,040 + VAT)	<b>£2,448</b> (£2,040 + VAT)
Per day with two performances - weekdays Commercial Hire	<b>£3,366</b> (£2,805 + VAT)	<b>£3,366</b> (£2,805 + VAT)
Per day with two performances - weekends Commercial Hire	<b>£3,978</b> (£3,315 + VAT)	<b>£3,978</b> (£3,315 + VAT)
Week Hire: Monday-Saturday	<b>£11,322</b> (£9,435 + VAT)	<b>£11,322</b> (£9,435 + VAT)

<p><b><u>Non-Profit Making/ Charity/ Local</u></b>  <b><u>Available all year Monday-Friday + off-peak weekends (at our discretion but excluding autumn)</u></b>  <b><u>Current Stalls - only hirers to be phased into new pricing structure over two years</u></b></p> <p>There is also an element of flexibility built into the fees and charges for non-profit making bodies, allowing the Theatre's discretion to offer a further reduction to community groups at a time when the Theatre may well be dark, but mindful that our costs and a profit must be covered.</p>		
<p>Per day with one performance – week days  Non Profit Making/Charity/Voluntary</p>	<p><b>£1,260</b>  (£1,050 + VAT)</p>	<p><b>£1,260</b>  (£1,050 + VAT)</p>
<p>Per day with one performance – weekends  Non Profit Making/Charity/Voluntary</p>	<p><b>£1,860</b>  (£1,550 + VAT)</p>	<p><b>£1,860</b>  (£1,550 + VAT)</p>
<p>Per day with two performances – week days  Non Profit Making/Charity/Voluntary</p>	<p><b>£1,920</b>  (£1,600 + VAT)</p>	<p><b>£1,920</b>  (£1,600 + VAT)</p>
<p>Per day with two performances – weekends  Non Profit Making/Charity/Voluntary</p>	<p><b>£2,520</b>  (£2,100 + VAT)</p>	<p><b>£2,520</b>  (£2,100 + VAT)</p>
<p><b>Conference: Full Theatre</b>  (Staffing, technical equipment and catering costs on application)</p>	<p><b>£2,520</b>  (£2,100 + VAT)</p>	<p><b>£2,520</b>  (£2,100 + VAT)</p>
<p><b><u>Theatre Hire : Supplementary Charges Per Hour</u></b>  <b><u>(not including staffing)</u></b></p>		

Technical/Dress: Commercial Hires	<b>£94.20</b> (£78.50 + VAT)	<b>£94.20</b> (£78.50 + VAT)
Non Profit Making/Charity/Voluntary	<b>£79.80</b> (£66.50 + VAT)	<b>£79.80</b> (£66.50 + VAT)
General Rehearsals: (No lights) Commercial Hires	<b>£79.80</b> (£66.50 + VAT)	<b>£79.80</b> (£66.50 + VAT)
Non Profit Making/Charity/Voluntary	<b>£67.20</b> (£56.00 + VAT)	<b>£67.20</b> (£56.00 + VAT)
Get In/Fit Up/ Get Out Commercial Hires	<b>£27.00</b> (£22.50 + VAT)	<b>£27.00</b> (£22.50 + VAT)
Non Profit Making/Charity/Voluntary	<b>£23.40</b> (£19.50 + VAT)	<b>£23.40</b> (£19.50 + VAT)
<b><u>Staffing Recharges : per hour</u></b>		
Technical Manager – week days*	<b>£42.00</b> (£35.00 + VAT)	<b>£42.00</b> (£35.00 + VAT)
Technical Manager - weekends**	<b>£48.00</b> (£40.00 + VAT)	<b>£48.00</b> (£40.00 + VAT)
Technical Officer – week days*	<b>£32.40</b> (£27.00 + VAT)	<b>£32.40</b> (£27.00 + VAT)
Technical Officer - weekends**	<b>£37.20</b> (£31.00 + VAT)	<b>£37.20</b> (£31.00 + VAT)



Technical Assistant – week days*	<b>£22.80</b> (£19.00 + VAT)	<b>£22.80</b> (£19.00 + VAT)
Technical Assistant - weekends**	<b>£27.60</b> (£23.00 + VAT)	<b>£27.60</b> (£23.00 + VAT)

\* Plus 20% on all rates for hours worked between 2330 and 0600 hours

\*\* Plus 20% on all rates for hours worked between 2330 and 0600 hours and plus 100% for all Bank Holiday working and 120% on all rates for hours worked on Bank Holidays between 2330 and 0600 hours

<b>Ticket Handling Fee</b>		
Per Ticket – applicable to all professional productions	<b>£1.50</b> (£1.25 + VAT)	<b>£1.50</b> (£1.25 + VAT)
Per Ticket – applicable to all amateur productions, dependent on overall ticket price	<b>50p - £1.50</b> (41.67p - £1.25 + VAT)	<b>50p - £1.50</b> (41.67p - £1.25 + VAT)
<b>Palace Membership Scheme</b> <i>(Charges not subject to VAT)</i>		
Single membership	<b>£11.00</b>	<b>£11.00</b>
Couple's membership	<b>£18.00</b>	<b>£18.00</b>
Junior membership	<b>£8.00</b>	<b>£8.00</b>
Family membership	<b>£30.00</b>	<b>£30.00</b>

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<b>National Civil War Centre – Newark Museum</b> (Charges are inclusive of VAT, unless otherwise stated)			
<b>Proposed Ticket Types</b>	<b>Notes</b>	<b>2020/21 charge</b>	<b>2021/22 charge</b>
<b>Day Tickets</b>			

Adult	Ability to offer promotional discounts and flexible pricing to target specific audiences, promote specific events or encourage and increase local footfall and site awareness	<b>£8.00</b>	<b>£8.00</b>
Concession		<b>£7.00</b>	<b>£7.00</b>
Children 5-16		<b>£4.00</b>	<b>£4.00</b>
Children under 5		<b>Free</b>	<b>Free</b>
Family (up to 5)		<b>£20.00</b>	<b>£20.00</b>
Annual Pass - Adult		<b>£15.95</b>	<b>£15.95</b>
Annual Pass - Concession		<b>£13.95</b>	<b>£13.95</b>
Annual Pass - Children		<b>£7.95</b>	<b>£7.95</b>
<b>Groups</b>			
Group Visit (10 or more paying)	Flexibility for further discount to large groups and commercial operators in order to encourage larger and repeat bookings and capture a growth market	10% discount	10% discount
After-hours Evening Guided Visit: Minimum of 15 persons, must be booked at least four weeks in advance	90 min visit between the hours of 5pm and 9pm.	<b>£15/head</b> £2 discount for all partner organisations (EH, Art Fund, etc.)	<b>£15/head</b> £2 discount for all partner organisations (EH, Art Fund, etc.)
Object Handling Session (on top of day group rate) This is for groups who are looking for a hands-on experience.		<b>£5/head, min 10, max per session 20</b>	<b>£5/head, min 10, max per session 20</b>

Volunteer-led Town/Civil War Tour		£5 adult, £3 child	£5 adult, £3 child
Commercial: Town Tour	All to NSDC	£6/head	£6/head
Commercial: Castle Tour	£4 to go to the castle, £2 to NCWC	£6/head	£6/head
Commercial: Church Tour	£4 to go to the church, £2 to NCWC	£6/head	£6/head
Coach Parking @ Lorry Park	FOC	FOC	FOC

### Miscellaneous Charges

*(Charges subject to VAT, unless otherwise stated)*

	Notes	2020/21 charge	2021/22 Charge
After Dinner speaking	Original rate set to raise awareness of NCWC in opening year. Benchmarked against other history experts/speakers	£192 plus travel expenses (£160 + VAT)	£192 plus travel expenses (£160 + VAT)

<p><b>Room Hire</b></p>	<p>AV Equipment included (projector, screen and lectern).</p> <p>There is an element of flexibility built into the fees and charges for all hires allowing discretion to offer a further reduction to community groups at a time when the space would not otherwise be in use, but mindful that our costs and a</p>		
<p><b>Community Space</b> <i>(Charges are not subject to VAT)</i></p>	<p>Costs dependent on whether booking is inside or outside of normal operating hours, and whether the pre-meeting set up, including number of client meetings, is extensive/labour intensive or involves additional staffing</p>	<p>Charity from <b>£24/hr</b> (£20 + VAT) Educational/ Training/Meeting: From <b>£30/hr</b> (£25 + VAT)</p> <p>Event Rate: <b>£44.40 - £62.40/hr</b> (£37 - £52 + VAT)</p>	<p>Charity from <b>£24/hr</b> (£20 + VAT) Educational/ Training/Meeting: From <b>£30/hr</b> (£25 + VAT)</p> <p>Event Rate: <b>£44.40 - £62.40/hr</b> (£37 - £52 + VAT)</p>

Byron Room	Costs dependent on whether booking is inside or outside of normal operating hours, and whether the pre-meeting set up, including number of client meetings, is extensive/labour intensive or involves additional staffing.	Charity from <b>£24/hr</b> (£20 + VAT) Educational/ Training/Meeting: From <b>£30/hr</b> (£25 + VAT)  Event Rate: <b>£44.40 - £62.40/hr</b> (£37 - £52 + VAT)	Charity from <b>£24/hr</b> (£20 + VAT) Educational/ Training/Meeting: From <b>£30/hr</b> (£25 + VAT)  Event Rate: <b>£44.40 - £62.40/hr</b> (£37 - £52 + VAT)
<b>Workshop</b> <i>(Charges are not subject to VAT)</i>	Charge based on self-serviced hire. The price will increase by 20% to cover VAT applicable to hire where services are required.	<b>£15.50 - £25</b>	<b>£15.50 - £25</b>
<b>Tudor Hall</b>  Hourly rate  Day rate for meetings  Event rate	New proposed structure to ensure ability to remain competitive and create a bespoke hire dependent on the client's needs, whether booking is inside or outside of normal operating hours, and whether the pre-meeting set up, including number of client meetings, is extensive/labour intensive or involves additional staffing	<b>£102</b> , max 3 hr hire (£85 + VAT)  Charity/Community <b>£474</b> (£395 + VAT) Corporate <b>£714</b> (£595 + VAT)  <b>£954 - £1,560</b> (£795 - £1,300 + VAT)	<b>£102</b> , max 3 hr hire (£85 + VAT)  Charity/Community <b>£474</b> (£395 + VAT) Corporate <b>£714</b> (£595 + VAT)  <b>£954 - £1,560</b> (£795 - £1,300 + VAT)

Hire a costumed performer		£105/evening	£105/evening
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Hire Location	Additional Information	2020/21 Charge	2021/22 Charge
In Hours – Guided tours	Occupancy : Max. 25 people	£6/head, minimum 15, max 25	£6/head, minimum 15, max 25
Workshops	To be paid in advance when booking	Price by request	Price by request
Photocopying		£1 A4 £1.50 A3	£1 A4 £1.50 A3
Scan Orders	This price includes VAT. Postage is extra.	£5.50 £6.50 £9.00	£5.50 £6.50 £9.00
Microfiche Copies		£5.00 plus £2.00 admin (very rarely requested)	£5.00 plus £2.00 admin (very rarely requested)
Own Camera	It is possible for researchers to use their own camera to take photos of documents and objects. Copyright limitations apply.	£5.00 – reflects time processing charges	£5.00 – reflects time processing charges
Digital reprographics (on plain paper, glossy photo paper, CD or by e mail attachment – please specify	Museum staff can take photos of documents or objects for visitors. Please note this service may not be available same day – orders will be processed ASAP. Copyright limitations apply.	£10.00 – reflects time processing charges	£10.00 – reflects time processing charges

Publication	There will be no charge for visitors taking photographs on the museum premises, so long as the images produced are for their own personal use and not intended for publication.	£100.00 - per image	£100.00 - per image
Commercial Organisations (Newspapers, Journals, magazines, TV, etc.)			
Local Authority/Vol./Charitable Organisations	Cost per image is based on one use only. Two uses will attract two charges per image. Three uses will attract three charges per image. For example, one use is display, two uses is display and publication (book), three uses is display, publication (book) and leaflet.	£20.00 - per image	£20.00 - per image
Corporate Products (annual reports, TV)		£100.00 - per image	£100.00 - per image
Commercial products (cards, calendars, jigsaws etc.)		£150.00 - per image	£150.00 - per image
Long Term Archaeological Storage at Museum Resource Centre	Cost is based on English Heritage Calculations. One off fees.	£160 per box	£160 per box

<b>Other Income</b> <i>(Charges are inclusive of VAT)</i>			
	<b>Additional Information</b>	<b>2020/21 Charge</b>	<b>2021/22 Charge</b>
Loans Box Fines	Late return of boxes	£16.00	£16.00

Out of District Schools Travel Expenses	Flat fee	Price by request – We will consider outreach for schools on a case by case basis and price accordingly.	Price by request – We will consider outreach for schools on a case by case basis and price accordingly.
Discovery box – Cost per hire	Loan period is 2 weeks – fines for late returns	<b>£20</b> per box for two weeks	<b>£20</b> per box for two weeks
Education programme at NCWC  KS1 – KS3 students one facilitated activity, one self-led activity  One facilitated activity, two self-led activities.  Two facilitated activities, one self-led activity  KS 5, FE and HE	To be paid on day of visit by cash/cheque/card or by invoice  Option to build bespoke package on request, price according to resource allocation and timescales.  KS 5, HE and FE students to reflect bespoke nature of events and level of expertise required.	<b>£4.50</b> per head – Half day (2 – 2.5 hr) visit  <b>£7</b> per head – Full day visit  <b>£6.00</b> per head for half day visit  <b>£8</b> per head full day visit	<b>£4.50</b> per head – Half day (2 – 2.5 hr) visit  <b>£7</b> per head – Full day visit  <b>£6.00</b> per head for half day visit  <b>£8</b> per head full day visit

**NEWARK CASTLE***(Charges are inclusive of VAT where applicable)*

Purpose	2020/21 Charge	2021/22 Charge
Adult	£6.00	£6.00
Senior	£5.00	£5.00
Child	£3.00	£3.00
Family	£16.00	£16.00



Guided Tours	Private, Out of Hours, Subject Specialist Tours (per person)	£10 - £15	£10 - £15
	Ghost Tour Commercial Hire	* see events below	* see events below
Hire of Gardens	Charity	£250 plus staffing, security and other aciliary charges	£250 plus staffing, security and other aciliary charges
Hire of Gardens	Commercial	£800 per day	£800 per day
Hire of Castle	For Events	£50 - £100 per hour plus staffing, security and other aciliary charges (dependant on number of spaces required)	£50 - £100 per hour plus staffing, security and other aciliary charges (dependant on number of spaces required)
Hire of Gardens for weddings <i>Additional charges may apply for equipment hire where necessary</i>	Bandstand <b>October - March</b>	£480 (Mon - Thurs) £528 (Fri & Sun) £576 (Sat)	£480 (Mon - Thurs) £528 (Fri & Sun) £576 (Sat)
	Bandstand <b>April - September</b>	£528 (Mon - Thurs) £576 (Fri & Sun) £624 (Sat)	£528 (Mon - Thurs) £576 (Fri & Sun) £624 (Sat)
	Undercroft <b>October - March</b>	£576 (Mon - Thurs) £633.60 (Fri & Sun) £691.20 (Sat)	£576 (Mon - Thurs) £633.60 (Fri & Sun) £691.20 (Sat)
	Undercroft <b>April - September</b>	£633.60 (Mon - Thurs) £691.20 (Fri & Sun) £748.80 (Sat)	£633.60 (Mon - Thurs) £691.20 (Fri & Sun) £748.80 (Sat)
Education programme <i>(prices will be uplifted dependant on development of professional service and associated resources)</i>	Half day visit per head	£3.25 - £4.50	£3.25 - £4.50
	Full day visit per head	£4.50 - £7.00	£4.50 - £7.00

<b>Charity/ Local</b>			
<b>Available all year Monday-Friday + off-peak weekends (at our discretion but excluding autumn)</b>			
<b>Current Stalls - only hirers to be phased into new pricing structure over two years</b>			
There is also an element of flexibility built into the fees and charges for non-profit making bodies, allowing the Theatre’s discretion to offer a further reduction to community groups at a time when the Theatre may well be dark, but mindful that our costs and a profit must be covered.			
Use of Castle for commercial photography/filming		£0.00	£0.00
Use of Castle Gardens for wedding photographs - professional photographers only		£0.00	£0.00

## LAND CHARGES – ECONOMIC DEVELOPMENT COMMITTEE

*(Charges are inclusive of VAT where applicable)*

Type of Search	Relevant Act or Order	2020/21 Charge	2021/22 Charge
LLC1 (Note: cannot charge VAT on this search)	Local Land Charges Act 1975	<b>£26.00</b>	<b>£26.00</b>
Con29 Residential	Local Land Charges Act 1975	<p><b>£93.60</b></p> <p>Please note, previous charge from Via East Midlands is now split into 2 parts follows. The following figures include a 5% increase as previous increases have only been provided after our budget setting process. The increase is consistent with 2019/20 increase:</p> <ul style="list-style-type: none"> <li>• Via East Midlands: £18.00 plus VAT; and</li> <li>• Notts County Council Rights of Way: £11.00 plus VAT</li> </ul>	<p><b>£93.60</b></p> <p>Please note, previous charge from Via East Midlands is now split into 2 parts follows. The following figures include a 5% increase as previous increases have only been provided after our budget setting process. The increase is consistent with 2019/20 increase:</p> <ul style="list-style-type: none"> <li>• Via East Midlands: £18.00 plus VAT; and</li> <li>• Notts County Council Rights of Way: £11.00 plus VAT</li> </ul>
Full Search Residential	Local Land Charges Act 1975	<p><b>£119.60</b></p> <p><b>Includes cost of LLC1 (£26.00) and Con29 Residential (£93.60 includes VAT). VAT is only applicable on CON29 element.</b></p>	<p><b>£119.60</b></p> <p><b>Includes cost of LLC1 (£26.00) and Con29 Residential (£93.60 includes VAT). VAT is only applicable on CON29 element.</b></p>

Con29 Commercial	Local Land Charges Act 1975	<p><b>£127.20</b></p> <p>Please note, previous charge from Via East Midlands is now split into 2 parts follows. The following figures include a 5% increase as previous increases have only been provided after our budget setting process. The increase is consistent with 2019/20 increase:</p> <ul style="list-style-type: none"> <li>• Via East Midlands: £18.00 plus VAT; and</li> <li>• Notts County Council Rights of Way: £11.00 plus VAT</li> </ul>	<p><b>£127.20</b></p> <p>Please note, previous charge from Via East Midlands is now split into 2 parts follows. The following figures include a 5% increase as previous increases have only been provided after our budget setting process. The increase is consistent with 2019/20 increase:</p> <ul style="list-style-type: none"> <li>• Via East Midlands: £18.00 plus VAT; and</li> <li>• Notts County Council Rights of Way: £11.00 plus VAT</li> </ul>
Optional Question Q22.1(common land/commons green) & 22.2 (obtaining register and inspecting it)	Local Land Charges Act 1975	<p><b>£45.00</b></p> <p>Please note, the charge includes charge from Notts County Council of £32.50 plus VAT. The following figures include a 5% increase as previous increases have only been provided after our budget setting process. The increase is consistent with 2019/20 increase:</p>	<p><b>£45.00</b></p> <p>Please note, the charge includes charge from Notts County Council of £32.50 plus VAT. The following figures include a 5% increase as previous increases have only been provided after our budget setting process. The increase is consistent with 2019/20 increase:</p>

Optional Questions Remainder NSDC only deal with questions which relate to us. All other questions are answered by NSDC	Local Land Charges Act 1975	<b>£13.20</b>	<b>£13.20</b>
Written Enquiries	Local Land Charges Act 1975	<b>£22.80</b>	<b>£22.80</b>
Additional Parcels LLC1 (Note: cannot charge VAT on this search)	Local Land Charges Act 1975	<b>£6.50 (Note: cannot charge VAT on this search) No change as currently monitoring progress of transfer of LLC1 search to The Land Registry</b>	<b>£6.50 (Note: cannot charge VAT on this search) No change as currently monitoring progress of transfer of LLC1 search to The Land Registry</b>
Additional Parcels CON29	Local Land Charges Act 1975	<b>£12.36</b>	<b>£12.36</b>
Personal Search	Local Land Charges Act 1975	NIL – undertaken by external body	NIL – undertaken by external body
Light Obstruction Notice – Registration Fee for putting on local land charge	Rights of Light Act 1959	<b>£88.20</b>	<b>£88.20</b>
Expedited Search – Quick return search (3 day turnaround) Can add VAT for Con 29 element	Local Land Charges Act 1975	<b>£22.20</b>	<b>£22.20</b>

CON29 Individual requests	Residential 2020/21 Charge	Commercial 2020/21 Charge	Residential 2021/22 Charge	Commercial 2021/22 Charge
1.1 a-i	£18.60	£30.90	£18.60	£30.90
1.1 j-l	£12.72	£20.40	£12.72	£20.40
1.2	£8.75	£8.75	£8.75	£8.75
3.1	£2.06	£2.78	£2.06	£2.78
3.3	£3.71	£5.77	£3.71	£5.77
3.7	£3.71	£5.77	£3.71	£5.77
3.8	£2.06	£2.78	£2.06	£2.78
3.9	£2.06	£2.78	£2.06	£2.78
3.1	£10.80	£10.80	£10.80	£10.80
3.11	£2.06	£2.78	£2.06	£2.78
3.12	£5.66	£8.24	£5.66	£8.24
3.13	£3.71	£5.77	£3.71	£5.77
3.14	£3.71	£5.77	£3.71	£5.77
3.15	£6.70	£6.70	£6.70	£6.70

**PARKS & AMENITIES FEES & CHARGES – ECONOMIC DEVELOPMENT COMMITTEE***(Charges are inclusive of VAT where applicable)*

<b>Facility</b>	<b>Purpose</b>		<b>2020/21 Charge</b>	<b>2021/22 Charge</b>	
<b>Parks &amp; Playing Fields</b>	Football Season (13 matches or more)	Seniors	£500.00	£500.00	
		Juniors	£280.00	£280.00	
		Mini Soccer	£150.00	£150.00	
	Football Pitch (per match)	Seniors	£49.00	£49.00	
		Juniors	£30.00	£30.00	
		Mini Soccer	£20.00	£20.00	
	Hire of Park - commercial use		£566 per day	£566 per day	
	Hire of Park - charities		£103 but waived at the discretion of SLT	£103 but waived at the discretion of SLT	
	Circuses		£381 per day	£381 per day	
	Funfairs	Large Fair		£370 per day	£370 per day
		Small Fair		£283 per day	£283 per day
	Sponsorship	Bedding Displays		£800 per annum	£800 per annum
Forest School Sessions			£5.00 per person	£5.00 per person	
Outdoor Fitness Camps			£6.90 per session	£6.90 per session	
<b>Lincoln Road Pavilion</b>	Hire of Pavilion		£10.10 per hour	£10.10 per hour	

**NEWARK BEACON - ECONOMIC DEVELOPMENT COMMITTEE***(Prices are inclusive of VAT)*

Room	Seating Capacity	Duration	2020/21 Charge	2021/22 Charge
Cafferata Suite	Maximum capacity 70 (theatre style)	Full day	<b>£258.00</b>	<b>£252.00</b>
		Half day	<b>£159.60</b>	<b>£187.20</b>
		Hourly rate	<b>£43.20</b>	<b>£50.40</b>
Trent Suite	Maximum capacity 10	Full day	<b>£85.40</b>	<b>TBC</b>
		Half day	<b>£67.20</b>	<b>TBC</b>
		Hourly rate	<b>£19.20</b>	<b>TBC</b>
Gresham	Maximum 20 (10 during COVID-19)	Full day	<b>N/A</b>	<b>£132.00</b>
		Half day	<b>N/A</b>	<b>£84.00</b>
		Hourly rate	<b>N/A</b>	<b>£24.00</b>
Friary	Maximum 16 (8 during COVID-19)	Full day	<b>N/A</b>	<b>£132.00</b>
		Half day	<b>N/A</b>	<b>£84.00</b>
		Hourly rate	<b>N/A</b>	<b>£24.00</b>
11C (or other office depending on occupancy)	Maximum 4 (2 during COVID-19)	Full day	<b>N/A</b>	<b>£84.00</b>
		Half day	<b>N/A</b>	<b>£42.00</b>
		Hourly rate	<b>N/A</b>	<b>£12.00</b>

Discounts may be applied to approved charitable organisations or where a package of bookings are made together at the discretion of the Senior Leadership Team, with final approval by the Section 151 Officer



## **ECONOMIC DEVELOPMENT COMMITTEE**

**13 JANUARY 2021**

### **A46 NEWARK BYPASS CONSULTATION: NEWARK & SHERWOOD DISTRICT COUNCIL RESPONSE**

#### **1.0 Purpose of Report**

- 1.1 To make Members aware of the consultation launched on 9 December regarding the proposed A46 Newark Northern Bypass, as part of the Government's second national Road Investment Strategy (RIS2). The consultation runs for eight weeks until 2 February 2021.
- 1.2 Given the timing of the consultation, over the festive period, Officers are not yet in a position to bring a full response before Economic Development Committee. As such, this report represents a holding report, setting out what actions have been taken with regard to formulating the corporate response and considerations that will influence our response.

#### **2.0 Background Information**

- 2.1 The A46 is identified as part of the national strategic road network and although it is amongst the country's most important trade routes, in its current form it is not fulfilling its potential. This is particularly evident around Newark, where the change of from dual to single carriageway causes a bottleneck effect.
- 2.2 Spanning over 150 miles across central England from Tewkesbury to Humberside Midlands Connect has identified the A46 as a 'Trans Midland Trade Corridor' (TMTTC), highlighting the strategic importance of the A46 corridor, including the fact that businesses along it earn £115 billion for the UK economy each year, with an export rate that is 50% higher than the national average. Almost half the total comes from industries dependent on an efficient road network, like logistics, advanced manufacturing and agri-food.
- 2.3 As Members are aware, funding for the A46 Newark Bypass upgrade was announced through RIS2 in March 2020. The scheme seeks to improve journey times along this stretch of the A46, reducing congestion, making journeys safer, improving noise levels (in Noise Important Areas or noise 'hotspots') and enhancing cyclist and pedestrian safety. Also, critically, the scheme has a significant role to play in boosting economic potential, productivity, and growth.
- 2.4 After extensive lobbying to emphasise the importance of the A46 in its capacity as the Trans Midland Trade Corridor, other RIS2 works planned along the A46 will complement the Newark scheme with improvements to the A46 Coventry junctions at Binley and Walsgrave by 2025. This essential upgrade removes a major bottleneck, helps facilitate current and future planned growth and improves access for freight traffic travelling along the A46, one of the country's most important trade routes. The plans for the A46 corridor could add £7.1 billion to the UK economy. At the local level, the cumulative effect of the A46 scheme, along with delivery of the Newark Southern Link Road and A1 Overbridge will drive increased productivity and unlock huge potential, with much of the District's planned growth and many of the headline projects in the Town Investment Plan predicated on the increased highway network capacity that will be achieved.

### 3.0 **Proposals**

#### *Options for Consultation*

- 3.1 On 9 December 2020 Highways England (HE) launched its consultation on the A46 route design options. Having considered alternative routes for the A46, HE has concluded that widening the existing road to a dual carriageway, providing two lanes in each direction between the Farndon and Winthorpe Junctions, is the most effective solution. This approach performed best against the project objectives and can be delivered within the budget available, subject to detailed value for money assessments.
- 3.2 Both options would include a new link and a new bridge over the A1 to the north of the existing bridge, along with improved access to the A1 by removing A46 through-traffic from the Brownhills and Friendly Farmer roundabouts, allowing them to operate better. The critical differences between the options lie in the approach taken to negotiating the existing junctions at Newark Cattlemarket and at Winthorpe. The HE consultation brochure (provided as an **appendix** to this report) sets out the differences in more detail and summarises the potential impacts of each option.
- 3.3 Although on face value the consultation identifies two options for the road design, the official response form provided by HE allows for a more nuanced approach, including a number of multiple choice questions and some requiring respondents to rank elements in order of preference. Importantly, it appears that the response form allows supporting of a hybrid options, combining elements of both Option 1 and Option 2, pertaining to the Cattlemarket and Winthorpe roundabouts.

#### *Shaping a Corporate Response*

- 3.4 It is imperative that the District Council responds to the Highways England consultation proposals in a comprehensive manner, in order to positively influence the decision-making process. The challenge for Officers and Members alike is to be representative of the needs and concerns of local residents and businesses, whilst being cognisant of the strategic importance of the road and how this part of the A46 fits within the bigger picture of the A46 corridor as a whole.
- 3.5 The Council's response will give consideration to the merits and the potential impacts of each proposal, at the design phase, during construction (scheduled to commence in 2025) and once operational. Issues to consider may include, but are not limited to:
- Benefits of the proposals – economic growth and congestion reduction
  - Road traffic/congestion and management
  - Road safety
  - Journey times
  - Contaminated land
  - Air quality
  - Noise
  - Heritage
  - Landscape
  - Ecology
  - Flood risk and drainage
  - Climate

- 3.6 With the above considerations in mind, it should be noted at this stage that the environmental impacts of the scheme will be addressed and appropriate means of mitigation identified on the basis of the work likely triggering the need for an Environmental Impact Assessment.
- 3.7 In formulating a response the Planning Policy & Infrastructure Team is collating comments from Business Managers, relevant to their technical areas of expertise and, as would be the case when determining planning applications at District-level, we will engage with Nottinghamshire County Council colleagues to seek technical advice where relevant issues cannot be fully assessed in-house. Furthermore, Officers have worked proactively with HE prior to the launch of consultation, helping to identify relevant local stakeholders to ensure a wide coverage in terms of engagement and continue to work with HE colleagues to facilitate engagement with the Business community and developers that are operating in the area.
- 3.8 Following initial queries raised by some Members, Officers are taking time to engage with different sections of the community and landowners affected by the proposals in each option. The village of Winthorpe, to the east of the A1 is notable in this respect, given the proposed eastbound carriageway of the new section of the A46 would, to a greater or lesser extent under each option, move closer to the edge of the built-up area of the village than the existing road. Officers will therefore undertake site visits as necessary to assess the potential magnitude of these impacts – in terms of the potential noise impact on properties, particularly due to the proposed proximity of the carriageway in Option 2 and, more generally, the potential harm to the significance of heritage assets. Officers will also be liaising with the Gypsy and Traveller communities likely to be affected or who need to be engaged in the consultation process.

#### *Factors Influencing the Council's Response*

- 3.9 The Council, as Members will be aware from years of lobbying, wholly supports the principle of the proposal to upgrade the A46 Newark Bypass given the very clear local and strategic benefits it will deliver. This is confirmed in the Community Plan and Local Development Framework Amended Core Strategy, with the latter document identifying amongst its strategic objectives the intention to 'support and lobby for plans to improve the A46'. Similarly, Policy NAP1 gives explicit support to the implementation of strategic highway schemes 'A46 Link Capacity, Newark-on-Trent Bypass; A46/A617 Cattlemarket Roundabout; A46 Roundabout at Farndon; A1/A17/A46 Roundabout; and A1/A46 Brownhills Roundabout. The proposed work to the A46 is therefore critical in helping the Council deliver the planned growth set out in the Amended Core Strategy and in ensuring that Newark achieves its potential.
- 3.10 At this stage, Option 2 for the Cattlemarket roundabout offers 'grade separation' of the A46 from Great North Road. This is considered to be highly preferable with regard to traffic flows and journey times on the A46 itself. From a road safety point of view this option would reduce the likelihood of tailbacks from Newark in-bound traffic associated with the Castle Station level crossing impeding traffic flows on the A46, as is commonly encountered with the current road arrangement. However, conversely, there is also a greater likelihood of the flyover structure with this option having a greater visual impact on the surrounding area, while the aforementioned impacts of Option 2 on the village of Winthorpe means that a hybrid approach may be preferable.

- 3.11 Other aspects to consider will include the potential land-take associated with each option and any implications for other transport infrastructure.
- 3.12 Alongside the above highways works, NSDC also contend that while the work to the A46 is being carried out adjacent to the Newark ‘flat crossing’ over the East Coast Main Line (ECML) (where the Nottingham-Lincoln line intersects with the ECML – the last remaining flat crossing on the Network Rail network), the rail crossings should also be grade separated or at least this possibility protected for intervention at a later date.

#### **4.0 Equalities Implications**

- 4.1 Much of the wider community of Newark has been directly consulted on the A46 proposals by post. Those residents more directly impacted by the proposals have, accordingly, received more detailed information. The Council’s Communications Team has also been sharing the programme of social media activity from Highways England. Officers are nevertheless mindful that many members of the community may struggle to engage with the proposals and have advised HE of potential ‘hard-to-reach’ requiring special consideration, including members of the travelling community situated on Tolney Lane which, of course, sits immediately adjacent to the A46.
- 4.2 The current COVID-19 crisis amplifies the problems that would ordinarily be encountered in the arena of public consultation, given that face-to-face engagement and the scope to put on public events is diminished, relying primarily on on-line events and also requiring that people have access to a compatible digital device in order to access consultation material. Highways England have therefore provided a telephone number for people to contact them directly if they are not able to engage online.
- 4.3 From the Council’s perspective, the A46 is identified as a key piece of infrastructure in the Local Development Framework and in the Community Plan. Preparation of the former (in the form of the Amended Core Strategy) required that all policies were subject to appraisal against the Integrated Impacts Assessment (IIA). The IIA incorporates a Sustainability Appraisal, Strategic Environmental Assessment, Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA). The EqIA is a way of demonstrating the District Council is fulfilling the requirements of the Public Sector Equality Duty contained in section 149 of the Equality Act 2010.

#### **5.0 Digital Implications**

- 5.1 There are no direct digital implications arising from this report.

#### **6.0 Financial Implications FIN20-21/4602**

- 6.1 There are no financial implications arising from this report.

## **7.0 Community Plan – Alignment to Objectives**

7.1 Delivery of the A46 Newark Bypass is highlighted as a specific aim within the Community Plan objective of delivering inclusive and sustainable economic growth. Achieving this objective will help reduce congestion on the town's roads and, allied to the delivery of the Southern Link Road, has great potential to support the enhancement of the town centre, while increased road capacity will facilitate new jobs in the district that will contribute to increased opportunities for greater social mobility.

## **8.0 RECOMMENDATION**

**To delegate to the Director – Planning & Growth, in consultation with the Leader of the Council, Chairman of the Economic Development Committee and Chairman of the Planning Committee, authority to formally submit the Council's formal final comments on the A46 Newark Northern Bypass Consultation, which shall also:**

- a. **Engage with as broad a cross-section of the community as is practicable and to detail these views and opinions in to a comprehensive response to the consultation proposals; and**
- b. **Identify the road design option(s) that the Council considers most beneficial in the local and strategic context.**

### **Reason for Recommendation**

**To positively influence Highways England's decision-making process and to ensure that the preferred option that is to be taken forward delivers optimal local and strategic benefits.**

### **Background Papers**

A46 Newark Bypass Public Consultation, Highways England 2020:

[https://highwaysengland.citizenspace.com/he/a46-newark-bypass-options/supporting\\_documents/A46%20Newark%20Bypass%20%20Consultation%20Brochure.pdf](https://highwaysengland.citizenspace.com/he/a46-newark-bypass-options/supporting_documents/A46%20Newark%20Bypass%20%20Consultation%20Brochure.pdf)

For further information please contact Tim Dawson on Ext 5769

Matt Lamb  
Director - Planning & Growth



A46 Newark Bypass  
**Public consultation**

**Share your views**  
9 December 2020 to 2 February 2021

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# Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why the Government's second Road Investment Strategy committed to spending £27.4 billion on our network.

The A46 Newark Bypass is a critical part of this investment, filling the gap in the A46 route to create a high-quality corridor that connects the Midlands, which is great news for the local and regional economy. In this brochure we explain our proposed improvements for the A46 Newark Bypass scheme. We also give details of how you can give us your feedback during our public consultation.

## Our options consultation

We're holding a consultation on our options to improve the A46 Newark bypass. We'd like to hear your views and for you to share your local knowledge with us.

The consultation will run for 8 weeks, from **Wednesday 9 December 2020 to Tuesday 2 February 2021**.

The coronavirus situation is constantly developing and changing, and it is essential that we observe and comply with the UK Government's restrictions. For Highways England, this means that we are not holding face-to-face public consultation events.

We are providing alternative ways for you to access scheme information, ask questions and ultimately make an informed response to the public consultation.

Your views are important to help us better understand the local area and any potential impacts our scheme may have on you and the community. We will listen to everyone's feedback and we'll consider this before we select a preferred option.

### Where to get more information

- Visit our scheme webpage and watch a video of the options at [highwaysengland.co.uk/a46-newark-bypass](https://highwaysengland.co.uk/a46-newark-bypass)
- Request a call back from a member of the project team by calling **0300 123 5000**
- Email us on: [a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)

### How to respond

You can respond to our consultation using one of the following methods:

- **Online:** complete the response form online at [highwaysengland.co.uk/a46-newark-bypass](https://highwaysengland.co.uk/a46-newark-bypass)
- **Post:** complete a paper copy of the response form, put it in an envelope, write our freepost address on the front and put it in a post box. There is no need for a stamp. The freepost address is:  
**Freepost A46 NEWARK BYPASS**

Please note: All responses must be received by Highways England by **11:59pm on Tuesday 2 February 2021**. Responses received after this date may not be considered. Paper consultation brochures and response forms are available on request.



# The need for the scheme

In March 2020, the Government's second Road Investment Strategy included a commitment for Highways England to improve the A46 'Trans-Midlands Trade Corridor' between the M5 and the Humber Ports, to create a continuous dual carriageway from Lincoln to Warwick.

Improving the A46 between Farndon and Winthorpe will:

**Support economic growth:** The A46 is a nationally significant trade and export route, with ports at either end of the corridor and East Midlands and Birmingham Airports close by. The single greatest gap in this route is the A46 at Newark; an upgraded dual carriageway opened in 2012 but stopped three miles short of the A1. This scheme will fill this gap, creating a consistently good connection from the M1 at Leicester to Lincoln, enabling UK, regional and local government's transport and economic growth plans.

**Improve journey times:** Congestion on this single carriageway section of the A46 means that journeys are unreliable and take longer than they should. This will only get worse as more people are expected to use the road in the future. Our improvement scheme will remove the bottleneck, meaning road users will have quicker and more reliable journeys.

**Make journeys safer:** From January 2014 to December 2018, accidents on this section of the A46 resulted in 197 casualties. Accidents have a direct impact on those involved and also often lead to lane closures and associated reliability issues. Widening the A46 to a dual carriageway will provide opportunities for safer overtaking, and junction improvements will reduce congestion and frustration.

**Help cyclists and pedestrians:** We will divert existing uncontrolled crossings of the A46 to provide a safer route to cross. As we develop the scheme, we'll ensure the needs of pedestrians, cyclists and horse riders are considered.

**Improve the environment:** The scheme aims to improve noise levels in Noise Important Areas (noise 'hotspots'). We will work with key stakeholders, including the local planning authority, Natural England, Historic England and the Environment Agency to develop proposals that protect and enhance the local environment.

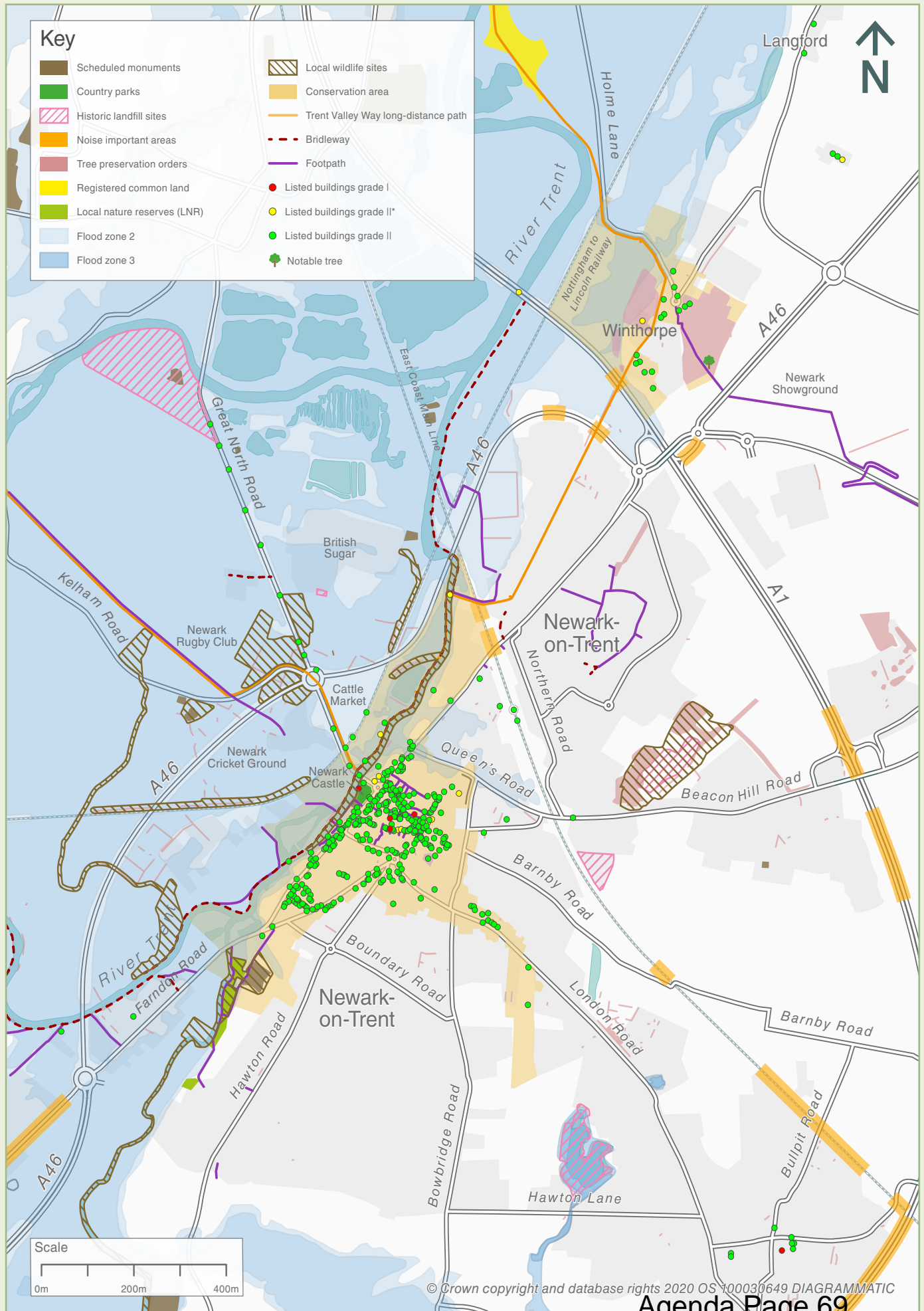
**The local area:** The location and setting of the A46 to the north of Newark-on-Trent presents a significant number of constraints and challenges, which are shown on the environmental map on page 3. These include floodplain, residential areas, scheduled monuments and listed buildings, archaeology and two river and three rail crossings. We attach great importance to the environment and will work to minimise our impact and enhance environmental features wherever possible.

## The options

**The two options** outlined in this brochure have been shortlisted following a thorough option identification process. We started by considering alternative routes for the A46 and concluded that widening the existing road was the solution that performed best against the project objectives and could be delivered within the budget available. The two best performing options are described in detail on the following pages, and the options we have discounted are described later in this brochure. We've also produced a summary video about our options which is available to view on our scheme webpage.

For the two options we would widen the A46 to a dual carriageway to provide two lanes in each direction between the Farndon and Winthorpe Junctions. Both options would include a new link and a new bridge over the A1 to the north of the existing bridge. We will improve access to the A1 by removing A46 through-traffic from the Brownhills and Friendly Farmer roundabouts, allowing them to operate better

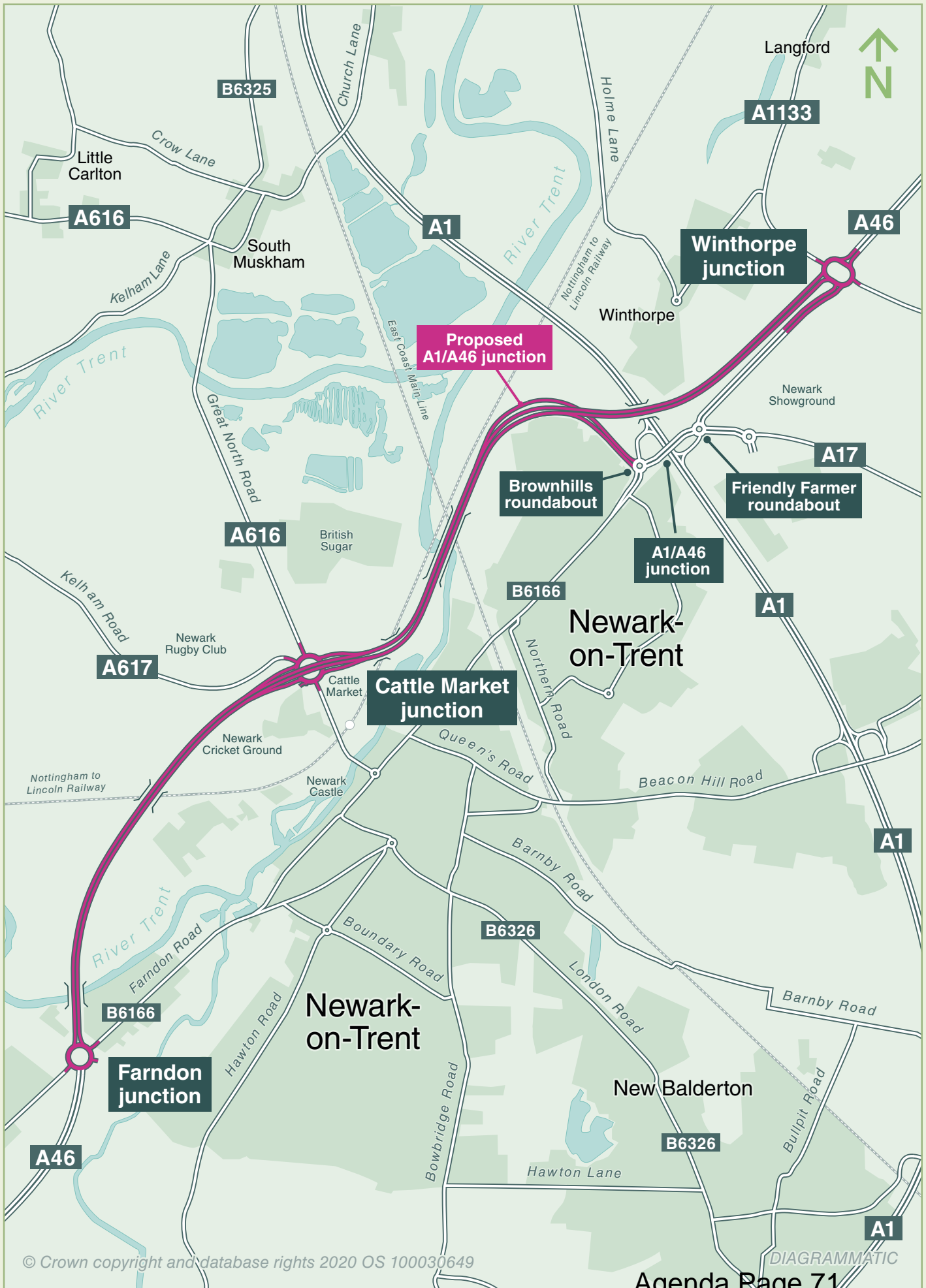
# Environmental constraints map



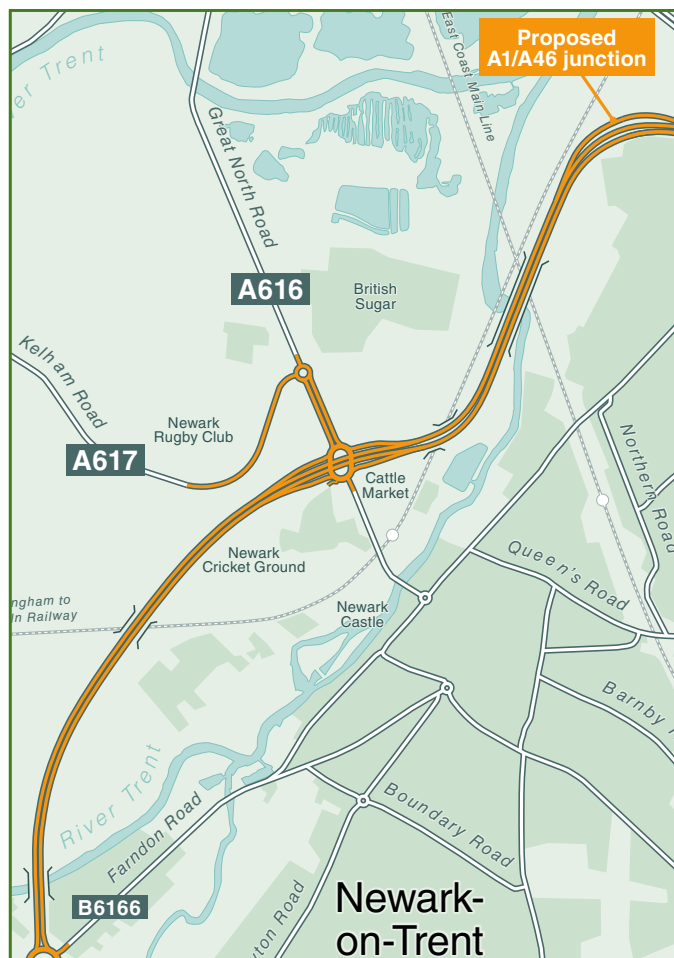
Map for Option 1



Map for Option 2



### Option 1 and Option 2 comparison for Cattle Market junction



#### Option 1

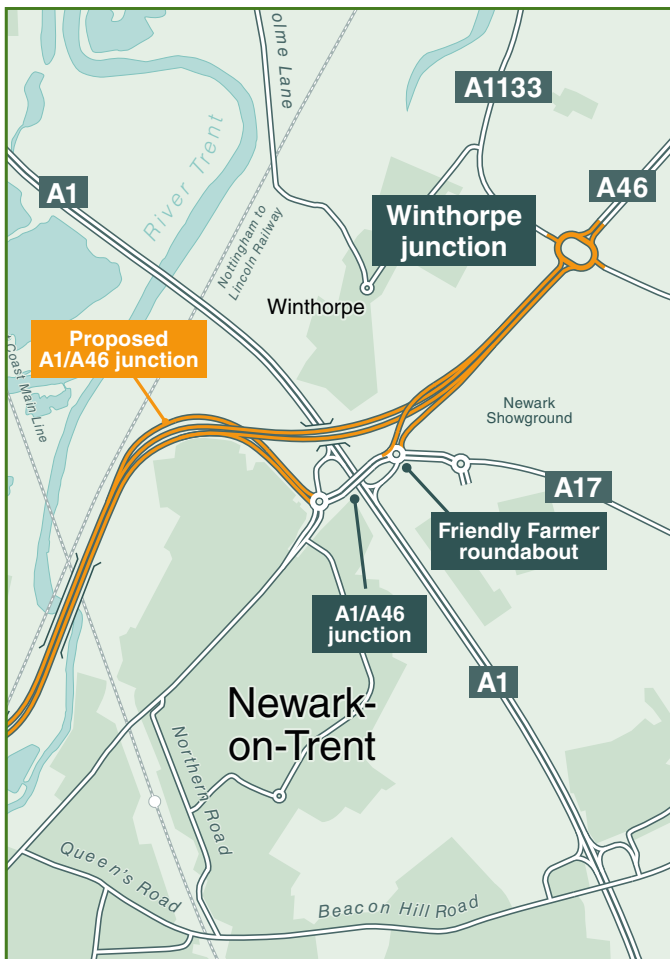
As shown in the drawing above, in Option 1, traffic lights would be added to Cattle Market junction and the layout changed for the A46 to pass through the centre of the roundabout. This would prioritise A46 through-traffic and reduce delays at this junction. The A617 Kelham Road would be diverted to a new roundabout with the A616 Great North Road to the north of the junction, in order to reduce delays at Cattle Market junction. Between the new roundabout and Cattle Market junction, the Great North Road would be widened to provide two lanes in each direction. In this option, all roads and the junction would remain at ground level.

#### Option 2

As shown in the drawing above, in Option 2 Cattle Market junction would be a flyover, with the A46 elevated to pass over the roundabout. In this option, Kelham Road and Great North Road would be retained as they are currently.

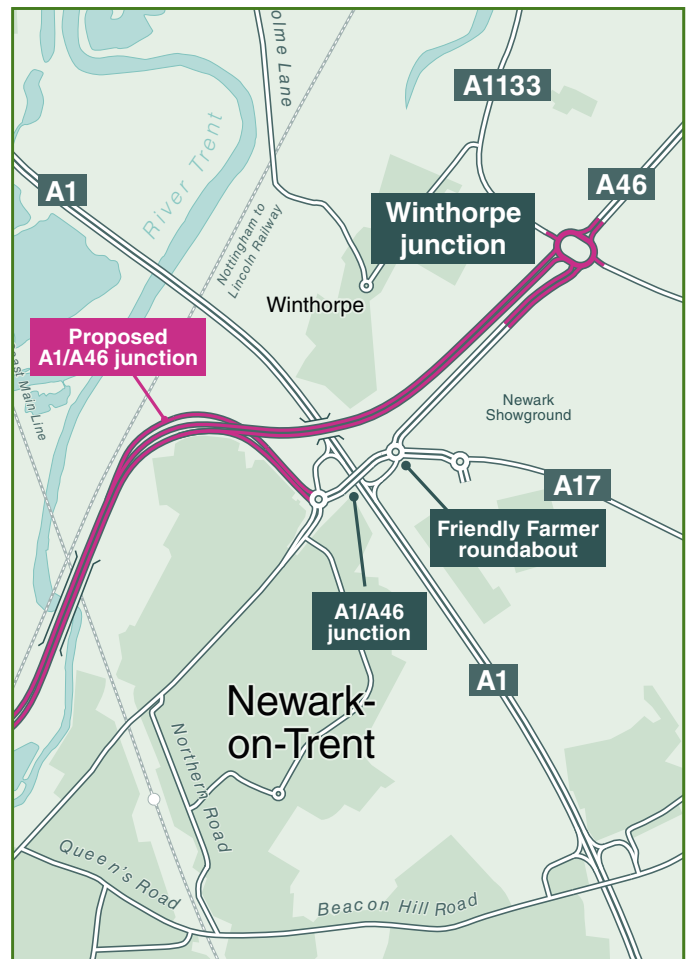
Option 2 would also add traffic lights to Farndon junction to improve flows on this roundabout during peak hours. The general layout of Farndon junction would not be changed.

## Option 1 and Option 2 comparison for Winthorpe junction



### Option 1

As shown in the drawing above, in Option 1 the new section of A46 would cross over the A1 to the south of Winthorpe and join back with the existing A46 to the west of Winthorpe junction. This junction would be enlarged, retaining the four-arms it currently has, with traffic lights added to improve traffic flow. A new flyover across the A46 would provide access from Friendly Farmer roundabout and the A1 to the A46 eastbound.



### Option 2

As shown in the drawing above, in Option 2 the new section of A46 would cross over the A1 and run slightly to the north of the existing road, joining back into Winthorpe junction. The junction would be enlarged to a five-arm roundabout, with traffic lights added to improve traffic flow. This option would move the A46 slightly closer to Winthorpe, but would remove the need for the flyover crossing over the A46 (as required in Option 1).

# Benefits and impacts of the proposed options

In assessing the benefits and impacts of the two proposed options, we look at a variety of features, including those listed below. As this consultation is taking place at an early stage in the overall project, this information is still being developed as we carry out detailed surveys and assessments. Environmental impacts are assessed based on national guidance.

## Journey times and traffic congestion

Our experts have built a traffic model, validated using observed traffic flows and journey times. This has allowed us to understand the current issues and predict how they will change in the future if we do not build the scheme.

We have used this model to test the impact of building the various options that we have developed.

As the scheme would increase capacity, our model predicts that both options would reduce congestion and improve the reliability of journeys. Journey times on the A46 between Farndon and Winthorpe would reduce by an average of one quarter across the day.

The two options propose a new flyover across the A1 which will significantly reduce the level of traffic and congestion experienced at the Brownhills and Friendly Farmer roundabouts.

<p><b>Option 1</b></p>	<p>The diversion of Kelham Road (A617) into a new roundabout with the Great North Road (A616) would increase the distance for journeys from Kelham Road to Cattle Market Junction.</p> <p>There would, however, be improved access onto Cattle Market Junction by reducing the number of arms of the roundabout and adding traffic lights.</p>
<p><b>Option 2</b></p>	<p>The journey time savings for Option 2 are greater than Option 1 for routes through Cattle Market Junction due to the proposed flyover removing the A46 through-traffic from the junction.</p> <p>Adding traffic lights to Farndon Junction will improve traffic flows on this roundabout during the peak periods.</p>

## Air quality

To understand the effect the two options will have on air quality, our experts have developed an air quality dispersion model to predict the impact of each option when it is open for traffic.

The model forecasts potential changes in air quality at key sensitive locations. We have used data from existing monitoring locations to build up a picture of air quality within the study area and to verify the model. This will be further refined as the scheme develops.

The work done so far suggests that there would not be any significant adverse effects on human health receptors once the scheme is open to traffic.

The two options have the potential to effect habitats within locally designated sites. Detailed surveys will be undertaken in the next stage of the scheme's development to assess the impact on biodiversity from the chosen option. We will publish more details about how we will manage air quality impacts during construction before we start work on the scheme.



## Noise

We have developed a three-dimensional noise model of the existing route, and both of the options, for when the scheme is open to traffic. This noise model was used to predict the difference in noise between the options, and the potential for a noise impact in the surrounding area.

The scheme study area includes Noise Important Areas, or noise ‘hotspots’ as recognised by Defra, the government Department for Environment, Food and Rural Affairs.

Without mitigation measures we predict increases in noise from the A46. These are as a result of changes to the layout and increases in traffic speed, due to a better flow of traffic on the road. We predict a decrease in noise from some of the roads in the centre of Newark as traffic would re-route back onto the A46 when the existing congestion is removed.

In the next stage of the scheme’s development we will undertake further assessment and consider if mitigation measures are needed.

<p><b>Option 1</b></p>	<p>The predicted changes in noise for Option 1 and Option 2 are broadly similar. In the vicinity of Cattle Market roundabout, the noise impact is predicted to be greater for Option 1 due to the proposed changes to Kelham Road and the Great North Road, which would bring these roads closer to some properties.</p>
<p><b>Option 2</b></p>	<p>The predicted changes in noise for Option 1 and Option 2 are broadly similar. In the vicinity of Winthorpe, the noise impact is predicted to be greater for Option 2 as the A46 would be closer to some properties.</p>

## Cultural heritage

We have assessed the potential impacts on cultural heritage within the vicinity of the scheme, accounting for possible impacts on historic buildings, archaeological remains or landscape.

The two options would have some effect on the setting of the Grade II listed causeway arches and culverts ‘Smeaton’s Arches’ associated with the Great North Road to the north of Cattle Market Junction.

The local prevalence of archaeological sites means there is a high likelihood of encountering as-yet unknown buried archaeological remains.





## Landscape

Using our landscape and visual field surveys, we have assessed how the landscape, views from homes, public rights of way, open space and viewpoints would be affected by the scheme and how these effects can be mitigated.

A number of residents on the north and north western edge of Newark-on-Trent, and in Winthorpe and Farndon villages, would experience an increase in visual impacts as a result of the scheme.

<p><b>Option 1</b></p>	<p>On the southern edge of Winthorpe, Option 1 would result in the loss of semi mature highway planting along the existing A46.</p> <p>Option 1 would be further from properties in Winthorpe, resulting in less adverse impact than Option 2 on the adjacent landscape and existing views from properties, with greater scope for mitigation.</p>
<p><b>Option 2</b></p>	<p>The visual impact would be greater for Option 2 for residents on the north edge of Newark due to the flyover junction at Cattle Market. On the southern edge of Winthorpe, Option 2 would result in the loss of mature trees that characterise the landscape.</p> <p>Option 2 would be closer to properties in Winthorpe and would have a greater adverse impact on views than Option 1, with less scope to provide mitigation.</p>

## Nature conservation

We have assessed the potential impacts to biodiversity within the vicinity of the scheme, taking into account designated wildlife sites, habitats and species.

The two options will affect locally designated sites and habitats and could affect protected species. Detailed surveys will be undertaken in the next stage of the scheme's development to assess the impact to biodiversity from the chosen option and to design the mitigation required.

<p><b>Option 1</b></p>	<p>Option 1 would have a greater impact to locally designated sites and habitats at Cattle Market Junction, through the land-take required for the diversion of Kelham Road.</p>
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## Road drainage and the water environment

We have assessed the potential impacts on the water environment within the vicinity of the scheme, which has included potential impacts on surface and groundwater quality, groundwater levels and flows and flood risk. We have also assessed compliance with the Water Framework Directive.

The two options involve construction within the floodplain and additional land would be required to compensate for the loss of this floodplain area.

Both options could have an impact on water quality (potentially surface and groundwater), however, there is potential to mitigate these impacts and options for this will be identified and included in the design for the scheme as it progresses.

<p><b>Option 1</b></p>	<p>Option 1 has slightly greater impacts due to the diversion of Kelham Road. These potential impacts can be mitigated but more mitigation would be required compared to Option 2.</p>
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## Contaminated land

The two options encroach on potentially contaminated land from the railway land, services, farms and the airfield which may be impacted by former pollution incidents and a sewage works.

## Climate

The construction of Option 1 and Option 2 would give rise to emissions from the production of materials to be used in construction, their transportation to site, and onsite through construction activities, for example from emissions from diesel-fuelled construction plant.

Once opened for traffic, the two options would result in an increase in greenhouse gas emissions generated by vehicles in use. Government policy is helping change the fleet mix to improve those emissions, such as no petrol/diesel cars sold after 2030. So, we would expect the impact to reduce over time in line with the UK's ambition to be Net Zero Carbon by 2030.

## Road safety

The two options would be expected to have a positive impact upon road safety by widening the existing road to a high-quality dual carriageway, improving the flow of traffic and reducing queuing at junctions.

### Option 2

We would expect that the addition of a flyover junction at Cattle Market, separating local traffic from through-traffic, would further reduce collisions for Option 2.

## Construction duration and impacts

We currently expect to start construction of the scheme in early 2025. The two options involve substantial engineering work at a very busy location and would take two to three years to build.

We are committed to delivering the scheme safely, minimising disruption to road users and residents. We will publish our construction strategy with more details before we start work on the scheme.

## Pedestrians, cyclists and horse riders

We have assessed the existing routes for pedestrian, cyclists and horse riders both during daytime and night-time and have undertaken counts to understand their usage.

The two options would divert the existing uncontrolled crossing of the A46 to the west of Cattle Market Junction to provide a safer route to cross. As the scheme is developed further, we'll ensure the needs of pedestrians, cyclists and horse riders are considered.

### Option 2

Cyclists using the road at Cattle Market, and those using the shared use path across the junction would benefit from the removal of A46 through-traffic from the roundabout in Option 2

## Land take

The two options widen the existing road, which will minimise the amount of new land required for this scheme. However, we'll need to acquire some land, and this will affect some properties and businesses.

Through this consultation we want to hear from everyone who could be affected, to better understand these impacts, before deciding on a preferred option.

At Cattle Market, the two options would need to acquire land from two businesses immediately south of this junction.

At Farndon roundabout, both options are the same, with a small amount of land needed to the north of this junction.

As the scheme would be built on floodplain, additional land would also be required to compensate the loss of this floodplain area.

Potential locations for these are being investigated and we'd like to start talking to landowners to help identify these. Once identified, we'll include these in our next stage of consultation for this scheme.

<p><b>Option 1</b></p>	<p>Option 1 would require approximately 31 hectares of land outside of the existing highway boundary that includes a range of soils for arable and grassland use.</p> <p>At Cattle Market, Option 1 would impact more landowners than Option 2 due to the land needed to divert Kelham Road into Great North Road.</p> <p>At Winthorpe, Option 1 would require less land than Option 2, but we'd need to acquire two businesses situated on the A46 eastbound carriageway, between Friendly Farmer and Winthorpe roundabouts.</p>
<p><b>Option 2</b></p>	<p>Option 2 would require approximately 32 hectares of land outside of the existing highway boundary that includes a range of soils for arable and grassland use.</p> <p>Option 2 would require less land at Cattle Market than Option 1, as Kelham Road and Great North Road would remain as they are.</p> <p>At Winthorpe, Option 2 requires more land than Option 1, it avoids the acquisition of two businesses but could impact upon two residential properties on Hargon Lane.</p>



## Discounted options

In developing this scheme, we considered several different options before shortlisting these down to the two presented in this brochure. The table below summarises options that we considered, but discounted.

