



**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, 16 March 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 N Mison  
Councillor N Mitchell  
Councillor M Skinner  
Councillor R White  
Councillor P Harris**

**Substitute Members:**

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

**MEETING: Economic Development Committee**  
**DATE: Wednesday, 24 March 2021 at 6.00 pm**  
**VENUE: Broadcast from Castle House, Great North Road, Newark, Notts 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 and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

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

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2. Declaration of Interest by Members and Officers and as to the Party Whip
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14. New Funding Opportunities 100 - 102
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### **Confidential and Exempt Items**

16. 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.

17. Places to Ride Update - Exempt Appendix

107 - 108

# Agenda Item 4

## 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, 13 January 2021 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 Mrs M Dobson, Councillor P Harris, Councillor N Mison, Councillor N Mitchell, Councillor M Skinner and Councillor R White

ALSO IN ATTENDANCE: Councillor L Dales

### REMOTE MEETING LEGISLATION

The 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.

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

Councillor Mrs P. Rainbow declared a personal interest in Agenda Item No. 9 – A46 Newark Northern Bypass Consultation as the owner of land which may be used for the widening of the road.

#### 91 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.

#### 92 MINUTES OF MEETING HELD ON 18 NOVEMBER 2020

AGREED that the Minutes of the Meeting held on 18 November 2020 were a correct record.

#### 93 CHAIRMAN'S REPORT

The Chairman referred to the importance of the decisions taken at the November 2020 meeting of the Committee with the adoption of the Economic Growth and Tourism Strategies and how work would be undertaken with partners.

He noted that the response to the Covid-19 Pandemic and the third lockdown continued to impact on the Council. The Council continued to offer much needed support and were at the forefront of issuing grant support with as little bureaucracy as possible. The Council did not wait for receipt of central Government monies, rather they paid out funds as quickly as possible. He added that the Council were

developing an additional discretionary grant scheme to capture industries which, so far, had fallen through the safety net e.g. those that did not work from a premise, citing taxi drivers as an example.

The Chairman stated that the response to the pandemic did not mean that the Council had stopped working for the future as highlighted with the Agenda before Members. He referred to: a raft of economic recovery measures; a consultation on the dualling of the A46; progress and delivery of projects in relation to the Buttermarket, Stodman Street and the former Robin Hood Hotel; the Towns Fund projects; and the Places to Ride Scheme.

In concluding his verbal report the Chairman thanked fellow Members, Officers and Partners for their continued drive forward of a positive agenda despite the challenges currently faced.

94 FORWARD PLAN (FEBRUARY 2021 - JANUARY 2022)

NOTED the Forward Plan (February 2021 to January 2022) for the Economic Development Committee.

95 UPDATE REPORT ON ECONOMIC RECOVERY PROGRAMMES

The Committee considered the report presented by the Business Manager – Economic Growth which updated Members on progress of initiatives contained within the Economic Growth Strategy e.g. Town Reopening Campaigns; Kickstart; and Business Events with details of each of the aforementioned initiatives being provided. Paragraph 2.5 of the report set out details of a proposed Business Resilience Programme and that Members of the Committee recommend to the Policy & Finance Committee that they support its establishment and the associated funding of £300,000.

In considering the report, Members noted the work undertaken and support given to some 140 retailers across the district during the pandemic. In relation to the proposed Business Resilience Programme, Members queried as to how its success would be measured. In response, the Business Manager stated that the Council were considering partnering with external organisations e.g. Chamber of Commerce, in promoting the programme, thereby reaching more businesses in the district who may benefit from financial assistance.

AGREED (unanimously) that:

- (a) the contents of the report be noted;
- (b) the proposed Business Resilience Programme, as detailed in paragraph 2.5 of the report be supported with the Policy & Finance Committee being recommended to support the associated funding of £300,000; and

- (c) all Members of the Council be provided with progress updates on the proposed procurement exercise to secure 4 suppliers to provide additional support to the key industries, as detailed in paragraph 2.5 of the report.

96 ECONOMIC DEVELOPMENT COMMITTEE REVENUE BUDGET 2021/22

The Committee considered the report presented by the Business Manager – Financial Services in relation to the budget and scales of fees and charges for those areas falling under the remit of the Economic Development Committee for 2021/2022.

The report set out the proposals for recommendation to the Policy & Finance Committee on 22 February 2021 in relation to the base budget for 2021/2022 for inclusion in the overall Council budget and the 2021/2022 fees and charges.

In considering the report Members welcomed the decisions not to increase the car parking charges but to levy an increase for the lorry park.

In relation to Appendix D of the report a Member noted that a number of the charges listed therein remained static. He queried as to how frequently they were levied and whether any market comparisons were available. He suggested that if the charges were considered too high, they be reduced in order that some income be realised.

AGREED (unanimously) that the following recommendations be made to the Policy & Finance Committee at its meeting to be held on 22 February 2021:

- (a) the 2021/22 base budget in Appendix A for inclusion in the overall Council budget; and
- (b) to Council on 9 March 2021 the 2021/2022 fees and charges in Appendix D.

97 A46 NEWARK NORTHERN BYPASS CONSULTATION

The Committee considered the report presented by the Business Manager – Planning Policy & Infrastructure which sought to make Members aware of the consultation launched on 9 December 2020 regarding the proposed A46 Newark Northern Bypass which was part of the Government’s second national Road Investment Strategy (RIS2).

The report set out the background to the proposed improvements, noting that it would remove a major bottleneck and help to facilitate current and future planned growth. It would improve access for freight traffic travelling along the A46, one of the country’s most important trade routes, potentially adding £7.1b to the UK’s economy. Details of the local benefits were reported, noting that along with delivery of the Newark Southern Link Road and the A1 Overbridge there would be increased productivity and huge potential for the District’s planned growth and Town Investment Plan. Details of the options for consultation were detailed together with issues for consideration.

In considering the report Members agreed that the proposed improvements to the A46 and the local benefits it would bring were to be welcomed. A Member stated that a graded separation at the Cattle Market Roundabout was the best option for Newark and that it should be emphasised in the Council's formal response. He added that the Highways Executive (HE) must consider how they would mitigate disruption to residents in Farndon and Winthorpe and to ensure that traffic flow was not interrupted during the improvement works.

In referring to the date in which the consultation was launched, a Member expressed their disappointment that this had been over the festive period, adding that it provided insufficient time for those affected to meet with the HE to formulate a comprehensive response. She suggested that the HE be asked to extend the response date by a period of one month. She added that she was in support of economic growth but that an improvement of journey times would only benefit commuters and not local residents. In relation to the aforementioned preferred option for Newark of graded separation, she noted that a flyover would create additional traffic noise for residents in Winthorpe, stating that a number of residents had contacted her with some good ideas and that she hoped the HE would give them consideration.

In welcoming the proposals a Member noted the silo operations that the HE operated within and whether they were aware of the proposed improvements by Network Rail to the flat rail crossing in Newark. In response, the Business Manager advised that the issue had been consistently raised with the HE during meetings.

AGREED (with 11 votes for and 1 vote against) that delegated authority be given 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, 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 their views and opinions into 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.

98 RESIDENTIAL CYCLE AND CAR PARKING STANDARDS & DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT

The Committee considered the report presented by the Business Manager – Planning Policy & Infrastructure which sought to provide Members with a Final Draft Residential Cycle and Car Parking Standards & Design Guide Supplementary Planning Document (SPD). It was reported that following the responses received from the initial consultation period, significant alterations had been made and therefore it was proposed to hold a further 8 week period of consultation with local residents, developers, town and parish councils and other stakeholders.



In considering the report a Member queried as to the definition of sufficient size when referring to a parking space. In response, the Business Manager referred to Key Principle 2 – Design, Location and Layout of Car Parking Spaces contained in the final draft of the SPD advising that the size of the space had been based on information from the Highway Authority.

AGREED (unanimously) that:

- (a) the proposed responses to the consultation as 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) be approved for an eight weeks public consultation on week commencing 18 January 2021.

## 99 PLACES TO RIDE APPLICATION UPDATE

The Committee considered the report presented by the Business Manager – Tourism which sought to provide Members with an update on the application for British Cycling grant funding for a new recreational cycling scheme at Thoresby Vale, Edwinstowe.

The report set out the partnership working undertaken with Harworth Group PLC and a range of strategic and community stakeholders in order to develop and submit the Stage Two application.

In considering the report a Member queried as to what plans were in place to ensure the safety of cyclists when using the road network to get to the Harworth Hub. The Business Manager advised that discussion were being held with the Highways Authority about how the cycle routes would be linked. The Director – Planning & Growth advised that highways work was being carried out at the Forest Corner and that the application for Phase 2 Infrastructure of the Thoresby Vale Development had been submitted for consideration.

*Councillor L. Brazier left the meeting during consideration of this item.*

In relation to the response received it was noted that there had been little from youth groups, both locally and from surrounding areas. In response, Members were advised that should the bid be successful it would enable to reach out to both youth and mobility groups.

AGREED (unanimously) that:

- (a) the submission of the Stage Two application to British Cycling's Places to Ride grant funding programme be noted; and

- (b) should the application be successful, a recommendation be made to the Policy & Finance Committee to add the scheme to the Capital Programme.

100 ECONOMIC DEVELOPMENT REVENUE AND CAPITAL FORECAST OUTTURN REPORT TO 31 MARCH 2021 AS AT 30 NOVEMBER 2020

The Committee considered the report presented by the Business Manager – Financial Services which provided Members with a comparison of revised budgets for the period ending 31 March 2021 with the Project Outturn forecast for the period. The figures had been based on 8 months’ performance information on the Council’s revenue and capital budgets, including: General Fund Revenue; and Capital Programme.

*Councillor R.V. Blaney left the meeting during consideration of this item.*

AGREED (unanimously) that the report be noted.

101 LDF UPDATE

The Committee considered the report presented by the Business Manager – Planning Policy & Infrastructure which provided Members on progress towards delivery of the Plan Review in relation to the Allocations and Development Management Policies and associate evidence base documents. Details of the progress for the key evidence base documents: Open Space Strategy; and Housing Needs Assessment, were provided and that the conclusion of those would be fed into an Allocations & Development Management Options Report alongside policies and allocations to meet need identified in the Gypsy & Traveller Accommodation Assessment.

AGREED (unanimously) that progress towards producing the Allocations & Development Management Options Report be noted.

102 AUTUMN 'STAYCATION' VISITOR CAMPAIGN

The Committee considered the report presented by the Business Manager – Tourism which provided Members with an update on the performance of the district-wide ‘Staycation’ campaign delivered in October 2020. The main objectives of the campaign were reported as: raising public awareness of Newark, Southwell and Sherwood Forest as ideal day or short break autumn destinations; and to generate public engagement in the campaign to drive increased traffic to visitor websites and gain more followers on social media for a long-term marketing advantage.

In considering the report, a Member queried whether the use of a social influencer had been successful. The Business Manager advised that the influencer had a following of some 20,000 persons and that they had all been reached, thereby boosting the campaign’s audience.

AGREED (unanimously) 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.

103 NEWARK TOWNS FUND UPDATE

The Committee considered the report presented by the Director – Planning & Growth which sought to update Members on funding discussions and progress with individual projects. Details of progress for each of the Town Investment Plan projects were listed and noted as: Newark Gateway Site; International Air & Space Training Institute; Smart Innovation, Supply Chain & Logistics Enterprise Zone; Stodman Street; YMCA Community and Activity Village; and Newark College Construction Expansion.

AGREED (unanimously) that:

- (a) the ongoing negotiations with Government to secure a capital contribution from the Towns Fund of up to £25m be noted; and
- (b) the ongoing progress of the Newark Town Investment Plan projects listed in Section 2 of the report be noted.

104 BUTTERMARKET, NEWARK UPDATE

The Committee considered the report presented by the Business Manager – Economic Growth which provided Members with information on the intention to bring the first floor of The Buttermarket into use, reflected in the wider aspirations to revitalise Newark Town Centre.

In considering the report Members noted that additional detail on the proposals for the first floor were contained in the following exempt report and that they would discuss the detail later in the Agenda.

AGREED (unanimously) that:

- (a) the progress to date on the redevelopment of the Buttermarket be noted; and
- (b) the next steps on securing and procuring upper floor use(s), as detailed in the following exempt report, be noted.

105 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.

106 BUTTERMARKET, NEWARK UPDATE

The Committee considered the report presented by the Business Manager – Economic Growth which provided Members with information on the intention to bring the first floor of The Buttermarket into use, reflected in the wider aspirations to revitalise Newark Town Centre.

(Summary provided in accordance with Section 100C(2) of the Local Government Act 2072.)

107 32 STODMAN STREET DEVELOPMENT

The Committee considered the exempt report jointly presented by the Business Manager – Economic Growth and Director – Planning & Growth which outlined the options for delivering a regenerated 32 Stodman Street Redevelopment Scheme.

(Summary provided in accordance with Section 100C(2) of the Local Government Act 2972.)

108 HERITAGE & CULTURE UPDATE

The Committee considered the exempt report presented by the Business Manager – Heritage, Culture & Visitors which provided Members with detailed proposals for the Heritage & Culture Business Unit to support navigation of the ever-changing COVID environment and challenges to be faced in the next financial year.

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

109 ECONOMIC GROWTH AND TOURISM UPDATE

The Committee considered the exempt report presented by the Director – Planning & Growth which sought Members agreement to recommend to the Policy & Finance Committee that they support the review of the Economic Growth and Tourism Business Units.

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

Meeting closed at 8.20 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 April 2021 to 31 March 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.

<b>Meeting Date</b>	<b>Subject for Decision and Brief Description</b>	<b>Contact Officer Details</b>
16.06.21	EV Chargepoints	<a href="mailto:robert.churchill@newark-sherwooddc.gov.uk">robert.churchill@newark-sherwooddc.gov.uk</a>
16.06.21	Forest Corner Masterplan Update	<a href="mailto:richard.huthwaite@newark-sherwooddc.gov.uk">richard.huthwaite@newark-sherwooddc.gov.uk</a>
16.06.21	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>
16.06.21	Update on Conservation Area Review	<a href="mailto:oliver.scott@newark-sherwooddc.gov.uk">oliver.scott@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>

## ECONOMIC DEVELOPMENT COMMITTEE

24 MARCH 2021

### VISITOR ECONOMY RECOVERY PLANS FOR 2021

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

1.1 To provide the Economic Development Committee with an update on plans to support the recovery of the district's visitor economy in 2021.

#### **2.0 Background Information**

2.1 Members approved a refresh of the Visitor Economy Strategy 2020-23 presented to the Economic Development Committee in November 2020.

2.2 After sustained annual growth in the value of the economic impact of the district's visitor economy, including +3.7% in 2018 and +6% in 2019, the COVID-19 pandemic made 2020 the most challenging year on record for the UK's tourism and hospitality sectors. Latest growth forecasts indicate a significant negative impact of **-62%** on the value of the economic impact of the district's visitor economy and with the ongoing impact on early-mid 2021, the impact is already forecast to be a further **-33%** this year.

2.3 In the face of this disruption and the ongoing uncertainty associated with COVID-19 that continues to severely challenge the tourism and hospitality sectors, we need to be proactive and competitive in our plans to support the district's visitor economy in its recovery to increase its economic impact, achieve the vision in our [Community Plan](#) ("...encouraging more visitors to enjoy all that Newark & Sherwood has to offer"), and the objective to "Deliver inclusive and sustainable economic growth".

2.4 In doing so, we can maximise the emerging opportunities for recovery. A recent consumer poll by Visit England indicates that 63% of people are confident of booking overnight trips in the UK from July 2021 onwards. With many people avoiding foreign travel, whether due to current or potential travel restrictions, the UK 'staycation' is widely expected to enjoy a welcome resurgence. Furthermore, less crowded UK destinations that are away from the traditional 'hot spots' and are considered 'rural', 'seaside' or 'small town', are perceived as 'safer' and therefore will experience a competitive advantage. Visitors within our main age category (56+ years) may be more wary of travelling and exposing themselves to increased risks of viral infection. However, they are also significantly more likely to have been vaccinated within forthcoming months and to seek 'safer' destinations such as ours. Finally, this demographic segment is also likely to include 'empty nesters' with more potential spending power than younger segments during economic recovery from the pandemic.

#### **3.0 Proposals**

3.1 Our plans to support the tourism and hospitality sector in recovery will be focussed on four main pillars of operation:

- Relationship building with sector partners/stakeholders
- Destination development

- Destination marketing
- Visitor insight, knowledge and research

### 3.2 Relationship building with sector partners/stakeholders

- 3.2.1 We will continue to build multiple external relationships and develop our reputation as recognised and trusted place ambassadors at different levels. At district level, we will continue to lead and facilitate the district-wide Tourism Action Group (TAG) to bring together attractions and businesses from the district's tourism and hospitality sector to share news, insight, ideas, good practice, campaigns, offers and promotional materials. As soon as we are able to do so in a safe manner, we will recommence TAG meetings at attractions in different locations around the district in order to provide familiarisation and networking opportunities. In the meantime, meetings will take place online via MS Teams. We will continue to facilitate and develop the TAG Facebook group, enabling members of the group to engage with each other outside of the schedule of meetings. We will also engage with key strategic and community partners through membership of the Sherwood Strategic Management Group, Southwell Tourism Partnership and a new group to develop the Newark Cultural Heart project as part of the Town Investment Plan. We will link in with a number of other groups that contribute strongly to developing and promoting the visitor offer such as Newark Heritage Forum, Newark Business Club and Shop Southwell.
- 3.2.2 The district's Tourism database of attractions and businesses will be reviewed and updated to enable us to continue to engage effectively with the wider sector beyond those who are represented in the above groups. Throughout the COVID-19 pandemic, we have provided timely information, updates and advice to businesses across the tourism and hospitality sector, including signposting to important financial support packages and trusted sources of further information and guidance. The feedback we have received indicates that this service has been greatly valued and importantly helped to strengthen our relations with the sector. Drawing on a range of recognised sources, we will continue to provide such timely and accurate information and advice throughout the forthcoming period of recovery and beyond.
- 3.2.3 We will also work with colleagues in Economic Growth to deliver resilience support from our £300,000 Business Resilience & Growth Programme to the district's accommodation providers – a sector that has been particularly impacted by the past 12 months. Through our appointed consultants, accommodation businesses will be able to apply for grant funding of up to £2,000 each to grow through a programme that is enabled and supported by business advice. Those eligible will receive specialist business advice and support from industry experts in the sector. This advice and guidance will support them in adapting and developing new business or marketing plans. It will include advice on optimising e-commerce solutions, search engine optimisation and implementing new methods of transactional payment mechanisms which will assist them in developing new or enhanced online functionalities.
- 3.2.4 We will also continue to develop our external relationships at regional and national level. Through regular contact with bodies such as Visit England, Visit Notts, Nottinghamshire County Council and D2N2, we will be well-placed to align our activities with strategic initiatives, to raise our destinations' profiles as part of wider visitor campaigns and to take advantage of opportunities including grant funding bids. For example, we are actively encouraging the district's Tourism database of attractions and businesses to sign up to Visit



England's '[Good To Go](#)' accreditation scheme which builds customer trust by demonstrating that they are adhering to the respective Government and public health guidance, have carried out a COVID-19 risk assessment and have the required processes in place. Our attractions and businesses will be promoted at national and international level through our participation in [The Explorer's Road](#) project, a 300 mile, self-guided touring route of the East of England, which will be publicly relaunched by Visit England at the end of March 2021. Other national initiatives that we will seek to maximise include Heritage Open Days and English Tourism Week, and through our membership of professional bodies such as the Tourism Management Institute and Tourism Alliance, we will continually 'horizon scan' for other high profile opportunities.

- 3.2.5 One area of the tourism sector that has been impacted negatively even more than most by COVID-19 is group travel. It is still unclear when operations such as group coach tours will be able to resume in a manner that is both publicly safe and economically viable for them to do so. However, through our membership of the Association of Group Travel Organisers (AGTO) and relationships with the sector's specialist media, we will remain closely informed of developments and, in turn, liaise with our attractions and businesses about the development and promotion of their group offers to the trade.

### 3.3 Destination Development

- 3.3.1 Destination Management Plans (DMPs) for Newark, Southwell and Sherwood Forest were produced for NSDC by a destination management consultant in 2018/19. The methodology included extensive engagement with key landowners/managers, partners and stakeholders, and the DMPs provide us with SWOT analysis; an audit of visitor attractions, events and businesses; place narratives / thematics; and recommendations for action across each of the three destinations to enhance the visitor experience, increase satisfaction and improve reputation.

- 3.3.2 On account of the strengthened relationships summarised at para 3.2 above, we will use our influence to help progress the recommendations of the DMPs alongside other initiatives to develop our destinations. NSDC is in the rare and privileged position of having a number of different, coexisting place-shaping roles including as leader, facilitator/coordinator, partner/stakeholder, commissioner, investor, asset owner/manager and informed expert. This year, for example, we will use our role as leader to shape and commission a new programme of events and experiences to enhance the cultural presence of Newark town centre and drive increased footfall, dwell time and spend to it. We will continue to lead the Forest Corner masterplanning project, working closely with multiple partners and stakeholders to develop a deliverable new vision for this unique and popular area. As the accountable body, we will secure Places To Ride grant funding from Sport England / British Cycling for a new community cycling hub at Thoresby Vale which aligns perfectly with our brand proposition for Sherwood Forest as a 'green and active family experience (outdoor activities, connect with natural environment)' and the 'Aspirational Family Fun' audience described as 'regularly take breaks where they can indulge in active, family-friendly pursuits, sporting events and festivals.'

- 3.3.3 Much of our influencing role will draw on our ability as 'informed expert' to provide insight, knowledge and research that is relevant to the visitor experience. This will continue to help colleagues, partners and stakeholders to shape proposals and develop effective business cases. This area of operation is explained further at para 3.5 below.

### 3.4 Destination Marketing

3.4.1 By its nature, our destination marketing plan is a 'living document' that will change throughout the course of the year as new promotional opportunities arise and messages adapt to align with the roadmap out of COVID-19 restrictions. The current iteration of this document is at **Appendix A**. It shows that much of our destination marketing activity in the earlier part of the 2021 will maintain the current 'stay local' messaging including an emphasis on outdoor exercise and wellbeing. This will evolve into 'days out' promotion, encouraging people to visit to discover our attractions through day trip itineraries, before progressing into ['staycation' campaigns](#), very much along the lines of the successful campaign we ran in October 2020, providing that roadmap conditions are met and it is safe for accommodation providers to reopen. In taking this cautious approach, we can ensure that our messaging aligns responsibly with the directives and advice being issued publicly by local and central government and Public Health England while maximising visitor demand when possible for the much-needed benefit of our visitor economy. However, throughout this period, we will have the flexibility of approach to be able to 'speed up' or 'slow down' the development of our messaging and activity as necessary.

3.4.2 By providing visitors and potential visitors with a more engaging and user-friendly web and social media presence, we will be better-placed to influence their online choice of destination. Stronger digital marketing across search engine optimisation (SEO), pay-per-click (PPC), social media, online advertising and email marketing will help to improve our websites' rankings in search engine results. We will monitor and review performance through the following measures:

- Unique visits to the three tourism websites
- Social media impressions
- Social media engagements
- Video views
- Social media followers

Geographically, in order to maximise the return on investment, our marketing activity will be concentrated largely on East Midlands, West Midlands, South Yorkshire, West Yorkshire, Lancashire and parts of East Anglia (subject to COVID-19 restrictions on non-essential travel). We will closely monitor geographic response, including area-specific uptake of our printed leaflets as well as online traffic, and adjust our plans accordingly.

