

NEWARK TOWN CENTRE

MASTERPLAN REPORT



Historic England

APRIL 2026



Allies and Morrison
Urban Practitioners

Table 1.1 Document control register

DATE	ISSUE	NOTES
11 March 2023	Client team	Early working draft for review
25 April 2024	Client team	Working draft for review
11 February 2025	Client team	Updated draft in response to comments
18 July 2025	Client team	Updated draft in response to comments
23 October 2025	Client team	Final draft following engagement
20 March 2026	Client team	Final version for adoption

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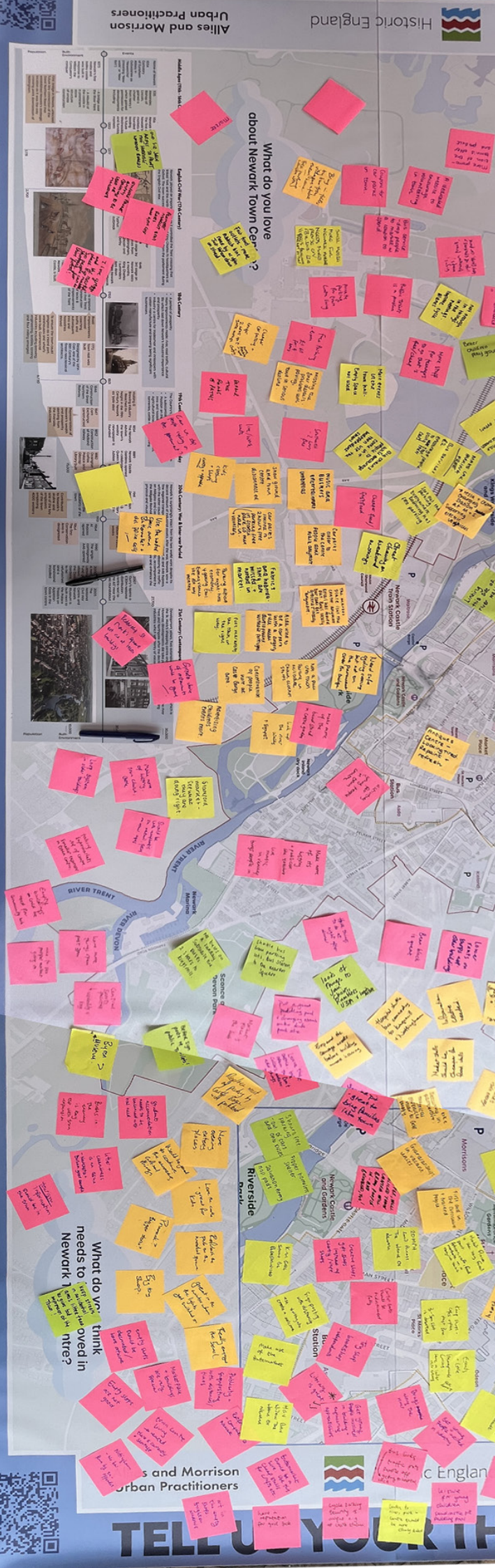
Every effort has been made to acknowledge the source of photographs and illustrations; we apologise for any errors or omissions.

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NEWARK TOWN CENTRE MASTERPLAN AND DESIGN CODE





INTRODUCTION

The purpose of creating a Newark Town Centre Masterplan is to create a framework to guide future development proposals. This will support the aims of the Amended Core Strategy, the Allocations and Development Management DPD and the Conservation Area Management Plan.

The masterplan has been developed in parallel with a Design Code for Newark Town Centre, and should also be used to give confidence to investors, landowners and developers on future development opportunities.

The work in this report builds upon the consultation undertaken with the community and local stakeholders. It also takes into account an extensive existing evidence base. It will be used to support the Development Plan and future funding opportunities.

The masterplan provides planning applicants with further guidance on development in Newark Town Centre and will be a material consideration when the Council, as the Local Planning Authority, is determining planning applications.

1.1 **Masterplan team**

Allies and Morrison Urban Practitioners was commissioned in March 2023 to prepare the Newark Town Centre masterplan study on behalf of Newark and Sherwood District Council (NSDC).

1.2 **Report structure**

The masterplan adopts the following structure:

Section A - Introduction: This introduction describes the background to the report and provides an overview of the key issues and themes identified in the masterplan. It also summarises the process undertaken and outlines the masterplan report's position among other NSDC documents and development guides.

Section B - The History and Evolution of Newark: The second section focuses on Newark's unique built heritage and historic townscape, which helps to understand Newark's evolution and defines the context for the masterplan study.

Section C - Newark Today: This section includes a commentary on the key issues and opportunities under four key themes; movement, public realm, property market and uses, and culture, tourism and heritage. The chapter looks at how consultation feedback has informed the development of the masterplan themes

and principles which underpin the overarching masterplan for Newark Town Centre.

Section D - Vision and Principles: This section sets out the vision for Newark which has been developed through an extensive programme of engagement with the local community, businesses, the local authorities and other key stakeholders. This vision is supported by six themes. In the chapter, each theme is explained through a series of principles and objectives. The themes are introduced on the opposite page.

Section E - Newark Town Centre

Masterplan: This section describes the planning and design guidance and principles for Newark Town Centre. These are illustrated through a series of indicative masterplan drawings and artist impressions, as well as setting out written principles.

Section F- Delivery: This final chapter of the report focuses on delivery and viability noting that some of this depends on market forces and funding opportunities. This includes commentary of the key issues and opportunities for key development opportunity sites.

1.3 Summary of themes

The masterplan has regard to extensive consultation and considers the key topics arising alongside a broader assessment of wider planning and strategic objectives for Newark.

The themes are summarised below and are described in detail in Section C.

1. **A Market Town:** Embracing a market place which is a safe, inclusive and flexible space, which supports a range of activities, uses and events for all to use and enjoy.
2. **A Skilled and Creative Town:** Supporting the continued presence of further and higher education, high quality skills training, and celebrates creativity in and around the town centre.
3. **A Riverside Town:** Creating a connected and vibrant river front, with public spaces and enhanced connections which are cognisant of flood resilience measures.
4. **A Thriving Town:** Support Newark's communities and promote a resilient and thriving economy, whilst protecting the historic fabric of the town centre.
5. **An Active and Accessible Town:** Promoting an accessible and welcoming town centre with walking and cycling routes which are safe, inclusive and pleasant to us for everyone.
6. **A Town of Discovery:** Celebrating the town's heritage assets and welcoming visitors and residents. Maximising opportunities to secure visitor amenities such as overnight accommodation.

1.4 **Justification for the study area**

The Newark Town Centre Masterplan and Design code focuses on all areas within the Newark Conservation Area. The Conservation Area was one of the earliest to be established in England, and was revised in the Newark Draft Conservation Area Appraisal (2022).

Whilst the boundary of the Conservation Area is used as the focus for this study, areas outside of this boundary are still considered in regard to connections, key destinations and population.

1.5 **The Character Areas**

The Conservation Area features nine Character Areas, which have been defined by their predominant historic character, design and current use and which form the basis of the analysis in this study. Each of these character areas have been analysed in detail to understand their constraints, challenges and needs, and opportunities and vision for the future. These opportunities will form a coherent masterplan across all the character areas.








The Character Areas are as follows:

1. The Medieval Core
2. Friary
3. Barnby Gate
4. The College Quarter
5. Northgate Station Quarter
6. Northgate
7. Mill Gate & Sconce
8. Riverside
9. London Road

1.6 **Delivering change**

It is really important to understand how this document will be used to deliver change. Although both the Town and District Councils own property and control some aspects of the town centre they don't have the power or funding to implement all of the masterplan ideas directly.

This document will be used to work with other land owners, used as the basis for future planning policy, and used to support funding bids for elements of work which can be delivered by the public sector. Above all it is a statement of intent that is hoped will galvanise a collective action that can work towards a shared vision.

-  Newark Conservation Area
-  Town Centre boundary
-  Train station
-  The Medieval Core
-  Friary
-  Barnby Gate
-  The College Quarter
-  Northgate Station Quarter
-  Northgate
-  Mill Gate & Sconce
-  Riverside
-  London Road