Rejected option	Reasons for rejection
<b>No scheme</b>	Without the improvement scheme, there would be significant delays and increasingly unreliable journeys in the future. This is likely to result in 'rat-running' through Newark and other less suitable routes.
<b>Junction improvements only, with no widening of A46</b>	Traffic modelling indicated that without widening the existing single carriageway to a dual carriageway there would still be delays at all junctions and on the A46 mainline. This option would not provide the journey time savings or safety benefits that are objectives of the scheme and would not meet the strategic aims for the A46 corridor.
<b>Option with all grade separated junctions between Farndon and Winthorpe</b>	<p>Whilst investigating options to include widening of the existing A46, we developed an option to create flyover junctions at Farndon, Cattle Market, the A1/A46 and Winthorpe. This option was significantly more expensive than Option 1 or Option 2 due to the additional construction but didn't provide enough additional benefits to justify the increased cost.</p> <p>This option also had greater environmental impacts of:</p> <ul style="list-style-type: none"> <li>▪ Increased construction within the floodplain which would require compensating.</li> <li>▪ Significant impacts within an area of known archaeology of international significance at Farndon.</li> <li>▪ Increased visual impacts associated with the additional grade separated junctions.</li> <li>▪ Greater number of properties would experience increases in noise.</li> </ul>
<b>Route to the north of Winthorpe</b>	<p>We developed a route to divert the A46 to the north of Winthorpe in order to remove the constraints of fitting the A46 link in between Newark-on-Trent and Winthorpe.</p> <p>This option would require more land take and new construction, but would not provide any additional savings in journey time due to it being a longer. This route was less preferable for cultural heritage, noise, landscape and visual receptors.</p>
<b>Route to the south of Newark-on-Trent</b>	<p>A longer route, crossing the A1 south of Fernwood and re-joining the existing A46 near Brough, and a shorter route joining the A1 South of Fernwood, were considered.</p> <p>It would not be possible to use or widen the partially constructed Newark Southern Link road as the road layout and frequent junctions required for access to the various developments would not be suitable for strategic through-traffic. As this route would be longer it would not improve journey times. The existing A46 to the north of Newark-on-Trent would remain a shorter route for many journeys and, as this would not be improved, it would remain congested.</p>
<b>Route further north of Newark-on-Trent</b>	<p>A longer route, crossing the A1 near North Muskham and re-joining the existing A46 near Brough, and a shorter route joining the A1 near North Muskham, were considered in order to minimise the impact on the flood zone. As this route would be longer it would not improve journey times. The existing A46 to the north of Newark-on-Trent would remain a shorter route for many journeys and, as this would not be improved, it would remain congested.</p>

# Next steps

Once the consultation has closed on **Tuesday 2 February**, we will;

- Make sure potential impacts on the community and environment have been fully considered
- Refine the option designs, incorporating the comments received where possible and complete our assessment work
- Analyse all responses and consider feedback and compile them into a consultation report

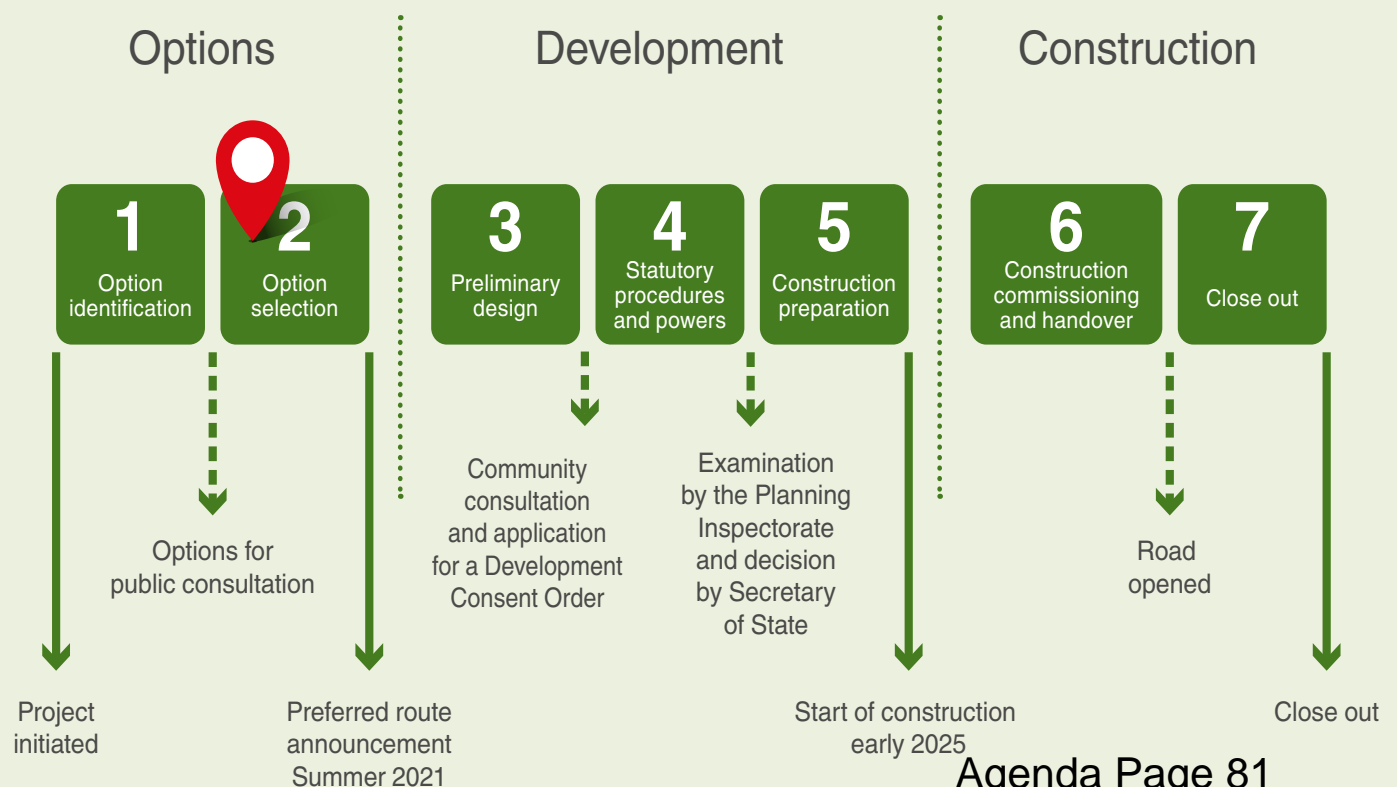
We will announce the preferred route option for the scheme in **summer 2021**.

Our preferred route will be taken through to the next stage of design development. This is when we'll develop more detail on the highway structures and overall design. It is also when the next stages of environmental assessments are completed, and we look at steps we can take to reduce any environmental impacts. During this stage, we will also hold another public consultation, giving you the opportunity to comment on more developed proposals.

For the two proposed options, it is likely that we will be required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate. The process for this is explained in the table below.

As you may know, a DCO is a special type of planning application which is needed for a Nationally Significant Infrastructure Project (NSIP). Further information on the DCO process can be found on the Planning Inspectorate's website: [infrastructure.planninginspectorate.gov.uk/application-process/the-process](https://infrastructure.planninginspectorate.gov.uk/application-process/the-process).

It will be possible to participate in the Planning Inspectorate's examination of our application, when our final proposal will be considered in detail.



For more information please visit our website: [highwaysengland.co.uk/a46-newark-bypass](https://highwaysengland.co.uk/a46-newark-bypass)

You can also sign up for email alerts whenever the webpage is updated.

If you have any queries about this scheme please contact us by calling the Customer Contact Centre on **0300 123 5000** and requesting a call back from a member of the project team or emailing [a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)







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## ECONOMIC DEVELOPMENT COMMITTEE

13 JANUARY 2021

### RESIDENTIAL CYCLE & CAR PARKING STANDARDS & DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT

#### **1.0 Purpose of Report**

1.1 To set before Committee a Final Draft Residential Cycle and Car Parking Standards & Design Guide Supplementary Planning Document ('SPD') which has been amended following the consultation period which closed in November 2020. Due to some significant alterations being made to the SPD, an additional 8 week period of consultation is sought on the document with local residents, developers, Town and Parish Councils and other interested stakeholders.

#### **2.0 Background Information**

2.1 At the end of last year, an initial consultation period was undertaken to assist in developing the new standards. The consultation received a total of 30 responses and some of the main comments and findings include:

- Support for parking standards to be differentiated between more categories (i.e. not just Newark Urban Area and the rest of the District);
- Generally in agreement that garages (both integral and detached) should be counted as a parking space provided that they are of sufficient size to accommodate both a car and storage;
- Consultees support the need for 1 bedroom dwellings to have 1 parking space provided some visitor parking can be accommodated within close proximity to smaller dwellings;
- Support for visitor parking but generally in agreement this should not be quantified and be flexible.

2.2 After the initial consultation closed we contacted a number of consultees again to ensure that they had not missed the opportunity to comment. We received a small number of additional comments. A full analysis of all responses received is provided in the draft Consultation Statement at **Appendix A**.

2.3 The issue was raised as to whether the contents of the SPD meant it did not comply with the Town & Country Planning (Local Planning) (England) Regulations 2012 on the basis the SPD introduces new policies outside of the Development Plan upon which planning permission can be refused. The Council believe the SPD to be fully compliant with the Regulations as the purpose of the SPD is to flesh out the principles of SP7, DM5 and CP9 and will not on its own, regulate applications for planning permission. An explanation of the Regulations is provided in the draft Consultation Statement at Appendix A.

2.4 The responses to this consultation have informed the production of a final draft SPD. Additional work was also undertaken in order to inform the draft standards. Significant changes have been made to the recommended minimum parking standards including the introduction of a zonal approach which is proposed to better reflect local circumstances and strikes the right balance between providing appropriate levels of car parking spaces while also promoting sustainable forms of transport in areas of good public transport accessibility.

2.5 The overarching principle of the zonal approach is that residential developments located within the most sustainable locations, close to good public transport networks, local facilities and public car parks will require less parking than equivalent development in areas with lower levels of public transport accessibility. The zones are proposed as follows:

- Newark Town Centre;
- Inner Newark
- Rest of Newark Urban Area
- Service Centres (Clipstone, Ollerton & Boughton and Rainworth)
- Rest of the District (including Southwell and Edwinstowe).

2.6 A detailed map of the zones in Newark Urban Area has been produced and is included within the draft SPD at Map 1 and 2 and will enable users to clearly identify which zone an individual site is situated within.

### **3.0 Draft Residential Cycle & Car Parking Design Guide SPD**

3.1 A final draft of the SPD is attached at **Appendix B**. A supporting Topic Paper is attached at **Appendix C**. The Topic Paper brings together a range of evidence which justifies the Standards proposed in the Draft SPD and the evidence base has been updated to reflect the proposal zonal approach.

3.2 The SPD forms part of wider work on design which is intended to be brought in to the Development Plan as part of the Plan Review.

### **4.0 Consultation on the Draft SPD**

4.1 It is proposed to carry out consultation on the draft SPD for an eight week period commencing 18 January 2021.

4.2 The consultation will be carried out in line with the Statement of Community Involvement and supporting 2020 Annexe. The document will be placed on the Council's website, interested parties such as Town and Parish Council's, developers and representative groups will be alerted to the consultation along with more general publicity via social media.

### **5.0 Digital Implications**

5.1 There are no direct digital implications arising from this report.

### **6.0 Equalities Implications**

6.1 The Integrated Impact Assessment (IIA) (which incorporates an Equalities Impact Assessment into the Plan Review) has been undertaken on the Amended Core Strategy including Spatial Policy 7 - Sustainable Transport which concluded that the policy maximises the potential opportunities for sustainable transport choices to be made by all and ensuring that major development is well located for convenient access by non-car modes can help support equality of opportunity.

6.2 The SPD also has wider positive beneficial implications as it will encourage more reasonable sized parking spaces and internal garage dimensions as standard which will also help support equality of opportunity.

## **7.0 Financial Implications – FIN20-21/7703**

7.1 There are no financial implications from the proposed SPD.

## **8.0 Community Plan – Alignment to Objectives**

8.1 The Community Plan Objective *“Create more and better quality homes through our role as landlord, developer and planning authority”* is supported by the production of the SPD as this Objective seeks to provide a positive, proactive and timely planning service which secures good quality homes.

8.2 The Community Plan Objective *“Continue to maintain the high standard of cleanliness and appearance of the local environment”* is indirectly supported by the SPD as it seeks to reduce the likelihood of on street parking in new residential developments and thus improving the appearance of the local environment.

## **9.0 RECOMMENDATIONS that:**

- a) the proposed responses to consultation set out in Appendix A be approved;
- b) the contents of the amended SPD and accompanying Topic Paper evidence base be noted; and
- c) the Final Draft Residential Parking and Design SPD (as set out at Appendix B) is approved for an eight weeks public consultation week commencing 18 January 2021.

## **Reason for Recommendations**

**To allow for the Final Draft SPD be subject to public consultation.**

## **Background Papers**

Nil

For further information please contact Matthew Tubb on Ext 5850 or Emma Raine Ext 5767

Matt Lamb  
Director - Planning & Growth

**APPENDIX A**

**Question 1: Do you agree with the proposed role and scope of the Residential Cycle and Car Parking Standards & Design Guide SPD? Please provide further comment if there is anything you would change in relation to the proposed role and scope of the SPD.**

<b>Respondent ID / Organisation</b>	<b>Summary of Comment</b>	<b>Response / Action</b>
001 / Resident of South Muskham	Agrees with proposed role and scope of the SPD.	The support for the proposed role and scope of the SPD is welcomed.
006 / Collingham Parish Council	Agrees with proposed role and scope of the SPD. It is a good base document as the District moves forward and for future development.	The support for the proposed role and scope of the SPD is welcomed.
007 / Resident of Sutton on Trent	Agrees in principle. The consultee points to the need of parking standards to take into account the location of new builds, the nature of new builds (such as infill) and the width of old roads and where public service buildings impact within an estate.	<p>The support for the proposed role and scope of the SPD is welcomed.</p> <p>The draft SPD does take into account the location of new residential development and different types of residential development (including redevelopment and reuse of existing buildings) but this will be made clearer within the document.</p> <p>The width of roads and impact on public service buildings is outside the scope of the SPD.</p>
008 / Trent Valley Internal Drainage Board	Generally agrees with the proposed role and scope of the SPD.	The support for the proposed role and scope of the SPD is welcomed.
012 / TOWN-PLANNING.CO.UK	Parking Standards is supported in principle but not in its current form.	The support for parking standards in principle is welcomed.
	The consultee does not agree with the desire to encourage electric vehicle charging points in new development and believes it adds an unnecessary financial burden and introduces new policies outside of the Development Plan.	<p>The Council would like to reiterate this is Guidance, not policy. The encouragement of EVCP's is consistent with the requirements of National Policy in Paragraph 105 and 110 of the NPPF. Changes to Building Regulations requiring electric charging points are anticipated early in 2021 and in light of this we think the Guidance is appropriate. NSDC have spoken with a number of providers of electric charging points to ascertain whether there is financial burden as a consequence of encouraging this. The findings are as follows:</p> <ul style="list-style-type: none"> <li>• EV Charging Solutions provide a domestic wall mounted charger</li> </ul>

Respondent ID / Organisation	Summary of Comment	Response / Action
		<p>(mode 3 at 7kW [fast charging]) for £400-£550. The cost of installation is additional. They have advised where a charging point is unviable, dummy units can be installed for c£50. This means the front can be removed and a charger fitted in its place by future occupants.</p> <ul style="list-style-type: none"> <li>• EON - £875 per charging point including installation. This excludes the Government scheme discount and is the cost for individual dwellings, not the price if bulk bought.</li> <li>• British Gas - £961 per charging point including installation. This excludes the Government scheme discount and is the cost for individual dwellings, not the price if bulk bought.</li> <li>• Scottish Power - £899 per charging point including installation. This excludes the Government scheme discount and is the cost for individual dwellings, not the price if bulk bought.</li> </ul> <p>The Council believe that charging points should be encouraged for all new homes, but in the event that meeting the full requirement would render the development unviable, a requirement to install a dummy charger will be encouraged. This will not add a financial burden and the text in the SPD shall be updated to reflect this.</p>
	<p>The issue of viability has not been addressed in respect of electric vehicle charging points and cycle parking.</p>	<p>The Council believes the cost of additional equipment (i.e. charging points and cycle storage) is modest. The implications from the design guidance represents recognised good urban design principles taken for the most part from Building for a Healthy Life, a recognised standard. We do not consider that their implementation should cause an issue in viability terms as it is incumbent on applicants to demonstrate high standards or design and layout in order to satisfy DM5, SP7 as well as Paragraphs 110 and 124 of the NPPF. It is advised that applicants factor in the need to meet these high standards from the outset.</p>
	<p>The consultee believes the provision of one electric vehicle charging point per dwelling in the event of unallocated parking spaces is excessive.</p>	<p>This guidance is in accordance with the Government’s 2019 consultation on <i>“Electric vehicle chargepoints in residential and non-residential buildings”</i> which is understood to become implemented in spring 2021.</p>

Respondent ID / Organisation	Summary of Comment	Response / Action
Q13 / Fernwood Parish Council		The Government are seeking to phase out petrol and diesel fuelled vehicles by 2035 thus strengthening the need to provide facilities for alternatively fuelled vehicles will become a requirement as demand grows exponentially.
	The consultee believes the SPD fails to recognise that Western Power do not have capacity in the network to accommodate charging points in new development.	Western Power provides an online 'EV Capacity Map' which has assessed the available capacity at each site and have represented this as a generic level of EV Charging Capacity. It explains that for the lowest level ('some capacity available') management of charging may need to be considered but it is only expected to be a reactive solution in certain cases whilst Western Power create additional capacity. This map identifies that there are 459 sub stations in the District, and of these 388 have either 'capacity available' or 'extensive capacity available'. Only 15% have 'some capacity available'. Therefore it is considered that there is sufficient capacity in the network to accommodate charging points in new developments.  <a href="https://www.westernpower.co.uk/smarter-networks/electric-vehicles/ev-capacity-map">https://www.westernpower.co.uk/smarter-networks/electric-vehicles/ev-capacity-map</a>
	Parking Standards proposed are contrary to Paragraph 105 of the NPPF.	The Council consider the parking standards are compliant with Paragraph 105 of the NPPF, this is outlined in Appendix 2.
	The consultee believes the testing of case studies in respect of parking standards should not just be purely arithmetical.	Comments noted. The Council have assessed each case study based on its design and layout alongside its assessment the quantity of parking standards.
Q15 / Historic England	Agrees with proposed role and scope of the SPD.  Agrees with the proposed role and scope of the SPD. The content at present would provide opportunities for enhancing places, particularly Conservation Areas where parking and street clutter can affect one's appreciation of the character of an area.	The support for the proposed role and scope of the SPD is welcomed.
Q16 / Persimmon Homes East Midlands	The consultee believes the SPD cannot be lawfully adopted as such and falls outside the scope of	The Council believes the SPD fully meets the Regulations. See appended Table for full details.

Respondent ID / Organisation	Summary of Comment	Response / Action
	Regulation 5 (1) (a) (i), (ii) and (iv) of the Town and Country Planning (Local Planning) (England) Regulations 2012.	
	The SPD will introduce significant new burdens of new development which have significant impact on viability and should be examined as part of the local plan adoption process.	The Council believes the cost of additional equipment (i.e. charging points and cycle storage) is modest. The implications from the design guidance represents recognised good urban design principles taken for the most part from Building for a Healthy Life, a recognised standard. We do not consider that their implementation should cause an issue in viability terms as it is incumbent on applicants to demonstrate high standards or design and layout in order to satisfy DM5, SP7 as well as Paragraphs 110 and 124 of the NPPF. It is advised that applicants factor in the need to meet these high standards from the outset.
	The consultee believes the Topic Paper fails to consider all factors in paragraph 105 of the NPPF.	The Council consider the parking standards are compliant with Paragraph 105 of the NPPF. See appendix 2.
	The level of encouraged cycle parking provision is excessive.	The level of encouraged cycle parking is aimed at encouraging ownership and use of cycles. There should be opportunity for cycle storage for both those community on cycles and those who cycle recreationally. It is reasonable to assume that most households who cycle, particularly families, will own one bike per family member. The guidance allows some flexibility in the number of cycle parking spaces in certain situations (i.e. site specific constraints such as change of use proposals)
	The design principles in Key Principle 2 are too prescriptive and will result in indistinguishable and repetitive design.	Key Principle 2 is built on the principles of Building for a Healthy Life which is a recognised urban design standard, and one endorsed by the National Design Guide as a key reference, which seeks to create places that are better for people by making more attractive places with well-designed streets and well-integrated car parking.
	Key Principle 2 will reduce the number of dwellings that can be accommodated on site and is contrary to the NPPF as it does not result in an effective use of land.	The overriding objective of the planning system is to deliver sustainable development and achieving high standards of design and layout is key to this objective. Housing developments should be both well designed and fit for purpose. Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning



Respondent ID / Organisation	Summary of Comment	Response / Action															
		<p>and development process should achieve. Paragraph 127 outlines that developments should function well and add to the overall quality of the area. It should also be noted that land provided for parking measures which aren't fit for purpose (such as driveways / garages too narrow and rear parking courts which aren't used) is an ineffective use of land. Therefore there should be a balance between effective use of land and developments which are fit for purpose and well-designed because the NPPF should be read as a whole document.</p> <p>The Council has allocated land with an estimated capacity (at generally either 40dph in Newark and 30dph elsewhere) which greatly exceeds its objectively assessed need. It is also noted the Council has a five year land supply so there is no existing or anticipated shortage of land for meeting identified housing needs in respect of Paragraph 123 of the NPPF and the Council do not consider this to be relevant. In addition, there are three allocations which are included as case studies which delivered well in excess of this which demonstrates there is scope to improve the overall design of schemes but still meet the Council's objectively assessed need. Notwithstanding a number of case studies provided a higher number of parking spaces than the recommended standards require, these were just not the most effective parking solutions.</p> <table border="1" data-bbox="1263 1059 2121 1315"> <thead> <tr> <th></th> <th>Wellow Road, Ollerton</th> <th>Ridgeway, Farnsfield</th> <th>Nottingham Road, Southwell</th> </tr> </thead> <tbody> <tr> <td>No. of Dwellings Allocated</td> <td>125</td> <td>35</td> <td>30</td> </tr> <tr> <td>No. of Dwellings Built</td> <td>147</td> <td>60</td> <td>34</td> </tr> </tbody> </table>					Wellow Road, Ollerton	Ridgeway, Farnsfield	Nottingham Road, Southwell	No. of Dwellings Allocated	125	35	30	No. of Dwellings Built	147	60	34
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	The consultee believes that electric vehicle charging points will be required through Building Regulations and inclusion in the SPD is surplus to requirements.	Only a consultation has yet occurred (closed October 2019), the outcome has yet to be announced. The Council considers it is important to encourage provision for EVCP's until a time where the Government makes them mandatory.
024 / Persimmon Homes Nottingham	Agrees with proposed role of the Parking Standards but the consultee believes the SPD cannot be lawfully adopted as such and falls outside the scope of Regulation 5 (1) (a) (i), (ii) and (iv) of the Town and Country Planning (Local Planning) (England) Regulations 2012.	Comments noted. The Council believes the SPD fully complies with the Regulations. See Appendix 1 for details.
025 / Southwell Town Council	Agrees with proposed role and scope of the SPD.	The support for the proposed role and scope of the SPD is welcomed.
028 / Globe Consultants	Is pleased that the SPD has been produced but is confused as to why it does not cover non-residential development. Nottinghamshire Highway Design Guide is out of date and refers to old standards.	Comments noted. The Council only wish to pursue parking standards for residential development at the current time. The Highway's Authority is due to adopt a new Highway Design Guide in early 2021 which will address non-residential development.
029 / SGA LLP	Agrees in principle but has concerns that an over provision of spaces would result in over dominance.	Comments noted. The SPD has been amended to include more parking standards (Newark Town Centre, Inner Newark, Rest of NUA, Service Centres and Rest of District), when assessed against the case studies, in a number of cases the case studies provided a greater level of parking than that recommended. Therefore the Council do not believe this to be a concern.
	Increasing size of parking spaces will have a negative impact.	Comments noted. This increase is in line with the recommendation from the Highways Authority. The reason being is that a standard parking space in a car park is 2.4m. This is usually between other spaces. The average width of a car is c1.8m plus mirrors so on average you would have 0.6m between vehicles to open a door and enter or exit a car. On a driveway you would not be able to reasonably get out of an average car parking within a 2.4m wide space if between walls or you would likely need to step onto the garden if open plan. It would also be unlikely to provide sufficient passage to the side of a vehicle given that, in accordance with Regulation 5 of 'The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 2005', mirrors may project up to

Respondent ID / Organisation	Summary of Comment	Response / Action
	<p data-bbox="577 453 1236 587">Advice in Key Principle 2 could potentially result in the need to provide a distance of 8m between dwellings in a typical 3 bed semi-detached arrangement to accommodate the requirement vehicles.</p>	<p data-bbox="1258 236 2121 443">200m beyond the overall width of a car, so another 0.4m as usually on both sides. At 3.0m you would have room to comfortably open a car door and walk down the side of the vehicle. Parking spaces need to be fit for purpose and convenient for the homeowner. The Topic Paper (Case Studies) highlights that where drives are narrow, on street parking becomes more frequent.</p> <p data-bbox="1258 453 2121 657">The Council believes that there are a variety of parking solutions which can be used in line with best practice contained in Building for a Healthy Life. The parking standards have also been amended (standards (Newark Town Centre, Inner Newark, Rest of NUA, Service Centres and Rest of District) and in all cases except Rest of the District, only two spaces are required, this could be in the form of frontage parking.</p>
030 / Barton Willmore c/o Urban & Civic	The consultee supports the role and scope of the Draft SPD and confirm that they do not challenge anything in principle. However they do suggest amendments to be considered (see additional comments below).	Comments are welcomed and noted.

**Question 2: Does the SPD provide sufficiently clear guidance on what will be sought in relation to parking on new residential development? Please provide further comment if there is anything you would change in relation to the clarity of the document.**

Respondent ID / Organisation	Summary of Comment	Response / Action
001 / Resident in South Muskham	It goes a long way to supply clear guidance but each application should be based on its own merits.	Comments noted. There is sufficient flexibility in the SPD to allow for this where appropriate.
006 / Collingham Parish Council	Agrees the SPD provides clear guidance but can't be certain until implementation begins.	Comments noted.
007 / Resident in Sutton on Trent	The consultee believes estate roads are not wide enough for visitor parking which causes displaced parking frustrating road users.	Comments noted. The width of the carriageway is the responsibility of the Highways Authority (Nottinghamshire County Council) and falls outside the scope of this SPD.
008 / Trent Valley Internal Drainage Board	Agrees that the SPD provides sufficiently clear guidance on what will be sought.	The comments are welcomed and noted.
012 / TOWN-PLANNING.CO.UK	The consultee believes the SPD has a number on incompatible factors including discouraging tandem parking, large amounts of frontage parking and rear parking courts.	Key Principle 2 is built on the principles of Building for a Healthy Life which is a recognised urban design standard, and one endorsed by the National Design Guide as a key reference, which seeks to create places that are better for people by making more attractive places with well-designed streets and well-integrated car parking. There are a variety of parking solutions available to developers without encouraging on street parking and Building for a Healthy Life provides a number of examples of good parking solutions. However, further illustrations are to be provided in the document to demonstrate this is more detail.
	The consultee believes increasing the width of a parking space from 2.4m to 3m has a significant impact on schemes and viability has not been assessed.	Comments noted. This increase is in line with the recommendation from the Highways Authority. The reason being is that a standard parking space in a car park is 2.4m. This is usually between other spaces. The average width of a car is c1.8m plus mirrors so on average you would have 0.6m between vehicles to open a door and enter or exit a car. On a driveway you would not be able to reasonably get out of an average car parking within a 2.4m wide space if between walls or you would likely need to step onto the garden if open plan. It would also be unlikely to provide sufficient passage to the side of a vehicle given that, in accordance with Regulation 5 of 'The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 2005', mirrors may project up to 200mm beyond the overall width of a car, so another 0.4m as usually on

		both sides. At 3.0m you would have room to comfortably open a car door and walk down the side of the vehicle. Parking spaces need to be fit for purpose and convenient for the homeowner. The Topic Paper (Case Studies) highlights that where drives are narrow, on street parking becomes more frequent.
	The Consultee disagrees with the Council's decision to discourage loose driveway materials within settlements.	Comments noted. The text already makes reference to recommending the surface finish of the driveway in the settlement boundary to be incorporated into a wider sustainable drainage scheme. However, the text will be amended to include the encouragement of 'smooth and hard porous materials'. Loose materials are discouraged in the settlement (although there may be some circumstances where appropriate such as barn conversions), particularly, large scale developments, because they encourage loose items to be deposited on the adoptable area of the highway (including the footway) which poses a safety risk.
013 / Fernwood Parish Council	Agrees that the SPD provides sufficiently clear guidance on what will be sought.	The comments are welcomed and noted.
015 / Historic England	Agrees that the SPD provides sufficiently clear guidance on what will be sought. The content at present would provide opportunities for enhancing places, particularly Conservation Areas where parking and street clutter can affect one's appreciation of the character of an area.	The comments are welcomed and noted.
016 / Persimmon Homes East Midlands	The consultee believes Key Principle 1 in respect of cycle parking is vague and implementation needs to be clear what cycle parking is expected and where.	The text in Key Principle 1 has been amended to include reference to Table 1 and 2 (rather than just Table 1).
014 / Persimmon Homes Nottingham	The consultee believes the document is generally clear but that the requirements are unlawful and excessive. It is believed the document lacks sufficient evidence to justify the recommendations in the SPD.	The Council has outlined in Appendix 1 why we believe the SPD is lawful. The parking standard recommendations in the SPD are based on the evidence in the Topic Paper and the recommendations for cycle parking and provision of electric vehicle charging points are a pragmatic response to the requirements of the NPPF.
	Fails to consider how the requirements of the SPD will	The implications from the design guidance represents recognised good

	affect viability.	urban design principles taken for the most part from Building for a Healthy Life, a recognised standard. We do not consider that their implementation should cause an issue in viability terms as it is incumbent on applicants to demonstrate high standards or design and layout in order to satisfy DM5, SP7 as well as Paragraphs 110 and 124 of the NPPF. It is advised that applicants factor in the need to meet these high standards from the outset.
Agenda Page 97	Fails to consider the implications on land take. Recommends a blueprint should be commissioned to consider the impacts on land take and considered against Paragraph 123 of the Framework.	<p>The overriding objective of the planning system is to deliver sustainable development and achieving high standards of design and layout is key to this objective. Housing developments should be both well designed and fit for purpose. Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 127 outlines that developments should function well and add to the overall quality of the area. It should also be noted that land provided for parking measures which aren't fit for purpose (such as driveways / garages too narrow and rear parking courts which aren't used) is an ineffective use of land. Therefore there should be a balance between effective use of land and developments which are fit for purpose and well-designed because the NPPF should be read as a whole document.</p> <p>The Council has allocated land with an estimated capacity (at generally either 40dph in Newark and 30dph elsewhere) which greatly exceeds its objectively assessed need. It is also noted the Council has a five year land supply so there is no existing or anticipated shortage of land for meeting identified housing needs in respect of Paragraph 123 of the NPPF and the Council do not consider this to be relevant. In addition, there are three allocations which are included as case studies which delivered well in excess of this which demonstrates there is scope to improve the overall design of schemes but still meet the Council's objectively assessed need. Notwithstanding a number of case studies provided a higher number of parking spaces than the recommended standards require, these were just not the most effective parking</p>

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025 / Southwell Town Council	The consultee suggests including more 'good' examples of design including Electric Vehicle Charging Points and cycle parking.	Comments noted. The Council will seek to include more examples of 'good design'.												
028 / Globe Consultants	Welcomes the specific reference to parking provision at retirement / sheltered / extra care housing but believes there should be a minimum standard for both cycle parking and care parking to safeguard provision for disabled people, shift working staff and visitor provision.	Comments noted. Certain types of accommodation will require more parking provision than others and the Council believe it is most appropriate to determine this on a case by case basis depending on the type and nature of the accommodation proposed.												
029 / SGA LLP	The consultee believes the SPD gives conflicting advice and the tandem diagrams are incomplete.	Comments noted. The tandem parking diagram is not exhaustive of all options but is provided to highlights examples of good and bad practice.												
	The SPD should provide examples of compliant schemes. The image showing frontage parking is misleading as it does not comply with the SPD.	Comments noted. Additional examples will be provided. The photographs are purely illustrative of what good design could look like. This particular photograph shows the rule of 4:1 which we seek to encourage. This is not illustrating the size of the spaces or the number of spaces which should be provided, but demonstrates how the 4:1 rule could be designed and implemented.												
030 / Barton Willmore c/o Urban & Civic	Does not object to car parking requirements which are split between Newark Urban Area and Rest of the District or the standards set out in Table 1 but would suggest a plan showing these locations is set out to provide absolute clarity.	Comments welcomed and noted. A plan will be provided showing the extent of Newark Urban Area.												

**Question 3: Do you think integral garages should be counted as car parking space(s)? Do you think bicycles and mobility scooters should be stored in garages or elsewhere? Please provide an explanation.**

001 / Resident from South Muskham	Garages should be counted as a parking space and believes bikes and mobility scooters should be stored in garages or elsewhere to protect the property and keep amenity space open and clear.	Comments noted. The Guidance is considered to remain appropriate so it will count a parking space so long as it is of a sufficient size to accommodate a car and storage area for gardening equipment / bicycles and where appropriate, mobility scooters.
006 / Collingham Parish Council	Garages should be counted as a parking space as long as it is of a sufficient size to accommodate a car and storage area for gardening equipment / bicycles and mobility scooters.	Comments noted. The SPD will remain as written so it will count a parking space so long as it is of a sufficient size to accommodate a car and storage area for gardening equipment / bicycles and where appropriate, mobility scooters.
007 / Resident from Sutton on Trent	The consultee has concerns about the size of garages and inability to accommodate the modern car and asks what NSDC propose for secure cycle storage.	The internal dimensions encouraged in the SPD are appropriate for the modern day car. Secure cycle storage should be lockable and undercover but the location of this will depend upon the developer. A sentence will be included in the SPD to encourage lockable and undercover storage.
008 / Trent Valley Internal Drainage Board	The consultee believes garages should not be counted as a parking space as they are often not used for their intended purpose and it is difficult to compel people to only use for parking a car.	Comments noted. The SPD will remain as written so it will count a parking space so long as it is of a sufficient size to accommodate a car and storage area for gardening equipment / bicycles and where appropriate, mobility scooters. It is always the occupiers chose as to how they use their garage, but one of sufficient size may encourage them to use it for their intended purpose. There is also a concern that parking will dominate the streetscene if garages are not counted as spaces.
	The consultee believes it is reasonable to store cycles and mobility scooters in a garage but this might not be practical and appropriate to do. A dedicated facility for either should not be required.	Comments noted. Mobility scooters storage should only be considered where bungalows are proposed. It will be down to the developer to determine if storage is appropriate within a garage and if not, where else.
009 / TOWN-PLANNING.CO.UK	The consultee believes garages should be counted as parking spaces but considers the use of planning conditions to prevent garages from being used for other purposes should be adopted.	Comments noted. The SPD will remain as written so it will count a parking space so long as it is of a sufficient size to accommodate a car and storage area for gardening equipment / bicycles and where appropriate, mobility scooters.



		The SPD seeks to put in place positive guidance over how the parking requirements of new development can be appropriately managed. Where implemented, this will provide residents with ample opportunity for their parking needs to be met without the need to resort to on street parking, without the need for the restrictive conditioning. From a practical perspective we would also have concerns over enforceability.
	Cycle parking should be within garages. Specialist cycle shelters are better suited to apartment blocks or HMOs.	Comments noted.
	The consultee believes the cycle parking standards for apartments in unrealistic and will impact on amenity space and landscaping.	Comments noted. The Council do not consider the cycle parking standards to be unrealistic. It is anticipated most apartment schemes will occur in or around Newark Town Centre and the service centres which are the most accessible and sustainable for cycling short trips and therefore should be encouraged. Secure cycle parking should not have a significant impact on amenity and could, for example, comprise of multiple stands in a lockable shelter that all residents have access to.
	Cycle parking should be differentiated between the largest settlements i.e. Newark, Ollerton/Boughton, Southwell, Edwinstowe and elsewhere. The opportunity to use cycles as a primary means of day to day transport is greatest in these largest settlements where services/facilities can be accessed in a 2 mile radius.	Comments noted. The cycle parking standards are not differentiated between settlements because households outside the largest settlements may wish to store bicycles for recreational cycling.
2023 / Fernwood Parish Council	The consultee agrees that garages should only be counted as parking spaces if they are large enough to fit a car and usual storage.	Comments noted.
2023 / Historic England	New development should ensure sufficient off street parking provided in addition to sufficient storage space for bicycles and mobility scooters so that development is futureproofed and has the best outcomes for the historic environment. On-street parking and street clutter can affect one's	Comments noted.

	appreciation of the character of an area, particularly in Conservation Areas or within the setting of other heritage assets.	
016 / Persimmon Homes East Midlands	The consultee believes that provided integral garages have sufficient internal space to park a car they should be counted as a parking space.	Comments noted.
	Bicycles / mobility scooters could be stored in a garage or cycle shed located close to the house.	Comments noted.
024 / Persimmon Homes Nottingham	The consultee believes that garages should be counted as a parking space.	Comments noted.
	The consultee believes garages can accommodate bicycles and so designated storage is not necessary.	Comments noted.
	The need for mobility scooter parking is unjustified and lacks evidence for such a need.	The SPD recommends that only where bungalows are proposed should mobility scooter parking be given consideration. Users of mobility scooters will likely occupy single storey properties.
025 / Southwell Town Council	The consultee believes garages should not be counted as parking spaces but they are rarely used for such purpose.	Comments noted. The SPD will remain as written so it will count a parking space so long as it is of a sufficient size to accommodate a car and storage area for gardening equipment / bicycles and where appropriate, mobility scooters.
028 / Globe Consultants	The consultee believes that garages should not be counted as car parking spaces as they are too small to accommodate modern cars.	Comments noted. The SPD will remain as written so it will count a parking space so long as it is of a sufficient size to accommodate a car and storage area for gardening equipment / bicycles and where appropriate, mobility scooters.
029 / SGA LLP	The consultee believes garages should be counted as parking spaces.	Comments noted. The SPD will remain as written so it will count a parking space so long as it is of a sufficient size to accommodate a car and storage area for gardening equipment / bicycles and where appropriate, mobility scooters.
	Sufficient and appropriate, secure storage should be required for cycles and mobility scooters and these should be accessible; however there should be suitable planning consideration and guidance given as to how this can be achieved in all cases if large numbers of unsightly metal, timber and plastic	Comments noted. The SPD will allow bicycles and mobility scooters to be stored in garages provided they are of sufficient size to accommodate both those and a car. Where this is not the case, careful consideration will be given during the planning application process.

	lockups are not to become over prevalent pieces of street furniture.	
030 / Barton Willmore c/o Urban & Civic	The consultee believes that garages should count towards the required parking space provision otherwise parking can dominate the street scene..	Commented noted. The SPD will remain as written so it will count a parking space so long as it is of a sufficient size to accommodate a car and storage area for gardening equipment, and where appropriate, mobility scooters.

**Question 4: Do you think the car parking standards should differentiate between Newark Urban Area and the rest of the district? Do you think there should be one standard applicable to the whole district? Please provide an explanation.**

001 / Resident from South Muskham	The consultee believes car parking standards should be circumstantial and dependent upon the application and location.	Commented noted. The Council believes there is sufficient flexibility in the SPD to enable this.
006 / Collingham Parish Council	NUA and rest of the district are different in character, parking needs and car ownership so different standards are appropriate.	Comments noted.
007 / Resident from Sutton on Trent	The consultee has concerns that the population will be not able to afford electric vehicles and the SPD should be encouraging more walking and cycling, as well as a need to improve public transport within the District and County.	Comments noted. The Council acknowledges the affordability of electric cars could become a serious problem, but cost of EV's is outside the scope of the SPD and consider the guidance over cycle requirements have been appropriately incorporated.
008 / Trent Valley Internal Drainage Board	It would generally make sense to apply a different standard in an urban area to a more rural location. The availability of public transport and potentially better cycle links would mitigate the provision of less parking spaces in urban locations. Space can also be at a premium in urban areas and mitigation maybe required to support the viability of a development. More rural locations are likely to have less effective transport links but potentially more space available to provide enhanced onsite parking facilities.	Comments noted.
012 / TOWN-PLANNING.CO.UK	The consultee believes car parking standards should differentiate between 'Central Newark', 'Outer Newark', 'Rest of NUA', Service Centres and Rest of District.	The Council have further reviewed the evidence available (both census data and the case studies) and will update the standards to reflect the following zones: Newark Town Centre, Inner Newark, NUA, Service Centres and Rest of the District (including Edwinstowe and Southwell)..
	The Council need to give consideration to conversions and the fact they don't have large curtilages to meet such requirements.	Commented noted. Text has been updated to explicitly refer to change of use proposals.
016 / Persimmon Homes East Midlands	Agrees there should be some differentiation between areas but should not be limited to Newark Urban Area.	Comments noted. The Council have further reviewed the evidence available (both census data and the case studies) and will update the standards to reflect the following zones: Newark Town Centre, Inner

		Newark, NUA, Service Centres and Rest of the District (including Edwinstowe and Southwell).
024 / Persimmon Homes Nottingham	Lack of justification and evidence for the need for different parking standards in Newark Urban Area is not provided and should not be limited to such.	Commented noted. The Council have further reviewed the evidence available (both census data and the case studies) and will update the standards to reflect the following zones: Newark Town Centre, Inner Newark, NUA, Service Centres and Rest of the District (including Edwinstowe and Southwell). The evidence is outlined in the Topic Paper.
	The SPD should be guidance and not strictly adhered to where it can be demonstrated that the development has good transport links close by	Comments noted. The standards will reflect public transport links / sustainable location but it is also important that realistic levels of car parking demand is anticipated to guard against displaced and anti-social behaviour.
025 / Southwell Town Council	The evidence suggests differentiation may be appropriate although the Newark Growth Point being a long way out of the town centre might need to be the same as the rest of the District.	Comments noted. The Council have further reviewed the evidence available (both census data and the case studies) and will update the standards to reflect the following zones: Newark Town Centre, Inner Newark, NUA, Service Centres and Rest of the District (including Edwinstowe and Southwell).
028 / Globe Consultants	Agrees that parking standards should differentiate between NUA and the rest of the district.	Comments noted. The Council have further reviewed the evidence available (both census data and the case studies) and will update the standards to reflect the following zones: Newark Town Centre, Inner Newark, NUA, Service Centres and Rest of the District (including Edwinstowe and Southwell).
029 – SGA LLP	The consultee believes one standard should be applied to the District. It may be reasonable to try and have fewer cars in urban areas, but if that is the case, there are many other areas in the district that are just as urban as Newark	Comments noted. The Council have further reviewed the evidence available (both census data and the case studies) and will update the standards to reflect the following zones: Newark Town Centre, Inner Newark, NUA, Service Centres and Rest of the District (including Edwinstowe and Southwell).
030 / Barton Willmore c/o Urban & Plc	The consultee does not object to the parking standards set out in Table 1 but a plan to define these locations would be useful to provide clarity.	Commented noted. A plan will be provided showing the extent of Newark Urban Area.

**Question 5: Do you think that 1 bedroom dwellings should be required to provide 1 parking space or 2 parking spaces? Please provide an explanation.**

001 / Resident from South Muskham	The consultee believes a 1 bed dwelling should have two spaces to account for couples who may live together.	Comments noted. The SPD will remain as written as on balance we don't consider dedicated provision beyond that to be appropriate as it will potentially lead to car parking dominated schemes. The SPD will however be amended to require visitor parking where appropriate.
006 / Collingham Parish Council	The consultee believes 1 space is sufficient provided there is some visitor parking within close proximity.	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space.
007 / Resident from Sutton on Trent	The new bungalow at Crow Park Avenue / The Meerings (Sutton on Trent) appears to be for a single bedroom occupancy yet has two parking spaces to the front presumably one is for the tenant, and the other for a visitor (?) I think this should be the norm for single occupation properties and particularly in rural areas. I also appreciate that in this case (above) that the roads are narrow and not really suitable for visitors parking on the highway. The new estate at Saxon Fields also appears to have a narrow road and is apparently going to have space for a retail unit in the future and this could lead to parking problems within the estate.	Comments noted. The SPD will seek 1 space for a 1 bed dwelling but will encourage visitor parking to be provided within close proximity to smaller dwellings.  The width of the highway is outside the scope of the SPD.
008 / Trent Valley Internal Drainage Board	It is often argued that a couple living in a one bed dwelling will both have a car and so two spaces should be provided. However, appropriate design can make such properties unappealing to two car couples. Also the use of incentives by developers to encourage people to use other modes of transport in the form of cycle vouchers and secure parking or subsidised public transport can make these properties more appealing to those people who do not have a reliance on the motor car.	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space. The use of incentives is outside the scope of the SPD.
009 / TOWN-PLANNING.CO.UK	The consultee believes 1 bedroom properties should have 1 parking space with additional provision of	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space. Visitor parking will be encouraged

	visitor parking where needed.	around smaller dwellings but will not be quantified.
013 / Fernwood Parish Council	The consultee believes 1 bedroom properties should have 1 parking space but a number of visitor spaces within close distance.	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space. Visitor parking will be encouraged around smaller dwellings but will not be quantified.
016 / Persimmon Homes East Midlands	1 space for a 1 bedroom property is suitable.	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space.
022 / William Davis Homes	The consultee believes 1 bedroom properties should have 1 parking space. 2 spaces per 1 bedroom dwelling would not support the desire to shift towards the use of sustainable transport means.	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space.
024 / Persimmon Homes Nottingham	A 1 bedroom dwellings should provide 1 parking space. Any more will clutter the street scene and harm the character of the area.	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space.
025 / Southwell Town Council	Probably two, although concerned about cars dominating the house frontages.	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space.
028 / Globe Consultants	The consultee believes that 1 parking space per 1 bed dwelling is sufficient for a town centre location but perhaps not so much in other locations.	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space, but it is noted that these are <u>minimum</u> parking standards.
029 / SGA LLP	The consultee believes that 1 parking space per 1 bed dwelling is sufficient although visitor parking may be required.	Comments noted. The SPD will remain as written so that 1 bed dwellings provide 1 parking space and there is sufficient flexibility in the SPD to accommodate visitor parking where appropriate.
030 / Barton Willmore c/o Urban & Civic	The consultee supports the parking standards for Newark Urban Area.	Comments are welcomed and noted.

**Question 6: Do you think the residential parking standards should include provision for visitor parking? Do you think apartments should provide visitor parking spaces?**

001 / Resident from South Muskham	Absolutely, various visitor only spaces should be provided dotted around the site so as not to inconvenience visitors.	The SPD will be amended so that visitor parking is encouraged around smaller dwellings but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene.
006 / Collingham Parish Council	The consultee believes there should be some provision for visitor parking.	The SPD will be amended so that visitor parking is encouraged around smaller dwellings but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene.
007 / Resident from Sutton on Trent	The consultee believes parking standards must include provision for visitor parking and have regard to deliveries to homes. Elderly people also require a number of people to visit them and need somewhere to park once or twice a day.	The SPD will be amended so that visitor parking is encouraged around smaller dwellings but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene.
008 / Trent Valley Internal Drainage Board	The consultee believes visitor parking is required but not necessarily in a formal arrangement. A well designed layout can provide a more informal arrangement that can accommodate an element of visitor parking on street. Dependent upon location and connectivity of given site.	The SPD will be amended so that visitor parking is encouraged around smaller dwellings but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene.
012 / TOWN-PLANNING.CO.UK	The consultee believes if visitor parking is required then the parking standards should be lower.	The SPD will recommend that visitor parking is encouraged around smaller dwellings but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene. The standards will not be lowered because visitor parking is not quantified.
013 / Fernwood Parish Council	The consultee believes visitor parking should be included in the parking standards and provided for apartments.	The SPD will be amended so that visitor parking is encouraged around smaller dwellings (incl. apartments) but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene.
015 / Historic England	New developments should ensure that sufficient off street parking is provided so that development has the best outcomes for the historic environment. On-street parking and street clutter can affect one's appreciation of the character of an area, particularly in Conservation Area's or within the setting of other heritage assets.	The SPD will be amended so that visitor parking is encouraged around smaller dwellings but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene.



016 / Persimmon Homes East Midlands	Visitor parking should not be a mandatory requirement but equally there should be some flexibility to allow for this where appropriate within developments depending upon local circumstances.	The SPD will be amended so that visitor parking is encouraged around smaller dwellings but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene. The levels of visitor parking will be determined on a case by case basis.
024 / Persimmon Homes Nottingham	If a road is single sided the perhaps layby visitor parking could be considered. However, Persimmon have experienced negative reactions to visitor parking from the Highway Authority who adopt the roads because layby parking introduces additional maintenance issues. The SPD should defer to the adopting body in this instance to avoid imposing a standard which developers cannot get adopted.	Comments noted. Following discussion with the Highway's Authority, laybys for visitor parking will be generally discouraged however there may be some circumstances where they may be considered a suitable alternative but are likely to attract a commuted sum for future maintenance.
025 / Southwell Town Council	Visitor parking should only be provided for apartments with allocated spaces.	The SPD will be amended so that visitor parking is encouraged around smaller dwellings but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene. The levels of visitor parking will be determined on a case by case basis.
028 / Globe Consultants	The consultee believes visitor parking should be included for apartment schemes particularly if parking provision may not be sufficient and lead to on street parking.	Comments noted. The SPD will be amended so that visitor parking is encouraged around smaller dwellings (including apartments) but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene. The levels of visitor parking will be determined on a case by case basis.
029 / SGA LLP	The consultee believes visitor parking should be provided but only for a minor percentage of dwellings (say 30%) with two spaces of fewer. The consultee also believes that apartments should have say 50% of dwellings with visitor parking spaces.	Comments noted. The SPD will be amended so that visitor parking is encouraged around smaller dwellings (including apartments) but will not be quantified so as to reduce the likelihood of car parking over dominating the streetscene. The levels of visitor parking will be determined on a case by case basis.
030 / Barton Willmore c.o Urban & Vic	The consultee considers the residential parking standards proposed to be acceptable. Considers the use of on-street parking to be generally supported and for each development to be considered on a case by case basis.	Comments welcomed and noted.

**Additional Comments**

001 / Resident from South Muskham	Provision should be made for disabled parking for residents of, and visitors to, the development.	The County Council provide disabled parking bays on a need by need basis within residential areas based on application criteria; however, as parking is always at a premium we would not provide it as a matter of course.
002 / Conservation Officer at NSDC	The bespoke cartsheds / car ports would be over-engineered. It is suggested a caveat is included for conservation areas / listed buildings whereby garaging might be acceptable if modestly below those standards.	Comments noted. The text will be amended to reflect this.
004 / Severn Trent Water	It is recommended that the statement about requiring a smooth hard surface for driveways is amended to include reference to the use of permeable surfacing where possible and to highlight the need to incorporate SuDs thinking into the development.	Comments noted. The text will be amended to reflect this.
005 / Environment Programme Officer at NSDC	Welcomes the inclusion of cycle parking within the Guidance, especially in areas of multiple occupation such as flats.	The support for the inclusion of cycle parking standards in the SPD is welcomed.
006 / Collingham Parish Council	No questions have been asked about cycle parking.	Comments noted. The Council only asked questions where it was unclear what the best approach might be.
	The images used in the document of cycling infrastructure are wide streets with designated off carriageway cycle facilities. This should be possible but is it realistic when there is no existing infrastructure in place and no space to install them on the existing highway.	Comments noted. The images are examples of good design and best practice, however the scope of the SPD does not include the provision of off carriageway cycle facilities.
007 / Resident from South Muskham	Will the requirement for EVCP's be on posts or sockets near the front door, how will the electric current be provided and will it have an impact on current electricity supplied? How will new EV owners connect to electric supply when they don't have a charging point?	All new homes will be encouraged to provide an electric charging point. Whether this is on a post or wall mounted will depend on the developer / homeowner but will have to comply with Building Regulations. Western Power confirm there is sufficient capacity in the network for electric charging points at most substations.

	<p>The consultee agrees with 4.1 Frontage Rule but asks whether it will not be necessary for a pavement area to be incorporated into the design for the benefit of postmen and other delivery services etc. and what safety features will be incorporated for them.</p>	<p>Commented noted. Developers will include clear access to the front door.</p>
	<p>Given the current narrow roads (particularly in the old urban and rural areas) and pavements in rural areas how will it be possible to accommodate pedestrian and separate cycle paths both within new residential areas as well as within urban areas and rural areas of the sort shown in the photograph on page 14 of the SPD?</p>	<p>Comments noted. Unfortunately the width of roads and cycling infrastructure is outside the scope of the SPD. These are examples of good design and for illustration purposes only.</p>
<p>008 / Trent Valley Internal Drainage Board</p>	<p>The consultee asks who will be responsible for the maintenance of unallocated off street parking provision.</p>	<p>Commented noted. This will be dependent on the nature of the proposed development.</p>
	<p>Frontage Parking reads as those a block of four spaces should have the equivalent width of landscape area adjacent (i.e. 4 bays). The consultee suggests the wording is clarified.</p>	<p>Commented noted. The text has been amended accordingly.</p>
	<p>Parking bay sizes seem overly generous at 5.5m x 3m with an additional 0.5m width where adjacent to a boundary feature. Is there appropriate justification that could be defended at appeal?</p>	<p>Comments noted. The text has been amended to reduce 0.5m to 0.3m as this was a typo. This increase is the size of the parking space however, is in line with the recommendation from the Highways Authority. The reason being is that a standard parking space in a car park is 2.4m. This is usually between other spaces. The average width of a car is c1.8m plus mirrors so on average you would have 0.6m between vehicles to open a door and enter or exit a car. On a driveway you would not be able to reasonably get out of an average car parking within a 2.4m wide space if between walls or you would likely need to step onto the garden if open plan. It would also be unlikely to provide sufficient passage to the side of a vehicle given that, in accordance with Regulation 5 of 'The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 2005', mirrors may project up to 200m beyond the overall width of a car, so another 0.4m as usually on</p>

		both sides. At 3.0m you would have room to comfortably open a car door and walk down the side of the vehicle. Parking spaces need to be fit for purpose and convenient for the homeowner. The Topic Paper (Case Studies) highlights that where drives are narrow, on street parking becomes more frequent.
	Agrees with discouraging rear parking courts.	The support for discouraging rear parking courts in the SPD is welcomed.
	Who will pay for electricity supply and maintain equipment for EVCP's in unallocated parking spaces?	A software based management system can be procured that bills drivers directly for the charging they consume. Tariffs can be set by a responsible party (i.e. management company or resident board member) with flexibility to change pricing to include a small fee for maintenance.
	Photo on Page 17 looks like a ransom strip. Strong policies within a development plan and appropriate conditions and possibly S106 obligations can help provide better connectivity between sites.	Comments noted.
009 / Harby Parish Council	Appears to be a sensible approach for future development and support the proposals.	The comments are noted and welcomed.
010 / Resident from Bleasby	Supports the provision of Electric Charging Points.	The support for encouraging the provision of electric charging points is welcomed.
	Long waiting lists for home charging points and lack of publicly available charging points (particularly in Southwell)	Comments noted but this is outside of the Council's control.
012 / TOWN-PLANNING.CO.UK	Consultation has been unusually low key and does not comply with provisions on the 2015 SCI or 2020 Annexe.	The Council believes the consultation was undertaken in line with the provisions set out through the SCI (and 2020 Annexe) with additional publicity put in place to allow reasonable opportunity for those whose details we don't hold to have sight of the draft document.
	Non-residential parking standards cannot be relied upon from a document which has not yet been produced and such standards should be contained in an additional SPD.	The text has been amended to refer to the Highway's Authority rather than the Design Guide document. Advice should be sought from the Highway's Authority as to the level of provision of non-residential parking standards.
	Directs the Council to review Arkwood's scheme at	The purpose of the SPD is to encourage higher standards of design and

	Bowbridge Road under 20/00275/FULM in respect of parking. It relies upon continuous frontage parking, rear parking courts and tandem parking.	layouts where the car does not dominate the streetscene.
013 / Fernwood Parish Council	Welcomes the discouragement of rear parking courts and to provide parking in locations where cars can be seen from within their homes.	The comments are noted and welcomed.
017 / Resident from Newark	The consultee believes no kerbside parking should be allowed and new builds should have their own parking.	Comments noted.
	All new homes should have a lockable electric charging point.	All charging points will be constructed in line with Building Regulations.
	No new homes should be built on green belt areas (Clay Lane) which are utilised for recreation or exercise.	Comments noted however this is outside the scope of the SPD.
	The area needs more rentable accommodation for the elderly and disabled.	Comments noted, however this is outside the scope of the SPD.
018 / Individual	The consultee believes all new builds should have their own parking and probably an EVCP.	Comments noted.
019 / Individual	The consultee believes the SPD is well thought out, well planned and has enough provision for cars, cycles and electric charging points.	The comments are noted and welcomed.
020 / Resident from Bilsthorpe	The consultee suggests that residents could be convinced to cycle based on providing a cost / benefit angle.	The comments are noted but this is outside the scope of the SPD.
	Questions how in table 4 of the Topic Paper, the average number of cars per household figure is arrived at.	The average number of cars per household is extrapolated from the 2011 Census. This is most recent data we have access to on car ownership levels.
	The consultee recommends updating page 15 of the Topic Paper to reflect the hourly bus service to Ollerton.	Comments noted, and has been amended accordingly.
021 / Individual	The consultee believes the proposals look good but need safe lanes for bicycles and mobility scooters	Comments noted, but cycle lanes are outside the scope of the SPD.
022 / William Davis Homes	The consultee believes discouraging tandem parking	Comments noted. The Council have amended the wording to discourage

	<p>will have a major impact upon density, viability and ultimately delivery. It also offers natural surveillance as well as breaking up the dwelling / parking ratio.</p>	<p>overreliance on tandem parking rather than completely discourage it, however tandem parking restricts the ability for the car at the front to exit the drive and encourages residents to park on the road, which we are seeking to avoid.</p>
	<p>The consultee suggests amending Figure 1 to locate parking to the frontage of the dwelling rather than just the garage and would reinforce the Key Principle whilst maintaining densities.</p>	<p>Comments noted. The Council will seeks to amend figure 1 to illustrate all examples of acceptable parking solutions.</p>
	<p>The consultee recommends that the SPD does not slow down the delivery of sites, but leave opportunity for discussion relating to parking design and standards to be had between applicant and the Council on a site by site basis as required by Para 38 of the NPPF.</p>	<p>Comments noted. The Council believes there is sufficient flexibility in the SPD to ensure the delivery of sites does not slow down.</p>
	<p>The consultee has concerns that because there is no standardised format for EVCP, they may become obsolete. It would be more appropriate to let the end user purchase the EVCP. In some cases, parking solutions do not allow EVCP's where the wires would trail across another space. Suggests the wording 'where suitable' is added to Key Principle 3 and / or seek provision of a dedicated electric spur for future EVCPs.</p>	<p>Comments noted. Building Regulations are due to be updated in early 2021 which will require all new homes to provide electric charging points. The Council believes the SPD supports the direction of change.</p>
	<p>The consultee is concerned of the impact EVCP's will have on the local electricity network and the cost required to upgrade areas with little capacity. Recommends any impact these costs will have on housing supply should be mitigated through EVCP exemption so as not to affect the delivery of homes.</p>	<p>Comments noted. Western Power provides an online 'EV Capacity Map' which has assessed the available capacity at each site and have represented this as a generic level of EV Charging Capacity. It explains that for the lowest level ('some capacity available') management of charging may need to be considered but it is only expected to be a reactive solution in certain cases whilst Western Power create additional capacity. This map identifies that there are 459 sub stations in the District, and of these 388 have either 'capacity available' or 'extensive capacity available'. Only 15% have 'some capacity available'. Therefore it is considered that there is sufficient capacity in the network to accommodate charging points in new developments.</p>

		<a href="https://www.westernpower.co.uk/smarter-networks/electric-vehicles/ev-capacity-map">https://www.westernpower.co.uk/smarter-networks/electric-vehicles/ev-capacity-map</a>
	<p>The viability of achieving EVCP on each dwelling must be thoroughly tested through the Local Plan to accord with NPPF Paragraph 57 and supporting PPG. It is not for an SPD to develop new policy and must be removed from the document.</p>	<p>The Council believe that no viability testing needs is required as the SPD is Guidance and should EVCP's not be viable across the development, there is an alternative mechanism in place with no impact on viability (dummy charger).</p>
<p>024 / Persimmon Homes Nottingham</p>	<p>The consultee believes the SPD contains onerous requirements that developers will find difficult to meet whilst trying to deliver housing numbers for the District. In particular:</p> <ol style="list-style-type: none"> <li>1. 3 parking spaces for 3 dwellings</li> <li>2. Cycle and mobility scooter parking</li> <li>3. Discouraging tandem parking</li> <li>4. 4:1 parking ratio</li> </ol>	<p>Housing developments should be both well designed and fit for purpose. Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 127 outlines that developments should function well and add to the overall quality of the area. There is the need to strike an appropriate balance between good design and housing delivery. Good design should not be at the expense of that delivery. It is considered that the guidance and principles contained within the SPD provide that balance. Reflecting the contents of the Development Plan and its approach towards delivering objectively assessed housing need, maintaining a five year land supply and promoting high standards of design.</p>
	<p>The consultee believes the SPD lacks justification in certain areas. Why is tandem parking not supported and why is NUA subject to less onerous parking requirements than everywhere else.</p>	<p>Commented noted. All justification is contained in the Topic Paper or is supported by National Planning Policy. Tandem parking is not encouraged because it restricts the first car in the space as it is blocked in by the second car. Inconvenient parking arrangements are likely to increase the number of cars parked on the street.</p> <p>After reviewing the evidence again, the District will be divided into more categories in respect of parking standards however, NUA has different parking standards because it is more sustainable and has better access to public transport networks.</p>
	<p>The SPD lacks flexibility.</p>	<p>Comment noted. However the Council believe there is sufficient flexibility in the SPD to deal with sites on a case by case basis if appropriate if issues are identified.</p>

	4:1 Ratio is problematic for developers and creates an array of problems for design of development and is unrealistic. Developers will struggle to achieve a suitable density and therefore impact upon housing numbers.	Comments noted. The Council believes it is important that parking spaces do not dominate the street scene and the SPD seeks to encourage a better balance of parking solutions.
	The SPD states that soft landscaping should be taller than cars which will create visibility issues when reversing / driving on and off driveways. Soft landscaping is already practice by many developers to enhance street scene and screen frontage parking and can be done without 4:1 rule.	Comments noted. This recommendation has been removed.
	The EVCP requirements should be changed from requiring a 32amp socket to a 13 amp socket to reduce impact on electricity network. An external fuse spare is more than sufficient and provides users with flexibility to use all kinds of chargers (with an adaptor).	Building Regulations is due to be updated in early 2021 which will require all new builds to accommodate an electric charging point therefore the Council consider their Guidance to be appropriate.
025 / Southwell Town Council	The consultee is delighted to see a requirement for EV charging and cycle parking.	The comments are noted and welcomed.
	The consultee believes there is a need to find a way of creating dedicated cycle ways (particularly on school routes).	The comments are noted but cycleways are outside the scope of the SPD.
026 / Coddington Parish Council	The consultee has queried the apparent lack of future provision of electric charging points for terrace housing where there is no vehicular access.	Comments noted. This is outside the scope of the SPD as it only focuses on new residential development rather than existing housing.
027 / Balderton Parish Council	The consultee has requested that any future residential development should have slightly wider roads to accommodate the on-road parking that will almost certainly occur, which would allow for emergency vehicles in particular to pass freely and safely.	Comments noted. The width of the carriageway is outside the scope of the SPD.
028 / Globe Consultants	The guide is called 'Residential Cycle and Car Parking Standards and Design Guide' and it begins in the	Comments noted. The Council agree that this has occurred in error and has been corrected.



	<p>Executive Summary with reference to car parking before cycle parking. (However, this is different in the main text). In order to promote the importance of active and sustainable travel the document should consistently cover cycle parking first and car parking as a secondary consideration.</p> <p>Globe welcomes the addition of EV charging points to new residential development but in practical terms it is hard to provide charging points for apartments unless the provision is 1 parking space and 1 charging point per apartment. In some cases the provision of car parking could be a communal provision especially if active and sustainable travel modes are being promoted in a town centre location. It also might be that visitors to the apartments wish to access an EV charging point. How would the EV charging point be located in these circumstances?</p>	<p>The SPD is written as such to anticipate the situation where apartments do not provide one space per dwelling and will recommend one charging point per space. A software based management system can be procured that bills drivers directly for the charging they consume. Tariffs can be set by a responsible party (i.e. management company or resident board member) with flexibility to change pricing to include a small fee for maintenance.</p>
<p>029 / SGA LLP</p>	<p>There is a danger that cars will over dominate the street scene.</p> <p>If the SPD is to be used as a design guide, all needs to be looked at in much more detail to ensure that feasibility of housing provision is not jeopardised.</p>	<p>Comments noted. The Council believe the proposed parking standards and supporting design guidance will prevent such from occurring.</p> <p>The SPD is based on the design principles of Building for a Healthy Life which is a recognised urban design standard, and one endorsed by the National Design Guide as a key reference, which seeks to create places that are better for people by making more attractive places with well-designed streets and well-integrated car parking. Housing developments should be both well designed and fit for purpose. Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 127 outlines that developments should function well and add to the overall quality of the area. There is the need to strike an appropriate balance between good design and housing delivery. Good design should not be at the expense of that delivery. It is considered that the guidance and principles</p>

		contained within the SPD provide that balance.
030 / Barton Willmore c/o Urban & Civic	Key Principle 2 should be amended to ensure soft landscaping, including tree planting where appropriate, compliments the street scene and takes account of highway safety.	Comments noted. Reference to tree planting has been amended to include reference to 'where appropriate'.
	Key Principle 3 should be amended to require all homes to be provided with passive provision for electric vehicles.	Comments noted. Key Principle 3 has been amended to reflect the most up to date advice from electric charging point providers.
	Key Principle 3 sets out that residential developments that do not provide one space per dwelling or provide unallocated parking spaces must accord with the minimum specification. The consultee believes the Council should consider a mixture of active EV points (i.e 1 in 10 spaces) and passive infrastructure for the remaining spaces.	Comments noted. The encouragement of EVCP's is consistent with the requirements of National Policy in Paragraph 105 and 110 of the NPPF. Changes to Building Regulations requiring electric charging points are anticipated early in 2021 and in light of this we think the Guidance is appropriate.

**Appendix 1: Compliance with Town and Country Planning (Local Planning) (England) Regulations 2012**

Regulation 5 must be read in light of Regulation 2 which defines a ‘Local Plan’ as “any document of the description referred to in regulation 5 (1) (a) (i), (ii) or (iv) or 5 (2) (a) or (b)”. Regulation defines a “supplementary planning document” as “any document of a description referred to in regulation 5 (except an adopted policies map or a statement of community involvement) which is not a local plan”. The SPD falls within Regulation 5 (1) (a) (iii) since the SPD seeks to expand on the broad design principles contained in the DPD documents.

<p>Regulation 5 (1) (a) (i) - the development and use of land which the local planning authority wish to encourage during any specified period.</p>	<p>The SPD does not encourage the development and use of land because all land concerned with the SPD is residential (and in some cases a mixed use). The use of the land which the local planning authority wish to encourage is residential development, so the SPD is not contrary to this criterion of the Regulations. Policies related to housing are contained within the Amended Core Strategy (2019) and the Allocations and Development Management DPD (2013).</p>
<p>Regulation 5 (1) (a) (ii) - the allocation of sites for a particular type of development or use.</p>	<p>The SPD does not allocate any land for any purpose including residential development so it follows that Regulation 5(1)(a)(ii) does not apply.</p>
<p>Regulation 5 (1) (a) (iv) - development management and site allocation policies, which are intended to guide the determination of applications for planning permission</p>	<p>Any planning policy document (whether a DPD or SPD) is designed to guide the determination of applications for planning permission; if it did not do this, it would serve no purpose. It is therefore important to read Regulation 5 (1)(a)(iv) alongside (iii), which indicates that a document will be an SPD where it is setting out particular objectives, i.e. details, so as to achieve a broader development goal contained in the parent policies. The SPD is purely guidance which sets out particular objectives as to how to achieve “appropriate and effective parking provision” and by ensuring that “vehicular traffic generated does not create new, or exacerbate existing on street parking problem” as outlined in SP7. The SPD alone will not guide or regulate applications for planning permission.</p>
<p>Regulation 5 (2) (a) - any document which—          (i) relates only to part of the area of the local planning authority          (ii) identifies that an area as an area of significant change or special conservation, and          (iii) contains the local planning authority's policies in relation to the area;</p>	<p>The SPD does not meet any of the criteria within Regulation 5 (2) (a) so it does not apply.</p>
<p>Regulation 5 (2) (b) - any other document which includes a site allocation policy.</p>	<p>There are no site allocation policies within the document so it does not apply.</p>

**Appendix 2: Compliance with Paragraph 105 of the NPPF**

<p>A) The accessibility of the development</p>	<p>The recommended parking standards reflect the accessibility of the development with lower standards applying in those parts of the District where greater opportunity exists for travel on foot, by bicycle and by public transport. Reflecting different accessibility levels, the District is split into xx areas for the purpose of applying the recommended parking standards:</p> <p>Area 1: Newark Town Centre          Area 2: Inner Newark          Area 3: Newark Urban Area (NUA)          Area 4: Service Centres          Area 5: Rest of the District</p> <p>The location of the development will define the recommended parking standards.</p>
<p>B) The type, mix and use of development</p>	<p>The standards provide flexibility for different types, mixes and use of development (such as mixed use developments, redevelopment and reuse of historic buildings and change of use proposals) where such standards may not be achievable.</p>
<p>C) The availability of and opportunities for public transport</p>	<p>The requirement for residential development to provide car parking is relaxed in the Town Centre (and in some other circumstances), where accessibility levels are high due to the availability of public transport and the need to own a car is therefore reduced. Beyond these locations, particularly Newark have ‘good’ public transport connectivity, car ownership levels and projections are such that the application of the proposed standards are appropriate. Implementation of the Guidance will be closely monitored and where public transport usage increases and / or car ownership levels drop this will trigger a review.</p>
<p>D) Car ownership levels</p>	<p>Current and expected car ownership levels are outlined in the supporting Topic Paper.</p>
<p>The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.</p>	<p>The SPD encourages the provision of EVCP’ to support this policy objective.</p>



NEWARK & SHERWOOD LOCAL DEVELOPMENT FRAMEWORK

# RESIDENTIAL CYCLE AND CAR PARKING STANDARDS & DESIGN GUIDE

SUPPLEMENTARY PLANNING DOCUMENT

FINAL DRAFT JANUARY 2021

# Document Passport

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**Title:** Newark and Sherwood Draft Residential Cycle and Car Parking Standards Supplementary Planning Document

**Status:** Consultation document

**Summary:** This Supplementary Planning Document ('SPD') sets out the District's recommended approach in relation to parking standards and design of parking provision for new residential development.