### 3.5 Visitor Insight, Knowledge and Research

3.5.1 To have reliable metrics by which we can measure progress over the course of this year and subsequent years, we will continue to commission annual impact data based on the Scarborough Tourism Economic Activity Monitor (STEAM) which is widely acknowledged as the industry standard with high levels of accuracy down to district level. As well as being the source used for the value of our economic impact of the visitor economy figures, it also provides us with a wide range of other data sets including visitor numbers, visitor days, visitor types, employment and sectoral distribution of economic impact at district and also town (Newark only) level.

3.5.2 We will also commission qualitative visitor market research in 2021 after we were unable to do so in 2020 due to the pandemic. Restrictions permitting, we will undertake face-to-face interviews with visitors at events, attractions, public spaces and travel hubs throughout the district in late summer and autumn. This will ensure that we continue to improve our knowledge of the visitor experience, develop an understanding of who visitors are and what they feel about their experiences, in order to inform strategic decisions around destination development and destination marketing by ourselves and our partners/stakeholders.

3.5.3 Through our multiple external relationships and memberships, we will continue to ‘horizon scan’ and source sector insight, knowledge and research that is relevant to the visitor experience and share it with colleagues, partners and stakeholders. We will also proactively share statistics on the performance of our destination marketing campaigns and activities. This ‘informed expert’ role will help to reinforce our position as a valuable and trusted partner.

### 3.6 How Will We Know If We Are Successful?

3.6.1 We have identified 16 performance indicators that will be monitored for progress. 11 of these relate to the quantitative and qualitative data that we commission from independent, external organisations annually (one is actually biennial but will apply to 2021). The remaining five performance indicators relate to statistics drawn from our own analytics data which will be compiled and reported on corporately each quarter.

3.6.2 Although more subjective and less tangible, we will also measure progress in light of feedback received from our wide range of partners and stakeholders including attractions and businesses from the district’s tourism and hospitality sector. This will help us to gauge initial reaction to our activities and to develop or adjust our plans according to ever-changing needs and expectations.

### 4.0 Equalities Implications

4.1 Delivery of our visitor economy recovery plans will always consider equalities to ensure that visitors and potential visitors with protected characteristics are not disadvantaged in their experiences. For example, our visitor websites have recently been developed to make them more accessible and compliant with new public sector website accessibility regulations.

### 5.0 Digital Implications

5.1 The majority of our destination digital marketing services are currently outsourced to third party agencies. We will review this arrangement with ICT Services to consider whether any of these services can be brought in-house as part of NSDC’s commitment to work towards being a Digital Council.

### 6.0 Financial Implications (FIN20-21/8384)

6.1 None. The costs of delivering our visitor economy recovery plans will be met via an annual review of the allocated Promotion of Tourism budget.

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

7.1 The aims of our visitor economy recovery plans align clearly with the vision in our Community Plan (“...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 Members note and support our plans to support the recovery of the district’s visitor economy in 2021 and beyond.**

### **Reason for Recommendation**

**To enable Officers to continue to deliver strategic and operational support to the district’s visitor economy as an important asset for economic recovery.**

### **Background Papers**

[NSDC Visitor Economy Strategy 2020-23](#)

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

Matt Lamb  
Director - Planning & Growth

**DESTINATION MARKETING PLAN 2021**

**Perennial**

Social Media - Destination brand inspiration posts

Visitor Websites – Writing and editing content, blogs, content management, hosting, security, maintenance, domain renewals etc.

The Explorer’s Road Website – Writing and editing content for our destinations and attractions

Visitor Welcome and Signage

Comms support to Tourism Action Group – Facebook group and quarterly meetings (currently virtual)

SEO/PPC (once contract awarded)

**Ad Hoc**

PR - Writing promotional content for editorial and features; media relations

Advertising – Destination brand proposition design and artwork

Liaison with Newark VIC and Southwell TIC

**Seasonal**

<p>March</p>	<p>‘Stay local’ social media                  Attractions content for The Explorer’s Road website relaunch                  Plan ‘Days out’ campaign part 1 – Easter   <b><i>COVID Roadmap: Rule of 6 Outdoors – 29 March</i></b></p>
<p>April</p>	<p>SEO/PPC tender                  New photography and video</p>

	<p>'Days out' campaign part 1 – Easter Travelodge Newark opening English Tourism Week</p> <p><b><i>COVID Roadmap: Self-catering accommodation (same household/bubble), shops, restaurants and pubs (outside), zoos, theme parks – 12 April</i></b></p>
May	<p>SEO/PPC tender New photography and video Refresh and reprint district 'maps' leaflet and national distribution 'Days out' campaign part 2 – Spring half-term Plan 'Staycation' campaign part 1 – Summer</p> <p><b><i>COVID Roadmap: Hotels, B&amp;Bs, guesthouses (same household), restaurants and pubs (indoors), outdoor entertainment, museums, theatres, cinemas – 17 May</i></b></p>
June	<p>SEO/PPC contract start Group Travel advertising refresh creative 'Staycation' campaign part 1 – Summer</p> <p><b><i>COVID Roadmap: Limits removed – 21 June</i></b></p>
July	'Staycation' campaign part 1 - Summer
August	<p>Visitor market research Heritage Open Days flyer</p>
September	<p>Heritage Open Days Visitor market research Visitor websites refreshes Plan 'Staycation' campaign part 2 – Autumn half-term</p>

October	Group Leisure & Travel Show Visitor market research 'Staycation' campaign part 2 – Autumn half-term
November	Xmas campaign New photography and video
December	Xmas campaign New photography and video

## **ECONOMIC DEVELOPMENT COMMITTEE**

**24 MARCH 2021**

### **OPEN SPACE ASSESSMENT AND STRATEGY**

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

1.1 To update Committee on progress towards the production of an Open Space Assessment and Strategy and to seek approval for consultation to be undertaken on a draft of the document.

#### **2.0 Background Information**

2.1 The Council's existing open space evidence base and strategy is being updated. Knight Kavanagh & Page ('KKP') have been appointed to undertake an assessment of the existing and future open space needs of communities and prepare an open space strategy. The Strategy will be used to set open space standards in new development, determine where Section 106 monies should be spent to improve existing facilities and inform the direction on the future provision of accessible, high quality, sustainable provision of open spaces in the District.

2.2 As part of the Council's response to the Climate Emergency, KKP have also investigated potential opportunities for reducing carbon and mitigating the impact of climate change in the District's Open Spaces.

2.3 At the time of writing officers are carrying out initial consultation with relevant ward Members and Parish Councils to 'sense check' the results of the draft assessment and proposed strategy. The assessment and strategy cover hundreds of locations in the District and this is intended to ensure that the document and its recommendations accurately reflect facts on the ground.

#### **3.0 Open Space Assessment and Strategy**

##### **Assessment of Open Space Provision**

3.1 The strategy is based on a comprehensive assessment of open space in the 14 larger settlements in the District. Open Spaces (over 0.1ha) in these settlements have been assigned one of the following typologies based on its primary function:

1. Parks and Gardens
2. Natural and Semi Natural Greenspace
3. Amenity Greenspace
4. Provision for Children and Young People
5. Allotments
6. Cemeteries / Churchyards

It should be noted that sports pitches are covered by a separate Playing Pitch Strategy, however a number of the open spaces within the assessment are multifunctional and will contain sports pitches along with other open space provision (e.g. Sconce & Devon Park) and this is acknowledged within the report.



- 3.2 The key stages of the methodology to assess existing open space in the District are:
- Auditing existing local provision;
  - Assigning a quality and value score to each site based on a number of criteria;
  - Identifying quality and value thresholds to determine whether sites are high or low quality with primary aim of identifying where investment and / or improvements are required.

3.3 In order to understand what future open space provision is required provision standards have been developed. These standards will be used to influence future investment in open space by the District/Town/Parish Council's and other landowners and through open space secured as part of new development. The provision standards are also used to understand the extent to which current provision adequately meets current need. Catchment mapping for each open space typology has also been developed to understand the spread of provision within and between settlements. It is intended that all open space information is captured spatially and kept up to date in order to monitor delivery of the Strategy.

#### Proposed Open Space Strategy

3.4 Using the results of the baseline study, a strategy for the assessment of future need has been developed.

#### Strategic Recommendations

3.5 The report makes a number of strategic recommendations on what the Council should be seeking to achieve in order to address the issues highlighted as well as the priorities for meeting demand from future growth.

- **Recommendation 1:** Sites helping or with the potential to help serve areas identified as having gaps in catchment mapping should be prioritised as opportunities for enhancement
- **Recommendation 2:** Ensure low quality/value sites helping to serve potential gaps in accessibility catchments are prioritised for enhancement
- **Recommendation 3:** Recognise low quality and value sites and how they may be able to meet other needs
- **Recommendation 4:** Keeping data, report and supporting evidence base up to date in order to reflect changes over time

#### Identifying Anticipated Deficiencies in Open Space Provision

3.6 The strategy identifies anticipated future deficiencies in open space provision at the District and Settlement level. There are a number of known and anticipated developments across the District which will impact on the provision of open space. This being either through some known losses of provision and/or creation of new open space. From this it is possible to identify where additional intervention beyond that which can be reasonably secured from new development may be needed. Or alternatively, where the loss of any further open space needs to be resisted due to there being an insufficient supply.

## Climate Change

- 3.7 The report also highlights areas of the District vulnerable to climate change and the open spaces located in these areas in order to inform appropriate policy responses and actions for the future. It can be used as a starting point for new projects or innovative ideas to support this agenda.

### **4.0 Next Steps: Stakeholder and Public Consultation**

- 4.1 Once the results of the initial 'sense check' consultation with local Councillors and Parish Council's has been completed a finalised Draft Open Space Assessment and Strategy will be produced for wider consultation with stakeholders and the public. It is proposed that the Council engage with stakeholders including Friends Groups, RSPB, Wildlife Trust, Forestry Commission, Nottinghamshire County Council and the public. Given the pandemic it is proposed that the consultation is undertaken virtually.
- 4.2 Following this process a finalised document will be presented to the Economic Development Committee for adoption.

### **5.0 Equalities Implications**

- 5.1 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 8 – Promoting and Protecting Leisure and Community Facilities which concluded that the protection, enhancement and provision of community and leisure facilities can help ensure that there is a supply of locally accessible provision available to all communities.

### **6.0 Financial Implications (FIN20-21/2318)**

- 6.1 There are no financial implications arising directly as a result of consulting on this Open Space Strategy draft document. However consideration will need to be given once the report is adopted to how the Council implements the Strategy's recommendations.

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

- 7.1 The Community Plan Objective "*Continue to maintain the high standard of cleanliness and appearance of the local environment*" is supported by the production of the Open Space Strategy as this Strategy seeks to identify areas of open space with a need for enhancement. This, in turn, supports this Objective by potentially improving the appearance of the environment and managing green spaces within the public realm.
- 7.2 The Community Plan Objective "*Enhance and protect the District's natural environment*" is supported by the production of the Open Space Strategy by contributing to the Emergency Tree Plan for the UK by identifying some potential locations for tree planting. The Strategy also identifies sites in need of enhancements which would assist in the aim of maintaining sites with Green Flag status.

7.3 The Community Plan Objective *“Improve the health and wellbeing of local residents”* is supported by the production of the Open Space Strategy by providing more opportunities for inactive people to increase levels of physical activity and sport through additional provision.

**8.0 RECOMMENDATIONS that:**

- a) progress toward the development of an Open Space Strategy be noted; and
- b) consultation be undertaken on the Draft Open Space Assessment and Strategy as set out in Section 4 above.

**Reason for Recommendations**

**To allow the Draft Open Space Assessment and Strategy be subject to consultation with stakeholders and the public.**

**Background Papers**

None

For further information please contact Matthew Norton on Ext 5852 or Phil Hadfield on Ext 5568.

Matt Lamb  
Director - Planning & Growth

Matt Finch  
Director – Communities & Environment

## ECONOMIC DEVELOPMENT COMMITTEE

24 MARCH 2021

### NEWARK TOWNS FUND

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

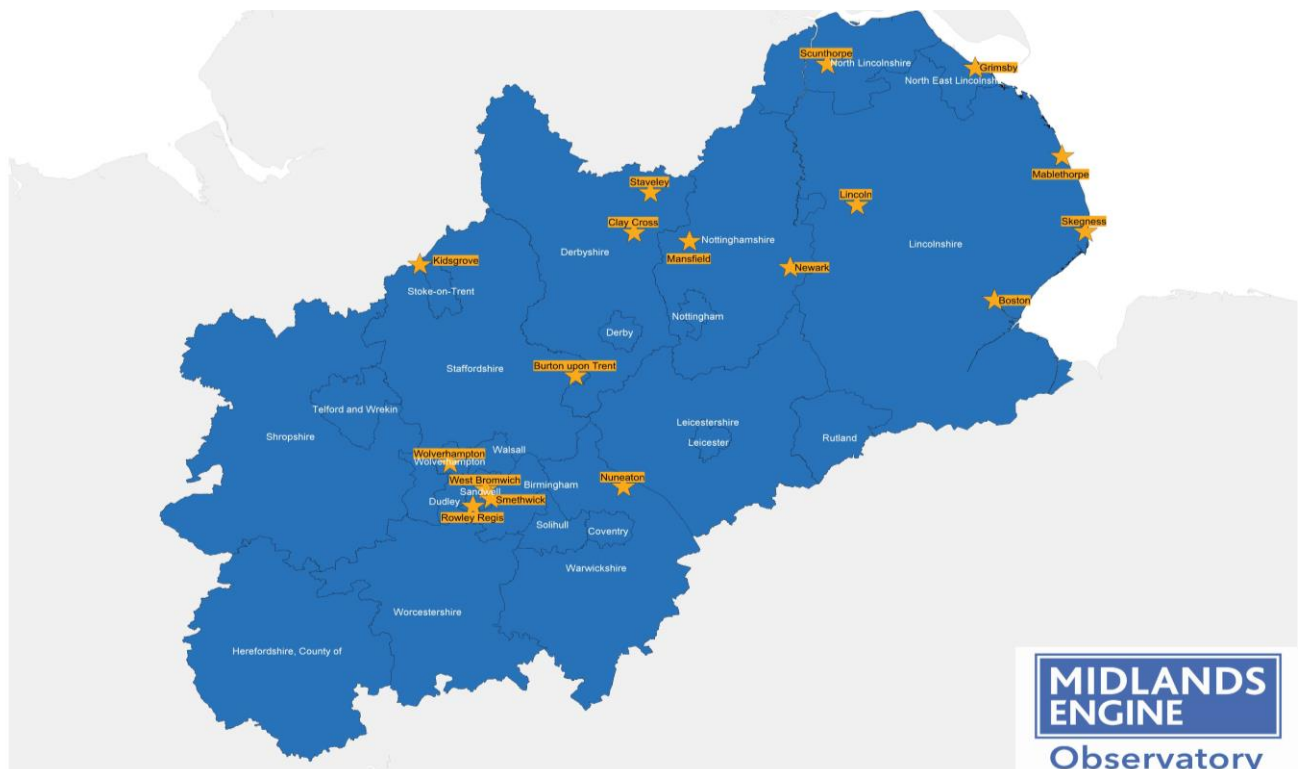
1.1 To update on Newark's application for up to £25m from the Towns Fund initiative.

#### **2.0 Updates**

##### **Funding**

2.1 Members will recall from updates to the November 2020 and January 2021 meetings that we have been awaiting an announcement on the success of the Newark Town Investment Plan (TIP) since its submission in July 2020. On 3 March, as part of the Chancellors 2021 Budget announcement, Newark was confirmed as being successful in securing its full £25m ask from Government. This funding is to support identified projects in the Newark Town Strategy and Investment Plan (TIP), which Members will recall was developed with but led by the Newark Towns Board. The TIP strategy and projects were endorsed by all Members and Town/Parish within the TIP boundary as part of online briefings given the Covid-19 pandemic and initial suspension of the Committee cycle.

2.2 Newark is one of two Towns in the County to secure monies, the other being Mansfield (£12.3m). Two towns within Derbyshire (Staveley, £25.2 and Clay Cross, £24.1m) were also successful. Towns within the region to have secured monies through the announcement are detailed below and [here](#).



## Next Steps

### Heads of Terms (HoT's)

- 2.3 HoT's have now been offered and are attached at **Appendix A**. They cover each of the TIP projects for which grant contribution was sought, as detailed in the table below:

Project	Project Sponsor
IASTI	Lincoln College Group
SiScLog (Newark Gateway site)	University of Lincoln/NSDC
32 Stodman Street	NSDC
Castle Gatehouse	NSDC
YMCA Community & Activity Village	YMCA
Construction College Expansion	Lincoln College Group
Cultural Heart of Newark	NSDC
Police Station Relocation	Nottinghamshire Police/NSDC
20 Minute Town	NSDC

- 2.4 The Council's Chief Executive, the Chair of the Town Board (in Newark's case the Co-Chairs: Mr. Tom Cartledge and Cllr. David Lloyd), and the relevant Government Minister (Mr. Luke Hall) are now invited to sign the HoT's no later than 24 March 2021. Mr. Cartledge and Cllr. Lloyd have secured the necessary consent of the Newark Towns Board to sign the HoT's following the resolution of the February Board meeting. The Council's Chief Executive will sign on behalf of the Council as accountable body.

### Business Case Development

- 2.5 Upon completion of HoT's each project sponsor will have up to 12 months to develop 'Green Book' compliant Full Business Cases for submission to the Newark Towns Board and Council, as accountable body. It is expected that all project sponsors will need to procure specialist support to meet this requirement, support for which seed-corn' funding will be provided by the Government. For the Council's own projects a tender process is underway to procure independent consultancy advice to draw up compliant Business Cases. A preferred provider will be selected by the end of March 2020.

### Business Case Assurance

- 2.6 Members will be aware that the Council will perform, on behalf of the Government and Towns Board, the role of accountable body. As part of this responsibility it is important to retain independence. It is therefore intended that all projects identified for Towns Funding (including the Council's) will be assessed by an independent third party specialist consultant(s), who will then offer a recommendation to the Council and Newark Town Board as to whether the proposed investment represents Value for Money. The Council is procuring this support, with tenders having now closed. It is expected that the preferred provider who will assess all Business Cases will be appointed at the end of March.

- 2.7 A 'Newark Towns Fund Assurance Framework' will accompany the assessment of submitted Full Green Book Business Cases. This Framework will confirm the process for release of funds for agreed projects, including various decision-points and submission requirements from project sponsors. This Framework is currently being drafted for the approval of the Board, Government, and this Council.

### **Project Updates - Accelerated Towns Fund (ATF) Projects**

- 2.8 Members will recall that the Council received £750,000 of ATF Capital funding in order to progress TIP-supported projects over the course of the municipal year 2020/21, with a requirement to defray funding by 31 March 2021. Each project has progressed at pace, with an update on each as follows:

#### Construction College Expansion

- 2.9 Members will recall that this is a Lincoln College Group (LCG) project for Newark College which provides for new and/or expanded stone masonry, joinery, gas testing, and plumbing courses. Following the receipt of planning permission and conclusion of a tender process work has now commenced on-site, with completion of the facility expected in April.
- 2.10 Newark & Sherwood District Council, in its capacity as accountable body for the ATF has now agreed to the release of £389,000, subject to legal agreement and output monitoring regime. This will be matched by £133,109 from the Lincoln College Group.
- 2.11 The project is expected to welcome over 1000 new students (16-18, Degree, Adult) over the first 5 years, with outputs being reported at least annually to the Towns Board and this Council.

#### 32 Stodman Street

- 2.12 Members will recall that the Council took ownership of 32 Stodman Street in March 2020. Since that time Officers have worked at pace using £284,000 of ATF to progress a residential-led scheme, with commercial uses at ground floor. A planning application will be submitted in late March/early April with Members of this Committee (with invites extended to all Members) being briefed in advance under separate cover.

#### International Air and Space Training Institute (IASTI®) Newark

- 2.13 Members will recall that the third project to be supported by the ATF was to be the 20 Minute Town proposals around additional cycling hubs. Whilst this remains a TIP priority it is considered there is a greater need at the current time to support the Lincoln College Group activity to continue design work with their professional team on the IASTI® (Newark). On this basis, both the Towns Board and the Council's s151 Officer have recommended that funds are diverted to this project. At the time of writing, agreement from government to this approach is pending.

## **Project Updates (non ATF)**

### Newark Gateway Site (the former Cattle Market and current Lorry Park)

- 2.14 Members will recall that following the decisions of this Committee and that of the Policy and Finance Committee in November 2020 and January 2021 that works are progressing for the demolition and safe holding of the existing cattlemarket site. Demolition tender documentation is complete, with a demolition notice ready to serve. Given some further ecology surveys required demolition is now expected in March 2021.
- 2.15 Feasibility work continues with respect to the proposed relocation of the Lorry Park and Cattle Market (the latter promoted independently by a third party) to Newark Showground with the District Council and Showground continuing to work collaboratively. It is expected that options for the lorry park relocation will be provided to the June Committee cycles.

### International Air & Space Training Institute (IASTI® Newark)

- 2.16 Members will be aware of the IASTI® Newark, which will be the first of an expected national and potentially international network of training institutes with military and civil partners offering pre-16 pathways, and post 16 and 18 teaching (degree level) for engineers, pilots, and ground crews. The IASTI has now been [launched](#), with students now being able to express an interest for post 16 courses starting in September 2021. The IASTI® Newark will be developed alongside this first cohort for delivery by the time students have entered their post-18 degree program.

### Smart Innovation, Supply Chain & Logistics Enterprise Zone (SiSLog)

- 2.17 Members will recall that this is a project jointly developed between the Council, the University of Lincoln and the Universities for Nottingham, 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. A draft report has now been provided by Focus Consulting (jointly funded by the District Council and University of Lincoln) and findings will be presented to a future meeting.

### YMCA Community and Activity Village

- 2.18 Board Members will be aware of the ambition of this project in supporting children, families, and young people in order to address the social mobility challenges of the town. The YMCA have now broken ground on the £15m+ Phase II state-of-the-art building that 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.
- 2.19 The TIP contained a number of other projects, notably the Castle Gatehouse, 20 Minute Town, Newark's Cultural Heart, and Police Station relocation. All of these projects will now be developed over the coming 12 months, with regular updates being provided through this Committee. As Members will be aware, any TIP projects which are Council sponsored will also be presented to the Policy and Finance Committee.

### **3.0 Equalities Implications**

3.1 Each of the projects detailed above will be required, if and when they proceed to have regarding to equalities and access implications.

### **4.0 Digital Implications**

4.1 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.

### **5.0 Financial Implications (FIN20-21/6365)**

5.1 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.

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

6.1 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.