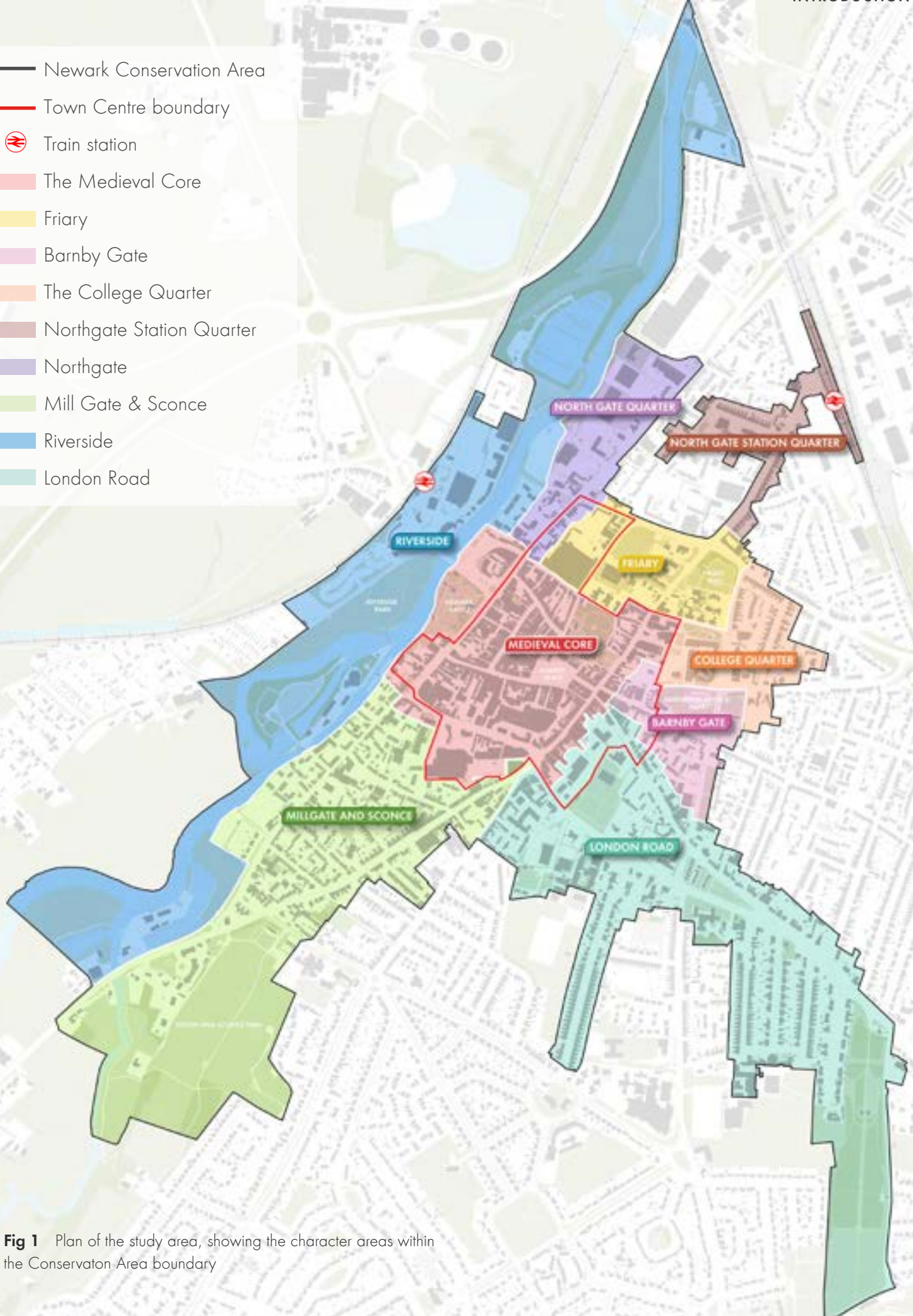


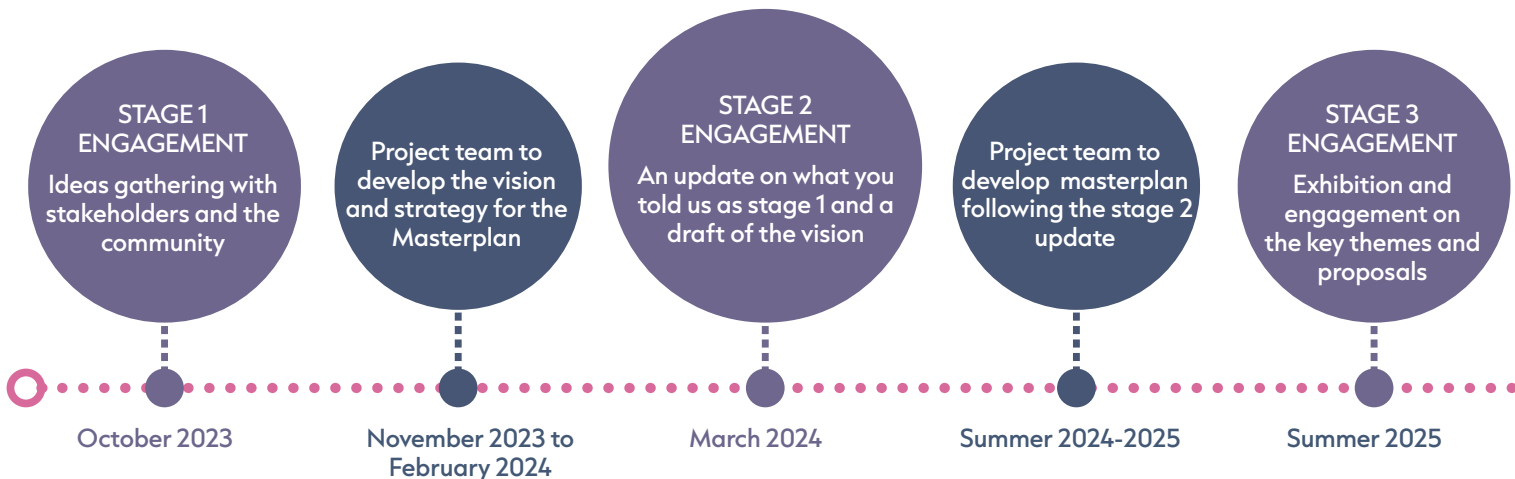
Fig 1 Plan of the study area, showing the character areas within the Conservation Area boundary

1.7 A plan created with the local community

This masterplan has been inspired, shaped and tested through extensive engagement with local people. The Council team and the project consultant team have carried out a range of activities at each stage to connect with the widest possible cross-section of the community, engage with stakeholder groups and use all those inputs to shape the ideas.

Our engagement has covered market stalls, community workshops, events with college students, stakeholder meetings with local businesses, sessions with statutory consultees such as the Canals and Rivers Trust and a whole host of publications and exhibitions.

Thank you to everyone who has taken the time to complete surveys, provide their ideas, study proposals and comment on emerging work. You can read our record of the engagement in the separate appendix to this report.



over 1,000 visits to the website



Over 350 comments received at the market event



Over 1,550 survey responses



DRAFT FINAL REPORTS FOR ADOPTION
Revised documents following engagement

MASTERPLAN IMPLEMENTED
April 2026

Autumn 2025





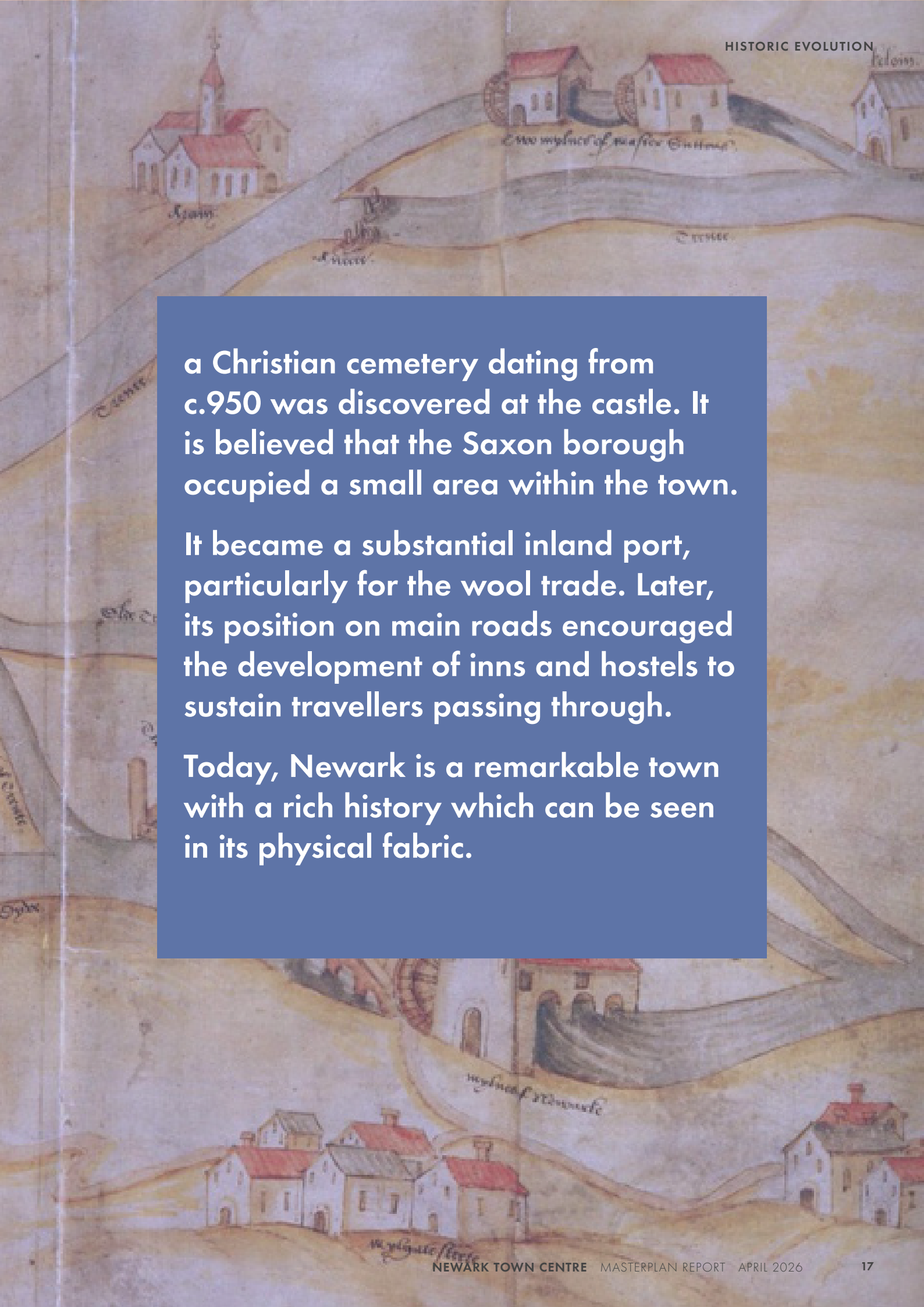
THE HISTORY AND EVOLUTION OF NEWARK

2 THE HISTORY

Newark's importance and development derives from its location at the intersection of major communication routes: the River Trent, the Roman Fosse Way and the Great North Road.

Remains of a Roman settlement at Northgate have been identified and Roman pottery was found during an excavation at the Castle during the 1990s.

A large pagan Anglo-Saxon cemetery was uncovered in Mill Gate, and



a Christian cemetery dating from c.950 was discovered at the castle. It is believed that the Saxon borough occupied a small area within the town.

It became a substantial inland port, particularly for the wool trade. Later, its position on main roads encouraged the development of inns and hostels to sustain travellers passing through.

Today, Newark is a remarkable town with a rich history which can be seen in its physical fabric.

At almost 2,000 years old The Roman Road, The Fosse Way, is the oldest human made feature in Newark Town Centre's landscape. It is around this Roman settlement feature that runs parallel to the River Trent that the town developed. The ancient road is still present today and is a key area of historic townscape.

In 1068, Newark's first castle was built in response to William the Conqueror's push northwards and need to establish control of the East Midlands. Newark has always played a role strategically and politically through time due to its central position in the country. In 1135 this position was amplified when Alexander, Bishop of Lincoln, gain a charter from King Henry I which granted permission for development of the Trent Bridge. The first bridge in Newark reinforced Newark's strategic location on the Great



Newark Bridge and Castle by JMW Turner circa 1805-1851. c. V&A Museum

North Road as it was the only crossing point downstream of Nottingham.

As the town's population grew, so did its built fabric. In 1160 St Mary Magdalene Church was founded, and in 1215 a charter for Wednesday markets was given by King John in 1215.

Civil War History

Newark played an important role in the Civil War in the 17th century. Newark controlled the Trent crossing that linked York and the north with London and King Charles I's headquarters in Oxford.

Newark suffered from three sieges between 1642 and 1646 in its fight against the Parliamentarians. Whoever controlled Newark, controlled these roads and the route between the north and south of England.



Forts and fortifications in Newark in 1645 by Sam Buck 1725. c. Royal Collection Trust

Remnants of Newark’s defensive role in the war can still be seen today at the Queen’s Sconce, a defensive groundworks structure, now located in Sconce and Devon Park. Many of Newark’s Tudor buildings were lost in this time as they were dismantled for materials to be used in building these defences.

Industry and Growth

In the late 1700s improvements to the Great North Road were made, elevating it above the flood plain. Improvements to the River Trent were made and industries including brewing and textile tanning emerged. Malting, textile and warehouse buildings were constructed, some of which remain in Newark today. Newark was exporting beer via the River Trent all over Europe by the late 18th century. By the mid 19th century, Newark was regarded as a national centre for brewing.