As an SPD this document provides further guidance on policies within the District Council's Amended Core Strategy and Allocations and Development Management DPD but does not develop new ones. This document is part of the Council's Local Development Framework and will be a material consideration in the determination of planning applications.

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**Consultation Summary:** The District Council has consulted Elected Members, local residents, landowners, developers, Town and Parish Councils, registered housing providers and other interested parties for a period of 8 weeks from 17th September 2020 to 11th November 2020. Following consideration of representations received, the Council will revised the document and produced an amended document. Due to the nature of the changes it was felt necessary to reconsult before submitting the final version to the Council's Economic Development Committee.

**Date of Approval for First Consultation:** 9th September 2020

**Route of Approval for First Consultation:** LDF Task Group (24th August 2020) and Economic Development Committee on 9th September 2020

**Date of Approval for Second Consultation:**

**Route of Approval for Second Consultation:** LDF Task Group (16th December 2020) and Economic Development Committee on 13th January 2021

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**Proposed Consultation period:** 18th January 2021 to 12th March 2021

**After the consultation:** The District Council will consider the responses made to this document and, taking these into account, prepare a finalised Supplementary Planning Document which will be reported to Economic Development Committee for adoption as part of the Local Development Framework.

**Estimated Date of Final Adoption:**

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# Executive Summary

0.1 The SPD seeks to encourage the provision of well-designed residential development by setting out clear recommendations and guidance with regards to residential parking when designing new developments. These recommendations are summarised below.

**Key Principle 1– Cycle and Car Parking Standards**

Developers will be encouraged to provide as a minimum the required amount of cycle and car parking as set out in Table 1 and 2 below for all new residential development.

**Table 1: Recommended Cycle Parking Standards (applies to all tenures)**

	Cycle Parking
1 bedroom dwellings	Min. 1 space per dwelling
2 & 3 bedroom dwellings	Min. 2 spaces per dwelling
4 + bedroom dwellings	Min. 3 spaces per dwelling

**Additional Requirements / Notes**

Every residential development is encouraged to provide secure and undercover long term (or overnight) cycle parking and should provide cycle parking in accordance with the recommended standards above. The figures provided in the table above should be viewed as the encouraged standards as the starting point.

Provision of cycle parking in Town Centre locations will be encouraged to be in line with the table above. If cycle parking is not to be provided in town centre locations (for example due to site-specific constraints relating to the reuse of historic buildings or change of use proposals), it is recommended that an explanation as to why is included in the supporting Design and Access Statement

The use of garages for cycle parking will only be acceptable where it can be demonstrated both cycles and cars can be stored simultaneously (in line with the recommendations in Chapter

the case of flats and other multi-occupancy buildings, it is expected that each residential unit to have its own secure cycle storage area to offer maximum security for residents’ bicycles and their cycling equipment. It is however recognised that this might not always be possible (for example the reuse of historic buildings or change of use proposals).

For non-residential development, the appropriate level of parking provision will be determined on the advice of the Highway’s Authority.

For mixed-use development, the starting point will be to achieve the respective levels of parking standards; Table 1 for residential element and the advice of the Highway’s Authority for the non-residential element.

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Table 2: Recommended Minimum Car Parking Standards (applies to all tenures)

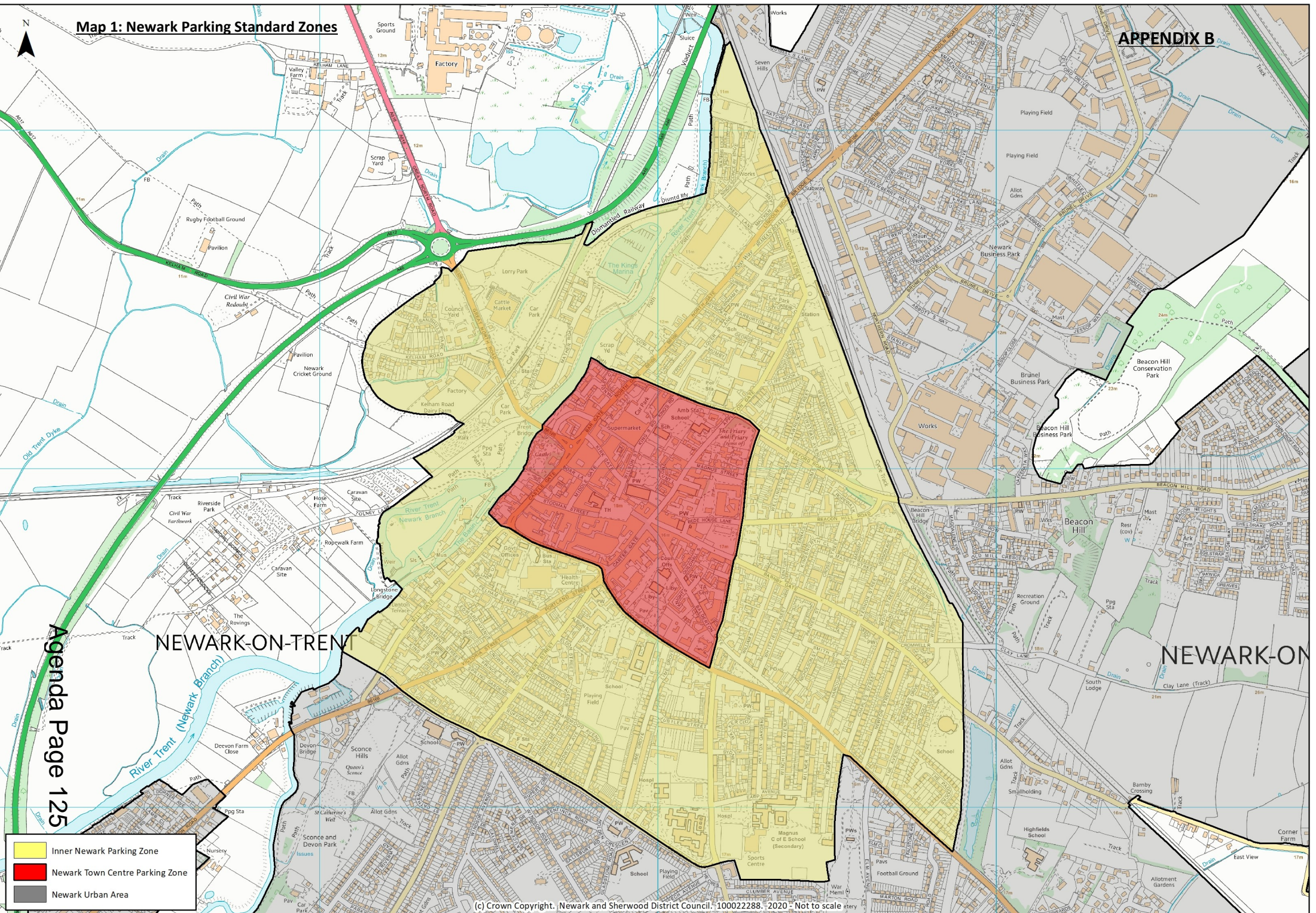
	<u>Newark Town Centre*</u>	<u>Inner Newark*</u>	<u>Rest of Newark Urban Area (NUA)*</u>	<u>Service Centres (Clipstone, Ollerton &amp; Boughton and Rainworth)</u>	<u>Rest of the District (incl. Southwell and Edwinstowe)</u>
1 bedroom dwellings	Newark Town Centre (as defined in the on Map 1 for the purposes of the SPD) has a range of parking facilities and good public transport connections therefore the Council would not normally expect residential car parking spaces to be provided as part of proposals on town centre sites.	<u>1 space per dwelling</u>	<u>1 space per dwelling</u>	<u>1 space per dwelling</u>	<u>1 space per dwelling</u>
2 bedroom dwellings		<u>1 space per dwelling</u>	<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>
3 bedroom dwellings		<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>	<u>3 spaces per dwelling</u>
4 + bedroom dwellings		<u>2 spaces per dwelling</u>	<u>3 spaces per dwelling</u>	<u>3 spaces per dwelling</u>	<u>3 spaces per dwelling</u>
Visitor / overflow Parking	Visitor / overflow parking will be encouraged where the site cannot deliver the recommended minimum space standards outlined above. On schemes of 10 or more dwellings, visitor parking will be encouraged near smaller dwellings. On schemes of less than 10 dwellings, visitor parking will be encouraged where possible and appropriate. The appropriate quantum will be determined on a case by case basis.				
Retirement / sheltered / extra care housing	To be determined on a case by case basis demonstrated by a Transport Assessment, Transport Statement or Travel Plan as appropriate. Survey data of comparable sites and explanation of anticipated car levels relating to the particular care model being proposed will be encouraged. Ambulance and mini-bus siting should also be considered as well as parking for mobility scooters.				
<p><b>Additional Requirements / Notes</b></p> <p>To accord with Spatial Policy 7 (bullet 5) of the Amended Core Strategy and to implement Paragraph 110 of the Framework, the District Council will seek to encourage the minimum car parking standards as outlined in the table above for new residential development. These figures should be viewed as the recommended minimum standards as the starting point. This includes Houses in Multiple Occupation that require planning permission.</p> <p>A garage (integral and detached), <u>car ports and cart sheds will be</u> counted towards parking space provision if it complies with the design requirements set out in Chapter 4. Where bungalows are proposed, consideration should be given to the secure storage of mobility scooters.</p> <p><u>In some circumstances, where appropriate, such as the redevelopment and reuse of historic buildings or change of use proposals in sustainable locations or with site specific constraints, the District Council will consider car parking provision below the recommended standards set out above. Applicants are encouraged to explain their approach in the supporting Design and Access Statement submitted with the planning application.</u></p> <p><u>For non-residential development, the appropriate level of parking provision will be determined on the advice of the Highway’s Authority. For mixed-use development, the starting point will be to achieve the respective levels of parking standards; Table 2 for the residential element and the advice of the Highway’s Authority for the non-residential element.</u></p> <p><u>To accord with Spatial Policy 7 (bullet 6), where development is proposed in areas where an existing deficiency is identified and it is likely to exacerbate these at the expense of highway safety, the Council will seek to secure sufficient off-street parking to provide for the needs of the development. Where proposals involve loss of off-street parking they should be accompanied by an assessment and justification of the impact. Development resulting in the loss of car parking provision will also require justification.</u></p>					

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\*As defined in Map 1 for the purposes of the SPD.

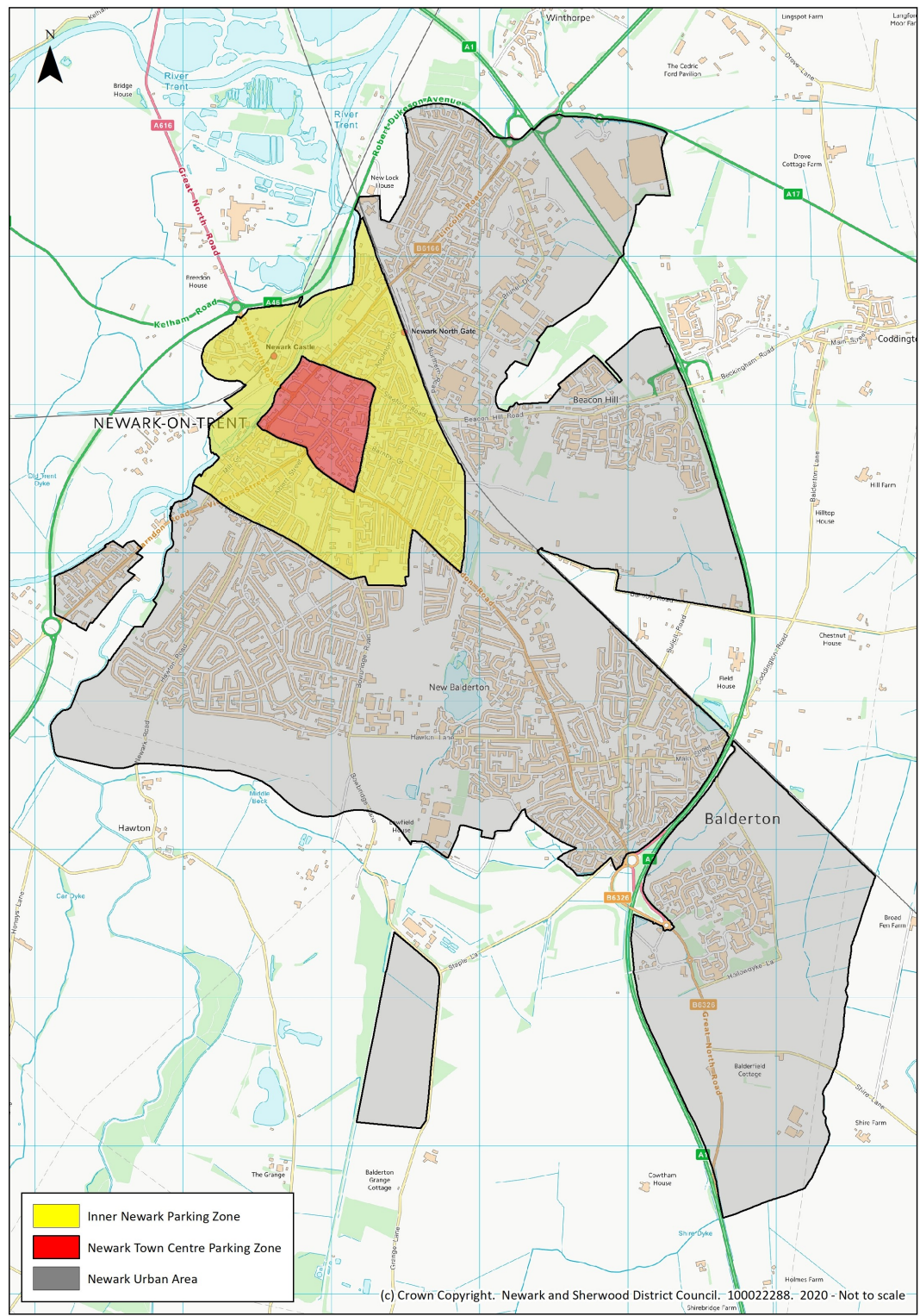
# Map 1: Newark Parking Standard Zones

APPENDIX B



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- Inner Newark Parking Zone
- Newark Town Centre Parking Zone
- Newark Urban Area



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**Key Principle 2 - Design, Location and Layout of Car Parking Spaces**

All new housing development will be encouraged to design car parking as follows:

Developers are encouraged to use Building for a Healthy Life (Cycle and Car Parking) or any superseding document to aid discussions and design proposals about any proposed residential development in respect of the design and location of car parking. This will support Spatial Policy 7 (Sustainable Transport) of the Amended Core Strategy (bullet 5) which seeks to provide appropriate and effective parking provision, both on and off-site and ensure that vehicular traffic generated does not create new, or exacerbate existing.

- The Council will seek a variety of on plot car parking solutions to be employed on proposed new developments. The preference is to provide parking on the plot of individual dwellings and where residents can see their cars from within their home (i.e. parking to the front or side of the property);
- On-plot parking solutions such as parking behind the building line (i.e. between individual dwellings) or in front of the building line where an equal amount of space to the surface parking area is provided for soft landscaping;
- Tandem car parking arrangements can form part of a car parking strategy but will not be encouraged to be the only or predominant design solution. A over reliance on tandem parking as a design solution will not be encouraged but it is acknowledged that in some circumstances (i.e. for smaller dwellings) tandem parking may be required;
- Frontage parking can have a detrimental effect on the street scene. A maximum of four bays (to be counted as four parking spaces) are permitted in a line before a minimum break equal in size (length and width) of one parking space should be provided for soft landscaping (e.g. trees [where appropriate] and hedges). Frontage parking which faces each other across the street will be discouraged.
- A loose surface finish will be discouraged in most circumstances, however this may be an appropriate design solution in rural areas and schemes involving heritage assets. The surface finish of the driveway, particularly in the settlement boundary, should comprise permeable surfacing and must be incorporated into a wider sustainable drainage scheme.
- The following is encouraged for parking space sizes (See diagrams on following pages for additional guidance):

<b>Single /Double Width Parking Spaces / Tandem Parking Spaces</b>	<b>Perpendicular Parking Spaces</b>
<u>Single / double width / tandem parking spaces (not including garages) should be a minimum of 3m x 5.5m (or relevant measurements at the time of submission as advised by the Highway’s Authority) with an additional 0.3m if bounded by a wall, fence, hedge, line of trees or other similar obstruction on one side and 0.6m if bounded on both sides.</u>	<u>Where more than two parking space is provided side to side, spaces should be a minimum of 2.4m x 5.5m (or relevant measurements at the time of submission advised by the Highway’s Authority).</u>
<u>A clearance of 0.6m should be provided if a parking space is in directly in front of an up and over garage door.</u>	

If garages are to be counted as a car parking space they will be required to have clear internal dimensions of at least 3.3m x 6m per single garage space (including integral garages) with a minimum door width of 2.4m or 6m x 6m per double garage space with a minimum door width of 4.2m (or most up-to-date guidance from Highway’s Authority at the time of submission). The applicant will also be encouraged to demonstrate that there is suitable storage provision for items usually stored within a garage (including bicycles if the developer is counting garages as cycle storage). If these two elements are not met, the garage will not be counted as a car parking space. Additional depth and/or width may be required where it cannot be demonstrated that garages have suitable storage provision. This also applies to car ports and cart sheds however it is recognised that in some circumstances, where appropriate, such as the redevelopment and reuse of historic buildings, design may take precedence.

Rear parking courts will be strongly discouraged due to the cost of quality implementation (often results in poor quality, unattractive and unsafe environments) and the widespread preference of residents to park as close to their front door as possible. Where they are used, they will be required to meet the requirements set out in Appendix 3.

**Key Principle 3 - Electric Vehicle Charging Infrastructure**

It is recommended that all new housing developments shall provide the following minimum specification:

- Each dwelling with a garage or dedicated parking space within its curtilage shall be provided with an electric vehicle charging point. Where this is not possible to achieve, it is recommended that a dummy charger is installed to enable convenient installation of a charging point on plot at a later date.
- The charging point shall be located where it is easily accessible from a dedicated parking bay and should not pose a health and safety hazard (i.e. trailing across pavements);
- In the case residential developments do not provide one space per dwelling (e.g. an apartment scheme in the town centre) or provide unallocated parking spaces, it is expected that each parking space will still meet the above recommendation specification.

# 1 Introduction

## Purpose of this Document

- 1.1 The purpose of this document is to bring together 'good practice' on the design and quantum of residential parking. The document sets out the recommended minimum parking standards and design principles for parking in new residential developments in the District. This encapsulates both car and cycle parking and will apply when considering planning applications for new residential development. This document seeks to ensure new development provides the right level of parking provision to accommodate demand without over providing, which would lead to developments dominated by the car, or under providing which would result in a shortfall or parking spaces, leading to potential highway safety problems in the future. Good design of car parking provision will also ensure additional strain is not placed on the highway or safety of users. Non-residential development will be dealt with using the Nottinghamshire Highway Design Guide (or equivalent at the time of submission).
- 1.2 The principal objectives associated with developing a set of recommended minimum parking standards and design principles in respect of car parking on new residential developments for the District are as follows:
- To encourage high quality, attractive, well-designed places to live with safe, convenient and useable parking provision;
  - To encourage people to cycle more for short distance trips of three miles or less to improve the health and wellbeing of residents, improve air quality, reduce fuel emissions / energy consumption and release road capacity for those using their cars for longer journeys that cannot easily or practically be completed by cycle;
- To reduce the risk of anti-social and displaced car parking that can compromise the visual qualities of a street whilst also frustrating the ability of pedestrians (particularly the most vulnerable street users, i.e. wheelchair users and those with visual impairments) to navigate places safely and easily;
  - To ensure a consistent and transparent approach to assessing planning applications;
  - To respond to the particular characteristics of different areas and localities in the District in terms of accessibility by all modes of transport and restrictions on space availability.
- 1.3 The document is being produced as a Supplementary Planning Document ('SPD') and is supported by a Topic Paper which outlines the context and rationale for the SPD. It sets out the context for the provision and design of cycle and car parking on new residential development and the details of how the District Council will seek to negotiate these matters. In addition to these recommended parking standards for new residential development, this document also sets out the requirements for electric charging infrastructure provision.
- 1.4 As an SPD, the document provides further guidance on policies within the Council's Development Plan but does not develop new ones. The SPD also assists the Council with the implementation of Paragraph 110 of the Framework. When adopted, this SPD will become part of the Council's Local Development Framework and will be a material consideration in the determination of planning applications.

- 1.5 The aim of this SPD is to support Spatial Policy 7: Sustainable Transport, Core Policy 9 (Sustainable Design) and Policy DM5 (Design) as the Development Plan currently contains no parking standards for new residential development.

**Spatial Policy 7: Sustainable Transport**

The Council will encourage and support development proposals which promote an improved and integrated transport network and an emphasis on non-car modes as a means of access to services and facilities. In particular the Council will work with the County Council and other relevant agencies to reduce the impact of roads and traffic movement, to support the development of opportunities for the use of public transport, increase rural accessibility and to enhance the pedestrian environment.

Development proposals should contribute to, the implementation of the Nottinghamshire Local Transport Plan and should:

- minimise the need for travel, through measures such as travel plans for all development which generate significant amounts of movement, and the provision or enhancement of local services and facilities;
- provide safe, convenient and attractive accesses for all, including the elderly and disabled, and others with restricted mobility, and provide links to the existing network of footways, bridleways and cycleways, so as to maximise opportunities for their use;
- be appropriate for the highway network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected;
- avoid highway improvements which harm the environment and character of the area;
- provide appropriate and effective parking provision, both on and off-site, and vehicular servicing arrangements in line with Highways Authority best practice; and
- ensure that vehicular traffic generated does not create new, or exacerbate existing on street parking problems, nor materially increase other traffic problems, taking account of any contributions that have been secured for the provision of off-site works.

The District Council will safeguard locations of highway or public transport schemes identified within the Nottinghamshire Local Transport Plan and its implementation plan.

Development will not be supported where it would prevent the implementation of these schemes. The location of these schemes are identified on the Policies Map. The route of that part of the Southern Link Road which has not been built will be safeguarded and is indicatively defined on the Policies Map and Figure 5 in line with NAP2A and NAP4. The Council will safeguard land for a possible Newark Rail Flyover, to replace the existing flat crossing to the north of Newark Northgate Station, which has been symbolised on the Newark Key Diagram and identified on the Policies Map.

High quality, safe, cycle, footpath and bridleway networks will be safeguarded and extended to provide opportunities to reduce the number of short car journeys and for cycling, walking and horse riding for recreation in the countryside. Disused railway lines will be protected from other forms of development, to safeguard their potential to be reinstated to their former use for commercial or leisure purposes, or to extend the cycling or footpath networks.

All major developments should be well located for convenient access by non-car modes, such as walking, cycling and high quality public transport including those measures set out in national planning policy and policies CP11, NAP 1, NAP 2A, 2B and 2C, SoAP1, ShAP2, ShAP4 and Appendix D of the Core Strategy.

The District Council will promote and support the use of the River Trent for commercial and tourism activities.

**Core Policy 9: Sustainable Design**

The District Council will expect new development proposals to demonstrate a high standard of sustainable design that both protects and enhances the natural environment and contributes to and sustains the rich local distinctiveness of the District. Therefore all new development should:

- Achieve a high standard of sustainable design and layout that is capable of being accessible to all and of an appropriate form and scale to its context complementing the existing built and landscape environments;
- Through its design, pro-actively manage surface water including, where feasible, the use of Sustainable Drainage Systems;
- Minimise the production of waste and maximise its re-use and recycling;
- Demonstrate an effective and efficient use of land that, where appropriate, promotes the re-use of previously developed land and that optimises site potential at a level suitable to local character;
- Contribute to a compatible mix of uses, particularly in the town and village centres;
- Provide for development that proves to be resilient in the long-term. Taking into account the potential impacts of climate change and the varying needs of the community; and
- Take account of the need to reduce the opportunities for crime and the fear of crime, disorder and anti-social behaviour, and promote safe living environments. The District Council will prepare an SPD which provides guidance to developers on the sustainable design of development and the consideration of making homes fit for purpose over their lifetime including ensuring adaptability and provision of broadband.

**Policy DM5—Design**

In accordance with the requirements of Core Policy 9, all proposals for new development shall be assessed against the following criteria:

**1. Access**

Provision should be made for safe and inclusive access to new development. Where practicable, this should make use of Green Infrastructure and as many alternative modes of transport as possible.

**2. Parking**

Parking provision for vehicles and cycles should be based on the scale and specific location of the development. Development resulting in the loss of parking provision will require justification.

**3. Amenity**

The layout of development within sites and separation distances from neighbouring development should be sufficient to ensure that neither suffers from an unacceptable reduction in amenity including overbearing impacts, loss of light and privacy.

Development proposals should have regard to their impact on the amenity or operation of surrounding land uses and where necessary mitigate for any detrimental impact.

Proposals resulting in the loss of amenity space will require justification.

The presence of existing development which has the potential for a detrimental impact on new development should also be taken into account and mitigated for in proposals. New development that cannot be afforded an adequate standard of amenity or creates an unacceptable standard of amenity will be resisted.

**4. Local Distinctiveness and Character**

The rich local distinctiveness of the District's landscape and character of built form should be reflected in the scale, form, mass, layout, design, materials and detailing of proposals for new development.



In accordance with Core Policy 13, all development proposals will be considered against the assessments contained in the Landscape Character Assessment Supplementary Planning Document.

Proposals creating backland development will only be approved where they would be in-keeping with the general character and density of existing development in the area, and would not set a precedent for similar forms of development, the cumulative effect of which would be to harm the established character and appearance of the area.

Inappropriate backland and other uncharacteristic forms of development will be resisted.

Where local distinctiveness derives from the presence of heritage assets, proposals will also need to satisfy Policy DM9.

#### 5. Trees, Woodlands, Biodiversity & Green Infrastructure

In accordance with Core Policy 12, natural features of importance within or adjacent to development sites should, wherever possible, be protected and enhanced. Wherever possible, this should be through integration and connectivity of the Green Infrastructure to deliver multi-functional benefits.

#### 6. Crime & Disorder

The potential for the creation or exacerbation of crime, disorder or antisocial behaviour should be taken into account in formulating development proposals. Appropriate mitigation through the layout and design of the proposal and/or off-site measures should be included as part of development proposals.

#### 7. Ecology

Where it is apparent that a site may provide a habitat for protected species, development proposals should be supported by an up-to date ecological assessment, including a habitat survey and a survey for species listed in the Nottinghamshire Biodiversity Action Plan. Significantly harmful ecological impacts should be avoided through the design, layout and detailing of the development, with mitigation, and as a last resort, compensation (including off-site measures), provided where significant impacts cannot be avoided.

#### 8. Unstable Land

Development proposals within the current and historic coal mining areas of the district should take account of ground conditions, land stability and mine gas, and where necessary include mitigation measures to ensure they can be safely implemented.

#### 9. Flood Risk and Water Management

The Council will aim to steer new development away from areas at highest risk of flooding. Development proposals within Environment Agency Flood Zones 2 and 3 and areas with critical drainage problems will only be considered where it constitutes appropriate development and it can be demonstrated, by application of the Sequential Test, that there are no reasonably available sites in lower risk Flood Zones.

Where development is necessary within areas at risk of flooding it will also need to satisfy the Exception Test by demonstrating it would be safe for the intended users without increasing flood risk elsewhere.

In accordance with the aims of Core Policy 9, development proposals should wherever possible include measures to pro-actively manage surface water including the use of appropriate surface treatments in highway design and Sustainable Drainage Systems.

#### 10. Advertisements

Proposals requiring advertisement consent will be assessed in relation to their impact on public safety, the appearance of the building on which they are sited or the visual amenity of the surrounding area.

## Document Structure

- 1.6 The document is divided into 4 chapters. Chapters 1 and 2 help set the context, introducing the planning policy context. Chapters 3 and 4 set out the minimum parking standards and design principles expected by the Council. The Council appreciates that some of the terms and concepts may be new to some readers, so please see the glossary at Appendix 1.

## Acknowledgements

- 1.7 The District Council would like to thank Stefan Kruczkowski for assisting us in the preparation of this SPD including the provision of drawings and photographs.

Displaced and anti-social car parking is where cars are parked in a way that frustrates the ability of other street users to use the public realm comfortably, safely and easily. Half on and half off pavement car parking is commonplace. It is also not unusual to see cars fully parked (all four wheels) on pavements and/or cycle routes. The causes of this are partly due to the lack of enforcement and legislation; and partly associated with insufficient amounts of car parking provision (on plot or within the street). Over reliance on tandem car parking arrangements is also a cause of displaced and anti-social car parking.



## 2 Planning Policy Context

2.1 This SPD has been prepared in accordance with national and local planning and housing policies and guidance, which are summarised below.

### National Planning Policy Context

2.2 The **National Planning Policy Framework (2019)\*** ('NPPF') sets out the Government's key objectives and requires Local Plan's to be prepared positively in a way which is aspirational but deliverable, to be prepared with the objective of contributing to the achievement of sustainable development and to serve a clear purpose (Paragraph 16).

2.3 Paragraph 26 outlines that to provide maximum clarity about design expectations at an early stage, SPD's should use visual tools such as design guides and codes to provide a framework for creating distinctive places, with a consistent and high quality standard of design. The level of detail and degree of prescription should be tailored to the circumstances in each place and should allow a suitable degree of variety where this would be justified.

2.4 Paragraph 31 outlines that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence which should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned and take into account relevant market signals. Although the SPD will not form part of the Development Plan, it does support its implementation and so it is considered essential that the preparation of the document is underpinned by requirements of Paragraph 31 to ensure robustness.

2.5 Paragraph 102 of the NPPF requires that transport issues be considered from the earliest stages of development proposals and plan-making so that patterns of movement, streets, parking and

other transport considerations are integral to the design of schemes and contribute to plan-making and decision-making. Paragraph 104 requires that planning policies provide for high quality walking and cycling networks and supporting facilities such as cycle parking.

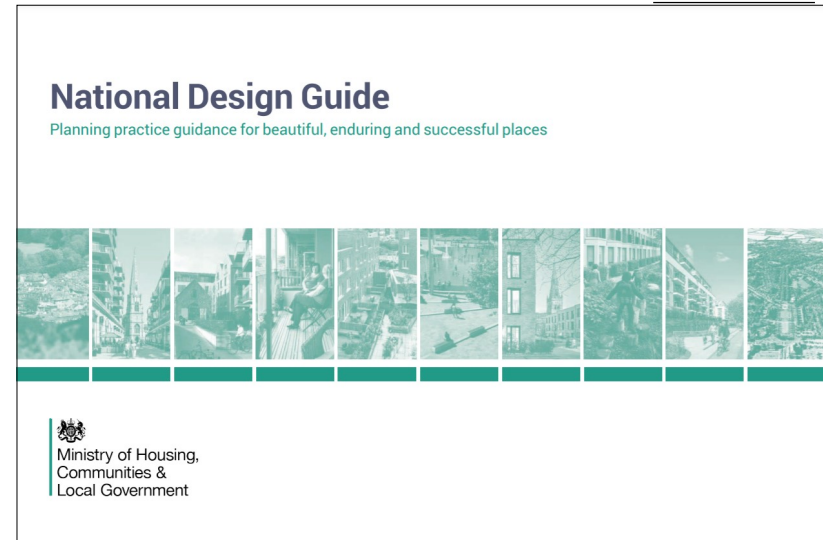
2.6 In respect of local parking standards for residential development, Paragraph 105 of the NPPF requires the following to be taken into account:

- The accessibility of the development;
- The type, mix and use of the development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.7 Paragraph 106 of the NPPF states that maximum parking standards for residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of the NPPF).

2.8 Paragraph 110 of the NPPF expects applications for development to consider a number of criteria including to address the needs of people with disabilities and reduced mobility in relation to all modes of transport and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 2.9 The **National Design Guide** sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government’s collection of planning practice guidance.
- 2.10 Paragraph 66 states that *“Well-designed places also use the right mix of building types, forms and scale of buildings and public spaces to create a coherent form of development that people enjoy. They also adopt strategies for parking and amenity that support the overall quality of the place.”*
- 2.11 Paragraph 74 explains that *“Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality spaces for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.”*
- 2.12 Paragraph 85 highlights the importance of well-designed car and cycle parking at home. It states that *“Well-designed car and cycle parking at home and at other destinations is conveniently sited so that it is well used. This could be off-street to avoid on-street problems such as pavement parking or congested streets. It is safe and meets the needs of different users including occupants, visitors and people with disabilities. It may be accommodated in a variety of ways, in terms of location, allocation and design.”* It goes on to state in Paragraph 86 that *“well-designed parking is attractive, well-landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked.”*



- 2.13 The National Design Guide requires in paragraph 87 that electric vehicle spaces and charging points are to be considered *“so they are suitably located, sites and designed to avoid street clutter”*.
- 2.14 LTN 1/20 (2020) is a local transport note published by the Government which provides guidance to local authorities on delivering high quality, cycle infrastructure. It recommends a number of design principles relevant to the design of new residential developments. Paragraph 11.2.5 states that cycle parking in dwellings must be convenient, either in the home, within the building or in the immediate vicinity. Paragraph 11.3.1 states that a local authority may set out minimum or preferred capacity standards and acceptable types of cycle parking in local planning guidance (and where they do not, recommends 1 space per bedroom).

### Local Planning Policy Context

- 2.15 The Development Plan for the District is comprised of two parts; the Amended Core Strategy (2019) and the Allocation and Development Management Policies DPD (2013). These documents are supported by a number of Supplementary Planning Documents and Neighbourhood Plans.

Amended Core Strategy (2019)

- 2.16 Spatial Policy 7 (Sustainable Transport) expects development proposals to provide appropriate and effective parking provision, both on and off-site and to ensure that the vehicular traffic generated does not create new, or exacerbate existing, on street parking problems nor materially increase other traffic problems.
- 2.17 Core Policy 9 (Sustainable Design) expects new development proposals to demonstrate a high standard of sustainable design that protects and enhances the natural environment and contributes to and sustains the rich local distinctiveness of the District. All new development is required to meet a number of criterion, including to provide for development that proves to be resilient in the long-term taking into account the potential impacts for climate change and varying needs of the community.

Allocations and Development Management Policies DPD (2013)

- 2.18 Policy DM5 expects proposals for new development to be assessed against the following criteria; access, parking, amenity, local distinctiveness and character, trees, woodlands, biodiversity and green infrastructure, crime and disorder, ecology, unstable land, flood risk and water management and advertisements.
- 2.19 In respect of parking, the policy stipulates that parking provision for vehicles and cycles should be based on the scale and specific location of the development and development resulting in the loss of parking provision will require justification.

Neighbourhood Planning

There are also a number of Neighbourhood Plans which form part of the Development Plan for the District and are relevant in the determination of planning applications, within the relevant neighbourhood areas. Many of these Neighbourhood Plans refer to parking issues. The following link provides access to the 'made' Neighbourhood Plans in the District:

<https://www.newark-sherwooddc.gov.uk/planningpolicy/madeneighbourhoodplans/>



A new type of zebra crossing has been introduced in England that affords cyclists the ability to use zebra crossings where protected cycle ways cross a carriageway. The Castle Boulevard Protected Cycle Way in Nottingham crosses the carriageway at Abbey Bridge and allows cyclists to undertake their journeys safely and with ease.

### 3 Residential Parking Standards

- 3.1 The Council's recommended minimum residential parking standards should seek to strike a balance between providing sufficient on-site parking to meet residents' needs, environmental sustainability and good design.

#### Key Principle 1– Cycle and Car Parking Standards

Developers will be encouraged to provide as a minimum the required amount of cycle and car parking as set out in Table 1 and 2 below for all new residential developments.

#### Recommended Minimum Parking Standards

- 3.2 In order to support non-car travel minimum cycle parking requirements have also been incorporated into the recommended parking standards. These cycle parking standards are set out in Table 1. There will be some flexibility to sites in rural areas.
- 3.3 The use of garages for cycle parking will only be acceptable where it can be demonstrated both cycles and cars can be stored simultaneously (in line with the recommendations in Chapter 4). Sheds are not considered a suitable location for cycle parking on the basis that their location and design is typically inconvenient.

**Table 1: Recommended Cycle Parking Standards (applies to all tenures)**

	Cycle Parking
1 bedroom dwellings	Min. 1 space per dwelling
2 & 3 bedroom dwellings	Min. 2 spaces per dwelling
4 + bedroom dwellings	Min. 3 spaces per dwelling

#### **Additional Requirements / Notes**

Every residential development is encouraged to provide secure and undercover long term (or overnight) cycle parking and should provide cycle parking in accordance with the recommended standards above. The figures provided in the table above should be viewed as the encouraged standards as the starting point.

Provision of cycle parking in Town Centre locations will be encouraged to be in line with the table above. If cycle parking is not to be provided in town centre locations (for example due to site-specific constraints relating to the reuse of historic buildings or change of use proposals), an explanation as to why is recommended by the Council to be included in the supporting Design and Access Statement.

The use of garages for cycle parking will only be acceptable where it can be demonstrated both cycles and cars can be stored simultaneously (in line with the recommendations in Chapter

in the case of flats and other multi-occupancy buildings, it is expected that each residential unit to have its own secure cycle storage area to offer maximum security for residents' bicycles and their cycling equipment. It is however recognised that this might not always be possible (for example reuse of historic buildings or change of use proposals).

For non-residential development, the appropriate level of parking provision will be determined on the advice of the Highway's Authority.

For mixed-use development, the starting point will be to achieve the respective levels of parking standards; Table 1 for residential element and the advice of the Highway's Authority for the non-residential element.

Protected cycleways along busy streets and junctions combined with cycle friendly streets will encourage a modal shift for shorter trips by bicycle.



- 3.4 Developers should provide an adequate amount of safe parking which is appropriate to scale, location and character of the development. These standards apply to all new residential developments and do not seek to be retrospective. In applying the recommended standards in Table 1, applicants must also take into account the additional requirements / notes set out below in the table. Table 2 provides standards based on the number of bedrooms a dwelling has.
- 3.5 Where appropriate, the Council will seek to be flexible and pragmatic towards parking provision in new residential development. Provision of adequate parking in line with expected future car ownership levels is a priority of the District Council because this can impact on whether new residential development is successful. If adequate parking provision is not delivered in new developments, then inappropriate parking will occur causing inconvenience, road safety issues and unattractive street scenes.

**Table 2: Recommended Minimum Car Parking Standards (applies to all tenures)**

	<u>Newark Town Centre*</u>	<u>Inner Newark*</u>	<u>Rest of Newark Urban Area (NUA)*</u>	<u>Service Centres (Clipstone, Ollerton &amp; Boughton and Rainworth)</u>	<u>Rest of the District (incl. Southwell and Edwinstowe)</u>
1 bedroom dwellings	<u>Newark Town Centre (as defined in the on Map 1 for the purposes of the SPD) has a range of parking facilities and good public transport connections therefore the Council would not normally expect residential car parking spaces to be provided as part of proposals on town centre sites.</u>	<u>1 space per dwelling</u>	<u>1 space per dwelling</u>	<u>1 space per dwelling</u>	1 space per dwelling
2 bedroom dwellings		<u>1 space per dwelling</u>	<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>	2 spaces per dwelling
3 bedroom dwellings		<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>	3 spaces per dwelling
4 + bedroom dwellings		<u>2 spaces per dwelling</u>	<u>3 spaces per dwelling</u>	<u>3 spaces per dwelling</u>	3 spaces per dwelling
Visitor / overflow Parking	<u>Visitor / overflow parking will be encouraged where the site cannot deliver the recommended minimum space standards outlined above. On schemes of 10 or more dwellings, visitor parking will be encouraged near smaller dwellings. On schemes of less than 10 dwellings, visitor parking will be encouraged where possible and appropriate. The appropriate quantum will be determined on a case by case basis.</u>				
Retirement / sheltered / extra care housing	<u>To be determined on a case by case basis demonstrated by a Transport Assessment, Transport Statement or Travel Plan as appropriate. Survey data of comparable sites and explanation of anticipated car levels relating to the particular care model being proposed will be encouraged. Ambulance and mini-bus siting should also be considered as well as parking for mobility scooters.</u>				

**Additional Requirements / Notes**

To accord with Spatial Policy 7 (bullet 5) of the Amended Core Strategy and to implement Paragraph 110 of the Framework, the District Council will seek to encourage the minimum car parking standards as outlined in the table above for new residential development. These figures should be viewed as the recommended minimum standards as the starting point. This includes Houses in Multiple Occupation that require planning permission.

A garage (integral and detached), car ports and cart sheds will be counted towards parking space provision if it complies with the design requirements set out in Chapter 4. Where bungalows are proposed, consideration should be given to the secure storage of mobility scooters.

In some circumstances, where appropriate, such as the redevelopment and reuse of historic buildings or change of use proposals in sustainable locations or with site specific constraints, the District Council will consider car parking provision below the recommended standards set out above. Applicants are encouraged to explain their approach in the supporting Design and Access Statement submitted with the planning application.

For non-residential development, the appropriate level of parking provision will be determined on the advice of the Highway's Authority. For mixed-use development, the starting point will be to achieve the respective levels of parking standards; Table 2 for the residential element and the advice of the Highway's Authority for the non-residential element.

To accord with Spatial Policy 7 (bullet 6), where development is proposed in areas where an existing deficiency is identified and it is likely to exacerbate these at the expense of highway safety, the Council will seek to secure sufficient off-street parking to provide for the needs of the development. Where proposals involve loss of off-street parking they should be accompanied by an assessment and justification of the impact. Development resulting in the loss of car parking provision will also require justification.

Amended Paragraph 139



## 4 Parking Design and Layout in Residential Developments

4.1 Spatial Policy 7 (bullet 5) requires development proposals to provide appropriate and effective parking provision and not create new, or exacerbate existing, on street parking problems. CP9 requires all new development is required to meet a number of criterion, including to provide for development that proves to be resilient in the long-term taking into account the potential impacts for climate change and varying needs of the community. Therefore the parking design and layout in new residential development is important to support this supplementary planning guidance.

4.2 As well as achieving the appropriate levels of parking provision within the development, the design, location, layout and futureproofing of the parking spaces will also influence the success of the development. Displaced parking is a significant issue of concern to our communities. It also affects the visual amenity of the streetscape and can significantly compromise the use of streets as social spaces. It also frustrates the ability of pedestrians, particularly those with visual or physical restrictions, to use streets safely and easily. The causes of displaced parking can be attributed to the lack of sufficient parking provision, over reliance on tandem parking, narrow kerb to kerb distances (carriageway widths), over reliance on counting garages as parking spaces, lack of shared/visitor parking but also remote, isolated and poorly designed rear car parking courtyards.

4.3 A poorly designed residential development can often lead to inappropriate on-street vehicle parking due to:

- Poor layout and configuration of individual plots (off-plot parking)
- Poorly located and designed parking courts;
- Failure to provide on-plot or allocated parking can increase on-street parking which can be a hazard to pedestrians / disabled etc.;
- Garages of insufficient size.



Parking courtyards are often unpopular and unattractive spaces



Poorly designed parking and/or a lack of spaces can result in high levels of displaced and at times, antisocial parking that can frustrate the needs of other street users.



Disconnected street patterns frustrate people's ability to move within their communities particularly by foot and by bicycle; and can contribute towards increased car usage particularly for shorter journeys. Here two adjacent developments fail to provide the ability for people to move easily from one side of the development to the other.

Frontage parking where the space equivalent to a parking space is given over to green relief every 2-4 bays can reduce the dominance of parking.



**Design, Location and Layout of Car Parking Spaces**

- 4.4 It is important that new residential development not only provides adequate parking but that it is also fully integrated into the design. The location and design of vehicle parking has a fundamental bearing on the density, design and quality of a scheme. The Council not only endorses Building for a Healthy Life, but has developed further local good design principles, as set out below.
- 4.5 All developments should contribute positively to the creation of well-designed buildings and spaces. Through good design, practical and meaningful places can be created and sustained over the longer term. Good design is essential in creating places that work well and looks good. The following design principles are expected in new housing developments, and where absent then this will require justification.
- 4.6 Development proposals need to balance parking provision, its location and layout with the overall aim of good design and attractive and safe places. Tandem parking, excessive frontage parking and rear parking courts are discouraged. These are poor design solutions which have the potential to increase on street parking at detriment to the attractiveness of the development and safety of cyclists and pedestrians.



Higher quality hard surfacing cannot compensate for a street dominated by parked cars. Limited soft landscaping has limited effect on the visual impact of parked cars.



Little or no soft landscaping has limited effect on the visual impact of parked cars, particularly if soft landscaping merely comprises of grass which enables households to park on this area (see red Vauxhall Astra in picture).

**Key Principle 2 - Design, Location and Layout of Car Parking Spaces**

All new housing development will be encouraged to design car parking as follows:

Developers are encouraged to use Building for a Healthy Life (Cycle and Car Parking) or any superseding document to aid discussions and design proposals about any proposed residential development in respect of the design and location of car parking. This will support Spatial Policy 7 (Sustainable Transport) of the Amended Core Strategy (bullet 5) which seeks to provide appropriate and effective parking provision, both on and off-site and ensure that vehicular traffic generated does not create new, or exacerbate existing.

- The Council will seek a variety of on plot car parking solutions to be employed on proposed new developments. The preference is to provide parking on the plot of individual dwellings and where residents can see their cars from within their home (i.e. parking to the front or side of the property);
- On-plot parking solutions such as parking behind the building line (i.e. between individual dwellings) or in front of the building line where an equal amount of space to the surface parking area is provided for soft landscaping;
- Tandem car parking arrangements can form part of a car parking strategy but will not be encouraged to be the only or predominant design solution. A over reliance on tandem parking as a design solution will not be encouraged but it is acknowledged that in some circumstances (i.e. for smaller dwellings) tandem parking may be required;
- Frontage parking can have a detrimental effect on the street scene. A maximum of four bays (to be counted as four parking spaces) are permitted in a line before a minimum break equal in size (length and width) of one parking space should be provided for soft landscaping (e.g. trees [where appropriate] and hedges). Frontage parking which faces each other across the street will be discouraged.
- A loose surface finish will be discouraged in most circumstances, however this may be an appropriate design solution in rural areas and schemes involving heritage assets. The surface finish of the driveway, particularly in the settlement boundary, should comprise permeable surfacing and must be incorporated into a wider sustainable drainage scheme.
- The following is encouraged for parking space sizes (See diagrams on following pages for additional guidance):

<b>Single /Double Width Parking Spaces / Tandem Parking Spaces</b>	<b>Perpendicular Parking Spaces</b>
<u>Single / double width / tandem parking spaces (not including garages) should be a minimum of 3m x 5.5m (or relevant measurements at the time of submission as advised by the Highway’s Authority) with an additional 0.3m if bounded by a wall, fence, hedge, line of trees or other similar obstruction on one side and 0.6m if bounded on both sides.</u>	<u>Where more than two parking space is provided side to side, spaces should be a minimum of 2.4m x 5.5m (or relevant measurements at the time of submission advised by the Highway’s Authority).</u>
<u>A clearance of 0.6m should be provided if a parking space is in directly in front of an up and over garage door.</u>	

If garages are to be counted as a car parking space they will be required to have clear internal dimensions of at least 3.3m x 6m per single garage space (including integral garages) with a minimum door width of 2.4m or 6m x 6m per double garage space with a minimum door width of 4.2m (or most up-to-date guidance from Highway’s Authority at the time of submission). The applicant will also be encouraged to demonstrate that there is suitable storage provision for items usually stored within a garage (including bicycles if the developer is counting garages as cycle storage). If these two elements are not met, the garage will not be counted as a car parking space. Additional depth and/or width may be required where it cannot be demonstrated that garages have suitable storage provision. This also applies to car ports and cart sheds however it is recognised that in some circumstances, where appropriate, such as the redevelopment and reuse of historic buildings, design may take precedence.

Rear parking courts will be strongly discouraged due to the cost of quality implementation (often results in poor quality, unattractive and unsafe environments) and the widespread preference of residents to park as close to their front door as possible. Where they are used, they will be required to meet the requirements set out in Appendix 3.

Key dimensions for two tandem car parking spaces

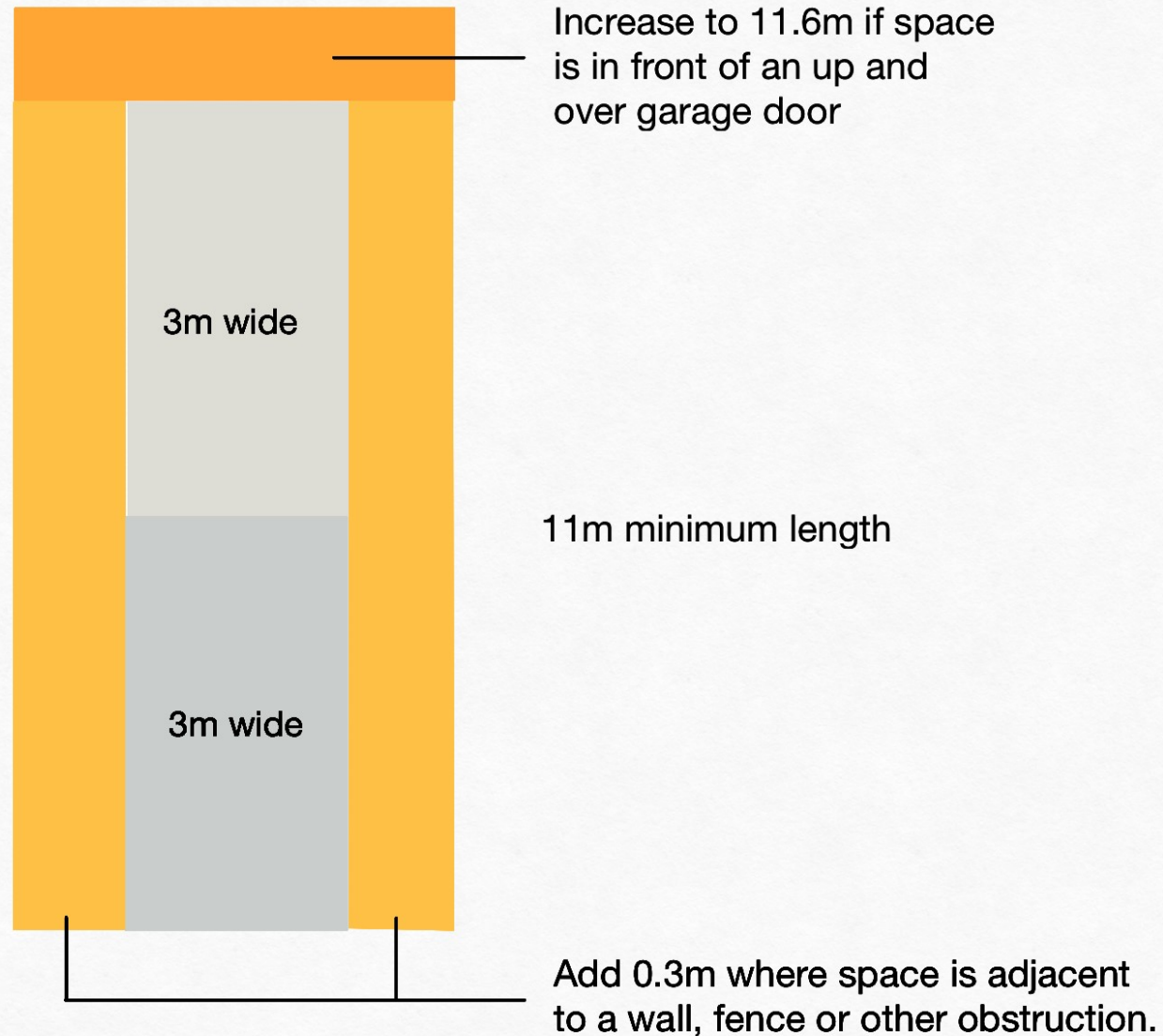
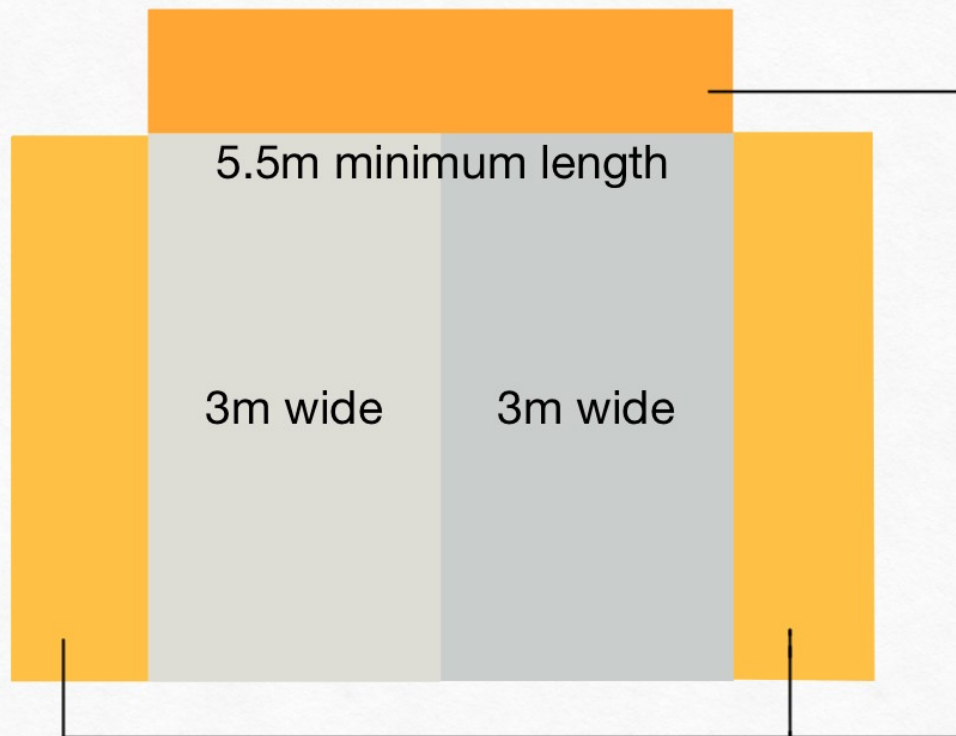


Figure 2: Recommended Double Width Parking Space Dimensions

### Key dimensions for two side by side car parking spaces



Increase to 6.1m if space is in front of an up and over garage door

Add 0.3m where space is adjacent to a wall, fence or other obstruction.

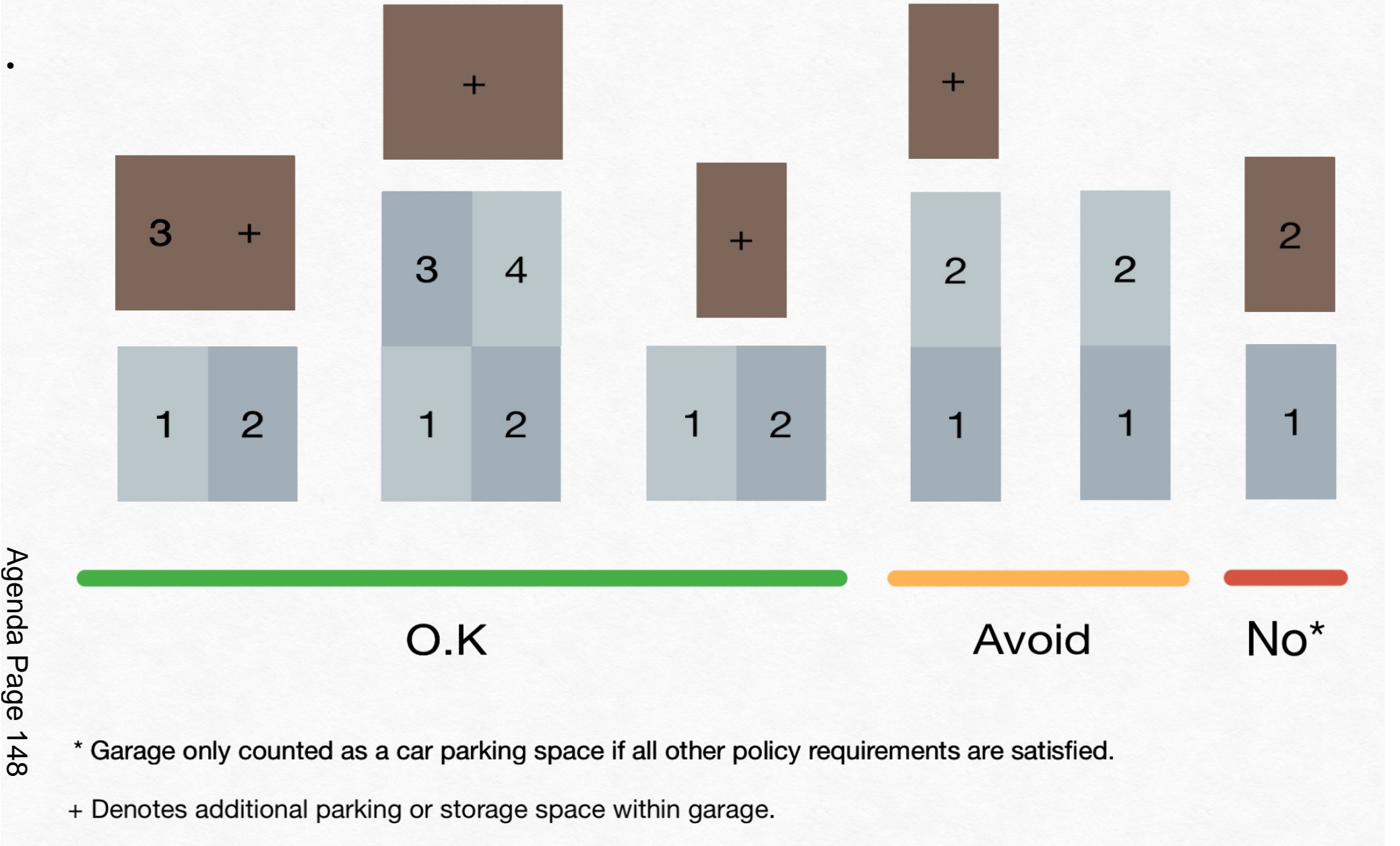


Three affordable units (3 bedrooms) in Rainworth—A mix of parking solutions and appropriate landscaping can successfully integrate parking into the design of a scheme.



### Figure 3: Tandem Parking

Tandem car parking arrangements can form part of a car parking strategy but will not be encouraged to be the only or predominant design solution. An over reliance on tandem parking as a design solution will not be encouraged but it is acknowledged that in some circumstances (i.e. for smaller dwellings), tandem parking may be required. The diagram below is not an exhaustive list of examples of good and bad examples.



**Figure 4: The 4:1 Rule for Frontage Parking**

A maximum of four bays (to be counted as four parking spaces) are permitted in a line before a minimum break equal in size (length and width) of one parking space is provided for soft landscaping. Soft landscaping will be designed to be taller than cars, as such trees will be required. Rows of frontage parking of four bays will only be permitted on one side of the street.

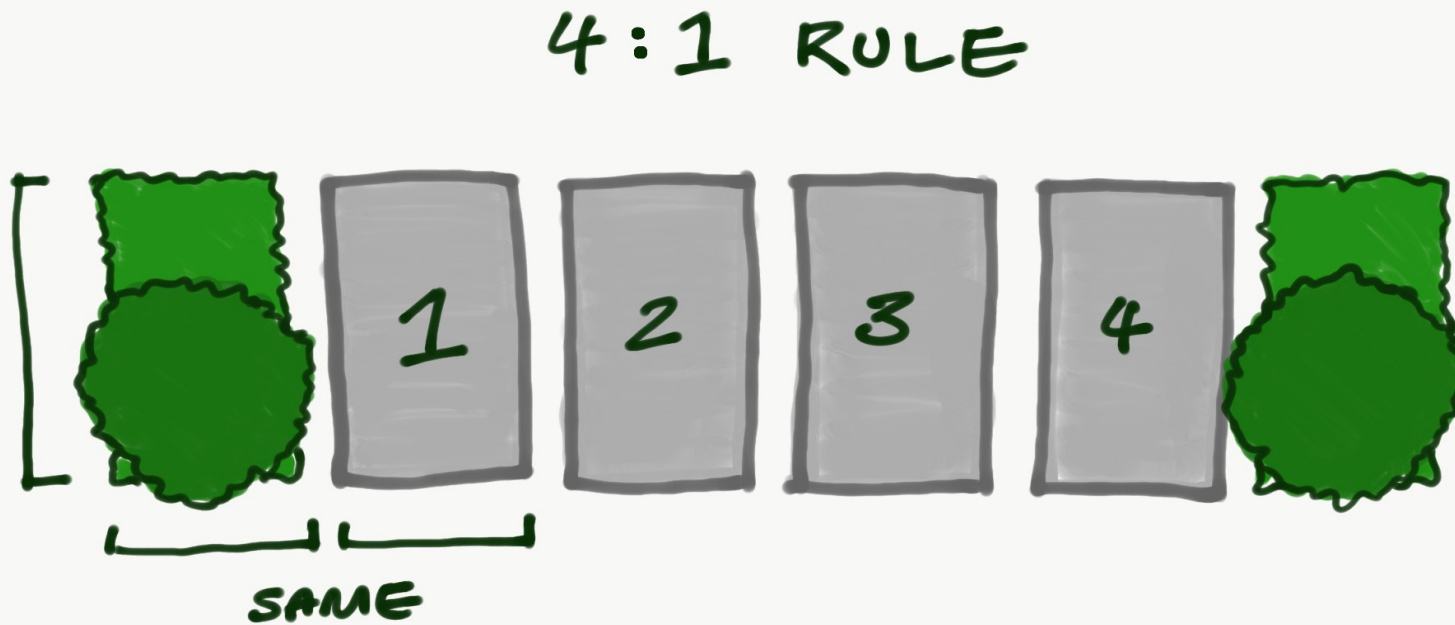
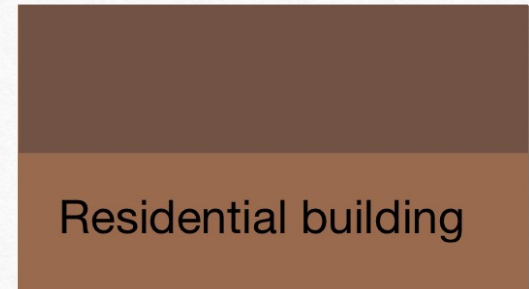
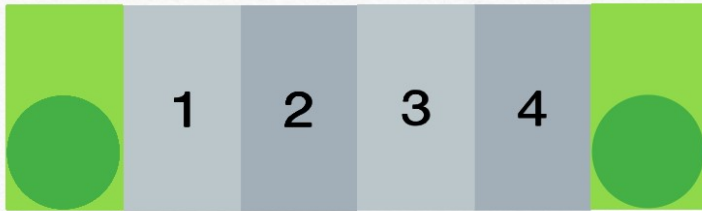
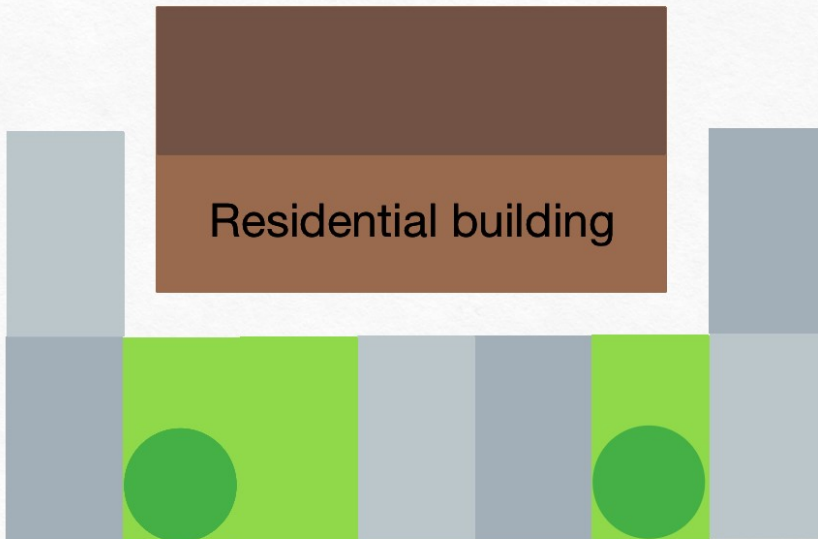
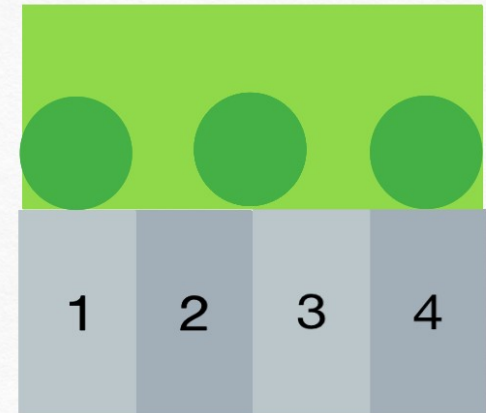


Figure 5: Examples of Good Practice



Use landscaping of size and scale to integrate car parking



## Electric Vehicle Charging Infrastructure

- 4.6 Paragraph 110 of the NPPF states that new development should “be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient location”. From 2035, the Government are seeking a ban on selling new petrol, diesel or hybrid cars in the UK. Therefore, futureproofing new development is important because not only does it assist the transition to electric vehicles, it also ensures any connection upgrades required as a result of an increased demand for charging points are done at the time of installation rather than as part of a retrofit. As this is more cost-effective, it will encourage future occupants to consider a switch to electric vehicles if the cost of doing so is less.
- 4.7 The Council will encourage the following on new residential developments:

### **Key Principle 3 - Electric Vehicle Charging Infrastructure**

It is recommended that all new housing developments shall provide the following minimum specification:

- Each dwelling with a garage or dedicated parking space within its curtilage shall be provided with an electric vehicle charging point. Where this is not possible to achieve, it is recommended that a dummy charger is installed to enable convenient installation of a charging point on plot at a later date.
- The charging point shall be located where it is easily accessible from a dedicated parking bay and should not pose a health and safety hazard (i.e. trailing across pavements);
- In the case residential developments do not provide one space per dwelling (e.g. an apartment scheme in the town centre) or provide unallocated parking spaces, it is expected that each parking space will still meet the above recommendation specification.

## 5 Monitoring and Review



- 5.1 Review and monitoring are key aspects of the Government's approach to the planning system. They are crucial to the successful delivery of the Development Plan. A review will be undertaken within the next 5 years to ensure that the SPD continues to be consistent with the Development Plan including whether the technical requirements need to be reviewed and adjusted and to reflect any changes in technology. The case study exercise will also be repeated containing new developments approved with the parking standards in this SPD.

## Appendix 1: Glossary of Terms

Amended Core Strategy	A Newark & Sherwood District planning policy document that forms part of the Local Plan / LDF and was adopted in March 2019. This document sets out the spatial policy framework for delivering the development and change needed to realise the District Council's vision for the District up to 2033.
Building for a Healthy Life	The new name for, and new edition of Building for Life 12. Building for a Healthy Life is endorsed by Homes England, Home Builders Federation, NHS England, NHS Improvement and Urban Design Group.
Building for Life	A measurement of the quality of development initiated by the Commission for Architecture and the Built Environment (CABE).
Futureproofing	Design new development so that it will continue to be successful in the future if the situation changes (i.e. a switch to electric vehicles).
Integral Garage	An integral garage is an attached garage that is built within the walls of the main property and is an element of the building's structure.
Mixed-Use Development	Development projects that comprise a mixture of land uses, or more than just a single use.
Multi- Occupancy Buildings	A property rented out by at least 3 people who are not from 1 'household' but share facilities like the bathroom and kitchen.
National Planning Policy Framework	Sets out the Government's economic, environmental and social planning policies for England.
Perpendicular Parking	Cars are parked side by side, perpendicular to an isle of curb.
Private Electric Vehicle Charging Points (EVCPs)	Off street charging points within the curtilage of a dwelling can be post mounted or wall mounted to charge electric vehicles.
Service Centres	Refers to the District's fairly large settlements below the Sub-Regional Centre of Newark in the settlement hierarchy. These locations either serve large rural areas or grew to support coal mining communities and possess a wide range of services.
Supplementary Planning Document	Provides further detail to explain how the policies in a Core Strategy, Local Plan or other Development Plan Document will be implemented. They can be used to provide further guidance for development on specific sites, or on particular issues, such as parking standards. SPD's are capable of being a material consideration in planning decisions but are not part of the Development Plan.