### **7.0 RECOMMENDATIONS that:**

- (a) Members note and welcome the confirmation of Newark's ability, subject to Heads of Terms and Business Case development, to receive up to £25m of capital funding for the range of Town Investment Plan (TIP) projects detailed at paragraph 2.3 of this report;**
- (b) Members note and agree to the Council entering into Heads of Terms (HoT's) as set out in Appendix A of this report; and**
- (c) Members note the progress to date on each of the Town Investment Plan (TIP) projects detailed 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





**Ministry of Housing,  
Communities &  
Local Government**

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3 March 2021

Dear Mr Cartledge and Mr Robinson,

**Newark-on-Trent Town Deal**

In September 2019, the Government announced the initial 101 places invited to develop Town Deal proposals as part of the £3.6 billion Towns Fund.

Newark-on-Trent was included in this initial 101 places and we were pleased to receive Newark-on-Trent's Town Investment Plan. We are grateful for your hard work, and that of your team and Town Deal Board, in developing this set of project proposals to deliver long-term and sustainable economic growth in Newark-on-Trent.

I am delighted to be offering you a Town Deal for Newark-on-Trent to a value of up to £25 million. The draft Heads of Terms for this deal are attached to this letter. A list of the projects that we are content to support within this funding envelope is also attached, with conditions as appropriate: it is for Newark-on-Trent to choose which projects to proceed with.

I understand that you will need to secure the agreement of the Town Deal Board to take up this offer. I would therefore request that you do so and return to us the signed Heads of Terms as confirmation by 24 March 2021. My officials are of course on hand to answer any questions you may have.

This is an exciting opportunity to come together to drive long-term economic and productivity growth in Newark-on-Trent, particularly as we meet the challenges presented by Covid-19. I look forward to working with you to make Newark-on-Trent's plans a reality.

Yours sincerely,

LUKE HALL MP

## **Heads of Terms offer for Newark-on-Trent**

### **Introduction**

Newark-On-Trent is a historic market town in Nottinghamshire with cultural assets such as the Castle ruins, Trent Riverside and the National Civil War Centre. There are excellent road and rail connections which mean many people travel through the town to onward destinations, as well as those visiting a “hidden gem”. However, Newark-on-Trent suffers from poor social mobility, deprivation and low skill attainment. The Covid-19 pandemic has compounded these challenges.

Government will work with Newark and Sherwood District Council and its Town Deal Board to support the delivery of a Town Deal, with the ultimate goal of ensuring all Newark-on-Trent’s residents have a share in the town’s success.

### **The commitment**

This document lays out the Heads of Terms offer to Newark-on-Trent, under the Towns Fund. This is not a contractually binding document and the offer is subject to various conditions being met. The Heads of Terms will act as a Memorandum of Understanding for the future development and delivery of Newark’s Town Investment plan and project proposals. It sets out our joint expectations as we enter the business case development phase.

Government will provide up to **a total of £25 million from the Towns Fund**, which will be used to fund interventions guided by the vision of creating a “20-minute town”. These interventions will sit within the themes of: skills, education and business; connectivity; town centre regeneration and culture; and town centre residential.

Newark-on-Trent has proposed a range of projects that will contribute towards achieving this vision. These include:

- To expand the LCG Construction College
- To develop an International Air and Space Training Institute (IASTI)
- To redevelop derelict space into the YMCA Newark and Sherwood Community and Activity Village
- To develop Newark Cycle Town
- To restore the Newark Castle Gatehouse
- To repurpose the Former M & S Development
- To complete Newark Southern Link Rd
- To develop Newark’s Cultural Heart
- To create a Smart Innovation, Supply Chain & Logistics Enterprise Zone (SiSCLog)
- To enable the Police Station relocation

Newark-on-Trent will need to prioritise these projects within the funding envelope being offered. Funding for individual projects will be subject to successfully completing Phase 2 of the Towns Fund process. This includes detailed project development and business case assurance at the local level.

### **Process, governance and assurance**

Local partners will work with government to demonstrate the feasibility, viability and value for money of their projects by developing and submitting the Town Deal Summary Document, including (as per the Further Guidance and Stage Two Guidance: business case development):

- A list of agreed projects
- Details of business case assurance
- An update on actions taken in relation to the Heads of Terms key conditions
- A Delivery Plan (including details of the team, working arrangements and agreements with stakeholders)
- A Monitoring and Evaluation Plan
- Confirmation of funding arrangements and financial profiles for each project
- Undertaking Public Sector Equalities Duty analysis
- Approval from the Town Deal Board and Lead Council

Newark-on-Trent should: conduct project assurance in line with agreed routes for each individual project; Develop a more detailed private sector engagement plan for private sector. Provide more detail on how projects are addressing Clean Growth principles.

If the priority projects identified for funding do not progress, MHCLG cannot guarantee that funding can be assigned to alternative projects or that if it is those will be to the same value. This may result in an overall reduction in the amount of funding received.

Within two months of accepting this offer, Newark-on-Trent should confirm in writing details of projects being taken forward and a plan for addressing key conditions relating to those projects and the overall Town Investment Plan. This should be sent to [towns.fund@communities.gov.uk](mailto:towns.fund@communities.gov.uk), copied to the town lead.

Newark-on-Trent must complete business cases for the projects being taken forward and submit the Summary Document within 12 months of the deal being agreed. MHCLG will then provide funding up to the maximum agreed amount of **£25 million**, provided that all conditions have been met.

Signed:

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Chair of the Town Deal Board

---

Chief Executive of lead Council

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MHCLG Minister

Date:

**ANNEX B: PROJECTS WITHIN SCOPE OF THE TOWN DEAL**

The Town Deal offer is a maximum of **£25 million** of MHCLG funding in total.

Within this maximum amount Newark may take forward projects selected from those listed below.

This funding will be subject to successfully completing Phase 2 of the Towns Fund process, including detailed project development and business case assurance at local level. It is also dependent on final spending profiles, including the RDEL/CDEL split being provided, and the further project-specific conditions set out below being met.

<b>Project</b>	<b>Funding offer limit</b>	<b>Match</b>	<b>Expected outputs and outcomes</b>	<b>Conditions</b>	<b>Fast track (Y/N)</b>
<p><b>LCG Construction College</b> To provide additional courses in traditional trades (plumbing, bricklaying, joinery and stonemasonry), to over 600 new students over the next 5 years.</p>	£0.39m	£0.2m	<ul style="list-style-type: none"> <li>• Education to employment route – 688</li> <li>• Development of brownfield land - TBC</li> <li>• 668 new learners</li> <li>• Perception of place by businesses - % TBC</li> </ul>	N/A	Y
<p><b>International Air and Space Training Institute</b> To develop an International Air and Space Training Facility which blends education with practical experience.</p>	£10.6m	£5m	<ul style="list-style-type: none"> <li>• New jobs regionally and nationally - TBC</li> <li>• 3rd Generation Advanced Aviation Skills Centre – an international air and training institute</li> <li>• Contribution to national strategies</li> <li>• Education to employment route</li> <li>• 168 new learners assisted - new air and space engineers by 2024</li> <li>• 100 new air and space pilots by 2024</li> <li>• 160 new aviation ground staff by 2024.</li> </ul>	N/A	Y
<p><b>YMCA Newark and Sherwood</b></p>	£ 2m	£13.6 m	<ul style="list-style-type: none"> <li>• Increase in capacity and accessibility to</li> </ul>	N/A	Y

<p><b>Community and Activity Village</b> To redevelop 8.95 hectares of derelict space in the heart of Newark, with a mixture of physical and creative activities, education and health to ensure the village is a catalyst for broader social change</p>			<p>new or improved skills facilities - TBC</p> <ul style="list-style-type: none"> <li>• Increase in the breadth of the local skills offer that responds to local skills needs - TBC</li> <li>• Increase in the amount (and diversity) of high quality, affordable commercial floor space - TBC</li> <li>• 2150 learners Level E-3-to-Degree per annum by 2024</li> <li>• 1977 sqm of high quality, affordable and sustainable commercial spaces by 2022</li> <li>• 202 FTE jobs will be created between 2021 and 2023,</li> <li>• 50 FTE jobs will be safeguarded between 2020 and 2023</li> <li>• 100 FTE jobs sustained between 2020 to 2023</li> </ul>		
<p><b>Newark Cycle Town</b> Deliver a new cycle scheme and facilities in partnership with Brompton Bike Hire.</p>	£0.2m	£0.35m	<ul style="list-style-type: none"> <li>• New or upgraded cycle or walking paths - TBC</li> <li>• Wider cycling infrastructure such as cycle parking - TBC</li> <li>• Increased modal shift - TBC</li> <li>• Commuter flow of 2025 - TBC</li> <li>• Increase in the number of trips by purpose and main mode - TBC</li> <li>• Stimulate other bike hire options / programmes - TBC</li> </ul>	N/A	Y
<p><b>Newark Castle Gatehouse</b> To restore the structure of an iconic building to be used as a</p>	£2.6m	£4.24m	<ul style="list-style-type: none"> <li>• New, upgraded or protected community hubs, spaces or asset</li> <li>• Young people and family's educational</li> </ul>	N/A	Y

<p>flexible facility for education, research and interpretation from our past and shared community space.</p>			<p>facilities and social community hub</p> <ul style="list-style-type: none"> <li>• 20% increase in visitors to arts, cultural and heritage events and venues by 2025</li> <li>• Economic impact to the district of £1.578million, based upon an average day visitor spend of £35 and an average overnight staying visitor spend of £175.</li> <li>• Providing access to a new audience including the young people and those from a non-white ethnic background</li> </ul>		
<p><b>Former M &amp; S Development</b> The purchased former M &amp; S will be redeveloped, retaining a smaller, commercially attractive retail high street offer at ground floor and introducing a significant number of high-quality apartments at upper levels.</p>	<p>£2m</p>	<p>£8.56 m</p>	<ul style="list-style-type: none"> <li>• Development of a vacant residential anchor into a residential offer of 1-4 properties</li> <li>• 26-30 flats</li> <li>• Reposition the Town Centre retail offer with 16.58 sqft of employment space.</li> <li>• Increase of 107 residents to the Town Centre living population</li> <li>• £549,000 of annual expenditures in the local economy</li> <li>• £108,000 of annual Council Tax revenues.</li> </ul>	<p>N/A</p>	<p>Y</p>
<p><b>Newark Southern Link Rd</b> The completion of the Middlebeck Sustainable Urban Extension (SUE) including the Newark Southern Link Road (SLR), connecting the</p>	<p>£9m</p>	<p>£16m</p>	<ul style="list-style-type: none"> <li>• 6.44km of road constructed</li> <li>• 1.8km of shared used footway</li> <li>• 3150 new homes</li> <li>• 5000 jobs will be created</li> <li>• Vehicle flows - TBC</li> <li>• Number of trips by purpose and main mode - TBC</li> <li>• Percentage reduction in congestion being highlighted as a</li> </ul>	<p>N/A</p>	<p>Y</p>

<p>A1 to the A46, is central to delivering the Council's Local Plan growth strategy.</p>			<p>dislike of Newark - TBC</p>		
<p><b>Newark's Cultural Heart</b> The project aims to build a cultural offer that will have a positive impact for the community of Newark, all who live, work and visit there, and build a sense of place for the town, balancing design with commercial reality.</p>	<p>£2.1m</p>	<p>£0.2m</p>	<ul style="list-style-type: none"> <li>• New, upgraded or protected community hubs, spaces or assets - TBC</li> <li>• New, upgraded or protected community centres, sports or athletics facilities, museums, arts venues, theatres, libraries, film facilities, prominent landmarks or historical buildings, parks or gardens - TBC</li> <li>• Increased and closer collaboration with employers - TBC</li> <li>• Increase in footfall and visitor spend - TBC</li> <li>• 5% increase in positive perceptions of the place by businesses.</li> <li>• 10% increase in positive perception of the place by residents/businesses/visitors.</li> <li>• 10 enterprises utilising high quality, affordable and sustainable commercial spaces.</li> </ul>	<p>Provide more clarity on the outputs and outcomes of this project.</p> <p>Provide detailed project delivery and management plan incorporating: governance mechanisms; project gateways; sustainability measures.</p>	<p>N</p>
<p><b>Smart Innovation, Supply Chain &amp; Logistics Enterprise Zone (SiSCLog)</b> The creation of a new 'Smart Innovation, Supply Chain, and Logistics</p>	<p>£4m</p>	<p>£16m +</p>	<ul style="list-style-type: none"> <li>• Increase in capacity and accessibility to new or improved skills facilities - TBC</li> <li>• Increased and closer collaboration with employers - TBC</li> <li>• Increase in the breadth of the local skills offer - TBC</li> <li>• Increase in the amount of shared</li> </ul>	<p>Provide a detailed project delivery and management plan incorporating governance mechanisms and project gateways. Including: analysis of</p>	<p>N</p>

Zone' (SiSCLog), which will blend local skills, innovation, and inspiration from the best examples of high-tech zones in Europe.			<p>workspace or innovation facilities - TBC</p> <ul style="list-style-type: none"> <li>• Remediation and/or development of abandoned or dilapidated sites - TBC</li> <li>• Working age population with qualifications - TBC</li> <li>• Number of start-ups and scale ups - TBC</li> </ul>	market demand, delivery partnership, VfM assessment.	
<p><b>Police Station relocation</b> Project to relocate the town Police station to a Public Services Hub (expansion of Council offices).</p>	£1m	£0.94m	<ul style="list-style-type: none"> <li>• New build of police station</li> <li>• Provision of new community safety assets such as CCTV and ANPR (automatic number plate recognition)</li> <li>• Improved perceptions of the place by residents/businesses/visitors - % TBC</li> <li>• Reduction in crime and ASB - % TBC</li> </ul>	Provide further information on alignment to Towns Fund intervention framework; including detail on outputs and outcomes.	Y

**General conditions**

There are also the following requirements for the process and governance:

- **TIP improvements:** Develop a more detailed private sector engagement plan for private sector. Provide more detail on how Clean Growth principles are embedded.
- **Assurance:** The business cases for projects will be taken through Newark and Sherwood Council, in line with local assurance processes.
- **Public Sector Equalities Duty:** Newark-on-Trent will undertake programme-wide level impact assessment, relevant project-level impact assessment and relevant Environmental Impact Assessments.

If the priority projects identified for funding do not progress, MHCLG cannot guarantee that funding can be assigned to alternative projects or that if it is those will be to the same value. This may result in an overall reduction in the amount of funding Newark receives.

Within two months of accepting this offer, Newark should provide the following information to [towns.fund@communities.gov.uk](mailto:towns.fund@communities.gov.uk), copied to the town lead (annex a in business case guidance):

- Details of the projects being taken forward (including for each project the capital/revenue split and the financial profile)
- Overall capital/revenue split and financial profile for the Town Deal
- A plan for addressing key conditions relating to those projects and the overall Town Investment Plan.



Newark must complete business cases for the projects being taken forward and submit the Town Deal Summary Document within 12 months of accepting this offer. Business cases should follow the Lead Council's usual assurance processes and be undertaken in partnership with the Town Deal Board.

If Newark wishes to alter the projects being developed, change them for other projects, or otherwise depart from the conditions placed on the projects above, they will inform the Towns Hub as soon as possible setting out clear justifications and evidence. A form for requesting such changes is in the business case guidance.

## ECONOMIC DEVELOPMENT COMMITTEE

24 MARCH 2021

### NEWARK BEACON UPDATE

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

1.1 The purpose of this report is to update Members on the progress made at the Newark Beacon.

#### **2.0 Background Information**

2.1 On 1 October 2018, management of Newark Beacon was brought in-house and a five-year Business Plan (2018-2023) was subsequently approved by the Economic Development Committee (21 November 2018).

#### **3.0 Update**

##### **3.1 Business Plan**

The Business Plan set out a number of proposals and objectives over a five-year timeline. There have been some delays to this programme, primarily due to essential works and staffing changes.

The current economic climate due to Coronavirus has obviously had a significant impact on the financial success of the Centre.

##### **3.2 Staffing Changes**

Both the Centre Manager and Assistant Centre Manager returned from maternity leave as of April and June 2020 on reduced hours (0.74 FTE and 0.61 FTE respectively) thus creating a need for a second Assistant Centre Manager of 0.81 FTE. A second ACM was appointed in September 2020.

In January 2021, the ACM started a second period of maternity leave and a temporary member of staff was appointed on a fixed term contract to cover this leave.

At the time of writing the report, the substantive Centre Support Assistant is on maternity leave and the team has two members of temporary support staff covering this role until her expected return in May 2021. Both temporary staff were furloughed from April to August but have continued working throughout lockdowns two and three.

In September 2020, a member of staff was appointed on a zero-hour relief contract to support the reopening of the café and the Centre's marketing strategy.

While the café is closed the substantive Café Operator is currently on furlough but is expected to return in March 2021.

##### **3.3 Essential Works**

Managing the Beacon over the last 30 months has enabled us to identify a range of essential works required to maintain the facility to the high standard we strive to achieve.

This is essential if we are to continue to provide a high level of service in an attractive environment and retain existing businesses. Equally, we are focussing on providing facilities that appeal to new organisations which may be attracted by new and innovative facilities.

Continued analysis of our competitors, highlights that the Beacon currently lacks a private area for tenants to use as break out space for down time away from their offices. In addition to this, we have also identified that an improved shower facility, updated cycle storage and electric vehicle charging points would make us a more appealing setting and help us support objectives in the Community Plan concerning sustainable growth.

The following progress in respect of improvements to the Centre have been made since the update to Committee in August 2020:

- Office 29 furnished as over spill office to support Castle House – completed Aug 2020 at a cost of £4,000 from the Covid Fund.
- Replacement Telephone Call Logging System- completed February 2021 at a cost of £4,745 from R&R.

A new programme of works has been identified to further improve the facilities:

3.4

	<b>Scheme</b>	<b>Status</b>	<b>Cost (approx.)</b>
a.	Office conversion to create tenant breakout space, improved showers and changing facilities, with renovation to both upstairs kitchenettes	Funding approved for 2021/22 Budget	£52,000 (Capital Scheme)
b.	End Stairwell Repaint	To programme	£2,048 (R&M)
c.	Electric Vehicle Charging Points	Funding to be determined	Approx. £28,000 grants are available

3.5

#### **COVID 19**

A COVID risk assessment and Safe System of Work were completed in June 2020 and are reviewed monthly.

The current pandemic has had an adverse impact on the centre’s financial performance. All on-site businesses that qualified were offered and received the 10K business rates grant in a timely manner in April 2020. As an added measure of support, all on-site customers were offered a 25% concession on their monthly rent for April, May and June. All virtual customers received a 50% concession for the same months.

During the first lockdown the centre café closed and reopened as planned in September as a takeaway-only service, fully adopting the centre’s COVID safe systems of work. During the second lockdown in November, the café was able to continue to trade.

At the beginning of January 2021, the third lockdown came into force and the café closed again due to the expected reduced footfall. It is anticipated that the café will reopen for takeaway food in line with the schools reopening and that there will be an initial outlay for restocking the café. The cycle of lockdown and reopening has made stocking challenging to manage and avoid obsolete stock and wastage. The current menu is being reviewed and re-costed to ensure achievable profit margins once it does reopen.

All conferencing and external meetings have ceased and will not resume until government authorisation is granted. In the meantime safe systems of work have been drafted and approved in readiness to restart this activity.

Office 29 has been furnished to accommodate overflow officers from Castle House as a drop in location in light of social distancing challenges. This includes desks, chairs and screens as well as docking stations and monitors.

#### **4.0 Performance to Date**

##### **4.1 Rental**

Annual rental income, both office rent and virtual, was budgeted at £373K for 2020/2021. As at the end of January 2021, the Beacon has generated £219K, an unfavourable variance of £153K.

As outlined in 3.4, all onsite customers received a 25% discount for April, May and June, which has contributed to this deficit while virtual customers received a 50% discount for the same period. Obviously, COVID has had a detrimental impact on income, with a dramatic reduction in enquiries during the first half of the financial year. New enquiries have been steady since August, with 27 enquiries all year, 48% of which have viewed the centre.

During the second half of 2019/20 the Virtual Office package was repriced under the direction of former management within the Business Unit, which resulted in the loss of 50% of virtual businesses. The two virtual packages were combined and the price doubled however, the higher price has not covered the loss and this is reflected in the reduced virtual income.

With more people working from home but wishing to portray a professional image, we expect virtual office business to increase in the next financial year. Therefore, the virtual office package has recently been reviewed again, with a list of products and services priced so customers can select the level of service they require. The option to utilise hot-desking days has been included in the gold package. A copy of the proposed packages is attached in the appendix.

##### **4.2 Auxiliary**

Auxiliary Income includes catering, hot-desking, hire charges and service charges and is budgeted at £106K for 2020/2021. Actual achieved so far up to month 10 is £14K, an adverse variance of £92K. Fewer tenants has meant that we have fewer services to recharge.

The remaining deficit is directly correlated to the centre being unable to host conferencing and meetings during the pandemic, and the accompanying catering that would support these. As well as significant reduction in achievable catering income: The café has only been open to onsite customers for three months of the financial year. The catering loss is offset by the reduced expenditure.

##### **4.3 Occupancy**

Occupancy in the 30 months since the Beacon management returned in-house has obviously fluctuated with natural progressions and the current COVID climate. In February 2021, the centre is currently at 71% occupancy (31 out of 44 offices being occupied). Prior to the COVID lockdowns, occupancy at the centre was 88% (November 2019). Constant tenant management on a daily basis ensures that tenant expectations are met to maintain a high degree of satisfaction.

The last year has seen a lot of movement in centre. Eight customers have vacated, however only three of these are due to the pandemic. A leisure industry business who were looking to reduce costs are hoping to return to the centre in late 2021. Other changes are the results of reduced staffing levels meaning an office in Newark is no longer required and/or customers have decided to work from home permanently.

On a positive note, two customers have downsized instead of vacating and three customers have upsized, along with one brand new customer who became a tenant in November 2020. Our largest tenant, UMC Architects, has gone the extra mile to accommodate all their staff to social distancing requirements by leasing three extra offices. They have increased their workforce throughout the pandemic, creating jobs to support their current largest project to date of designing the new Sky Studios in Elstree.

The centre management team are looking at all opportunities to increase the offer at the Beacon to make it as attractive as possible for businesses during this difficult time. Work due to be completed in 2021/22 and ideas being explored include:

- The capital scheme to break down larger offices to more small offices, including improved shower and changing facilities and a breakout room for onsite tenants to facilitate networking and socialising;
- Electric Vehicle Charging Points, exploring the possibility of any external grant;
- A “show office” is currently being set up which would include offering a fully furnished office ready for someone to move in;
- Flexible terms with shorter lease lengths;
- Corporate gym membership discount.

There will also be a full review of the marketing strategy for the Beacon in 2021 to identify any areas of improvement to maximise occupancy levels and income received. Local networking events are already being attended virtually, to increase awareness of the centre in the business community.