In 1846, the Great Northern Railway extended via Newark from Nottingham and passenger transportation increased. Newark could now be home to people who worked in Nottingham, as well as those employed in the town. Many new buildings were built throughout the 19th century, including churches, railways stations and the Ossington Coffee Palace.

Newark’s population grew from under 7,000 in 1800 to over 15,000 by the end of the 19th century. As the population increased, the town also expanded. Small terraced houses were built on newly constructed roads between Balderton Gate and London Road, whilst these two roads saw construction of larger town houses for the wealthy business owners.



Market Place in mid C19 by Cornelius Brown (1896) c. NSDC



Trent Bridge crossing c. NSDC



Workers cottages on Kirk Gate, which have subsequently been demolished c. NSDC

20th Century Newark

Newark is surprisingly intact from the two world wars despite its many industrial assets. Post-war, the increase in traffic led to the construction of the A1 bypass in 1964, and the much anticipated A46 bypass road to the north of the town in 1980s.

In the 1970s and 80s, some of the town's industrial buildings were demolished as they were no longer in use.

In 1968 Newark's Conservation Area was designated and as part of it the Mill Gate area was regenerated. Strategies to improve the access and appearance of the riverside were also implemented to make it more leisure orientated following the decline of industrial uses.



Appleton Gate, 1910 c. NSDC

This included Navigation Yard which was developed for a range of uses including a pub, an architecture practice and a yoga studio.

To the east of the town, the loss of breweries and maltings which once dominated the area gave way to the Maltings and Northgate Retail Parks.



Mathers Motors, 1916 c. NSDC



Market Place circa 1900 c. NSDC



Bridge Street 1910 c. NSDC



Lombard Street 1910 c. NSDC



Lombard Street 1920 c. NSDC



Middle Gate 1960 c. NSDC



Market Place in 1963 c. NSDC

3 HERITAGE AND HISTORIC BUILDINGS

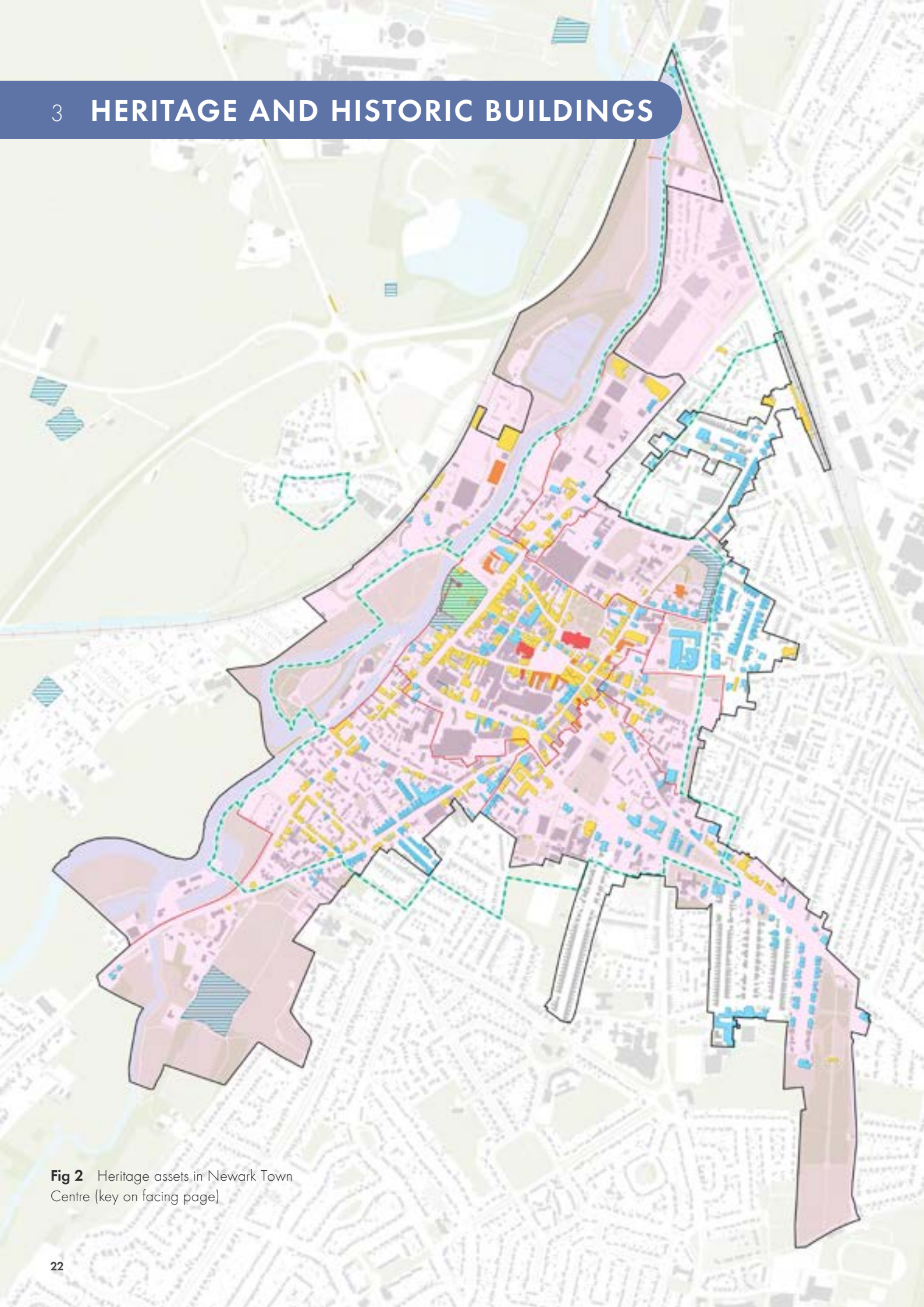


Fig 2 Heritage assets in Newark Town Centre (key on facing page)

Within Newark’s Conservation Area, there are over 350 designated heritage assets including four Grade 1 listed and eleven Grade II* listed buildings. There are also five Scheduled Ancient Monuments and one Registered Park and Garden. As well as this, there are number of locally listed buildings of merit.

Both individually and collectively, these heritage assets are extremely significant to Newark Conservation Area. Collectively Newark Town Centre represents a cohesive historic environment which has seen limited post-war development.

The Local Development Framework offers clear policies on the historic environment, which seek to enhance and protect heritage assets. Policy DM9 of the Allocations and Development Management

DPD also sets out parameters for the development of listed buildings and development affecting or within their curtilage. Development in the conservation area and within the context of all heritage assets should pay particular attention to reflecting locally distinctive styles. The aim of the Masterplan and the accompanying Design Code is to encourage appropriate development. It should also be noted that the diversity and strength of character creates a context within which sensitive creative responses should flourish.

-  Newark Conservation Area
-  Character areas
-  Scheduled Monuments
-  Historic Core
-  Heritage at Risk
-  Grade I listed building
-  Grade II* listed building
-  Grade II listed building
-  Buildings with local interest
-  Grade II listed Parks and Gardens





4 ARCHITECTURAL EVOLUTION

c.1135



Newark Castle

c.1312



St Mary Magdalene

c.1474



Former White Hart Hotel



The Governor's House

c.1532



Former Grammar School

Mid 18th century



Bar Gate



Wilson Street

c. 1774



Town Hall

Late 18th century



Cheltermill House

Early 19th century



Georgian villas on London Road

c. 1902



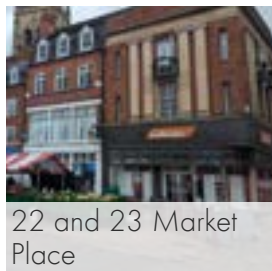
Former Westminster Bank

1920



Palace Theatre

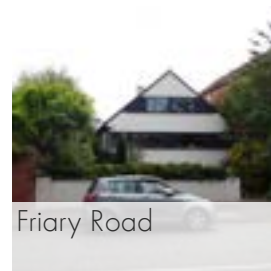
1935



22 and 23 Market Place



Queen's Road



Friary Road

2007



Cinema - London Road

2014



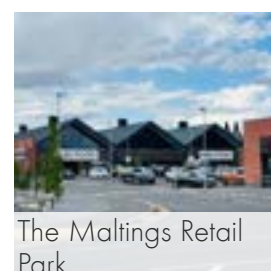
Parson's Mount

2017



Newark and Sherwood Council

2021



The Maltings Retail Park

2022



YMCA

Late 16th century



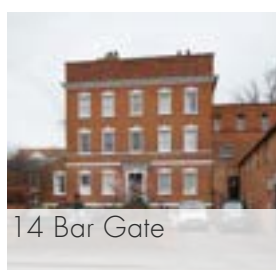
Early 17th century



c. 1700



Castle Gate



14 Bar Gate



Martin Foster House



Market Place



Market Place

1847



1864



Mill Gate terraces



Former Corn Exchange



Warehouse and maltings



Maltings



Terraces on Friary Road

1970s



1988



2000



St Mark's Place



Morrisons



Handley Court



St Mary's Court Balderton Gate



Queen's Road

2024



2024



Northgate



Air and Space Institute


The timeline showcases Newark's fantastic preserved heritage, and showcases the variety in architectural styles and materials through centuries of growth. The photos of buildings show a range of landmark buildings, alongside residential and commercial buildings.



NEWARK TODAY

The following pages summarise the outcomes of the research and engagement stage of the Masterplan:

- movement, looking at transport and accessibility issues
- public realm, considering the streets and spaces within the town centre
- the property market and economy, looking at the mix and vitality
- culture, tourism and leisure, considering the town's appeal for both locals and visitors



The findings from our baseline study are informed by the participation of the public and key stakeholders. The themes are structured in a way that the challenges and opportunities have been identified through a process of desk-based research, urban analysis through site visits, interviews with key stakeholders and input from the public through an online survey, focus groups, workshops and participation at our market stall events.

6 MOVEMENT

Newark has a number of strengths which are:

- Newark has quick rail connections to London, Leeds, Nottingham, Lincoln and Edinburgh.
- Located adjacent to the intersection of the A46 and A1 the town is also well connected to the trunk road network providing connections north-south and east-west, however the western part of the District, and some rural areas are not well served by existing transport infrastructure.
- The town centre is ideally located to complement the proposed Trans Midlands Trade Corridor and Freeports agenda.
- Newark is flat, compact in scale, and has opportunities to grow a buoyant culture for cycling and walking.
- The riverside has potential to be a sustainable corridor connecting heritage, leisure and residential uses and the wider town centre.
- There are low rates of out-commuting in Newark suggesting that more people live and work in Newark than the wider national average. However, improving connectivity and affordability of public transport would help in supporting the range of employment choice for local people.

It should also be noted that the recent introduction of updated design guidance and

particularly LTN 1/20 for cycling infrastructure will often mandate a revised approach to street design. Schemes will need to be developed with the Highways Authority to ensure they comply with best practice and are deliverable.