# Appendix 2: Building for a Healthy Life (July 2020)

A2.1 Building for a Healthy Life is a design code for the design of new and growing neighbourhoods. This document was published in July 2020 and is an update to Building for Life 12.

A2.2 Examples of good practice are highlighted in the document by a green light and poor practice is highlighted with a red light. An amber light is assigned to an element of design that is considered to fall between a green and a red traffic light. Car and cycle parking forms part of the 'Streets for All' principles and is relevant to this SPD and should be referred to in designing new residential developments within this District.

A2.3 Building for a Healthy Life identifies that the following is needed:

- Provide secure cycle storage close to people's front doors so that cycles are as convenient to choose as a car for short trips;
- Integration of car parking into the street environment;
- Anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking; thinking about the availability and frequency of public transport.
- Avoid confusing car ownership with car usage;
- Creative solutions for attractive, convenient and safe cycle parking or higher density developments (such as apartment buildings);
- Generous landscaping to settle frontage car parking into the street;
- Shared and unallocated parking.

A2.4 The document also identifies what a 'green' traffic light looks like:

- At least storage for one cycle where it is as easy to access to the car;
- Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car park drop off bays) to the entrances of schools, shops and other services and facilities;
- Shared and unallocated on street car parking;
- Landscaping to help settle parked cars into the street;
- Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so;
- Anticipating and designing out (or controlling) anti-social car parking;
- A range of parking solutions;
- Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms;
- Staying up to date with rapidly advancing electric car technology;
- More creative cycle and car parking solutions.



A2.5 The document also identifies what a 'red' traffic light looks like:

- Providing all cycle storage in gardens and sheds;
- Over reliance on integral garages with frontage driveways
- Frontage car parking with little or no softening landscaping;
- Parking courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed;
- Over-reliance on tandem parking arrangements;
- Failing to anticipate and respond to displaced and other anti-social parking;
- Views along streets that are dominated by parked cars, driveways or garages;
- Car parking spaces that are too narrow making it difficult for people to use them;
- Cycle parking that is located further away to the entrances to shops, schools and other facilities than car parking spaces and drop off bays;
- Relying on garages being used for everyday car parking.

A2.6 The Council will expect developers to utilise Building for a Healthy Life (Consideration 10: Cycle and Car Parking) to ensure that developments provide convenient, secure and attractive parking provision in a manner which will realistically cater for the requirements of future users. Access and parking should not dominate the design of new residential development.



## Appendix 3: Rear Parking Courtyards Design Requirements

- A3.1 The Council strongly discourages the use of rear parking courtyards due to the cost of quality implementation (often resulting in poor quality, unattractive and unsafe environments) and the widespread preference of residents to park as close to their front door as possible.
- A3.2 The Council will permit the occasional use of parking courtyards subject to a series of design criteria being fully adhered to:
- The design principles are designed to ensure that attractive and safe places are created.
  - Applicants are strongly advised to factor the costs associated with these design requirements prior to committing legally to a land purchase, particularly where courtyards are intended to provide parking for affordable housing. The Council will strongly resist efforts by applicants to reduce the design quality of parking courtyards through the discharge of condition process.
  - Unless enclosed by automatic gates that only permit access to those residents that require access, courtyards will be considered part of the public realm. These courtyards must therefore be designed as good quality public spaces, with the following design features required.
  - Courtyards must be limited to a maximum of ten spaces (including any garage and/or car port/parking barn spaces) and must serve no more than five properties.
  - Clear sightlines must be provided in to and within the courtyard. Hidden corners or recessed parking bays must be avoided. The number of access points should be afforded careful consideration, balancing the need for strong pedestrian connectivity through and within the site with community safety.
- A property must be located at the entrance to the courtyard to offer surveillance opportunities. The principal elevation of this property must be orientated to face towards the route by which the courtyard is accessed.
  - At least one property is to be located within the courtyard to offer opportunities for natural surveillance.
  - In order to ensure good levels of surveillance opportunity, properties located at the entrance to and within the courtyard must include ground floor windows serving habitable rooms. Therefore a flat over garage unit may complement but must not substitute the need for a dwelling in the form of a house or bungalow.
  - Block surfacing with parking bays in either: the same block, contrasting block or tarmac. Individual parking bays must be discreetly delineated with blocks and individual bays discreetly numbered with a metal plate affixed to either the kerb face, wall or bay surface. Thermoplastic markings (white lining) will not be permitted to either number or delineate individual bays.
  - All boundaries facing the courtyard to be 1.8m high brick walls with coping stone or brick, double tile crease and detail courses as appropriate. Where walls change direction, they should be either curved or angled. Where walls are angled, bricks must be cut and bonded.

- Low level bollard or street lighting must be provided (movement sensor lighting attached to individual dwellings may complement but must not be used to substitute low level bollard or street lighting). Developers may opt to connect lighting to appropriate plots but will be required to demonstrate to the Council that covenants place a responsibility on appropriate plots to ensure lighting is kept in good working order and in use after dark, in perpetuity.
- Appropriate and robust landscaping to help soften the environment, such as trees and hedgerows will be required. Planting must be carefully placed in a way that does not restrict sightlines.
- Where pedestrian footpaths are provided that connect courtyard parking spaces with the front door of people's homes these must be afforded good, clear sightlines and be well lit.
- Residents must be able to gain direct access from their allocated parking spaces to the front door of their home. To achieve this, developers may be required to integrate ginnels between plots to provide this access. Where such ginnels are provided, attention must be afforded to securing ginnels to prevent crime and anti-social behaviour.
- If it is not possible to provide all residents with direct access from their allocated parking spaces to the front door of their home, rear access into the home must provide access into either the kitchen, hallway or utility room. Rear access that requires residents to access their home directly into a living room, dining room or (downstairs) bedroom will not be acceptable.





**Newark & Sherwood Local Development Framework**

**Residential Cycle and Car Parking Standards & Design Guide  
Supplementary Planning Document**

**Topic Paper**

**Consultation Draft**

**January 2021**

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# 1 Introduction

## Purpose of this Document

- 1.1 The purpose of this Topic Paper is to provide context and rationale for cycle and car Parking Standards across the District.
- 1.2 The principal objectives associated with developing a set of cycle and car parking standards and design principles for parking in new residential developments in the District are as follows:
- To provide high quality, attractive, well-designed places to live with safe, convenient and useable parking provision;
  - To encourage people to cycle more for short distance trips of three miles or less to improve the health and wellbeing of residents, improve air quality, reduce fuel emissions/energy consumption and release road capacity for those using their cars for longer journeys that cannot easily or practically be completed by cycle;
  - To reduce the risk of anti-social and displaced car parking that can compromise the visual qualities of a street whilst also frustrating the ability of pedestrians (particularly the most vulnerable street users, i.e. wheelchair users and those with visual limitations) to navigate places safely and easily.
  - To ensure a consistent and transparent approach to assessing planning applications;
  - To respond to the particular characteristics of different areas and localities in the District in terms of accessibility by all modes of transport and restrictions on space availability.
- 1.3 This document has been produced to support the Supplementary Planning Document ('SPD') under the provisions of the Planning and Compulsory Purchase Act 2004. The SPD sets out the policy context for the provision and design of cycle and car parking on new residential developments and the details of how the District Council will seek to negotiate these matters. In addition to parking standards for new residential development, the SPD also sets out the requirements for electric charging infrastructure provision.

## COVID-19

- 1.4 It is acknowledged that the COVID-19 pandemic has resulted in unprecedented times but the most up-to-date data available has been used in this Topic Paper. The bus services identified in the case studies are those which were available pre-lockdown. All sites visits were made before 8am on a weekday to ensure the highest level of occupancy at the time of visiting.

## 2 Background Evidence for Car Parking Standards

- 2.1 In accordance with National Policy, it is important to ensure that the District Council's parking standards for residential development take into account accessibility of the development, the type, mix and use of development, the availability of and opportunities for public transport, local car ownership levels and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. The Framework also requires planning policies to provide support to cycling networks through the provision of cycle parking.
- 2.2 Car parking standards are aimed at managing demand for car travel and encouraging more sustainable form of travel. This also supports the environmental agenda driven by climate change and the need to ensure the efficient use of land, as well as ensuring equal access to facilities and encouraging more active and healthier lifestyles.
- 2.3 However, it is important to ensure that the District's parking standards reflect local circumstances, and strike the right balance between providing a sufficient number of car parking spaces to prevent vehicles from being displaced onto the public highway or result in conversion of front gardens to parking areas. Such issues can cause significant loss of visual quality and increase rainwater runoff which works against the need to combat climate change.
- 2.4 The majority of the District is rural in nature with approximately 58% of the population<sup>1</sup> living in rural areas or 'rural-related' hub towns. Some rural areas are not served by public transport and others have infrequent and limited bus services. For the most part, demand for private vehicles is high. Given that much of the District is rural in nature, people will require space for parking their vehicles at their home even if measures are being implemented to reduce car usage.
- 2.5 This assessment has been undertaken using the 1991, 2001 and 2011 Census Data.

### Car Ownership Trends

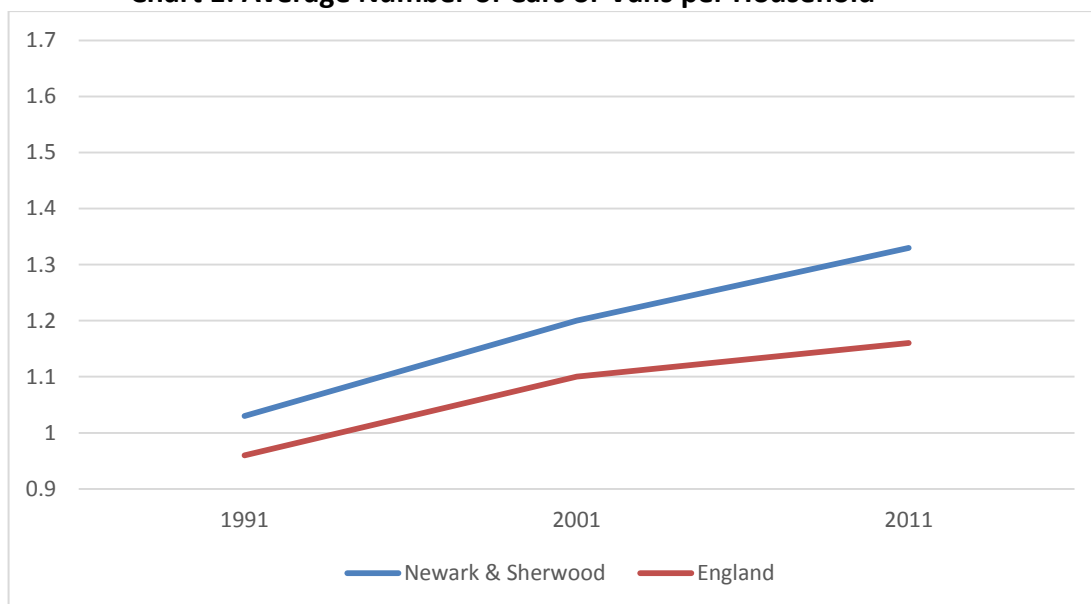
- 2.6 The provision of adequate parking in line with expected future car ownership levels is a priority of the District Council. If adequate parking provision is not delivered in new developments, then inappropriate parking will occur causing inconvenience, road safety issues and unattractive street scenes.
- 2.7 The 2011 Census shows a high level of car ownership in the District compared to the national average. In the District, the average car or van ownership per household is 1.33. Nationally, this equates to 1.16 cars or vans per household on average. Car or van ownership in the District has risen from 41,491 cars or vans in 1991 to 64,967 in 2011; an increase of 57% in 20 years (compared to 43% nationally). The average number of cars or vans per household since the 1991 Census is outlined in Chart 1 below.
- 2.8 The 2018 National Travel Survey confirms that for the East Midlands region (the lowest level at which data is available), the average number of cars/vans per

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<sup>1</sup> 2011 Rural-Urban Classification of Local Authorities and Other Geographies:  
<https://www.gov.uk/government/statistics/2011-rural-urban-classification-of-local-authority-and-other-higher-level-geographies-for-statistical-purposes>

household is 1.4. Whilst there are no more recent figures available at the District level, comparison with the 2018 regional figures confirms the 2011 Census as a baseline to be broadly in line with expectations.

**Chart 1: Average Number of Cars or Vans per Household**



Source: 1991, 2001 & 2011 Census

- 2.9 However, the evidence indicates that car ownership varies significantly across the urban and rural areas of the District<sup>2</sup>. The average number of cars or vans per household in the urban part of the District is 0.49, significantly lower than the rural area of the District (0.85) and markedly different from nationally (0.28 rural and 0.89 urban).
- 2.10 The 2011 Census Data also identifies that 42% of households in the District only own one car or van which is almost the same as the national average (43%). The table below identifies the percentage of households in the District by number of cars or vans owned. The percentage of households in the District is highest amongst those that own 1 or 2 cars or vans (72% of households). Although it is noted that there is a higher proportion of households in the District with 2 or more cars or vans than the national average (Table 1).

**Table 1: Proportion of Households with Cars or Vans by No. of Cars or Vans**

	Newark & Sherwood District	England	Comparison to National Average
No Cars or Vans in Household	18.65%	27.54%	-8.89%
1 Car or Van in Household	42.33%	42.75%	-0.42%
2 Cars or Vans in Household	29.65%	23.28%	+6.37%
3 Cars or Vans in Household	7.04%	4.85%	+2.19%
4 Cars or Vans in Household	2.33%	1.58%	+0.75%

Source: 2011 Census

<sup>2</sup> As defined by the 2011 Census

- 2.11 It is also noted that when compared to other District and Borough's within Nottinghamshire, that Newark and Sherwood have the second lowest percentage of households with no cars or vans in the household.

**Table 2: Percentage of Households by District with No Car or Van**

LPA	Total Percentage of Households with No Car or Van
Rushcliffe	15%
<b>Newark &amp; Sherwood</b>	<b>19%</b>
Bassetlaw	20%
Gedling	21%
Broxtowe	22%
Ashfield	24%
Mansfield	25%

Source: 2011 Census

- 2.12 With regard to the relationship between the number of bedrooms in a property and the number of cars or vans in the household, the Census data indicates that the smallest properties are generally associated with having no cars and the larger properties with owning more cars. Therefore, as expected, the average number of car or vans per household increases with the number of bedrooms the dwelling has.

**Table 3: Average No. of Cars or Vans per Household by No. of Beds in the Property**

No. of Bedrooms	Average Number of Cars or Vans per Household
1 bedroom	0.46
2 bedrooms	0.90
3 bedrooms	1.31
4 bedrooms	1.88
5 or more bedrooms	2.18

Source: 2011 Census

#### **Car Ownership Trends in the District – by Ward**

- 2.13 As outlined above, there is marked difference between the urban and rural areas of the district. Additional analysis has been undertaken of the 2011 Census data at Ward level<sup>3</sup> to establish the average number of cars per household. All wards in Newark and Southwell have been combined together to provide an overall average for the settlement (see Appendix 1). Ollerton & Boughton wards have also been combined. Those where the settlement does not need to be combined to provide an overall average is not included in Appendix 1.
- 2.14 Table 4 below outlines that there is the fewest number of cars per household in Newark and the service centre settlements (as well as Blidworth). Car ownership per household increases as the Wards become more rural.

<sup>3</sup> Ward boundaries as at 2011 Census



**Table 4: Average Number of Cars per Household by Ward**

<b>2011 Ward</b>	<b>No. of Cars per Household</b>
Newark <sup>4</sup>	1.07
<i>Service Centres</i>	
Ollerton & Boughton	1.19
Blidworth	1.28
Clipstone	1.30
Rainworth	1.34
Edwinstowe	1.35
Southwell	1.43
<i>Rest of the District</i>	
Farndon	1.55
Farnsfield & Bilsthorpe	1.56
Collingham and Meering	1.58
Winthorpe	1.59
Lowdham	1.72
Sutton-on-Trent	1.73
Muskham	1.81
Caunton	1.82
Trent (Bleasby, Fiskerton, Rolleston, Thurgarton)	1.96

Source: 2011 Census

**Car Ownership Trends in Newark Urban Area**

- 2.15 Analysis of the Census data available for Newark Urban Area also indicates a marked difference in the levels of car ownership in Newark, Balderton and Fernwood. This is outlined below in Table 5.

**Table 5: Average Number of Cars per Household by Ward**

<b>2011 Ward</b>	<b>No. of Cars per Household</b>
Newark <sup>5</sup>	<u>1.01</u>
<u>Beacon</u>	<u>1.17</u>
<u>Bridge</u>	<u>1.01</u>
<u>Castle</u>	<u>0.96</u>
<u>Devon</u>	<u>0.88</u>
<u>Magnus</u>	<u>0.98</u>
Balderton	<u>1.24</u>
Fernwood	<u>1.62</u>

- 2.16 The table above suggests there is justification to split Newark Urban Area into a number of ‘parking zones’ in order to set parking standards which best reflect both the characteristics of the area (i.e. parking free developments in the Town Centre compared to the requirements of Fernwood which is naturally less accessible being furthest away from the town centre) and the accessibility to public transport.

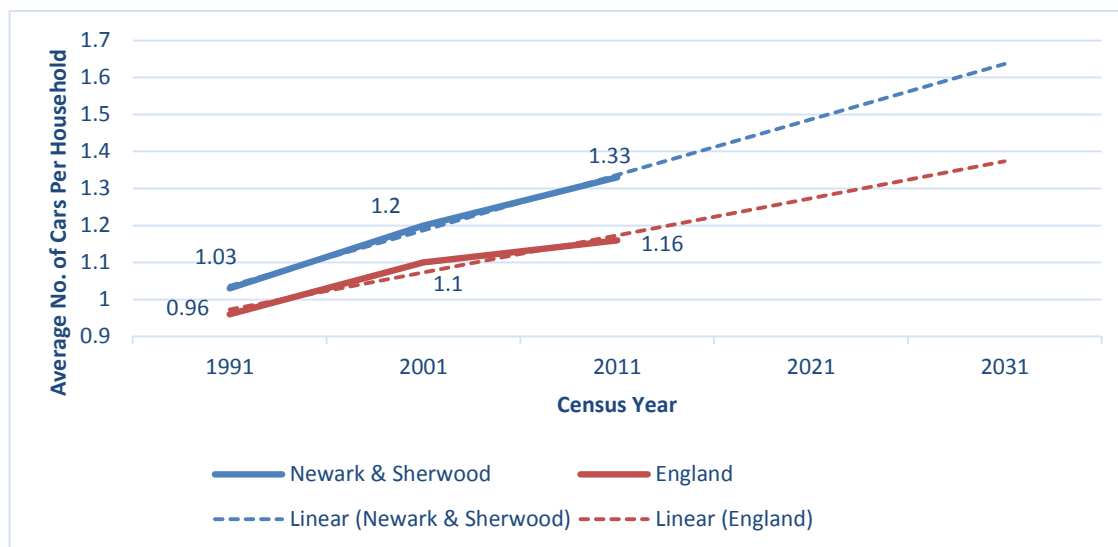
<sup>4</sup> Total of all wards in Newark Urban Area

<sup>5</sup> Total of all wards in Newark Urban Area

## Expected Future Car Ownership Levels

- 2.17 Chart 2 below analyses the average number of cars per household in each of the 1991, 2001 and 2011 Censuses. A linear forecast trend line has then been added to predict expected future car ownership levels in the District. These findings anticipate that by the end of the Plan Period in 2033, car ownership levels are expected to have increased by around 25% in the District. Such levels of increase are likely to exacerbate existing areas with car problem problems unless such an increase is accounted for in future parking standards.

**Chart 2: Past and Forecasted Trends – Average No. of Cars or Vans per Household**



## National Travel Survey (NTS)

- 2.18 The NTS is a household survey designed to monitor long-term trends in personal travel and to inform the development of policy. It is the primary source of data on personal travel patterns by residents of England.
- 2.19 The data published by the Department of Transport identifies key trends, including:
- 46% of children aged 5-10 years of age are driven to school despite the average walking time to school being just 13 minutes;
  - Traffic danger is cited as the main reason for parents driving their children to school;
  - A dependence on cars for short distance trips where there is opportunity to encourage modal shift to walking and cycling if the right infrastructure is in place.
- 2.20 There are also Government Publications in August 2020; Gear Change and LTN 1/20 which highlight the importance of modal shift as part of a broader Government agenda to address issues related to physical inactivity and obesity that threaten to not only reduce people's lifespans and quality of life, but increase the financial burdens on the NHS.

## Conclusions

- 2.21 The evidence clearly demonstrated that there is a marked difference between car ownership levels in the urban and rural areas of the District. This is owing to the accessibility and availability of public transport options available in the respective areas, as well as other factors including the mix of housing types (including number of bedrooms) and method of travel to work.
- 2.22 It is important to note that in rural areas where car ownership per household is significantly higher, there is also generally a greater percentage of households with a 2 or more cars and vans under their ownership. Therefore, it would be inappropriate to apply prescribed parking standards to the whole district. The evidence suggests the most appropriate option would be to adopt parking standards that address new residential development sites in Newark and the Rest of the District separately.
- 2.23 This evidence suggests that average car or van ownership increases alongside an increase in the number of bedrooms a dwelling has. Therefore it would be appropriate for future parking standards to differentiate by number of bedrooms. This should apply for new residential developments but also proposals which increase the number of bedrooms a dwelling has to ensure street parking is not impacted upon as a result.
- 2.24 The new parking standards policy approach will need to both reflect local car and van ownership levels as well as protect against exacerbation of existing issues, especially as car or van ownership is likely to increase in the District during the Plan Period. This protection could be accommodated within flexible wording of the standards that accounts for ways in which parking provision may be provided if less than a minimum standard is proposed on-site such as sites located within Newark Town Centre.
- 2.25 Whilst the increasing provision and attractiveness of alternatives to the car are a factor, there is no evidence to suggest that the general levels of car ownership will reduce over time. Across the district, the total number of cars increased by 57% between 1991 and 2011. General forecasts (Chart 2) anticipate a significant increase in car ownership by the end of the Plan period. These projected car ownership levels should be reflected in the table of residential parking standards but ensure parking does not over dominate new residential development. A forecasted uplift of 25% has been added to average car ownership levels from 2011 Census (25% being the forecasted increase in Chart 2).

**Table 6: Current and Forecasted Average Car Ownership per Household by No. of Bedrooms in a Property**

No. of bedrooms	Average Ownership (2011 Census)	Car	Projected Average Car Ownership (2031 <sup>6</sup> )
1 bedroom		0.46	0.58
2 bedrooms		0.90	1.13
3 bedrooms		1.31	1.64
4 bedrooms		1.88	2.35

<sup>6</sup> Assuming car ownership increases by 25% by the end of the Plan Period and equal increases are seen amongst all dwelling sizes.

5 + bedrooms	2.18	2.72
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### 3 Background Evidence for Cycle Parking

3.1 In accordance with National Policy, it is important to ensure that the District Council’s parking standards encourage cycling and provide secure cycling parking facilities in the new residential developments. Ensuring convenient and secure cycle parking at people’s homes for residents is a critical factor to increasing the use of bicycles in order to improve health and well-being and encourage more sustainable modes of travel. Other critical factors include: street design (i.e. cycle friendly streets and protected cycle ways on busier streets and routes) and convenient and secure cycle storage at the places people might choose to cycle to.

3.2 The Census Data shows that the proportion of residents travelling to work by bicycle dropped between 2001 and 2011 (6% and 3.94% respectively). However the mode share of the resident population who travel to work by bicycle remains higher in the District than compared to the East Midlands region and nationally (2.75% and 2.95% at the 2011 Census).

#### Active Lives Survey

3.3 Sport England undertake an Active Lives Survey which is published twice a year and the number of respondents each year is around 198,000. For the years 15/16 to 17/18 (for which the data is available), when compared to the East Midlands and England, Newark had above average levels of residents cycling at least twice in the previous month for both leisure and travel purposes (see Tables 7 and 8). It is important that the cycle parking standards support current levels of cycling but also encourage an interest in cycling within the District.

**Table 7: Percentage of Residents who cycled for Travel at Least Two Days in the Last 28 Days**

	Nov 15/16	May 16/17	Nov 16/17	May 17/18	Nov 17/18	Average
England	7.20%	7.10%	8.10%	6.90%	6.80%	7.02%
East Midlands	6.20%	6.20%	5.90%	6.10%	5.70%	6.02%
Newark & Sherwood District	-	-	11.00%	9.50%	6.80%	9.10%

**Table 8: Percentage of Residents who cycled for Leisure at Least Two Days in the Last 28 Days**

	May 16/17	Nov 16/17	May 17/18	Nov 17/18	Average
England	10.60%	10.40%	10.00%	9.60%	10.15%
East Midlands	11.30%	10.40%	9.80%	9.80%	10.33%
Newark & Sherwood District	17.10%	17.00%	15.20%	13.00%	15.58%

#### National Travel Survey (2019)

- 3.4 The 2019 National Travel Survey highlights that the average journey in miles to school in 2019 was 2.6miles and the average minutes per cycling trip is 23 minutes but despite this only 2% of these journeys were made by bicycle whilst 37% were made by car. In the East Midlands Region, a greater proportion of school children cycle to school (4%) than nationally.
- 3.5 Notably, it is school children (aged between 5-16) that have greater accessibility to bicycles with 83% of 5-10 year olds owning or having access to a bicycle and 69% or 11-16 year olds.
- 3.6 Therefore with the right infrastructure in place it is possible to encourage a modal shift towards cycling for short journeys particularly across age groups where bicycle accessibility is greater.

### **Conclusions**

- 3.4 Ensuring convenient secure cycle parking at people's homes for residents is a critical factor to increasing the use of bicycles (for health and wellbeing reasons) and accessing services or facilities via alternative means to the private car. Best practice from elsewhere in the UK and Europe shows that distances of under 5 miles can be easily and comfortably cycled by many people if the right infrastructure in place. The difficulty is that cycle provision is non-existent or poor in many locations. This often means cycling is not an option for our residents. It is increasingly acknowledged that painted white lines on pavements are neither popular with cyclists or pedestrians. The government defines cycle infrastructure as being either cycle friendly streets or the creation of protected cycle ways on busier streets and routes.
- 3.5 The evidence suggests that there is justification for splitting the parking standards into subcategories; Newark (inner and outer), Newark Urban Area, Service Centres and Rest of the District.

## 4 Background Evidence Electric Vehicle Charging Point Infrastructure

- 4.1 The Council recently declared a climate change emergency and are aware of its environmental responsibility and the contributions that it can make to mitigate the causes of climate change. In this regard, the Council’s Local Development Framework promotes sustainable modes of transport and healthy environments that works to mitigate climate change.
- 4.2 Paragraph 105 of the NPPF requires that if setting local parking standards for residential development, the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles should be taken into account.
- 4.3 It is important that the Council plans for the increased adoption of electric vehicles (EVs) in order to meet the anticipated increased demand as well as helping to meet sustainable travel objectives of Spatial Policy 7. This is particularly important in the Newark & Sherwood as private vehicles are often the only practical choice for residents living in some areas of the district, particularly in some rural areas where other sustainable modes of travel such as cycling and walking are difficult to adopt.
- 4.4 Last summer (2019), the Government published their most recent 2017 emission estimates. These estimates identified that the District has the highest per capita emissions in Nottinghamshire.

**Table 9: 2017 Estimates of Per Capita Emissions by Local Authority**

Local Authority	Per Capita Emissions
Newark & Sherwood	7.6
Bassetlaw	6.9
Rushcliffe	6.4
Broxtowe	6.3
Ashfield	5.2
Mansfield	4.1
Gedling	3.7
Nottingham	3.6

*Source: Gov.uk Local Authority CO2 emissions estimates 2005-2017 (kt CO2) - Full dataset*

- 4.5 The Council recognises that Ultra Low Emission Vehicles (‘ULEV’) and Plug-in Hybrid Electric Vehicles (‘PHEV’) currently constitutes a relatively small proportion of the vehicles on our roads (1.9% in 2018). However, from 2035, the Government are seeking a ban on selling new petrol, diesel or hybrid cars in the UK. For these reasons, the Government are driving a transition to more efficient, lower polluting technologies such as Electric Vehicles (‘EV’).
- 4.6 Advances in technology have resulted in increased popularity in electric vehicles and it is anticipated that as technology and Government initiatives develop, their use and popularity will increase further. The percentage increase of new licensed ULEV vehicles between 2012 and 2019 in Nottinghamshire is outlined in Table x below. This table highlights that the district has seen the third biggest increase in new licensed ULEV vehicles.

**Table 10: Percentage Increase in Newly Licenses ULEV Vehicles Since 2012**

Local Authority	Percentage Increase
Rushcliffe	6,575%
Gedling	4,614%
Newark & Sherwood	4,525%
Ashfield	4,180%
Broxtowe	4,043%
Mansfield	3,520%
Nottingham City	2,121%
Bassetlaw	1567%

Source: GOV.UK Statistical data set - All vehicles (VEH01)

- 4.7 At the end of Q1 2020, the total number of ULEV vehicles licensed by Local Authority has been used to calculate the percentage of ULEV vehicles per household in Nottinghamshire. This highlights Newark and Sherwood to have the second highest percentage of ULEV vehicles per household in the county. This is reflective of the Government's intentions to phase out petrol and diesel cars from 2035.

**Table 11: Total ULEV Vehicles at Q1 2020 Licensed in Local Authorities in Nottinghamshire and % Of Households with ULEV Vehicles**

Local Authority	% of Households
Rushcliffe	1.13%
Newark & Sherwood	0.73%
Gedling	0.65%
Broxtowe	0.60%
Nottingham	0.57%
Bassetlaw	0.51%
Ashfield	0.41%
Mansfield	0.39%

Source: GOV.UK Statistical Data Set – All Vehicles (VEH01)

- 4.8 At 1st October 2020, there were 34 public charging devices in the District<sup>7</sup>, which equates to 28 devices per 100,000 population compared to 29 charging devices per 100,000 population nationally. The table below and chart below illustrates that demand is surging for public charging points and this is likely to be reflected in demand for home charging points.

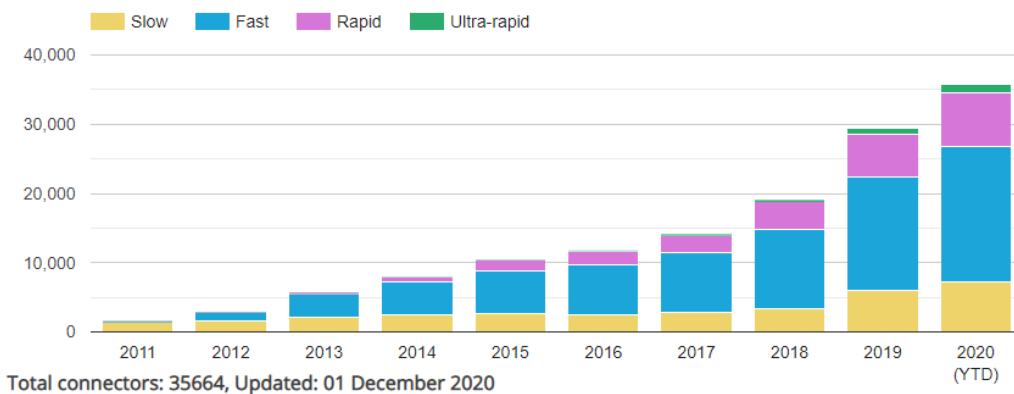
**Table 12: Number of Public Charging Points in the District Compared to National Figures**

Year	No. of Charging Points
<i>Newark and Sherwood District</i>	
October 2020	34
October 2019	19
Annual Percentage Increase	79%
<i>England</i>	
October 2020	16,456
October 2019	12,549
Annual Percentage Increase	31%

<sup>7</sup> <https://www.gov.uk/government/statistics/electric-vehicle-charging-device-statistics-october-2020>

### **Chart 3: Number of Public Charging Points by Speed (2011-Present)**

Number of public charging points by speed (2011-to date)



ZAP MAP®

Source: Zap Map, 2020

- 4.9 It is therefore expected that over the coming years, demand for electric vehicles will grow exponentially.
- 4.10 Residential parking (overnight) is likely to be the most common way of charging an EV and most residential properties with off-street parking are able to simply install an EV Charging Point (EVCP) using a 3-pin plug as long as they have the necessary infrastructure (wiring) to do so.
- 4.11 To help the Council plan for the increased adoptions of EVs whilst meeting sustainable transport objectives, the Council are seeking to futureproof new residential development for the projected increase in take-up of electric vehicles. It is cheaper and less disruptive to install the underlying infrastructure for electric vehicle charging points during construction than to retrofit afterwards. There is also the benefit for future occupants to choose whether to own an electric vehicle but also provides future choice as to which charging point best suits their requirements. It is therefore essential that the continued increase in electric vehicles is supported.
- 4.12 The requirements are outlined in Chapter 3 & 4 of the SPD.



## 5 Testing the Standards - Residential Parking Case Studies

- 5.1 In order to assess the impact that parking provision within recent residential developments, an appraisal has been undertaken on a handful of randomly selected sites across the District.
- 5.2 A desk-based survey of the approved plans has been undertaken on each Case Study site to ascertain the level of parking provided and is intended to provide an overall picture. This has then been compared with the level of parking provision that would have been provided by the proposed car parking standards.
- 5.3 Following this, site visits were also undertaken in May and July 2020 (during a weekday morning before 8:00am) when home parking levels were expected to be at, or close to, their highest levels. The purpose of which was to determine if the level of parking on each development is sufficient and if there are any design issues would could be addressed.
- 5.4 The housing developments that have been identified as Case Studies are outlined below in Table 13.

**Table 13: Overview of Case Study Sites**

Case Study No.	Address	Location	No. of Dwellings	Year of Completion <sup>8</sup>
1	Scarborough Road	Bilsthorpe	25	2014/15
2	Belle Vue Lane	Blidworth	21	2018/19
3	Cavendish Way (Cavendish Park)	Clipstone	107	2019/20
4	Braemar Farm Phase 1	Collingham	40	2019/20
5	Ye Olde Jug and Glass Inn, High Street	Edwinstowe	16	2016/17
6	Low Street	Elston	10	2018/19
7	The Ridgeway / Milldale Road	Farnsfield	60	2019/20
8	Sleaford Road	Newark	70	2016/17
9	Fernwood	Newark	1,090	2015/16
10	Wellow Road	Ollerton & Boughton	147	2019/20
11	Land off Warsop Lane (Coupe Gardens)	Rainworth	160	2019/20
12	Nottingham Road	Southwell	34	2017/18
13	Miners Welfare, Whinney Lane	Ollerton & Boughton	88	2018/19

<sup>8</sup> Monitoring Year

## Case Study 1 – Scarborough Road, Bilsthorpe

- 5.5 Bilsthorpe is a principal village within its own day to day facilities but is also influenced by the sub-regional centre of Mansfield approximately 7 miles to the east. The village has an hourly bus service to Mansfield and less frequent bus services to Nottingham and Ollerton. It is likely that most trips would be made using a private vehicle.
- 5.6 The development of 25 dwellings is an 100% affordable housing scheme comprising of 25 x two bed properties. The development provides 1 or 2 spaces for the 2 bed properties and also accommodates 3 visitor parking spaces.
- 5.7 A very low level of car parking was observed generally for the 13 bungalows accessed off Scarborough Road potentially owing to the nature of the development being suited for a more elderly population and thus lower car usage. For the bungalows accessed off Chewton Close, all but one vehicle was parked on the drive. All properties had allocated parking to the front or side and therefore within close proximity to their front doors. The development relies heavily on tandem parking with 60% of dwellings on site having this type of parking.
- 5.8 The surface finish of the parking spaces was good as it was a smooth and hard surface material. There was very limited on-street parking observed on both Chewton Close and off Scarborough Road.
- 5.9 Overall, the development has sufficient parking provision which does not obstruct other vehicles and pedestrians.



Figure 1: View of Development from Cul-de-Sac off Scarborough Road



Figure 2: View of Development from Chewton Close

**Table 14: Comparison of Approved Parking Levels to Proposed Parking Standards**

	Approved Parking	Comparison to Proposed Parking Standards
14 x 2 bed	1 space per dwelling	2 spaces per dwelling
11 x 2 bed	2 spaces per dwelling	
Visitor Parking	3 spaces	n/a
<b>Total Spaces</b>	<b>39 spaces</b>	<b>At least 50 spaces</b>

**Case Study 2 – Belle Vue Lane, Blidworth**

- 5.10 Blidworth is a principal village and whilst self-sufficient for daily needs, is closely linked to Mansfield, 3 miles to the north, for all major services. The village has relatively good bus services with buses every 15 minutes to Mansfield.
- 5.11 The development of 21 dwellings (a mix of apartments and houses) comprises of 6 x 1 bed properties and 15 x two bed properties. The development provides 1 space for each 1 bed unit, and either 1 or 2 spaces for each 2 bed unit. The development also accommodates 2 visitor parking spaces.
- 5.12 All houses have parking to the front of each properties with the parking for the apartments to the side. There was limited on street parking observed at the site (just two cars).
- 5.13 From a visual point of view, frontages are dominated by parking even though there is small amounts of boundary treatments to separate these dwellings. This is in part due to the fact that there are dwellings on both sides of the road which all have front of plot parking. This would be visually improved if more landscaping was provided or the type of parking solutions used provided some variety i.e. a mix front and side of plot parking and cars behind the building line to reduce the dominance of car parking. However, the surface finish of the parking spaces was good as it was a smooth and hard surface material.
- 5.14 Overall, the development has sufficient parking provision which does not obstruct vehicles or pedestrians but the main problem relates to the design of the car parking (perpendicular car parking) which could have been in a way which sought to reduce the over dominance of cars.



Figure 3: View of the only car parked on the road at the development

Figure 4: View towards centre of development highlighting over dominance of front of plot parking



Figure 5: View of boundary separation between dwellings and their respective parking spaces

**Table 15: Comparison of Approved Parking Levels to Proposed Parking Standards**

	<b>Approved Parking</b>	<b>Comparison to Proposed Parking Standards</b>
6 x 1 bed	1 parking space	1 space per dwelling
4 x 2 bed	1 parking space	2 spaces per dwelling
11 x 2 bed	2 parking spaces	2 spaces per dwelling
Visitor Parking	2 spaces	n/a
<b>Total Spaces</b>	<b>34 spaces</b>	<b>At least 36 spaces</b>

**Case Study 3 – Cavendish Way, Clipstone (Cavendish Park), Clipstone**

- 5.15 Clipstone is a service centre and whilst self-sufficient for daily needs is closely linked to Mansfield, almost adjacent, for all major services. The village has relatively good bus services with buses every 15 minutes to Mansfield.
- 5.16 The development of 107 dwellings comprises of 22 x 2 bedroom properties, 66 x 3 bedroom properties and 19 x 4 bedroom properties. In terms of car parking provision, the site provides the majority of 2 bed dwellings with 1 parking space, 3 bed dwellings with 2 parking spaces and all 4 beds have 3 parking spaces. The development also provides 11 visitor parking spaces.
- 5.17 The development itself comprises of 107 dwellings but forms part of a larger new development on the edge of Clipstone. Some roads in the development had a reasonable amount of on-street parking while others were clear. Most of the parking was on the same side of the road so didn't cause an obstruction. Some of the parking was half on the footway but most fully on the carriageway.
- 5.18 Most of the on-street parking occurred nearby to properties with integral garages or where parking is located at the back of the dwelling. However in most cases parking spaces are well used. In some places, the development was over dominated by cars, particularly the semidetached dwellings (Alnwick house type) which had two parking spaces to the front and no boundary separation between properties. Furthermore some drives on the development were very narrow which meant occupiers were forced to park on the road.
- 5.19 The surface finish of the parking spaces was good as it was a smooth and hard surface material. Integral garage doors were a variety of colours which made integral garages appear less visually dominant / prominent and a more pleasant environment.
- 5.20 An issue highlighted after the site visit was the internal measurements of integral garages. The Rufford Housetype's integral garage measures 4.7 x 2.5m which is 0.1m shorter than a standard car parking space and significantly short of the 6C's Design Guide minimum internal measurement requirement of 6m x 3m. It is therefore essential that integral garages are fit for purpose, especially if they are counted as a parking space for the purposes of assessing the number of spaces allocated to a property.
- 5.21 Overall, whilst the parking provision was largely okay, the problem with on street parking is the greatest where parking has not been provided at the front of the properties and people either choose or are forced, to park on the street closer to their properties. Similarly there were some problems for households with integral garages which

are not such parking



being used for purposes and resulted in less spaces for the property.

Figure 6: View of front of plot parking



Figure 7: View of front of plot parking which over dominates the street scene in this particular location



**Table 16:** *Figure 8: View of front of plot parking*  
**Parking Standards**

**Comparison of Approved Levels to Proposed Parking Standards**

	Approved Parking	Comparison to Proposed Parking Standards
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20 x 2 bed	1 space per dwelling	2 spaces per dwelling
2 x 2 bed	2 spaces per dwelling	2 space per dwelling
40 x 3 bed	2 spaces per dwelling	2 spaces per dwelling
26 x 3 bed	3 spaces per dwelling	2 spaces per dwelling
19 x 4 bed	3 spaces per dwelling	3 spaces per dwelling
Visitor Parking	11 spaces	n/a
<b>Total Spaces</b>	<b>250 spaces</b>	<b>At least 233 spaces</b>

#### Case Study 4 – Braemar Farm (Phase 1), Collingham

- 5.22 Collingham is a principal village in the District and looks to both Newark and Lincoln for its services. Collingham has good public transport links with a train station to the east of the village providing services to Lincoln, Newark, Nottingham, Leicester and Peterborough. There are also regular bus services to/from the village with an hourly bus services to Newark.
- 5.23 The development of 40 dwellings comprises of 4 x 1 beds, 6 x 2 beds, 10 x 3 beds, 12 x 4 bed and 8 x 5 bedroom properties. Parking provision across the development is varied. There are 2 visitor parking spaces.
- 5.24 The development itself consists of 40 dwellings but forms part of a larger site in Collingham. Parking is entirely on plot, mostly at the front/side of the property, but some to the rear. Some of the roads in the development had a small amount of on street parking. This was clustered around dwellings which had parking to the rear and / or dwellings which had two parking spaces and one of which comprised a garage. All cars observed were parked on the same side of the road, but some cars were fully on the footway. Plots 16-20 felt over dominated by frontage parking but on the whole parking felt reasonably well integrated. The majority of parking spaces relate well to the property which they serve. The surface finish of the parking spaces was good as it was a smooth and hard surface material.
- 5.25 Overall the parking provision is satisfactory, however the main problem arose in instances where parking is to the rear of the property and people either chose, or were forced, to park at the front of their property. However the roads seemed wide enough to accommodate a small amount of on street parking without being at detriment to other users. There were also some examples where garages which were not being used for their primary purpose and caused overspill onto the highway.



*Figure 9: View towards on-street parking to rear of properties*



*Figure 10: View towards a cul-de-sac*



*Figure 11: View along the development from Swinderby Road*

**Table 17: Comparison of Approved Parking Levels to Proposed Parking Standards**



	<b>Approved Parking</b>	<b>Comparison to Proposed Parking Standards</b>
3 x 1 bed	1 space per dwelling	1 space per dwelling
1 x 1 bed	2 spaces per dwelling	1 space per dwelling
3 x 2 bed	1 space per dwelling	2 spaces per dwelling
3 x 2 bed	2 spaces per dwelling	2 spaces per dwelling
7 x 3 bed	2 spaces per dwelling	3 spaces per dwelling
3 x 3 bed	3 spaces per dwelling	3 spaces per dwelling
7 x 4 bed	2 spaces per dwelling	3 spaces per dwelling
5 x 4 bed	3 spaces per dwelling	3 spaces per dwelling
1 x 5 bed	2 spaces per dwelling	3 spaces per dwelling
2 x 5 bed	3 spaces per dwelling	3 spaces per dwelling
5 x 5 bed	4 spaces per dwelling	3 spaces per dwelling
Visitor Spaces	2 spaces	n/a
<b>Total Spaces</b>	<b>96 spaces</b>	<b>At least 113 spaces</b>

### **Case Study 5 – Ye Olde Jug and Glass Inn, High Street, Edwinstowe**

- 5.26 Edwinstowe is a service centre village and has a range of local services which are complimented by a number of Sherwood Forest related tourist facilities. The village is linked closely to Mansfield for a wider range of services and facilities. There are half hourly bus services from Edwinstowe towards Walesby via Ollerton and Mansfield and bi-hourly services to Bilsthorpe, Farnsfield and Nottingham.
- 5.27 The development of 16 apartments comprises 11no. studio apartments and 5 x 1 bed apartments. All apartments have been provided with 1 parking space each. There is no provision for visitor parking.
- 5.28 The development comprises a change of use of a former pub to residential apartments. The car park is well overlooked by surrounding residential properties and is well used but not full. There was no signs of over spilling onto the carriageway, but this would be less apparent due to the nature of the parking provision. However, it is in the centre of the village and there is a free car park located nearby. The surface finish of the parking spaces was good as it was a smooth and hard surface material.
- 5.29 Overall, the level of parking provision would appear to be adequate.

**Table 18: Comparison of Approved Parking Levels to Proposed Parking Standards**

	<b>Approved Parking</b>	<b>Comparison to Proposed Parking Standards</b>
11 x studio	1 space per dwelling	1 space per dwelling
5 x 1 bed	1 space per dwelling	1 space per dwelling
Visitor Spaces	0 Spaces	n/a
<b>Total Spaces</b>	<b>16 spaces</b>	<b>At least 16 spaces</b>

## Case Study 6 – Low Street, Elston

- 5.30 Elston is a small village which looks to Newark for its day to day services and facilities. The village has an hourly bus service towards Newark and infrequent services to Aslockton, Bingham and East Bridgford.
- 5.31 The development of 10 affordable dwellings comprises 8 x 2 bed and 2 x 3 bed properties. All dwellings have been provided with 2 parking spaces. There is no visitor parking on site.
- 5.32 This is a small development which comprises a single cul-de-sac. All parking is provided to the front or immediately to the side of each property and related very well to the properties that they serve. Some parking was behind the building line and some in front but with a decent level of landscaping to soften any visual impact of car parking on the site. The cul-de-sac design also serves to minimise the visual impact of car parking. Most of the houses were occupied by vehicles and there was no on street parking. The surface finish of the parking spaces was good as it was a smooth and hard surface material.
- 5.33 Overall, the site has sufficient parking and visually it has a good layout in terms of parking and road layout.



Figure 12: View into the site from the entrance

**Table 19: Comparison of Approved Parking Levels to Proposed Parking Standards**

	<b>Approved Parking</b>	<b>Comparison to Proposed Parking Standards</b>
8 x 2 bed	2 spaces per dwelling	2 spaces per dwelling
2 x 3 bed	2 spaces per dwelling	3 spaces per dwelling
Visitor Spaces	0	n/a
<b>Total Spaces</b>	<b>20 spaces</b>	<b>At least 22 spaces</b>

## Case Study 7 – The Ridgeway / Milldale Road, Farnsfield

- 5.34 Farnsfield is a principal village and is self-sufficient for daily needs but looks to Southwell for a wider range of services and facilities. The village has bi-hourly bus services towards Nottingham and Bilsthorpe, Edwinstowe and Ollerton. There are also hourly bus services towards Blidworth, Rainworth and Mansfield, as well as Southwell and Newark.
- 5.35 The development of 60 dwellings comprises 15 x 2 bed, 22 x 3 bed, 18 x 4 bed and 5 x 5 bed properties. The majority of 2 and 3 bed properties have 2 car parking spaces. Provision for 4 bed properties ranges from 2 spaces through to 4 spaces. There are no visitor parking spaces on the site.
- 5.36 The majority of these dwellings are larger detached properties with the remainder being semi-detached and smaller terraced style properties. The parking is mostly on plot with some to the front and some to the side. In most cases the parking is either in line with or behind the building line which reduces the visual dominance of parking across the development. Tandem parking was used frequently but frontage parking was well broken up by the use of landscaping. The surface finish of the parking spaces was good as it was a smooth and hard surface material.
- 5.37 Whilst there was a handful of cars parked on the highway (either fully on the highway or half on the footway), it did not cause an obstruction to passing cars. On-street parking tended to be clustered around dwellings where driveways were located to the side or rear of the property. Either because the driveways were full or people chose to, or were forced to, park at the front of the house. However, the majority of parking spaces relate well to the property which they serve.
- 5.38 Overall, there was some overspill parking onto the highway, and whilst it did not obstruct the highway for other vehicle users, pedestrians could be inconvenienced in places. Overspill onto the highway does not occur frequently enough to suggest a chronic lack of parking spaces but better designed parking provision may aid the development.



Figure 13: View down the central road running through the development

**Table 20: Comparison of Approved Parking Levels to Proposed Parking Standards**

	<b>Approved Parking</b>	<b>Comparison to Proposed Parking Standards</b>
1 x 2 bed	1 space per dwelling	2 spaces per dwelling
14 x 2 bed	2 spaces per dwelling	2 spaces per dwelling
14 x 3 bed	2 spaces per dwelling	3 spaces per dwelling
8 x 3 bed	3 spaces per dwelling	3 spaces per dwelling
5 x 4 bed	3 spaces per dwelling	3 spaces per dwelling
7 x 4 bed	4 spaces per dwelling	3 spaces per dwelling
6 x 4 bed	2 spaces per dwelling	3 spaces per dwelling
5 x 5 bed	4 spaces per dwelling	3 spaces per dwelling
Visitor Spaces	0	n/a
<b>Total Spaces</b>	<b>156 spaces</b>	<b>At least 165 spaces</b>

**Case Study 8 – Sleaford Road, Newark**

- 5.39 Newark is the main location for services, jobs, retail, education and a focus for transport for most of the District. The town has excellent communication links with quick rail connections to London, Leeds, Edinburgh and Nottingham and the adjacent A1 provide road links to the north and south.
- 5.40 The development comprises of 50 houses and 20 apartments (20 x 1 bed apartments, 39 x 2 bed houses, and 12 x 3 bed houses). All 1 bed properties have 1 parking space and all 2 and 3 bed properties have 2 parking spaces. There is no visitor parking available on the development.
- 5.41 The parking is all on plot with parking provided to the front or the side except for approximately 4 properties where parking is provided to the rear. On-street parking

was not much of an issue with only a couple of cars parking on the carriageway. These two occurrences seemed to be the result of the dwelling not having enough parking spaces. The surface finish of the parking spaces was good as it was a smooth and hard surface material (mostly block paving).

- 5.42 From a visual point of view, frontages are dominated by parking. This is in part due to the fact that there are dwellings on both sides of the road which all have frontage parking with no real boundary or landscaping separation. This would be visually improved if the type of parking solutions used provided some variety i.e. a mix front and side of plot parking and cars behind the building line to reduce the dominance of car parking. However, the surface finish of the parking spaces was good as it was a smooth and hard surface material.
- 5.43 Overall, the parking provision was largely adequate but the only problem occurred as a result of the frontages being dominated by car parking (tandem car parking) throughout the development. There was little in the way of boundary treatments separating the properties and in places felt more like a car park than housing development. This was particularly the case for the semi-detached and terraced properties to the west of the housing development.



*Figure 14: View of cul-de-sac with dominant front of plot parking*

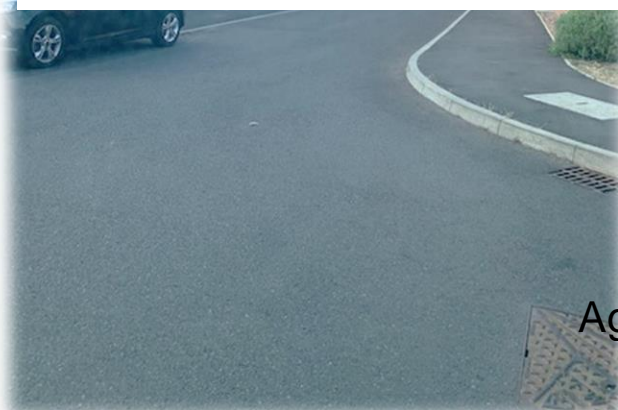


Figure 15: View of the development

**Table 21: Comparison of Approved Parking Levels to Proposed Parking Standards**

	<b>Approved Parking</b>	<b>Comparison to Proposed Parking Standards</b>
20 x 1 bed apartments	1 spaces per dwelling	1 spaces per dwelling
39 x 2 bed houses	2 spaces per dwelling	1 spaces per dwelling
12 x 3 bed houses	2 spaces per dwelling	2 spaces per dwelling
Visitor Spaces	0	n/a
<b>Total Spaces</b>	<b>122 spaces</b>	<b>At least 85 spaces</b>

### **Case Study 9 – Fernwood, Newark**

- 5.44 Fernwood is defined within the Newark Urban Area which is the main location for services, jobs, retail education and a focus for transport for most of the District. Fernwood is a relatively new village and by 2015/16, approximately 1,090 dwellings have been built. Once completed, the village will accommodate approximately 3,200 dwellings.
- 5.45 Car ownership in the parish of Fernwood is significantly higher than the District at 1.62 cars per household (2011 Census). The district level is 1.33 cars per household. The Fernwood Neighbourhood Plan states that the shortcomings in the existing car parking, both the amount of it and the way it had been ‘designed’ into the existing village is detailed in an informal Building for Life 12 Assessment. This assessment identified the following issues:
- Front of plot parking with no landscaping so that cars dominate the streetscene.
  - Little formal provision for on street parking causing disruption to pedestrians and other vehicles.
  - Over reliance on rear parking courts that are not well used and cause overspill onto the highway.
- 5.46 A review of the approved plans has not been undertaken due to the age and nature of the development site coming forward.

- 5.47 On-street parking along Goldstraw Lane is difficult to manoeuvre especially when cars are coming in the opposite direction and are parked on both sides of the highway. Cars were also in some places parked fully on the footpath. Whilst not particularly obstructive to pedestrians due to the width of the path, it nevertheless dominates the street scene.
- 5.48 The smaller properties have less convenient parking provision with most spaces being provided in parking courts or to the rear of properties and away from the front door of the property causing residents to either chose, or be forced to, park at the front of the house. Whereas the larger detached properties (such as along Collinson Way) have spacious driveways to the front of the property and as a consequence there are little problems with on-street parking.
- 5.49 The parking courts were not well used, particularly along Naysfield Mews and were surrounded by blank walls and poor or no lighting.
- 5.50 The surface finish of the parking spaces was good as it was a smooth and hard surface material. Some of the larger older properties had white integral garage doors but this complimented the detail of the front elevation which often featured bay windows and open porches. The newer properties which have integral garages tend to be set back from the front elevation and blend well with the streetscene without over dominating. The colour of the garage door is less of an issue where the garage does not over dominate the property.
- 5.51 Overall, on street parking is a significant problem at Fernwood and in some places is particularly difficult to navigate. The scheme may well have sufficient provision of actual parking spaces, but it is the inconveniently located parking provision which causes the biggest problem here.



Figure 17: View towards the older larger properties on the development with ample off road parking

## Case Study 10 – Wellow Road, Ollerton

- 5.52 Ollerton & Boughton is a service centre town which provides a range of facilities including a supermarket and secondary school. The town also has a large number of local employers.
- 5.53 The development comprises of 147 dwellings with 6 x 1 bed, 16 x 2 bed, 49 x 3 bed and 76 x 4 bedroom properties. There is at least 355 parking spaces shown on the approved layout plan (although a precise breakdown is not available).
- 5.54 Most of the on street parking occurs around properties which have integral garages and a narrow driveway (particularly those which had two spaces, one of which was an integral garage). At the time of visiting a number of dwellings with integral garages had doors open and it was evident that garages were not being used for their primary purpose. There are two instances on the development thus far seeking planning permission to provide additional parking spaces within the curtilage of properties (albeit one approved and one withdrawn). Both properties have a detached garage and one additional parking space.
- 5.55 The surface finish of the parking spaces was good as it was a smooth and hard surface material. In places integral garage doors were black against a white render. This design helps to reduce the dominance of the integral garage on the streetscene but the properties were also larger so the garage appeared better proportioned to the rest of the property and assisted in making the development feel less dense.
- 5.56 In some instances on-street parking occurred where parking was not conveniently located for example the corner plots where the garage and driveway is to the rear behind the garden.
- 5.57 On the whole, on street parking is not a significant problem, but could have benefitted from a better design in terms of the layout of the parking. The roads in this development felt narrower in places than other housing sites (particularly where cars parked on both sides of the road) visited as part of this research, so whilst there were less cars, the roads felt more congested.



*Figure 18: View along a road in the development with evidence of displaced and anti-social half pavement parking*

*Figure 19: View towards narrow driveway in the development*





Figure 20: Examples of half on pavement parking in the development

**Table 22: Comparison of Approved Parking Levels to Proposed Parking Standards**

	<b>Approved Parking</b>	<b>Comparison to Proposed Parking Standards</b>
6 x 1 bed	At least 355 spaces	1 spaces per dwelling
16 x 2 bed		2 spaces per dwelling
49 x 3 bed		2 spaces per dwelling
76 x 4 bed		3 spaces per dwelling
Visitor Spaces		n/a
<b>Total Spaces</b>	<b>At least 355 spaces</b>	<b>At least 364 spaces</b>

**Case Study 11 – Warsop Lane, Rainworth (Coupe Gardens)**

5.58 Rainworth is a service centre village and whilst self-sufficient for daily needs is closely linked to Mansfield and looks to it for all major services. The village has hourly bus services to Mansfield, Nottingham, Sutton-in-Ashfield.

- 5.59 The development comprises of 160 dwellings with 15 x 2 bed, 116 x 3 bed and 29 x 4 bed properties. The majority of 2 bed properties has 1 parking space, the majority of 3 beds have 2 parking spaces and the majority of 4 beds also have 2 parking spaces. There is no visitor parking provision within the development.
- 5.60 This new housing development had the most on street parking after the Fernwood development. However, cars were mostly parked on the same side of the road and where cars were parked on both sides of the road. Parked cars on the highway/footway were in some places an obstruction to other vehicle users and an inconvenience to pedestrians which could cause wheelchair or pushchair users having to go onto the road to get round.
- 5.61 Most dwellings had car parking provided on the plot and for the majority, the spaces relate well to the property which they serve. However there was one parking court observed which was underused and more on-street parking was concentrated around this location. There were also a number of properties which had integral garages and these properties tended to have single garages and space for one car on the driveway. Similarly, it was a common occurrence to see tandem spaces not being used for two vehicles and the second vehicle to be parked on the road. It was in these locations some overspill onto the highway was observed, but largely it did not obstruct the highway or the footway.
- 5.62 The surface finish of the parking spaces was good as it was a smooth and hard surface material. Integral garage doors were predominantly white and were in line with the front door which looked visually prominent because the houses are a bit smaller than some of the other developments, but also a higher density. However, all front doors were different colours which meant the prominence of the garage doors were displaced somewhat.
- 5.63 An issue highlighted after the site visit was the internal measurements of integral garages. The Bisham Housetype's integral garage measures 5m x 2.5m and the Aldenham Housetype measures just 4.4m x 2.4m. This is only marginally bigger than a standard car parking space and does not meet the minimum internal space standards outlined in the 6C's design guide of 6m x 3m. The double detached garages also fall short of the minimum internal space standards in the 6C's design guide. Small garages could actively discourage households from using integral garages for their primary purpose. It is therefore essential that integral garages are fit for purpose, especially if they are counted as a parking space for the purposes of assessing the number of spaces allocated to a property.
- 5.64 Overall, the level of on-street parking problem is a combination of two factors; design and location. Locating parking provision away from the dwelling has caused overspill onto the highway as people either chose, or were forced to park at the front of the house. Overspill onto the highway also occurred where dwellings had integral garages and drives could only accommodate one car as well as tandem parking.



**Table 23: Comparison of Approved Parking Levels to Proposed Parking Standards**

Figure 21: View of integral garages in the development

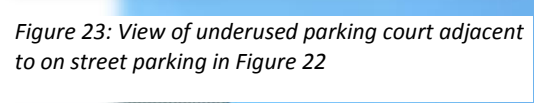


Figure 23: View of underused parking court adjacent to on street parking in Figure 22

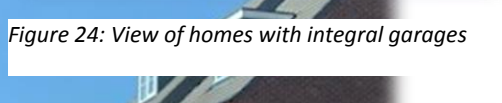


Figure 24: View of homes with integral garages



Figure 22: View of instances of half on pavement parking

Figure 25: View of on-street parking **Approved Parking** side of plot **Comparison to Proposed**

		<b>Parking Standards</b>
14 x 2 bed	1 space per dwelling	2 spaces per dwelling
1 x 2 bed	3 spaces per dwelling	2 spaces per dwelling
108 x 3 bed	2 spaces per dwelling	2 spaces per dwelling
8 x 3 bed	3 spaces per dwelling	2 spaces per dwelling
23 x 4 bed	2 spaces per dwelling	3 spaces per dwelling
6 x 4 bed	3 spaces per dwelling	3 spaces per dwelling
Visitor Parking	0	n/a
<b>Total Spaces</b>	<b>321 spaces</b>	<b>At least 349 spaces</b>

### **Case Study 12 – Nottingham Road, Southwell**

- 5.65 Southwell is a service centre town and is the third biggest settlement in the District. Key services are located in the town. The town has hourly bus services towards Newark, Bilsthorpe, Blidworth, Rainworth, Mansfield, Burton Joyce and Nottingham.
- 5.66 The development of 34 dwellings comprises 8 x 1 bed, 10 x 2 bed, 4 x 3 bed, 10 x 4 bed and 2 x 5 bed properties. Parking provision is varied across the site, with all 1 bed dwellings provided with 1 parking space, most 2 beds have 2 spaces, 3 beds have either 2 or 3 parking spaces, the majority of 4 beds have 3 spaces and all 5 beds also have 4 parking spaces.
- 5.67 This new development was a welcoming and pleasant scheme upon entry. Largely the parking was well used and related well to the property in which they served, did not over dominate the development and there was only 3-4 cars parked on the highway and most were parked against blank frontages (rear garden walls or garages) and therefore did not cause an obstruction to either the highway or the footway. The only other cars parked on the highway were outside properties which had parking to the rear. All of the parking was provided on plot except for the affordable housing located in the North West corner of the site. The surface finish of the parking spaces was good as it was a smooth and hard surface material.
- 5.68 Most parking was in line with, or behind the building line which made for an attractive development except for the cul-de-sac of affordable units which had perpendicular parking. Although parking did not dominate here as there were only 8 properties (4 on each side).
- 5.69 Overall, while there were instances of on-street parking, the issue isn't prevalent throughout the development and occurs infrequently enough to suggest that there is a largely sufficient off-street parking provision for residents. However there is no visitor parking / shared parking on site and the parking standards proposed would have resulted in less spaces being provided than currently on site which may have had the potential to exacerbate existing on street parking problems.



*Figure 26: View of only car parked on the roadside*



*Figure 27: View of car parking in the development*

**Table 24: Comparison of Approved Parking Levels to Proposed Parking Standards**

	<b>Approved Parking</b>	<b>Comparison to Proposed Parking Standards</b>
8 x 1 bed	1 space per dwelling	1 space per dwelling
1 x 2 bed	3 spaces per dwelling	2 spaces per dwelling
9 x 2 bed	2 spaces per dwelling	2 spaces per dwelling
2 x 3 bed	2 spaces per dwelling	3 spaces per dwelling
2 x 3 bed	3 spaces per dwelling	3 spaces per dwelling
2 x 4 bed	2 spaces per dwelling	3 spaces per dwelling
7 x 4 bed	3 spaces per dwelling	3 spaces per dwelling
1 x 4 bed	4 spaces per dwelling	3 spaces per dwelling
2 x 5 bed	4 spaces per dwelling	3 spaces per dwelling
Visitor Parking	4 spaces	n/a
<b>Total Spaces</b>	<b>80 spaces</b>	<b>At least 76 spaces</b>

**Case Study 13 – Former Miners Welfare, Ollerton**

- 5.70 Ollerton & Boughton is a service centre town which provides a range of facilities including a supermarket and secondary school. The town also has a large number of local employers.
- 5.71 The development comprises of 88 dwellings with 18 x 2 bed, 59 x 3 bed and 11 x 4 bedroom properties. There is a varying number of parking spaces per dwelling size with all but one property host to at least 2 parking spaces.
- 5.72 This new development was uninviting and unattractive, with large amounts of loose gravel driveways which had over spilled onto the highway. All garage doors, doors and window frames were white and therefore bland. There were a number of occasions where bins were stored on driveways and cars therefore parked on the side of the road.
- 5.73 Most of the parking provided was either to the front or side but usually extended further than the building line. It was a regular occurrence to see only the front portion of the driveway in use due to the narrow driveways which provided almost no room to vacate the car. This also became a problem where two dwellings had adjacent driveways and it was common to see staggered parking (rather than cars parked adjacent to one another) as the driveways were visibly narrow and parking alongside each other would restrict access to/ from the cars.
- 5.74 Access to cul-de-sacs have been gravelled over and weeds were clearly visible growing through the gravel as well as pools of water gathering where the gravel had worn unevenly. There were also patches of grass missing where cars had been regularly parking on it.
- 5.75 All garages fall short of the recommended standards in the 6C's Design Guide. Some garages are only 0.2m wider than a standard parking space. All garages have internal dimensions of approximately 2.6m x 5.5m. It is therefore essential that integral garages are fit for purpose, especially if they are counted as a parking space for the purposes of assessing the number of spaces allocated to a property and are to provide storage for household maintenance items such as lawn mowers and bicycles.

5.76 Overall, the development seemed to provide sufficient parking spaces but unfortunately not enough useable spaces. The design of the car parking was also a major issue as it was not only impractical but is was visually poor. In addition, the gravelled driveways detracted from the quality of the development and looked messy and unkempt. A hard and smooth surface material would have been more functional and visually pleasing.