Services already included in a tenant’s lease include:

- Professional business support, provided on site by NSDC
- Reception meet and greet service including telephone answering in company name (Monday to Friday, 08.30-17.00 hrs, excluding bank holidays)
- 24/7 secure access to the Centre
- Free onsite car parking (subject to availability)
- Business Rates
- Shared Internet access for 0-4 users
- Direct Dial Telephone number with up to 2 extensions and handset hire (excluding call charges)
- Utilities: heating, electricity and water
- Newark Beacon as company postal address for mail & parcels
- Shared kitchens
- Toilet facilities
- Water Coolers in common areas

- Maintenance & Cleaning of common areas (kitchens, toilets, etc.)
- Monitored Intruder and Fire Alarm
- Onsite Networking Events
- Discounted meeting room hire

#### 4.4 **Business Support**

Business Support has understandably tapered off during the pandemic as face-to-face meetings and conferencing have not been permitted. However, most of the planned support activities have been able to go ahead virtually. New customers have received an introductory communication from the Economic Support Officers and any questions about business support have been directed their way via the centre management team.

#### 4.5 **Digital Communications**

Further work is required to increase the Beacon's digital footprint. The Beacon website needs to be moved onto the T4 framework. In the meantime, improvements to the current website include a virtual 360 tour of the centre, completed by an onsite customer; an enquiry form as a call to action and; google analytics information forwarded monthly to the centre team.

Social media has seen increased activity as posts are scheduled more frequently, often sharing NSDC corporate messages on Facebook, LinkedIn and Instagram thus raising the profile of the Centre.

The centre management team are currently exploring all avenues to market the centre including partnering with Buttercross estates to advertise on Rightmove.

#### 4.6 **Customer Satisfaction**

Customer Satisfaction at the Beacon is measured using a formalised, questionnaire-based process. There was a 54% return rate.

Feedback was overwhelmingly good with 50% of respondents rating the Beacon as excellent, 28.5% as very good and 21.5% as good. Tenants were particularly happy with the staff, café and ground floor upgraded toilets. Points mentioned for future improvements focused mainly on the first floor toilets, centre temperature in particular air conditioning, and parking.

A Café survey was issued in November 2020 to onsite customers. Of the responses, 85% of customers used the café facility. Feedback indicated that customers thought that current pricing is fair, and particularly like that sandwiches are freshly-prepared rather than pre-packaged, ready prepared. Suggestions including healthy and vegan options were requested.

#### 5.0 **Equalities Implications**

5.1 Equalities impact assessments will be completed as appropriate for the activities and actions mentioned within this report.

## **6.0 Financial Implications (FIN20-21/9677)**

- 6.1 As part of the 2021-2022 budget setting process, a thorough zero-based review was undertaken to ensure the anticipated income and expenditure is accurate. The budget has been prepared with prudence and the understanding that whilst COVID will continue to prove a challenge, that normal business will resume in 21-22. If this continues as expected predicted occupancy levels and income generation should return to pre-COVID levels: a 9% occupancy increase.

The Centre Management Team remains focused on the tight management of the budget, and is confident that the Newark Beacon will return to a stable cost neutral position post-COVID.

The capital bid was submitted in autumn 2020 for the scheme identified in the table at 3.4 to further improve the facilities. This was approved at 22 February 2021 Policy and Finance Committee and Council on 8 March 2021 as part of the Capital Programme Budget report. A tender process will begin shortly.

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

- 7.1 The in-house management of Newark Beacon was driven by the desire to improve the quality of the service and business support available to the customers, as well as reduce expenditure and increase revenue in accordance with Newark and Sherwood's Commercial Strategy and Investment Plan.

The latest capital bid is further supporting this to provide improved showering facilities and update the current cycle storage with the potential to include a hire bike station (Brompton Bikes) to encourage increased cycling to work; to not only improve the overall health and wellbeing of the customers but also contribute to the reduction of congestion within the town.

Installing electric vehicle charging points would make the Beacon a more attractive proposition. Supporting the Government plans to accelerate the national move to greener transport as well as future proofing the centre. This would encourage the use of electric cars and protect the district's natural environment, whilst positively impacting local residents' health with the reduction in air pollution. We already have several customers with electric cars, with one actively seeking to move their fleet to electric vehicles.

In line with the Council's objective regarding the inclusive and sustainable economic growth, the Beacon management team feel the centre is ideally placed to help support new grass root start-up businesses, which are likely to emerge as the country begins to recover from the pandemic. The management team is currently developing a strategy to engage with and encourage new businesses into the centre, potentially tailoring the Café towards the business café culture with continued business support as they grow.

## **8.0 Comments of Director**

- 8.1 I continue to welcome and support the difference made since the Beacon was brought back in house in terms of occupancy and budget. The centre provides important accommodation to a number of businesses. There is a need to absorb temporary staffing costs within the 2020/21 budget, a matter which Officers will address. It is expected that the relaunch of the Beacon's advertising profile in 2021 will accelerate the additional take-up of vacant units.

**9.0 RECOMMENDATIONS that:**

- (a) Members note the report and the achievements made to date; and**
- (b) a further progress report be presented to Committee in June 2021.**

**Reason for Recommendations**

**To continue to inform Members on the delivery of the Beacon Business Plan**

For further information please contact Becky Forrow on ext 5867

Matt Lamb  
Director – Planning & Growth



Virtual Office New 2021



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 www.newark-beacon.co.uk

newark beacon

# VirtualOffice

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Bronze	Silver	Gold
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✓ Post & Parcels Delivered for Collection	✓ Post & Parcels Delivered for Collection	✓ Post & Parcels Delivered for Collection
✓ Free Wi-Fi Whilst in the Building	✓ Free Wi-Fi Whilst in the Building	✓ Free Wi-Fi Whilst in the Building
✓ Free On-site Parking	✓ Free On-site Parking	✓ Free On-site Parking
✓ Newark Beacon On-site Cafe	✓ Newark Beacon On-site Cafe	✓ Newark Beacon On-site Cafe
	✓ Direct Dial and Phone Answering Service	✓ Direct Dial and Phone Answering Service
	✓ Messages Taken and Relayed Via Email	✓ Messages Taken and Relayed Via Email
	✓ Professional Business Support Services	✓ Professional Business Support Services
		✓ Discounted Meeting Facilities
		✓ 5 Days Hot Desking a Month or 10 Half Days
<b>£35</b> per month	<b>£70</b> per month	<b>£110</b> per month

Please note that all prices are exclusive of VAT based on a monthly rolling contract with the option to give one months notice to terminate  
 \*not registered office address

Newark Beacon is managed by:



## **ECONOMIC DEVELOPMENT COMMITTEE**

**24 MARCH 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 At the last meeting of the Economic Development Committee in January 2021, Members agreed that:

- a) Officers should proceed with 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.

2.2 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. 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 requested the maximum amount of British Cycling grant funding of £150,000 towards it.

#### **3.0 Current Progress**

3.1 On 3 March 2021 the Council received an initial notification from Sport England / British Cycling regarding the funding. At the time of writing we are unable to confirm publicly details of any grant award or its likely total value. Further information in this regard is provided in the **Exempt Appendix**. It is hoped and expected that a formal announcement can be made at the meeting itself.

#### **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 (FIN20-21/8920)**

6.1 See Exempt Appendix.

## **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 RECOMMENDATION**

**That should funding be confirmed as expected, that the Committee recommends to the Policy & Finance Committee that the project be added to the Council’s Capital programme for delivery.**

### **Reason for Recommendations**

**To allow Members to note progress towards securing grant funding for the project.**

### **Background Papers**

Nil.

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

Matt Lamb  
Director - Planning & Growth

## ECONOMIC DEVELOPMENT COMMITTEE

24 MARCH 2021

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

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

1.1 To provide Members with an update on the public consultation for A46 for the Newark Northern Bypass which closed on 2 February 2021.

#### **2.0 Background Information**

2.1 Members will recall from the January meeting that the Newark Northern Bypass remain a strategic priority at national, regional, and local level. This is reflected its inclusion in the National Road Investment Strategy 2 (RIS 2); the A46 Corridor Study and Trans Midlands Trade Corridor (TMTTC) work by Midlands Connect; and the Council's Core Strategy (2019) and Community Plan (2020).

2.2 The consultation which ran from December 2020-Feb 2021 set out some proposed route options. This consultation was non-statutory and was the first opportunity for the Council, stakeholders, and residents to see any level of detail or likely impacts.

#### **3.0 Update**

3.1 A copy of the Council's formal reply to the consultation is appended to this report. The consultation reply was drafted following consultation with a number of partners, residents, local action groups, and Members. Prior to issuing the consultation its content was rehearsed at a cross-party meeting of Members representing wards affected by the proposed route(s).

3.2 Highways England were made aware of the following 3 key matters issues, which also fully align with the strategic key priorities of Midlands Connect, Nottinghamshire County Council, and Lincolnshire County Council:

- The need to ensure that any promoted scheme includes for the grade separation of the Cattle Market roundabout; and
- The need to ensure that any proposed scheme does not prejudice, either during construction or at a later date, the ability to reasonably operate and, in due course, grade separate the existing Newark Flat Rail Crossing; and
- The need to ensure appropriate, robust, and well-communicated traffic management solution(s) during the construction phase(s) of any approved route, including an ability to utilise the Newark Southern link Road (alongside additional funding) as part of such a solution.

3.3 In addition, the Council's consultation reply drew particular attention to the need to: more comprehensively and pro-actively engage with stakeholders and residents; the necessity to be cognisant of plans promoted as part of the Newark Town Investment Plan (including the Newark Gateway redevelopment and Showground activity); and the need to revisit the scheme design and impacts at the Winthorpe end of the route.

3.4 NSDC have requested to be engaged on an ongoing basis, with Highways England and their consultants now agreeing to regular liaison as consultation replies are digested and responded to. Further regular updates will be provided in due course.

#### **4.0 Equalities Implications**

4.1 Much of the wider community of Newark was directly consulted on the A46 proposals by post. The Council's Communications Team also shared the programme of social media activity from Highways England. Targeted engagement and explanation took place at a community level, including with residents of Newark, Farndon, Winthorpe, and the Gypsy and Traveller communities at Tolney Lane.

4.2 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 remains 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 and Newark Town Investment Plan, 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 RECOMMENDATIONS that Members:**

- a) **Note the contents of the report and formal NSDC Consultation reply; and**
- b) **Seek ongoing and regular updates as the project progresses.**

#### **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)

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Date: 02/02/2021

Dear Karen

Newark & Sherwood District Council (NSDC) gives its full support to the principle of upgrading the A46 Newark Bypass. Having lobbied on this matter for many years with industry and partners across the route (from Immingham to Tewkesbury), the Council is delighted that Government has committed funding for project through the Road Improvement Strategy (RIS). We welcome the opportunity to engage with Highways England, engagement that should be ongoing to inform and influence the design process.

NSDC is clear that any proposals for the Newark Northern Bypass must provide for the grade separation of the Cattlemarket roundabout, as set out in Option 2. Ideally we would wish to see more of the junctions along this stretch of the A46 being grade separated in order to achieve the improved flow of route traffic and thus reduced journey times sought. We do, however, recognise that cost is a limiting factor.

NSDC is clear in the need to ensure that the A46 Newark Bypass scheme does not prejudice the future grade separation of the Newark flat rail crossing and continues, during any construction phase, to allow effective rail travel.

NSDC is also clear on the importance of traffic management, network co-ordination, and sequencing throughout the construction phase of any approved Newark Bypass. Traffic management and congestion could be assisted through the completion of the Newark Southern Link Road (SLR), a matter explored in greater detail below.

Notwithstanding the above there remain a number of concerns and queries with the options presented and parts of the route. Until further information and clarification is provided we are unable to wholly commit to either of the other options presented (or indeed a hybrid solution).

## 1. INTRODUCTION

### 1.1 Structure of the District Council's response

Although the response form published alongside the consultation material is comprehensive and provides a logical framework that will no doubt help many consultees structure and focus their comments, it is felt that the range of issues that NSDC (as the Local Planning Authority) must consider requires a different format. Accordingly, our response is set out as follows:

- Strategic importance of the A46 upgrade
- Area-based route analysis and comparison of options
  - Winthorpe roundabout
  - Winthorpe village
  - Friendly Farmer roundabout
  - Brownhills roundabout
  - A1 overbridge
  - Carriageway expansion
  - Cattlemarket roundabout, A617/Great North Road
  - Farndon roundabout
- Thematic issues
- Conclusion and matters requiring clarification

### 1.2 Consultation process

NSDC accepts that this is a non-statutory period of consultation. Nevertheless we seek to raise a number of concerns, including those brought to our attention by residents and community groups, about the way in which this consultation process has been conducted.

Firstly, given the potential magnitude of the impacts the proposals are likely to have upon the community, the 'soft launch' of consultation to the District Council and other key stakeholders only one day prior to the wider launch was inadequate. Given the evident constraints imposed upon all parties by the ongoing pandemic, more notice would have allowed the Council and other parties more time to digest the proposals and to shape our own programme of engagement with the community in an effort to support Highways England's own efforts.

Secondly, the December launch, spanning over the Christmas period has proven problematic insofar as even under normal circumstances, breaks in the course of a consultation programme can result in loss of any momentum that gathers. In this instance where face-to-face engagement is extremely limited anyway, the holiday period served as a distraction from



the consultation and resulted in communication difficulties. Dialogue with Highways England through the Newark Show & Tell meetings over the course of the last year had indicated that consultation would be launching in October, which would have allowed consultation to conclude before the festive period.

Additionally, online consultation always presents problems in terms of accessibility. Although consultation brochures and postcards were distributed widely by post (for which HE must be commended), it has been brought to our attention that a number of residents in areas of likely high impact did not receive sufficiently detailed information from the start of consultation. While we are aware that during the course of the consultation (particularly since the turn of the year) Highways England's consultation van has been in various locations in the surrounding area along the A46 route, it is felt that more could have been done to both publicise this, particularly given the challenges presented by recent inclement weather and in terms of tailoring for the audience(s) the material presented. Similarly, the Council has been made aware of significant levels of dissatisfaction from members of the public trying to engage with the consultation telephone line, in terms of the level of knowledge shown by those taking calls regarding the details of the scheme and the geography of the local area.

Finally, the material sent out in the post is perceived by many to lack detail that is considered to be of importance in formulating a response; namely that Highways England welcome support for a hybrid of the two consultation options. This is only made clear in the consultation response form. If respondents have not been able to access this form there is a strong likelihood that this important message has not been communicated.

It is hoped that in the forthcoming rounds of statutory consultation these matters will be given due regard with a view to facilitating better community engagement. This is necessary in order to engender and in some cases repair a sense of confidence amongst the community that the consultation programme is meaningful and that it is worthwhile participating in it.

## **2. STRATEGIC IMPORTANCE OF THE A46**

### **2.1 Strategic value**

As the only remaining section of the A46 corridor between Lincoln and the West Midlands that is not dual carriageway, the bottleneck effect caused by traffic compressing in to the single carriageway sections of the road around Newark cause significant congestion at peak times and increase journey times considerably, even over short distances. Consequently, the upgrades will have huge benefits for the local highway network in addition to the high strategic priority of the project in terms of east-west connectivity across the Midlands. From a business perspective, stakeholders along the route are in agreement that its delivery must not be delayed.

The strategic case for this work is evidenced in the A46 Corridor Study, produced by Midlands Connect, which highlights the significance of the A46 around Newark in the wider context of the A46 as the 'Trans-Midland Trade Corridor' (TMTC). With an existing annual economic output of £115 billion, equating to around 10% of the English economy, and development in excess of 250,000 new homes up to 2030, the importance of the proposed works around Newark is amplified in recognition of the fact that congestion and subsequent delays along this corridor hinders economic growth prospects. Surveys have indicated that two thirds of businesses operating in the area believe that improvements to the corridor will lead to new jobs being created. Set against the backdrop of the country responding to the challenges of Brexit and Covid-19 recovery, NSDC therefore unequivocally upholds the assertion that strengthening the A46 Corridor strengthens the Midlands as a whole, and with it the UK Economy.

### **2.2 Planned growth**

The District Council has long held ambitions for the Newark Urban Area to deliver transformational housing and economic growth and modern infrastructure connectivity, set in the context of a rich and distinctive natural and historic environment.

In 2006 the Government identified Newark as a 'Growth Point', with the growth ambitions enshrined in policy in the East Midlands Regional Plan and, subsequently, the District's Local Development Framework (LDF). Across the current local plan period up to 2033 the population of the District is expected to grow by c.14,359. The Amended Core Strategy (adopted January 2019) targets the Newark Urban Area as the main location for new housing and employment growth, accommodating 60% of the district's overall growth up to 2033. The three Sustainable Urban Extensions (SUEs) at Land South of Newark (now widely known as Middlebeck) including the Newark Southern Link Road connecting the A1 to the A46, Land East of Newark and Land around Fernwood are central to delivering this strategy.

Housebuilding is now taking place at Fernwood and Middlebeck. Middlebeck is capable of delivering up to 3,150 new homes, a range of community facilities, a new country park and 49 hectares of commercial development land, creating c.5000 jobs, with Fernwood also delivering 3,500 new homes, community facilities and 15ha of employment land. Progress

towards delivery of c.1000 new homes at Land East of Newark is expected, post-Covid, over the course of the current plan period.

Improvements to both the local and strategic road network in and around Newark are essential to achieve these growth ambitions, with synergies between all of the scheduled road improvements having implications for the modelled outcomes.

The proposals for the A46 are, in principle, compliant with Newark & Sherwood District Council's LDF Amended Core Strategy (Adopted March 2019). Spatial Policy 6: Infrastructure for Growth (along with Appendix D) identifies the A46 amongst critical strategic highway network infrastructure and sets out the District Council's commitment to working with partners to secure delivery. Additionally, Policy NAP1: Newark Urban Area (Section B) provides explicit support for the implementation of strategic highway schemes at the A46 Link Capacity (Newark Bypass); A46 /A617 Cattlemarket Roundabout; A46 Roundabout at Farndon; A1/A17/A46 Roundabout; and A1/A46 Brownhills Roundabout. The objectives set out in the Council's Community Plan underline the importance of delivering these infrastructure upgrades.

### 2.3 Newark Southern Link Road

The Newark Southern Link Road (SLR) is a critical component in the delivery of the Middlebeck SUE (Land South of Newark), referenced above. The need for and the benefits of the SLR have been extensively rehearsed since Newark achieved Growth Point status in 2006. These benefits of the SLR include:

- Reducing congestion throughout the Newark Urban Area as a result of increased road capacity and routing options for road users;
- Unlocking the development of up to 3150 new homes and the creation of around 5000 jobs on the employment land component of the Middlebeck development;
- Increased road capacity to support delivery of other residential development opportunities in Newark;
- Delivering flood alleviation and land drainage solutions in an area at high risk of flooding;
- Delivery of extensive additional open space including a new country park and sports facilities; and
- A projected £80m increase in Council Tax revenue over a 20 year period.

From our discussions with Highways England colleagues, the District Council understands that the SLR is a committed scheme within the modelling work underpinning the business case for the A46 upgrade and associated design options. The nature of SUE sites means that they often require considerable, up-front and occasionally disproportionate (i.e. compared to smaller sites delivered by volume house-builders) infrastructure costs. Middlebeck is proving to be no exception. Master developers Welcome Trust (formerly Catesby Estates/Urban&Civic) secured a conditional £11.2million loan agreement from the Homes & Communities Agency to fund delivery of Phase 1 of the SLR and although this phase is now complete, save for the roundabout at the A1 end, allowing for the construction of up to 599 dwellings. No further

dwellings are permitted by the Middlebeck planning permission (14/01978/OUTM) until further phases (or preferably all if delivery is accelerated) of the SLR are delivered. Funding for the remainder of the SLR remains a significant obstacle, with overall costs going beyond what is reasonably manageable by a developer. This Council, LEP, and Homes England (pending) have committed grant. There remains a shortfall of £15 million.

Delivery of the SLR will unlock growth in the form of the remaining 2550 dwellings at Middlebeck. It can also provide, if implemented, network resilience during the pending construction of the A46 and its operation. It is understood that the construction of the A46 upgrade will likely take up to three years from 2025. The SLR could, subject to funding, be implemented in advance of this date. This would offer a traffic management solution whilst the A46 Northern Bypass is constructed, aiding traffic flow and congestion and very considerable delays for a prolonged period.

NSDC's modelling of the SLR (undertaken by WYG using the VISUM model of Newark) has examined AM/PM peak for development scenarios both with and without completion of the SLR. Scenarios with and without planned improvements to the A46 have also been considered. This work demonstrates that without the SLR and A46 the levels of planned growth would lead to unacceptable delays and congestion across the road network in and around the built-up area of Newark, over and above existing levels.

The District Council would invite Highways England to financially support the SLT delivery at the earliest opportunity.

## 2.4 Newark Town Investment Plan

Having submitted its Town Investment Plan (TIP) to Government as part of the Towns Fund initiative, NSDC is awaiting confirmation from MHCLG on the level of funding secured to kick-start transformational growth projects, including a wide range of projects cross-cutting different strategic themes. In the context of the A46 Newark Bypass proposals, two specific items are highlighted given their close proximity to the Cattlemarket roundabout and seeking to capitalise on Newark's position on the strategic road network

Gateway Development site (the site of the existing Lorry Park and now vacant former Cattlemarket site)

A new purpose-built International Air Space and Training Institute (IASTI® Newark) seeks to establish a post 16 education facility offering pathways to aviation and space industries for military and civil aviation. This would cater for approx. 928 students across engineering, ground crew and pilots in the first five years. It is anticipated that this could be delivered alongside a Smart Innovation, Supply Chain and Logistics Enterprise Zone (SiSLog). This project, working alongside the University of Lincoln, University of Nottingham, Nottingham Trent University, industry and investors seeks to create a community of digital experts to launch further industries, including supply chains. This has potential to be of regional and national significance, establishing a route to digital learning for the current and future young generations of Newark, promoting digital skills for the existing population and creating a

centre of excellence that can serve the A46/TMTC with connectivity to Freeports and HS2 at Toton.

It is proposed that both of these institutions would be accommodated just off Great North Road, on the existing Cattlemarket and lorry park site, set between the A46 and NSDC's offices.

### Newark Showground

The Council is currently exploring the feasibility of relocating the Cattlemarket and lorry park at the Newark Showground site to the eastern end of the Newark Northern Bypass proposals. Highways England are aware of the TIP proposals and continue dialogue in this regard.

## **2.5 Challenges facing the town**

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

In 2017 Newark & Sherwood was identified as the second least socially mobile place in Great Britain (State of the Nation 2017). Since then the Council and its partners have worked hard to address this, although significant challenges remain. Whilst the majority of local secondary schools are now Ofsted rated 'Good', attainment remains below average. Likewise, although the Council is working on regeneration programmes in the Newark's two most deprived wards, there remain significant pockets of deprivation within the town, including wards within the 10% most deprived in England. Engagement with those long-term unemployed has seen positive results but Newark residents earn below their counterparts in other towns.

Housing demand is high, however, so are prices relative to affordability. With over 7000 houses being delivered to the south of the town over the next 15-20 years, enhanced physical and social connectivity is essential to stem the current trend for out-commuting. Grade 'A' office space and co-working space is lacking, particularly within and around the town centre, which in itself continues to suffer from retail decline. Visible and large footprint vacancies are accompanied by a trend for discount offers, with market confidence being low, reflected by the departure of national brands. Lease and repair tenancies lead to a high turnover, with attractive buildings and streets blighted by underutilisation. Poor legibility and wayfinding, particularly between transport nodes and key attractions add to these problems.

