

ECONOMIC DEVELOPMENT COMMITTEE

12 SEPTEMBER 2018

NEWARK GATEWAY FIRST STAGE MASTERPLAN REPORT

1.0 Purpose of Report

- 1.1 To advise members on the outcomes of the Newark Gateway First Stage Masterplan report completed in July 2018.

2.0 Background Information

- 2.1 This Masterplan research and report was supported financially through the Nottinghamshire Pre-Development Fund (NPDF). Following an application process from all Districts and Boroughs within the County, Newark & Sherwood District Council were successful in receiving financial support for a Feasibility Study relating to Ollerton Hall, Ollerton; a feasibility study relating to the Buttermarket in Newark and the Newark Gateway First Stage Masterplan.
- 2.2 This aim of Masterplan is to provide a framework for the development of the area of Newark extending from Newark Castle Station to the Cattle Market island in the longer term. It takes into account issues and potential road developments in this area. Further work may be undertaken relating to specific recommendations within this report and proposals will be presented to a future Committee meeting.
- 2.3 With a population just over 37,000, Newark is the largest urban area within the district of Newark & Sherwood. Newark is in close proximity to three important road corridors, the A617, A46 and the A1. The town is 21 miles from Nottingham, 37 miles from Derby and 38 miles from Leicester.
- 2.4 Newark & Sherwood District Council wants Newark to flourish, capitalising on the town's existing assets. This Gateway into Newark, along the Great North Road, provides the main multi-modal access into the town for a significant population within the East Midlands, including those residents living to the north and west of the town. It is also one of the major access routes into the town from the primary and Strategic Road Network. The importance of this Gateway relates not only to it being one of the main movement corridors, but also as one of the routes with the most cultural and heritage opportunities, with vistas of the town's skyline and Newark Castle provided from the Great North Road.
- 2.5 This first stage masterplan seeks to establish a flexible framework which provides for the redevelopment of the key land parcels in this important gateway to the town, recognising the important cultural and historic assets and providing high quality infrastructure and opportunities for economic growth. The masterplan will ensure that a transformational approach to development is achieved, creating the jobs for the future and providing a catalyst for further regeneration opportunities across the Gateway area to be achieved.

3.0 Proposals

- 3.1 The Masterplan strategy focuses on four interlinked structuring elements as identified over:

1. Quality Accessible Environment.

Public realm and landscape interventions are identified across the Gateway to provide an attractive environment and welcoming entrance to the town centre. Four interventions are identified within the masterplan which will help guide and facilitate a quality environment within which new development will be accommodated.

2. Appropriate New Land Uses. A mix of uses for the Gateway area must support and complement the role, function and character of the town centre. The town centre already benefits from a good mix of retail, leisure, cultural and community uses and a key objective of the masterplan is to make the most of the uses currently present – identifying how, through appropriate new land uses, the existing offer can be supported and diversified.

3. Development Opportunities with Flexible Phasing.

There are a number of sites which have been identified and can be brought in a phased approach within the Gateway area to provide flexibility to delivery. The purpose of identifying flexible phasing is to allow new land uses to come forward on key sites when market conditions allow or are considered appropriate, to facilitate regeneration of Newark Gateway without being reliant on a single area to deliver the whole.

4. Masterplan Design Principles. Making sure that the design and implementation of development reflects the importance of the location and the attractiveness of the town centre. This will create a positive first impression of Newark for those arriving by train, bus and car.

- 3.2 The full report is available in the **Additional Documents Pack** and over is a summary table of the proposals. The full report will help inform the development of more detailed planning policy to be included within the amended Allocations & Development Management Development Plan Document (SPD). It is also proposed that the Masterplan could in due course be adopted as a Supplementary Planning Document once the Allocations & Development Management DPD is replaced. This approach is reflected in the report on the Local Development Scheme under consideration elsewhere on the Agenda for this meeting.
- 3.3 It is also proposed that specific elements of the Masterplan which require further work will be investigated and where appropriate will be presented to future meetings of the Committee.

DEVELOPMENT OPPORTUNITY / PUBLIC REALM INTERVENTION	POTENTIAL USE	INDICATIVE DEVELOPMENT AND POTENTIAL LINKAGE WITH PUBLIC REALM IMPROVEMENTS	OWNERSHIP
Former Highways Depot	Hotel accommodation. Flexible business accommodation	Potential for a small-medium sized hotel of circa 80-bedrooms, with parking for coaches. Potential for business accommodation to include offices, incubator and grow-on space and workshops for SMEs. Internal pedestrian and cycle linkage to existing routes.	Public
Eastern Edge	Flexible business accommodation.	Potential for business accommodation to include offices, incubator and grow-on space and workshops for SMEs. Existing area of Council car parking to be retained and expanded as a shared facility. Internal pedestrian and cycle linkage to existing routes.	Public
Northern edge of the Lorry Park	Business Park.	Business accommodation to include offices, incubator and grow-on space and workshops for SMEs. Internal pedestrian and cycle linkages to existing routes.	Public
Livestock Market and Lorry Park	Livestock Market and Lorry Park (retained operation) Future potential for flexible business accommodation	Livestock Market and Lorry Park to be retained until such a time that an extension to the proposed Business Park can come forward (and subject to re-location of Livestock Market and Lorry Park). Potential for business accommodation to include offices, incubator and grow-on space and workshops for SMEs. Internal pedestrian and cycle linkages to existing routes.	Private
Station and Riverside	Environmental improvements. Commercial and leisure activities.	Environmental improvements to enhance the area's attractiveness as an important gateway into the town centre. Potential commercial and leisure activities along the River Trent corridor.	Public / Private
Millennium Bridge Link	Pedestrian and cycle link across railway line.	Potential new Millennium Bridge link providing a secondary pedestrian and cycle connection across the railway line, via the Millennium Bridge.	Public / Private