**Table 25 Comparison of Approved Parking Levels to Proposed Parking Standards**

	<b>Approved Parking</b>	<b>Comparison to Proposed Parking Standards</b>
1 x 2 bed dwelling	1 space per dwelling	2 spaces per dwelling
5 x 2 bed dwellings	2 spaces per dwelling	2 spaces per dwelling
12 x 2 bed dwellings	3 spaces per dwelling	2 spaces per dwelling
34 x 3 bed dwellings	2 spaces per dwelling	2 spaces per dwelling
25 x 3 bed dwellings	3 spaces per dwelling	2 spaces per dwelling
7 x 4 bed dwellings	2 spaces per dwelling	3 spaces per dwelling
2 x 4 bed dwellings	3 spaces per dwelling	3 spaces per dwelling
2 x 4 bed dwellings	4 spaces per dwelling	3 spaces per dwelling
<b>Total Spaces</b>	<b>218 spaces</b>	<b>At least 187 spaces</b>



*Figure 28: View of poorly surfaced access to cul-de-sac with surface water*



Figure 29: View of poor quality surfacing to a cul-de-sac



Figure 30: View of integral garage and narrow driveway



Figure 31: View of parking space being used to store bins



Figure 32: View of narrow driveway with bin blocking access

## Conclusion



- 5.77 It is clear from the case studies that the level of parking provision is not the sole issue. A number of the case studies highlight generally sufficient parking but parking design has caused significant problems that have meant that users do not choose to, or are discouraged from, using their parking spaces in the way they were intended. Parking should be an integral part of the layout of any development and should not detract from the public realm as it has done in some of the case studies.
- 5.78 Integral garages in some cases have a detrimental impact on the quality of the streetscene and cause on street parking problems, especially when occupants either chose not to, or physically can't use them for parking (i.e. because they are too small). This is similarly the case when parking is located to the rear of the dwelling because occupants either chose to, or are forced to, park on the road outside the front of their house to better access the front door.
- 5.79 Paragraph 8.3.40 of Manual for Streets highlights that in some developments, less than half the garages are used for parking cars and that many are used primarily as storage or have been converted to living accommodation. Paragraph 8.3.41 recommends taking into account the following:
- Count car ports as parking spaces as they are unlikely to be used for storage;
  - Whether garages count fully will need to be decided on a scheme by scheme basis dependent upon factors such as availability of other spaces, availability of separate cycle parking and general storage capacity
  - The size of the garage where larger garages can be used for both storage and car parking.
- 5.80 Therefore, the Council will discourage developers from counting garages as parking spaces. However, if developers do wish to have garages counted as parking spaces, these should have sufficient internal dimensions for the storage of a car, circulation space and storage space. Often residents use garages for storage which means they cannot use garage spaces for car parking. However, it should be recognised that most people will not choose to use a garage for 'day to day' parking due to the need to park a car, open the garage door and then get back into a car to drive it in.
- 5.81 High density developments also have issues with parking where parking for the dwelling is located to the rear of the property. This design layout works less well as occupants either chose to, or are forced to, park on the road outside the front of their house to better access the front door.
- 5.82 Over dominance of car parking was also a significant issue in some of the case studies. Particularly those with perpendicular parking arrangements and where the majority of parking was located in front of the building line with limited landscaping.
- 5.83 In conclusion, the following design principles should be considered in the SPD based on the findings of the case studies:
- On plot parking as the preference with easy access to the front door of the property;

- Provide a mix of parking solutions such as parking behind the building line and not overlying on perpendicular parking arrangements or tandem parking to reduce the dominance of car parking;
- Provide a surface and hard surface finish to the driveway to ensure a safe and aesthetically pleasing finish but acknowledging in some rural areas outside the settlement boundary this may not be appropriate;
- Avoid providing white garage doors throughout the entirety of the scheme;
- Provide parking spaces to a minimum size standard to enable parking spaces to provide for their primary intended purpose; whilst also discouraging over reliance on tandem parking.
- Discouraging the use of garages as parking spaces. Where garages are proposed to be counted as parking space (both detached and integral) these shall meet minimum size standards to encourage occupants to use them for the primary intended purpose.
- Kerb to kerb distances that allow on street, unallocated car parking that discourages half (or fully) parking on the pavement. Drivers will fully or partly park on a pavement in an effort to keep the centre of the carriageway clear and protect their vehicles from being 'clipped' by passing vehicles. Where this is not possible, developers shall be required to provide an amount of unallocated, shared parking to accommodate overflow and visitor car parking.

## 6 Summary of Proposed Standards

- 6.1 There is clear evidence of the differential levels of car ownership and accessibility to public transport in the District and also a justification to provide the following 'parking zones'.
- 6.2 Newark Urban Area is to be split into three 'parking zones' to best reflect the characteristics of the area. The first zone, 'Newark Town Centre' has excellent accessibility by non-car modes, is within easy walking distance of shops, supermarkets, restaurants, bars and other facilities and how the lowest levels of car ownership in the District. The second zone, 'Inner Newark', whilst close to the town centre and still has an increased number of travel options, has a slightly higher level of car ownership. This is also an area which has particular challenges where roadside parking provide the primary means of parking in the locality (such as terraced streets) and such issues should not be exacerbated by new residential development. The third zone, 'Rest of Newark Urban Area', is the furthest away from the town centre and comprises the highest level of car ownership in NUA. There are less public transport options and the need to travel to services and facilities is greatest here. Therefore it is appropriate to split Newark Urban Area into three 'parking zones' to best reflect the areas characteristics and the type of development which will occur in each of these locations.
- 6.3 An additional standard would be applied in the service centres of Clipstone, Ollerton & Boughton and Rainworth where there is a range of local services but are closely linked to Mansfield with good public transport links to / from there. Southwell and Edwinstowe have been included within the rest of the district standard
- 6.4 The final standard covers the rest of the district. This is the area with the least accessibility to other modes of transport, where car ownership levels are at its highest and where reliance on cars as the primary mode of transport is the highest. This standard expects 3 spaces per 3 bedroom dwelling as the minimum. This is due to a combination of factors including accessibility and future forecasted trends, but it is also noted that there average age of a first time buyer is 34 years old. Grown up children are increasingly living in the family home for longer which increases the pressures on car parking in the more rural parts of the district which are less accessible.
- 6.5 Southwell and Edwinstowe have been included within the rest of the district standard. Southwell is more akin to the rest of the District due to its role as a service centre to a large rural area and has a notably higher level of car ownership. Due to the level of development anticipated from Thoresby Colliery, the strategy for regeneration and the level of car ownership in the settlement being higher than other service centres, Edwinstowe has also been included in the standards for the rest of the District.
- 6.6 The following car and cycle parking standards are proposed based on the evidence outlined in the preceding chapters:

**Table 26: Proposed Car Parking Standards**

	<u>Newark Town Centre</u>	<u>Inner Newark</u>	<u>Rest of Newark Urban Area (NUA)</u>	<u>Service Centres (Clipstone, Ollerton &amp; Boughton and Rainworth)</u>	<u>Rest of the District (incl. Southwell and Edwinstowe)</u>
<u>1 bedroom dwellings</u>	<u>Newark Town Centre (as defined in the on Map 1 for the purposes of the SPD) has a range of parking facilities and good public transport connections therefore the Council would not normally expect residential car parking spaces to be provided as part of proposals on town centre sites.</u>	<u>1 space per dwelling</u>	<u>1 space per dwelling</u>	<u>1 space per dwelling</u>	<u>1 space per dwelling</u>
<u>2 bedroom dwellings</u>		<u>1 space per dwelling</u>	<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>
<u>3 bedroom dwellings</u>		<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>	<u>2 spaces per dwelling</u>	<u>3 spaces per dwelling</u>
<u>4 + bedroom dwellings</u>		<u>2 spaces per dwelling</u>	<u>3 spaces per dwelling</u>	<u>3 spaces per dwelling</u>	<u>3 spaces per dwelling</u>
<u>Visitor Parking</u>	<u>Visitor parking will be encouraged where the site cannot deliver the recommended minimum space standards outlined above. On schemes of 10 or more dwellings, visitor parking will be encouraged near smaller dwellings. On schemes of less than 10 dwellings, visitor parking will be encouraged where possible and appropriate. The appropriate quantum will be determined on a case by case basis.</u>				
<u>Retirement / sheltered / extra care housing</u>	<u>To be determined on a case by case basis demonstrated by a Transport Assessment, Transport Statement or Travel Plan as appropriate. Survey data of comparable sites and explanation of anticipated car levels relating to the particular care model being proposed will be encouraged. Ambulance and mini-bus siting should also be considered as well as parking for mobility scooters.</u>				

**Table 27: Proposed Cycle Parking Standards**

	<b>Cycle Parking<sup>9</sup></b>
<u>1 bedroom dwellings</u>	<u>Min. 1 space per dwelling</u>
<u>2 &amp; 3 bedroom dwellings</u>	<u>Min. 2 spaces per dwelling</u>
<u>4 + bedroom dwellings</u>	<u>Min. 3 spaces per dwelling</u>

<sup>9</sup> None required if garages of a suitable size are to be provided

## 7 Comparison To Neighbouring Authorities

- 7.1 The section identifies adjacent local authorities with comparable parking standards to those proposed by the Council.

### Ashfield District Council (2014)

- 7.2 The residential parking standards are set out in a Supplementary Planning Document adopted in 2014. This sets out minimum parking standards. These standards are the same as those proposed for Rest of Newark Urban Area and Service Centres with the exception of visitor parking.

<b>1 bed dwellings and Aged Persons Residence</b>	1 space per unit plus 1 space off plot per 2 units for visitors
<b>2/3 bed dwellings</b>	2 spaces per unit
<b>4+ bed dwellings</b>	3 spaces per unit.

### Mansfield District Council

- 7.3 The residential parking standards are set out in a Draft Interim Planning Guidance Note (undated). These set out minimum parking standards. Clipstone and Rainworth are closely linked to Mansfield and so it is important that the standards proposed will not undermine those sought by Mansfield. Rainworth and Clipstone fall under the 'Service Centre' proposed parking standards and are broadly in line with the exception of visitor parking.

<b>1-3 bedrooms</b>	2 spaces
<b>4 or more bedrooms</b>	3 spaces
<b>Visitor Parking</b>	Where there is no space for off street parking there may be a requirement in developments over 80 dwellings to provide on street parking in designated lay-bys

## Appendix 1: Car Ownership Trends by Ward

### Sub Regional Centre

Newark	
<b>2011 Ward</b>	<b>No. of Cars per Household</b>
Devon	0.88
Castle	0.96
Magnus	0.98
Bridge	1.01
Beacon	1.17
Balderton West	1.22
Balderton North	1.26
<b>Total</b>	<b>1.07</b>

### Service Centres

Southwell	
<b>2011 Ward</b>	<b>No. of Cars per Household</b>
Southwell North	1.31
Southwell West	1.43
Southwell East	1.49
<b>Sub Total</b>	<b>1.43</b>

Ollerton & Boughton	
<b>2011 Ward</b>	<b>No. of Cars per Household</b>
Ollerton	1.16
Boughton	1.24
<b>Sub Total</b>	<b>1.19</b>

### Principal Villages

<b>2011 Ward</b>	<b>No. of Cars per Household</b>
Blidworth	1.28
Farnsfield and Bilsthorpe	1.56
Collingham and Meering	1.58
Lowdham	1.72
Sutton-on-Trent	1.73

### Other Rural Wards

<b>2011 Ward</b>	<b>No. of Cars per Household</b>
Farndon	1.55
Winthorpe	1.59
Muskham	1.81
Caunton	1.82
Trent (Bleasby, Fiskerton, Rolleston, Thurgarton)	1.96

## ECONOMIC DEVELOPMENT COMMITTEE

13 JANUARY 2021

### PLACES TO RIDE APPLICATION UPDATE

#### **1.0 Purpose of Report**

1.1 To provide the Economic Development Committee with an update on our application for British Cycling grant funding for a new recreational cycling scheme at Thoresby Vale, Edwinstowe.

#### **2.0 Background Information**

2.1 Members will recall that, in October 2020, we received notification from British Cycling that they had reviewed our stage one application and were pleased to invite us to proceed to the second stage as they believed it had the potential to help them achieve the objectives and aspirations of the Places to Ride programme.

2.2 Officers then worked with partners at Harworth Group PLC and a range of strategic and community stakeholders to submit a second stage application for grant funding for the proposed scheme. The stage two submission can be seen at **Appendix A**. The family-oriented, inclusive facility aligns clearly with our objective in the Community Plan 2020-23 to “Improve the health and wellbeing of local residents”.

2.3 The scheme also matches key aims of both the Nottinghamshire County Council’s Visitor Economy Strategy and the Newark & Sherwood District Council Visitor Economy Strategy to “develop Edwinstowe/Forest Corner as a major visitor hub for Sherwood Forest” and deliver “an engaging and distinctive green and active countryside experience” appealing to a growing market seeking “active, family-friendly pursuits”. The proposed scheme will complement the developing Sherwood Forest offer of connecting people with the natural environment and the historic forest landscape, helping to improve the experience for residents and visitors.

2.4 We also engaged with Active Notts. and they are publicly supporting the proposed scheme because it clearly aligns with their vision “to make physical activity the norm for people who live and work in our communities by ensuring everyone can easily take part, volunteer and engage in sport and activity as part of their everyday life”.

2.5 The proposed scheme site is adjacent to Ollerton & Boughton, which is one of Active Notts’ priority areas as one of the most deprived areas in the country. Health deprivation data for the area in which the site is to be located shows that it is within the lowest half and nearby Ollerton is within the lowest 20%. Sport England’s Active Lives Survey shows that the development area is within the second lowest quintile (25.8%), and Ollerton & Boughton is within the first lowest quintile (30.6%) for the number of people (16 years+) who are currently physically inactive.

### **3.0 Proposals**

- 3.1 Stage two of the process required us to submit a more detailed application and business plan, building upon the outline proposals submitted successfully for stage one, to British Cycling. It included stakeholder and public engagement through a consultation webpage and online survey which attracted 136 completed responses. A summary of the results of the survey can be seen at **Appendix B**.
- 3.2 Guided by an allocated Investment Manager on behalf of Sport England and a Cycling Delivery Manager at British Cycling, we worked with our partners at Harworth Group PLC to develop and submit the stage two proposal with an estimated value of £1.323m. We are seeking British Cycling grant funding of £150,000 towards it. If successful, the remaining costs/costs in kind would be met from Harworth PLC. It has been made clear that the Harworth contribution should not be funded via the Thoresby Vale S106 contributions, unless otherwise agreed separately by this Council.
- 3.3 British Cycling anticipate being in a position to announce their decisions regarding grant funding for proposed schemes in January 2021. Schemes that are subsequently awarded grant funding will need to be delivered by the end of March 2022. The Thoresby Vale development would be able to accommodate our proposed scheme's delivery within this timeframe.

### **4.0 Equalities Implications**

- 4.1 A key feature of the proposed scheme is that it will be fully accessible and inclusive in line with its purpose to promote recreational cycling for all.

### **5.0 Digital Implications**

- 5.1 In developing the scheme, we will consider potential links with the forthcoming 5G 'Connected Forest' hubs at Thoresby Vale and Forest Corner.

### **6.0 Financial Implications (FIN20-21/71444)**

- 6.1 If the proposed scheme is ultimately successful in securing British Cycling grant funding the Council will be the Accountable Body for the funding.
- 6.2 It is anticipated that Harworth Group PLC will deliver the project and the Council will passport the £150,000 grant funding to contribute to the scheme. Whilst this would not be Council expenditure, it is still capital in nature and would therefore need to be added to the Council's Capital Programme.
- 6.3 Should our application be successful, a report seeking approval to add the scheme to the Capital programme will be presented to Policy & Finance Committee.

### **7.0 Community Plan – Alignment to Objectives**

- 7.1 The aims of the scheme align clearly with our vision in the Community Plan 2020-23 ("...to enable local residents and businesses to flourish and fulfil their potential as well as encouraging more visitors to enjoy all that Newark and Sherwood has to offer") and the objective to "Improve the health and wellbeing of local residents".



**8.0 RECOMMENDATIONS that:**

- (a) Members note the submission of the Stage Two application to British Cycling's Places to Ride grant funding programme; and**
- (b) should our application be successful, a recommendation be made to Policy & Finance Committee to add the scheme to the Capital Programme.**

**Reason for Recommendations**

**To enable the progression of a funding opportunity to enhance inclusive cycling provision for the area.**

**Background Papers**

Nil.

For further information please contact Richard Huthwaite, Business Manager - Tourism on mb. 07866 008748.

Matt Lamb  
Director - Planning & Growth

# Places to Ride Programme

## Stage 2 | Application Form

Before completing your submission, please read the following information regarding Freedom of Information, Data Protection and Counter Fraud. You should only proceed if you are happy to comply with the requirements.

#### FREEDOM OF INFORMATION

As Sport England is a Public Body we must comply with The Freedom of Information Act 2000. The Act gives members of the public the right to request any information that we hold. This includes information received from organisations such as:

- grant applicants
- grant holders
- contractors
- people making a complaint

Some information is exempt from The Act, such as personal details. If information is requested under the Freedom of Information Act we will release it. If you think that information you are providing may be exempt from release, you should let us know when you apply.

#### DATA PROTECTION

When you submit an application, you will be required to supply some personal data to allow us to contact you and your organisation about your application. This personal data will be limited to name, organisation, and contact details.

Personal data is collected by Sport England who are the Data Controller.

Your personal data will be handled carefully, and in accordance with the General Data Protection Regulation and associated national legislation, including the Data Protection Act 2018

We will use the information you give us on the application form and in supporting documents for:

- Assessing applications
- Monitoring and managing your grant
- Evaluating our funding programme and the impact achieved
- Reporting anonymised statistics to Government

If it is lawful, necessary and proportionate for us to do so, we will share information with other individuals and organisations such as:

- Accountants, auditors and evaluators
- Other organisations or groups involved in delivering funded projects
- Other Lottery distributors and Government departments
- Other organisations for the prevention and detection of fraud.

If you have provided personal data about anyone other than yourself, please make sure the individual is aware that you are sharing their data with us.

More detailed information about the personal data we collect and use as part of the application process, including the rights you have in relation to your data can be viewed at the link below:

<https://www.sportengland.org/privacy-statement/>

Sport England take its role in preventing and detecting fraud very seriously and take a zero tolerance approach to those who seek to commit an act of fraud, theft, corruption or bribery against us.

We might use personal information provided by you in order to conduct appropriate identity checks. Personal information that you provide may be disclosed to a credit reference or fraud prevention agency, which may keep a record of that information.

It is the responsibility of the Organisation applying to ensure all information contained in the application is accurate. If you provide false or inaccurate information in your application or at any point in the life of any funding we award you and fraud is identified, we will provide details to fraud prevention agencies to prevent fraud and money laundering. If you are a company this will include the names of the Company Directors at the time of the fraud. You must undertake to inform all Directors, Trustees and Committee members of this notice.

We investigate all allegations of fraud and will act in accordance with Sport England's Counter Fraud Strategy relevant to grant-making which includes seeking both criminal and civil prosecutions. More information about our Counter Fraud Strategy can be found here: <https://www.sportengland.org/about-us/corporate-information/counter-fraud-policy-statement/>

#### Application Process

The application submission should be accompanied by agreed supporting evidence submitted. Timeframes for submission will be agreed with Sport England

Please review your Action Plan template and contact your Case Manager for more information on the programme objectives, aspirations and the criteria for decision-making.

## SECTION 1 | YOUR ORGANISATION

This section requests general contact details for your organisation and is essential for the accurate assessment and administration of your submission.

Organisation name	<b>Newark and Sherwood District Council</b>
Address (please note all correspondence in regard to this application will be sent to this address)	Castle House, Great North Road, Newark Nottinghamshire NG24 1BY
Organisation status	Local Authority
Company Number (if applicable)	
VAT Registration Number (if applicable)	118 1156 95

### Lead Contact for Submission

*(This will be the lead officer responsible for managing and reporting on any award offered, and for ensuring effective delivery of the submission.)*

Name	Richard Huthwaite
Position in Organisation	Business Manager – Tourism
Email	Richard.huthwaite@newark-sherwooddc.gov.uk
Telephone	07866 008748

### Second Contact

*(Organisation decision-maker, i.e. Director, CEO, etc)*

Name	Matt Lamb
Position in Organisation	Director – Planning & Growth
Email	<a href="mailto:Matt.lamb@newark-sherwooddc.gov.uk">Matt.lamb@newark-sherwooddc.gov.uk</a>
Telephone	01636 655842

## SECTION 2 | YOUR Project

Please describe your project, providing an overview of the scope of your project:

### Project Description

The project will develop a family-oriented recreational cycling facility for all. Thoresby Vale, Edwinstowe (formerly Thoresby Colliery, the Midlands' last deep mine to close) is positioned in the heart of Sherwood Forest and forms part of a regionally significant regeneration programme by Harworth Group Plc. The cycling project will be delivered by Newark and Sherwood District Council and Harworth as master land developer, forming a central part of a new development that will have a total anticipated gross development value of approximately £170m on completion.

The Thoresby Vale development proposes 800 new homes, a new primary school, a new local centre (incorporating a retained Workshop heritage building), leisure employment uses, Country Park and zip wire. The country park comprises a 350 acre restored colliery tip, which will accommodate cycling trails. Delivery of the wider development has commenced, with the first homes to be occupied in December 2020. The wider development is scheduled to complete within the next decade.

Specific cycling facilities that will be developed through this major regeneration programme, designed to appeal to all ages and making the most of the sites natural assets, include the following:

- Family recreational cycling, walking and running trails;
- Cycling hub with bike hire and café overlooking learn to ride area (Modular Solution)
- Animated 'Learn to ride area' with progression designed into it
- Green Trail with some Blue opt in sections;

The trails will be almost a 'trim trail' for cyclists which will be accessible to all.

Additionally, it is proposed the Workshop heritage building – an historic retained asset, built during the Colliery's heyday - will accommodate complementary uses such as a bouldering/climbing wall for all abilities and a collection point for the Zip Wire which is envisaged to travel down from the summit of the Workshop heritage building.

Following an initial feedback call with British Cycling and Sport England the project team have reviewed the proposed scheme.

The elements of the initial scheme have now been revised taking into consideration the feedback received and the movement between stage 1 and our stage 2 proposed scheme are illustrated in the table below:

Stage 1 Cycling specific elements	Stage 2 Cycling Specific elements (revised scheme)
<ul style="list-style-type: none"> <li>- Family recreational cycling, walking and running trails;</li> <li>- Cycling hub with bike hire and café overlooking learn to ride area (refurb of</li> </ul>	<ul style="list-style-type: none"> <li>- Family recreational cycling, walking and running trails;</li> <li>- Cycling hub with bike hire and café overlooking learn to ride area (Modular</li> </ul>

<p>‘Workshop Heritage Building’</p> <ul style="list-style-type: none"> <li>- Learn to ride area for young children</li> <li>- Pump/play track for progression;</li> <li>- Green, blue and red cycle trails;</li> <li>- Skills area;</li> <li>- Dual/slalom downhill (Not currently available in the East Midlands);</li> <li>- Accessible for all cycling trails (Currently liaising with disability groups)</li> </ul>	<p>Solution)</p> <ul style="list-style-type: none"> <li>- Animated ‘Learn to ride area’ for balance bikes.</li> <li>- Small mini-road layout with a progressive straight.</li> <li>- Small Pump Track</li> <li>- Skills Zone</li> <li>- Green Trail with some Blue opt-in sections; which will be accessible to all including an out and back section to the hub building.</li> </ul>
<p>Stage 1 Funding Application</p> <ul style="list-style-type: none"> <li>• £750,000</li> </ul>	<p>Stage 2 Funding Application</p> <ul style="list-style-type: none"> <li>• £150,000</li> </ul>

For the purpose of the stage 2 elements outlined above the project team wishes to convey that whilst the conversion of the ‘Workshop’ building would have been a good area to house the cycling hub the costs of such a refurbishment would have escalated the total project costs significantly which is why a modular solution has now been favoured.

Whilst the project has been rationalised the project team do not think that this will detract from the overall scheme nor does the project team think these reductions in scale will impact negatively on the outputs this project will achieve.

In the fullness of time the ‘Workshop’ building will be refurbished and house a number of complimentary leisure offers which will only enhance the cycle hub and drive lots of people to site to participate in activity.

The project team wishes to express to the Places to Ride programme board that due to the timing of this large scale development on the Thoresby Vale site that this project has capacity to be able to achieve a much grander cycling project should additional funding become available. Due to the timing of the delivery of the on-site infrastructure being in its infancy this means that the overall development remains fluid and flexible. Newark and Sherwood District Council and Harworth Group have the appetite to scale this project up should any additional funding become available through the Places to Ride Fund.

**Programme Objectives**

- **Inspired to Ride**  
Encourage more people from a range of different backgrounds regardless of gender, age, ability or ethnicity to engage with cycling in all its forms. We want to provide more opportunities for people to enjoy riding a bike in an accessible and inclusive environment; focusing especially on provision that responds to the needs of women and girls and people with a disability.

The 'Learn to Ride' area and graded perimeter trail with opt in features will provide a variety of cycling opportunities for 'all'. The trails will be carefully considered and designed to allow cyclists of all abilities (including people with a disability) to enjoy time and time again. The project team have engaged with national cycling charity 'Cycling Projects' to ensure that this facility caters for all user types. As with Cycling Projects we will also gain input at design stage from Craig Grimes of Experience Community who facilitates slightly more technical off road disability cycling for the adventure cyclist.

From research and consultation the project team are acutely aware that some of the inherent barriers to participation are not the specific 'cycling' facilities but quite often the ancillary facilities such as toilets, café, storage, guidance and somewhere to keep warm and dry. In order to encourage participants from different backgrounds, gender, age ability or ethnicity the ancillary provision needs to be as good if not better than cycling offer. This is particularly prevalent when trying to encourage women and girls or people with a disability.

The project team will therefore endeavour to provide facilities that not only cater for the cycling needs but also wider needs of participants in order to provide a 'Best First Time Experience'.

As part of the cycling development plan for this facility a number of opportunities for both women and girls/people with a disability are being incorporated therefore this project will be established as strong community facility with opportunities for all.

- **Connecting the community**

**Invest in opportunities that connect local communities and address barriers to engaging with cycling. Recognise the wider benefits of riding a bike to enable societal benefits such as community cohesion, reducing social isolation and health and wellbeing.**

Harworth will develop 800 new homes, a country park and community centre at Thoresby Vale, thereby developing an entirely new active community at the heart of the Sherwood Forest.

An opportunity therefore exists to develop social capital and community cohesion through cycling as an activity. Cycles and cycling are present in most people's lives in the UK without there necessarily being a formal link to 'sport' – the same cannot be said of any other sports. Therefore, as a societal force for good, cycling offers a unique opportunity to engage with a significantly larger section of the UK population than any other physical activity. In research carried out in May, we determined that recent sales of cycles (and gym equipment) have risen by over 600%. Whilst it is unlikely that these levels will be sustained in the long-term, retailers do expect sales of cycling equipment to remain at historically high levels. Cycling also has direct relevance to other key policy agendas ranging from transport, spatial planning and public health.

Cycling is emerging as a likely fore-runner in the Government's plans to support community sport and physical activity as part of post Covid-19 planning. This focus is not sport-led, rather a pragmatic response to social distancing challenges whilst using public transport. It is reasonable to assume that cycling infrastructure, cycling programmes and cycling promotion will play a much bigger part in public life and formal Government sport-policy over the coming years.

Beyond the new residential developments on site this facility through the 'cycling development plan' will engage with other neighbouring communities such as Edwinstowe, Ollerton and Boughton where barriers are already being broken down by the programmes that Active 4 Today (NSDC Leisure arm) are delivering around public health and well-being.

Whilst the aim will be to run some formalised programmes on site for various groups this site will, for the majority of the time be open access therefore the aim will be to create opportunities whereby people will engage in social activity through a self-starter style approach.



- **A Lasting Legacy**

Ensure we deliver a lasting legacy of active environments that provide high quality and affordable opportunities to engage with cycling now, that will continue to be deliverable in the future.

As this facility is based on the edge of Sherwood Forest and incorporated as part of a new residential zone the trails and learn to ride area will be open and accessible for people to enjoy for free. The facility will be able to be booked for regulated activity but this will be at significantly reduced affordable rates to remove many of the barriers associated to regulated activity; one being cost.

As this site is well placed within in a key strategic area for NSDC this location currently drives around 400,000 visits a year to neighbouring facilities within the vicinity of the forest corner. An expectation therefore exists that based on this throughput the facility will be well used by visiting customers and participants also, this will aid the sustainability of the facility and thus allow the operator to keep accessible to all in the way it is intended. In turn, the facility will complement and enhance the existing offer of Sherwood Forest for residents and visitors, helping to increase visitor numbers and dwell time to area, thus contributing to the strategic aim of boosting the local visitor economy

#### Programme Aspirations

- Deliver cycling facilities that are accessible by walking and cycling and are integrated into the local cycle network. This should be evidenced through the link to or inclusion in the Local Cycling and Walking Infrastructure Plan (CWIP) or other local sustainable transport strategy.

This project aims to provide a multi-use facility that connects newly developed infrastructure and residential, providing employment and physical activity opportunities introducing prospective cyclists from across the borough through engagement with Newark and Sherwood District Council, Active 4 Today and Active Notts initiatives; therefore increasing travel and activity opportunities for residents in surrounding communities.

Newark and Sherwood District Council and Harworth are committed to providing Active Travel links to and from the Thoresby Vale site and working with Nottinghamshire County Council. Providing quality links with wayfinding to surrounding communities such as nearby Edwinstowe, Ollerton and Boughton. The latter two are identified as target areas for Active Notts to increase physical activity among the 16+ category.

This project is also aligned to Nottinghamshire County Council's Local Cycling and Walking Infrastructure Plan (LCWIP). Active Notts have also corroborated that this facility aligns to their plans to make destination facilities more accessible to local community and wider population through appropriate wayfinding and messaging ([Ref: Section 3. Document 3.2](#)).

As part of the planning conditions for this development a 'Travel Planning co-ordinator' (TPC) has been appointed for this project. The role of the of the TPC has many different responsibilities such as; being a central point of contact for developers, residents and other stakeholders in relation to all travel planning, creating awareness to relevant stakeholders and deliver all the inherent benefits associated with a reduction in single occupancy journeys, deliver an overarching travel choices behaviour change campaign in order to encourage people to change perceptions around car use and sustainable travel; work with all stakeholders to ensure that full range of sustainable travel options are attractive and accessible including resident engagement and all the operators of the facilities on site.

Some of the specific areas of focus around Active Travel will be along the following points:

#### **Active Travel**

- Travel Welcome Packs, given to residents by the Travel Plan Manager upon occupation;
- Arrange discount for residents of any on site hire schemes and services to encourage use and to raise awareness of their provision and everything going on at the Cycling hub
- Create opportunities to incentivise both residents and other local community users to participate in activity at the Cycling Hub facilities.
- Engage with local schools and or local education authority to highlight the benefits of the opportunities at this facility in order to drive participants to site.
- Working with the appointed operator of the cycling hub (yet to be confirmed), Active 4 Today and NSDC to ensure that specific elements of the cycling development plan are fulfilled and supported such as the annual cycling festival events and sportive
- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental and economic costs of each mode.
- A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities, the cycle hub, routes and the learn to ride area.
- Organise biannual active travel promotion events on site in conjunction with NSDC, local cycling clubs, local bike shops etc to encourage cycling and create the mode as a social norm;
- Negotiate with key local small businesses to provide discounts for residents who travel to the store by sustainable modes;
- Organise and promote cycling maintenance course on site for residents run by local professional mechanic. If space is unavailable TPC will look for suitable local cycle shops;
- Encourage active travel to school and work amongst families and children through gamification challenges and provision of incentives;
- Deliver route planning sessions for residents and promote and deliver cycle training in conjunction with NSDC or a local provider;
- Provide residents with discounts for local cycle shops or national organisations e.g. Evans Cycles or Decathlon on bikes, servicing and equipment.
- Liaise with housebuilders and the Developer to remove barriers to cycling within the masterplan; Removal of severances, provision of secure internal or external cycle storage at each unit etc;

It is also envisaged that as part of the ongoing 5G work there will be an autonomous bus service that will travel from Ollerton bus depot which will allow people who are unable to access Active Travel opportunities or who do not own a car still to access the onsite facilities at Thoresby Vale.

As this site will include a new primary school the proposal is to engage with this school and other surrounding schools to promote activity, Active Travel through the usage of this onsite cycling hub.

- Support projects which prioritise creating opportunities to engage people who are new to cycling, especially considering access for women and girls, young people and people with a disability.

As already outlined in the 'Inspired to Ride' objective above this project whilst catering for all user types; we will specifically work with British Cycling's regional team and other partners to ensure that this facility specifically engages with and support the needs of women and girls, young people and people with a disability.

The project aim is to provide all round exceptional cycling facilities that remove some of the intimidation barriers associated with formal sport therefore making it suitable for newcomer's right through to experienced participants, with the expectation that this will increase the number of end users that will benefit from the scheme.

- Double the investment in community cycling facilities through working with projects that can contribute partnership funding to grow the investment in the activity and their local community.

With the wider development totalling £170m, including the creation of a brand new country park in which this facility sits, the opportunity to drive a positive return on social capital to the new residential zone and the wider community is embedded in this heart of this project.

The cycling elements that form part of this bid are the beginning of a larger scheme where the vision is to increase the volume of trails on site and the inclusion of other leisure uses such as a Zip wire, climbing wall, a series of walks and other uses including birdwatching; these uses remain at the core of the future developments at Thoresby Vale.

- **Support a balanced geographical spread of facilities across England.**

The project team have researched other facilities for cycling in the vicinity; the team are acutely aware that other locations such as Sherwood Pines and the National Trust Clumber Park site also offer cycling facilities of varying degrees.

Firstly the team would like to express that during our community consultation for this project some of the feedback leaned towards the fact that Sherwood Pines was often 'overused' and did not offer enough variation for all users.

Secondly, the project team have consulted directly with both Sherwood Pines and the National Trust about the plans for Thoresby Vale and we have developed a varied cycling offer that is different to both of those facilities and also will not detract from their offer; in fact in both cases it will complement what is proposed on both those sites.

Given the proximity of Sherwood Pines it is possible to travel between both facilities completely off-road through traffic free trails therefore we have opened up dialogue with Forestry England about creating the opportunity to share 'bike hire' facilities at both sites. The detail is yet to be finalised but essentially the idea being that participants that hire bikes at Thoresby Vale could off-hire them at Sherwood Pines and vice versa.

During our discussions with both sites they have been extremely supportive which has been documented through emails of support (provided in our submission) and Graham Clark (Cycling Lead for the National Trust) has confirmed that this will support the ongoing development at the Clumber Park site.

- **Align with the 2019 UCI Road World Championships event delivery – creating inspiration and engagement opportunities linked to the major event.**

The 2019 Road World Championships have clearly been and gone and whilst Newark and Sherwood has hosted stages of the Tour of Britain in the past; so there is an appetite to possibly host large scale events in the future this facility is about inspiring people of all ages and abilities to get out and ride a bike.

The project team are discussing the opportunity to host some para-cycling trials on site periodically. Given that the design of this facility will be accessible and inclusive to all, the British Cycling Regional team are keen to explore the opportunity to host some development opportunities for the para-cycling athletes on funded programmes. Competitive opportunities for para-cycling athletes are few and far between therefore providing entry level events for these groups would suit the design of this facility and also the regional team at British Cycling.

- Support a diverse range of projects including those which offer innovative solutions that respond to the needs of different consumers.

NSDC and Harworth Group plc are also project partners in the recently announced DCMS 5G rural testbed fund and this development will be 5G enabled. Opportunities exist through innovation with 5G technology in the area, further improving the value for money of this proposal and DCMS' original pilot programme.

Centred around the ancient Sherwood Forest, the focus of the 5G Connected Forest project will be to explore the potential for 5G applications in the preservation of forests and their environment, and in enhancing the experience of visitors to the forest and surrounding area.

From robotic environmental management and non-intrusive live monitoring of the health of a forest, to live AR and VR experiences for visitors of all ages, and inspiring public transport users; the project will also investigate business models that can enable operators to boost rural connectivity and create innovative applications with the potential for commercial development.

The project team are engaged with Ceren Clulow (Head of Digital) at Nottingham County Council and Nottingham Trent University to explore how the 5G testbed pilot can be embedded within this facility to assist with Data Capture and potentially in the fullness of time animating or activating the site to enhance its digital offer (Ref: Section 2 Document 2.6).

- Support projects that embrace efficiency and appeal to a broader consumer base through co-location with different sports or community facilities responding to local needs

As the cycling hub will be located in a new country park, along with 800 residential homes that will have direct cycle access to this facility the Thoresby Vale project is creating opportunities for 'Active Lives' through the creation of an active environment on this development. Along with the cycling hub the intention, in the fullness of time is to fill the 'Workshop' building with mixed leisure uses (climbing wall, soft play, café's, bar/eatery and zip wire) and some slightly more traditional community uses. The potential to also develop a medical practice on site is also still under discussion so opportunities to incorporate public health outcomes directly on site are still very much part of the vision and also form part of the 'Cycling Development Plan'.

Why is your project needed?

Please provide a summary of why your project is needed.

This is simply why you have been motivated to apply. It will mean telling us more about your situation, the people you engage with through your organisation and who live in your community, and what they need. If you are asking for a large-scale request this should include information on the strategic need for your project.

This project is needed to emphasise the 'active' nature of Thoresby Vale's new community - providing the residential development, surrounding communities and diverse wide ranging visitors with engaging new opportunities to be active. Cycling is widely regarded as an activity for

all the family to enjoy together, with significant benefits for physical and mental health and wellbeing. It provides many opportunities for progression and talent pathway. It also provides a range of opportunities for volunteers.

#### Covid - 19

The global pandemic has highlighted the many benefits cycling presents to support people's physical and mental wellbeing. Judging by the success of the government's heavily over-subscribed *Fix Your Bike Voucher Scheme*, significant numbers of people are returning to cycling or indeed are taking it up for the first time. Many will be unfamiliar to cycling on the highway which, even during quieter periods, can be off-putting and act as a barrier.

Mental wellbeing has come to the fore during the pandemic. There is no shortage of research demonstrating the benefits to mental wellbeing of regular physical activity.

Many other local authorities up and down the country are also encouraging people to cycle to work as an alternative to public transport and to driving.

NSDC's Community Plan 2019-23 (Ref: [Section 2. Document 2.0](#)) sets out the strategic framework and its current policies. Spatial Policy 5 confirms the development of four strategic sites (including Thoresby Colliery) to meet the housing and employment needs of the District over the period. Policy ShAP4 allocates land at Thoresby Colliery as a strategic site for housing, employment land uses (10ha), a community centre comprising leisure, community and retail to meet local needs, and associated green transport and other infrastructure.

NSDC also have other strategic documents that support the top level objective in the NSDC Community Plan "*Improve the health and wellbeing of local residents*"; these strategic documents are as follows:

- NSDC Physical Activity and Sport Plan 2018 – 2021 – The ambition is to "*improve access and participation for all and make physical activity and sport a part of everyone's life*" (Ref: [Section 2 Document 2.2](#))
- Other related documents are the 'Forest Corner Masterplan' which is an emerging masterplan devised with the aim of improving facilities and visitor experiences in the vicinity of the Forest Corner (including Thoresby Vale). Tourism Strategy 2020 – 2023 which also re-enforces the importance of this area in terms of providing destination facilities for people to be active and visit the area which supports the local economy. Activity and physical well-being plays a huge role in this given the extent of the visitor attractions in the region.

Subsequently Notts County Council have also identified that this facility is aligned to their strategic document '*Getting Active Together 2017 – 2021*' (Ref: [Section 2 Document 2.3](#)). NSDC has also received a letter of support from the Strategic Director (Kerryn Chamberlin) at Active Notts outlining how this proposal also aligns to the strategic aims of Active Notts ([See Letters of Support Folder 2.8](#)).

Nearby Ollerton and Boughton sit within the top 10% and 30% most deprived areas of the country respectively ([REF Section 2 Document 2.11](#))

This project builds on the benefits that the site's wider redevelopment will produce over the next decade:

- Onsite development of 800 new homes which will predominantly be aimed at family housing, with a 7.5% affordable housing mix across the site. This project will provide safe,

traffic-free opportunities for families, young people, people with disabilities and the vulnerable to be active;

- Improved experience for regional, national and international visitors to the area, complementing the visitor offer of Sherwood Forest as a destination;
- Nearby Sherwood Pines MTB trails will be complemented by Thoresby Vale due to its topography and terrain. Working with the British Cycling Regional Team to ensure the two facilities complement and support one another, for example in the fullness of time Thoresby Vale will provide opportunities for gravity/downhill riders whereas Sherwood Pines doesn't; this project will include a simple, fun learn to ride area where children on balance bikes can learn the basics in line with British Cycling's Ready Set Ride programme. Therefore, the two centres will not directly compete with each other as they will offer different yet complementary active opportunities. An opportunity exists to also be able to rent a bike at Thoresby Vale and then drop it off at Sherwood Pines therefore giving participants the flexibility to off hire bikes and equipment at other locations. This would also be a flexible offer given to the operators at Sherwood Pines; this has been discussed and further details will be required once Thoresby Vale has an appropriate operator in place; and
- Connecting local communities via better infrastructure. Harworth, NSDC Planning department and Nottinghamshire County Council Highways department will work together to ensure best practice is met when developing suitable cycling and walking infrastructure on-site. Equally, NSDC and Harworth are actively engaging with stakeholders in the area including RSPB, Nottinghamshire County Council and Thoresby Estate to ensure that the site is connected to the wider communities of Edwinstowe and other local destinations such as RSPB Sherwood Forest Visitor Centre, which has benefited from significant investment in recent years.

Connected to the UK's four grand challenges, there is significant evidence that physical activity such as cycling can help to remedy many critical public health issues (e.g. sedentary behaviour, obesity and mental illness). However, public open space is often not fully utilised in association with new residential developments. This project challenges, through a user-centred approach, the benchmark for new public open spaces on developments across the UK.

#### **Community Consultation:**

Newark and Sherwood District Council have carried out a wide ranging detailed community consultation to understand what the surrounding community want and need. An overview of the findings are below and the full results are detailed in *(Folder; Section 2 Document 2.7)*

- The vast majority of respondents identified as members of the public
- Most respondents already cycle a few times per week
- Access to a local, traffic-free cycling facility would definitely increase respondents' participation in cycling
- Current cycling facilities in the Sherwood Forest area are rated mainly as 'Satisfactory' or 'Good'
- Respondents mainly said they would use any new cycling facilities in the Sherwood Forest area 'Regularly' or 'Occasionally'
- Respondents' main motivations to become users of a new local cycling facility would be 'To improve my health and wellbeing' or 'To spend time with my family and friends'

- The majority of respondents would prefer to get involved in 'Casual recreational rides'
- The most important additional facilities would be 'Toilets'; 'Accessibility for all'; 'Car parking'; 'Safe cycle storage / parking'
- Respondents completing the survey on behalf of a group, club or organisation thought their members would use new cycling facilities in the Sherwood Forest area 'Very regularly'
- The main motivations for their members would be 'To improve their health and wellbeing' or 'To gain cycling confidence in a safe, traffic-free environment'
- Their members would potentially get involved in 'Organised recreational rides' or 'Casual recreational rides'
- The most important additional facilities for their members would be 'Accessibility for all'; 'Toilets'; 'Bike and equipment hire for all abilities'; 'Food and drink outlets'
- 29 free text comments were also provided.

The consultation also returned a number of additional comments and when we asked "What would be your main motivations to become a user of a new local cycling facility?" the following additional comment was returned:

*"Mountain bike trails are the imperative here! Sherwood Pines is over run and too busy, the audience for high quality engaging single track MTB trails is enormous and Thoresby pit tip has the elevation to create something really useful and attractive. Alongside high end red and black trails, blue and green trails would cater for families and children but importantly allow them to progress as their skills and confidence develops. There are loads of excellent trail centres in the UK, come of the first centres every created (in the world) are ours, we have a tradition and Sherwood Forest deserves to have more than just the Pines as a go-to trail centre."*

This comment re-enforces the 'need' for additional, complementary facilities in the area and demonstrates that existing facilities are often too busy which detracts away from the customer experience; often putting people off from participating in cycling as an activity.

#### The National picture

Public Health England, the NHS, Sport England, Active Notts, Newark and Sherwood District Council all have strategic documents which extol the benefits of cycling to the general population and the potential cost savings to the Exchequer of a healthier nation.

Furthermore, British Cycling states that it wants to continue, "to ensure that cycling is truly inclusive."

Following unprecedented levels of walking and cycling across the UK during the COVID-19 pandemic, in May 2020 the Government announced a [£2billion package to create new cycling and walking initiatives](#) to relieve the pressure on public transport to boost greener, active transport.

In November 2020 the Government announced a further [£175 million to create safe space for cycling and walking](#) as surveys and independent polls show strong public support for high-quality schemes. These will give people more opportunities to choose cycling and walking for their day-to-day journeys, as part of wider government plans to boost active travel.

This project will help support the Government's aim to get more people cycling as part of their everyday lives thereby helping to reduce carbon emissions and improve health.

### Bicycle ownership amongst children, cycling to school and disability cycling statistics

Just 6.6% of people with no disability cycled three times a week, compared to only 2.6% with a limiting disability.

In England 83% of children aged 5-10 own a bicycle, higher than for any other age group. (National Travel Survey 0608, figures from 2016/18). However less than 4% of them travel to and from school on a bicycle.

Just 2% of 5-10-year-olds, and only 4% of aged 11-16-year-olds cycled to and from school. For all 5-16-year-olds, just under 3% cycled to and from school. This is a higher figure than it has been since 1995/97 – it has ranged from 1% to 2% over this period – but involves so few children that year-on-year fluctuations should be viewed with some caution.

Statistics from [2019 National Travel Survey and Active Lives Survey](#).

### **Cycling Projects** *(See Letters of Support Folder 2.8)*

We have spoken in detail with Ian Tierney of Cycling projects (A national disability cycling charity for Inclusive cycling) who have expressed that the this area of the East Midlands is of strategic importance for them to deliver ‘Wheels for All’ programmes. Cycling Projects are in the final stages for delivering a pilot for ‘Inclusive Bikeability’ tuition. Cycling Projects would ideally like to run this pilot on a traffic free facility similar to Thoresby Vale. Cycling Projects have run sessions based at Harvey Hadden Cycle Circuit in Nottingham; however this has not been as successful as it could be therefore they have identified this area being of Strategic need.

### **Experience Community** *(See Letters of Support Folder 2.8)*

Similar to Cycling Projects we have engaged with Craig Grimes of Experience Community (a dedicated off road inclusive cycling organisation catering for the slightly more technical aspect of disability cycling. Experience Community have set up a dedicated facility at Leeds Urban Bike Park however; Experience Community is also looking to set up satellite facilities at strategic locations across the UK. Craig Grimes has again similarly to Cycling Projects identified this area of the East Midlands as being of strategic importance. This facility would provide both Cycling Projects and Experience Community with the necessary facilities to deliver their respective disability cycling programmes.

### **Volunteers**

As part of the ongoing work included in the Cycling Development Plan the aim will be, at some point to create a community recreational cycling club attached to the facility. This will create opportunities for volunteers. It is noted from research carried out that one volunteer enables up to eight participants to be active. Volunteering is also linked to an increase in one’s self-efficacy, self-esteem, emotional well-being and resilience. As well as the opportunity to create a community club other opportunities for volunteers will be prevalent at this facility as a lot of the activity will be self-generated; British Cycling’s Breeze Champions, for example will be able to access these facilities to start and finish social female only rides which are all completely reliant on volunteers with input from British Cycling. Clubs will be able to host training and events at this facility which will also create opportunities for volunteers.

Through the work that Active4Today (A4T) facilitates with local communities they are engaged on a multitude of levels to embrace and encourage people to volunteer to support their local community in any way they can. A4T currently employs an Active Lifestyles Officer and an



Inclusion Officer and developing volunteers to support activity across the District.

What will you achieve as a result of the project?

Please provide a summary of what you hope your project will achieve.

This is about the difference your project will make. It will mean telling us more about how the project will benefit the people you want to engage and the community. You'll describe what you want to do and how that will meet the identified needs.

The opportunity exists to create a family-oriented recreational cycling facility for all (young children, novice first timer's right up to experienced cyclists); the hub is also proposed to be fully accessible for users with complex needs.

There are currently 17 British Cycling affiliated clubs ([Section 3 Document 3.1](#)) within a fifteen mile radius of the site, with approximately 1,400 members - of which four are Accredited Go-Ride Clubs (specifically set up to cater for children and be more family-friendly) with a combined membership of 552. We are working with British Cycling's East Midlands Cycling Delivery Manager and Regional team to ensure that we not only sustain these clubs but also grow them in line with the Delivery Manager's regional aims and objectives.

This project is predominantly a family-oriented, recreational (mass market) facility to encourage people to take up or rediscover cycling. The site also lends itself to some challenging off road cycling, due to the gradients which allows for some gravity-style events (downhill or dual slalom). This places the facility as the only one in the East Midlands (according to British Cycling representatives) with the ability to offer this type of cycling, which differentiates it from and complements existing nearby facilities.

As well as a cycling provision, the project will also create a very friendly unthreatening social gathering environment for friends, families and visitors of all ages and abilities with opportunities for people to be active who would perhaps not otherwise have had the propensity to do so. Working with British Cycling and other stakeholders, we will provide volunteering opportunities through club sessions or events. Sport England research suggests that one volunteer enables eight participants into activity. Volunteering supports increased self-efficacy, self-esteem, emotional wellbeing and resilience.

With a new primary school being built on the site in the fullness of time, we will be engaging with them throughout to ensure that cycling/active travel is embedded from the outset with cycling provision and connected routes to and from the school (these are already outlined in the site masterplan), the cycling hub and residential housing.

The Thoresby Vale masterplan is currently being updated and Harworth are keen to investigate how Active Travel opportunities can be embedded throughout the site masterplan and, specifically, how Sport England's Active Designs principles could be integrated. Increasing the use of the site through physical activity will ultimately make the wider development more popular, helping to deliver one of the North Midlands' largest regeneration schemes. The project has also, as part of a planning condition, appointed a Travel Planning Co-Ordinator (TPC) in this case is an

organisation called Mosodi. The TPC has many different responsibilities such as; being a central point of contact for developers, residents and other stakeholders in relation to all travel planning, creating awareness to relevant stakeholders and deliver all the inherent benefits associated with a reduction in single occupancy journeys, deliver an overarching travel choices behaviour change campaign in order to encourage people to change perceptions around car use and sustainable travel; work with all stakeholders to ensure that full range of sustainable travel options are attractive and accessible including resident engagement and all the operators of the facilities on site.

Some of the specific areas of focus around Active Travel will be along the following points:

#### **Active Travel**

- Travel Welcome Packs, given to residents by the Travel Plan Manager upon occupation;
- Arrange discount for residents of any on site hire schemes and services to encourage use and to raise awareness of their provision and everything going on at the Cycling hub
- Create opportunities to incentivise both residents and other local community users to participate in activity at the Cycling Hub facilities.
- Engage with local schools and or local education authority to highlight the benefits of the opportunities at this facility in order to drive participants to site.
- Working with the appointed operator of the cycling hub (yet to be confirmed), Active 4 Today and NSDC to ensure that specific elements of the cycling development plan are fulfilled and supported such as the annual cycling festival events and sportive
- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental and economic costs of each mode.
- A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities, the cycle hub, routes and the learn to ride area.
- Organise biannual active travel promotion events on site in conjunction with NSC, local cycling clubs, local bike shops etc to encourage cycling and create the mode as a social norm;
- Negotiate with key local small businesses to provide discounts for residents who travel to the store by sustainable modes;
- Organise and promote cycling maintenance course on site for residents run by local professional mechanic. If space is unavailable TPC will look for suitable local cycle shops;
- Encourage active travel to school and work amongst families and children through gamification challenges and provision of incentives;
- Deliver route planning sessions for residents and promote and deliver cycle training in conjunction with NSC or a local provider;
- Provide residents with discounts for local cycle shops or national organisations e.g. Evans Cycles or Decathlon on bikes, servicing and equipment.
- Liaise with housebuilders and the Developer to remove barriers to cycling within the masterplan; Removal of severances, provision of secure internal or external cycle storage at each unit etc;
- Generating a British Cycling Membership package to form part of the residential benefits package for new home owners. British Cycling have launched a Commuter Membership package and tailor something towards families to promote activity on site. This has been discussed between Chris Taylor (TPC) of Mosodi and Steve Johnson (BC Regional Delivery Manager) and is being progressed through the British Cycling Membership Team currently.

The site also falls within the proposed introduction of 5G and is a partner in this government pilot scheme. The site will potentially accommodate a 5G innovation hub within the Workshop heritage building, this site has the opportunity to be innovatively activated. Data Collection of participants through 5G tech is an attractive proposition for the collection of both quantitative and qualitative monitoring and evaluation purposes.

The project team are engaged with Ceren Clulow (Head of Digital) at Nottingham County Council and Nottingham Trent University to explore how the 5G testbed pilot can be embedded within

this facility to assist with Data Capture and potentially in the fullness of time animating or activating the site to enhance its digital offer (Ref: Section 2 Document 2.6).

Centred around the ancient Sherwood Forest, the focus of the 5G Connected Forest project will be to explore the potential for 5G applications in the preservation of forests and their environment, and in enhancing the experience of visitors to the forest and surrounding area.

From robotic environmental management and non-intrusive live monitoring of the health of a forest, to live AR and VR experiences for visitors of all ages, and inspiring public transport users; the project will also investigate business models that can enable operators to boost rural connectivity and create innovative applications with the potential for commercial development.

Opportunities to work more closely with community amenities will help to address some of the health and wellbeing inequalities identified across the authority, referenced in the Newark & Sherwood District Council Community Plan 2019 - 2023.

Should we progress to through the process then a detailed business case, cycling development plan will be made available.

As a well-known and popular recreational destination, Sherwood Forest attracts 400,000 – 500,000 people per year. Although we would not assume that the cycling facility would receive this volume of visits, certainly within its first year, it is reasonable to assume that a proportion of approximately 20% of this volume of visits would also frequent the Thoresby Vale Cycle Hub and associated facilities given its proximity and opportunities for promotion. It is worth noting that the facility will be promoted to residents and visitors through NSDC's established destination marketing programme for Visit Sherwood Forest (<https://visitsherwoodforest.co.uk/>), particularly as part of its Get Active (<https://visitsherwoodforest.co.uk/get-active/>) offer. This means it will be promoted through the destination website, social media channels and included in regional and national multi-media promotional campaigns. To take full advantage of these marketing opportunities, NSDC, Harworth and the appointed operator will work together to create an appealing attraction brand identity for the facility.

Also working with NSDC arm's length leisure charity 'Active 4 Today' (A4T) the ambition is to deliver regular activities as per some of the other facilities across the portfolio that Active 4 Today operate and therefore again Thoresby Vale will be marketed and advertised via a series of social media channels that will drive footfall and participants to site.

Active 4 Today has also supported a local Primary Academy in the development of a full size sports hall building, which is available for school use, and in partnership with A4T secured funding to open the building up to the community. The funding application to Sport England included software and court markings which would enable the building to be used by community clubs and organisations in the evenings and weekends. Now, A4T manages the administration of all the bookings as well as supporting the user groups from a sports development angle, with coaching, volunteering, club development support.

A4T sports development team provide support and officer time to a local voluntary sports forum, Newark and Sherwood Sports Council. This is a forum where all district based sports clubs can share ideas, resources and ultimately raise the profile of sport and physical activity in the district.

The work experience and VISPA volunteering schemes is a crucial tool to recruit new volunteers into sports activities both in clubs and leisure centres. This is particularly focussed on the 14+ age group, encouraging young people to get involved in volunteering in their community and gaining

valuable experience and qualifications to potentially secure a job in the sports and leisure industry.

Performance Impact	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Participants	n/a	90,488	95,012	101,663	111,830	125,249
Throughput	n/a	137,972	168,832	202,465	240,683	283,143
Volunteers	n/a	15	16	17	19	21

How will you make it happen?

Please provide a summary of how you will manage the capital delivery and ensure the long-term objectives of the project are achieved.

This will mean explaining how you will deliver the project build as well as providing information on how the project will be able to keep going over the longer term, including how it will help to develop cycling in your community over a period of time.

Newark and Sherwood District Council is working in partnership with Harworth Group Plc who are delivering the overall Thoresby Vale development scheme; other stakeholders include:

- British Cycling Regional Delivery Manager: - to ensure that what is developed on site fits with the Regional Delivery Plan for the East Midlands. This will evolve into a more detailed Cycling Sports Development Plan as the project progresses.
- Bike Track:- The project team has also had extensive design input from recognised trail building company, Bike Track, to develop a concept design and this will continue as the project progresses. Bike Track was involved in the Award Winning (MTB Trail of the Year) Leeds Urban Bike Park project and is familiar with what we are trying to achieve at Thoresby Vale.
- Nottinghamshire County Council: - Acting as adjacent land owner and highways authority, to assist in delivering the wider connection and consistent wayfinder signage.
- RSPB: - Maintain and operate adjacent Sherwood Forest Country Park and Sherwood Forest Visitors Centre. The project is conducive with the district and county tourism strategy to enhance the visitor experience at Sherwood Forest and with implementing the wider connections.
- Nottinghamshire County Council and Nottingham Trent University:- 5G Connected Forest project team being led by Ceren Clulow Head of Digital at Nottinghamshire County Council.
- Active 4 Today: - the arm's length leisure charity for Newark and Sherwood District Council has been extensively involved in the Cycling Development Plan and ensuring that some of the targets outlined in that document are achievable. Active 4 Today will remain engaged in this project and will review the Cycling Development Plan periodically with input from the

Operator of the facility and indeed British Cycling’s regional team.

- To date the project team have identified 4 potential operators for this facility. Two are commercially focussed, one is a leisure charity and the other is a Community Interest Company. At this stage it is envisaged that this facility will be operated similarly to the Leeds Urban Bike Park and all who have expressed an interest share this thought process. The benefits of having a more commercially focussed operator could lend itself well to the sustainability of a facility of this nature. More details around the operator can be seen in the ‘Business Case’ contained within section 4 of this application.
- Experience Community:- Deliver an off road disability offer. Whilst Bike Track have experience in delivering many trail centre projects nationally, the purpose of engaging with Experience Community is to specifically ensure that all facets of this project meet with the needs of the off road disability community which are imperative if the project is to be accessible to all.
- Cycling Projects:- engagement with Ian Tierney of Cycling Projects who are looking at delivering the ‘Wheels for All’ programme at this venue which will bolster the Cycling Sports Development plan and long term sustainability of the project.
- House Builders:- Barratt Homes and Blossom Homes are

The above identified stakeholders have and will continue to feed into the development plan and business plan which will allow us to identify the best operating model. Newark and Sherwood District Council and Harworth Group will work in partnership to continue to identify a suitable operator; we are currently in discussions with 4 potential operators. Plans will be subject to approval through Newark and Sherwood District Council’s Committee process.

The wider development of Thoresby Vale is being delivered by Harworth Group PLC who has extensive experience of delivering regeneration projects of this scale and is extremely well-placed to offer guidance when necessary to ensure this project is delivered on time and on budget.

### SECTION 3 | Financial Information Summary

Total Project Cost	<b>£1,323,873</b>
Award Request	£150,000
Partnership Funding	1,173,873

Please provide details of the sources for partnership funding for your project:

Partnership funding Source	Amount	Cash / In-kind	Confirmed Y/N
Harworth Group plc	£1,173,873	Direct Investment	Y
Harworth Group plc (Over the duration of the project Harworth	£50,000	In-kind through nil-cost staffing contribution	Y

<p>Group will be investing in Mosodi; the appointed Travel Planning Co-ordinator. Mosodi have been actively feeding into the Cycling Development Plan to assist with activating the Cycle Hub and generating revenue for initiatives to be run at the Cycle Hub alongside Active 4 Today, Newark and Sherwood District Council. It is envisaged that other initiatives (including Active Travel) around the housing development and local including generating a benefits package for new residents to utilise the new Cycle Hub and cycling facilities on site).</p>			

## Newark and Sherwood Places to Ride Action Plan

Section 1. Eligibility & Governance		
Action	Evidence Agreed	Evidence reference
<ul style="list-style-type: none"> <li>Who has security of tenure on the site?</li> <li>Evidence of sufficient freehold or leasehold for minimum 25 years.</li> </ul>	The freehold is owned by Harworth Estates Mines Limited and Harworth Estates (Agricultural Land) Limited, both are subsidiaries, wholly owned and controlled by the Harworth Group Plc.	Folder: Section 1 Document – 1.1 Document - 1.1a Document - 1.1b Document - 1.1c
<ul style="list-style-type: none"> <li>Sport England will require confirmation that the applicant organisation will permit Sport England to enter into a restriction or caution in respect to the property of HM Land Registry in respect of the registered title or a legal charge over the property</li> </ul>	Letter from Newark and Sherwood District Council confirming that they will permit Sport England to enter into a restriction or caution in respect to the property of HM Land Registry in respect of the registered title or a legal charge over the property	Folder: Section 1 Document - 1.2
<ul style="list-style-type: none"> <li>Please provide copies of safeguarding policy for children and vulnerable adults</li> </ul>	Link to Nottingham and District Councils safeguarding policy: <a href="https://nottsdistrict.proceduresonline.com/chapters/contents.html">https://nottsdistrict.proceduresonline.com/chapters/contents.html</a>	n/a
<ul style="list-style-type: none"> <li>Please provide copies of bank statements covering a 3-month period.</li> <li>The 3-month period should be the most recent available.</li> </ul>	Newark and Sherwood District Council is unable to share physical bank statements as they contain sensitive information. However here is a link to the statement of accounts <a href="https://www.newark-sherwooddc.gov.uk/finance/statementofaccounts/">https://www.newark-sherwooddc.gov.uk/finance/statementofaccounts/</a>	n/a
<ul style="list-style-type: none"> <li>Written confirmation of approval or other appropriate evidence aligned with governance requirements to enable applicant to enter into</li> </ul>	The attached documents refer to NSDC Members' approval:  09.09.20 ED Agenda, Item 17, pp. 406-407 and	Folder: Section 1 Document - 1.3 Document - 1.4

agreement	18.11.20 ED Agenda, Item 11, pp. 66-75.	
Section 2: Assessment Criteria / Why is the project important		
Action	Evidence Agreed	Evidence Reference
<p><b>Insight &amp; Consultation</b></p> <ul style="list-style-type: none"> <li>Please evidence of the insight you have used to inform your project. This could include strategic documents, local customer analysis and consultation you have carried out or the feedback from surveys / questionnaires you've received that has informed your project idea</li> </ul>	<ul style="list-style-type: none"> <li><u>Strategic Plans:-</u> <b>Community Plan 2019 to 2023</b> – Thoresby Vale site is identified in this document as a strategic development. The community plan also has 7 strategic aims. The main one being 'Improving the health and well-being of local residents' which this project underpins.</li> </ul>	Folder: Section 2 Document - 2.0
	<ul style="list-style-type: none"> <li><b>Active 4 Today Business Plan 2020</b> This document aligns the objectives and aspirations of NSDC Community Plan; it sets out what A4T already deliver within the community and also what they intend to achieve over the next 12 months. It also details the volunteering plan they deliver called VISPA Schemes (Volunteering).</li> </ul>	Folder: Section 2 Document - 2.1
	<ul style="list-style-type: none"> <li><b>Sport and Physical Activity Plan</b> NSDC's Sport and Activity plan builds on from the 7 pillars of the Community Plan with specific focus around underpinning the need for the main objective being "improve access and participation for all and make physical activity and sport a part of everyone's life'.</li> </ul>	Folder: Section 2 Document - 2.2
	<ul style="list-style-type: none"> <li><b>Active Notts – Getting Active Together Strategy 2017 - 2021</b> Nottinghamshire's vision is to "to make physical activity the norm for people who live and work in our communities by ensuring everyone can easily take part, volunteer and engage in sport and activity as part of their everyday life". Thoresby Vale is addressing this from the outset as it will develop a new community with opportunities for people to access activity on their doorstep. Furthermore this facility is being connected into other surrounding communities to enable people to access it and be more active.</li> </ul>	Folder: Section 2 Document - 2.3



	<ul style="list-style-type: none"> <li>• <b>Forest Corner Masterplan</b> Sets out the plan for the Forest Corner which identifies the old Thoresby Colliery site as playing a large part within this strategy. It will bring employment opportunities, leisure (Cycling has been a part of this emerging plan for some time) and with other complimentary activities yet to come this will all strengthen the economy within the Forest Corner.</li> </ul>	Folder: Section 2 Document - 2.4
	<ul style="list-style-type: none"> <li>• <b>Tourism Strategy 2020 – 2023</b> This Tourism Strategy also aligns to and feeds directly to the wider Nottinghamshire Visitor Economy Strategy 2019 – 29. The Tourism economy in Newark and Sherwood saw that the value of the economic visitor economy impact for NSDC in 2018 was worth £281.56m. The importance of getting visitor attractions right for this district is key to its success therefore this project will heavily aligned to the Tourism Strategy.</li> </ul>	Folder: Section 2 Document - 2.5
	<ul style="list-style-type: none"> <li>• <b>5G Connected Forest Project</b> The project team are engaged with Ceren Clulow (Head of Digital) at Nottingham County Council and Nottingham Trent University to explore how the 5G testbed pilot can be embedded within this facility to assist with Data Capture and potentially in the fullness of time animating or activating the site to enhance its digital offer.</li> </ul>	Folder: Section 2 Document - 2.6
	<ul style="list-style-type: none"> <li>• <b>Thoresby Vale Masterplan Development</b> Initial masterplan concept identifying the need for providing ‘active places’ for residents.</li> </ul>	Folder: Section 2 Document - 2.10
	<ul style="list-style-type: none"> <li>• <u>Consultation/Survey Results:-</u> Results of the Community Consultation survey which highlighted a need for this type of family friendly, inclusive recreational facility. 136 respondents all of which were extremely supportive of what we are trying to achieve on site.</li> </ul>	Folder: Section 2 Document - 2.7
	<ul style="list-style-type: none"> <li>• <u>Feedback:-</u> Initial Key Stake Holder engagement with Cycling Projects, Housing Developers, Harworth, Experience Community, Active Notts, Sherwood Pines, RSPB has already taken place however as the project emerges this will remain a constant part of the project to ensure every stakeholder is aligned to this project. The level of support</li> </ul>	As Above

	<p>so far has also been extremely positive</p>	
	<ul style="list-style-type: none"> <li>• <u>Letters of Support:-</u></li> </ul> <p>Housing Developer support – Barratt Homes have pledged their support to this project as it aligns to key outcomes identified in the ‘Great Places’ Document included in the ‘Letters of Support Folder’.</p> <p>Edwinstowe Parish Council – Supportive of this facility as it will be a unique asset for the residents of Edwinstowe and the Parish Council are keen to be involved in the development of BMXing on site.</p> <p>Harworth Group Plc – As masterplanner / developer for the site Harworth are committed to developing sites that are active communities for people to live in. This proposed facility is embedded with Harworth’s ethos and will act as a blueprint for many other developments that they become involved in.</p> <p>Active Notts – Ongoing work between NSDC and Active Notts and Thoresby Vale supports the work they carry out in nearby Ollerton and Boughton. Active Notts have been quite vocal this project aligning to their ‘Gettng Active Together’ strategy which targets and tackles inequalities for allowing people to be active.</p> <p>Cycling Projects – Ian Tierney (Cycling Projects Director is keen to progress Wheels for All initiatives in this area as Cycling Projects are quite under-represented in this region</p> <p>Experience Community – Craig Grimes has pledged support as this style of facility supports the ongoing work of his organisation. Experience Community are keen to try and set up a satellite facility to support the established one at Leeds Urban Bike Park. Due to the connectivity in the area this location aligns to his vision.</p>	<p>Folder: Section 2 / Letters of support Folder - 2.8</p>

	Clumber Park National Trust – Graham Clark; whilst unable to provide official support has suggested that this facility will support the ongoing work of the NT at Clumber Park.	
<b>Facility availability / Local opportunities</b> <ul style="list-style-type: none"> <li>If you are planning to provide new facilities and opportunities, it will be helpful if you can evidence how you've considered the existing facilities that are available for the community. This could be through a Local Facilities Strategy or other analysis</li> </ul>	<ul style="list-style-type: none"> <li><u>Local data about cycling, facilities:-</u> Comparison Document – The project team have provided a comparison of the similar facilities in the area and how Thoresby Vale will be different but also compliment the nearby facilities. Furthermore this facility is looking to enhance its offer in the future and due to the topography of the site it will offer a unique experience that no other facility in the area can. This is due to the hilly terrain on the old spoil heaps which offer great variation.</li> </ul>	<p>Folder - Section 2</p> <p>Document - 2.9</p>
<b>Facility condition</b> <ul style="list-style-type: none"> <li>If you are improving the condition of an existing facility, please provide supporting evidence for why this is needed</li> </ul>	<p><b>Not applicable as this project is the creation of a new facility; not improving an existing facility.</b></p>	<p><b>Not Applicable</b></p>
<b>Section 3: Assessment Criteria / What will you achieve</b>		
<b>Action</b>	<b>Evidence Agreed</b>	<b>Evidence Reference</b>
<b>Sport and community Development</b> <ul style="list-style-type: none"> <li>Please tell us how the facility will be used, what activities will be offered and how you'll make these happen. (A Development Plan template is</li> </ul>	<ul style="list-style-type: none"> <li>Cycling Sports Development plan to include An extensive Cycling Development Plan has been developed in conjunction with NSDC, Active 4 Today and British Cycling's Regional Officer.</li> </ul>	<p>Folder: Section 3</p> <p>Document - 3.0</p>