### 3. AREA-BASED ROUTE ANALYSIS AND COMPARISON OF OPTIONS

#### 3.1 Winthorpe Roundabout

Currently the A46 carriageway either side of the Winthorpe roundabout carries the majority of crossing traffic, making egress from both Drove Lane and the A1133 challenging at peak times. Additionally, on event days, traffic associated with vehicles entering and exiting Newark Showground (accessed off Drove Lane) can back-up on to both the A46 and the A1133.

It is understood that there is a likelihood of securing an additional access to the south of the Showground, off the roundabout located on the A17 and east of the Friendly Farmer roundabout. At present, this roundabout principally serves the Newlink Business Park and the recent Overfield Park development. Although if forthcoming, this could help alleviate the pressure on the junction to the north, Highways England are also made aware of the potential vehicular movements relating to the current application (20/01452/OUTM) for extension of the Newlink Business Park and of the proposal to relocate the Newark Cattlemarket and lorry park to the Showground as detailed above.

Both Option 1 and 2 propose that traffic lights are added to the Winthorpe roundabout with the intention of improving traffic flows at this junction. The proposed works here would also amend access to the Showground, the golf centre, indoor bowls centre, driver training centre and the karting centre. Whilst in principle the notion of traffic lights is supported, there are some reservations about the likelihood of a 5-arm roundabout (as in Option 2) giving rise to unnecessary delays as a result of another set of traffic light sequencing, especially when compared to the 4-arm roundabout signalisation under Option 1. Follow-up notes on the 'Technical Discussion' held on 19/01/2021 largely confirm the District Council's assumptions about the likely impacts of the different traffic light options, stating: *'The Winthorpe junction would be overcapacity in 2043 AM and PM peak periods without the proposed scheme. In Option 1 all approaches would be operating within capacity in all time periods. In Option 2, the old A46 approach would be approaching capacity. However, it is likely that this could be improved through optimisation of the signal timings. The Option 1 layout would provide greater journey time savings than Option 2 due to having the A46 eastbound approaches combined enabling it to receive a greater proportion of the green-time.'*

#### 3.2 Winthorpe village

##### *Village and route context*

Winthorpe village is situated just north of Newark, less than 0.5km from the outer edge of the town. It is predominantly a residential village. The River Fleet runs through the village, culverted in places, with the River Trent approximately half a mile west. The A1 runs to the southwest of the village, with a pedestrian underpass at the end of Gainsborough Road connecting it to the suburban outskirts of Newark. Similarly, the existing A46 carriageway runs to the southeast.

Having reviewed the alternative route options (set out in the Options Summary Report) that Highways England considered prior to arriving at the options that are the subject of this consultation, the District Council is cognisant of the constraints-related challenges and costs associated with the discounted options. Keeping in mind that the underlying rationale for this project is oriented around reducing journey times for trade and freight movements through enhanced east-west connectivity across the Midlands, the options routing to the north and south would likely fail to achieve these goals by adding distance to the existing route and being unlikely to represent comparable value for money. That said, it is recommended that Highways England publish, at the next stage of consultation, clear evidence on the journey-time and monetary savings of an approach. Whilst the aim remains to reduce journey time it is also expected, as captured below, that a raft of other community and environment issues be considered.

### *Historic Environment*

In terms of impacts on the historic environment, both of the consultation options have a significant impact on Winthorpe Conservation Area (CA) and several listed buildings, notably Lowwood. Whilst Option 1 has less impact on these assets, the graduated difference is relative. Noise, engineering works to the landscape (notably elevated roadway elements close to Lowwood), and loss of trees are concerning. The impact on Lowwood as an individual listed building is of particular concern, with the works potentially putting it at risk in the future from a viability/value perspective due to the immediate historic context and setting of this listed building being significantly affected by the proposal.

The CA boundary seeks to encompass historic landscaping associated with polite houses within Winthorpe (Winthorpe House, Winthorpe Hall etc. – all set out within the adopted CA Appraisal). Although both options truncate the southern setting of the CA, we acknowledge the existing landscape character beyond the CA boundary includes industrial buildings and is impacted by the existing A1 and A46 routes.

Our archaeological consultant has not raised any specific concerns beyond ensuring that there is a comprehensive scheme of investigation and recording.

### *Wider impacts*

The Options Summary Report confirms that all options result in the potential for likely significant adverse effects on noise receptors, heritage assets, landscape, biodiversity, material assets and waste across the project area. However, in the context of Winthorpe, the proximity of the village to both the A1 and the existing route of the A46 means that road noise is very evident within the village, despite substantial tree belt screening. Under either option it is therefore considered that the magnitude of the impact will be greater, with exacerbation of existing noise (and vibrations), air quality and visual impacts of the different carriageway options.

The Council is mindful that both of the proposed options for the road layout will have significant impacts upon the residents of Winthorpe. We understand from direct contact with

individuals in the village and the 'Think Again' Winthorpe residents group that although a great deal of their concern is linked to the proximity of the new link section of the A46, between the A1 and the Winthorpe roundabout, there is also legitimate concern about the cumulative effects of noise and air pollution from both the A1 and the A46. While it is recognised that changes in technology will in the future contribute to substantial decreases in vehicular emissions and noise, while increased average speeds as a result of fewer stop-starts on the network, if the A46's capacity is increased and over time the volume of traffic grows, there is an inherent likelihood that noise and pollution will increase in this area, while the construction phase would bring about its own impacts. Although the thematic comments set out in Section 4 of this report give a more detailed technical analysis of the specific impacts upon receptors within the village, this cumulative impact specifically from the strategic road network must be fully appreciated and mitigated as far as possible.

In relation to this matter, a possible alternative solution may be considering excavating earth along the section of road to the east of the new A1 overbridge (see image below), connecting to the existing carriageway (as envisaged in Option 1), thereby lowering the road level. This could offer means of mitigating some of the noise and visual impact of the new section of road. Excavated material could be used to create an earth bund on the northern side of the road or recycled elsewhere within the project area, while additional benefit may be found in an overall lower road level requiring less elevation for the Option 1 flyover from the Friendly Farmer roundabout. There is no apparent fluvial flood risk in this area that would prohibit this.





Highways England is invited to consider this and other solutions to address and/or mitigate the clear concerns around Winthorpe, which it is considered the presented current options do not do.

Both options for the road would result in substantial loss of existing mature trees currently forming part of the linear belts running roughly north-south near to Lowwood and The Spinney. These tree belts are of value in terms of landscape character and in habitat. Mitigation and replanting will be required should a preferred option require removal at this location.

Under Option 1 it is principally The Spinney and Lowwood that would experience adverse impacts. The creation of a parallel carriageway under Option 2 would be of harm to the rural landscape setting of the village and indeed require demolition of a dwelling situated on Hargon Lane. Significant impacts may subsequently arise for the occupants of the adjacent property.

Considering the extent of the matters that affect Winthorpe associated with either of the options under consultation, NDSC would impress upon Highways England in the course of their decision-making on the next stage of this project, the need to give appropriate weight to the matters raised and ensure that all options and reasonable alternatives are duly considered, presented, and (if necessary) discounted. In addition to the primary consultation material that is published for the next stage(s) it is considered imperative that any supporting documentation and evidence base be made available.

### **3.3 Friendly Farmer Roundabout**

The Friendly Farmer roundabout is a particularly challenging junction to negotiate under the current arrangement, due to the sheer volume of traffic arriving off the southbound A1 and from the existing A46, along with the A17. While the arrangements proposed under each of the consultation options would allow A46 traffic to entirely bypass this intersection, both designs raise questions about potential impacts on the surrounding highway network and the services located here.

Notwithstanding the concerns relating to the proximity of the A46 carriageway to the village of Winthorpe (set out in the previous sub-sections), the purported 50% reduction in vehicle movements across this junction is welcomed. Although local traffic would still be moving alongside A1 route traffic the overall reduction in volume would contribute to significant improvements in local journey times. However, there are a number of significant developments (listed in Section 4.1 below), each with their own potential impacts on this roundabout and the surrounding network, which must be factored in to the modelling for the operation of either option. This is of particular concern to the District Council given that the Newark SLR (see Section 2.3) is not yet complete, meaning that the modelled traffic flows of either road option would not be as envisaged once operational, nor is this road available to support the redistribution of vehicle movements during construction.

Either option creates significant challenges for the existing roadside services located near to this junction, with the new link road under Option 1 incurring loss of the Mint Leaf restaurant premises and the ESSO garage, leaving no obvious means for northbound traffic to access the remaining Shell garage services on the opposite side. Likewise, under Option 2, the services located on the Friendly Farmer roundabout are completely bypassed by the A46, thus removing a substantial amount of passing trade. Although the ESSO garage would in this option be accessible from the southbound carriageway and feasibly remain open to local traffic coming off the roundabout, the point of access to services from the A46 northbound carriageway will need clarifying in the forthcoming preferred option.

### 3.4 A1 Overbridge

The new A1 overbridge to be positioned beyond the northbound A1 slip road is a structure that gives grounds for some concern due to its proximity to the built-up area of Winthorpe, namely Lowwood. At c150 metres north of the proposed location of the new bridge, the physical appearance of the bridge is a matter requiring further consideration to understand impact.

While the direction of travel means that vehicle lights after dark may have some limited adverse residential amenity impacts, again, the issue of noise (as highlighted above) and the cumulative impact in conjunction with the A1 will require careful attention and mitigation, a matter NSDC assumes will be picked up via the Environment Statement (linked to EIA) process.

Winthorpe's CA boundary includes the historic landscaping associated with polite houses within the village (detailed in the CA Appraisal). While it is acknowledged that the character of the existing landscape beyond the CA boundary includes industrial buildings and is impacted by the existing A1 and A46 routes, the development proposals would nonetheless truncate the southern setting of the CA. Additionally, although there is limited detail on tree impacts at this stage, the route options suggest considerable impact on and potential loss of trees at Winthorpe, many of which have significant amenity value to the CA.

Alongside the historic environment concerns identified above, the overbridge structure will have significant impacts on the openness of the landscape that currently forms the Winthorpe Open Break. Whilst details of this designation are set out in Section 4, it is important to highlight the inevitable harm the engineering works will have on the Open Break. Such harm must be explored and where possible mitigated, notwithstanding that the A46 Northern Bypass itself has always been identified as a priority and likely intervention in the Open Break

It is accepted that creation of a new stretch of underpass represents the most feasible and viable option to facilitate pedestrians, cyclists, the mobility-aided and horse riders negotiating the new road. However, this gives rise to a number of safety concerns due to the problems encountered with the existing underpass, beneath the A1. A number of sources within the Winthorpe community refer to the secluded nature of this route currently acting as a lure for anti-social behaviour. As such, in expanding the underpass to include the new road, careful

consideration should be given to designing-out opportunities for crime and ant-social behaviour alongside measures to improve user safety.

### 3.5 Brownhills roundabout

Following the above comments on the options for the design of the Friendly Farmer roundabout, the Brownhills roundabout is a critical intersection on the existing A46 road layout and subsequently contributes to queues and delays on the surrounding network as result of the sheer volume of traffic it carries. The Council envisage that this will continue to be the case throughout the construction of the new road.

The reported 50% reduction in vehicle movements across this junction is welcomed. While local traffic would still be moving alongside traffic routing to/from the A1, the new A46 bypassing this junction will reduce the overall volume of traffic and should contribute to significant improvements in local journey times. Again (as above), the need to acknowledge planned developments (Section 4.1) is required. In particular, the proposal to relocate the Newark lorry park and Cattlemarket (currently co-located adjacent to one another at the Cattlemarket roundabout) would mean continued use by a high number of HGVs, particularly under Option 2.

Once again, as highlighted with regard to the Friendly Farmer roundabout, the incomplete Newark SLR would mean that the modelled traffic flows of either road option would not be as envisaged once operational, nor is this road available to support the redistribution of vehicle movements during construction. There is added significance at this junction, however, in that the Lincoln Road arm of this roundabout carries a large volume of local traffic which at present has no alternative routing options. Were the SLR complete, however, there would be less through traffic needing to access both the A1 and the A46 in this location.

### 3.6 Carriageway Expansion

#### *Rail infrastructure*

As Highways England will be aware from discussions around this subject at the Newark 'Show & Tell' meetings (hosted by Midlands Connect), Newark flat crossing located 1km to the north of North Gate Station, forms an intersection between the Nottingham to Lincoln Line (NLL) and the East Coast Main Line (ECML). In the context of the national rail network this is of great importance because of the potential that upgrading this crossing offers in terms of increased capacity on the ECML. While the existing A46 carriageway is elevated above the ECML and runs parallel to the NLL, both options for the A46 upgrade would require use of further land adjacent to (west of) the existing road.

Acknowledging the constraints in the immediate vicinity of the two railway lines and the existing A46, the NSDC's LDF Amended Core Strategy (Spatial Policy 7: Sustainable Transport) explicitly commits to safeguarding land for a rail flyover (providing grade separation) to replace the existing flat crossing. Grade separation of this junction has been widely discussed by Network Rail for around 25 years. Although in the last 10 years the emergence of HS2 has

eased the immediacy of the pressure to provide greater capacity on this line, the grade separation of the flat crossing nevertheless remains an important matter to resolve in boosting capacity on the ECML and NLL.

Network Rail has indicated that timetabling on the NLL for both passenger and freight rail services is dictated by the availability of safe windows to cross the ECML in this location. Based on likely demand and stakeholder aspirations, it is anticipated that grade separation would facilitate a second hourly return passenger service from Lincoln, with commensurate growth in freight movement driven by enhanced access to Immingham port. As such, whilst the strategic value of the A46 upgrade is evident, the District Council is keen to uphold the importance of this piece of rail infrastructure.

From a logistical point of view, it would make a great deal of sense for work on both the road and rail crossings in this location to be designed and constructed in tandem. If this is achievable any A46 works must not prejudice any future ability to grade separate the crossing. Additionally, consideration needs to be given to the construction phase of any delivered option in terms of ensuring the ability of the rail lines to continue to operate effectively. This is a shared position and aspiration between NSDC, Nottinghamshire and Lincolnshire County Councils and Midlands Connect. NSDC wishes to impress upon Highways England the importance of maintaining an open dialogue on this matter with all agencies alongside Network Rail.

#### *Flood risk*

Constraint mapping for this area shows the high level of flood risk along the route, between Farndon and the A1, largely as a result of its proximity to the River Trent. Given the elevated position of the road above the River Trent, while there is no apparent flood risk to the road itself, the District Council would seek to stress the importance of working closely with the Environment Agency (EA) and other stakeholders to ensure that development does not increase risk of flooding elsewhere due to increased displacement and surface runoff. This will be particularly required in assessing structures across the route.

The above matters are of particular relevance with regard to members of the traveller community residing on Tolney Lane, to the south of the A46 between the Cattlemarket roundabout and the Farndon roundabout. This area supports one of the largest traveller sites in the region, with a concentration of around 300 pitches. As part of the District Council's ongoing development plan review process, the update of the Strategic Flood Risk Assessment explored options (in conjunction with the EA) for improving flood resilience. Modelling work that was undertaken suggested that whilst developing flood defences here would indeed protect the caravans, it would however cause flooding elsewhere in the town. Consequently, consideration needs to be given to creating a flood resilient route from the site, potentially connecting to the A46. Creating a 'through route' should also be considered. The Council would welcome the opportunity to discuss this further with Highways England and other relevant stakeholders.

At this stage, on the basis of the information available and through discussion with the Lead Local Flood Authority, surface water flooding is not considered to be a matter of significant concern subject to the usual design considerations.

### 3.7 Cattlemarket Junction

In appraising the development options for this part of the A46, the District Council reiterates its view that grade separation proposed under Option 2 is fundamental to achieving improved flow of route traffic and reducing journey times across the surrounding road network. This is a view supported by Nottinghamshire and Lincolnshire County Council's and Midlands Connect. Separating A46 vehicle movements from local traffic, in conjunction with the delivery of the Newark SLR will make significant improvements to local traffic and the strategic aim of increasing journey times. This is a critical component of improving capacity for economic growth and future housebuilding.

Conversely, Option 1 for this location generates a number of very significant concerns. Given the high volume of inbound traffic using this junction and connecting to the Great North Road, the A617 and the A616 there is significant potential for conflict with A46 traffic. Should traffic light sequences result in queues stretching over the A46 carriageway this would not only interrupt A46 movement, but also pose a serious risk to the safety of road users. In addition, the Newark Castle Station level crossing on Great North Road is located under 400 metres from the southern arm of the Cattlemarket roundabout. Vehicles queuing at the level crossing frequently tailback as far as the junction, spilling over on to the roundabout and interrupting traffic flows on the A46 westbound carriageway and the northern stretch of the inbound Great North Road. The Council does not therefore consider that the 'hamburger' roundabout solution proposed under Option 1 resolves this problem, nor presents a realistic option that effectively delivers the strategic aims of the scheme.

It is possible that the aforementioned concerns relating to tailbacks from the level crossing could still affect inbound traffic on the newly created A46 exit slip road, although it is considered to pose a much-reduced safety risk to that envisaged in Option 1. Furthermore, Option 2 also appears to offer greater ease of movement for non-vehicular traffic as a result of fewer lanes of traffic to negotiate. Given the number of workers at the British Sugar plant who walk and cycle to their place of work, utilising the cycleway that extends north beyond the site, this is welcomed. Further risk to users of this route would be posed by the greater volume of traffic using the northern stretch of Great North Road under Option 1, with the added flows from the A617.

Whilst from a road safety perspective it is acknowledged that Option 1's proposal to remove the A617 junction from the existing roundabout may be seen as beneficial, this would only increase land take to the north. Having discussed this matter with the Newark Rugby Club the District Council shares their concerns that the potential land take would result in the loss of community and sports/recreation facilities that would not be easily replaced in this location.

The portion of Rugby Club land that would be at risk is primarily used by the youth teams, serving around 400 children locally. However, of more significance here, with potential to increase development costs is the loss of functional floodplain. Floods in winter 2019/20 saw this area under water for a significant period of time. Displacement of this flood storage would likely increase risk to nearby properties.

As the detailed comments in the heritage sub-section (4.7) make clear, there are concerns about the impacts of both options on the historic environment in this location:

- In the middle of the Cattlemarket roundabout is a listed culvert that will need to be demolished in both scenarios. The total loss of the listed culvert within the roundabout would result in total loss of significance, therefore in impact terms would be substantial harm. However, both Historic England and the District Council are uncertain as to whether this survives from previous highway improvements.
- The proposed widening of the carriageway between sugar beet factory and Cattlemarket roundabout in Option 1 will result in harm will to the Georgian causeway – Smeaton’s Arches, much of which is Grade II listed. While mitigation is offered by copying the style of the arches (albeit in concrete), this would result in significant adverse impact to existing significance and further widening would only exacerbates harm the caused by early 20th century widening; and
- The proposed flyover in Option 2 would have a likely significant landscape impacts. When viewed on approach from the north, along Great North Road, it is likely that the structure would create a significant horizontal mass that impact upon views of St Mary’s Church in the centre of Newark. Similarly the structure would appear as a dominating element across the historic known as Smeaton’s Arches. There would be potential for impact upon the Castle and the entrance to the Newark Conservation Area and the attractive tree lined avenue south of the roundabout. Nevertheless, this is already a much interrupted landscape, with extensive modern elements including the existing cattle market building, flood lights, the former NCC depot site, scrap yard, sugar beet factory etc. In the wider landscape, wind turbines and a power station are intervisible. Moreover, the existing A46 is a busy highway with extensive engineered components.

### 3.8 Farndon Roundabout

Currently, as the point at which northbound traffic merges from two lanes in to a single lane, the Farndon roundabout represents a critical pinch-point along the A46. At peak times there is a considerable breakdown in the flow of traffic in this location, resulting in sizeable tailbacks across the roundabout and on to the A46 dual carriageway. This slow pace of this transition is often exacerbated by vehicles using the second/outside lane to cut in.

Whilst the dualling of the current single-lane section will significantly increase capacity and therefore improve the flow in both AM/PM peak periods, it nonetheless raises some concerns for the District Council. Primarily, the flow of two-lane traffic over the roundabout could prove problematic for road users coming out of the Farndon village junction, facing a greater volume

of traffic and moving at higher average speeds. Delivery of the Newark SLR could also increase the volume flowing over this roundabout in either direction. Subsequently, the proposal to include traffic lights on this roundabout whether in permanent use or only during peak periods would appear to offer some level of mitigation, the detail of which should be modelled and published in due course, against this concern.

It is noted that the proposed road alterations would extend the existing underpass by around 7 metres. While concerns have been raised about the proposals to extend the existing underpass at Winthorpe, it may be considered that 7m is somewhat negligible in terms of impacts upon safety or perceptions of safety. That is not to say that this area is not vulnerable to or does not suffer from anti-social behaviour, having seen examples of graffiti and a deposit of broken glass on the floor of the Farndon underpass when visiting the location.

## 4. THEMATIC ISSUES

### 4.1 Implications for Committed Developments

The two options for the routing of the dualled A46 would have significant implications for the committed planning decisions within the surrounding area.

Land to the north-east of the Newark settlement is Newark Showground which is situated within the interchange with the A46, A1 and A17. To the south of this is the Newlink Business Park which is home to Currys/Mastercare and again relies on the A46, A1 and A17 interchange for access. The Newark Industrial Estate is also located to the north of the built up area of Newark and also feeds in to the existing network. Around Newark at the Cattlemarket roundabout there is the lorry park, cattle market (although this is likely to move to the Showground) and the Newark and Sherwood District Council Offices. Newark offers a variety of opportunities including historical, cultural, social and economic all of which are reliant on the existing highway network. Land to the west of Newark, to the north-east of the A616 is the sugar beet factory.

Although not an exhaustive list, Table 1 (below) identifies significant committed developments which are located around the proposed routing options and would rely on or connect in to the revised network.

Planning application no.	Site address	Application proposal	Status	Implications
20/01452/OUTM	Land Off A17 Coddington	Development of site for distribution uses (Use Class B8) including ancillary offices and associated works including vehicular and pedestrian access, car parking and landscaping.	Pending	37,000m <sup>2</sup> of developable distribution floorspace within a 6.64ha area. Vehicular access off a new 3-arm roundabout junction off the A17.
11/01300/FULM	P A Freight Services Ltd International Logistics Centre, Park House, Farndon Road Newark NG24 4SP	Re-configuration of access arrangements to existing freight yard and provision of new parking and turning area for commercial vehicles.	Determined	Revised access on to the A46 Farndon roundabout.
14/01978/OUTM	Land South of Newark, now known as Middlebeck	Construction of up to 3,150 dwellings; two local centres, a 60 bed care home,	Work has commenced on Phase 1 with	New access on to the A46, south of Farndon to create the single carriageway Southern Link Road to link the A46 to the A1. A new



		primary school etc, commercial estate of up to 50 hectares comprising employment uses and amenity space.	residential development and phase 1 of the SLR.	roundabout will be constructed off the A46.
Developments around Fernwood		Residential development reliant on the A1 for access.		

Table 1: Committed developments to be incorporated in future scenario modelling

We are mindful that much of the modelling work that has been undertaken to date for the A46 options is predicated on the expectation that as a committed scheme the Newark Southern Link Road will be in place. This scheme is to be delivered to facilitate the Middlebeck development along the southern edge of the Newark Urban Area is not as yet fully funded. Until the SLR is delivered in its entirety this has potential implications for the operation of the proposed A46 scheme.