ISSUES AND OBSTACLES	OUTLINE PROCESS FOR IMPLEMENTATION – ACTIONS FOR NEWARK & SHERWOOD DISTRICT COUNCIL
<p>Potential use(s) subject to agreement with the Environment Agency on their suitability on a site in Flood Zones 2 and 3.</p> <p>Lime trees along the Great North Road to be retained.</p>	<ul style="list-style-type: none"> • Engagement with hotel operators to establish level of interest. • Development Brief. • Dialogue with Nottinghamshire County Council re finance/ funding options for delivery. • Disposal of site.
<p>Existing culvert to be retained and incorporated as part of a linear park with pedestrian and cycle links.</p> <p>Business accommodation dependent on market demand.</p>	<ul style="list-style-type: none"> • Identify internal/external funding for further scheme development underpinned by a market needs study and site surveys. • Develop business plan to support a future grant application to D2N2 LEP to assist with bridging viability gap. • Identify other sources of match funding including S106, CIL Reg 123 List, and Capital Reserves.
<p>Redevelopment of the site must ensure the continued operation of the adjacent Lorry Park.</p> <p>The Old Trent Dyke is to be retained and incorporated within a wider network of SuDS along the northern edge.</p> <p>Lime trees along the Great North Road to be retained.</p>	<ul style="list-style-type: none"> • Lorry Park will continue to operate on-site. • Initial phase of development to provide business accommodation along the northern-most (currently undeveloped) edge, with the Lorry Park continuing to operate on-site. • Establish whether an alternative site is available and suitable to re-locate the Lorry Park. • Following the identification of a suitable alternative site for the Lorry Park, prepare a development brief. • Marketing and disposal of site.
<p>Land in public ownership.</p> <p>A site is to be made available for the re-location of the Livestock Market and Lorry Park in advance of any re-development of the site.</p> <p>Lime trees along the Great North Road to be retained.</p>	<ul style="list-style-type: none"> • Livestock market and Lorry Park will continue to operate on-site. • Work with the District Council to establish whether an alternative site could accommodate a re-located Livestock Market and Lorry Park. • Following the identification of a suitable alternative site for the Livestock Market and Lorry Park, work with the District Council to bring forward a suitable development brief. • Bring forward the site as a development opportunity.
<p>Any commercial and/or leisure activities must be able to demonstrate that no harm will be caused to the physical and natural environment of the River or to adjacent heritage assets, including Newark Castle.</p>	<ul style="list-style-type: none"> • Engage with landowners to establish timescales for delivering commercial and leisure activities and environmental improvements, potentially as a 'quick-win'. • Development of a planning brief for the area, signifying the development and public realm opportunities.
<p>Millennium Bridge link subject to securing funding potentially through Local Enterprise Partnership (LEP).</p> <p>Negotiations required with Network Rail to establish a pedestrian and cycle link across the railway line.</p>	<ul style="list-style-type: none"> • Seek funding for Millennium Bridge Link potentially through LEP. • Delivery of Millennium Bridge Link.

4.0 **Equalities Implications**

4.1 There are no negative equality implications with this report.

5.0 Impact on Budget/Policy Framework

5.1 There is no impact on Budget at this stage. The outcomes will be further developed and a proposal presented to the Committee for inclusion in the Local Plan.

6.0 Comments of the Business Manager - Planning Policy

6.1 The Planning Policy Business Unit has worked alongside colleagues in Economic Growth to develop the Masterplan and as set out at paragraph 3.2 it is proposed that this will inform the development of a policy in the Allocations & Development Management DPD. It is also proposed that, in due course, once the DPD policy is adopted, the Masterplan be adopted as a Supplementary Planning Document providing detailed guidance to help manage future development in the gateway area. This approach is reflected in the report on the Local Development Scheme under consideration elsewhere on the Agenda for this meeting.

7.0 RECOMMENDATIONS that:

- (a) the Newark Gateway First Stage Masterplan report be accepted;**
- (b) the proposed approach to integrating the findings into the Local Development Framework as set out at paragraph 3.2 are approved; and**
- (c) further research proposals may be presented to the Committee relating to specific elements of the Gateways to Newark proposals.**

Reason for Recommendations

To provide strategic direction relating to the development of Gateways to Newark

Background Papers

The full report is available in the Additional Documents Pack

For further information please contact Julie Reader-Sullivan on ext 5258

Sanjiv Kohli
Director – Resources/Deputy Chief Executive