6.1 Challenges

Traffic Management and Road Safety

- The town centre experiences high levels of traffic congestion including through-traffic.
- The town suffers from a reputation for congestion which puts people off visiting.
- There is a high dependence on private cars particularly for local journeys.
- There is a negative impact of congestion on health, placemaking and heritage.
- There are challenges with the safety and legibility of walking and cycling routes which discourages modal shifts in the town centre.
- Delays to the delivery of the Southern Link Road and A46 Newark Bypass improvements would pose some challenges to the flow of traffic in and around Newark during the construction phases.

Public Transport

- There is poor connectivity and transfer lines between rail and bus hubs discouraging linked journeys.
- Some parts of the town centre and surrounding areas have challenges linking people to services in the town centre.

- Existing bus stop locations and routing is likely to impact on bus accessibility, reliability and other road users.
- There is a lack of an integrated ticketing systems for public transport creating barriers.

Parking, Deliveries and Servicing

- Deliveries and servicing are impacted and impact upon the safety and enjoyment of Market Place.

Walking and Cycling

- Walking and cycling trips are compromised due to traffic dominance within a constrained historic setting, lack of crossings, cycle infrastructure and extensive highway junction barriers.
- The limited number and quality of links to and across the river impacts on pedestrian and cyclist connectivity and further exacerbates traffic, particularly on Great North Road / level crossing.
- The Market Place and links to and from would benefit from significant improvement including footway condition.

6.2 What you told us

There was a focus on improving public transport provision, including ideas for a town centre shuttle servicing the stations, retail parks, town centre, hospital and YMCA. Others suggestions included improving cycle paths and tracks, and provision of more secure cycle parking at the stations, in the town centre or utilising a vacant shop. Improving pedestrian experience was also mentioned, with a focus on ensuring that pedestrianisation on streets such as Carter Gate is enforced and clear to drivers. There was a call for better signage and improved connections between different parts of the town, such as the YMCA, river path and green spaces. Many raised that the roads were of poor condition for car users and that it was dangerous for cyclists.

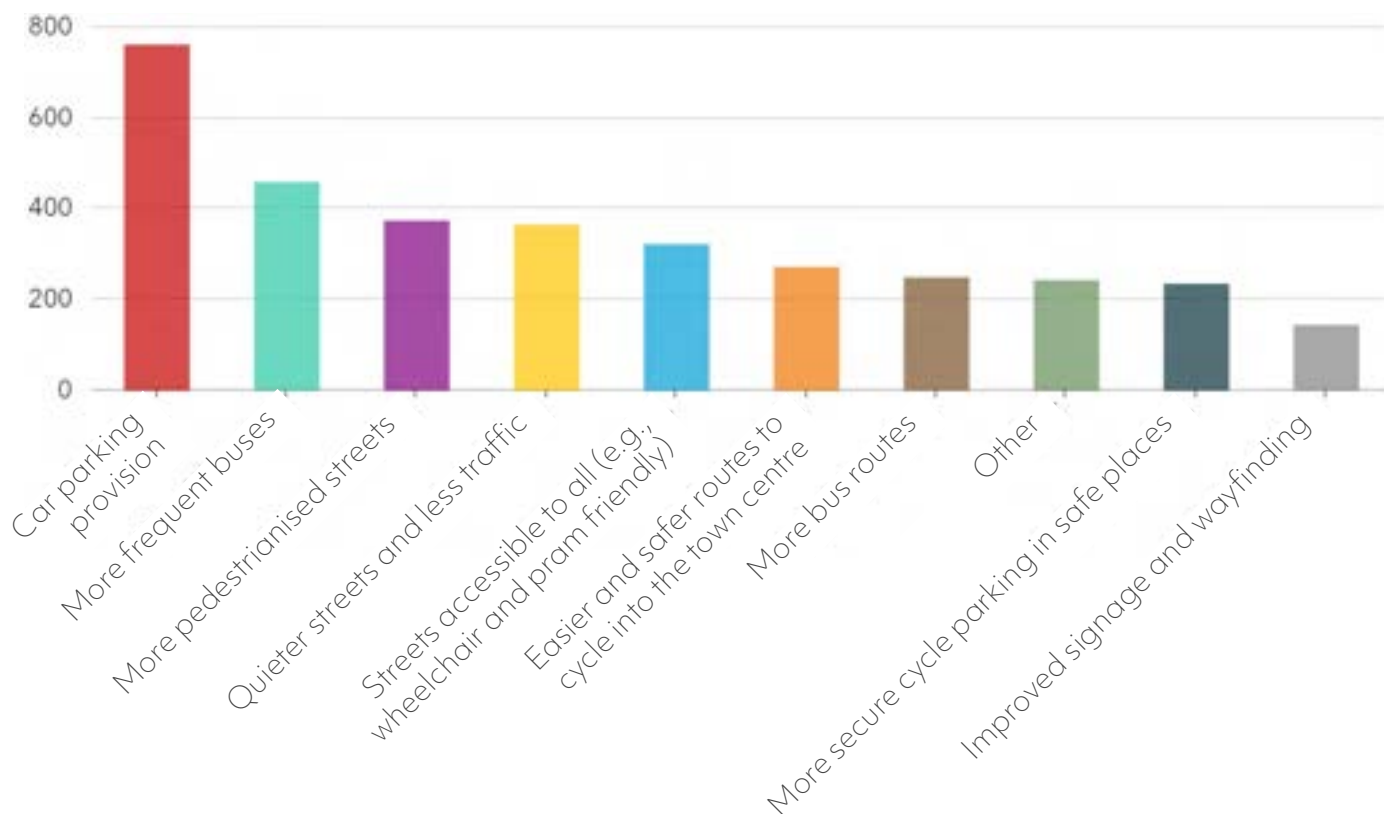
Key conversations around parking included the 2 free hours at supermarkets not being long enough. More free parking was wanted closer to the market square. Some people mentioned EV charging points in car parks. Others wanted to see free parking hours raised.

Students from Newark wanted to see proper bike lanes, not just narrow painted lanes, improved accessibility for disabled people, and better lighting in darker lanes, streets and paths so

walking at night felt safer. They also wanted to see improvements to links between Castle and Northgate Stations, more frequent and later running buses would help students travel to and from Newark, and a frequent bus service to the YMCA.



In the online survey, participants were asked **'What do you think is the most important for improving travelling into and around Newark Town Centre?'**



Opportunities

Traffic Management and Road Safety

- Improve existing junctions and crossings, and introduce additional crossings where possible along key routes that prioritise pedestrian, cyclist, bus priority and are placemaking-led.
- Re-allocate road space to calm traffic and reduce the negative impacts on other road users and the public realm.
- Investigate another pedestrian and cycle link across the river to mitigate the impacts of the level crossing at Newark Castle Station and improve connectivity for pedestrians and cyclists.
- Investigate opportunities to redirect through-traffic away from the town centre.

Public Transport

- Identify opportunities to improve bus stop locations, routing and coverage to improve bus legibility, reliability and accessibility.
- Improve rail / bus / cycling and walking integration at both stations, plus the links between them.

Parking

- Review car parking locations, access arrangements, pricing structure and signage to reduce the impacts of circulating traffic on the local streets including potential for a park and ride as identified as part of other studies.
- Investigate the opportunity to re-imagine Town Wharf and London Road car parks to improve access to the river and the quality of the public realm, respectively.
- More can be implemented to better support and manage sustainable deliveries and servicing practices, particularly within and around Market Place.

Walking and Cycling

- Encourage and enable more active and shared modes of transport.
- Create dedicated routes between key destinations for walking and cycling including footway / public realm improvements, junction and crossing upgrades, cycle infrastructure and signage.



There is opportunity to improve the pedestrian experience around principle streets such as Bar Gate and Castle Gate by redistributing some of the carriageway width to the pavements to allow for cafe and restaurant outdoor seating.



The Wharf is a key location for riverside activities. Some land here could be used for a new landscaped public space which is flood resistant and provides a pleasant environment to enjoy the river and nearby eateries.



The arrival into Newark on Beasmarket Hill is out of proportion with the historic centre of Newark and can feel dominated by traffic. Small interventions such as increased planting and improved pedestrian crossings could help this space feel more like a true welcome to Newark.



Beaumont Cross was a key area which many people felt could be improved in terms of safety and comfort for all road users. A redesign of the junction could help to knit together two parts of the town which are currently severed by the road.



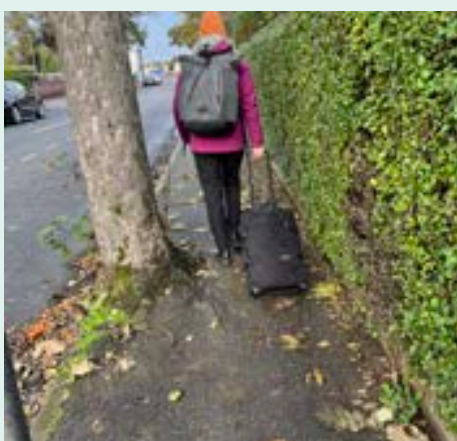
The level crossing at Castle Station caused frustration and longer journey times for road users and pedestrians. There is opportunity to introduce an accessible pedestrian crossing so that foot journeys are easier and quicker.



Many people found the welcome into Newark Northgate Station to be confusing and unwelcoming. Wayfinding and improved public realm could make this station on the edge of the town feel more integrated into the town centre.



Untidy, cluttered and poorly maintained paths and roads was raised by many people. A cohesive street furniture and maintenance strategy could be key to ensuring that Newark's street remain accessible to all and in keeping with the built heritage.



Narrow pavements with mature trees were a difficulty for many. There is opportunities on roads such as Appleton Gate to increase the pavement width, without inhibiting vehicle movement due to the wide nature of the carriageway.



Safe and easy to use cycling facilities in overlooked places could help people feel more comfortable with riding their bikes into town for utility trips.

7 PUBLIC REALM

Public realm refers to anywhere that the public have access too, including streets, public spaces such as the Market Place, Newark Castle Gardens and green open space, as well as landscaping and surface parking. Good quality public realm allows a space, and all those in it, to function properly and flourish.

The public realm should be suited to the needs of everyone, including young people, the disabled and elderly. It should also create an attractive and safe space, that is well lit, has activated frontages, is of high quality materials and architectural style and is easily maintained. The public realm should be easy to use, and provide people with places sit, rest, and socialise. Lastly, the public realm should be easily understood and defined, providing clarity on public and private areas.

The following strengths in Newark's public realm have been identified:

- Many of Newark's streets have well defined spaces, achieved through continuous building line, and clearly defined public and private spaces, with boundary treatment providing a transition from public to private. This is mostly found on Newark's residential streets.
- Much of Newark's public realm celebrates its heritage, public art and flowers in the summer months help to evoke civic pride. These features are frequently found in the historic centre.
- Some of Newark's shared or pedestrianised streets feel open and welcoming to all users, and make the most of historic narrow widths. Carter Gate, Stodman Street, Middle Gate and lanes such as Boar Lane all evoke a sense of history with their shared surfaces.
- Newark has many green spaces in all sizes and that have a variety of purposes, including relaxation, events and play.