## 4.2 Road safety

### *A1 slip roads*

Although it is acknowledged that the A1 is outside of the scope of this project, the District Council nonetheless would consider this an opportune time for Highways England to review the slip road arrangements to and from the A1, including safety considerations. Any preferred A46 scheme should ensure that the scope to redesign slip roads is not prejudiced in the future.

### *Community safety*

Nottinghamshire Police have drawn attention to the fact that there appears to be no comment made as to the impact of the scheme on crime, disorder and the fear of crime, highlighting a number of key issues with the intention of improving safety and security aspects of the proposed scheme, with the added benefits that it would generate.

Between 1 January 2020 and 15 June 2020 Nottinghamshire Police recorded 149 thefts of diesel from an HGV, with Newark the most prominent hotspot for the cargo crime, notably in difficult to patrol lay-bys or lorry parks, with escape routes into farm fields. Policing HGV and cargo crime is resource intensive and therefore not sustainable in its current form. Although covert operations carried out in the past resulted in convictions, the crime opportunities remain and the criminal activity continues.

The District Council concurs with the views of the Police and in the ongoing development of this scheme encourage Highways England to explore opportunities to design-out crime including:

- Enhanced provision of secure HGV parking. Given the continued investigation in to the feasibility of relocating the existing Newark lorry park, this would appear to be a timely

suggestion. NSDC and no doubt the Police would welcome opportunity to discuss this matter further; and

- Investment in Automated Number Plate Recognition could be explored. Any additional equipment needs to be coordinated with Nottinghamshire Police to ensure that the systems are compatible.

#### *Non-vehicular movements*

Whilst of course this project is a strategic road development, concerns about non-vehicular movements on and around the road network have featured prominently in the District Council's dialogue with local residents and stakeholders.

Cycling is popular in Newark and as part of the development of its Local Cycling and Walking Infrastructure Plan (LCWIP) Nottinghamshire County Council is developing a strategic cycle network in the area. It should be stressed that the LCWIP and the draft cycle network it proposes to include have not been approved by county councillors and are both, therefore, subject to change/approval. Nonetheless, it is important to ensure that the proposed A46 scheme does not worsen connections across the A46 and, ideally, offer enhancement.

The current A1, A17 and A46 create formidable barriers to active travel on the eastern side of Newark. In designing any future provision, while it is envisaged that provision will be made in accordance with the standards set out in DfT's new Cycle Design Guidance (2020), appropriate consideration of the length/directness of the routes and their safety are of critical importance in the design stage, as this will be a factor in determining levels of use once operational. Local Sustrans volunteers have highlighted the route provided in conjunction with the A46 near Cotgrave and East Bridgford as a good example, where bridleways have been created alongside side the road, but screened by hedgerows and fences, and sufficiently distanced from the road to diminish the impacts of both noise and air pollution, as well as adverse wind-effects of created motor vehicle travelling at high speed. It is also considered that during the construction phase of the scheme in particular, the existing non-vehicular A46 crossings must remain accessible during the construction phase. Given the nature of non-vehicular movement, this will mean being mindful of the length of any diversions that may be required on the associated routes. National Cycle Network route 64 (NCN 64) under the A1 and A46 is of particular concern because there is no obvious suitable alternative. Despite the crossing east of A1 not being well-used because it is locally perceived as dangerous, provision nonetheless needs to be made for the current users.

### **4.3 Journey times during construction**

The District Council is under no illusion that in normal circumstances the construction phases of development will exacerbate existing congestion problems on all routes around and through Newark, while there is also potential for these impacts to be exacerbated in conjunction with planned highways works around the wider urban area and beyond. Council Officers are already working with Highways England colleagues to manage the sequencing of these works. As the design of the preferred design option progresses, it would be beneficial for ourselves, NCC, and LCC to understand whether the A46 works will follow a linear

sequence or a more nuanced approach. Also, accordingly, it will be necessary to effectively manage publicity to communicate progress on these schemes, to keep local residents and other road users up to date. The Council is therefore keen to maintain this dialogue and explore all feasible options, including appropriate use of technology to provide real-time updates.

As has already been highlighted in our comments, the District Council would again stress the importance of timely delivery of other highways works, including the Newark SLR and the new A1 overbridge connecting the Newark Urban Area to Fernwood to the southeast. These pieces of infrastructure both have potential to cause delays on the network during their construction, but once operational will help spread the flow of traffic around the local network. The SLR is of particular significance insofar as it will provide a southern link between the A46 and the A1, enabling vehicles destined for either route to exit Newark from the south instead of using the existing routes through the centre and accessing the roundabouts at Farndon/Cattlemarket/Brownhills.

#### 4.4 Contaminated Land

NSDC Environmental Health Officers have assessed the proposals and provided the following comments:

- The consultation brochure states that both option 1 and 2 encroach on potentially contaminated land (railways, farms, sewage works). However, the risk in terms of our interest and human health will be fairly minimal given that there will be no human health receptors once the road is completed;
- Providing construction workers use correct PPE the risk to them should be minimised. This could be controlled by the use of a contamination condition, however construction of a road is low risk and good use of potentially contaminated land. I would expect earthworks to comply with the Definition of Waste Code of Practice (DOWCOP) and appropriate Material Management Plans (MMP'S) to be submitted for approval by the EA.

#### 4.5 Air Quality

NSDC Environmental Health Officers have assessed the proposals and provided the following comments:

- The consultation brochure states that dispersion modelling has been carried out and that it predicts there will not be any adverse impacts on human health receptors when either option is completed. While this modelling is to be refined as the scheme develops there is no detail provided with the consultation, therefore we would like to see the full assessment so we can see which modelling methodology was used, which receptors were considered etc;
- During the construction phase the options summary report suggests that the only impact on air quality will be from particulates and this will be managed by use of a Construction Environmental Management Plan (CEMP). We note that options

summary report states that ‘additional traffic during construction would be expected to be less than that of operation and would be temporary and is considered unlikely to affect air quality’, however, given that the A46 is already an operational busy road we are not sure we can agree with this. Can evidence be provided to support this claim?

#### 4.6 Noise

NSDC Environmental Health Officers have assessed the proposals and provided the following comments:

##### *Construction phase*

- The information available acknowledges potential noise impacts at sensitive receptors from construction activities, and related increases in HGV traffic to the area during the construction phase.
- It is not possible to determine whether there is likely to be any significant differences between the two options in terms of noise impact from construction activity. However, it is noted that Option 2 brings a new section of road closer to Winthorpe, and therefore an increased risk of noise impact during the construction phase in that area.
- Construction methodologies, plant, schedules, proposed hours of operation, and estimated traffic and vehicle movements, are yet to be determined. Accordingly there is little information on measures to mitigate potential noise impacts during construction.
- However, the information confirms that an assessment of likely impacts will be carried out at the Preliminary Design Stage, including construction traffic noise impact, once the relevant information is available to inform the assessment. It is expected that this assessment and proposed mitigation measures will be consistent with the relevant requirements for noise and vibration assessments from major road projects.
- While the CoPA powers exist for LAs to impose noise controls e.g. working practices, working hours, noise limits, or approve application[s] for prior consent, for large-scale complex civil engineering projects, these powers are often not appropriate or practical for controlling noise and vibration on a daily basis.

##### *Operational phase*

- The information acknowledges road traffic noise from the A-roads is the existing dominant source of ambient noise at the properties in the study area, with the potential for additional contributions from the railway lines, and existing industrial premises, though information on baseline conditions in relation to existing traffic noise is limited. (Estimated levels of traffic (and railway) noise along major transport routes, and properties likely affected by higher levels of noise from an existing road (and railway), can be viewed at <http://www.extrium.co.uk/noiseviewer.html>).
- The information identifies that significant noise impacts are predicted at a number of noise sensitive receptors for both scheme options (though details of noise

assessments are not provided), with potential significant changes in noise at three of the seven “Noise Important Areas” (NIAs)\* for both scheme options. \*(Special hotspots that may be most affected by road noise are listed by Highways England as “Noise Important Areas”).

- There appears to be only limited difference between the two options in terms of potential significant adverse change in noise in the short term and long term. A relatively small number of additional properties are predicted to be affected by Option 2, though it is not apparent which locations are specifically involved. This may be linked to the additional works bringing a new section of road closer to the Winthorpe area with Option 2.
- Low noise surfacing was taken into account in the noise predictions, but further noise mitigation such as environmental noise barriers or bunds, will need to be investigated in more detail as part of the design development. Again I would expect this will be consistent with the relevant requirements for noise and vibration assessments from major road projects.

## 4.7 Heritage

### *Background*

We understand that in both options, road widening is proposed to enable two lanes, and a new bridge over the A1 built north of the existing bridge. The key differences in the scheme are:

- Signalling at Farndon Roundabout is only proposed in option 2;
- Option 1 seeks to alter the layout at the Cattle Market Roundabout with signals and road through centre, whereas Option 2 would see grade separation and a fly-over the roundabout;
- In Option 1, significant works are proposed to Smeaton’s Arches on the southbound carriageway north of roundabout;
- At Winthorpe, Option 1 sees a new section of A46 tied into the existing A46 west of Winthorpe Junction, as well as a new link over the A46 for access from the Friendly Farmer Roundabout to A46 eastbound. Option 2 would see a parallel dual carriageway north of the existing A46 from the new A1 bridge to Winthorpe Junction.

Table 4.2 of the consultation Options Summary Report sets out key structural impacts.

A detailed constraints map has been included which includes designated heritage assets. It does not however include heritage assets with potential non-designated heritage asset interest.

### *Summary of heritage assets potentially impacted*

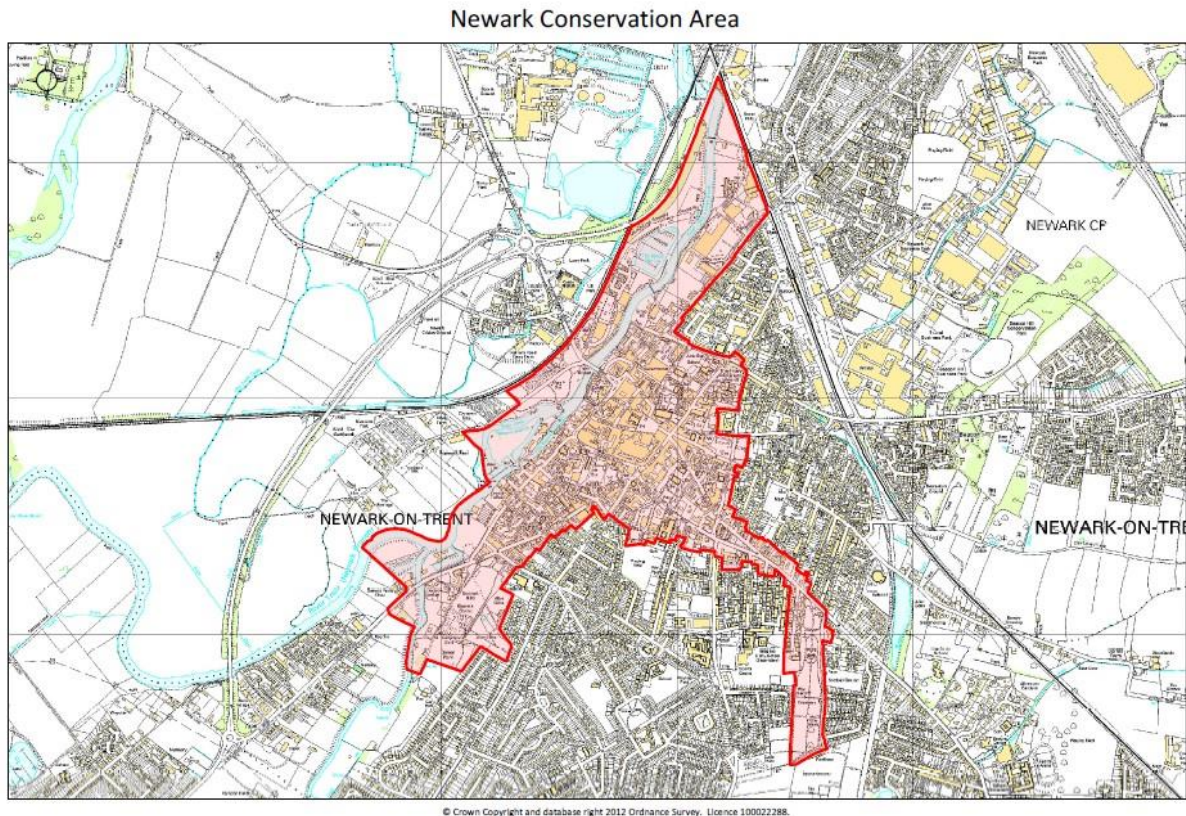
This list is not exhaustive, but key heritage assets are identified where the proposals could have an impact on their significance. Absence of identification does not imply that impact is not possible on other heritage assets.

### *Newark Conservation Area*

Newark is a fine historic town with a compact medieval street network, and a significant number of listed buildings. Architecturally, it is well known for its imposing church of St Mary Magdalene, with its tall spire acting as a landmark for miles around. The impressive medieval Castle has one of the longest surviving curtain walls as well as containing one of the most substantially complete Romanesque gatehouses in England. It is also special for its fine collection of timber framed buildings, the quality and quantity of 18th and 19th century buildings and the large and attractive Market Place. The absence of modern development within the historic core of the town centre has resulted in remarkable preservation of these heritage assets.

Newark Conservation Area (CA) was the first one to be designated in Nottinghamshire in 1968 and focused on the Market Place and medieval centre of the town. In 1974, the CA was extended to include Millgate, Parnhams Island and the traditional residential streets up to Victoria Street. The CA was then extended in four more stages: in 1979 when a more rational boundary to the central area was defined; in 1987 when the majority of Northgate either side of the Trent was included; and in 1992 and 1995 when the London Road suburbs and the Cemetery were added.

The CA boundary runs alongside the A46 within the river corridor of the Trent between the Farndon Roundabout and the East Coast Railway line, and abounds it directly for a section to the east of the Cattle Market Roundabout. The elevated character of the roadway at this point ensures that extensive views of the river corridor are afforded.



The approach to the town from the Cattle Market Roundabout is important and gives vital first impressions of the CA. Views to and from the Castle, and of St Mary's Church are an important characteristic of the CA. The tree lined avenue of Great North Road and route of Smeaton's Arches makes a positive contribution to the setting of the CA.

Views of the river corridor and townscape are important from the A46.

Views of St Mary's and the townscape are important on approach from Great North Road and Kelham. The Church spire is an important and distinctive landmark.

#### *Listed Buildings*

There are a number of listed building potentially affected along the A46 corridor between Farndon and Brownhills Roundabout:

- Concrete footbridge across River Trent. Grade II\*. Known locally as Fidler's Elbow
- Various structures/features associated with Smeaton's Arches (all Grade II). Designed by John Smeaton, a notable engineer from the 18th century. He was commissioned to find a means of allowing traffic to continue unimpeded between Newark and Muskhams over the flood plain and yet allow the floodwaters to drain. He came up with the brilliant notion of building a causeway punctuated by arches across the Trent Floodplain. The work was completed by 1800, and it involved a causeway 1 kilometre or so long, crossing three parishes, with a grand total of 125 arches, all of which is Grade II listed

- Newark Castle (landmark Grade I listed building; also scheduled and a Grade II Park & Garden)
- Church of St Mary. Grade I (landmark church spire visible from afar- 77m to spire tip)
- Significant concentration of listed buildings within the medieval core of the town. Cluster of listed buildings within the railway quarter between Castle Station and Mather Road which includes the first known example of mass concrete, a Grade II\* former kiln warehouse (adjacent to Waitrose supermarket)

In addition, there are several scheduled monuments within this corridor associated with Civil War archaeological interest.

#### *Winthorpe Conservation Area*

Winthorpe CA was originally designated in 1974. The CA was reviewed and extended in 2007 (as set out in the Council's published CA Appraisal). The CA can be described as a quiet and secluded village in an attractive rural setting. The CA possesses a number of distinctive elements of significance, including:

- Civil War archaeology. Winthorpe is a village of medieval or older origins and is mentioned in Domesday. It is particularly special archaeologically for having had Civil War (1642-1646) defences around the village including two bastions flanking the southwest approach from Newark
- Unusually high number of high status houses, including two country houses and landscaped parkland
- Number of associated estate cottages and some positive vernacular buildings
- Medieval church no longer survives, current church is a distinctive Victorian church, the result of successive rebuilds. Nevertheless, the church spire can be seen for miles around and forms a distinctive local landmark

Gainsborough Road in Winthorpe was once connected directly through to Newark but this route is now cut off by the current A1. Gainsborough Road now terminates at the underpass at the south of the village. While this has substantially altered the character of this area of the village, it has meant that there is very little through traffic in Winthorpe. This, combined with its attractive rural setting, makes Winthorpe a quite peaceful village, with an appealing sense of seclusion, which is very much an important part of its character.

The village's close proximity to Newark allowed Winthorpe to develop as an attractive commuter settlement for the wealthy businessmen of Georgian, Victorian and Edwardian Newark. As a result Winthorpe is now home to a remarkably large number of high status house, including two country homes with extensive parkland, Winthorpe Hall and Winthorpe House, as well as numerous 18th and 19th century villas, principally located along Gainsborough Road, the main road once leading from Newark. The presence of so many large and significant houses is rarely seen in a typical Nottinghamshire rural village. The large portion of the conservation area given over to historic parkland also makes the landscape setting of Winthorpe very special.



The village is bounded to the south by the A1 (which cut off the historic link road into Newark), and by the A46 to the south east. The 6 mile dual carriageway that bypasses Newark was opened by Ernest Marples on 27th July 1964 and ran from North Muskham to Balderton/Fernwood at the southern end of London Road. In addition to creating a physical barrier between historic Winthorpe and Newark, the existing A1 results in significant noise, and has had a huge impact on the landscape, and disrupts the otherwise tranquil rural setting of the village. The entrance to the CA on foot from the south is via an underpass under the A1. This is an abrupt boundary to the CA, comprising a large embankment.

### *Listed Buildings*

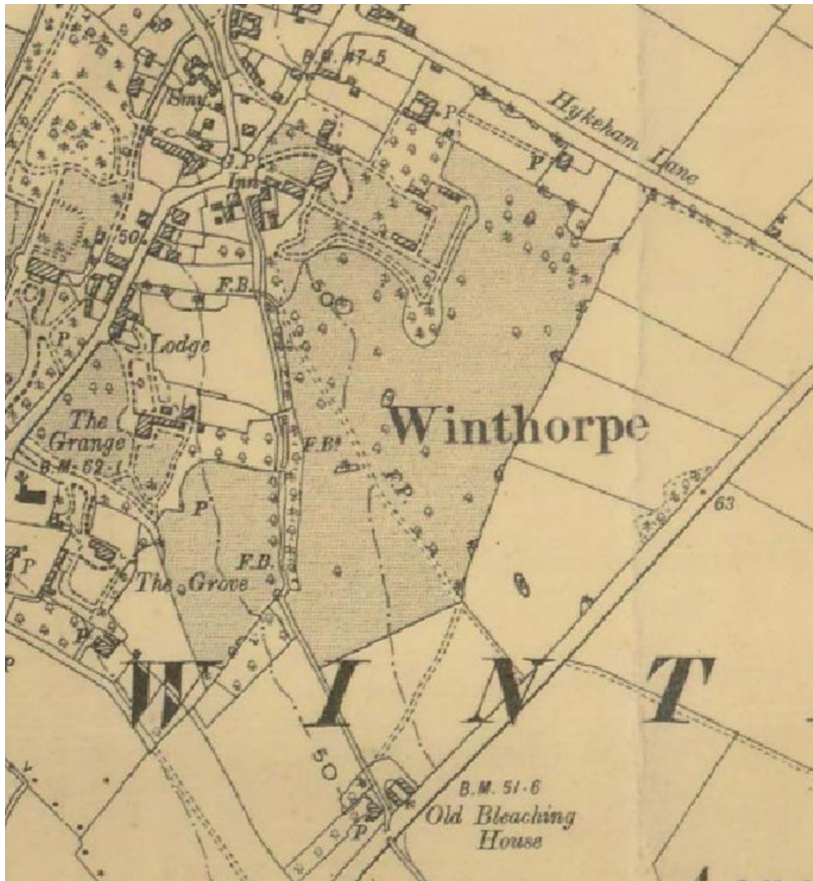
There are a cluster of listed buildings in Winthorpe likely to be directly affected by the proposals:

- Lowwood. Grade II listed
- The Grove. Grade II listed. An associated conservatory within the gardens is separately Grade II listed)
- Church of All Saints. Grade II listed. Associated funereal monuments and the gate piers to the Church are separately Grade II listed

Lowwood (or Low Wood) is a distinctive estate house from the late-18th century, at sits at the very south of the CA, accessed from a narrow lane off Gainsborough Road. The list entry advises: "House dated 1787. Red brick with hipped tiled roof and 2 brick stacks. Modillion cornice and let floor band. 2 storeys with symmetrical facade having 4 windows to each floor and a central doorway. There is a slightly projecting 2 window central bay of alternate red and white headers. The panelled door with plain surround has a plaque above inscribed "The first stone of this house was laid by Roger Pocklington jun and his sister Elizabeth on June 25th 1787 aged 11 yrs and 10 yrs". All windows have glazing bar sashes and all the openings flat headed with segmental relieving arches. There is a later traceried wooden porch with tiled roof, this extends the length of the projecting bay. To the rear is a brick 2 storey, 2 bay, wing. The projecting bay once had a pediment."

The Pocklington family is well known locally, with links to Carlton-on-Trent. Winthorpe Hall is a fine Grade II\* listed building further to the north from this cluster of historic estate houses, and comprises a Palladian villa on a hill, built for Robert Taylor in 1761 (personal physician to George II). The Hall has a piano nobile, and enjoyed sumptuous grounds to the north of the village. The house passed to Roger Pocklington, a Newark banker, possibly unfinished. Pocklington is thought to have built Grove House for his son, as well as Low Wood (as a farmhouse for the Hall) and possibly the Dial House at the corner of Holme Lane in the village.

Winthorpe House, Grade II listed, has a late 18th-century garden façade (facing the A46) with extensive grounds and many fine trees.



*Late 19th century OS extract showing extent of the Park to Winthorpe House. The Grove can also be seen, with a smaller polite garden.*

The remnants of the parkland can still be traced to the south between the A1 and A46. In addition to the scheduled sites within the A46 corridor, the HMSO 1964 Siege Works book (p36) states:

“Defences at Winthorpe, 1 ¾ miles N.E of Newark, earthworks are now destroyed but in part traceable as described below. The village is small and on rising ground; in the 17th century the centre of the village lay at the crossing of the Newark-Gainsborough and Holme-Coddington roads, but the latter road has since been diverted to the N.E (see p. 29). As shown by Clampe, the defences enclosed a roughly rectangular area, approximately 500 yds by 300 yds, aligned along the Newark-Gainsborough road but excluding the site of the present church on the lower ground to the S.W, where Clampe shows a ruin. Two demi-bastions flanked the S.W approach from Newark and the other sides were either of terraille or indented trace. No earthwork remains survive but a stream N. of the village preserves the outline of the N.W side of the defences from the footbridge at SK 81235687 to the sharp bend at SK 81375699.”