<p>available on request)</p>	<ul style="list-style-type: none"> <li>List of BC Clubs within a 15 mile radius XL showing the number of British Cycling affiliated clubs. 17 clubs are within a 15 mile radius. This equates to 1,405 British Cycling members who have a propensity to cycle. Of this 1,405 club membership the following is known: 4 x Go-ride clubs which is the British Cycling Club Mark accreditation which means they have the necessary governance in place for coaches and safeguarding etc. These 4 Go-Ride Clubs have 552 members and from research we have carried out means that the proposed facilities would suit the delivery of activities by these clubs. A4T, NSDC will work closely with Steve Johnson of British Cycling to signpost these clubs to this facility.</li> </ul>	<p>Folder: Section 3</p> <p>Document - 3.1</p>
<p><b>Active Travel and connectivity</b></p> <ul style="list-style-type: none"> <li>Please tell us the work you have undertaken on safe travel planning for people to access the proposed site.</li> </ul>	<ul style="list-style-type: none"> <li>Local walking and cycling plans The full document is included but broadly speaking due to this facility's connectivity to nearby communities and other facilities through cycling and walking routes this is well placed to deliver much more. The appointment of a Travel Planning co-ordinator who is promoting Active Travel initiatives via Cycling or Walking to the new residential housing development this is well aligned to the LCWIP. <a href="https://www.nottinghamshire.gov.uk/planning-and-environment/walking-cycling-and-rights-of-way/cycling/cycling-strategy#CSDP">https://www.nottinghamshire.gov.uk/planning-and-environment/walking-cycling-and-rights-of-way/cycling/cycling-strategy#CSDP</a></li> </ul>	<p>Folder: Section 3</p> <p>Document - 3.2</p>
	<ul style="list-style-type: none"> <li>Cycle Accessibility Plan Mapping diagram showing cycle accessibility to the site. A total of 216,308 people live within an hour of the Cycle Hub; 45,489 are under 18 yrs old and 26,153 are under 12. The diagram also shows cycle routes, National Cycle Routes, clubs and schools.</li> </ul>	<p>Folder: Section 3</p> <p>Document - 3.3</p>
	<ul style="list-style-type: none"> <li>Pedestrian Accessibility Plan Mapping diagram showing the connectivity around the local communities. Pedestrian access up to a 30 minutes' walk from the site.</li> </ul>	<p>Folder: Section 3</p> <p>Document - 3.4</p>
	<ul style="list-style-type: none"> <li>Drive Time Plan Mapping diagram showing drive time to surrounding facilities for 30 minutes and 60 minutes.</li> </ul>	<p>Folder: Section 3</p> <p>Document - 3.5</p>

<p><b>Programme of Use</b></p> <ul style="list-style-type: none"> <li>Please provide us with a Programme of use. If you plan to make your facilities available for other groups to use, please tell us about it.</li> </ul>	<ul style="list-style-type: none"> <li>Programme of use Programme of Use and Throughput figures along with user breakdown.</li> </ul>	<p>Folder: Section 3 Document - 3.6</p>
<p><b>Design for the audience</b></p> <ul style="list-style-type: none"> <li>How has the need for the project informed the design proposals? (Identify how the activities asked for in the consultation have led to the design proposals for the facilities).</li> </ul>	<ul style="list-style-type: none"> <li>Project brief Following the very early masterplan for the site that was developed in-line with the NSDC plans to address elements of the Community Plan for NSDC to promote places for people to be active whilst addressing the housing needs. Cycling/walking as an activity flowed through the early plans for the site but following a more in-depth consultation carried out earlier this year the project team were able to define the cycling elements required to address the needs. As the site is a large scale housing development with a country park the need was very much focussed around recreational leisure activities for all. The designs that have now been detailed by Bike Track are in line with this 'need' and also address the key objectives and aspirations of the Places to Ride fund.</li> </ul>	<p>Designs are in Section 4. Consultation which identifies need is Section 2. Document 2.7.</p>
<p><b>Statutory Bodies only</b></p> <ul style="list-style-type: none"> <li>You will be required to enter into a formal Community Use Agreement with Sport England. However, at this time we would like to know how you'll embed community activity at your school site.</li> </ul>	<ul style="list-style-type: none"> <li>Community Use Agreements</li> </ul> <p><b>NOT APPLICABLE FOR THIS PROJECT?</b></p>	<p><b>Not Applicable</b> <b>Confirmed by Ben Dunning</b> <b>3/11/2020</b></p>

**Section 4: Assessment Criteria: How you will make it happen**

Action	Evidence Agreed	Evidence
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		Reference
<p><b>The project team</b></p> <ul style="list-style-type: none"> <li>Capital projects often involve several stakeholders and regularly require a variety of professionally qualified individuals. Please tell us about this team for your project.</li> </ul>	<ul style="list-style-type: none"> <li>Organisation chart</li> <li>Roles and responsibilities</li> <li>Technical experts</li> </ul> <p>Broadly speaking this project will be delivered in line with the phasing works of the larger scale (£170m) re-development of the whole site. A project board will be instigated to deliver this Cycling Project which will comprise of similar experts and specialists to that of the larger Thoresby Vale re-development project. Where efficiencies can be gained from the larger project the team will endeavour to do so where applicable and appropriate.</p>	<p>Folder: Section 4</p> <p>Document 4.0</p>
<p><b>Cost and Design</b></p> <ul style="list-style-type: none"> <li>The project will need a clear cost plan identifying the capital works, which should be accompanied by at least one quote. This plan should consider fees, planning and VAT aspects.</li> <li>It is essential that the design of the proposed facilities adheres to Sport England and BC design guidance.</li> </ul>	<ul style="list-style-type: none"> <li>Thoresby Vale Cycle Hub Feasibility/Design</li> <li>Cost plan                             <ul style="list-style-type: none"> <li>Total Project Cost Plan</li> <li>Cycle Hub Cost Plan</li> </ul> </li> </ul>	<p>Folder Section 4</p> <p>Document 4.1</p> <p>Document 4.1a</p> <p>Document 4.1b</p>
<p><b>Programme Plan</b></p> <ul style="list-style-type: none"> <li>To provide an understanding of the phases, timescales and key constraints that will be present during the project.</li> </ul>	<p>Programme plan</p>	<p>Folder: Section 4</p> <p>Document 4.2</p>
<p><b>Partnership Funding</b></p> <ul style="list-style-type: none"> <li>Evidence of secured partnership funding and evidence that the project will</li> </ul>	<ul style="list-style-type: none"> <li>Partnership funding agreements</li> </ul> <p>Letter from Harworth Group to Newark and Sherwood District Council outlining the direct investment to the project. This also outlines Harworth Group's support for the project and application.</p>	<p>Folder: Section 4</p> <p>Document 4.3</p>

<p>source any shortfall for the capital project</p>		
<p><b>Business Planning / Financial Forecasting / Facility Operation</b></p> <ul style="list-style-type: none"> <li>Overall business plan / Income and Expenditure forecast (minimum of 5 years) showing how it will operate long term, partnership working models with partners, risk management, ring-fenced income to ensure long term sustainability to cover sports development and sinking fund for the facility.</li> </ul>	<ul style="list-style-type: none"> <li>Business Plan including</li> <li>5 Year Income &amp; Expenditure Forecast</li> </ul> <p>We have compiled a Business Case and 5 year Income and Expenditure forecast for the facility. These documents are indicative at present based on research of other similar facilities.</p> <p>We would like to convey that assuming the project is successful; a full tender/procurement process will begin to appoint an appropriate operator. The project team have already identified 4 potential operators and dialogue is ongoing (all explained in the business case). NSDC and Harworth Group are committed to ensuring that whoever the appointed operator is they will receive ongoing support to ensure the facility is sustainable for the years to come. Furthermore Harworth are committed to 10 years on this site so will work with the operator and NSDC to ensure its success moving forward.</p>	<p>Folder: Section 4</p> <p>Document – 4.4</p> <p>Document – 4.5</p>

<p><b>Data collection and monitoring</b></p> <ul style="list-style-type: none"> <li>The applicant will need to identify the data collection requirements and have appropriate technology, systems and process for implementation.</li> </ul>	<ul style="list-style-type: none"> <li>The project team have identified numerous ways of carrying out M&amp;E and is being built into the project at an early stage. Likelihood is that this facility will conduct its M&amp;E through with an innovative approach linked to the 5G Forest Connection project. Work is ongoing with Nottingham County Council and Nottingham Trent University.</li> </ul>	<p>N/A</p>
<p><b>Risk Register / Mitigation</b></p> <ul style="list-style-type: none"> <li>The applicant will need to identify any risks and the mitigating actions for the project's development, updated on a monthly basis. A project risk register will need to identify: <ul style="list-style-type: none"> <li>The major risks affecting the delivery / success of the project.</li> <li>The key risks associated with project costs and funding.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Project Risk register</li> </ul>	<p>Folder: Section 4  Document – 4.6</p>
<p><b>Procurement</b></p> <ul style="list-style-type: none"> <li>The applicant will need to provide evidence of appropriate procurement including adherence with procurement best practice and where appropriate relevant legislation.</li> </ul>	<ul style="list-style-type: none"> <li>Procurement Strategy</li> </ul> <p>As Newark and Sherwood DC's delivery partner, Harworth will procure the installation of the cycle hub facilities. Harworth Group are a publicly listed property investment and development company and as such, procurement strategies are industry benchmarked. Newark and Sherwood DC as applicant, will approve proposed spend prior to contract placement to mitigate risk and to certify draw down of the Grant accordingly thereafter.</p>	



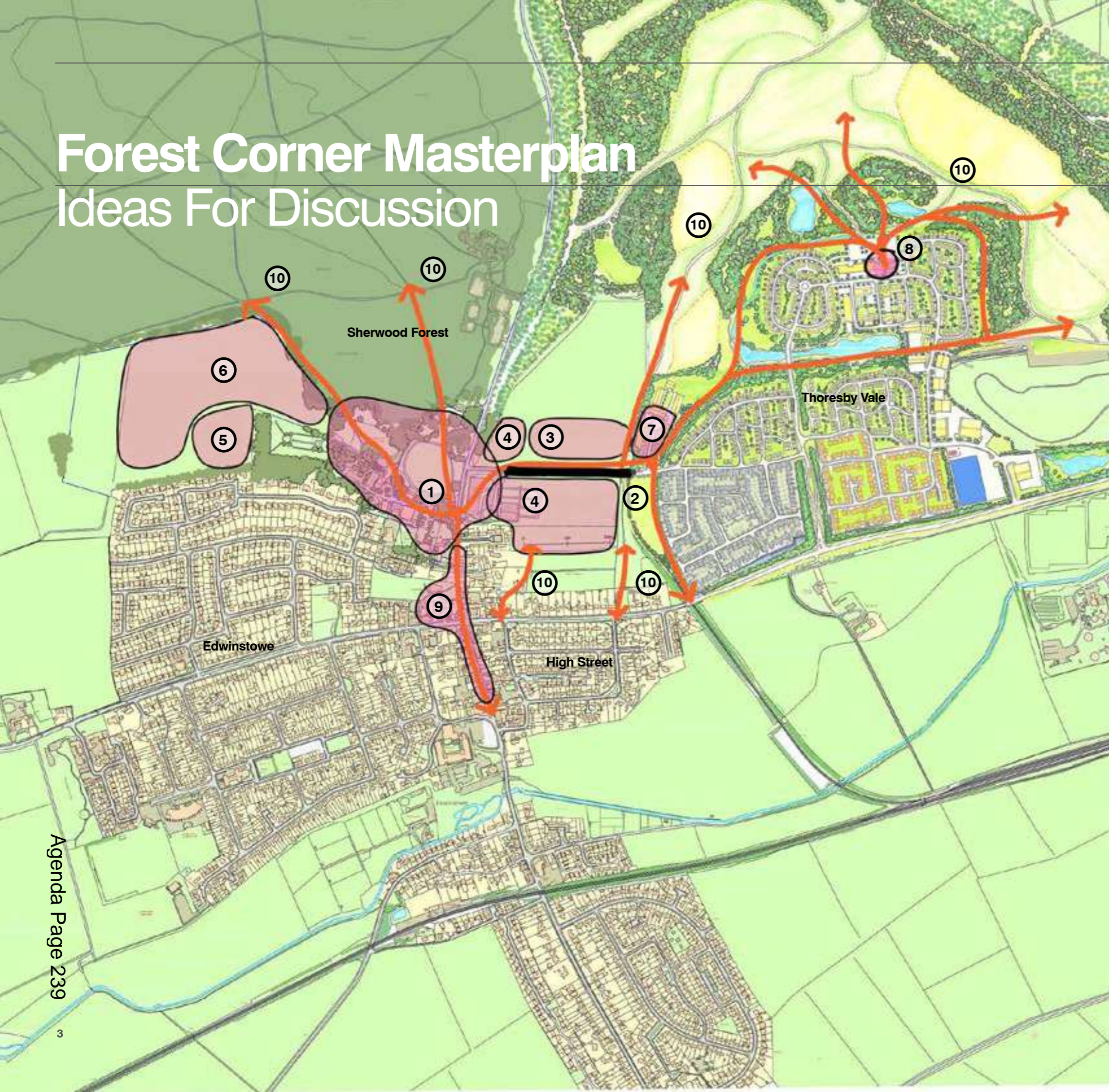
<p><b>Planning Permission</b></p> <ul style="list-style-type: none"> <li>If applicable, full planning permission for projects will be required and evidenced prior to any payments being released.</li> </ul>	<ul style="list-style-type: none"> <li>Planning permission or at least indicative Pre-application advice</li> </ul> <p>Outline planning application reference <a href="#">16/02173/OUTM</a> for residential development and associated uses (including leisure) on the former Thoresby Colliery site was granted planning permission by Newark and Sherwood District Council on 12<sup>th</sup> March 2019. The approved restoration plan for the former spoil heap for use as a Country Park, includes the provision of cycling and walking trails through the site. The details of the proposed cycle hub have been discussed with the Council, who are the applicants for the bid.</p>	<p>N/A</p>
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Leonard Design Architects providing initial  
concepts for

# THORESBY VALE CYCLE HUB



# Forest Corner Masterplan Ideas For Discussion



1. Expansion and regeneration of Sherwood Corner - new facilities, events and attractions  
- Relocation of the cricket ground
2. New link road from Thoresby Vale to Swinecote Rd B6034
3. New Community Sports fields including cricket club and pavilion
4. Existing car park, coach park and overflow parking
5. New parking facilities
6. New activities on the current field
7. New Forest School
8. New Cycle hub, learn to ride, cafe, family and community facilities in the former colliery workshop building
9. Support links to Edwinstowe High Street, community and business facilities and Church of St Mary
10. New and enhanced connectivity for residents and visitors - Walking and cycling

## 1.0 Introduction: The Thoresby Colliery Site



Nottinghamshire was at the forefront of new technology in mining with more than 80 active Collieries in the 19th and 20th century.

**Edwinstowe was the last to close down in 2015.**

- 1925 - Opening
- 1950 - Shafts deepened from 680m to 900m
- 1994 - Mining was re-privatised by the John Major government
- 2011- Amendment to spoil disposal scheme allowing an increase in land used for tipping (land to the North-West)
- April 2014 - Pit Closure announcement
- July 2015 - Pit Closure (Loss of 600 jobs)
- 2015 - Harworth Group become owners of the site



**At the height of production, more than 2 million tonnes of coal were extracted per annum.**



# THORESBY VALE CYCLE HUB

## 1.0 Introduction: Site Photos



## 2.0 The Masterplan

Development of a unique masterplan to deliver 800 homes, heritage, leisure, office and school facilities.

The site will offer:

- retirement homes,
- residential,
- educational provisions,
- employment opportunities,
- high-quality open space
- restored country parks

● Cycle Hub



## 2.0 The Site of the Proposed Cycle Hub

### Proposed Site Plan:

#### Location

The site of the Cycle Hub is located on the edge of the Proposed masterplan behind the Existing building.

#### The existing car Park

The actual building is sited on the edge of the car park with the storage containers

#### Key Areas

Car park area: 2,434m<sup>2</sup>

Site of learn to ride (RED): 6,971m<sup>2</sup>

Site of Proposed building (RED Dotted line): 220m<sup>2</sup>  
(the area is partially covered and composed of containers and timber panel construction:


Internal area of Container area: 68m<sup>2</sup>


Internal area of front of house


Timber panel construction: 128m<sup>2</sup>

Total Site: 12,151m<sup>2</sup>



 CYCLE HUB  
TOTAL SITE TRACKS  
AND BUILDING: 12,151m<sup>2</sup> 1.2ha

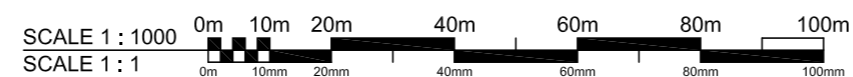
 CYCLE HUB  
MAIN BUILDING: 128m<sup>2</sup>

 CONTAINER STORAGE: 68m<sup>2</sup>



Agenda Page 243

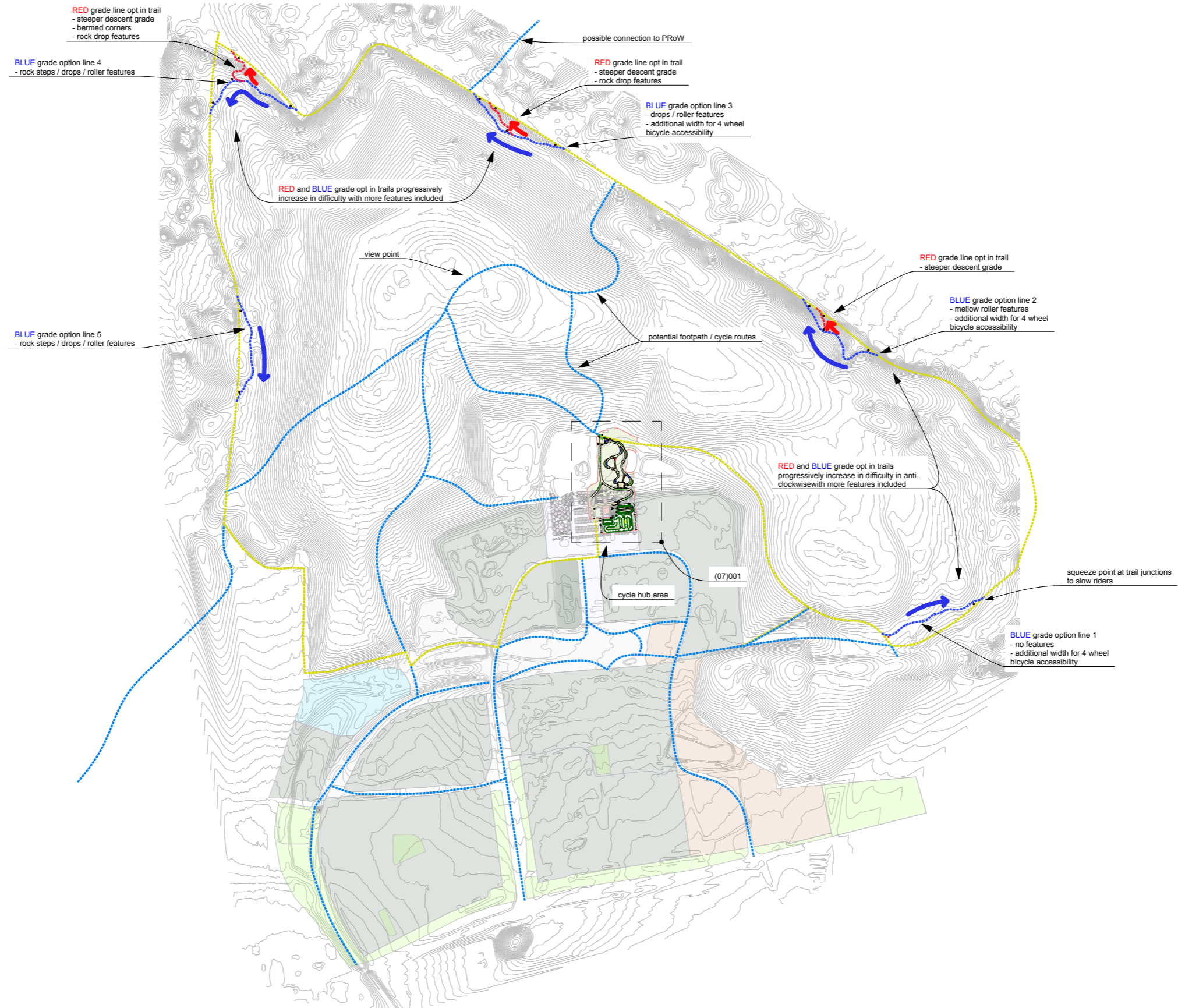
SK 2020 09 12 CYCLE HUB LEARN TO RIDE  
THORESBY VALE MASTERPLAN SCALE: 1:1000@A4





# THORESBY VALE CYCLE HUB

## 2.0 Cycle Routes



# THORESBY VALE CYCLE HUB

## 2.0 Learn-to-Ride



# THORESBY VALE CYCLE HUB

## 3.0 Proposal Options



Option 1: Two-Storey

Option 2: Single-Storey

# THORESBY VALE CYCLE HUB

## 4.0 OPTION 1: Two-Storey Option: Ground Floor

### Option 2: key points:

Option 2 offers the opportunity for a larger public space in the building: the ground floor front of house would be used as a shop and the first floor as the cafeteria which opens up views of the cycle track.

### Ground floor:

- Bike Shop: 26m<sup>2</sup>
- Cafe: 35m<sup>2</sup>
- Kitchen: 9m<sup>2</sup>
- 4 Toilets: 12m<sup>2</sup>
- Corridor: 4m<sup>2</sup>
- Bin Store: 8m<sup>2</sup>

Cycle Hub Building: 110m<sup>2</sup> (ground floor)

Bike storage  
2no 40ft containers: 60m<sup>2</sup>

The uncovered cycle area can be utilised for bike storage and bike drop off as well as repair

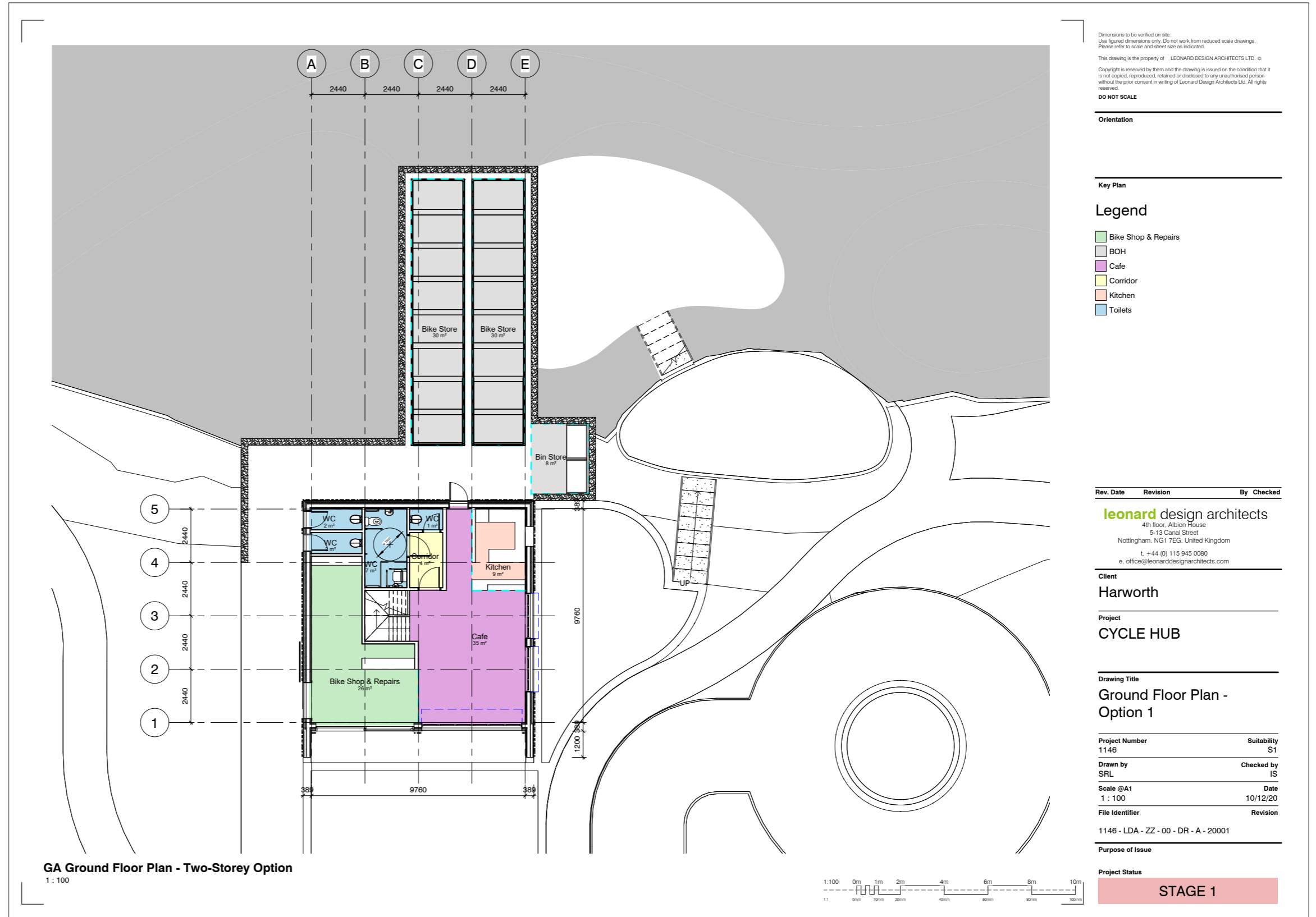
### Approach and entrance

Key Diagram: The principal is that the customer comes in to the shop. When renting a cycle they progress through to the rear of the building and the container store.

The cafe is access via the stairs or the Platform lift

### Terraced landscape

The feature terrace to conceal the containers and provide access to the upper levels is utilised.



# THORESBY VALE CYCLE HUB

## 4.0 OPTION 1: Two-Storey Option: First Floor

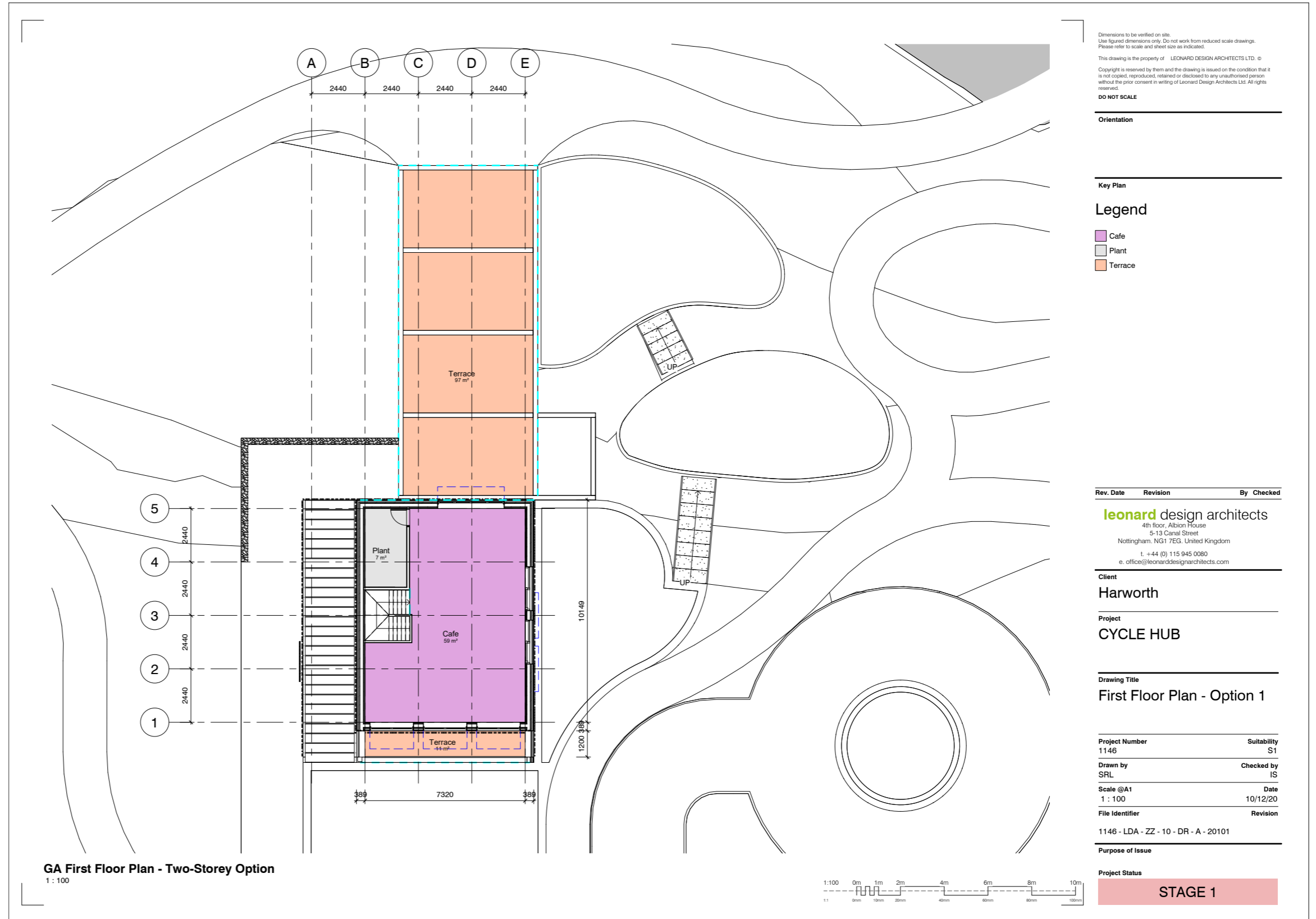
### Option 1: First Floor key points:

The first floor is the Cafeteria, Terrace and Plant Room This can be access from below or from the top of the containers. Photovoltaic panels can plug-in on the roof.

First Floor:

Cafeteria seating: 59m<sup>2</sup>  
 Plant: 7m<sup>2</sup>  
 Viewing Terrace: 108m<sup>2</sup>

GIA: 80m<sup>2</sup> + 108m<sup>2</sup> Terrace



# THORESBY VALE CYCLE HUB

leonard design architects

## 4.0 OPTION 1: Two-Storey Option: Vision



# THORESBY VALE CYCLE HUB

leonard design architects

## 4.0 OPTION 1: Two-Storey Option: Vision



# THORESBY VALE CYCLE HUB

leonard design architects

## 4.0 OPTION 1: Two-Storey Option: Vision





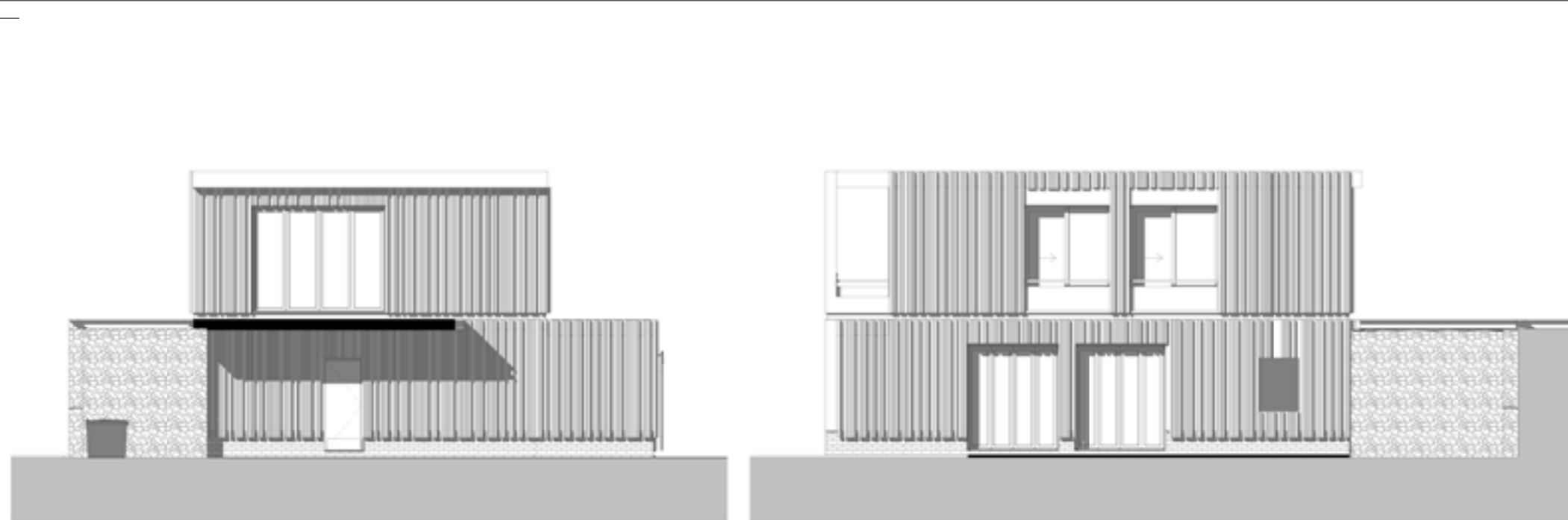
# THORESBY VALE CYCLE HUB

## 4.0 OPTION 1: Two-Storey Option: Vision



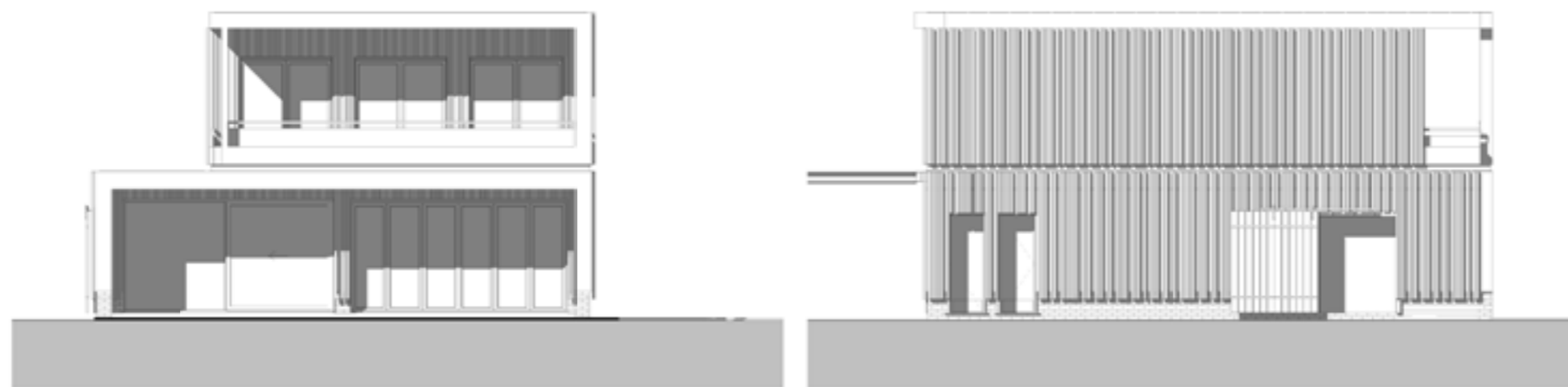
# THORESBY VALE CYCLE HUB

## 4.0 OPTION 1: Two-Storey Option: Elevations



Cycle Hub Elevation North - Two-Storey Option  
1:50

Cycle Hub Elevation East - Two-Storey Option  
1:50



Cycle Hub Elevation South - Two-Storey Option  
1:50

Cycle Hub Elevation West - Two-Storey Option  
1:50

Dimensions to be verified on site.  
Use figured dimensions only. Do not work from reduced scale drawings.  
Please refer to scale and sheet size as indicated.

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DO NOT SCALE

Orientation

Key Plan

Rev. Date	Revision	By	Checked

leonard design architects  
4th floor, Albion House  
5-13 Canal Street  
Nottingham, NG1 7EG, United Kingdom  
t. +44 (0) 115 945 0080  
e. office@leonarddesignarchitects.com

Client

Harworth

Project

CYCLE HUB

Drawing Title

Cycle Hub Elevations -  
Two-Storey Option

Project Number

1146

Suitability

1146

Drawn by

SRJ

Checked by

IS

Scale @A1

1:50

Date

10/12/20

File Identifier

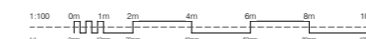
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Purpose of Issue

STAGE 1

Project Status

STAGE 1



# THORESBY VALE CYCLE HUB

## 5.0 OPTION 2: Ground floor only

### Option 2: key points:

Option 2 is a ground floor only building with a viewing gallery above linked from the landscape. It contains the following:

Front of house:

- Cafeteria: 34m<sup>2</sup>
- Kitchenette: 9m<sup>2</sup>
- Bike Shop: 29m<sup>2</sup>
- 4 toilets: 12m<sup>2</sup>
- Plant: 3m<sup>2</sup>
- Bike storage
- 2no 40ft containers: 60m<sup>2</sup>

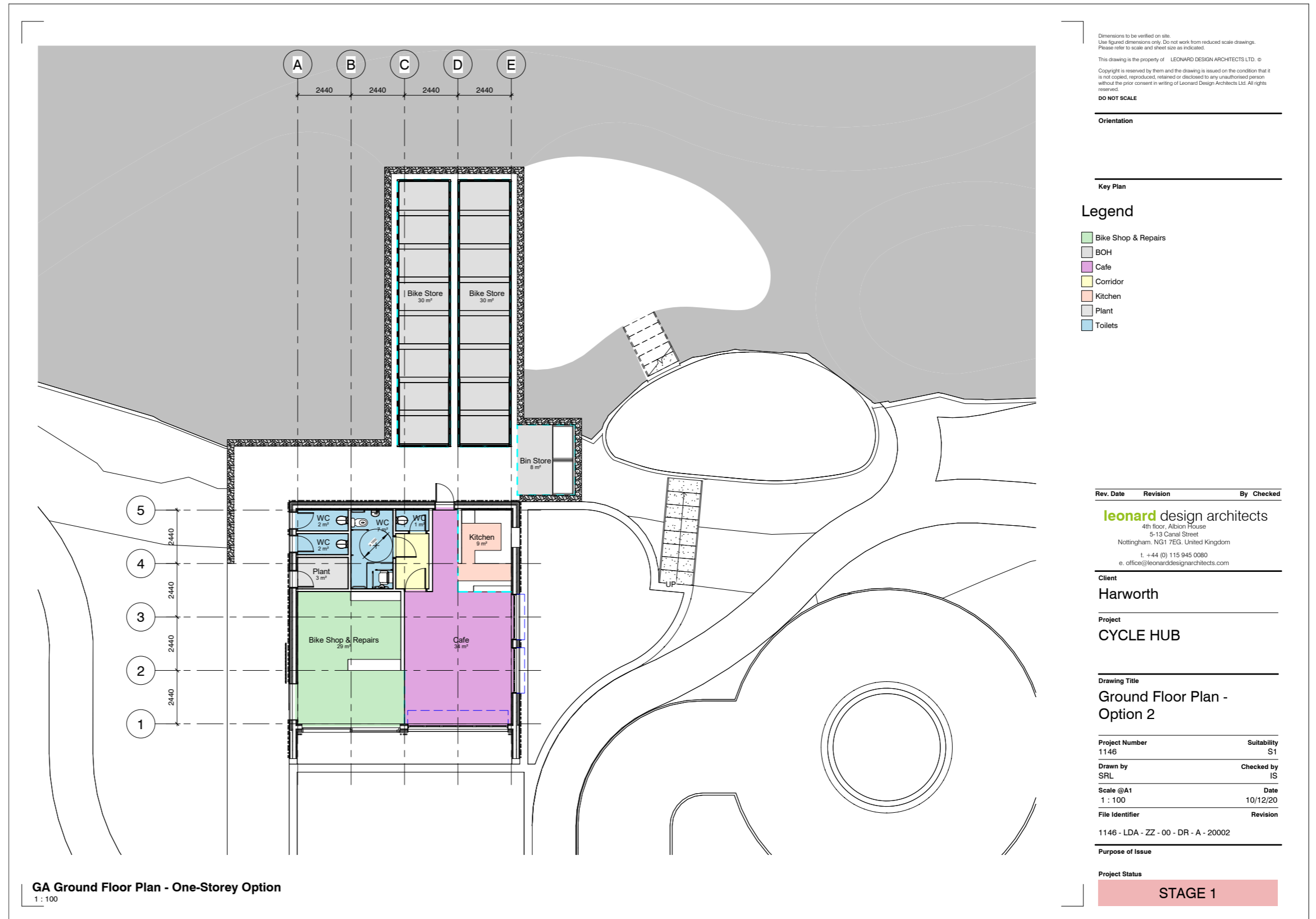
The uncovered cycle area can be utilised for bike storage and bike drop off as well as repair

### Approach and entrance

Key Diagram: The principal is that the customer comes in to the front of house progresses to the rent offices. They then progress through the corridor to the outside and receive their bikes then go into the bike tracks.

### Terraced landscape

This can be composed of layers of earth built up to meet the same level as the containers at the rear.



# THORESBY VALE CYCLE HUB

## 5.0 OPTION 2: Ground floor only: Vision



# THORESBY VALE CYCLE HUB

## 5.0 OPTION 2: Ground floor Only: Vision

leonard design architects



# THORESBY VALE CYCLE HUB

leonard design architects

## 5.0 OPTION 2: Ground floor Only: Vision



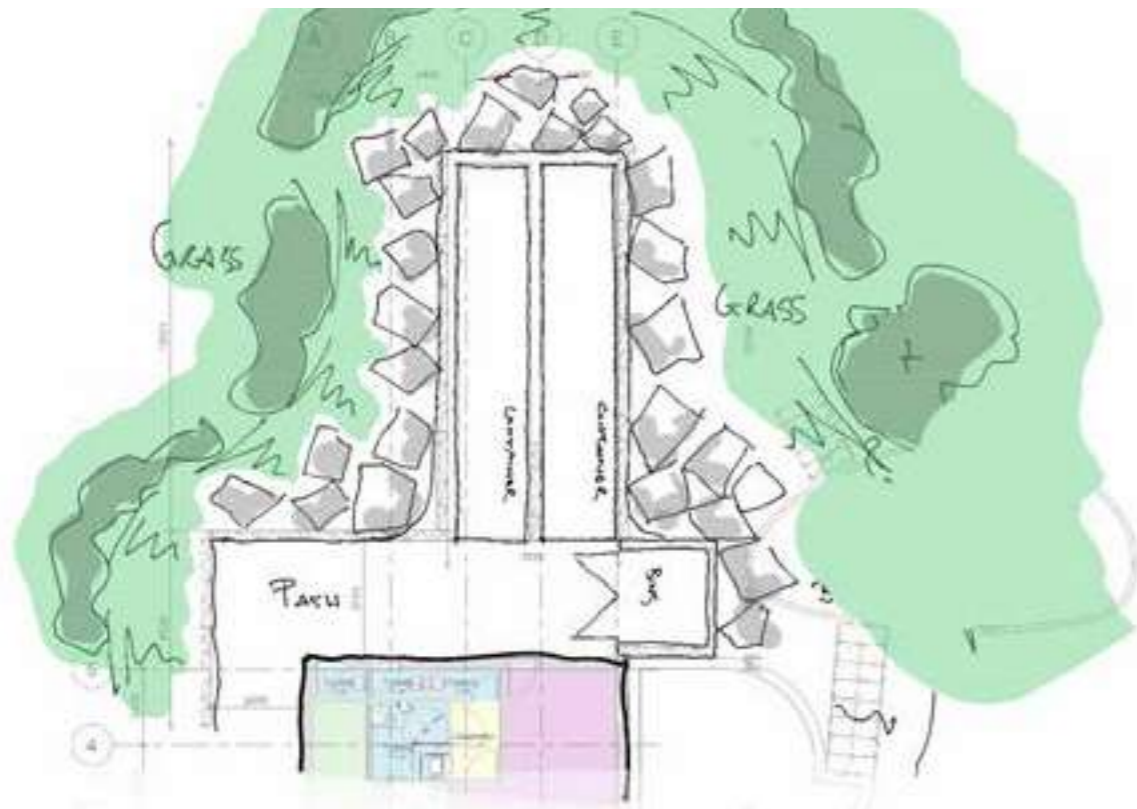
# THORESBY VALE CYCLE HUB

## 5.0 OPTION 2: Ground floor Only: Vision



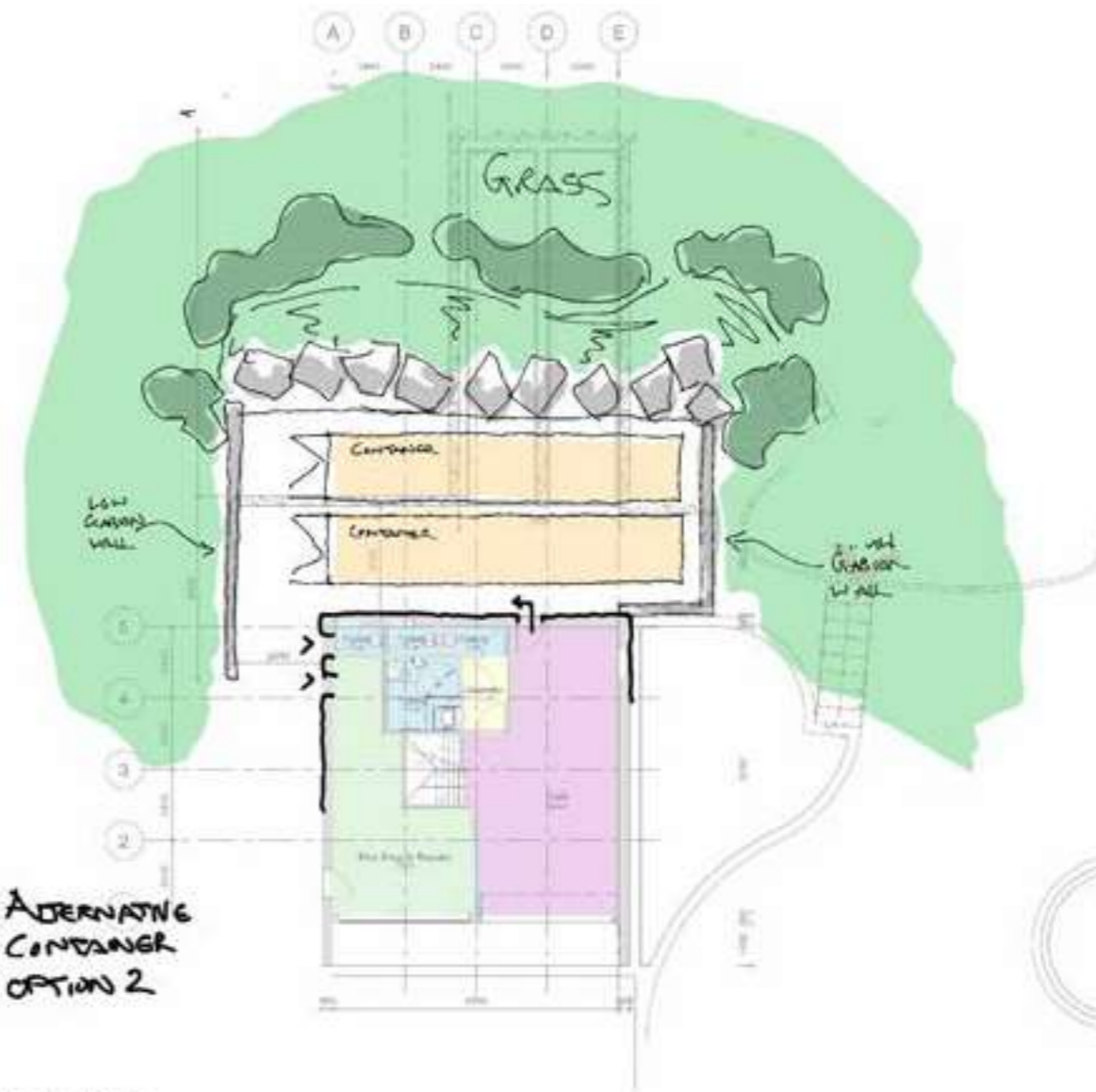
# THORESBY VALE CYCLE HUB

## 6.0 ALTERNATIVE STORAGE ARRANGEMENTS



ALTERNATIVE  
CONTAINER OPTION 1

SECTION



ALTERNATIVE  
CONTAINER  
OPTION 2





# THORESBY VALE CYCLE HUB

## 7.0 PRECEDENT







UK Offices

**Nottingham (Head Office)**

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**London**

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15-17 St Cross Street,  
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Global Offices

**Kuala Lumpur**

Unit 11-01A  
Vida Bukit Ceylon, Jalan Ceylon  
50200 Kuala Lumpur

+60 (0)3 2022 2105

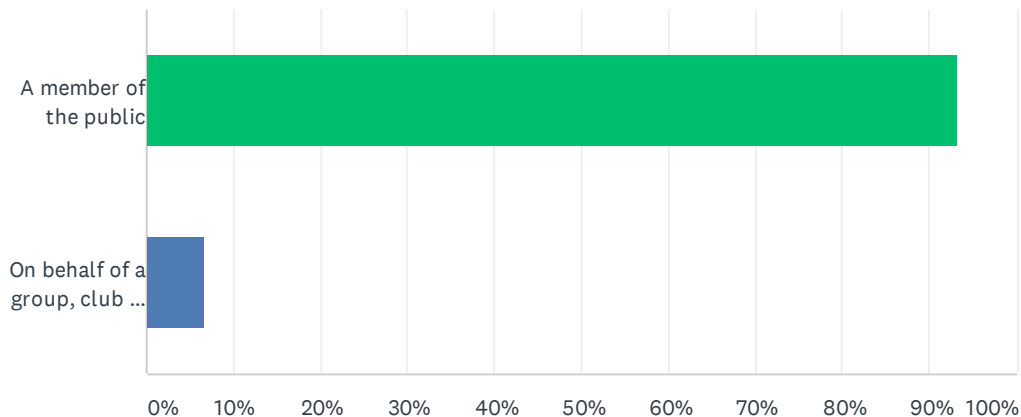
**Australia**

Level 1  
60 Miller St  
North Sydney, NSW 2060

+61 (0) 498 323 080

### Q1 Are you completing this survey as:

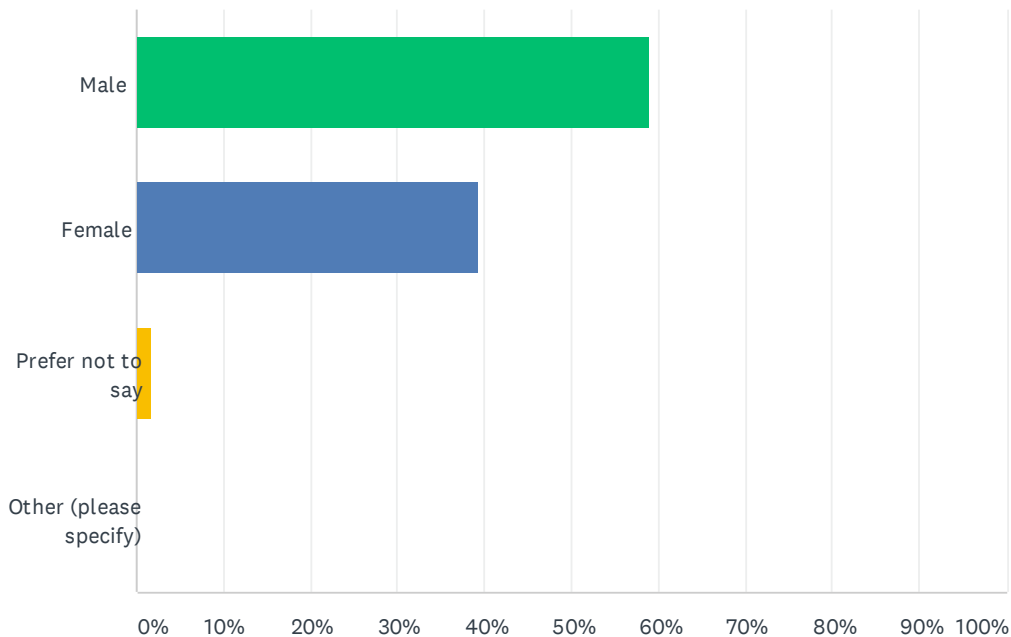
Answered: 136 Skipped: 0



ANSWER CHOICES	RESPONSES	
A member of the public	93.38%	127
On behalf of a group, club or organisation	6.62%	9
<b>TOTAL</b>		<b>136</b>

## Q2 What gender do you identify as?

Answered: 117 Skipped: 19

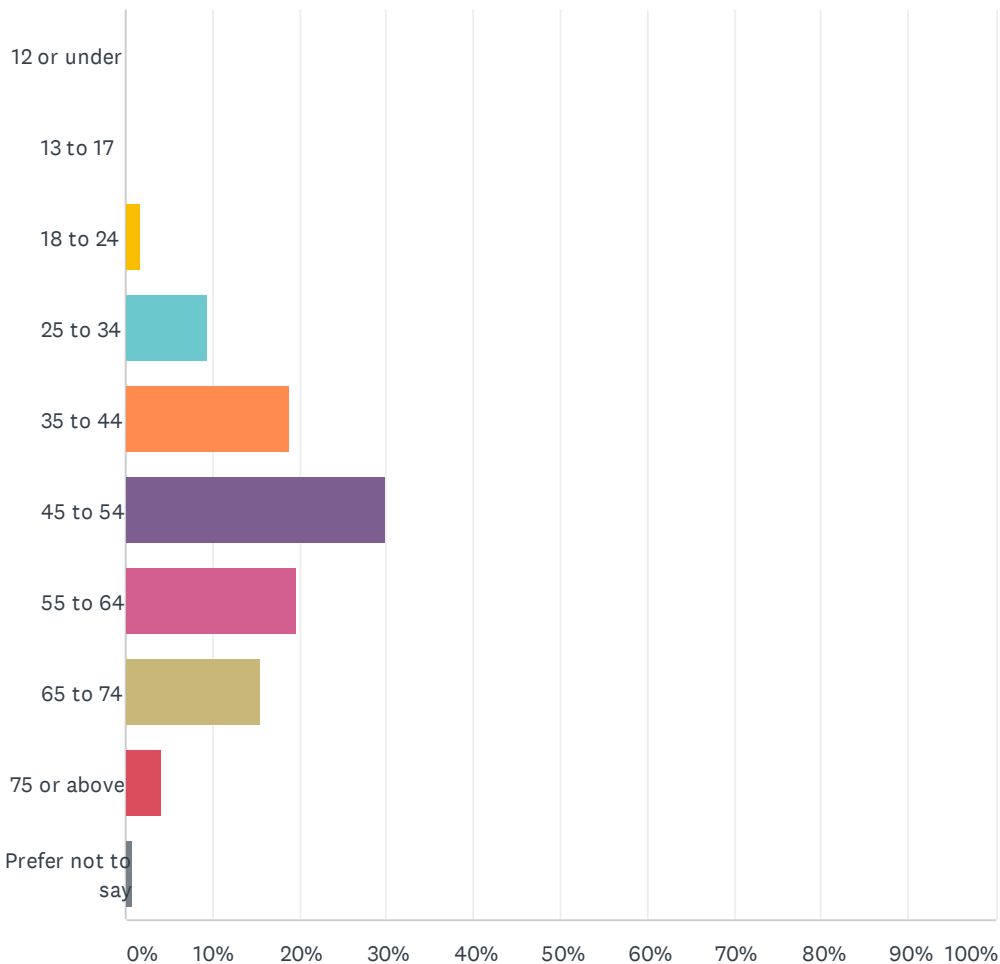


ANSWER CHOICES	RESPONSES	
Male	58.97%	69
Female	39.32%	46
Prefer not to say	1.71%	2
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>117</b>

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

### Q3 What is your age?

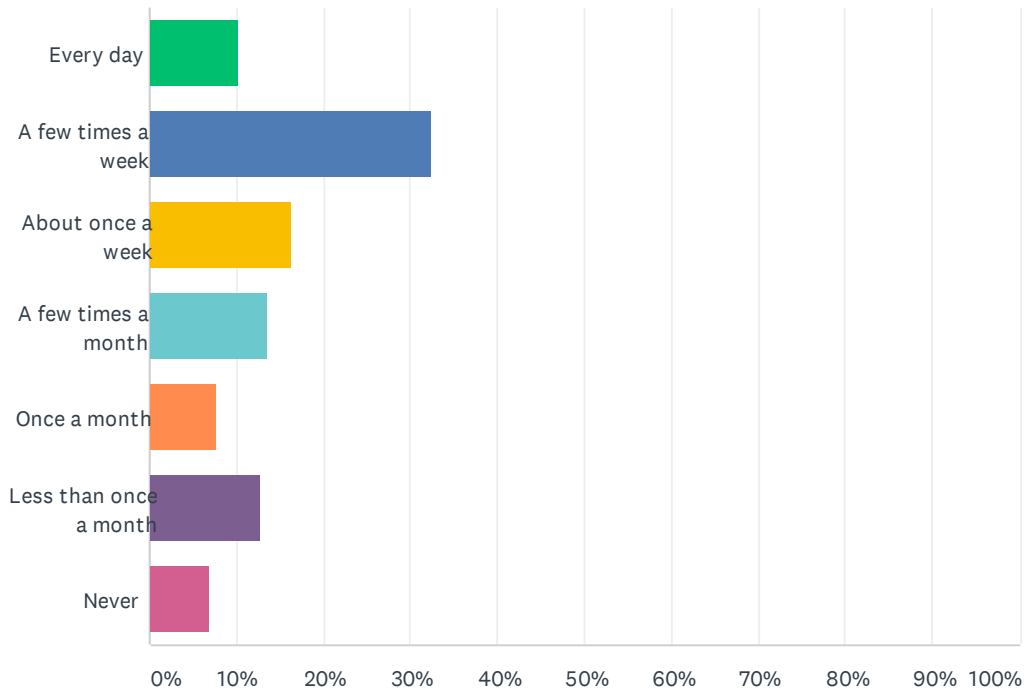
Answered: 117 Skipped: 19



ANSWER CHOICES	RESPONSES	
12 or under	0.00%	0
13 to 17	0.00%	0
18 to 24	1.71%	2
25 to 34	9.40%	11
35 to 44	18.80%	22
45 to 54	29.91%	35
55 to 64	19.66%	23
65 to 74	15.38%	18
75 or above	4.27%	5
Prefer not to say	0.85%	1
<b>TOTAL</b>		<b>117</b>

## Q4 On average, how often do you cycle?

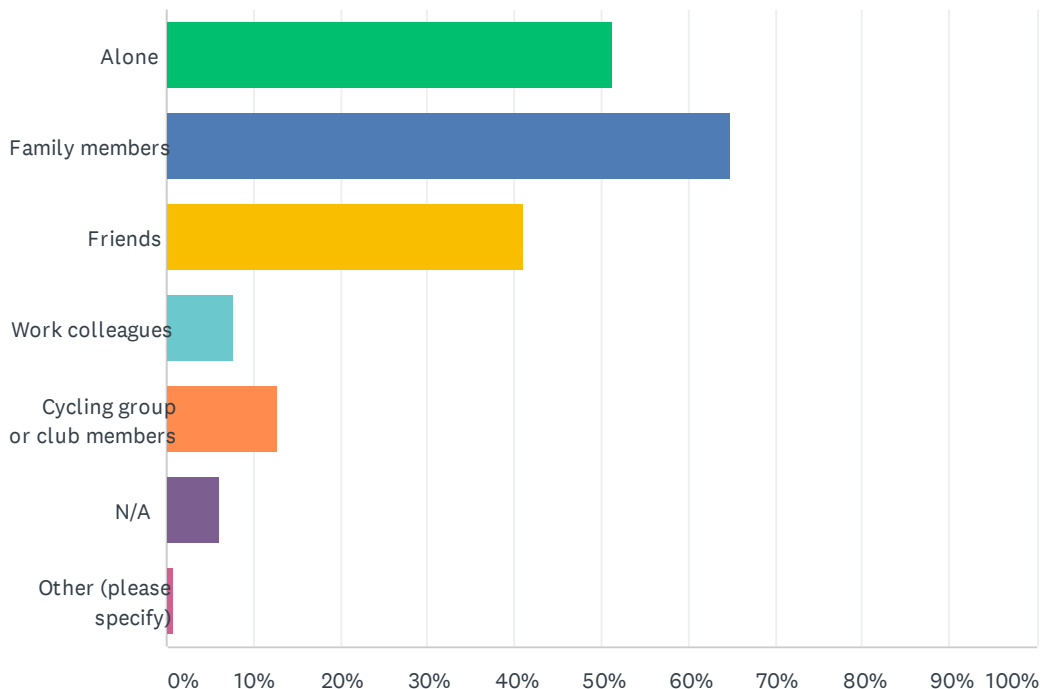
Answered: 117 Skipped: 19



ANSWER CHOICES	RESPONSES	
Every day	10.26%	12
A few times a week	32.48%	38
About once a week	16.24%	19
A few times a month	13.68%	16
Once a month	7.69%	9
Less than once a month	12.82%	15
Never	6.84%	8
<b>TOTAL</b>		<b>117</b>

## Q5 Who do you cycle with? Please choose all that apply.

Answered: 117 Skipped: 19



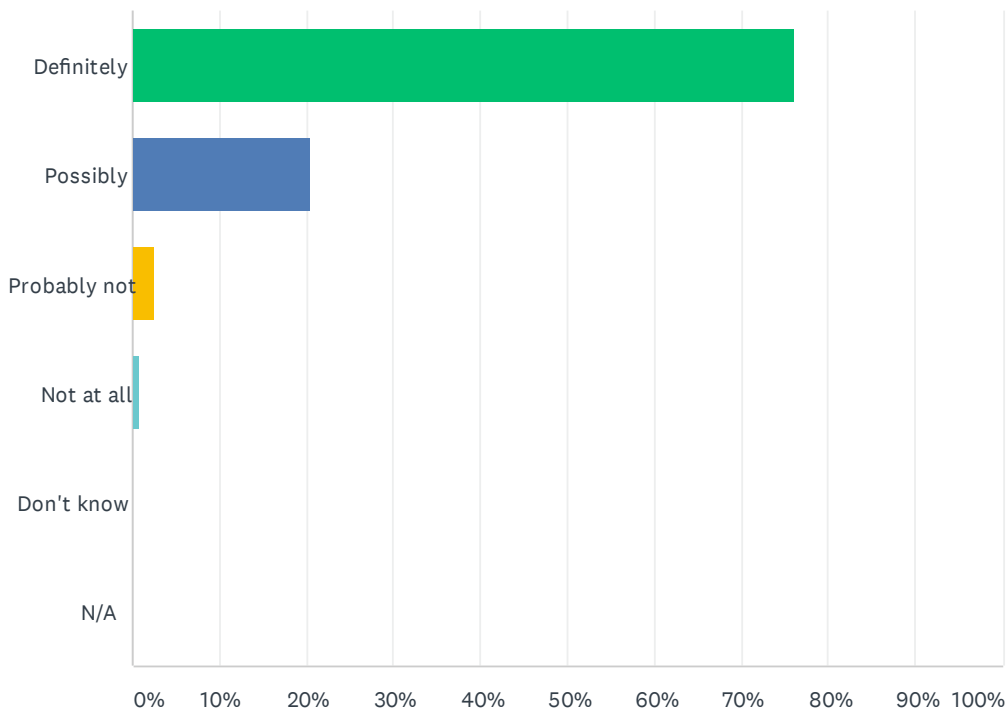
ANSWER CHOICES	RESPONSES
Alone	51.28% 60
Family members	64.96% 76
Friends	41.03% 48
Work colleagues	7.69% 9
Cycling group or club members	12.82% 15
N/A	5.98% 7
Other (please specify)	0.85% 1
Total Respondents: 117	

#	OTHER (PLEASE SPECIFY)	DATE
1	Carer - I use a mobility scooter instead of a cycle. But I wanted to fill in this survey. So everytime I put cycle its using my scooter.	11/11/2020 11:34 AM



### Q6 If you could easily access a traffic-free local cycling facility, would it increase your participation in cycling?

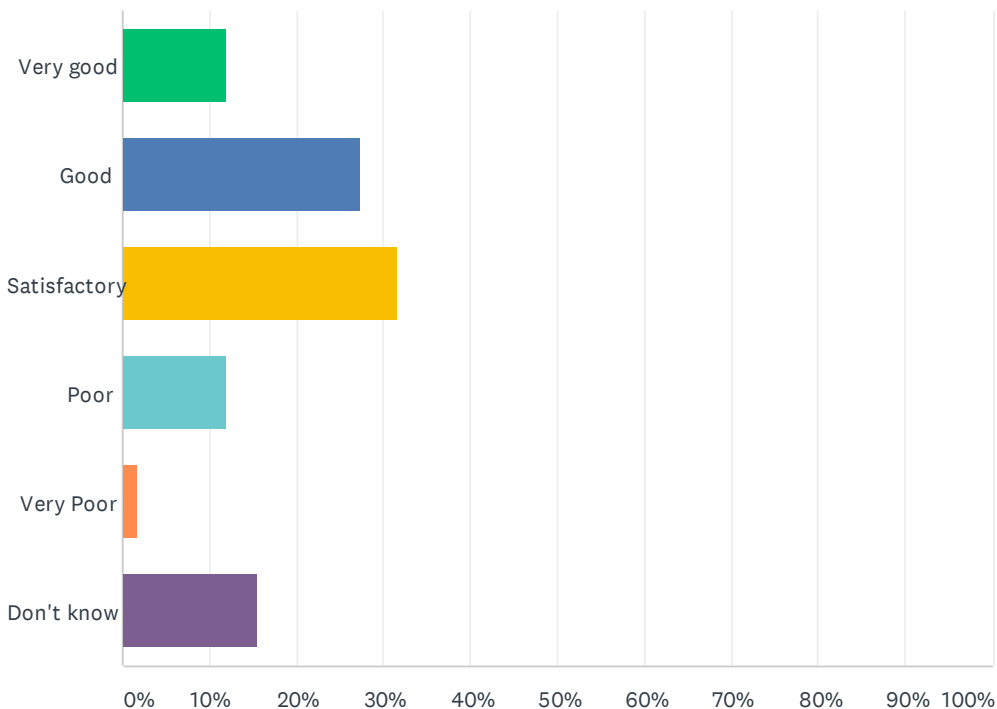
Answered: 117 Skipped: 19



ANSWER CHOICES	RESPONSES	
Definitely	76.07%	89
Possibly	20.51%	24
Probably not	2.56%	3
Not at all	0.85%	1
Don't know	0.00%	0
N/A	0.00%	0
<b>TOTAL</b>		<b>117</b>

## Q7 How would you rate current cycling facilities in the Sherwood Forest area?

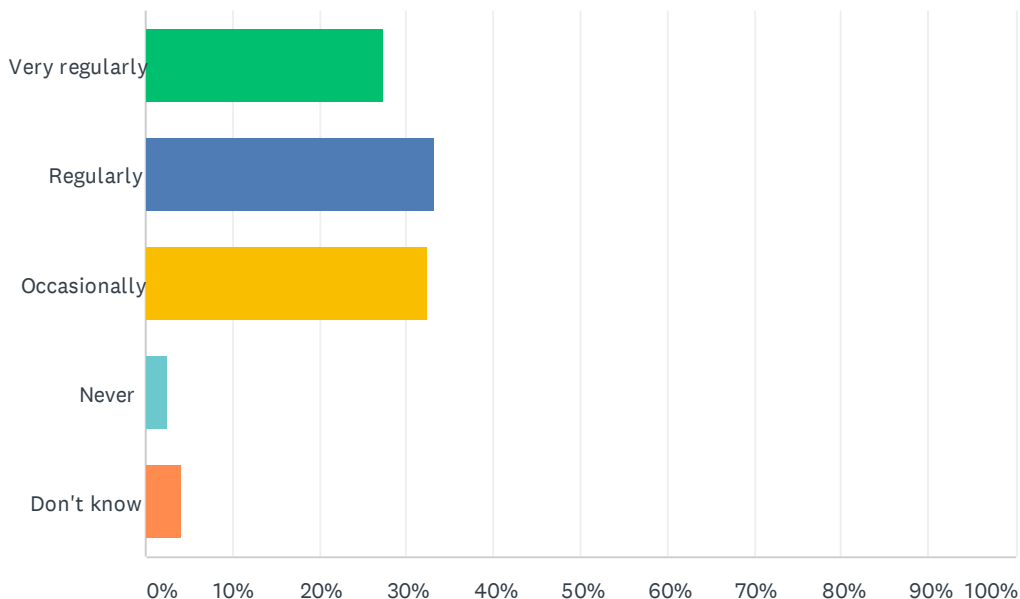
Answered: 117 Skipped: 19



ANSWER CHOICES	RESPONSES	
Very good	11.97%	14
Good	27.35%	32
Satisfactory	31.62%	37
Poor	11.97%	14
Very Poor	1.71%	2
Don't know	15.38%	18
<b>TOTAL</b>		<b>117</b>

### Q8 How often do you think you would use any new cycling facilities in the Sherwood Forest area?

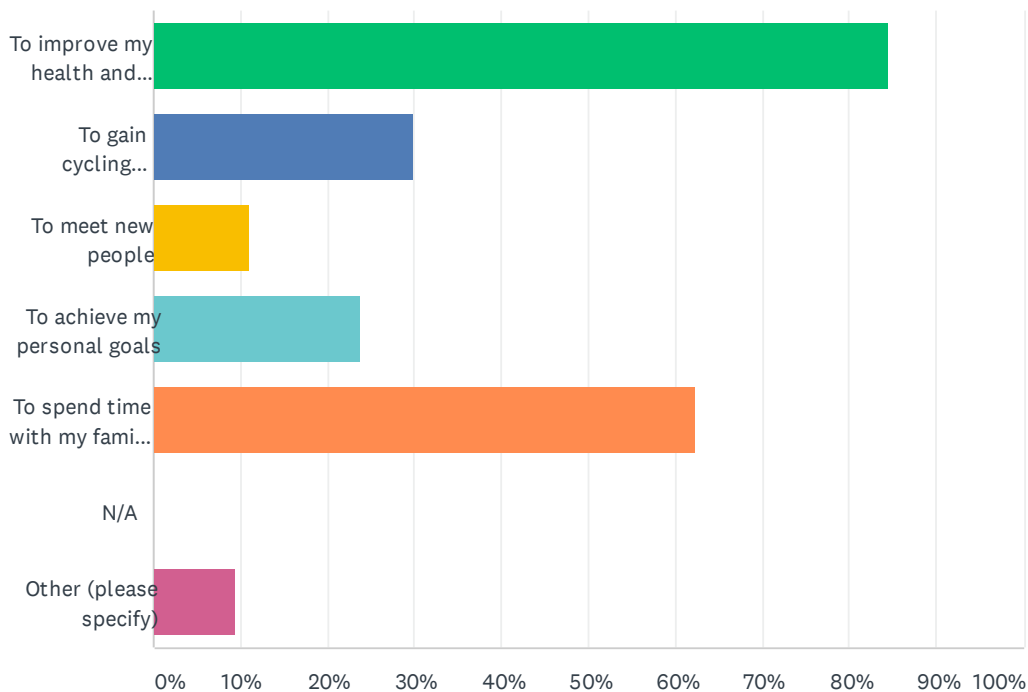
Answered: 117 Skipped: 19



ANSWER CHOICES	RESPONSES	
Very regularly	27.35%	32
Regularly	33.33%	39
Occasionally	32.48%	38
Never	2.56%	3
Don't know	4.27%	5
<b>TOTAL</b>		<b>117</b>

### Q9 What would be your main motivations to become a user of a new local cycling facility? Please choose all that apply.