7.1 Challenges

Narrow pavements and street furniture

- Newark's pavements can be narrow in some areas, and this is exacerbated by mature trees and roots, as well as street furniture such as street lights and bins.
- Narrow pavements along key routes to the station, such as Appleton Gate can make journeys by foot more difficult with luggage or if wheeling.
- Too much space is given over to vehicle priority, reducing the quality of the public realm. This can be heightened by unsuitable or insensitive street furniture, such as lighting which is too tall and bulky such as in Northgate Quarter, and wide T-junctions.

Maintenance

- Some streets in Newark look untidy due to maintenance of the surfaces. The mix of materials create scars on the surface, which are out of keeping with the historic built environment.
- Many of Newark's roads are subject to potholes which can cause accessibility and safety issues.

Empty shop fronts and signs in the Town Centre

- The Heritage Action Zone funding has helped to restore two shop fronts and activated a few shop fronts with art. This could be utilised more frequently throughout the town's vacant units, which can make the centre feel unloved and desolate.
- To let signs and covered up shop windows are a frequent sight in Newark's retail core, making the town feel neglected and under utilised.

Lack of active frontages in the Town Centre

- Modern development such as St Mark's Place and Morrisons have a lack of active frontages and therefore reduced surveillance from people inside the building looking out. This can make places feel isolated, lacking a clear identity, and in some cases unsafe.
- The Market Place can feel unsafe after dark once the market has finished as the square is empty and the empty stands encourage antisocial behaviour.

7.2 What you told us

Conserving and celebrating the town's history was very important for those who participated in the masterplan engagement events. The historic buildings and unique architectural character was described as 'pretty', 'historic', 'beautiful', 'important', 'interesting', and 'attractive'. In the same question, others described Newark Town Centre as 'empty', 'tired' and 'unsafe'. The answers to this question demonstrates the potential that Newark has to elevate its public spaces and visual appearance to create a lively, bustling and vibrant town in a uniquely historic setting.

Making the public spaces more inviting and inclusive at all hours of the day was also a key concern. This includes more lighting in existing green and open spaces, and along key walking and cycling routes to improve feelings of safety, especially after dark. The Market Place was sighted as a key location where lighting and stall layout could help to make people feel safer and to discourage anti-social behaviour. Many people shared that they did not enjoy going to the Market Place after 3pm when the market had closed as it felt empty and desolate.

Many people were disappointed in the number of empty shop units and felt that they added a negative image to the town centre.

Others wanted to see more green spaces in the town centre, as well as more trees, flowers and benches, but noted that it was important that these were well maintained and managed.

In terms of green infrastructure, participants wanted to see increased greening in public spaces with plants and trees planted and reducing litter/improving overall cleanliness.

Many also commented on improving play facilities and opportunities in the town centre, with incidental play moments, as well as improvements to existing playgrounds.

The public recognised the riverside as a key asset of the town and many expressed that they enjoyed walking along the river. Some students wanted more to do and places to sit by the river.





7.3 Opportunities

Wayfinding and artwork

- Improve signage at key gateways into the town centre, including at transport interchanges.
- Improve directional signage along key pedestrian and cycle routes to and between the stations and the Market Place.
- Develop more public art to help tell the story of Newark and assist with wayfinding.

Design Code

- Use the Town Centre design code to help guide applicants with public realm improvements. This will include guidance on placement and design of street furniture to ensure it is accessible and in keeping with the heritage setting. It will also include guidance on materials which are specific to Newark's historic characteristics, whilst being sustainable and resilient.

Shopfronts

- Support the refurbishment and retrofitting of shopfronts to their historic state in the historic core.
- Activate vacant shops by installing window displays, vinyls, or community art projects.

Improvements to parks and green spaces

- Encourage greater use of Newark's green spaces by introducing benches and sensitive lighting where appropriate.
- Improve the sustainability and biodiversity of green spaces through measures such as new planting, encouraging wild areas.
- To be mindful of all ages and demographics when looking at improved play areas and parks.

Inclusive and welcoming public spaces

- Enhancement of the Market Place including a flexible market configuration which may make more space and aid feelings of safety.
- Introduce more greening in the town centre with street trees and SuDS on street corners to mitigate climate change impacts and improve resilience against flooding and higher temperatures.



There is opportunity to improve ease of movement. Some of Newark's streets are poorly defined, have narrow and/or obstructed pavements, lack of an active frontage and lighting.



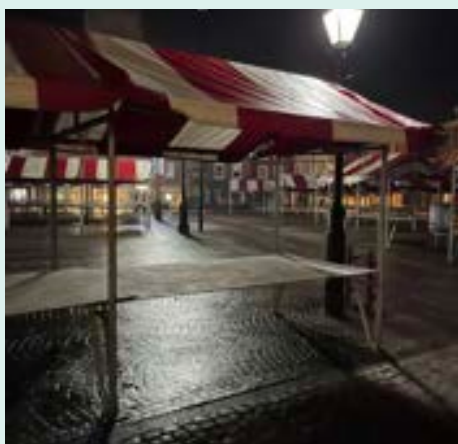
Footpaths to the river are important connections. Clear signposting and welcoming routes with lighting are key to ensuring they are well integrated into the town centre and feel safe.



This area was not created with pedestrians in mind as the pavement is very narrow and the facade blank. This leads to a lack of character and identity at a central town centre location.



In the historic core, surfacing can create an untidy and incoherent space which lacks legibility and identity. A design code can help define parameters for refurbishment.



After dark, the Market Place can feel intimidating and unsafe due to the size and vacant stalls obscuring sight lines.



Empty shop fronts can present opportunities for community projects or to showcase the work of a local artist, creating a temporary positive use whilst new occupants are being found.

8 PROPERTY MARKET AND USES

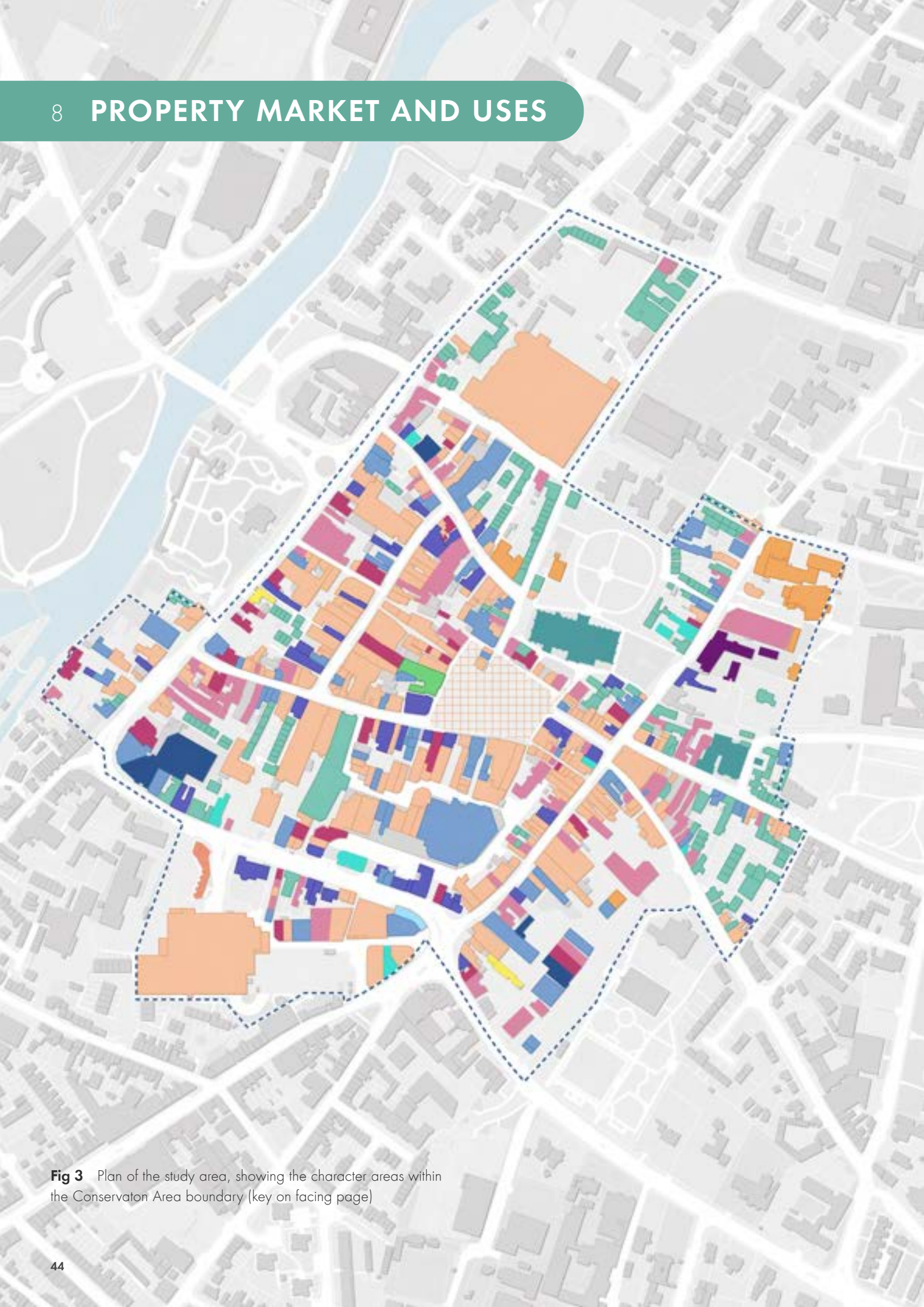



Fig 3 Plan of the study area, showing the character areas within the Conservation Area boundary (key on facing page)

-  Newark Town Centre boundary
-  C1 - Hotel
-  C2 - Residential institutions (nursing home, hospital, residential schools)
-  C3 - Residential
-  E(a) - Retail
-  E(b) - Food and drink
-  E(c) - financial and professional services
-  E(d) - Indoor sports/recreation/fitness
-  E(e) - Medical/health services
-  E(f) - Creche, day nursery or day centre
-  F1(a) - Education
-  F1(c) - Museum
-  F1(e) - Exhibition hall
-  F1(f) - Place of worship/religious institution
-  Sui Generis
-  Vacant
-  Market Place

Newark's retail centre emanates out from the Market Place, with pedestrianised streets and lanes. Newark has a vibrant mix of over 100 local independent businesses in the town centre, including clothing shops, cafes, bars, restaurants and more. The map opposite shows a snapshot of Newark's retail offer within the core town centre as of January 2024. With a focus on retail, there is greater opportunity for Newark to embrace alternative uses in the town centre, including food and drink, and community uses, particularly around the hub and heart of the town centre in the Market Place. The following pages give an overview of what the local community told us during our engagement events in October 2023. The topics cover what the community want to see and use in their town centre. Following that, there is an overview of the current position of the property market within retail, residential, employment and hospitality, resulting in the presentation of opportunities for uses within the town centre. Across all uses in Newark, sustainability is key to ensuring Newark can meet its net zero carbon targets. Sustainable design, sustainable energy sources, retrofit, circular economy principles are crucial to achieving this.