### *Observations*

We have no objection to traffic lights or dual carriageway works at Farndon Roundabout - no harm is likely to be caused to any heritage assets at this juncture. Farndon Windmill on Crees

Lane is Grade II and quite visible from A46, but road widening is likely to result in a neutral impact. Similarly, we envisage no material impact on The Firs to the east (also Grade II listed). This Georgian house, in good sized garden, is significantly hemmed in with development off Farndon Road and not prominent to the A46.

At the Cattle Market Roundabout, a listed culvert in the middle of the reservation could be demolished in both scenarios. This structure is not visible above ground and is assumed to sit underneath the roadway. Its total loss would result in total loss of significance (substantial harm).

Harm will be caused to Smeaton's Arches in Option 1 by widening the southbound carriage between the sugar beet factory and Cattle Market Roundabout. Mitigation is offered in the proposals by copying the style of the arches (in concrete), similar in fashion to the road widening exercise carried out in the early 20th century here. We are concerned that this option will result in significant adverse impact to the existing significance of the arches. The early 20th century widening of the roadway has already had a detrimental impact- further widening exacerbates harm. Widening the arches detracts from their historic narrow roadway context.

The flyover in Option 2 has potentially significant landscape impact. When viewed on approach from the north along Great North Road, it will likely create a significant horizontal mass and impact on views of St Mary and the townscape (including the Castle). The flyover structure will also be a dominating element across the historic Georgian causeway of Smeaton's Arches. There is also likely to be significant impact on the Castle and entrance to the CA (defined by the tree lined avenue south of the roundabout, laid by subscription in 1937). Nevertheless, we accept that this is a much interrupted landscape with widespread modern elements, including railway lines, cattle market, lorry-park (with flood lights), former depot site, scrap yard, and sugar beet factory. In the wider landscape, wind turbines (Caunton) and a power station are intervisible. Moreover, the existing A46 is a busy highway with extensive engineered components.

Both options have a significant impact on Winthorpe CA, truncating the southern corner of the CA. Both options also have considerable impact on a group of listed buildings that make a positive contribution to the CA, particularly Low Wood and the Church. It should be remembered that the CA boundary encompasses historic landscaping associated with Winthorpe House and Winthorpe Hall, providing setting and context to a wide range of estate features that includes Low Wood (as explained within the adopted Appraisal). Whilst Option 1 has less impact on these assets, the graduated difference is relative. The noise generated by both options is likely to be considerable on the southern side of the CA, notably for residents at Low Wood and The Spinney. Engineering works to the landscape (including elevated roadway elements close to Low Wood for the new A1 bridge), and loss of trees are all very concerning.

Nevertheless, we acknowledge the existing landscape character beyond the CA boundary has already had an impact on the rural characteristics of Winthorpe, including industrial buildings and the existing impact of the A1/A46.

Although there is extensive archaeological potential along the corridor, this can be managed appropriately with proper investigation and mitigation well in advance. It is envisaged that this would amount to a significant scheme of archaeological works, albeit there are no apparent direct conflicts with scheduled monuments, provided that they are carefully considered in the design and management plans. If this scheme was a brand new road there might be more concern, especially for setting. However, as it is mostly widening the indirect impact is much lower.

### *Conclusions*

We are concerned regarding the impact on Low Wood as an individual listed building, potentially putting it at risk in the future from a viability/value perspective. The immediate historic context and setting of this listed building will be significantly affected by the proposal.

There are concerns regarding the impact of both options to Smeaton's Arches. We have significant reservations about widening the causeway north of Cattle Market Roundabout. More information is required on the impact on the listed structure within the roundabout, as well as the technical details of the potential flyover.

Limited consideration has been given to non-designated heritage assets in the report and associated spatial mapping. There is extensive archaeological potential interest within the A46 corridor, particularly in the context of Civil War interest. We have also noticed that the scheduled area at Sandhills is missing from the spatial mapping. Historic Environment Record (HER) data is included within the Appendix. However, our archaeological consultant has not raised any specific concerns beyond ensuring that there is a comprehensive scheme of investigation and recording. We are not aware of any sites on the HER within the proposal site (including those with Civil War interest) which might be comparable to a scheduled site, although we welcome the sensitivity in considering the moated site in the vicinity of Dairy Farm. There could also be Civil War artefacts across the whole area covered by the plans, as this would have been part of the conflict area during the final siege in particular. We have anecdotal evidence of musket balls being found by metal detectorists around Winthorpe.

It is difficult to forensically assess impact of the road improvements on the wider landscape without technical sections and drawings. There are complex visual relationships between Newark Castle, the Church of St Mary, Winthorpe Church, Kelham Hall, and Smeaton's Arches which need to be taken into account when considering impact. Views and vistas of St Marys are particularly important, both from Cattle Market Roundabout approach, but also from Winthorpe.

No tree report has been provided at this stage. We can expect however considerable impact and potential loss of trees at Winthorpe, many of which have significant amenity value to the CA.

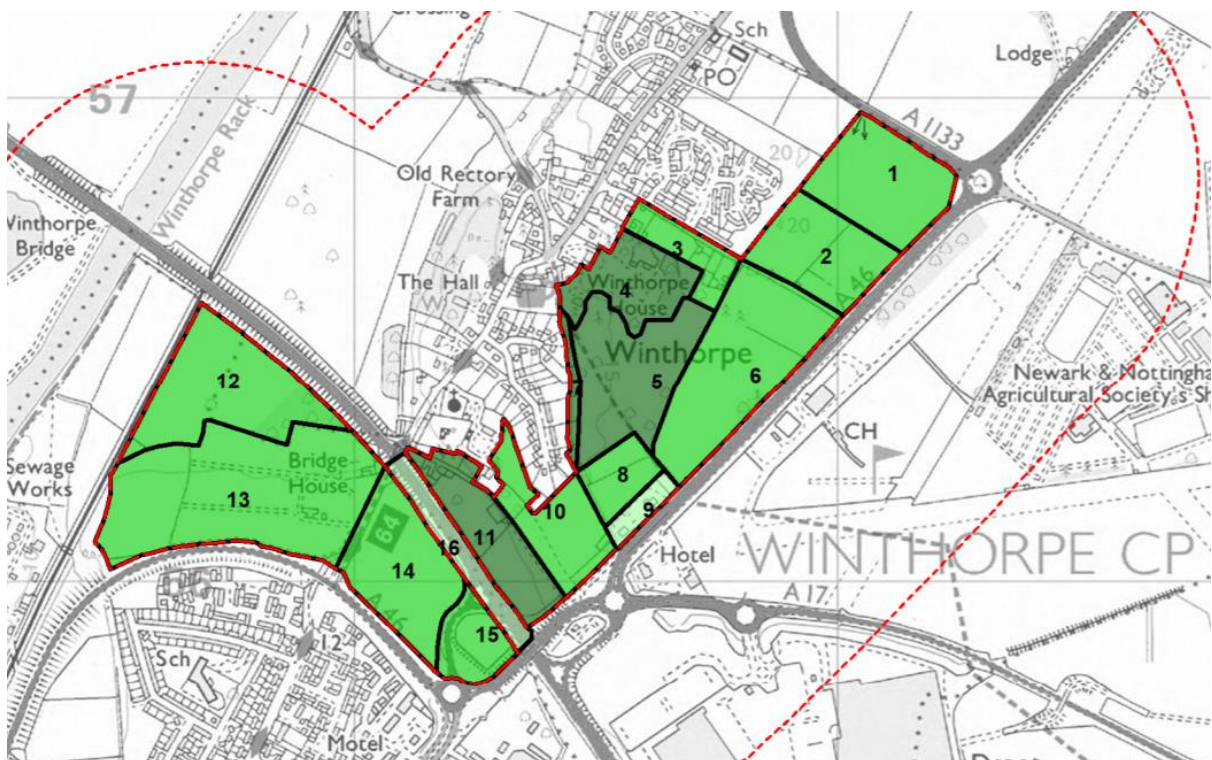
We do accept that the existing A46 and A1 already have a significant impact on landscape/heritage assets, and any new impacts are relative.

Notwithstanding the adverse impacts identified above, mitigation will be crucial if plans are taken forward. Extensive planting and screening should be considered at Winthorpe, as well as attention to sound attenuation.

#### 4.8 Landscape

The area of open countryside that lies between the built-up area of Newark and the village of Winthorpe is identified in local planning policy (Allocations & Development Management Policies DPD: NUA/OB/1) as the Winthorpe Open Break. Both of the A46 development options under consultation, on either side of the new A1 overbridge, will impact significantly upon this open break.

The Open Break designation is longstanding in nature and has been present in some form or other within each successive Statutory Development Plan covering the Newark area since 1964. Throughout this time its principal purpose has been to prevent the coalescence of Newark with neighbouring settlements by restricting development on the intervening land. In 2019 a planning appeal decision (APP/B3030/C/18/3196972), regarding development on a site within the Open Break confirmed that the policy was still relevant and highlighted its contribution towards meeting the aims set out within the National Planning Policy Framework.



In terms of landscape character, the whole of the Winthorpe Open Break is located within National Character Area 48: Trent and Belvoir Vales. At the local level, the area benefits from a more nuanced categorisation in the Newark and Sherwood District Council Landscape Character Assessment SPD. The majority of the Winthorpe Open Break lies with the East Nottinghamshire Farmlands Character area and in Policy Zone - ES04: East Nottinghamshire Winthorpe Village Farmlands and is characterised by a flat with an occasionally undulating landform, with views contained by frequent shelterbelts and mixed plantations. The northern section of the Open Break is located in Landscape Policy Zone – TW53: Trent Washlands Averham Weir River Meadowlands. This area generally comprises a flat low-lying landscape with some linear stretches of pasture adjacent to the River Trent.

While the northern section is considered to be a notably less-sensitive landscape, the lower section of the Open Break, which would be most affected by the A46 proposals carries a landscape recommendation to 'Conserve and Create'. Landscape actions and recommendations for new development therefore primarily relate to the conservation of historic field patterns and tree coverage.

The above landscape analysis should be regarded as a relevant matter in Highways England's selection of a preferred option, particularly with regard to the potential loss of trees that are of amenity value and serve a purpose in terms of reducing the effects of existing road noise. However, it is nonetheless important to emphasise that there are no statutory landscape designations here and indeed the Winthorpe Open Break is not protected for landscape value reasons. Rather, it serves as a pseudo-green belt, ensuring that the existing settlement retains its separate identity and characteristics. Creation of a substantial new structure in this area will undoubtedly erode the existing open character of this area and give rise to a greater sense of connection between Newark to the west of the A1 and Winthorpe to the east. As set out in the heritage section of these comments, there is particular concern about the impacts on the property of Lowwood and the historic landscaping associated with Winthorpe House and Winthorpe Hall. The CA boundary has been drawn specifically to encompass this, recognising that it provides setting and context to a wide range of estate features.

#### **4.9 Ecology**

Despite the A46 between Farndon and Winthorpe crossing the River Trent in two different places, there are only a small number of environmental designations on land close to the existing carriageway and the areas in which it will be expanded. Those sites that have been identified along the route comprise non-statutory Local Wildlife Sites (formerly Biological SINC's), however, given the significant public benefit associated with this scheme it is difficult to envisage any insurmountable issues arising on this matter.

Where any adverse ecological impacts may occur, in accordance with the NPPF, the District Council would seek net gains for biodiversity through this development.

#### **4.10 Flood risk and drainage**

The District Council is acutely aware of the high level of flood risk associated with large swathes of the land surrounding the A46 corridor between Farndon and the A1. Whilst on the evidence of other strategic highways schemes delivered in the area (including the adjoin section of the A46 to the south) we are confident in Highways England's ability to assess and manage the impacts of fluvial and surface water flooding, we are nonetheless keen to develop better understanding of how any likely flood impacts will be managed from the resulting scheme. Although the elevated position of the road above the River Trent suggests there is no apparent flood risk to the road itself, the Council is mindful, from work undertaken in recent years with the Environment Agency, of the risks of causing flooding elsewhere due to increased displacement and surface runoff.

As set out above, one of the main areas of flood risk related concern along the A46 Newark Bypass is the travelling community situated on Tolney Lane. The District Council considers the design and development stages of the A46 upgrade to offer significant potential to collaboratively explore the feasibility of different options to improve conditions on Tolney Lane, specifically during times of heightened flood risk. Having worked closely with the Environment Agency to explore solutions (including an emergency escape route, connecting to the A46), we would welcome the opportunity to discuss this further with Highways England and other relevant stakeholders.

Further to the north of the project area, flood risk mapping indicates a much lower level of risk. This matter is regarded as significant in the process of considering potential alternative design solutions that might mitigate against or lessen the impacts of development on the village of Winthorpe.

#### **4.11 Climate**

The potential impacts of the A46 upgrade on climate change are largely covered under other thematic subject headings, including air quality, flood risk and ecology. Overall, we are inclined to agree with the view put forward in the consultation publications that despite increasing traffic flow over time, vehicles travelling at higher average speeds will reduce emissions. HE are invited to offer more detail on net carbon impacts to demonstrate this. Similarly, it is anticipated that greater uptake of EVs over the lifetime of the road will result in reduced emissions. However, despite the evident cost implications, the fact remains that grade separation of as many junctions as possible along the network can reduce the need for vehicles to start and stop as frequently.

During the construction period efforts should be made to maximise re-use of materials excavated within the scheme and to use locally sourced materials and contractors so as to reduce travel-related emissions.

## 5. CONCLUSION

### *Newark & Sherwood District Council's Priorities*

In conclusion, Newark & Sherwood District Council again reiterates its principle support for A46 Newark Bypass scheme, which is of local, regional, and national importance. We welcome the opportunity to liaise with Highways England and partners to develop the proposals alongside more robust strategies for engagement and implementation.

As has already been set out in the preceding sections of this report, at this stage the District Council is unable to wholly commit to identifying either of the proposed schemes as its preferred option, nor define a hybrid option from the elements under consultation, save for three matters that are considered to be imperatives.

Firstly, grade separation of the Cattlemarket junction is essential. This will facilitate free flow of A46 traffic, delivering the improvements to journey times that lie amongst the headline objectives of the scheme. Additionally, this design option would significantly reduce the likelihood of local traffic entering Newark on the Great North being held up at the Newark Castle level crossing and backing up onto the A46, as is currently the case. It is acknowledged that grade separation brings with it inevitable visual impacts on the approach to the Town. The flyover structure would be prominent and have a significant landscape impact which needs to be considered with details which is, as yet, unavailable. We look forward to being involved in a discussion on the overall approach and design to this important gateway into Newark.

Secondly, the upgrading of the strategic road network should not be done in a manner that compromises future potential to enhance the strategic rail network. The flat crossing at the intersection of the East Coast Main Line and the Nottingham to Lincoln Line is widely regarded an outdated piece of rail infrastructure that limits both the passenger and freight capacity of these routes. The ongoing design of the section of the A46 that bridges this feature must therefore not prejudice Network Rail's ability to achieve a grade separated crossing, as and when it is feasible to do so. Similarly, work scheduling on this section of the road must ensure that rail services can continue to operate effectively during construction.

Thirdly, as the District Council continues to pursue its planned growth agenda, other significant highways developments (and their associated traffic) will be progressing on the road network over the coming years. Lincolnshire County Council has also highlighted the possibility of concurrent work on the Hykeham Bypass project, which will affect the A46 close to Lincoln. With these projects in mind, there is the very real likelihood that Newark residents and regular users of surrounding routes will have to endure extended periods of network disruption. We are keen to ensure that traffic impacts are, as far as possible, minimised during construction and therefore urge Highways England to carefully assess modelling work underpinning the A46 proposals in order that traffic management approaches reflect the different scenarios that may arise from different combinations of works occurring at different times. Traffic Management engagement and communication will need to be extensive and in



consultation with local organisations and communities. Additionally, there remains the potential to utilise new infrastructure, such as a completed SLR, to be part of this solution. Failure to deliver the SLR allowing a connection between the A46 and the A1 poses a significant risk to greater congestion in the area. On this basis, NSDC would welcome the opportunity for a more specific and detailed discussion with Highways England, including the securing of funding for the remainder of the SLR.

*Further matters to resolve*

It is clear from the contents of this letter that issues around the Winthorpe solution for any final scheme requires further consideration, including exploration of alternative options. Highways England are invited to demonstrate this, including evidence as to why solutions are discounted or promoted.

The limitations of delivering a wide-reaching engagement programme as a result of the Coronavirus pandemic, part of which is within national lockdown is accepted. Nevertheless the shortcomings and concerns referred to above have and will affect confidence of communities to meaningfully engage. It is hoped that lessons can be learned moving forward, including the ability for wider engagement and publication of evidence. The District Council is keen to maintain an ongoing dialogue with Highways England and other stakeholders over the intervening months. As noted above, this is closely linked to the need to be cognisant of other local highways schemes and in an effort to identify all reasonable design alternatives along the route.

It is hoped that you find these comments helpful. Newark and Sherwood District Council look forward to working collaboratively with Highways England and Nottinghamshire County Council as the Local Transport Authority in determining the final detailed design and delivery of the A46.