Answered: 117 Skipped: 19



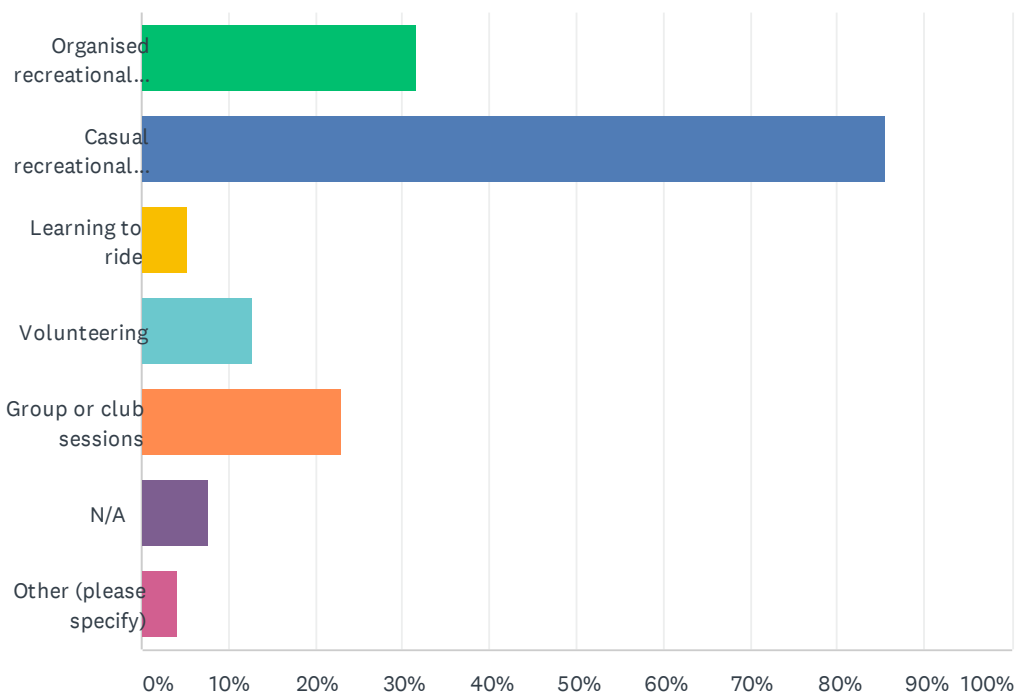
ANSWER CHOICES	RESPONSES	
To improve my health and wellbeing	84.62%	99
To gain cycling confidence in a safe, traffic-free environment	29.91%	35
To meet new people	11.11%	13
To achieve my personal goals	23.93%	28
To spend time with my family and friends	62.39%	73
N/A	0.00%	0
Other (please specify)	9.40%	11
Total Respondents: 117		

## Places to Ride - Thoresby Vale

#	OTHER (PLEASE SPECIFY)	DATE
1	to cover a larger area than I can walk comfortably	11/20/2020 4:55 PM
2	To enjoy the beauty of the trees and foliage.	11/20/2020 4:54 PM
3	Mountain bike trails are the imperitive here! Sherwood Pines is over run and too busy, the audience for high quality engaging single track MTB trails is enormous and Thoresby pit tip has the elevation to create something really useful and attractive. Alongside high end red and black trails, blue and green trails would cater for families and children but importantly allow them to progress as their skills and confidence develops. There are loads of excellent trail centres in the UK, come of the first centres every created (in the world) are ours, we have a tradition and Sherwood Forest deserves to have more than just the Pines as a go-to trail centre.	11/19/2020 8:18 PM
4	To enjoy the countryside	11/18/2020 7:51 AM
5	I don't drive	11/12/2020 8:49 PM
6	Fun	11/10/2020 10:42 PM
7	To coach other riders	11/10/2020 8:39 PM
8	to increase the variety of places i could cycle locally	11/9/2020 8:35 PM
9	To get to see more areas without using my car	11/9/2020 7:45 PM
10	To help people with dementia	11/9/2020 4:36 PM
11	To cycle in a safe environment without the worry of cars, crossing roads etc.	11/9/2020 4:26 PM

## Q10 What types of activities would you prefer to get involved in at a new local cycling facility? Please choose all that apply.

Answered: 117 Skipped: 19

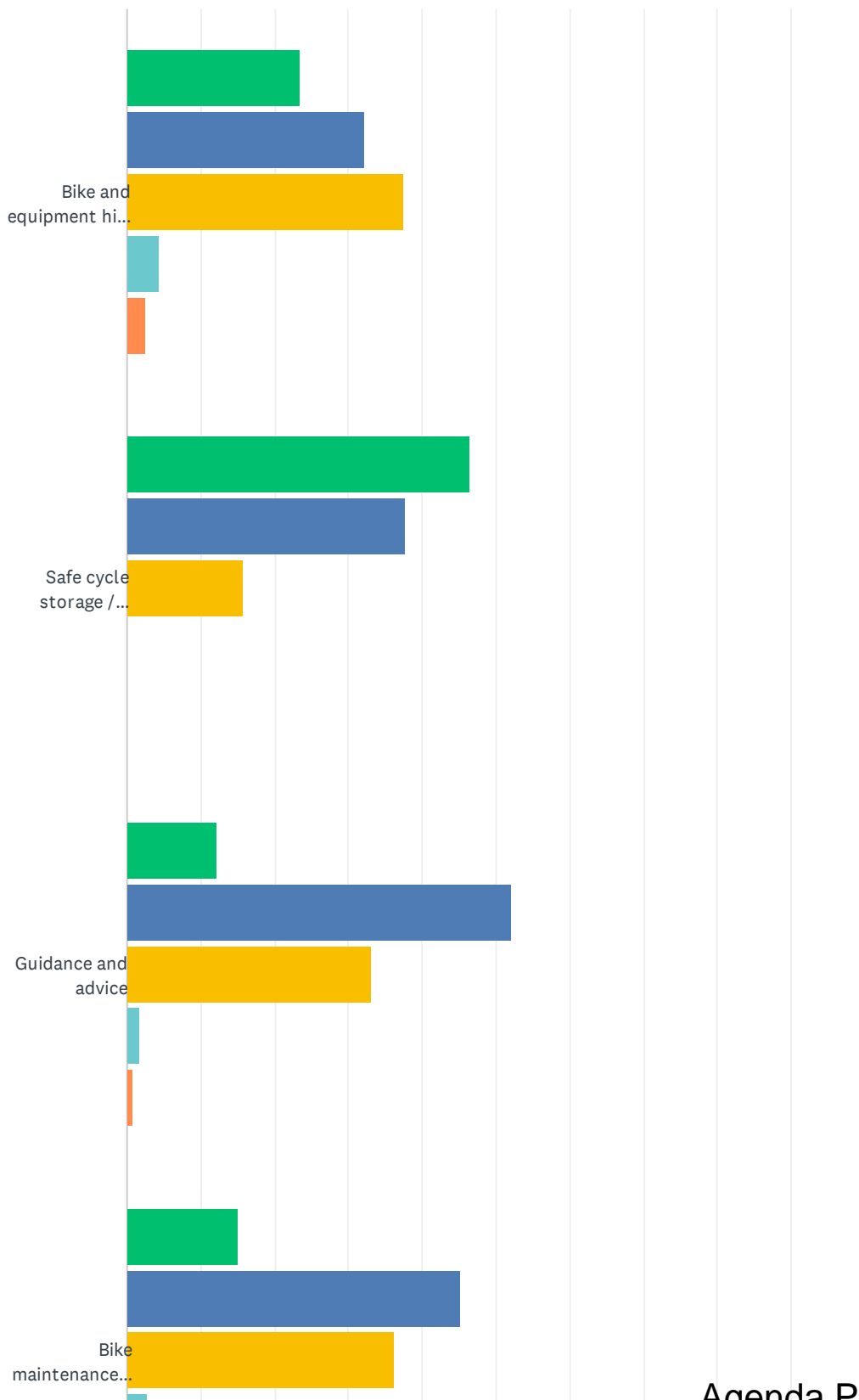


ANSWER CHOICES	RESPONSES	
Organised recreational rides (e.g. social rides, women's sessions, family rides)	31.62%	37
Casual recreational rides	85.47%	100
Learning to ride	5.13%	6
Volunteering	12.82%	15
Group or club sessions	23.08%	27
N/A	7.69%	9
Other (please specify)	4.27%	5
Total Respondents: 117		

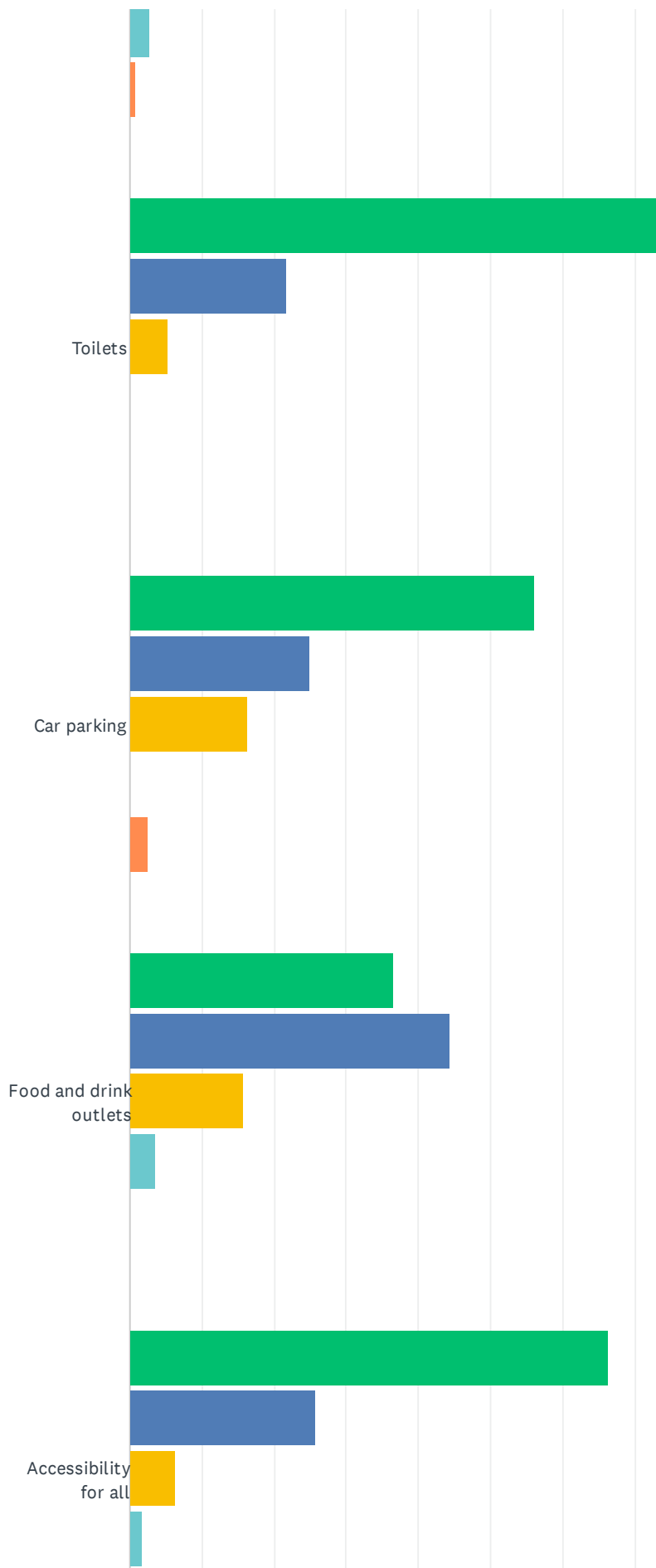
#	OTHER (PLEASE SPECIFY)	DATE
1	to be able to hire a pedal bike or preferably an electric one	11/20/2020 4:55 PM
2	VARIETY (and excellence in design) IS KEY. Me and my son (13) need engaging red and black graded trails, my wife and daughter want blue graded trails.	11/19/2020 8:18 PM
3	Just mainly want the safe lanes and faculties my increased	11/12/2020 8:49 PM
4	Accessible cycling - hand cycles specifically available for hire	11/11/2020 10:59 AM
5	Competition	11/10/2020 7:08 PM

# Q11 How important would the following additional facilities be to you as part of a new local cycling facility?

Answered: 117 Skipped: 19

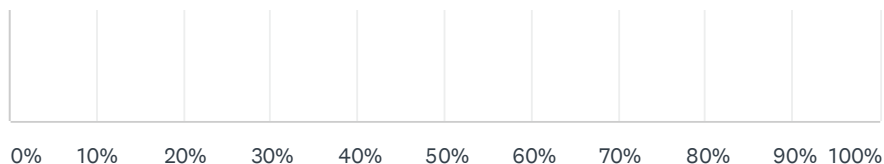


Places to Ride - Thoresby Vale





## Places to Ride - Thoresby Vale



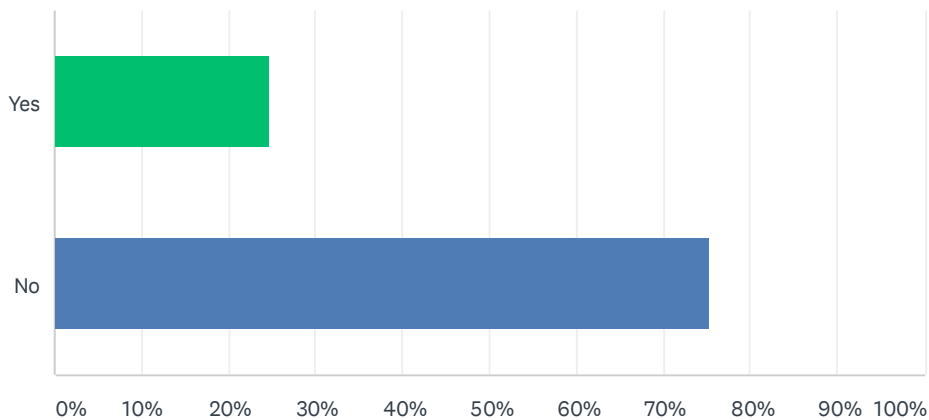
■ Very important   
 ■ Quite important   
 ■ Not important   
 ■ Don't know  
■ N/A

	VERY IMPORTANT	QUITE IMPORTANT	NOT IMPORTANT	DON'T KNOW	N/A	TOTAL	WEIGHTED AVERAGE
Bike and equipment hire for all abilities	23.48% 27	32.17% 37	37.39% 43	4.35% 5	2.61% 3	115	0.81
Safe cycle storage / parking	46.49% 53	37.72% 43	15.79% 18	0.00% 0	0.00% 0	114	1.31
Guidance and advice	12.17% 14	52.17% 60	33.04% 38	1.74% 2	0.87% 1	115	0.77
Bike maintenance service	15.04% 17	45.13% 51	36.28% 41	2.65% 3	0.88% 1	113	0.76
Toilets	73.04% 84	21.74% 25	5.22% 6	0.00% 0	0.00% 0	115	1.68
Car parking	56.03% 65	25.00% 29	16.38% 19	0.00% 0	2.59% 3	116	1.41
Food and drink outlets	36.52% 42	44.35% 51	15.65% 18	3.48% 4	0.00% 0	115	1.17
Accessibility for all	66.37% 75	25.66% 29	6.19% 7	1.77% 2	0.00% 0	113	1.58

#	OTHER (PLEASE SPECIFY)	DATE
1	Need cycle lanes to the facility from nearby villages, e.g. Wellow	11/20/2020 5:15 PM
2	Bike hire offer should include options at the top end of the MTB scale, see what has been provided at Sherwood Pines, this is not the 'high end'.	11/19/2020 8:18 PM
3	Walking routes too	11/18/2020 7:51 AM
4	Trails for all levels of experience	11/17/2020 9:29 PM
5	Access from local roads safely without having to use the car to transport bikes there	11/15/2020 2:21 PM
6	Electric bike hire	11/12/2020 6:23 PM
7	Wheelchair friendly for recumbent hand cyclists	11/11/2020 2:52 PM
8	Availability for disabled people. You dont seem to have that on this survey.	11/11/2020 11:34 AM
9	As a disabled person, I'm deeply concerned the "Accessibility for All" is even a question - it's actually a legal requirement that any facility is accessible to disabled people	11/10/2020 8:39 PM
10	Good links to the other cycle paths and bridleways	11/10/2020 1:13 PM

### Q12 Would you like to provide any other comments about potential new cycling facilities at Thoresby Vale?

Answered: 117 Skipped: 19



ANSWER CHOICES	RESPONSES	
Yes	24.79%	29
No	75.21%	88
TOTAL		117

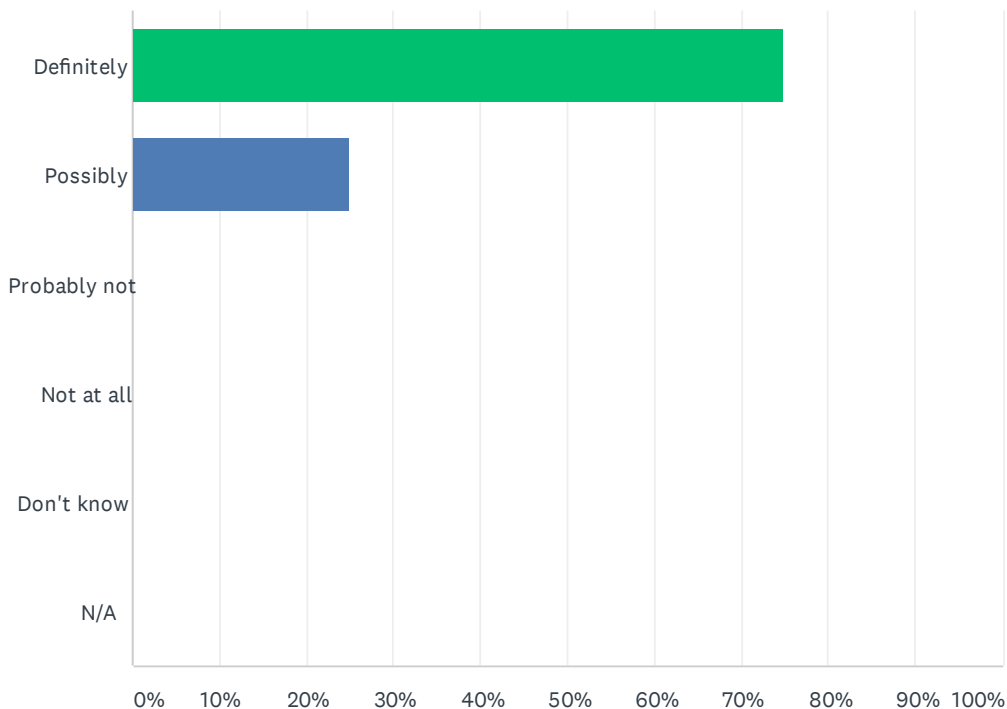
### Q13 Which group, club or organisation are you completing this survey on behalf of?

Answered: 4 Skipped: 132

#	RESPONSES	DATE
1	Experience Community	11/12/2020 11:40 PM
2	Experience community	11/12/2020 1:30 AM
3	Blossom Homes Ltd	11/10/2020 10:27 AM
4	FNACP	11/9/2020 4:11 PM

### Q14 If members of your group, club or organisation could easily access a traffic-free local cycling facility, would it increase their participation in cycling?

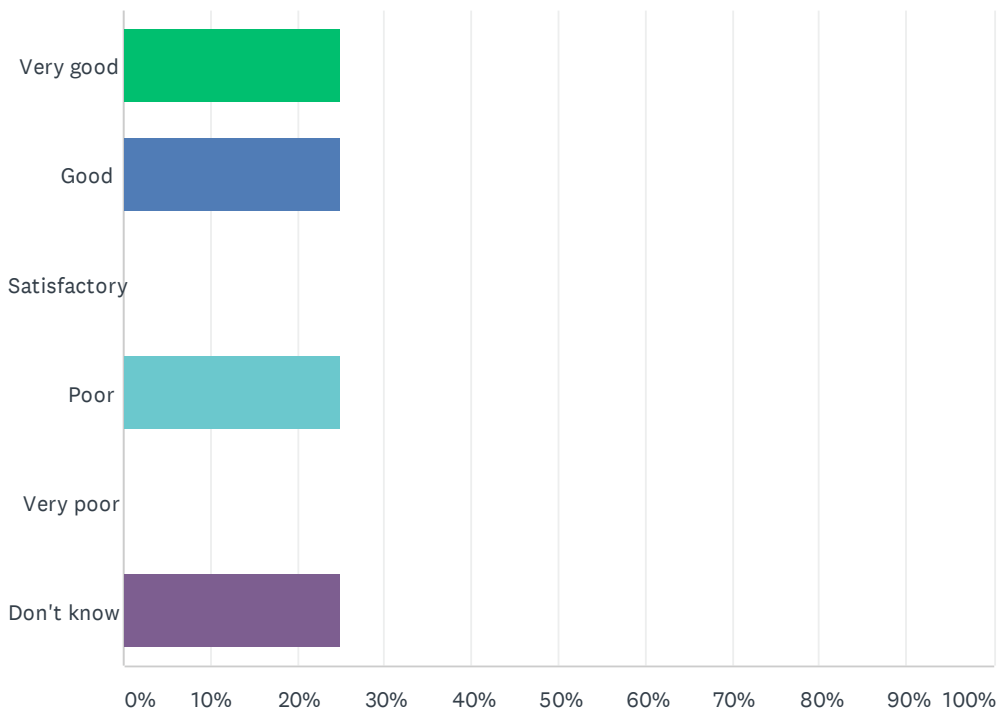
Answered: 4 Skipped: 132



ANSWER CHOICES	RESPONSES
Definitely	75.00% 3
Possibly	25.00% 1
Probably not	0.00% 0
Not at all	0.00% 0
Don't know	0.00% 0
N/A	0.00% 0
<b>TOTAL</b>	<b>4</b>

## Q15 How would you rate current cycling facilities in the Sherwood Forest area?

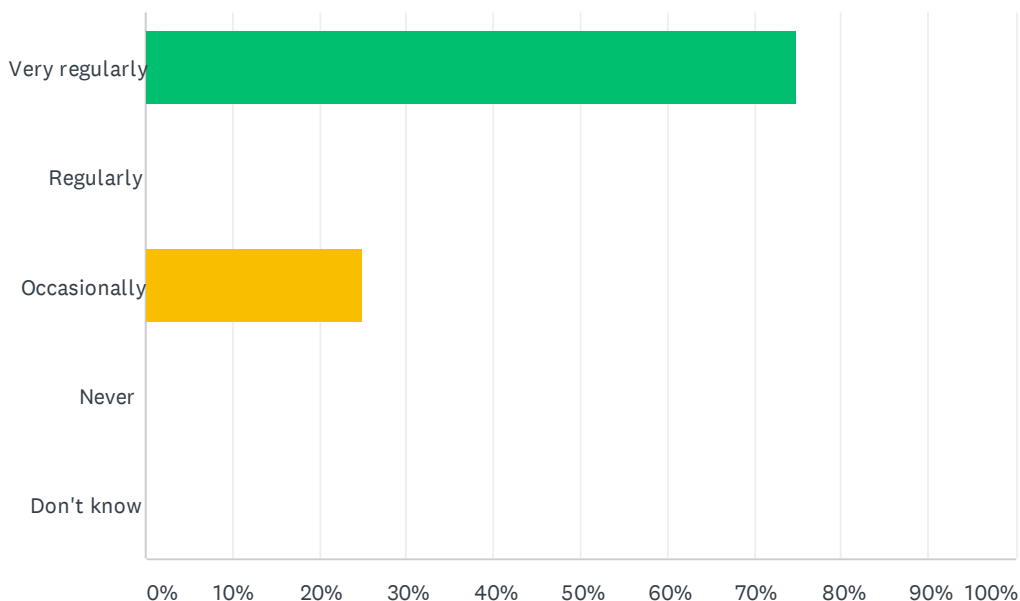
Answered: 4 Skipped: 132



ANSWER CHOICES	RESPONSES	
Very good	25.00%	1
Good	25.00%	1
Satisfactory	0.00%	0
Poor	25.00%	1
Very poor	0.00%	0
Don't know	25.00%	1
<b>TOTAL</b>		<b>4</b>

### Q16 How often do you think members of your group, club or organisation would use any new cycling facilities in the Sherwood Forest area?

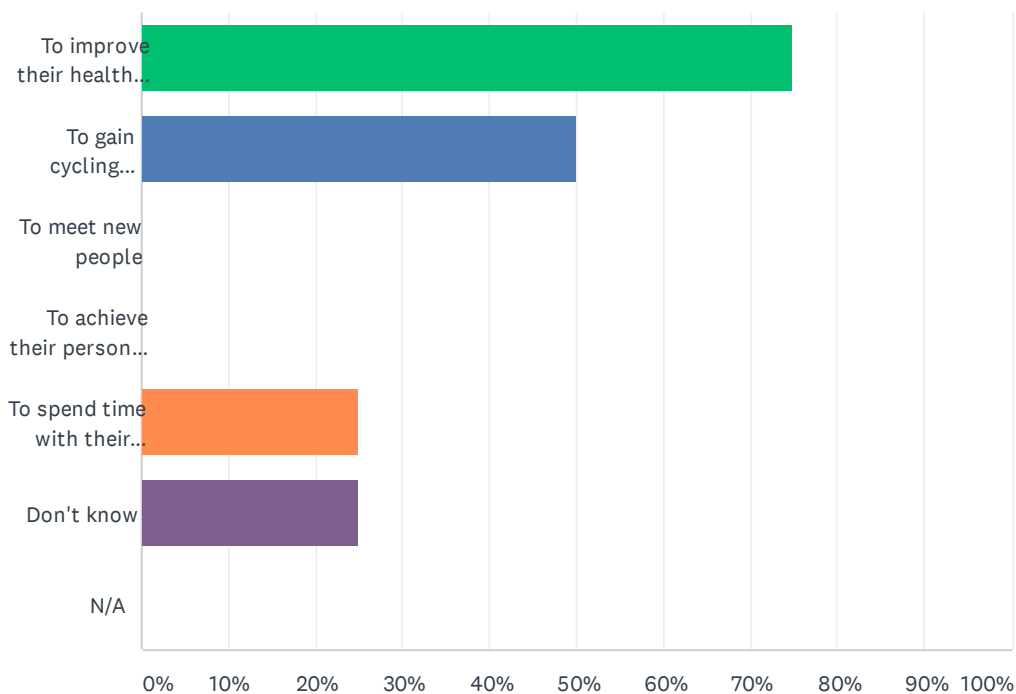
Answered: 4 Skipped: 132



ANSWER CHOICES	RESPONSES
Very regularly	75.00% 3
Regularly	0.00% 0
Occasionally	25.00% 1
Never	0.00% 0
Don't know	0.00% 0
<b>TOTAL</b>	<b>4</b>

### Q17 What would be the main motivations for members of your group, club or organisation to become users of a new local cycling facility? Please choose all that apply.

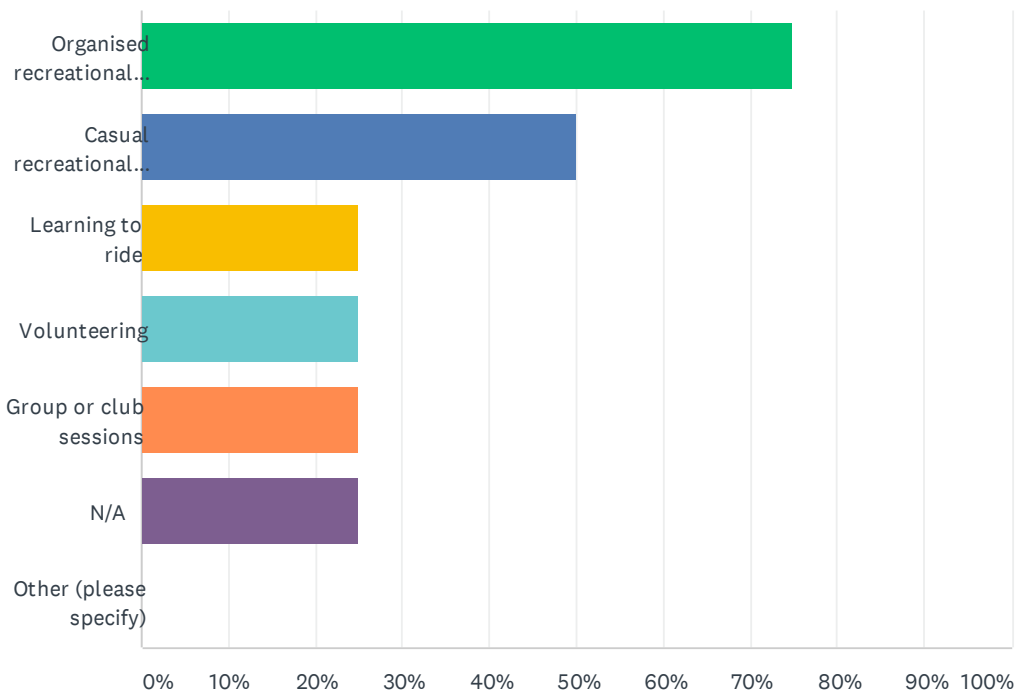
Answered: 4 Skipped: 132



ANSWER CHOICES	RESPONSES	
To improve their health and wellbeing	75.00%	3
To gain cycling confidence in a safe, traffic-free environment	50.00%	2
To meet new people	0.00%	0
To achieve their personal goals	0.00%	0
To spend time with their family and friends	25.00%	1
Don't know	25.00%	1
N/A	0.00%	0
Total Respondents: 4		

**Q18 What types of activities do you think members of your group, club or organisation would potentially get involved in at a new local cycling facility?  
Please choose all that apply.**

Answered: 4 Skipped: 132



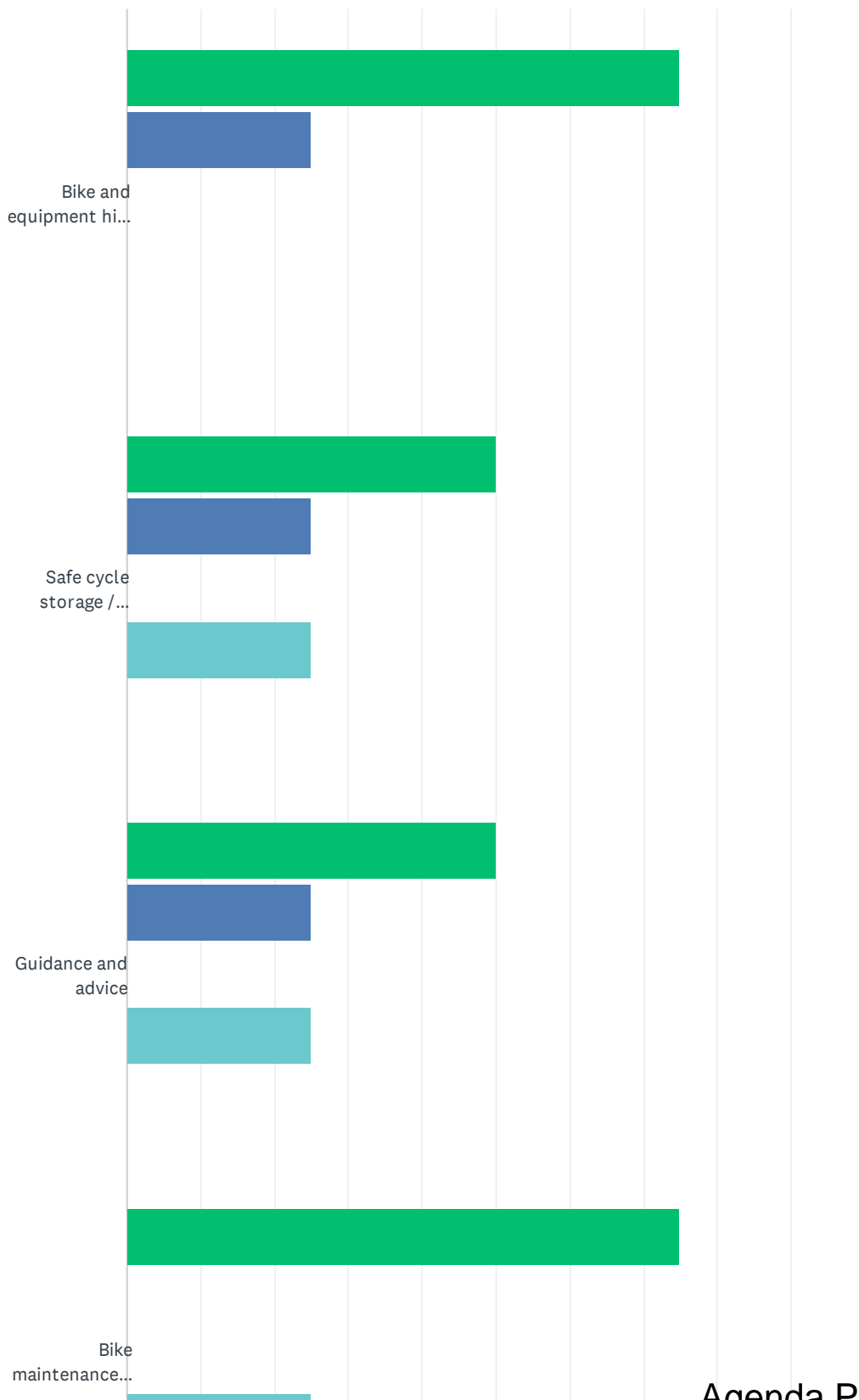
ANSWER CHOICES	RESPONSES	
Organised recreational rides (e.g. social rides, women's sessions, family rides)	75.00%	3
Casual recreational rides	50.00%	2
Learning to ride	25.00%	1
Volunteering	25.00%	1
Group or club sessions	25.00%	1
N/A	25.00%	1
Other (please specify)	0.00%	0
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

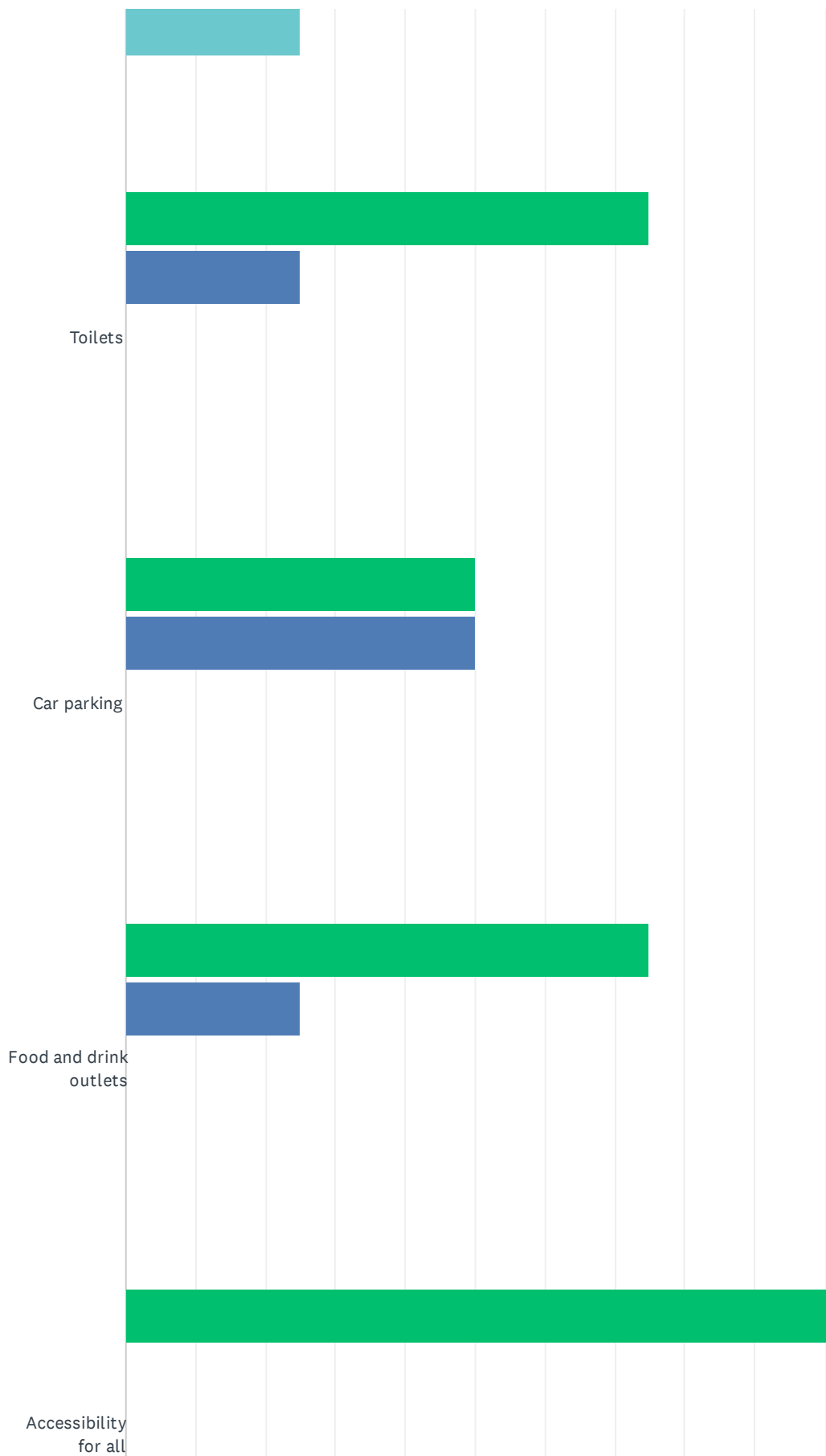


# Q19 How important would the following additional facilities be to members of your group, club or organisation as part of a new local cycling facility?

Answered: 4 Skipped: 132



Places to Ride - Thoresby Vale



## Places to Ride - Thoresby Vale



0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

■ Very important  
 ■ Quite important  
 ■ Not important  
 ■ Don't know  
■ N/A

	VERY IMPORTANT	QUITE IMPORTANT	NOT IMPORTANT	DON'T KNOW	N/A	TOTAL	WEIGHTED AVERAGE
Bike and equipment hire for all abilities	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	4	1.75
Safe cycle storage / parking	50.00% 2	25.00% 1	0.00% 0	25.00% 1	0.00% 0	4	1.25
Guidance and advice	50.00% 2	25.00% 1	0.00% 0	25.00% 1	0.00% 0	4	1.25
Bike maintenance service	75.00% 3	0.00% 0	0.00% 0	25.00% 1	0.00% 0	4	1.50
Toilets	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	4	1.75
Car parking	50.00% 2	50.00% 2	0.00% 0	0.00% 0	0.00% 0	4	1.50
Food and drink outlets	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	4	1.75
Accessibility for all	100.00% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4	2.00

**Q20 Please provide any other comments you would like to make about potential new cycling facilities at Thoresby Vale.**

Answered: 29 Skipped: 107

## Places to Ride - Thoresby Vale

#	RESPONSES	DATE
1	Please install electric car chargers on site as well	11/21/2020 12:14 PM
2	Needs to be opened up to the public for walking and cycling.	11/21/2020 11:42 AM
3	I live in the village and apart from Sherwood Pines there are no dedicated cycle lanes in or around the village. It is not everyone who wishes to cycle on mountain type paths particularly older cyclists. It would be helpful if there were cycle lanes that are a part of the road network in and around Edwinstowe for example cycling from Edwinstowe to Ollerton is a dangerous journey. We used to visit Thoresby Estate and around the village of Perlethorpe but this has now been blocked off for cycling. I have occasionally cycled around London and it is better and safer than cycling around here.	11/20/2020 8:22 PM
4	There are excellent rides around the area, Sherwood Pines, Clumber, etc. I would like to see details of what is the concept or plan first. Our immediate area has plenty of rides available so just maybe any investment could go into supporting these ?	11/20/2020 7:46 PM
5	This ought to be part of a network of cycle lanes and routes so people can reach the facility safely on their bicycles. At present I would feel unsafe cycling there from Wellow as there are no cycle lanes/paths and it is too dangerous and thus I would not be able to cycle there to use the facility.	11/20/2020 5:17 PM
6	This would be an excellent place for seniors to meet and join in group cycling and as part of a local U3A we would make much use of this facility.	11/20/2020 5:12 PM
7	it would be good to link the proposed cycle route with the National Cycle route that is in place locally through our wooded areas. ( perhaps you already plan to do this if the scheme goes ahead.)	11/20/2020 4:59 PM
8	It would be fantastic to be able to cycle to the summit of the old pit tip to be able to take advantage of the views	11/20/2020 10:40 AM
9	Thoresby Vale should act as a 'hub' along with Sherwood Pines. To encourage cross over and wider exploration, the existing bridleways and some new safe trails need developing. Thoresby Hall parkland needs opening up to the public - put some pressure on the estate at the right level. Links to the SF VC are obvious, but beyond that, cycle links through to Clumber and Welbeck should be encouraged. Welbeck Estates should also be pressured to open up and be more cycling friendly.	11/19/2020 8:23 PM
10	It would be great if there could be a safe cycle link between Thoresby Vale, Sherwood Pines and Sherwood Forest and maybe Center Parcs	11/19/2020 6:08 PM
11	As A mountain biker I have always seen the area as a potential for making a great cycle area.	11/17/2020 9:30 PM
12	I would love to be able to ride to thoresby Vale from Ollerton safely with my family ..it's seems ridiculous to have to put the bikes on the car to get out for a ride	11/15/2020 2:23 PM
13	There is a huge lack of cycling facilities throughout the UK in general. Thoresby Vale facilities would be enjoyed by all generations of cyclists.	11/12/2020 11:40 PM
14	We used to ride everywhere when we lived in Peterborough which has proper cycle routes for getting around town. I used to cycle to work. We have lived in Edwinstowe now for over 30 years and while I don't want to buy a bike I would love to ride an electric bike for recreation and fitness (electric as I have a weak left leg) although I suspect I would be a fair weather cyclist these days.	11/12/2020 6:30 PM
15	Cycling isn't just a leisure activity. I'd like to see a well-planned development so people can cycle to local amenities in safety and use cycling as a way to get to the shops, to school etc. Some new developments lock in car dependency if there aren't convenient walking or cycling routes to connect the development to amenities.	11/12/2020 3:53 PM
16	N/a	11/12/2020 1:30 AM
17	Thoresby & Sherwood Forest is such an amazing place to cycle and take in the views - more facilities are so important for this area to bring more people to enjoy it	11/11/2020 9:55 PM
18	Full access for disable riders and toilets	11/11/2020 5:37 PM
19	Thoresby Vale is developing as a truly sustainable mixed community looking to add the	11/11/2020 4:26 PM

## Places to Ride - Thoresby Vale

diversity of facilities required to provide an exemplar precedent for new residential regeneration areas. This, coupled with it's access to wider cycling networks, forest and countryside area would make this a great addition to the area.

20	There are people that would use your cycling facilities with other equipment such as mobility scooters, wheelchairs etc. Please give us recognition as there are many many places that are too difficult to use. We need to be out in the countryside too.	11/11/2020 11:34 AM
21	Please provide separate trails or lanes for cyclists and walkers rather than shared trails. Walkers get fed up of cyclists and vice versa	11/10/2020 10:31 PM
22	It would be immensely valuable if the facility were accessible to paracyclists and maybe even had equipment for use. In my day job I run a handcycling programme and I can tell you that there is a big need for paracycling compatible facilities, especially with decent equipment available - not the typical disabled "tootle around the block" bikes	11/10/2020 8:43 PM
23	In recent years Leicester and Doncaster have had dedicated cycling facilities built that have proven very successful, a facility in the heart of Nottinghamshire would be widely used and appreciated by cyclists of all levels from across the region	11/10/2020 7:11 PM
24	Cycling around Thoresby Vale would be ok but to venture further out into Sherwood Forest would be concerning. The paths are already really busy with horse riding, cyclists and walkers. Encouraging more people on bicycles would just lead to overcrowding and conflict.	11/10/2020 6:23 PM
25	Accessible routes for people across the area would be vital, whether worksop, mansfield, cuckney/bolsover, ollerton etc. Getting to and from facilities on traffic free infrastructure would improve my family's ability to use whatever facilities exist.	11/10/2020 5:45 PM
26	Good signage. Circular routes that have little or no contact with roads. Routes for all abilities.	11/10/2020 2:01 PM
27	I've only been riding bike trails for about a year now and it has transformed my life, a good set of varied difficulty trails (green/blue/red and black trails) and a good pump track for beginners is a must for new riders. Bike jump parks are becoming ever more popular so having one of them with again varied difficulty levels would be great.	11/9/2020 7:40 PM
28	It would be good to provide dedicated mountain bike routes but also offer family friendly routes. Our current bike routs at sherwood pines are good but they don't have enough waring signs on routes where I ride fast and members of the public get confused and walk on the tracks.	11/9/2020 6:21 PM
29	concerned the main entrance road into Thoresby Vale could quickly become a race track, making me nervous to use on bike. shame there isn't a cycle path already included or measures to slow motorists	11/9/2020 4:43 PM

## ECONOMIC DEVELOPMENT COMMITTEE

13 JANUARY 2021

### ECONOMIC DEVELOPMENT REVENUE AND CAPITAL FORECAST OUTTURN REPORT TO 31 MARCH 2021 AS AT 30 NOVEMBER 2020

#### **1.0 Purpose of Report**

1.1 This report compares the Revised Budgets for the period ending 31 March 2021 with the Projected Outturn forecast for the period, based on meetings with Financial Services staff and the appropriate Business Manager. These are based on eight months' performance information on the Council's revenue and capital budgets, including:-

- General Fund (GF) Revenue
- Capital Programme

1.2 It was requested by Members at the Policy & Finance Committee during February 2020 that reports were presented to individual Committees, for noting, for them to understand the financial position of their Committee.

#### **2.0 Background Information**

2.1 Attached is the Policy & Finance report to be tabled at 21 January Committee which details the forecast financial position to 31 March 2021 of the Council as at 30 November 2020.

2.2 The current position for the Council is a variance of between £0.078m (unfavourable) and £(0.022)m (favourable). This is prior to any return funding from the Nottinghamshire Business Rates Pool, for which S151 Officers across the County are working to review the position.

2.3 The forecast outturn position for the Economic Development Committee is an unfavourable variance of £0.632m. The main reasons for this variance are in **Appendix 1** of the attached Policy & Finance Committee report.

2.4 It should be noted that the projected outturn variances are still somewhat indicative, and that these will become more accurate in subsequent months, as officers continue to refine budgets and forecasts in light of the latest information available.

#### **3.0 Financial Implications (FIN20-21/8806)**

3.1 The financial implications are all contained within the report to Policy & Finance Committee 21 January which is attached to this report.

#### **4.0 RECOMMENDATION**

**That the contents this report be noted.**

**Reason for Recommendation**

**To inform Members of the proposed forecast outturn position for Economic Development Committee as at 30 November 2020.**

**Background Papers**

Nil

For further information please contact Nick Wilson, Business Manager – Financial Services on Ext. 5317

Sanjiv Kohli  
Deputy Chief Executive, Director - Resources and Section 151 Officer



**POLICY & FINANCE COMMITTEE**  
**21 JANUARY 2021****GENERAL FUND, HOUSING REVENUE ACCOUNT (HRA) AND CAPITAL PROJECTED OUTTURN**  
**REPORT TO 31 MARCH 2021 AS AT 30 NOVEMBER 2020****1.0 Purpose of Report**

1.1 This report compares the Revised Budgets for the period ending 31 March 2021 with the Projected Outturn forecast for the period, based on meetings with Financial Services staff and the appropriate Business Manager. These are based on eight months' performance information on the Council's revenue and capital budgets, including:-

- General Fund (GF) Revenue
- Housing Revenue Account (HRA)
- Capital Programme

**2.0 Background Information**

2.1 The Council's Constitution states that the Section 151 Officer shall present to the Policy & Finance Committee, at least twice in each financial year, budgetary control statements showing performance against the approved estimates of revenue expenditure and income. The appropriate Chief Officer will report on any major variances from planned budget performance.

2.2 Where it appears that the amount included under any head of the approved budget is likely to be exceeded or the budgeted amount of income under any head is unlikely to be reached then Business Managers are required to find savings elsewhere in their budget. In circumstances where savings cannot be identified it will be necessary to consult with the Section 151 Officer and ultimately take a report to the Policy & Finance Committee.

**3.0 Proposals****Overview of General Fund Revenue Projected Outturn for 2020/21**

3.1 The accounts show a projected unfavourable variance against the revised budget of £0.942m on Service budgets, with an overall unfavourable variance of £0.478m as shown in the table below. This is based on meetings which took place with Business Managers in mid-December, therefore does not account for changes in expenditure/income resulting from Newark and Sherwood being in the Very High (tier 3) Local COVID Alert Level (LCAL) between 02/12/2020 – 30/12/2020, nor the Stay at Home (tier 4) LCAL from 31/12/2020.

	<b>Original Budget £'m</b>	<b>Revised Budget £'m</b>	<b>Projected Outturn £'m</b>	<b>Variance £'m</b>
Economic Development	1.724	2.261	2.894	0.632
Homes & Communities	2.418	2.501	2.452	(0.049)
Leisure & Environment	3.759	3.587	3.829	0.242
Policy & Finance	4.280	6.406	6.524	0.117
<b>Net Cost of Services</b>	<b>12.182</b>	<b>14.756</b>	<b>15.698</b>	<b>0.942</b>
Other Operating Expenditure	3.904	29.105	29.005	(0.100)

Finance & Investment Income/Expenditure	(0.009)	(0.264)	(0.144)	0.120
Taxation & Non-Specific Grant Income	(19.714)	(46.469)	(47.160)	(0.691)
<b>Net Cost of Council Expenditure</b>	<b>(3.638)</b>	<b>(2.872)</b>	<b>(2.601)</b>	<b>0.271</b>
Transfer to/(from) Usable Reserves	3.082	2.316	2.523	0.207
Transfer to/(from) Unusable Reserves	0.556	0.556	0.556	0.000
Transfer to/(from) General Reserves	0.000	0.000	(0.478)	(0.478)

3.2 As can be seen from the table above there are variances projected in service areas and other budgets. Looking at the underlying trends, the detailed variances by Committee can be further summarised and these are shown at **Appendix A**.

3.3 Service Budgets managed by the Business Managers is currently predicting an unfavourable variance of £0.942m and represents 6.4% of the total service budgets.

3.4 The main reason for a projected unfavourable variance of £0.942m against service budgets is because the council predicts to receive £1.719m less income from sales, fees and charges (SFC) than budgeted for. The council estimates that it will be able to claim between £0.400m and £0.500m from the government in compensation for lost SFC income. This would reduce the projected overall unfavourable variance of £0.478m to between £0.078m and a favourable variance of £0.022m.

Projected overall unfavourable variance (before compensation)	£0.478m
Estimated compensation for lost sales, fees and charges income	£(0.400)m - £(0.500)m
<b>Projected overall variance (after compensation)</b>	<b>£0.078m - £(0.022)m</b>

3.5 As the premise of the Income Support Scheme is based on net losses to the Council, this means that the Council must seek to reduce spend where appropriate in order to mitigate losses. Three claims must be made, each based on four-month tranches. £0.384m was claimed for in total as part of the first two tranches, based on £0.647m of total lost income being declared. The £0.183m claimed for as part of tranche 1 (April 2020 – July 2020) was received in December 2020. There will be a reconciliation process at year-end as part of the final tranche 3 claim.

3.6 The Nottinghamshire Business Rates Pool may also return some funding to the council for 2020/21, though it cannot currently be quantified how much this may be, as it is based on the non-domestic rates (NDR, or 'business rates') income received by all authorities within the pool. Officers across Nottinghamshire are working to review the position, albeit this will be difficult to predict as the landscape for businesses is currently so volatile. Nottinghamshire S151 officers keep this under review during the year to assess the latest information collated across the County. This will then be fed into future forecast outturn reports.

3.7 Non-Service expenditure is expected to have a favourable variance against the revised budget of £0.671m. The £0.120m unfavourable variance against Finance & Investment

Income/Expenditure primarily relates to the reduction in forecast investment interest income being more than the reduction in forecast interest spend.

- 3.8 The £0.791m variance across the Other Operating Expenditure and Taxation & Non-Specific Grant Income lines relates to the following additional grant income that the council has received that was not budgeted for and/or is not expected to be fully spent:

<b>Grant</b>	<b>£'m</b>
COVID-19: emergency funding for local government tranche 4 allocation	0.338
Administration of the Small Business Grant Fund; Retail, Hospitality and Leisure Grant Fund; and Local Authority Discretionary Grant Fund (£0.170m + £0.077m)	0.247
Allocation of Additional Restrictions Grant towards Business Support	0.100
Local Authority Compliance and Enforcement Grant	0.056
Administration of the COVID-19 Test and Trace Support Payments	0.026
Administration of the Council Tax Hardship Fund	0.023
	<b>0.791</b>

- 3.9 In the report to this Committee on 26/11/2020, the overall unfavourable variance of £1.094m assumed that the tranche 4 COVID allocation of £0.338m from Ministry of Housing, Communities and Local Government (MHCLG) would be transferred to reserves, and that the £0.170m funding to administer the Small Business Grant Fund and Retail, Hospitality and Leisure Grant Fund would be used on the costs of administering these grants. It is now proposed that, in addition to the £0.170m, to use the £0.338m tranche 4 allocation and £0.077m funding received to administer the Local Authority Discretionary Grant Fund to mitigate the overall unfavourable variance on the General Fund in 2020/21. It is anticipated that the use of these grants (£0.585m), together with the Income Support Scheme funding, will result in the GF being balanced at year-end.
- 3.10 The variance in relation to the remaining grants (£0.207m) is currently forecasted to be transferred to reserves, as per the 'Variance' on the 'Transfer to/(from) Usable Reserves' line. The £0.100m allocation of the Additional Restrictions Grant towards business support relates to a business resilience initiative proposed by the Business Manager – Economic Growth, and is being transferred to reserves in order to be spent during 2021/22. Where the remaining funds are needed throughout the year for additional spend, they will be allocated and a reduced amount forecasted to be transferred to reserves.
- 3.11 The council is also aware that it will receive further funding, such as for COVID compliance and contact tracing from Nottinghamshire County Council, based on defrayed expenditure. The allocation of this is £0.248m and Finance officers are currently working with other BM's in order to allocate this funding.
- 3.12 It should be noted that the projected outturn variances are still somewhat indicative, and that these will become more accurate in subsequent months, as officers continue to refine budgets and forecasts in light of the latest information available.
- 3.13 The council has received £1.821m grant funding from MHCLG for additional COVID-19 related cost pressures over four tranches. Additional costs the Council has incurred due to COVID have been borne centrally rather than by individual services for transparency/clarity, and so as to not overstate 2020/21 spend on mainstream services.

3.14 Each year, the government announces which reliefs that business rate payers will be eligible for, and how much grant it will compensate councils with for income councils can no longer directly receive from businesses (because of the aforementioned business rate reliefs). Prior to 2020/21, the council has typically received around £2m annually in compensation grant. In 2020/21, because of the Expanded Retail Discount, the council will receive more than £18m in compensation grant. Though the grant relates to the Collection Fund, accounting regulations require it to be paid into the General Fund. There will therefore be a large deficit in the council's Collection Fund at year-end, and, conversely, a large surplus in its General Fund which will need to be transferred to reserves to pay for the Collection Fund deficit. MHCLG are developing guidance for local authorities on the appropriate accounting arrangements.

#### Overview of Projected Housing Revenue Account (HRA) Outturn for 2020/21

3.15 With reference to the 'Variance' column in the table below, the HRA accounts show a projected favourable variance against the revised budget of £2.042m as follows:

	Original Budget £'m	Revised Budget £'m	Projected Outturn £'m	Variance £'m
Expenditure	17.508	17.354	15.683	(1.670)
Income	(24.255)	(24.100)	(24.467)	(0.367)
<b>Net Cost of HRA Services</b>	<b>(6.746)</b>	<b>(6.746)</b>	<b>(8.796)</b>	<b>(2.037)</b>
Other Operating Expenditure	0.489	0.033	0.033	0.000
Finance & Investment Income/Expenditure	3.789	3.789	3.783	(0.006)
Taxation & Non Specific Grant Income	(0.520)	(0.520)	(0.520)	0.000
<b>(Surplus)/Deficit on HRA Services</b>	<b>(2.989)</b>	<b>(3.445)</b>	<b>(5.487)</b>	<b>(2.042)</b>
<b>Movements in Reserves</b>				
Transfer to/(from) Usable Reserves	1.628	1.628	2.233	0.605
Transfer to/(from) Unusable Reserves	(6.581)	(6.581)	(6.546)	0.035
Transfer to Major Repairs Reserve	7.942	8.398	9.801	1.402
<b>Total</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>

- 3.16 This is the first full financial year in which the budget integrates all expenditure and income that Newark and Sherwood Homes Ltd used to formally manage on the council's behalf.
- 3.17 Since February 2020, officers have been working with budget holders in the Housing, Health and Wellbeing directorate to assess the resources required to manage the council's social housing stock.
- 3.18 A report by Savills in 2018/19 identified the potential for the council to realise £0.950m in savings from reintegrating social housing management services back in-house. Officers have currently identified £1.053m in savings through the deletion of vacant posts and surplus resources within services. £0.362m of this has been reinvested, largely in new posts such as the Director of Housing, Health and Wellbeing's post and the Business Manager posts to be appointed to.
- 3.19 An annual £0.691m is therefore available from savings generated by the reintegration that can be reinvested into the council's social housing management services. It is currently assumed that another £0.051m will be used during the remainder of this financial year.
- 3.20 Due to the current pandemic, the plans identified within the report tabled at the Policy & Finance Committee during April 2020 have not yet been realised and hence the £0.691m above remains unallocated. Proposals to reinvest the efficiencies will be put forward to the Homes and Communities Committee for consideration and approval. These proposals will be a mixture between reoccurring investment and one-off initiatives. Once agreed these will be built into the base HRA financial Business Plan.
- 3.21 The projected outturn for the year is a net transfer to reserves of £2.042m. The prudent level of reserve set on the HRA working balance is still £2m which would remain constant. As proposed in the table above, the favourable variance identified from the efficiencies generated as a result of reintegrating the housing service would be allocated into a strategic revenue reserve (£0.640m), with the balance of the surplus (£1.402m) then to be transferred into the Major Repairs Reserve to finance future capital expenditure.
- 3.22 The main reasons for the projected favourable outturn variance of £2.042m are:

Services: a significant number of posts temporarily vacant	(0.725)
Efficiencies: net efficiencies generated from bringing housing management services back into the council	(0.640)
Anticipated additional rental income	(0.441)
Favourable variances on utilities, postage, telephones and training	(0.202)
Other variances	(0.034)
<b>Total</b>	<b>(2.042)</b>

#### **Overview of Projected Capital Outturn 2020/21**

- 3.23 The table below summarises the position for the Capital Programme to the end of November 2020 and is split between General Fund and Housing Revenue Account.

	<b>Revised Approved Budget £'m</b>	<b>Revised budget updated for Approval £'m</b>	<b>Actual Spend to November 2020 £'m</b>	<b>Forecast Outturn £'m</b>

General Fund	33.816	14.382	2.962	14.382
HRA	24.429	21.524	7.823	21.039
<b>Total</b>	<b>58.245</b>	<b>35.906</b>	<b>10.785</b>	<b>35.421</b>

3.24 Actual spend to date has been significantly lower than previous years as a proportion of the budget, mainly due to COVID-19 and the subsequent lockdown period. However, much of the spend has started to catch up. As per below a large amount of budget is being profiled to next financial year, though this isn't only due to delays caused by COVID. The HRA investment programme is expecting a favourable variance of **-£0.485m** at this point in time.

3.25 As projects are developed and spending commitments are made, budget requirements can change. It is a requirement that Policy & Finance Committee approve all variations to the Capital Programme. Following the meeting of 26 November 2020, the total approved budget was £58.245m. The additions and amendments that now require approval are detailed in **Appendix C** and summarised as follows:

Additions/Reductions	£0.137m
Reprofiles	<b>-£22.477m</b>
<b>Total</b>	<b>-£22.340m</b>

3.26 If these variations are approved, then the revised budget will be reduced to £35.906m. A more detailed breakdown at scheme level, including some comments on projects progress, can be found at **Appendices D** (General Fund) and **E** (HRA).

### Capital Programme Resources

3.27 The Capital resources available to the Council are not static. Capital receipts are generated throughout the year, additional grants and contributions are paid to the Council, and borrowing may be increased to fund some projects.

3.28 In summary, the revised budget of £35.906m will be financed as follows, with every attempt to minimise the impact on the Council's revenue budget:

	<b>General Fund £'m</b>	<b>HRA £'m</b>	<b>Total £'m</b>
Borrowing	5.869	6.572	12.441
External Grants & Contributions	3.539	0.830	4.369
Capital Receipts	0.897	4.079	4.976
Community Infrastructure Levy	0.620	0.000	0.620
Revenue Contributions	3.457	10.043	13.500
<b>Total</b>	<b>14.382</b>	<b>21.524</b>	<b>35.906</b>

### Capital Receipts

3.29 The Council has been successful in securing a number of capital receipts for both general fund and HRA in previous years, and continues to do so. The current level of capital receipts is detailed in the table below:

	<b>General Fund £'m</b>	<b>HRA Receipts £'m</b>	<b>HRA 1-4-1 Receipts £'m</b>	<b>Total £'m</b>
<b>Balance at 1st April 2020</b>	<b>1.209</b>	<b>2.440</b>	<b>1.805</b>	<b>5.454</b>
Received up to end of November 2020	0.000	0.708	0.472	<b>1.180</b>
Estimated receipts for remainder of the financial year	0.102	0.500	0.215	<b>0.817</b>
Approved for financing	0.897	1.989	2.090	<b>4.976</b>
<b>Available Capital receipts balance at 31 March 2021</b>	<b>0.202</b>	<b>1.659</b>	<b>0.402</b>	<b>2.263</b>
Estimated Receipts 2021/22 - 2023/24	2.472	1.000	2.437	<b>5.909</b>
Approved for Financing 2021/22 - 2023/24	2.875	1.924	1.761	<b>6.560</b>
<b>Estimated Uncommitted Balance</b>	<b>0.011</b>	<b>0.735</b>	<b>1.078</b>	<b>1.824</b>

- 3.30 The RTB receipts for Replacement Homes (known as 1-4-1 Receipts) are retained through a RTB agreement. Under the terms of that agreement, the RTB receipts have to be spent on new supply of affordable housing within three years of arising, or have to be returned to the government with penalty interest payable. In light of the impact of COVID-19 on the construction industry, MHCLG has temporarily extended the deadline by which certain RTB receipts must be spent by. The original deadline to spend these receipts by 30 June 2020 has twice been extended: first to 31 December 2020, and now to 31 March 2021.

#### **4.0 Financial Implications (FIN20-21/6996)**

- 4.1 All of the financial implications are set out in the body of the report.
- 4.2 As per paragraph 3.21 the HRA is currently predicting an additional transfer of £1.402m to the Major Repairs Reserve.
- 4.3 With regard to the General Fund revenue outturn, the variance of between £0.078m (unfavourable) and £(0.022)m (favourable) represents a variance of less than 1% of the overall General Fund budget.
- 4.4 With regard to capital, any savings on projects will be assessed and used to meet additional demands, or to fund the Council's Capital Programme in future years.

#### **5.0 RECOMMENDATIONS that:**

- (a) the General Fund projected unfavourable outturn variance of between £0.078m (unfavourable) and £(0.022)m (favourable) be noted;
- (b) the Housing Revenue Account projected favourable outturn variance of £2.042m be noted;
- (c) the variations to the Capital Programme at Appendix C be approved; and
- (d) the Capital Programme revised budget and financing of £35.906m be approved.

## **Reason for Recommendations**

**To update Members with the forecast outturn position for the 2020/21 financial year.**

## **Background Papers**

General Fund Monitoring Reports to 30 November 2020

Capital Financing Monitoring Reports to 30 November 2020

For further information please contact: Nick Wilson, Business Manager - Financial Services on Ext. 5317; Mohammed Sarodia, Assistant Business Manager - Financial Services on Ext. 5537; or Jenna Norton, Accountant on Ext. 5327

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**General Fund (GF) Revenue Outturn Variance Analysis by Committee as at 30 September 2020**

Favourable variances are bracketed and in red - £(0.123)m. Unfavourable variances are in black - £0.123m.