8.1 What you told us

The survey and the conversations with people indicate that most people visit Newark for utility uses. Visits to the shops, supermarkets and market were the top places to visit. Cafés and restaurants also featured highly, but other leisure uses are not as well used.

Shops was a key topic that was raised by participants across all events and surveys. People were disappointed to see shops closing in the town centre, and many said that they were more likely to visit Nottingham and Lincoln which had more variety, including many more national retailers. People wanted to see greater variety on offer, more national retailers / restaurants, and a variety of price points. Nevertheless, many enjoyed the number of independent shops and cafes which Newark boasts, but some recognised the difficulties many owners faced with rents and leases.

Generally, there was high concern over the number of empty shop units and buildings, and the negative visual impact that has on the town. Suggestions for reducing this impact included using the buildings for art installations, cycle storage or community cafes.

Some female participants at the English Language school said they would like to attend a mosque in Newark as there is currently only one for men.

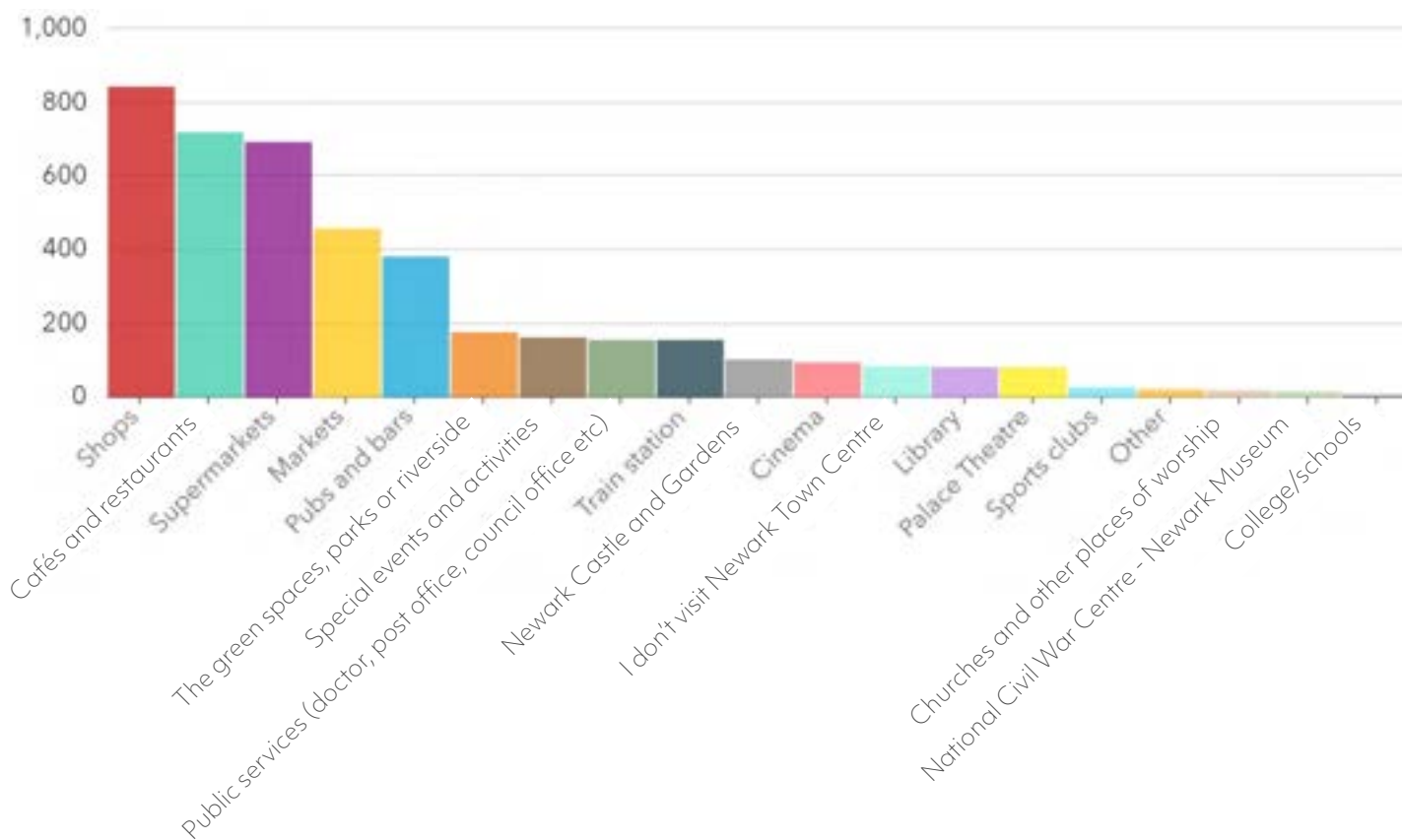
There were comments on providing a better night time economy through extending shopping hours, encouraging shops, cafes and restaurants to stay open later.

People spoke about lowering business and market stall rates and supporting independent retailers whilst encouraging national retail chains.

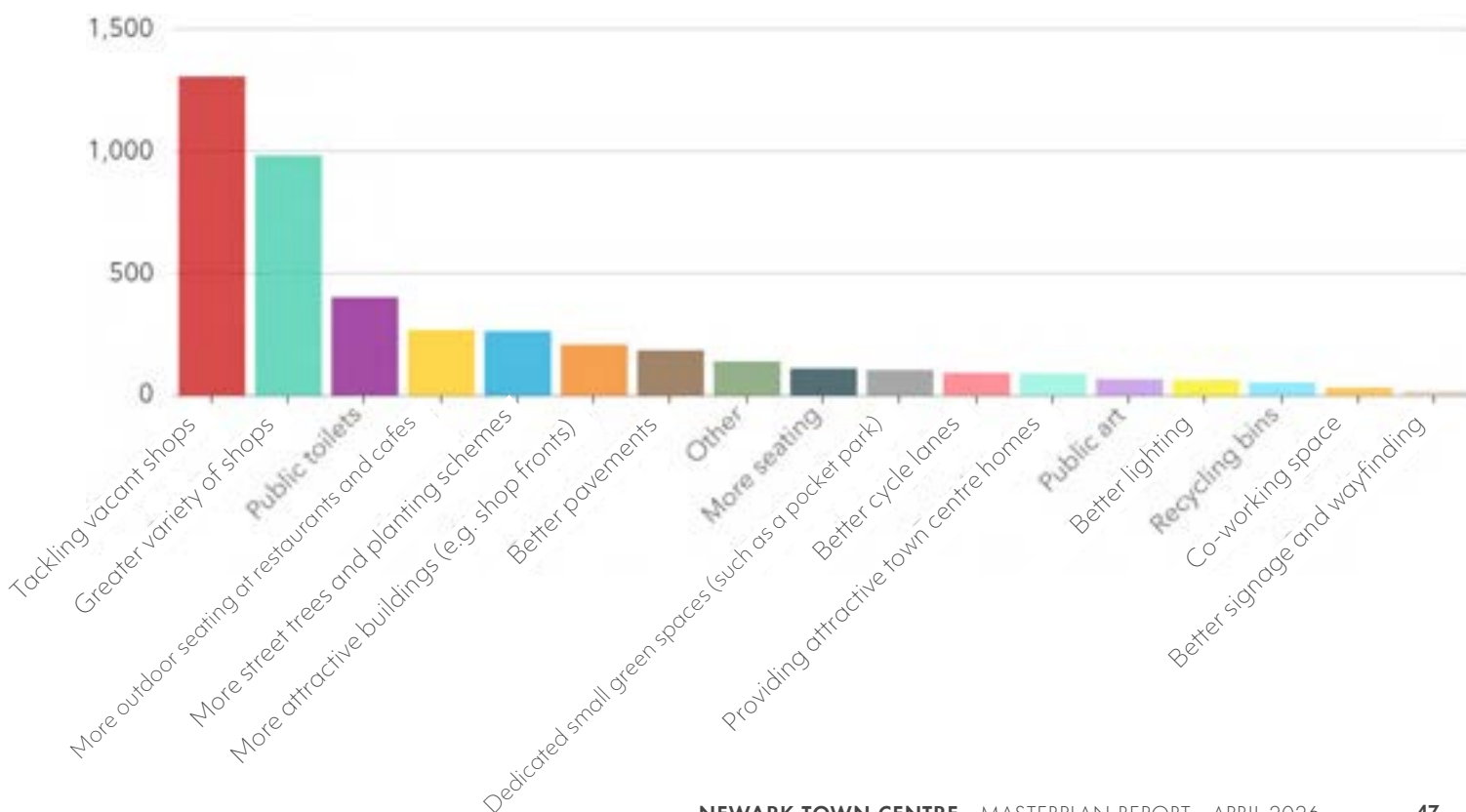
Some people mentioned ideas about bringing more accommodation into the town centre, such as student accommodation options to complement the Air Space Institute expansion, as well as providing options for the instrument makers in the town.



“When you visit Newark Town Centre, which places do you visit the most?”



“What is most important to you for improving the buildings and spaces in the Town Centre?”



8.2 Retail, leisure, community, food and drink

National economy remain 0.2% below pre-pandemic levels, heightened by the cost-of-living crisis. Nationally, challenges persist from high inflation, rising interest rates, and increased mortgage payments, contributing to a recession-like sentiment among many households.

Within Newark Town Centre, there are over 400 retail outlets (in the core town centre and wider sub areas) with a total of around 812,900 sqft of retail floorspace.

The average market rent is £15.12, which represents a 2.7% decrease over the past year.

The vacancy rate for retail units in Newark is 12.25%, with the national average being 13.9%. There are 88 vacant units (totalling over 137,000 sqft vacant floorspace) across Newark Town Centre. This position is, however, at further risk as it has an over representation of comparison retail outlets (37%) versus the national average (27%). Comparison retailers are more vulnerable to the rise in online shopping than other types of town centre uses. This could signal that Newark's retail stock needs realignment and possibly there is an oversupply of floorspace. Over the past 5 years there has been 82 leases in Newark. This shows

an extreme level of churn in the market which may be reflecting the tumultuous trading conditions over the pandemic period, causing operators to shut down or downsize.

Opportunities

In October 2023, Wilko closed, which has resulted in 33,500 sqft of available floorspace. Whilst Boyes has since moved into this units, this in turn leaves their large shop on Carter Gate vacant. Overall lease tenancies lead to a high turnover, with attractive buildings and streets blighted by underutilisation.

Newark Town Centre has an under representation of more in-demand convenience retail units, food and beverage, leisure, and business services versus the national average. This demonstrates a need to evolve the offer as town centres are shifting from places to shop toward places to experience and meet daily needs. This will also help to boost the evening and night time economy, which many community members identified as a gap. Gaps within the convenience and service offer include outlets that serve the local catchment and the visitor economy market (i.e. fresh produce, health, beauty, bars, restaurants, hotels, financial/legal services). As a whole the offer could better meet the day-to-day needs of its catchment.