Yours sincerely



Cllr David Lloyd  
Leader  
Newark & Sherwood  
District Council



Cllr Keith Girling  
Chairman  
Economic Development  
Committee

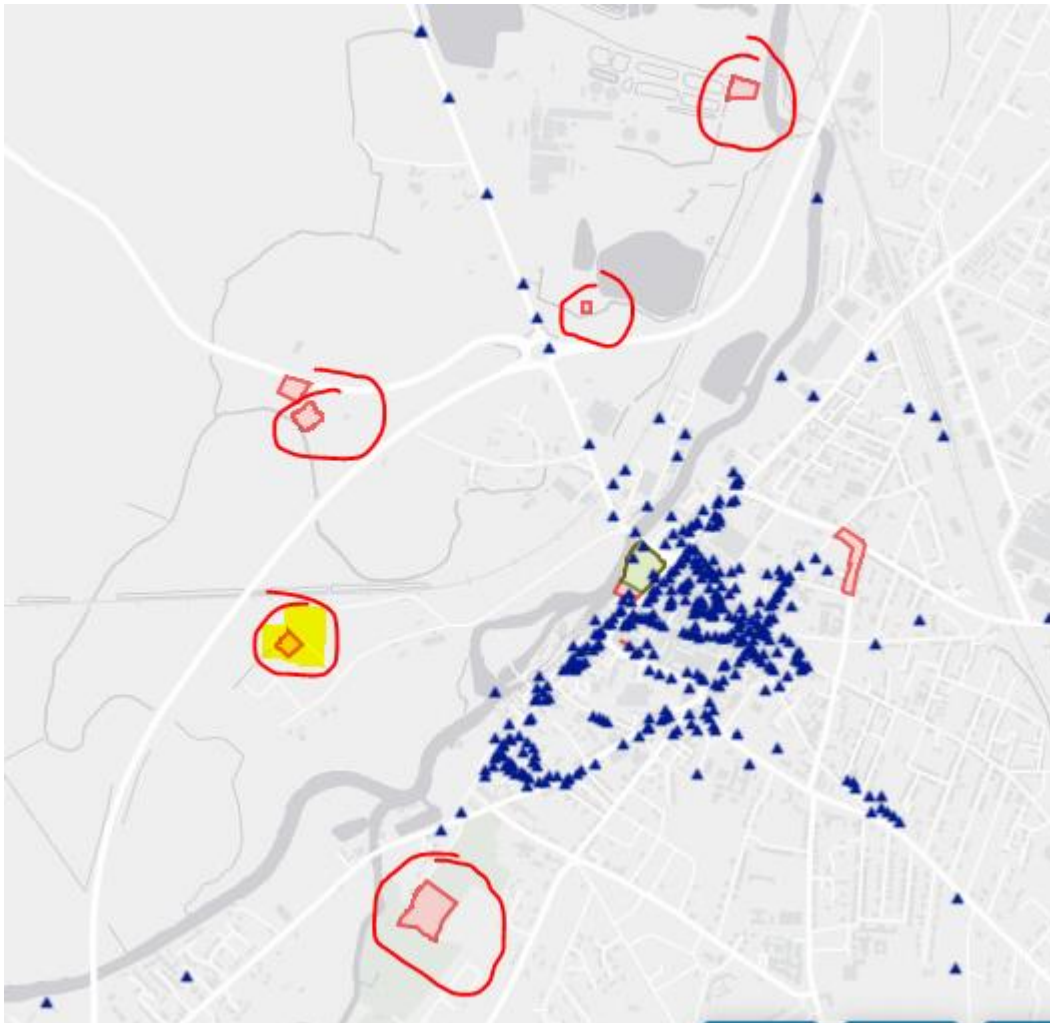


Cllr Roger Blaney  
Chairman  
Planning Committee

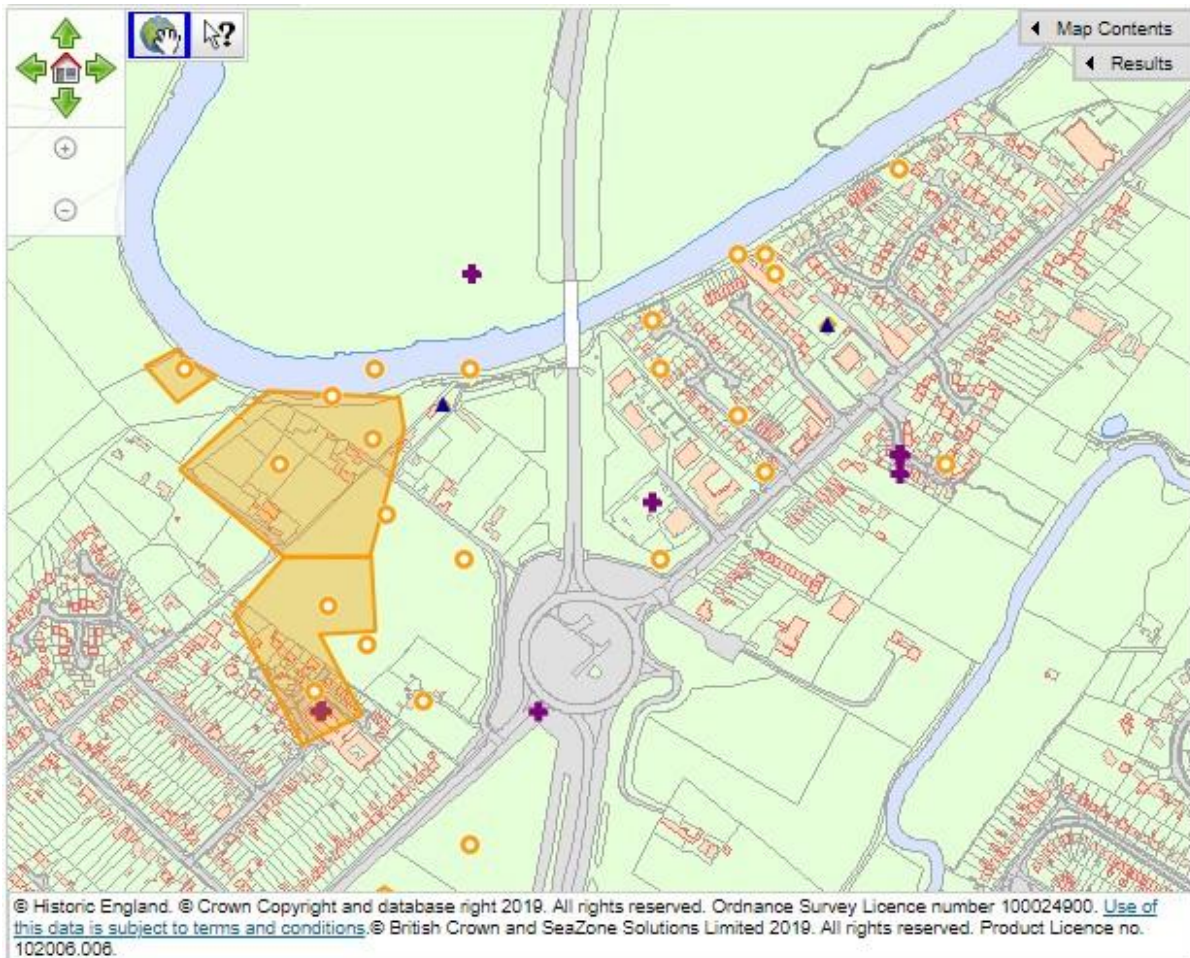


Matt Lamb  
Director  
Planning & Growth

Appendix

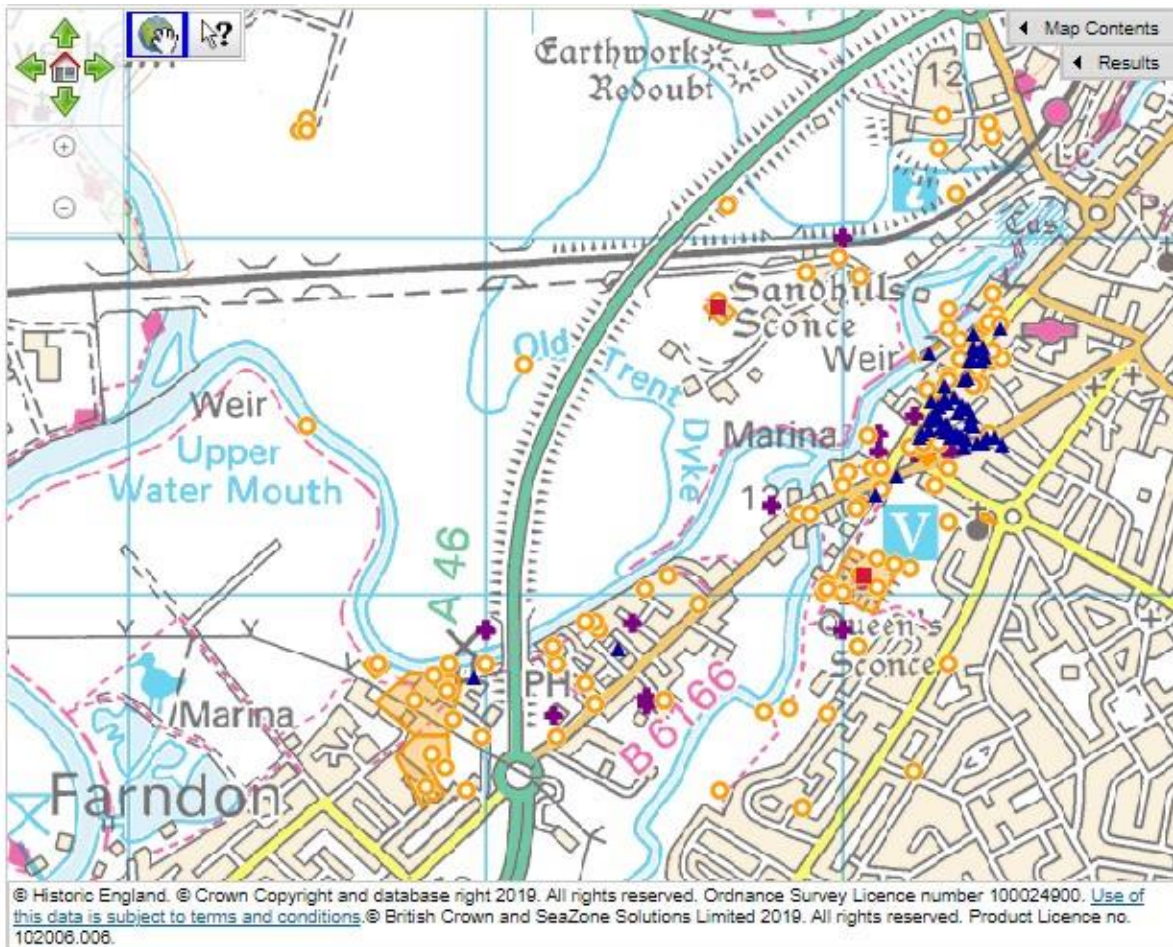


*Scheduled monuments and listed buildings.*



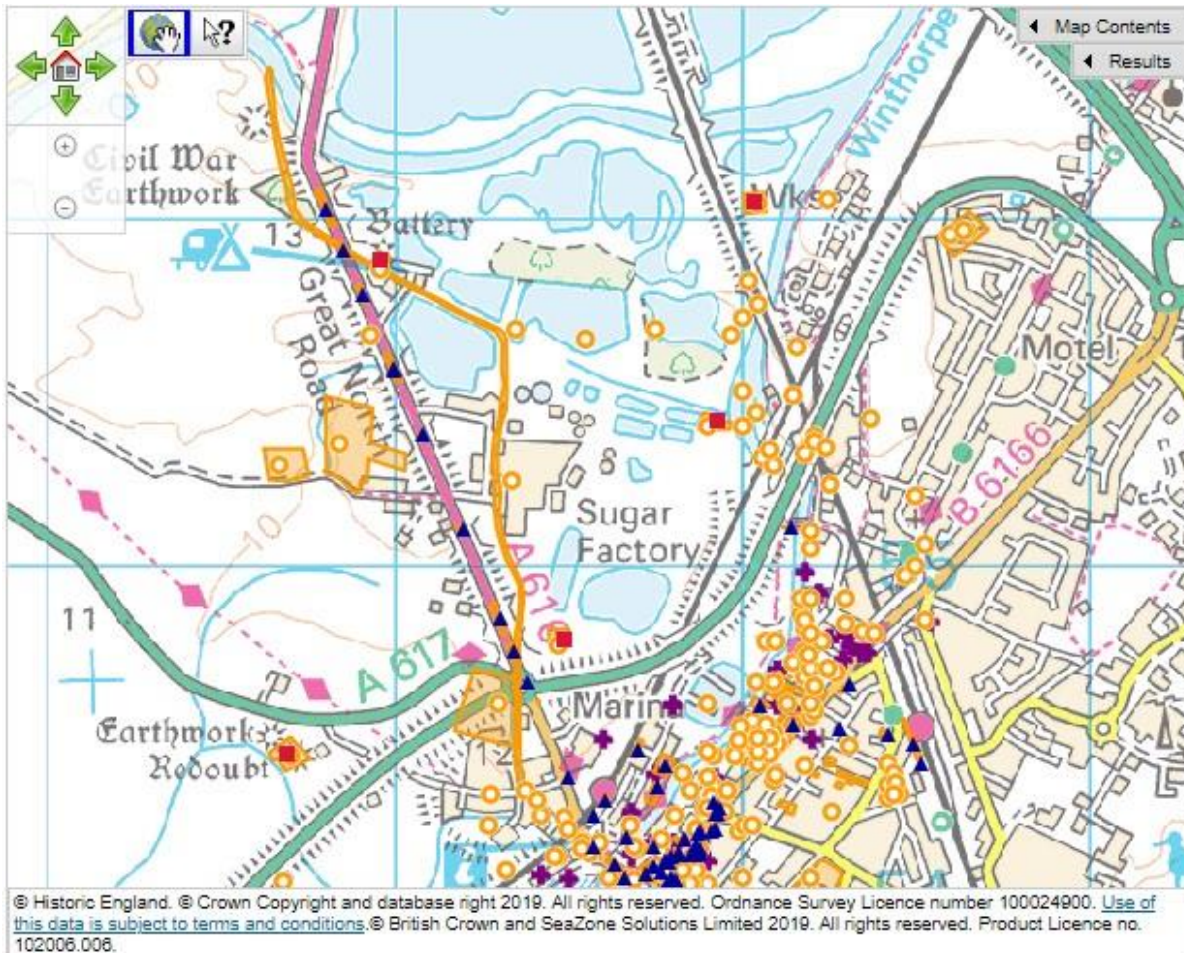
## Legend

- |   |   |
|---|---|
| ▲ Listed Building (NHLE)                      | ■ Scheduled Monument (centre point)           |
| ■ EH PastScape                                | ■ Registered Park/Garden (centre point)       |
| ○ Local HER record points                     | ■ Registered Battlefield (centre point)       |
| ▲ Local HER record polygons                   | ■ Protected Wreck Site (centre point)         |
| ● National Trust HBSMR                        | ■ World Heritage Site                         |
| ■ Building Preservation Notice                | ■ Certificate of Immunity                     |
| ◆ Designation Decision Records De-listed      | ✱ Designation Decision Records Non-designated |
| ● Parks and Gardens (Non Statutory Data)      | ✱ NMR Excavation Index                        |
| ✱ Church Heritage Record (Non Statutory Data) |   |



## Legend

- |   |   |
|---|---|
| ▲ Listed Building (NHLE)                      | ■ Scheduled Monument (centre point)           |
| ■ EH PastScape                                | ■ Registered Park/Garden (centre point)       |
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### Legend

- ▲ Listed Building (NHLE)
- EH PastScape
- Local HER record points
- ▭ Local HER record polygons
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- ✚ Designation Decision Records Non-designated
- ✚ NMR Excavation Index



## ECONOMIC DEVELOPMENT COMMITTEE

24 MARCH 2021

### OLLERTON HALL

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

1.1 To update Members on the disposal of Ollerton Hall.

#### **2.0 Background and Update**

2.1 Members will recall from the November 2020 meeting that following an understandable 'Covid-pause' with the preferred developer, it was agreed to recommence negotiations with both an **Agreement for Lease** and a **Lease** for the conversion of the site to residential use and its sale upon completion of the development.

2.2 I can confirm that both an **Agreement for Lease** and a **Lease** have now been agreed between the Council and the preferred developer Severns (Ollerton) Limited, the Director of which has experience of developing and converting heritage buildings across the region and nationally.

2.3 Members will recall that the purpose of approaching the development in this manner was to enable the developer to secure planning permission and Listed Building consent (submission expected late summer/autumn 2021) before implementing agreed works via a licence agreement, with all works being monitored by the Council (via a Clerk of Works) to ensure a satisfactory standard before the developer is able to complete the purchase at the end of the building process at the agreed price.

2.4 The approach adopted in this case, a lease-to-build option, has been designed specifically in partnership with the developer and Members to ensure comfort for all parties that works are deliverable.

2.5 Members attention is drawn to some specific requirements within the now executed agreements:

2.6 The **Agreement to Lease** binds the developer to:

- Submitting to the Council (as Landlord) proposed planning and listed building consent applications within 120 working days, and to in-turn submit these to the Council as Local Planning Authority within a further 20 days of confirmation that the Council agrees the content of the applications
- To notify the Council of any 'unacceptable' conditions within 10 days of receiving grants of planning permission and listed building consent. Unacceptable conditions in this case include that no S106 or CIL charge payments will be applicable. It must be noted that this will be a decision for the LPA to determine based on the planning submission of the preferred developer. This does not pre-determine the issue or bind the LPA. If the LPA determines that S106 contributions or CIL must be provided, the preferred developer will not be bound to purchase the building.
- A longstop date to secure planning permission.

- A requirement that the Council's Conservation Schedule of Works are included in the approved Listed Building Consent.
- That when all of the above is met the preferred developer pays the Council its deposit, with the **Lease** then commencing.

## 2.7 The Lease secures:

- A requirement to implement the scheme in accordance with the approved planning permissions and listed building consents (as may be amended by the LPA)
- A requirement for a Clerk of Works to be employed to regularly monitor progress of construction on the site
- That the preferred developer can purchase the site for the agreed price upon practical completion and Council sign-off (via the Clerk of Works) of the scheme

2.8 Further updates will be provided to the Committee as the scheme progresses. It is hoped, in due course, this will include a site visit. For the avoidance of doubt the Council, as Local Planning Authority, will now be tasked with responding to a pre-application process and determining any planning submission through its required regulatory due process.

## 3.0 Equalities Implications

3.1 Equality impacts will be considered as part of the design, consenting, and construction of the final scheme by the preferred bidder.

## 4.0 Digital Implications

4.1 None with respect to the proposed construction, save for public consultation will/may utilise electronic means of communication should national or local Covid-19 restrictions require.

## 5.0 Financial Implications (FIN20-21/9601)

5.1 There are no revisions to the proposed disposal which differ from the Policy & Finance Committee decision at its 28 November 2019 meeting. It remains the case that the any capital receipt secured from the freehold sale of Ollerton Hall (net of any associated fees, including the Council's Clerk of Works) will be ring fenced towards regeneration proposals within the Ollerton & Boughton area.

## 6.0 Community Plan – Alignment to Objectives

The redevelopment of Ollerton Hall will secure a sustainable reuse of an important and iconic listed asset, delivering inclusive and sustainable economic growth and protecting the historic environment.

## 7.0 RECOMMENDATION

**That the contents of the report be noted.**



**Reason for Recommendation**

**To keep Members informed of the latest position on plans to redevelop Ollerton Hall.**

**Background Papers**

Nil

For further information please contact Matt Lamb on ext. 5842.

Matthew Lamb  
Director – Planning & Growth

## ECONOMIC DEVELOPMENT COMMITTEE

24 MARCH 2021

### NEW FUNDING OPPORTUNITIES

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

1.1 To update on new revenue and capital funding opportunities announced in the March 2021 Budget.

#### **2.0 Background Information**

2.1 Members are aware from elsewhere on the agenda of the Towns Fund element of the Chancellors announcement earlier this month. A number of other measures were also announced, some of which could be key opportunities for communities within and beyond the District. These include:

##### [Community Renewal Fund](#) (CRF)

2.2 The CRF is a £220m national largely (expected c90%) revenue grant aimed at programs and interventions which can drive innovation and transformative change. Areas to address include removing barriers that people face in accessing skills and local labour market opportunities, business support, and place support. It is also noted that funding can be utilised to build evidence base(s) for future interventions via the UK Shared Prosperity Fund due to launch in 2023.

2.3 100 local authority areas have been identified as Category 1 priority places for investment based on an index of economic resilience across Great Britain which measures productivity, household income, unemployment, skills and population density. Within Nottinghamshire Bassetlaw, Mansfield, and Newark & Sherwood fall within this status.

2.4 NCC are the identified accountable body for the Fund. They will assess and produce a shortlist of projects (up to a maximum of £3 million per place) for submission to government by **Friday, 18 June 2021**. There is £14m available for capacity building (via NCC) to submit the bids.

##### [Levelling Up Fund](#) (LUF)

2.5 A £4.86 billion capital fund to invite proposals from local authorities areas for individual projects or a package bid (similar to the Towns Fund) consisting of multiple projects. District Councils within two-tier areas are eligible to bid. County Council's with transport powers are also eligible to submit one transport bid.

2.6 There is a £20m maximum per scheme, albeit there is scope for larger high value transport projects, by exception and via the relevant transport authority, to bid between £20m and below £50m. All bids should have the approval of the relevant authority responsible for delivering them. For example, transport bids submitted by district councils should have the approval of their relevant transport authority.

- 2.7 The number of bids that a local authority can make will relate to the number of MPs in their area. Accordingly, local authorities can submit one bid for every MP whose constituency lies wholly or partly within their boundary.
- 2.8 Funds are eligible to support a range of interventions, covering for round one: 1) smaller transport projects; 2) town centre and high street regeneration; or 3) cultural and heritage assets.
- 2.9 Round one bids must be submitted by **Friday, 18 June 2021**. It is expected that round one proposals will have sufficient maturity such that demonstrable investment or delivery 'on the ground' is capable in the 2021-22 financial year. Funding is expected to be spent by 31 March 2024 (exceptionally, into 2024-25 for larger schemes).
- 2.10 Local authorities can only have one successful bid for each of their allocated number of bids over the lifecycle of the Fund. Local authorities are therefore encouraged to consider whether bids that they wish to submit for the first round of the Fund reflect their local priorities, or if they should wait until later rounds so that they have more time to consider and develop their proposals.

#### Community Ownership Fund (COF)

- 2.11 A £150m fund to help communities across England, Scotland, Wales and Northern Ireland seek to support local facilities, community assets and amenities most important to them.
- 2.12 Community groups will be able to bid for up to £250,000 matched-funding to help them buy or take over local community assets at risk of being lost, to run as community-owned businesses. The first bidding round for the Community Ownership Fund will open by June 2021, with full bidding prospectus to be published alongside this.

#### Next Steps

- 2.13 The above funds are likely to present significant opportunities for our communities and require co-development with Members, residents, businesses, and other local authorities. Officers will continue to digest the opportunities, with further updates being provided to relevant Committees.

### **3.0 Equalities Implications**

- 3.1 None at this time. Any detailed funding bid would be required to consider such implications.

### **4.0 Financial Implications**

- 4.1 None at the time of print. Further updates to follow.

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

- 5.1 The funding streams detailed above are likely to offer opportunities across all Community Plan objectives. Further updates will be provided as any bid(s) are developed.

## 6.0 RECOMMENDATIONS

That Members note the funding opportunities presented by the programs detailed above.

### Reason for Recommendation

To allow the Council to maximise funding opportunities to deliver its Community Plan objectives and to improve lives for residents across the District.

### Background Papers

None

For further information please contact Matt Lamb on Ext 5842.

Matt Lamb  
Director - Planning & Growth

## ECONOMIC DEVELOPMENT COMMITTEE

24 MARCH 2021

### URGENCY ITEMS - MINUTE OF DECISION

#### Delegation arrangements for dealing with matters of urgency

Paragraph 7.2.1 of the Council's Constitution provides that Chief Officers may take urgent decisions if they are of the opinion that circumstances exist which make it necessary for action to be taken by the Council prior to the time when such action could be approved through normal Council Procedures. They shall, where practicable, first consult with the Leader and Chairman (or in their absence the Vice-Chairman) and the Opposition Spokesperson of the appropriate committee.

#### **Subject:**

EV Charge Points Capital Budget set up

#### **Appropriate Committee:**

Economic Development  
Policy & Finance

#### **Details of Item** (including reason(s) for use of urgency procedure):

Parking Services have been actively working on securing Government funding to secure additional Electric Vehicle Charging Points to add to our existing network across the district. Parking Services submitted an application for Government Funding through the ORCS – On-Street Residents Charge Point Scheme, which provides up to 75% government funding for additional charge points.

The On-street Residents Charge Point Scheme is especially suited to areas where resident have no driveway or on-street parking. The district does have a number of areas in town centres that fall into this category.

Parking Services have been working on behalf of Southwell Town Council and Edwinstowe Parish Council to gain funding through the ORCS Scheme as part of the NSDC application, following successful surveying and costing of following three potential locations within the district.

BP Chargemaster are the leading providers of EV Charge Points and previously partnered both Nottingham City Council and Highways England when the Council installed the existing Ev Charge points. BP Chargemaster will provide the additional 25% of the funding required. This scheme comes with zero cost to the Council.

Of the locations proposed, when assessed the following 3 locations were selected as viable locations.

<b>Car Park Location</b>	<b>Ownership</b>	<b>Status</b>
London Road Car Park (behind the cinema)	Council	Included in Grant Application and approved for full funding
The Bramley Centre/Library car park Southwell	Southwell Town Council	Included in Grant Application and approved for full funding
East Lane Car Park, Edwinstowe	Edwinstowe Parish Council	Removed from Grant Application *

\*Unfortunately, Edwinstowe Parish Council declined to sanction this proposal and East Lane Car Park was taken out of the application.

By installing these residents charge points it gives residents the option of purchasing an electric vehicle and charging it overnight close to home.

The charge points will further extend the NSDC network of Electric Vehicle Charge points to 11 in Newark and 15 in the district.

This puts the authority in an excellent position as the Government seek to ban sales of conventional petrol and diesel fuelled vehicles in 2030.

There will be further work required in the coming years, however Newark & Sherwood District Council are now well equipped to provide Electric Vehicle charging as people are reviewing their options now.

Looking ahead, in the coming years visitors with Electric Vehicles will be looking at places to visit that have charge points.

Newark & Sherwood will be on the Electric Charge Point network map as a viable and attractive destination.

#### **Hosting Agreement Key Points:**

- B.P Chagemaster Install the charge points and maintain these FOC to NSDC
- B.P. Chagematser will own the equipment
- B.P Chagemaster will receive all income from their customers using the charge points
- 50% of EV Charge spaces must be reserved for EV Charging at all times

4 charge points at each location having the capacity to charge a maximum 8 electric vehicles spaces. Four of the eight spaces will be for the use of electric vehicles only. The other 4 spaces can be used for electric vehicles or petrol / diesel vehicles.

As the number of electric vehicles increases then more spaces can be reserved for electric vehicles only.

- Car Park charges apply at all times when charging from 08:00 – 18:00
- Residents must be permitted to charge their vehicle without paying for parking charges from 18:00 – 08:00.

London Road does currently have a £1.00 evening charge in place from 18:00 – 23:59 (Southwell do not currently have evening charges)

The income loss from residents using the spaces in the evening will be very minimal. It is expected that income received from customers charging throughout the day will more than compensate for any small losses in the evening. Residents will also have the option of purchasing a season ticket providing them with long term parking and charging options.

We have now received confirmation that full funding as set out below has now been granted:

- ORCS Funding £51,000
- BP Chargemaster £16,976

This will now need to be accepted in order for the funds to be paid to the Council.

Upon completion of the works, the Council will then pay BP Chargemaster.

### **Equalities Implications**

There are no equality implications

### **Financial Implications (FIN20-21/6656)**

There will be an estimated £1,460 pa loss of income from the 4 EV Charge point spaces used by residents overnight based on full occupational capacity.

The Council will be acting as agent for the grant, which will be pass-ported to BP on completion of the scheme and therefore a budget will need to be added to the Capital Programme equivalent to the value of the grant funding from ORCS.

BP will own the charge points and consequently they will be responsible for any ongoing maintenance.

### **Decision**

To recommend that a Capital Programme budget be set up for £51,000 funded by Grant from ORCS.

### **Reason for Decision**

Urgent decision to enable this project to commence and be completed before 1 May 2021.

### **Members Consulted:**

Councillor David Lloyd – Chairman and Leader of the Council

Councillor Paul Peacock – Opposition Spokesperson

Councillor Keith Girling – Deputy Leader and Chairman of Economic Development Committee

Councillor Neal Mitchell - Opposition Spokesperson



Signed:

Date: 03.03.21

Sanjiv Kohli  
Deputy Chief Executive, Director - Resources and s151 Officer



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

Document is Restricted