<b>Economic Development - £0.632m</b>	<b>£'m</b>
Heritage & Culture: reduced income, largely offset by reduced expenditure and additional grant income	0.032
Land Charges: reduced income, due to increase use of Environmental Information Regulations (EIR) requests for free search information, partly offset by increasing number of customers	0.026
Promotion of Tourism: less spend on market research, video production and search engine optimisation	(0.017)
Growth/Technical Support: vacant post	(0.014)
Development Management: vacant posts and increased income, largely from a large solar farm application	(0.209)
Planning Policy: reduced staffing spend due to a restructure not being implemented	(0.011)
Building Control: furloughed staff	(0.016)
Newark Beacon: reduced income, largely from workshop rents, catering and hire charges, and small increases in repairs and maintenance spend, partly offset by less supplies and services and NDR spend	0.132
Buttermarket: reduced income, largely because of rent reductions for existing tenants and first floor currently unoccupied	0.032
Former M&S Building: non-domestic rates (NDR) payable for the year due to change in budgeted assumptions	0.081
Surface Car Parks Newark: reduced income, slightly offset by reduced costs of rent and security services	0.607
Newark Lorry Park: reduced income, largely from rent allowances and change in budgeted assumptions, partly offset by over-budgeting of NDR payable.	0.021
Other small variances	(0.032)
<b>Total</b>	<b>0.632</b>
<b>Homes &amp; Communities - £(0.049)m</b>	<b>£'m</b>
Private Sector Speech Call: increased income because of an increase in customer demand	(0.023)
Strategic Housing: vacant posts slightly offset by unbudgeted housing needs assessment spend	(0.052)
Customer Services: vacant posts	(0.028)
Licensing: reduced income, largely from temporary event notices and vehicle licensing	0.013
CCTV: reduced income due to invoice dispute	0.011
Other small variances	0.030
<b>Total</b>	<b>(0.049)</b>
<b>Leisure &amp; Environment - £0.242m</b>	<b>£'m</b>
Waste & Recycling: greater than expected increase in number of garden waste collection customers, partly offset by increase in purchase of garden waste bins; reduced income from waste disposal, partly offset by reduced payment to Nottinghamshire County Council; and reduced income from trade refuse, partly offset by increased income from recycling	(0.010)
Street Scene Street Cleansing: budgeted cost of restructured service more than required	(0.030)
Environmental Health: vacant posts and reduced spend on mileage, partly offset by reduced income such as from licence and registration fees	(0.067)
Newark Livestock Market: largely due to reduced income, because financial performance of 2019-20 tenant worse than expected and no rent expected for 2020-21 or to be recovered related to previous years	0.378
Vehicle Pool and Workshop: reduced fuel and tyre costs largely offset by increased materials costs on older vehicles; and reduced income such as from MOT's	(0.001)
Other small variances	(0.028)
<b>Total</b>	<b>0.242</b>
<b>Policy &amp; Finance - £0.117m</b>	<b>£'m</b>
Elections and Democratic Services: mainly reduced spend on canvasser salaries, mileage and chauffeur services	(0.025)
Senior Leadership Team: vacant corporate projects manager and capital projects manager posts	(0.043)
Transformation & Communications: vacant posts	(0.045)
Administration Services: vacant posts	(0.049)
Rent Allowances/Rent Rebates: based on mid-year submission to Department for Work and Pensions (DWP)	0.129
Revenues & Benefits: additional unbudgeted grant income	(0.072)
Castle House: reduced income, largely from partners for cost of desk hire, partly offset by reduced spend on security, refreshments and catering	0.092
Corporate Property: vacant posts, and surveyors appointed at lower rates than budgeted	(0.130)
Coronavirus Costs: because budget for Housing Revenue Account (HRA) bad debt not expected to be required and less than budgeted spend for working from home (WFH) audits - see Appendix B	(0.130)
£400,000 saving budgeted for in-year vacancies council-wide (3.5% of total salaries plus oncosts budget)	0.400
Income Section: delayed recruitment to sundry debtor officer post	(0.011)
Risk Management: vacant post filled by temporary worker	0.012
Non-Distributed Costs: higher than anticipated one-off pension strain costs for employees who retired	0.015
Other small variances	(0.026)
<b>Total</b>	<b>0.117</b>
	<b>0.942</b>

**Comparison of budgeted and forecasted 2020/21 use of £1.483m Coronavirus-related government grants**

Service	Budgeted use of £1.483m (£m)	Forecasted use of £1.483m (£m)	Variance (£m)
Contribution towards Lorry Park Showers	0.035	0.037	0.002
Additional costs for Waste Management	0.155	0.148	(0.007)
Additional costs for Revenues and Benefits	0.012	0.014	0.002
Rough sleepers	0.010	0.012	0.001
ICT upgrades	0.010	0.010	0.000
Various safety checks	0.011	0.011	0.000
Hand wash & wipes	0.021	0.012	(0.009)
Face masks	0.001	0.003	0.002
Signs	0.004	0.006	0.002
Miscellaneous	0.011	0.022	0.011
Additional cleaning	0.062	0.034	(0.027)
Reintegration to Castle House for officers' information pack	0.001	0.001	0.000
Additional lanyards	0.000	0.000	0.000
Letter to residents within the District that were shielding	0.008	0.008	(0.000)
Queue barriers	0.001	0.001	0.000
Sneeze screens	0.019	0.017	(0.002)
Movement of urinals and boiler	0.000	0.000	0.000
Blidworth Leisure Centre safety shutdown	0.000	0.000	0.000
Additional security	0.017	0.029	0.012
Additional risk assessments	0.014	0.014	0.000
Void Housing Revenue Account (HRA) properties	0.012	0.000	(0.012)
Beacon drop-in centre	0.005	0.005	0.000
Hire of vehicles	0.018	0.015	(0.003)
Temperature equipment	0.004	0.004	0.000
Humanitarian Assistance Response Team (HART)	0.025	0.017	(0.008)
Reopening High Streets Safely Fund	0.025	0.025	0.000
Working from home (WFH) audits	0.075	0.030	(0.045)
Contribution to Active4Today	0.490	0.490	0.000
Buying back annual leave from employees	0.050	0.050	0.000
Air handling unit	0.002	0.005	0.003
Banners/communications materials	0.007	0.007	0.000
Post-payment assurance work re: Business Grants	0.004	0.004	0.000
Allocation towards GF bad debt provision	0.100	0.100	0.000
Allocation towards HRA bad debt provision	0.100	0.000	(0.100)
Contribution towards service unfavourable variance	0.160	0.160	0.000
Listening Line (Check & Chat)	0.013	0.013	0.000
Spend to be reallocated to services above	0.000	0.045	0.045
<b>Total</b>	<b>1.483</b>	<b>1.348</b>	<b>(0.134)</b>

**General Fund Additions**

Project	Capital Description	Additions / Reductions 20-21 £m	Comments
TB2253	Vehicles & Plant	0.111	£46k due to a change in one of the vehicles in the fleet, but 100% financed by part exchange. £65k due to one of the vehicles (which was due for replacement and budgeted to buy second hand) originally being used very infrequently, however, since the launch of the "Not in Newark & Sherwood" campaign the vehicle is now being used constantly and a newer vehicle is required. This additional budget is over 85% financed by sales of old vehicles recently disposed of.
TF6809	Fairholme Park Conversion to Mains Gas	0.026	Funding increase approved due to more full heating replacements than originally estimated.
<b>Total General Fund Additions/Reductions</b>		<b>0.137</b>	

**HRA Additions/Reductions**

Project	Capital Description	Additions / Reductions 20-21 £m	Comments
SA1061	Phase 3 Cluster 1 Stand Alone	0.056	Revise budgets within existing approvals for Phase 3 to fit in with agreed construction costs.
SA1062	Phase 3 Cluster 2 Various	0.040	
SA1063	Phase 3 Cluster 3	0.171	
SA1064	Phase 3 Cluster 4	-0.267	
SA1070	Phase 4	-0.700	Set up 1st cluster of phase 4
SA1071	Phase 4 Cluster 1 Fire Station	0.700	
<b>Total HRA Additions/Reductions</b>		<b>0.000</b>	
<b>Total Additional/Reductions</b>		<b>0.137</b>	

**General Fund - Reprofiting**

Project	Capital Description	Additions / Reductions 20-21 £m	Comments
TA1216	Dukeries New Pool	(0.742)	Following review of the cash flow and the date for Practical Completion, move budget to 2021/21.
TA1217	Southwell Leisure Centre Improvements	(1.500)	Scheme won't be ready in 2020/21, re-profile to 2021/22.
TA3053	Museum Improvements	(0.212)	Impacted by Tudor Hall work and COVID. Delivery due in 21/22.
TB3154	Castle Gatehouse Project	(4.025)	Waiting on the outcome of the Towns Fund announcement.

Project	Capital Description	Additions / Reductions 20-21 £m	Comments
TC3131	Extension to London Road Car Park	(0.107)	Update report on January P&F agenda. Re-profile to 2021/22.
TC3135	Works to the Buttermarket	(0.695)	Update report to ED in January 2021. Re-profile to 2021/22.
TF3228	Homeless Hostel	(0.880)	Re-profile to 2021/22 in line with current estimated work programme.
TG1003	Housing Regeneration Loan Facility	(11.410)	Re-profile to 2021/22 in line with Arkwood Developments current estimated work programme.
<b>Total General Fund Re profiling</b>		<b>(19.571)</b>	

#### HRA - Reprofiting

Project	Capital Description	Additions / Reductions 20-21 £m	Comments
S95253	Play Areas	-0.020	HRA investment in Play areas to be re-profiled to 2021/22 to enable upgrade and additional equipment to start in April 2021.
SA1031	HRA Site Acquisition	-1.259	Sites currently on the list for acquisition are unlikely to come into Council ownership prior to April 2021, therefore re-profile to 2021/22.
SA1048	Boughton Extra Care	0.600	Revised the profile of the budget, therefore £600k required from 2021/22 in line with current work programme and Practical Completion of the build.
SA1064	Phase 3 Cluster 4	-1.227	Re-profile budget to 2021/22 in line with expected start on site dates for the final cluster of phase 3.
SA1070	Phase 4	-1.000	Re-profile budget to 2021/22 in line with expected start on site dates for phase 4.
<b>Total HRA Re profiling</b>		<b>-2.906</b>	
<b>Total Re profiling</b>		<b>-22.477</b>	
<b>Total Variations</b>		<b>-22.340</b>	

## General Fund - Spend against budget - Estimated in year

Project	Capital Description	Project Manager	Revised Budget 20-21 (Following P&F 26.11.20)	Revised Budget including Variations for Approval	Actuals to end of November	Current outstanding orders	Additional anticipated spend in year	Total Projected spend in year	Variance	Comments - Spend to date
TA3053	Museum Improvements	C Coulton-Jones	211,808	0	0	62,967	-62,967	0		07.08.20 now have visitor research report - final phase of improvements inc installation into tudor attic. Impacted by Tudor Hall scheme below and all on hold due to COVID. 09.12.20 impacted by Tudor Hall work and COVID. Delivery 21/22. reprofile the budget
TA3056	NCWC Tudor Hall	C Coulton-Jones	200,000	200,000	0	0	200,000	200,000		07.08.20 currently obtaining quotes. 09.12.20 quotes back over budget, conversations taking place with previous contractors to split costs.
TB3144	Play Area Resurfacing	C Coulton-Jones	81,150	81,150	0	0	81,150	81,150		16.10.20 added following capital budget bid process to ensure timing of resurfacing fits in with most suitable time to carry out the work.
TB3154	Castle Gatehouse Project	C Coulton-Jones	4,025,150	0	0	0	0	0		09.12.20 awaiting news on Towns Fund, reprofiled to 2021/22.
TB3160	Castle Electrical Upgrade & Fire Alarm	C Coulton-Jones	85,000	85,000	0	0	85,000	85,000		09.12.20 tenders back in excess of budget. conversations taking place over value engineering.
TB6161	S106 Vicar Water Play Area Improvements	A Kirk	38,296	38,296	38,296	0	0	38,296		07.08.20 scheme nearly complete. 16.10.20 Scheme Complete
TC3130	Lorry Park Shower Upgrade	R Churchill	45,400	45,400	38,000	0	7,400	45,400		07.08.20 urgency item during August to increase the budget in order to provide additional showers to make site COVID-secure. 09.12.20 all in an operational.
TC3131	Extension to London Road Car Park	N Cuttell	107,407	0	0	0	0	0		07.08.20 scheme currently on hold. 09.12.20 Report on same agenda. Reprofile to 2021/22
TC3134	Works to SFACC	R Churchill	23,560	23,560	-31,697	18,461	36,796	23,560	-0	07.08.20 Robert to look into the works that are required for phase 2. 09.12.20 reviewing phase 2 works required.
TC3135	Works to Buttermarket	P Preece	870,053	175,000	158,102	16,373	524	175,000	-0	07.08.20 Ground Floor work to be completed by the end of October. Then revisit First Floor PID. 09.20.12 ED report in Jan with options for 2nd floor.
TC3139	Appletongate Resurfacing	B Rawlinson	27,060	27,060	0	27,057	0	27,057	-3	16.10.20 urgency item to arrange work before winter to avoid damage from cold weather. 09.12.20 works complete. Came in on budget.
	<b>Economic Development Committee</b>		<b>5,714,884</b>	<b>675,466</b>	<b>202,701</b>	<b>124,858</b>	<b>347,903</b>	<b>675,462</b>	<b>-4</b>	
TA2210	Purchase of Alms Houses	L Monger	704,000	704,000	0	0	704,000	704,000	0	09.12.20 purchase underway.
TA3097	Yorke Drive Regeneration and Community Facility	C Clarkson	130,000	130,000	0	0	130,000	130,000	0	10.08.20 Heads of terms and consultants appointment to deliver enabling works agreed. 09.12.20 start on site Jun 2021.
TA3286	Information Technology Investment	D Richardson	576,330	576,330	284,051	67,178	225,102	576,330	0	09.12.20 laptops/desktop replacement complete. Telephony replacement programme underway, going live on 16 Dec. Website project moved to new hosted platform. Awaiting invoices.
TF2000	CCTV Replacement Programme	A Batty	150,500	150,500	0	0	150,500	150,500	0	09.12.20 working with Wellend on tender, will be complete by end of March.
TF3221	Southwell Flood Mitigation	A Batty	453,421	453,421	0	0	453,421	453,421	0	09.12.20 waiting for an invoice from NCC.

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TF3227	Lowdham Flood Alleviation	A Batty	0	0	0	0	0	0	0	16/10/20 Lowdham professional partners update set out the programme for flood alleviation works and our contribution is now required in 2022/23. 09.12.20 reprofile budget - scheme changed so more consultation to be carried out.
TF3228	Homeless Hostel	L Monger	1,000,000	120,000	11,213	90,895	17,893	120,001	1	07.08.20 need to reprofile budget. went our for expression of interest in April and wasn't a great response - so further work to be carried out. start on site could be early 2021. 14.10.20 Feasibility and outline designs with outline planning currently being progressed and procurement for main contract due to commence January 2021. Will review budget profile in Q3.
TF3229	Bicycle Storage - Safer Neighbourhoods	A. Batty	34,000	34,000	0	0	34,000	34,000	0	24.09.20 Safer Neighbourhoods Funding 16.10.20 Discussions taking place around types of storage. 09.12.20 work progressing. Will claim back from grant fund once spent.
TF6011	Private Sector Disabled Facilities Grants	A Batty	761,782	761,782	161,101	13,851	586,830	761,782	-0	16/10/20 26 completions to date and 23 approved, waiting to start on site and 29 referrals being worked on. Unlikely to spend the full year budget, but will review in Q3. 09.12.20 behind on programme due to COVID as rely on referrals which have come through slower to date. Projecte to spend > £500k. additional funding recently announced of £137k with agreement to roll forward any unspent.
TF6012	Discretionary Disabled Facilities Grants	A Batty	140,000	140,000	41,785	0	98,215	140,000	-0	14.09.20 Grants offer from DEFRA up to £5k per household for flood mitigation. Expected around 100 households. Will review budget each quarter. 16.10.20 Applications are starting to come through and inspections are taking place. 09.12.20 currently administering grants. made payments to 9 households so far.
TF6020	Flood Grants - 2020 - 2022	A Batty	250,000	250,000	28,819	0	221,181	250,000	-0	12.08.20 since the beginning of the financial year, only emergency work is being carried out until the recovery group approve restarting business as usual. Currently £33k committed for urgent work. Revisit the budget and potential rephasing in Q2.
TF6807	Warm Homes on Prescription	L Monger	179,939	179,939	20,882	23,650	135,407	179,939	0	12.08.20 44 Gas connections completed and home surveys delayed due to COVID but have recommenced in August. Invoices expected following completion of work. 18.12.20 additional funding agreed. Budget increased to reflect. First instalment of funding due any time, to be handed over soon after receipt
TF6809	Fairholme Park (Ollerton) Conversion to Mains Gas	L Monger	97,488	123,130	0	0	123,130	123,130	0	
	<b>Homes &amp; Communities Committee</b>		<b>4,477,461</b>	<b>3,623,103</b>	<b>547,850</b>	<b>195,574</b>	<b>2,879,679</b>	<b>3,623,103</b>	<b>0</b>	
TA1216	Dukeries LC New Pool	A Hardy	2,928,852	2,187,000	323,403	1,724,819	138,779	2,187,000	0	07.08.20 start on site due 1.9.20. 16.10.20 work started and progressing well, with regular site meetings. 09.12.20 scheme progressing well. Expected to finish on time. Looking to draw down SE grant prior to March 21.
TA1217	Southwell Leisure Centre Improvements	A Hardy	1,500,000	0	0	0	0	0	0	07.08.20 conversations are taking place with SLCT with a view to an update report to P&F. Feasibility and business case to do.
TA1219	S106 - Blidworth LC Steam & Sauna Facility	R Churchill	23,754	23,754	20,221	0	3,533	23,754	-0	07.08.20 Scheme is complete, snags to do. 09.12.20 scheme signed off. All invoices paid.
TA1220	Vehicular Access Control at Newark Sports and Fitness Centre	R Churchill	16,680	16,680	0	0	16,680	16,680	0	15.09.20 Installation of security barrier on Lord Hawke Way to control unauthorised access to Newark Sports & Fitness Centre. 09.12.20 all work now complete.
TB2253	Vehicles & Plant (NSDC)	A Kirk	1,079,010	1,190,010	92,197	555,461	542,352	1,190,010	0	07.08.20 most of the vehicles in the replacement programme are on order.

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TB6153	Cricket Facilities Kelham Rd - S106	A Hardy	0	0	0	0	0	0	0	
TB6154	S106 Community Facilities Provision Community & Activity Village	A Hardy	156,183	156,183	0	0	156,183	156,183	0	07.08.20 paybale on commencement of phase due, due October 20. 09.12.20 YMCA waiting on Towns Fund announcement. Commencement imminent.
TB6162	Loan to Newark Academy	A Hardy	240,000	240,000	0	0	240,000	240,000	0	07.08.20 school unable to accept the loan. Need to seek alternative. 09.12.20 alternative arrangement due to be reported to Jan P&F.
TB6163	S106 Community Facilities Provision Clipstone Welfare	A Hardy	66,385	66,385	0	0	66,385	66,385	0	09.12.20 money paid.
TC3136	Climate Change	M Finch/R Churchill	30,000	30,000	0	0	30,000	30,000	0	17.12.20 action plan agreed at Council this week.
TC3137	Brunel Drive Door Entry System	A Kirk	42,227	42,227	30,029	1,395	10,803	42,227	0	07.08.20 fire alarms still to be completed, will be complete by early September. 09.12.20 work complete.
	<b>Leisure &amp; Environment Committee</b>		<b>6,083,091</b>	<b>3,952,239</b>	<b>465,849</b>	<b>2,281,675</b>	<b>1,204,715</b>	<b>3,952,240</b>	<b>0</b>	
TC1000	New Council Offices	R Churchill	286,025	286,025	151,826	15,375	118,824	286,025	0	07.08.20 final retention release due during August. 09.12.20 final retention released to RG, Asset Mgt to check with Gleeds what retention is owed.
TC2000	Land Acquisition	R Churchill	1,090,760	1,090,760	0	0	1,090,760	1,090,760	0	07.08.20 transactions are progressing.
TC3016	Legionella Remedial Works	R Churchill	133,412	133,412	27,707	58,186	47,520	133,413	0	07.08.20 scheme due for completion by 1st October 09.12.20 new legionella compliance company reviewing assessments. 90% of the work is complete, all complete by end of Feb 21.
TC3138	Lord Hawke Way Remedial Work & Bond	R Churchill	384,150	384,150	24	0	384,126	384,150	0	07.08.20 Edward to check remedial work required 09.12.20 bond will be paid once sewers have been adopted - waiting on Severn Trent.
TG1002	Contribution to Robin Hood Hotel	R Churchill	2,591,610	2,591,610	1,559,209	0	1,032,401	2,591,610	0	07.08.20 back on site now following lockdown. Due to reach PC in Feb 2021 09.12.20 scheme on track for completion in Feb.
TG1003	Housing Regeneration Loan Facility	N Wilson	11,409,849	0	0	0	0	0	0	09.12.20 on review of cash flow, Arkwood is unlikely to require any of the loan in the current financial year. Reprofile.
TI1001	Joesph Whittaker School Contribution	M Norton	620,000	620,000	0	0	620,000	620,000	0	09.12.20 received confirmation from NCC in November. Academy now entered into a construction contract.
TT	Towns Fund	M Lamb	1,025,000	1,025,000	9,138	17,327	998,536	1,025,000	0	09.12.20 Stodman Street - architect and design team appointed with a view to submitting a planning application in March. Construction College - contractor appointed and significant progress made on defrayment of exp on build by the end of March. Cycle Infrastructure scheme conversations have started to progress the scheme. Newark Gateway - recently added phased over 2020/21 and 2021/22 - working up scheme to submit outline planning app around Feb.
	<b>Policy &amp; Finance Committee</b>		<b>17,540,806</b>	<b>6,130,957</b>	<b>1,747,904</b>	<b>90,887</b>	<b>4,292,167</b>	<b>6,130,958</b>	<b>1</b>	
<b>TOTALS</b>			<b>33,816,242</b>	<b>14,381,765</b>	<b>2,964,304</b>	<b>2,692,994</b>	<b>8,724,465</b>	<b>14,381,763</b>	<b>-2</b>	

## HRA - Spend against budget - Estimated in year

Project	Capital Description	Project Manager	Revised Budget 2021 (Following P&F 26.11.20)	Revised Budget including Variations for Approval	Actuals to end of November	Current outstanding orders	Additional anticipated spend in year	Total Projected spend in year	Variance	Comments - Spend to date
<b>PROPERTY INVESTMENT PROGRAMME</b>										
S91100	ROOF REPLACEMENTS	A Hayward	0	0	0	0.00	0	0	0	
S91115	Roof Replacement Works	A Hayward	200,000	200,000	-5,143	205,143.03	0	200,000	0	04.08.20 starting work end of Aug complete by Dec 20 15.10.20 work is progressing, started end of Sept. Three sites currently. 09.12.20 one site complete in Farndon, William Bailey will be finished this week and site in bilsthorpe is ongoing.
S91116	Flat Roof Replacement Wrk	A Hayward	200,000	200,000	77,047	122,952.92	0	200,000	0	04.08.20 47 flat roof replacements completed to date. 09.12.20 work will pick up on this scheme in the new year.
S711	<b>ROOF REPLACEMENTS</b>		<b>400,000</b>	<b>400,000</b>	<b>71,904</b>	<b>328,095.95</b>	<b>0</b>	<b>400,000</b>	<b>0</b>	
S91200	KITCHEN & BATHROOM CONVERSIONS	A Tutty	0	0	0	0.00	0	0	0	
S91218	Kit & Bathrooms	A Tutty	1,500,000	1,500,000	489,948	526,001.25	0	1,015,949	-484,051	04.08.20 work restarted in July. Not expecting to spend the full budget due to delay in starting but this is revisited every month.
S712	<b>KITCHEN &amp; BATHROOM CONVERSIONS</b>		<b>1,500,000</b>	<b>1,500,000</b>	<b>489,948</b>	<b>526,001.25</b>	<b>0</b>	<b>1,015,949</b>	<b>-484,051</b>	
S91300	EXTERNAL FABRIC	G Bruce	100,000	100,000	0	0.00	100,000	100,000	0	13.10.20 Plans to spend this on further external works in the latter half of the year.
S91336	External Fabric Works	G Bruce	200,000	200,000	24,341	200,000.00	-24,341	200,000	-1	04.08.20 contract awarded. Start work mid August. 13.10.20 started on site, first valuation received. 09.12.20 one valuation paid to date, others in dispute.
S713	<b>EXTERNAL FABRIC</b>		<b>300,000</b>	<b>300,000</b>	<b>24,341</b>	<b>200,000.00</b>	<b>75,659</b>	<b>300,000</b>	<b>-1</b>	
S91400	DOORS & WINDOWS	D Bamford	0	0	0	0.00	0	0	0	
S91412	Doors & Windows Works	D Bamford	170,000	170,000	25,225	148,009.32	-3,235	170,000	-1	04.08.20 57 properties due to be completed in this year. 13.10.20 105 doors on the list for quotes with the contractor now, but work is currently happening slower than anticipated. 09.12.20 completed 40 jobs. 51 in progress.
S714	<b>DOORS &amp; WINDOWS</b>		<b>170,000</b>	<b>170,000</b>	<b>25,225</b>	<b>148,009.32</b>	<b>-3,235</b>	<b>170,000</b>	<b>-1</b>	
S91500	OTHER STRUCTURAL	G Bruce	50,000	50,000	13,935	16,010.00	20,055	50,000	-0	13.10.20 works being carried out across the district.
S91511	Walls Re-Rendering	M Carman	0	0	0	0.00	0	0	0	
S91534	Gutter Repairs	A Hayward	50,000	50,000	45,276	4,723.92	0	50,000	0	15.10.20 work completed.
S715	<b>OTHER STRUCTURAL</b>		<b>100,000</b>	<b>100,000</b>	<b>59,211</b>	<b>20,733.92</b>	<b>20,055</b>	<b>100,000</b>	<b>-0</b>	
S93100	ELECTRICAL	A Hayward	0	0	0	0.00	0	0	0	
S93115	Rewires	A Hayward	600,000	600,000	218,828	381,171.79	0	600,000	0	04.08.20 8 rewires following start in July. Expected to spend full budget. 15.10.20 74 rewires completed to date. 09.12.20 125 rewires complete to date.
S731	<b>ELECTRICAL</b>		<b>600,000</b>	<b>600,000</b>	<b>218,828</b>	<b>381,171.79</b>	<b>0</b>	<b>600,000</b>	<b>0</b>	
S93500	HEATING	D Bamford	0	0	0	0.00	0	0	0	
S93510	Heating/Boilers	D Bamford	550,000	550,000	164,331	382,999.03	2,670	550,000	-0	04.08.20 147 properties currently with the contractor. 13.10.20 176 ordered and currently 66 completed replacement boilers with 6 on hold. 09.12.20 completed 95 replacements 86 in progress.



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<b>S735</b>	<b>HEATING</b>		<b>550,000</b>	<b>550,000</b>	<b>164,331</b>	<b>382,999.03</b>	<b>2,670</b>	<b>550,000</b>	<b>-0</b>	
S93600	ENERGY EFFICIENCY	D Bamford	0	0	0	0.00	0	0	0	
S93624	EE Boilers	D Bamford	150,000	150,000	16,378	0.00	133,622	150,000	-0	13.10.20 replacements are on programme.
<b>S736</b>	<b>ENERGY EFFICIENCY</b>		<b>150,000</b>	<b>150,000</b>	<b>16,378</b>	<b>0.00</b>	<b>133,622</b>	<b>150,000</b>	<b>-0</b>	
S95100	GARAGE FORECOURTS	A Hayward	0	0	0	0.00	0	0	0	
S95109	Garages	A Hayward	25,000	25,000	0	0.00	25,000	25,000	0	15.10.20 tendered and contractor chosen to replace garage doors (25) 09.12.20 started this week, due for completion before christmas.
S95115	Resurfacing Works	A Hayward	75,000	75,000	74,956	44.34	0	75,000	0	04.08.20 scheme complete
<b>S751</b>	<b>GARAGE FORECOURTS</b>		<b>100,000</b>	<b>100,000</b>	<b>74,956</b>	<b>44.34</b>	<b>25,000</b>	<b>100,000</b>	<b>0</b>	
S95200	ENVIRONMENTAL WORKS	M Carman	150,000	150,000	0	0.00	150,000	150,000	0	13.10.20 Plans to spend this on further external works in the latter half of the year.
S95203	Car Parking Schemes	D Roxburgh	250,000	250,000	0	0.00	250,000	250,000	0	04.08.20 Identified sites as part of the new build programme to satisfy planning conditions - Collingham and Caunton sites..
S95206	Chatham Court Target Hardening - Safer Neighbourhoods	J Davidson/A Batty	50,000	50,000	0	0.00	50,000	50,000	0	24.09.20 Safer Neighbourhoods Funding
S95250	Communal Lighting	M Carman	20,000	20,000	6,497	0.00	13,503	20,000	-0	13.10.20 Three street lights identified for replacements.
S95252	Flood Defence Systems	D Bamford	10,000	10,000	0	0.00	10,000	10,000	0	
S95253	Play Areas	L Powell	20,000	0	0	0.00	0	0	0	04.08.20 Spend due to occur at the back end of the financial year. Agreed to add additional equipment at Cherry Holt. 13.10.20 Current vandalism being dealt with from revenue - reactive repairs. 16.12.20 reprofile budget to 21/22 in order to arrange improvements and additions in the new financial year.
S95254	Estate Remodelling	D Roxburgh	65,000	65,000	9,218	11,381.00	44,401	65,000	0	13.10.20 fencing works across the district.
<b>S752</b>	<b>ENVIRONMENTAL WORKS</b>		<b>565,000</b>	<b>545,000</b>	<b>15,715</b>	<b>11,381.00</b>	<b>517,904</b>	<b>545,000</b>	<b>0</b>	
S97100	ASBESTOS	A Hayward	0	0	0	0.00	0	0	0	
S97115	Asbestos Surveys	A Hayward	30,000	30,000	7,268	23,595.66	-864	30,000	-0	04.08.20 surveys continued through lockdown due to essential services 15.10.20 surveys are progressing. 09.12.20 Due to review with compliance team.
S97116	Asbestos Removal	A Hayward	20,000	20,000	10,004	9,995.80	0	20,000	0	04.08.20 removals started in May. 15.10.20 ongoing.
<b>S771</b>	<b>ASBESTOS</b>		<b>50,000</b>	<b>50,000</b>	<b>17,272</b>	<b>33,591.46</b>	<b>-864</b>	<b>50,000</b>	<b>-0</b>	
S97200	FIRE SAFETY	J Knowles	50,000	50,000	3,341	4,203.00	42,456	50,000	0	
S97218	Fire Risk Assessments	J Knowles	150,000	150,000	0	0.00	150,000	150,000	0	04.08.20 works completed on receipt of risk assessment reports. 13.10.20 out to tender at the moment, due back late Oct.
<b>S772</b>	<b>FIRE SAFETY</b>		<b>200,000</b>	<b>200,000</b>	<b>3,341</b>	<b>4,203.00</b>	<b>192,456</b>	<b>200,000</b>	<b>0</b>	
S97300	DDA IMPROVEMENTS	L Powell	17,531.00	17,531.00	17,531	0.00	0	17,531	0	04.08.20 Completed work at Burton Court. Accessible Kitchens being carried out at Community Centres. All budget will be spent. 13.10.20 works at comm centres finished. Remaining budget is required for a stairlift. 09.12.20 work planned for this year complete.
<b>S773</b>	<b>DDA IMPROVEMENTS</b>		<b>17,531</b>	<b>17,531</b>	<b>17,531</b>	<b>0.00</b>	<b>0</b>	<b>17,531</b>	<b>0</b>	
S97400	DISABLED ADAPTATIONS	L Powell	0	0	0	0.00	0	0	0	

Project	Capital Description	Project Manager	Revised Budget 20-21 (Following P&F 26.11.20)	Revised Budget including Variations for Approval	Actuals to end of November	Current outstanding orders	Additional anticipated spend in year	Total Projected spend in year	Variance	Comments - Spend to date
S97416	Major Adaptations	L Powell	430,000	430,000	205,489	223,580.54	930	430,000	0	04.08.20 only external works carried out due to lockdown. It is expected that this budget will be fully spent due to the level of referrals. 13.10.20 upward trend on referrals. 09.12.20 161 referrals completed 108.
S97417	Minor Adaptations	L Powell	30,000	30,000	10,095	19,905.01	0	30,000	0	04.08.20 until the end July contractor was only carrying our emergency work. Still expect to fully spend budget due to referrals. 13.10.20 spend on target. 09.12.20 179 referrals, completed 157.
S97418	Adaptation Stair Lift/Ho	L Powell	42,469	42,469	29,969	12,499.62	0	42,469	0	04.08.20 committed full budget. 13.10.20 spend increased on anticipated due to some specialist stairlifts being installed where staircase has a turn in it. 09.12.20 11 Stairlifts and 6 Hoists put in so far.
<b>S774</b>	<b>DISABLED ADAPTATIONS</b>		<b>502,469</b>	<b>502,469</b>	<b>245,554</b>	<b>255,985.17</b>	<b>930</b>	<b>502,469</b>	<b>0</b>	
S97500	LEGIONELLA	A Tutty	30,000	30,000	0	0.00	30,000	30,000	0	04.08.20 Surveys due to start again during August. Works will be carried out following reports. 13.10.20 Work started on works following surveys.
<b>S791</b>	<b>UNALLOCATED FUNDING</b>		<b>30,000</b>	<b>30,000</b>	<b>0</b>	<b>0.00</b>	<b>30,000</b>	<b>30,000</b>	<b>0</b>	
S99100	PROPERTY INVESTMENT CONTINGENCY	M Carman	50,000	50,000	0	0.00	50,000	50,000	0	
S99102	Housing Capital Fees	M Carman	378,800	378,800	0	0.00	378,800	378,800	0	
<b>S791</b>	<b>UNALLOCATED FUNDING</b>		<b>428,800</b>	<b>428,800</b>	<b>0</b>	<b>0.00</b>	<b>428,800</b>	<b>428,800</b>	<b>0</b>	
	<b>PROPERTY INVESTMENT</b>		<b>5,663,800</b>	<b>5,643,800</b>	<b>1,444,534</b>	<b>2,292,216</b>	<b>1,422,997</b>	<b>5,159,747</b>	<b>-484,053</b>	
<b>AFFORDABLE HOUSING</b>										
SA1030	HRA Site Development	K Shutt	0	0	0	1,200.00	-1,200	0	0	
SA1031	Site Acquisition (Inc RTB)	K Shutt / J Sanderson	2,038,529	780,000	0	750.00	779,250	780,000	0	10.08.20 Three sites currently being investigated. 13.10.20 hoping to finalise the three sites by the end of the financial year. Also investigating another site. 08.12.20 Northgate site transfer completed on 4.12.20 work to start on hording w/e 11.12.20. other acquisitions to take place in the latter months of the financial year reprofile remaining budget.
SA1032	New Build Programme	K Shutt	0	0	6,775	23,516.98	-30,292	-0	-0	14.10.20 expenditure to be recoded to specific clusters.
SA1033	Estate Regeneration	C Clarkson	1,085,430	1,085,430	289,499	179,845.90	616,085	1,085,430	-0	10.08.20 Heads of terms and consultants appointment to deliver enabling works agreed. Continued work to around funding.
SA1034	Former ASRA Properties	C Clarkson	1,074,579	1,074,579	594,861	0.00	479,718	1,074,579	0	10.08.20 due to delays additional consultation underway with PA tenants with a view to complete Q3.
SA1047	New Build Contingency	K Shutt	109,802	109,802	0	0.00	109,802	109,802	-0	
SA1048	Boughton Extra Care	K Shutt	5,967,605	6,567,605	3,291,147	1,572,896.00	1,703,562	6,567,605	-0	10.08.20 back on site but currently only at 70-80% capacity. PC due March/April 2021, then fit out early June. 13.10.20 still on programme. 08.12.20 will be ready and fit out for being passed to T&E for June.
SA1050	Phase 2 Cluster 1 - Coddington	K Shutt	0	0	-41,885	48,314.41	-6,429	0	0	10.08.20 retention due by February 2021 08.12.20 end of defects inspection in December. Retention due anytime.
SA1051	Phase 2 Cluster 1 - 1-4-1 Coddington	K Shutt	0	0	-26,657	37,156.29	-10,500	-0	-0	10.08.20 retention due February 2021 08.12.20 end of defects inspection in December. Retention due anytime.
SA1052	Phase 2 Cluster 2 - Southwell	K Shutt	0	0	-8,664	8,673.39	-10	-0	-0	10.08.20 retention due November 2020 08.12.20 end of defects inspection in December. Retention claim due anytime.
SA1053	Phase 2 Cluster 3 - Hawtonville	K Shutt	152,307	152,307	84,782	14,722.35	52,803	152,307	0	10.08.20 three sites, retention due in September, final site retention won't be due until 2021/22. 08.12.20 Practical was in reached in June. Retention is being held for 12 months.

Project	Capital Description	Project Manager	Revised Budget 20-21 (Following P&F 26.11.20)	Revised Budget including Variations for Approval	Actuals to end of November	Current outstanding orders	Additional anticipated spend in year	Total Projected spend in year	Variance	Comments - Spend to date
SA1054	Phase 2 Cluster 3 - 1-4-1 Hawtonville	K Shutt	-0	-0	-15,554	127,876.73	-112,323	-0	-0	10.08.20 retention due January 2021 08.12.20 end of defects inspection in December. Retention due anytime.
SA1055	Phase 2 Cluster 4 - Sherwood	K Shutt	0	0	-22,053	24,396.78	-2,344	0	0	10.08.20 retention due February 2021 08.12.20 end of defects inspection in December. Retention due anytime.
SA1060	Phase 3	K Shutt	0	0	113,826	147,992.96	-261,819	-0	-0	10.08.20 subject to planning approval, 28 further units being progressed. In qrt 2. Sites are quite complex, causing delays compounded by COVID-19 rephase £1.5m budget into 2021/22. 16.10.20 ready to set up the new final clusters in this phase now, with sites being passed over to contractor. Therefore will need to distribute costs accordingly to SA1061-SA1064.
SA1061	Phase 3 - Cluster 1 Stand Alone	K Shutt	1,013,067	1,069,158	988,240	24,827.75	56,091	1,069,158	0	10.08.20 progressing - 4 sites, 8 units 4 week extension due to lockdown. Due for completion between August and October. 13.10.20 3 sites completed, 4th due end of November.
SA1062	Phase 3 - Cluster 2 Various	K Shutt	1,594,000	1,634,308	1,078,169	470,492.53	85,647	1,634,308	0	10.08.20 progressing - 4 sites, 9 units started on site in May/June. Due for completion between March/April 2021.
SA1063	Phase 3 - Cluster 3	K Shutt	1,699,298	1,870,000	43,217	1,556,782.52	270,000	1,870,000	0	
SA1064	Phase 3 - Cluster 4	K Shutt	2,200,000	706,000	0	0.00	706,000	706,000	0	08.12.20 expecting to Start on the first site in Jan 21.
SA1070	Phase 4	K Shutt	1,700,000	0	2,772	0.00	-2,772	0	0	10.08.20 pre planning work on phase 4 is being carried out now. 13.10.20 subject to planning permission, will be onsite before the end of March.
SA1071	Phase 4 Cluster 1 Fire Station	K Shutt	0	700,000	0	0.00	700,000	700,000	0	08.12.20 First cluster of phase 3 due for start on site in Jan 21.
SA1080	Phase 5	K Shutt	0	0	0	0.00	0	0	0	10.08.20 Land acquisitions will ensure delivery of phase 5.
SA3001	Ollerton Local Office Refurbishment & Repurpos	J Baker	50,000	50,000	0	0.00	50,000	50,000	0	
SC2000	Careline Analogue to Digital	S Hartley-Hill	80,540	80,540	0	0.00	80,540	80,540	0	
	<b>SUB TOTAL AFFORDABLE HOUSING</b>		<b>18,765,157</b>	<b>15,879,729</b>	<b>6,378,475</b>	<b>4,239,445</b>	<b>5,261,809</b>	<b>15,879,728</b>	<b>-0</b>	
	<b>TOTAL HOUSING REVENUE ACCOUNT</b>		<b>24,428,957</b>	<b>21,523,529</b>	<b>7,823,009</b>	<b>6,531,661</b>	<b>6,684,806</b>	<b>21,039,476</b>	<b>-484,053</b>	

## ECONOMIC DEVELOPMENT COMMITTEE

13 JANUARY 2020

### LOCAL DEVELOPMENT FRAMEWORK PROGRESS UPDATE

#### **1.0 Purpose of Report**

1.1 To update Members on progress towards delivery of the Plan Review in relation to the Allocations and Development Management Policies and associate evidence base documents.

#### **2.0 Background Information**

2.1 Committee considered a progress report on the evidence base supporting the Plan Review in relation to the Allocations & Development Management Development Plan Document (DPD) in September 2020. A new Local Development Scheme was agreed to reflect the severe disruption by the flooding earlier in the year and by the imposition of the lockdown in response to the COVID 19 pandemic.

#### **3.0 Current Progress**

3.1 A number of key evidence base documents are being prepared to support the Plan Review and progress towards completing them is set out below.

- ***Open Space Strategy:*** The audit of open space and the Open Space Strategy has being prepared on behalf of the District Council by Knight Kavanagh Page. A report on this will be presented to a future meeting of the Committee.
- ***Housing Needs Assessment:*** The assessment of housing need in the District has been prepared by Arc4 Consulting, this will provides important up to date information about the type and tenure of new housing that will need to be built supporting proposed affordable housing policies in the Plan Review. It will also provide a framework for negotiation with developers on individual planning applications. The findings are being presented to Homes & Committees on 18 January 2020 and all Members will have the opportunity to attend a separate presentation about the report.

3.2 The conclusions of these evidence base documents will feed into an Allocations & Development Management Options Report alongside policies and allocations to meet need identified in the Gypsy & Traveller Accommodation Assessment. As reported at the last meeting alongside the preparation of a Pitch Delivery Strategy which looks at the capacity of current sites and how they may be able to accommodate additional capacity a 'Call for Sites' was proposed. This process was delayed by the Council's response to COVID19 as colleagues in the Communications Team were engaged in a number of urgent communications regarding changes to regulations. The 'Call' has now occurred and a limited response has been received. The Local Development Framework Task Group agreed that Officers should investigate the various site options as they stand and present the finding and a proposed strategy to them during January with a view to presenting a proposed Options Report to Economic Development Committee on 24 March 2021.

#### **4.0 Equalities Implications**

4.1 An Integrated Impact Assessment is being prepared alongside the Plan Review process to ensure that the impact on groups with protected characteristics of the proposals are considered as part of the policy making process. It is clearly extremely important that housing provision in line with identified need is identified for the Gypsy and Traveller community.

#### **5.0 Digital Implications**

5.1 There are no direct digital implications arising from this report.

#### **6.0 Financial Implications – FIN20-21/2019**

6.1 There are no direct financial implications arising from this report.

#### **7.0 Community Plan – Alignment to Objectives**

7.1 The Community Plan Objective “Accelerate the supply of new homes including associated facilities” includes a requirement to complete the Plan Review and identify sites for Gypsy and Traveller pitch provision.

#### **8.0 RECOMMENDATION**

**That the progress towards producing the Allocations & Development Management Options Report be noted.**

#### **Reason for Recommendation**

**To allow Members to note progress of the Plan Review.**

#### **Background Papers**

Local Development Scheme September 2020.

For further information please contact Matthew Norton on Ext 5852.

Matt Lamb  
Director – Planning & Regeneration

## ECONOMIC DEVELOPMENT COMMITTEE

13 JANUARY 2021

### AUTUMN 'STAYCATION' 2020 CAMPAIGN EVALUATION

#### **1.0 Purpose of Report**

1.1 To provide the Economic Development Committee with an update on the performance of the district-wide autumn 'Staycation' campaign delivered in October 2020.

#### **2.0 Background Information**

2.1 Members will recall that in October 2020 we ran an autumn 'Staycation' promotional campaign to support the district's tourism and hospitality sector after our major campaigns in 2020 had been cancelled previously due to COVID-19.

2.2 The campaign placed less emphasis than usual on direct response and driving footfall due to the changing COVID-19 situation. Rather, the main objectives were to:

- i) Raise public awareness of Newark, Southwell and Sherwood Forest as ideal day or short break autumn destinations
- ii) Generate public engagement in the campaign to drive increased traffic to our visitor websites and gain more followers on social media for our longer-term marketing advantage.

2.3 The campaign was postponed from its original schedule in late August – September 2020 due to a local spike in COVID-19 infection rates. The majority of activity was then scheduled to run for 5-31 October but ceased slightly earlier than intended on 28 October due to the district moving into Tier 3 restrictions ahead of the national restrictions from 5 November. Although the prize draw competition continued up to and including 30 November, we stopped actively promoting it from 28 October.

2.4 '*Who knew?*' was the lead strapline of the campaign, supported by interesting facts about the destinations, designed to catch the audience's attention and inspire them to think 'That sounds like somewhere different and interesting for our next trip!' Partners across the district fed in their ideas for the interesting facts.

Engagement was driven through a prize draw competition for a weekend break for two at Newark Lodge Guest House. Entrants had to answer 3 questions based on 15 'Who knew?' facts on the competition webpage.

We also aligned our campaign with Visit England's £5million '*Escape the Everyday*' campaign that had launched in late September, particularly their 'Discovery' and 'Freedom to Explore' themes.

2.5 The media channels we selected reflected the greater emphasis on the longer-term awareness-raising objectives of this campaign:

- Google AdWords
- Regional press advertising (East Midlands, Yorkshire)
- Online editorial
- Campaign specific landing page (<https://visitnewark.co.uk/whoknew/>) and competition page ([www.whatson.visitnewark.co.uk/competition](http://www.whatson.visitnewark.co.uk/competition))
- 84 social media posts
- Zena's Suitcase (social influencer)
- Visitor websites blogs

Please see some examples at **Appendix A**.

### 3.0 **Proposals**

3.1 Despite the changes to the timing of the campaign and its earlier than planned cessation due to COVI-19 measures, the campaign results were very positive:

- a) Google AdWords
  - 1.3 million impressions
  - 8,787 click-throughs to website
  - Most popular click-throughs: 'Places to eat and drink' 3,153 clicks; 'Places to stay' 1,921 clicks; 'Rufford Country Park' 1,458
- b) Regional Press Advertising
  - Print circulation: 176,792
  - Online impressions: 183,000
- c) Online Editorial
  - Travelblog.org: 3 blogs to 200,000+ members
  - Nottingham Local News: 95,000
- d) Websites
  - Total number of unique visitors in October and November 2020: 22,582 (an increase of **+44%** against the same period in 2019)
  - 11,891 (53%) of those unique visits were to the campaign specific landing page (<https://visitnewark.co.uk/whoknew/>) and competition page ([www.whatson.visitnewark.co.uk/competition](http://www.whatson.visitnewark.co.uk/competition))
- e) Social Media
  - Total impressions: 367,369
  - Total reach: 147,608
  - Total engagements: 5,688
  - Total increase in followers: 204
- f) Zena's Suitcase (social influencer)
  - Total impressions: 27,049
  - Total reach: 19,790
  - Total engagements: 3,371
  - Video views (Instagram Reels): 3,102

g) Prize Competition

- Number of entrants: 3,901
- Randomly selected prize winner was from Rochester in Kent

3.2 As with our 'Festivals' campaign in 2019, the prize competition drove a significant amount of public engagement. This time, the nature of the competition also aligned clearly with the '*Who knew?*' campaign theme. Working with a social influencer was also successful, broadening our reach and driving further engagement. This is something we will look to incorporate in future campaign planning. Our alignment with Visit England's £5million '*Escape the Everyday*' campaign gave us further exposure at national level.

**4.0 Equalities Implications**

4.1 The campaign followed the Council's guidelines for accessible communications.

**5.0 Digital Implications**

5.1 None

**6.0 Financial Implications - FIN20-21/8267**

6.1 None. The annual Promotion of Tourism budget was used to cover all costs of the campaign.

6.2 Our network of attractions and businesses in the district's tourism and hospitality sector actively supported the campaign by sharing social media posts and links to our landing page among their own networks.

**7.0 Community Plan – Alignment to Objectives**

7.1 The campaign objectives align with our vision in the Community Plan 2020-23 ("...to enable local residents and businesses to flourish and fulfil their potential as well as encouraging more visitors to enjoy all that Newark & Sherwood has to offer") and the objective to "Deliver inclusive and sustainable economic growth".

**8.0 RECOMMENDATION**

**That the success of the district-wide Autumn 'Staycation' campaign in raising awareness of our visitor destinations and in increasing website visitors and followers to our social media channels for our longer-term marketing advantage, be noted.**

**Reason for Recommendation**

**Delivery of this visitor campaign performance is to be noted with regard to future campaign planning.**

**Background Papers**

Nil

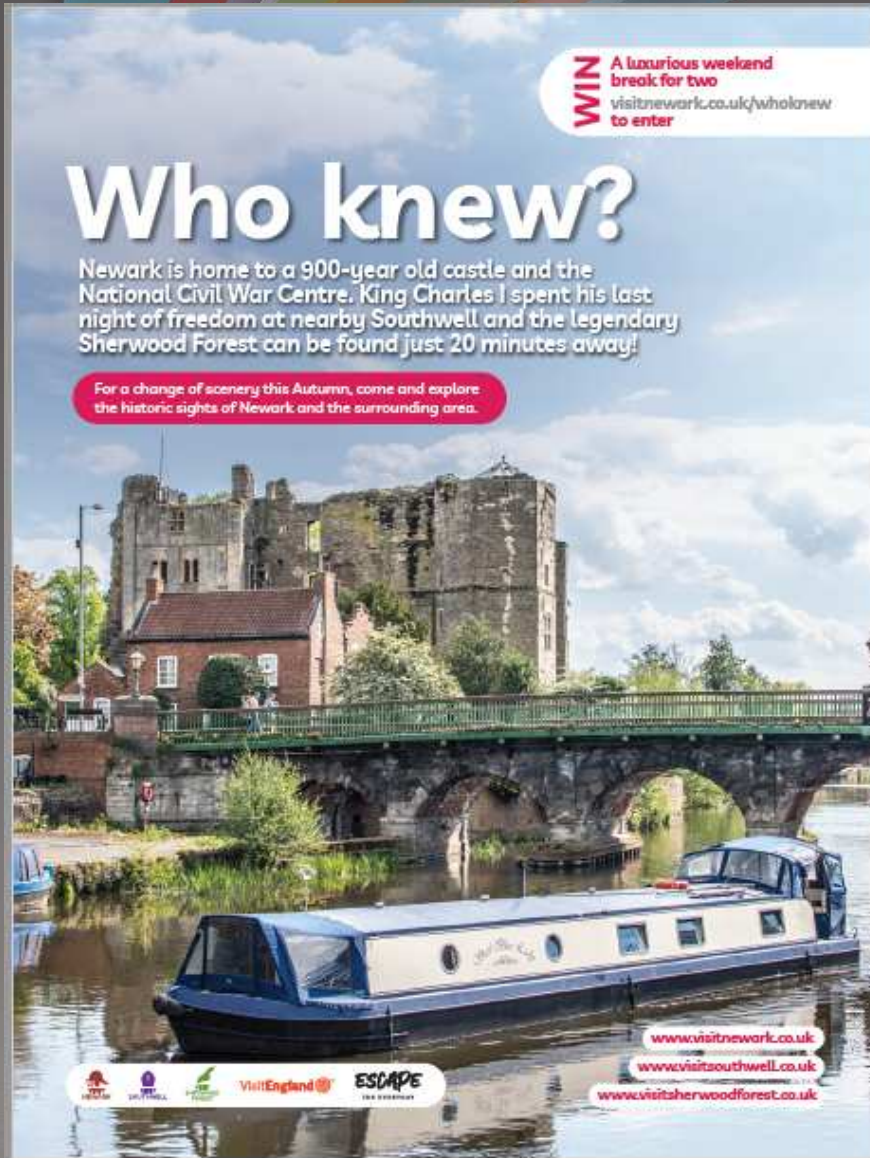


For further information, please contact Richard Huthwaite, Business Manager – Tourism on mb. 07866 008748.

Matt Lamb  
Director – Planning & Growth

# Autumn 2020 Campaign

## APPENDIX A



**WIN** A luxurious weekend break for two  
visitnewark.co.uk/whoknew to enter

# Who knew?

Newark is home to a 900-year old castle and the National Civil War Centre. King Charles I spent his last night of freedom at nearby Southwell and the legendary Sherwood Forest can be found just 20 minutes away!

For a change of scenery this Autumn, come and explore the historic sights of Newark and the surrounding area.

www.visitnewark.co.uk  
www.visitsouthwell.co.uk  
www.visitsherwoodforest.co.uk

VisitEngland ESCAPE THE ORDINARY



To win two nights in a luxury B&B for two people in Newark, simply open and read the 'Who Knew' facts below and answer the three questions in the competition form (accessed from the button below). Add in your name and contact details, and then submit your answers. Good luck!

Winners will be notified after the closing date of 30<sup>th</sup> November 2020 and will have twelve months to take the prize.

### Who Knew? (click to open)

- In 1135, King Henry I granted the Bishop of Lincoln, Alexander 'the magnificent' (a nickname he gave himself...) to build a stone fortification in Newark, and so began the construction of our beloved Newark Castle!
- That during the British Civil Wars, Newark suffered three sieges?! One in 1643, the second in 1644 and the third between 1645 and 1646!

### Visit Newark & Sherwood @NewarkSherwood · Oct 7

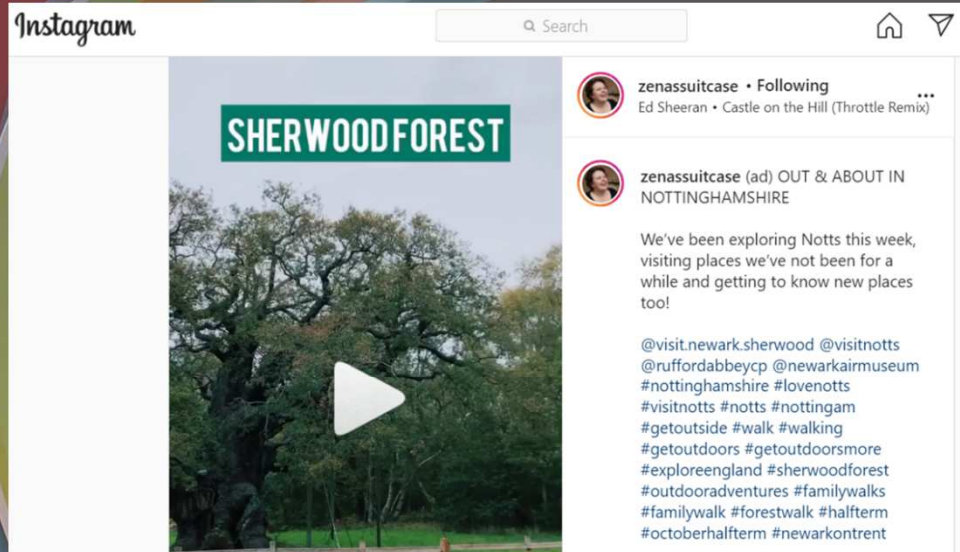
🏆 You can also win two nights in a luxury B&B for two people in Newark! Simply follow the link below, for more information and how to enter.



#### Who Knew? | Visit Newark

To win two nights in a luxury B&B for two people in Newark, simply open and read the 'Who Knew' facts ...  
🔗 visitnewark.co.uk

# Autumn 2020 Campaign



**Instagram**

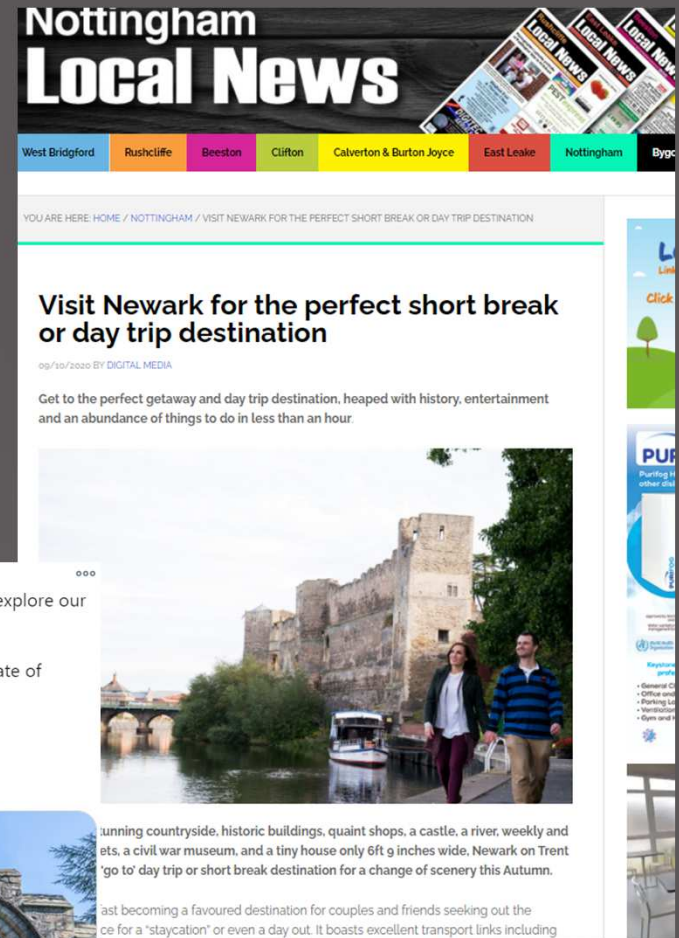
zenassuitcase • Following  
Ed Sheeran • Castle on the Hill (Throttle Remix)

**SHERWOOD FOREST**

zenassuitcase (ad) OUT & ABOUT IN NOTTINGHAMSHIRE

We've been exploring Notts this week, visiting places we've not been for a while and getting to know new places too!

@visit.newark.sherwood @visitnotts @ruffordabbeycp @newarkairmuseum #nottinghamshire #lovenotts #visitnotts #notts #nottingam #getoutside #walk #walking #getoutdoors #getoutdoorsmore #exploreengland #sherwoodforest #outdooradventures #familywalks #familywalk #forestwalk #halfterm #octoberhalfterm #newarkontrent



**Nottingham Local News**

West Bridgford Rushcliffe Beeston Clifton Calverton & Burton Joyce East Leake Nottingham Bygones

YOU ARE HERE: HOME / NOTTINGHAM / VISIT NEWARK FOR THE PERFECT SHORT BREAK OR DAY TRIP DESTINATION

**Visit Newark for the perfect short break or day trip destination**

09/10/2020 BY DIGITAL MEDIA

Get to the perfect getaway and day trip destination, heaped with history, entertainment and an abundance of things to do in less than an hour.

running countryside, historic buildings, quaint shops, a castle, a river, weekly and pets, a civil war museum, and a tiny house only 6ft 9 inches wide. Newark on Trent 'go to' day trip or short break destination for a change of scenery this Autumn.

ast becoming a favoured destination for couples and friends seeking out the ce for a 'staycation' or even a day out. It boasts excellent transport links including

#FamilyFun #ThingsToDo #VisitNewark #VisitSouthwell #VisitSherwoodForest



ZENAS-SUITCASE.CO.UK

Visit Newark & Sherwood @NewarkSherwood - Oct 26  
🔥 Why not get out in the fresh, crisp autumn air this week and explore our walks and heritage trails, in & around Southwell?

✅ Please continue to practice social distancing and be considerate of others.

➔ [visitsouthwell.co.uk/get-active/](https://visitsouthwell.co.uk/get-active/)

#Southwell



## **ECONOMIC DEVELOPMENT COMMITTEE**

**13 JANUARY 2021**

### **NEWARK TOWNS FUND**

#### **1.0 Purpose of Report**

1.1 To update Members on funding discussions and progress with individual projects.

#### **2.0 Updates**

##### Funding

2.1 Members will be aware from previous updates to Committee that confirmation is awaited from Government that Newark's submitted Town Investment Plan (TIP) will be supported in principle, allowing the agreement of formal Heads of Terms (HoT's) for the development of formal Business Cases to be able to access agreed grant. At the time of writing a decision remains pending, albeit it is hoped that by the time the Committee meets a formal announcement will have been made. Officers and the Town Board remain hopeful that significant investment from the Towns Fund will be committed. As has been previously reported the Newark TIP is strong, ambitious, transformative and importantly deliverable. This is reflected in feedback from the government's own commissioned professional team via TIP 'check and challenge' sessions prior to formal submission.

##### TIP Projects

##### **Newark Gateway Site**

2.2 Following the respective decisions of the November Economic Development Committee and Policy & Finance Committees officers are now progressing with works to secure the demolition and safe holding of the existing cattlemarket site, in addition to feasibility studies and negotiations for the redevelopment of the whole Newark Gateway site, to include securing the IASTI and hotel as previously identified.

2.3 Associated work is also progressing with options for the relocation of the Lorry Park and Livestock market (the latter to be delivered by the third party interest involved as previously advised) elsewhere, with Newark Showground being preferred. Further updates will be provided to the March cycle of Committees on this work.

##### International Air & Space Training Institute (IASTI)

2.4 Members will recall the IASTI project, which seeks to provide, in conjunction with the Lincoln College Group, Aviation 360, a University Partner, and Military and Civil aviation industries, a new post 16 education facility for students to access ground, engineering, and pilot programmes.

2.5 All partners have continued to progress with the project in anticipation of funding being secured, with the preferred site remaining the Newark Gateway site. A public announcement on the scheme, alongside all partners involved, is expected within the first quarter of 2021.

#### Smart Innovation, Supply Chain & Logistics Enterprise Zone (SiSLog)

- 2.6 Members will recall that this is a project jointly developed between the Council, the University of Lincoln and the Universities for Nottingham and focussed around possible opportunities with respect to the logistics and supply chain sector given the strategic significance of Newark to the road, rail, and air networks. The jointly commissioned work between the Council and Universities has now been concluded, with findings being presented prior to the Committee meeting. A verbal update will therefore be provided.

#### 32 Stodman Street (former M&S store)

- 2.7 Members will be aware that this project continues to progress, supported by funds provided by the £750,000 'accelerated funding' from the Towns Fund. The commissioned architect and commercial teams continue to evolve the proposed design with a view to undertaking public consultation and submitting for planning permission by the end of March 2021. Further detail on these proposals are detailed elsewhere on this agenda in an Exempt Report.

#### YMCA Community and Activity Village

- 2.8 Members will be aware of this project, not only via the Newark TIP but also from the previous updates and decisions taken to support the scheme and its overall aspirations to support children and young people and address the social mobility challenges of the town. The YMCA intend to let the contract to build phase II of the project works imminently. This represents over £15m investment in the Town and will deliver a raft of additional activity on the site, housed in a state-of-the-art building. The scheme will deliver sports and leisure facilities, PC labs, music and art spaces, conferencing and function facilities, childcare and a wellbeing and health delivery service suite, mental health support, physical rehabilitation, culinary training, the largest outdoor skate park in the East Midlands, and an Olympic climbing centre.

#### Newark College Construction Expansion

- 2.9 This is the second of three projects which the Newark TIP identifies as being supported with 'accelerated' funding. The project will introduce stone masonry and expand gas, joinery and bricklaying alongside growing links with new methods of construction. The project is expected to welcome over 1000 New Students (16-18, Degree, Adult) over the first 5 years, and increase on the previously expected c700 students expected.

- 2.10 Planning permission was granted in November 2020, with tenders for the build being received in December 2020. I am pleased to report that the Lincoln College Group have made a start on site, in anticipation of receipt of the previously identified maximum grant of £389,000 funding (project costs are £522,109.58) from the 'Accelerated Fund'. Formal approval is pending at the time of writing from the Council's s151 Officer, acting on behalf of the Council as the 'accountable body'.

- 3.14 The Newark TIP comprises many other projects, which will be subject to updates at future meetings subject to confirmation of funding from the Government.

#### **4.0 Equalities Implications**

- 4.1 Each of the projects detailed above will be required, if and when they proceed to have regarding to equalities and access implications.

## **5.0 Digital Implications**

5.1 There are digital implications within many of the TIP plans and projects identified, with the need to ensure appropriate digital infrastructure, skills and future innovative and creative employment opportunities being key to many objectives. Each project will be required to identify this as they progress.

## **6.0 Financial Implications (FIN20-21/6365)**

6.1 The £750,000 accelerated Capital Funding was added to the Capital Programme following reports to Policy and Finance Committee on 24 September 2020. Spend against budget is being monitored closely to ensure the deadlines are met.

## **7.0 Community Plan – Alignment to Objectives**

7.1 The Newark TIP is a direct intervention of such scope and breath that it will significantly contribute to delivering all of the Council’s Community Plan objectives.

## **8.0 RECOMMENDATIONS that:**

- a) **Members note the ongoing negotiations with Government to secure a capital contribution from the Towns Fund of up to £25m;**
- b) **Members note the ongoing progress of the Newark Town Investment Plan projects listed in section 2.0 above.**

### **Reason for Recommendations**

**To continue the development the Newark Towns Strategy and Investment Plan.**

### **Background Papers**

Nil

For further information please contact Matt Lamb on Ext. 5842

Matt Lamb  
Director – Planning & Growth

## **ECONOMIC DEVELOPMENT COMMITTEE**

**13 JANUARY 2021**

### **THE BUTTERMARKEt – FIRST FLOOR**

#### **1.0 Purpose of Report**

1.1 The purpose of this report is to outline to Members the intention to bring the first floor of The Buttermarket into use, reflected in the wider aspirations to revitalise Newark Town Centre.

#### **2.0 Background Information**

2.1 There are five units on the ground floor which now have 100% occupancy, Iguazu, Tambo Lounge, Specsavers, Gracegentle and Hobson Shoes.

2.2 The next stage of the project will be strip out and enabling works for the first floor including access and redecoration of the main atrium. Planning approval is not required for this phase, but the schedule of works will need to be checked by the Conservation Team to ensure that listed building consent is not required (to be confirmed via a Certificate of Lawfulness of Proposed Works to a Listed Building). Any use for the first floor will not have an impact on these works, but once a use is defined and agreed then the appropriate fit out works will be commissioned.

#### **3.0 Proposals**

3.1 A number of options have been considered for the use of the first floor, being the former pub space and atrium. Options include using the space for community use, a food hall, a music and entertainment venue (in partnership with Gateway to Music), co-working space and residential use.

3.2 Other options have been considered but have been discounted, including discussions with the Lincoln College Group and Universities for Nottingham who have confirmed that they do not have the capacity to take responsibility for the running of the Buttermarket from 2021 but remain interested in supporting a commercial enterprise.

3.3 The exempt report explores in some detail the likely financial details of proposed use(s) and seeks Member approval on next steps to securing upper floor use(s) and activity, alongside the ongoing town centre agenda.

#### **4.0 Equalities Implications**

4.1 There are no equalities implications to note within the recommendation of this report. However, there will be equalities implications on the fit out of the end user, when that has been agreed.

#### **5.0 Digital Implications**

5.1 There are no digital implications to note.

## **6.0 Financial Implications (FIN20-21/2472)**

6.1 There are no direct financial implications in this report.

## **7.0 Community Plan – Alignment to Objectives**

7.1 This project is aligned to the community plan objective of delivering inclusive and sustainable economic growth.

## **8.0 Comments of Director(s)**

8.1 I welcome this report. Members will be aware that since taking ownership of the Buttermarket on 21 January 2019 we have retained our original tenants alongside securing new offers for the town in the form of the Tambo Lounge, Iguazu and an extended Specsavers. Whilst the impacts on the Covid-19 pandemic are inescapable it is hoped that the business support offered to date will ensure that in 2021 all businesses can consolidate and grow.

8.2 The upper floor, or phase 2, allows the Council to consider further how the building can contribute to the towns centre offer and wider regeneration plans. The detail provided in the exempt report will allow the setting of parameters and expectations for further work, including with the wider market should Members concur.

## **9.0 RECOMMENDATIONS that:**

- a) **the progress to date on the redevelopment of the Buttermarket, as contained in the report be noted; and**
- b) **the next steps on securing and procuring upper floor use(s), as detailed in the Exempt Report be approved.**

### **Reason for Recommendations**

**To secure the next phase of the redevelopment of the Buttermarket and its contribution to the vitality and viability of Newark Town Centre.**

### **Background Papers**

Nil

For further information please contact Matt Lamb on Ext. 5842

Matthew Lamb  
Director - Planning & Growth



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