Residential

Properties in Newark had an overall average price of £225,483 in 2023. The majority of sales in Newark during the last year were terraced properties, selling for an average price of £177,461. Semi-detached properties sold for an average of £204,451, with detached properties fetching £333,071. Overall, sold prices in Newark over the last year were 3% up on the previous year and 12% up on the 2020 peak of £201,326.

Opportunities

Residential development in Newark tends to be focused out of town, with several large strategic sites being allocated. There is opportunity to make better use of the building stock in the town centre and increase the residential provision, particularly above shops, or by converting other uses to residential. There is also opportunity to deliver a mix of residential housing types, such as assisted living to bring more of the community into the town centre. Making homes environmentally sustainable is crucial to achieving net zero carbon by 2050. Sustainable energy systems, as well as retrofit and sustainable methods of construction should be a priority for Newark. This approach is explored through the accompanying Design Code document.



8.3 **Employment uses**

Nationally, the economic downturn and shift to remote working precipitated by the COVID-19 pandemic reduced demand for office space over the short-term. An national occupier survey undertaken by Colliers International suggests that around 77% of office employers have shifted to a 'hybrid format' compared to 20% pre-pandemic. These shifts are causing occupiers and investors to focus more on wellbeing, collaboration and experience when considering office space rather than a traditional narrower focus on size and location. Rather than looking for large, fixed spaces many occupiers are seeking space that meets their core needs but also allows them to hire more desks or collaboration space when required.

At the time of writing there are 36 office properties within Newark Town Centre, equating to 131,000 sqft of office floorspace. There is a wide range of different occupiers across the town centre. These are notably Professional, Scientific, and Technical occupations, as well as services and real estate industries within the town centre. There is also a co-working location at Northgate Business Centre - a converted Georgian buildings containing 24 offices and 3 meeting rooms.

Achieved rents have grown steadily over the past five years. Current passing rents are c. £11.15psf - a 1.6% increase from 2022. The average market yield for Newark's office space is 11.8%. This is relatively high, indicating a weak investment market. Current vacancy rates for office units in Newark is reported to be 12.6% (NDC July 2024) - slightly below the national average. This has increased over the past 5 years from a low of 0.4% in 2018, gradually rising year on year. This increase in vacancy rates has been in part caused by move outs from a series of smaller businesses rather than larger ones, but also includes multiples seeking smaller stores. Of the 88 vacant units reported in the survey, over half are long-term vacancies of two or more years.

Opportunities

Over the past five years, there have been 24 permissions granted for conversions from Office (Class E) to residential use (this includes all class E conversions and all residentials including HMOs) in Newark Town Centre. This may indicate an emerging trend and signal a relatively weak attractiveness of the office stock in Newark. There is some demand present, but typically for much smaller floorplates, at 'affordable' rents. There is possible future demand for high quality and flexible workspaces including workshops and specialist workspace for the creative sector.

Hospitality

Provision for hotel and overnight tourist accommodation is limited in scale and choice for a town of Newark's size. The offer extends to small B&Bs, inns with one or two chain operators present i.e. Travelodge and Best Western and the Premier Inn on the edge of the town. There are around 148 rooms available in and around the town centre, which is extremely limited and could present a barrier to allowing for increased tourist trade for Newark. The market has not delivered higher-end accommodation offers which could help to boost businesses such as the weddings and encourage more overnight visitors for events at Newark showground.

Opportunities

There is an opportunity to increase the provision of overnight accommodation, particularly alongside other activities envisaged through the Masterplan. However, the failure of the market to grasp this opportunity is noted as highlighting the relatively weak viability.



9 TOURISM AND CULTURAL ACTIVITY

The cultural offering in Newark includes the Castle, St Mary Magdalene Church, Town Hall Museum & Art Gallery, Palace Theatre, the antiques centre, river cruises, and the National Civil War Centre - Newark Museum. As well as this, the regular general markets, which have historic provenance, are a big attraction for the town. Located a little outside of the town centre is Newark Air Museum and Newark Showground. The latter has year round events, including music events and the international antiques and collectors fair.

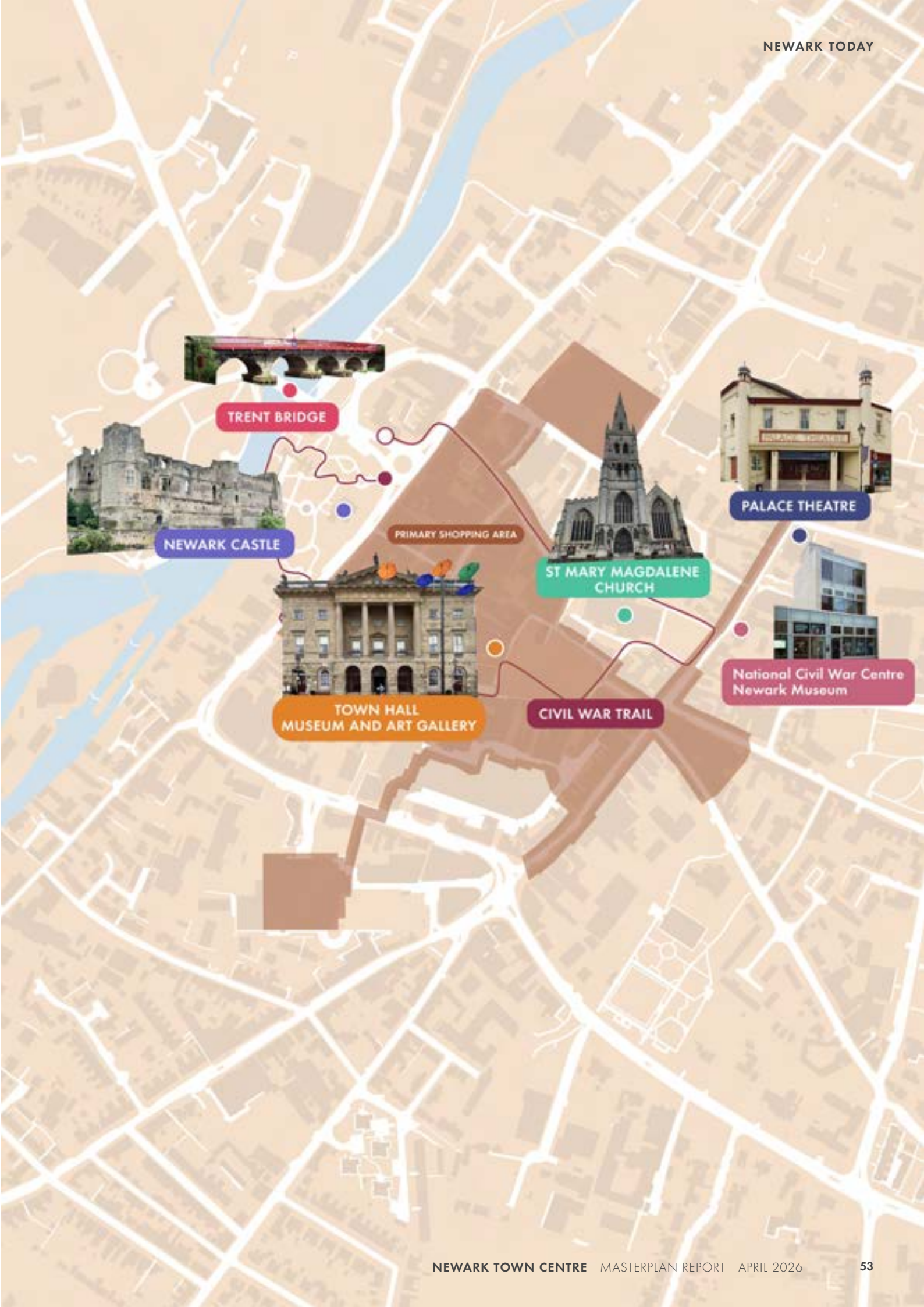
Footfall figures appear to have declined between 2023 and 2024, indicating changing shopping habits and a continued increase of the cost-of-living crisis. The proportion of new visitors coming to town and remained relatively similar, increasing by 0.2 to 26.5%.

The economic impact of the tourism sector in Newark during 2024 was £33.55 million (a 0.9% decrease from 2023 when adjusted for inflation). This is significantly higher than the initial post-Covid figure), however it remains below the 2019 figure. This is reflected in the national statistics, which have seen more visits but are still down when compared to pre-pandemic levels. Only 20% of visitors to Newark were overnight visitors, however they contributed to 51% of the economic impact.

At the moment, the town centre lacks tourist accommodation which will be vital to attracting visitors to the area for more than one day.

Historic and cultural interpretation and signage has also been identified in the public realm analysis as a key improvement project which can help highlight Newark's fascinating and exciting history, including the people who live in the town.

An increased evening and night time economy will further serve to support tourism and visitors to Newark. Many community members identified that a varied night time economy was currently lacking, and would like to see more offers of restaurants, bars and music venues.



TRENT BRIDGE



NEWARK CASTLE

PRIMARY SHOPPING AREA



ST MARY MAGDALENE CHURCH



PALACE THEATRE



TOWN HALL MUSEUM AND ART GALLERY



National Civil War Centre Newark Museum

CIVIL WAR TRAIL

9.1 Destinations

Newark benefits from a number of destinations which attract visitors and support the cultural economy of the town.

The Castle and Museum are both well-established attractions for visitors and maintain a national profile. Alongside this the Palace Theatre provides a 630-seat venue which hosts a range of shows, including comedy, music and theatre, providing a valuable local anchor for the evening economy of the town centre which complements the cinema.

9.2 Events

In addition to the weekly markets held on Monday, Wednesday, Friday and Saturdays, the Market Place hosts many other events, festivals and celebrations. Annual events have been held in the Market Place, including the Christmas light switch on, the beach (summer 2022 - 2025), professional cycling events including the national circuit series (July 2023), bank holidays fairs, including dance and acrobatics performances (summer 2022 - 2025). There are also specific market events, including a vegan and ethical market and a monthly farmers market.

In addition to events on the Market Place, Riverside Park has previously been used for music events, and each year Newark Castle Gardens holds concerts to celebrate Newark Festival. Events at the castle also include 'Palace at the Castle' (annual summer outdoor theatre programme), concerts, family fun days and others.

The Wharf has also been used for Teenage markets to encourage and promote the talents of young people in the area.

The Newark Creates events programme animates spaces across the town with street theatre, family activities and cultural events.

Newark Showground is the biggest conference and event space in the East Midlands and is around a five minute drive away from Newark Northgate Station. It hosts a number of events, including Newark International Antiques and Collectors Fair six times a year. Unfortunately, the showground is not served by local buses from Newark.



Newark Beach 2022 and 2023



Annual Christmas lights 'switch on' in the Market Place



National cycling event 2023



Regular market in the Market Place



Regular market in the Market Place



Steampunk Festival in December 2022



Brass band in Newark Castle Gardens 2023



Newark Castle Gardens family event 2023

9.3 What you told us

People love the events in town and felt that they really drew people in and were largely well organised. Many particularly loved the music events that the town hosted. It is something people wanted to see more of. Events specifically targets at young people was particularly commented upon as being something that many wanted to see more of in the future.

In regards to this, many people mentioned that the town should be promoted more and that events should be better advertised online, in print and on signs around town, particularly at gateways such as car parks and train stations. Improved signage to key sites in the Town Centre and from the stations and car parks will also help visitors.

The market was described as the heart of town and the community. People acknowledged that the market had diminished over the years and were keen to see more life brought into it. Suggestions included themed markets, consolidating the stalls, packing the stalls away and providing more spillout space in the square.

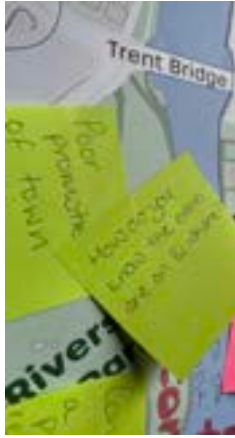
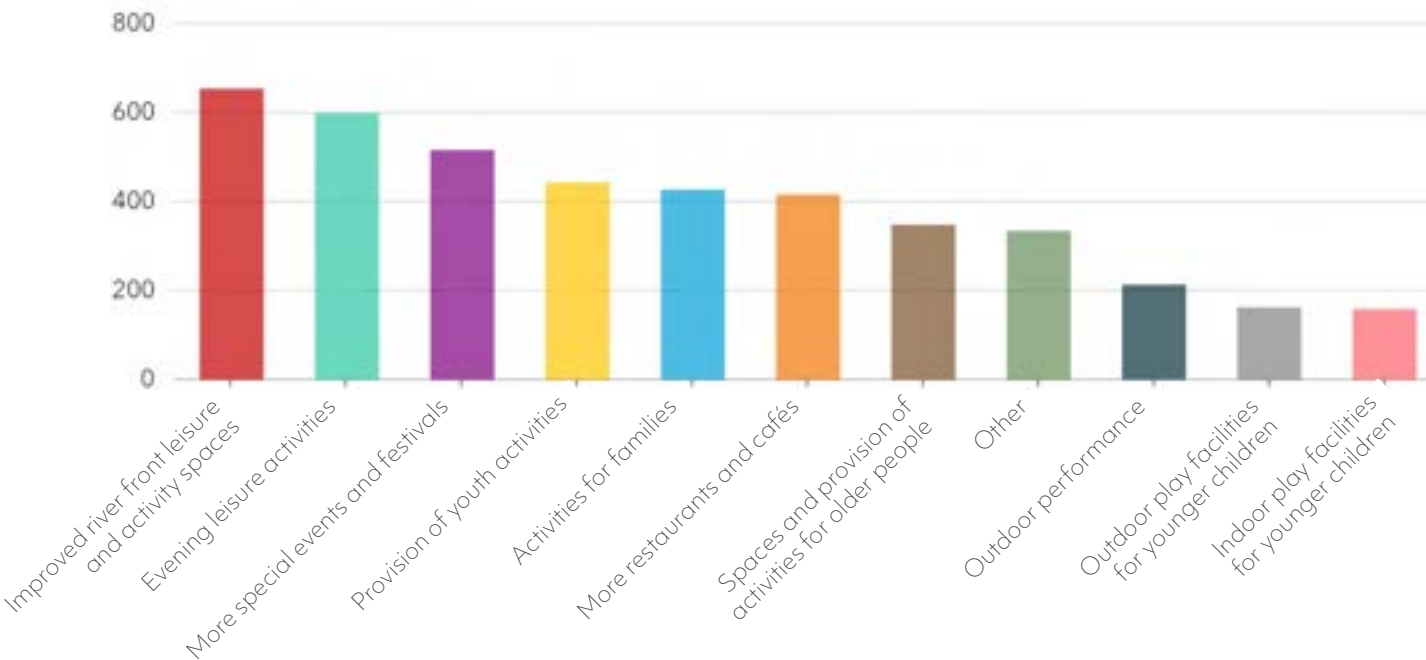
Conserving and celebrating the town's history, historic buildings and unique architectural character was important to many. Making the public spaces more inviting and inclusive at all hours of the day was also a key concern.

People in Newark think the history and heritage of their town is integral. It was described as the town's unique selling point, part of the town's beauty and charm; something that needed to be elevated and celebrated more openly.

Many community members identified that a varied night time economy was currently lacking, and would like to see more offers of restaurants, bars and music venues.



Which of these activities do you think are most important to improve Newark Town Centre?





VISION AND PRINCIPLES

Newark-On-Trent will be a place which remains rooted in history but looks to the future by nurturing and embracing creativity, ambition, sustainable business growth, and opportunity for current, future, and returning generations. Newark will be a socially, digitally and physically connected town which embraces sustainable transport solutions and is a desirable place to live, work, enjoy, invest in, and visit.

We aspire for our town centre to continue to thrive as one of England's best market towns, celebrated for a compact walkable centre that sustains an excellent mix of shops, services, experiences, and community activities with the Market Place at the heart.

Newark's historic places, green spaces and riverside will contribute to the excellent quality of life of its residents as well as attracting visitors, with its character defined by beautiful buildings and attractive green streets and spaces. The town centre will be economically resilient by providing a diverse mix of places and spaces to shop, meet, live, work and study.



11 THE THEMES

Through our engagement and analysis, we have developed an understanding of the range of roles the Town Centre plays within the community, what it represents, and the wide variety of people, businesses and communities it supports. We have learnt about what is special about Newark and what people love about it, but also what the town centre is lacking, and where improvements need to be made to ensure the long term sustainability of the town.

The vision for Newark Town Centre has six themes which underpin it. Within each of these themes there are a set of key principles which help to achieve the vision. These themes and principles form the back bone for project initiatives and ideas which are presented Section E of this report when we look at Newark's character areas in detail.

A MARKET TOWN



Shape the Market Place into a safe, inclusive and flexible space, which supports a range of activities and events for all to use and enjoy

A THRIVING TOWN



Support the needs and wishes of Newark's communities and promote a resilient and thriving economy, underpinned through the protection and enhancement of Newark's historic character and buildings

A SKILLED & CREATIVE TOWN



Support the continued presence of further education, high quality skills training, and bespoke creativity in and around the town centre

A RIVERSIDE TOWN



Create a connected and vibrant riverfront, with new public spaces and new enhanced connections, together with a robust flood resilient strategy

AN ACTIVE & ACCESSIBLE TOWN



Promote a accessible and welcoming centre with clear, legible walking and cycle routes which are safe, inclusive and pleasant to use, for all in society

A TOWN OF DISCOVERY



Celebrating the town's historic assets and creating a visitor destination through increased interpretation. Visitor and tourist facilities and amenities

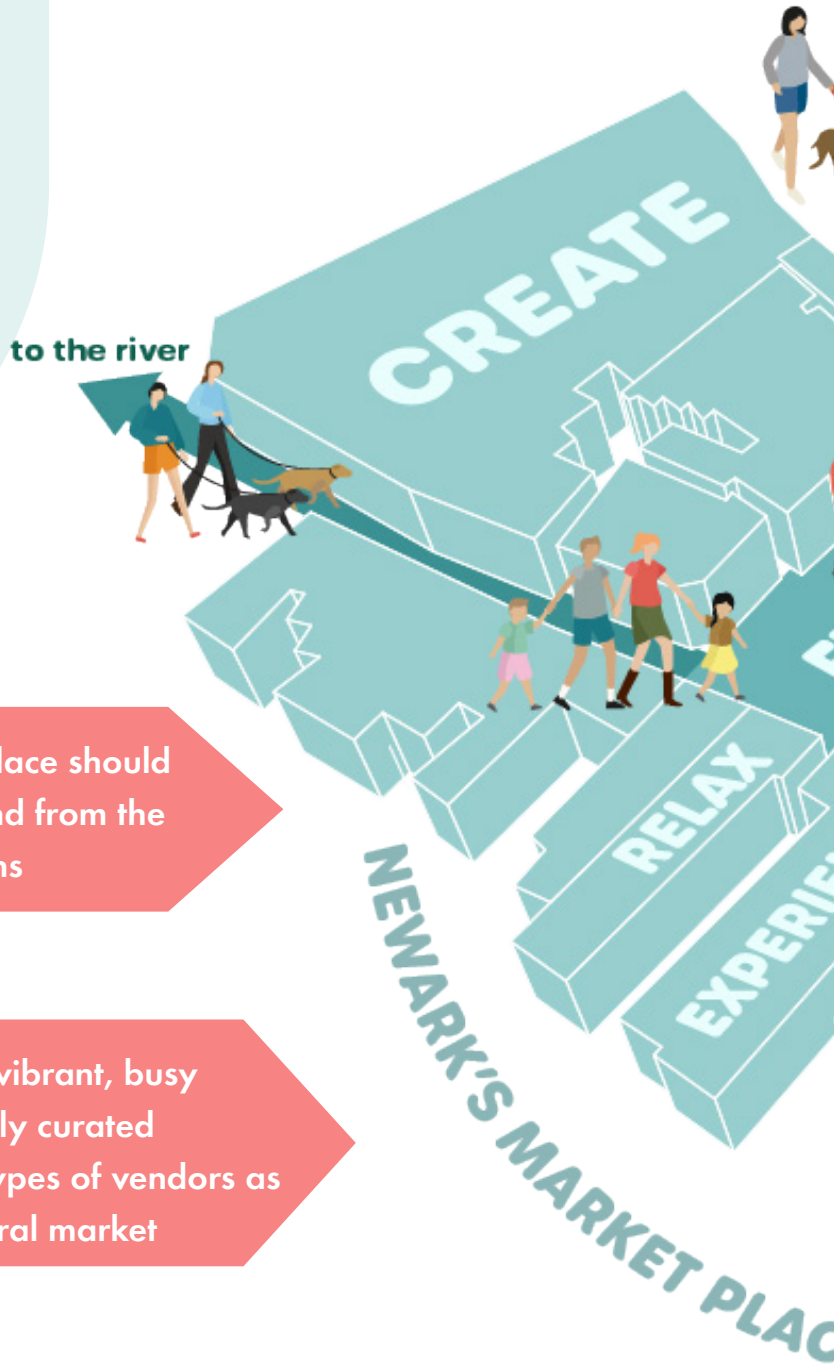
12 A MARKET TOWN

Newark's Market Place is one of its most important assets. It is a stunning space which hosts daily community life. It is a focal point for activity and events, and a recognisable part of its built character and history. The Market Place includes an incredible collection of architecture through time, including well maintained medieval buildings. The Market Place will remain the focus for the town through the objectives, principles and measures laid out on the follow page.

Connections to the Market Place should be improved, including to and from the river and rail and bus stations

The market should be vibrant, busy and full, with a carefully curated calendar of different types of vendors as well as the usual general market

to the river



The space should be beautiful, with additional seating and greening, but it should remain flexible to host an exciting calendar of events

to the station

Supporting independent businesses as well as national retailers

The open character of the space should be retained to maximise visibility of the historic buildings around it

The Market Place should be a place to relax, enjoy, shop and attend events





1 AN ECONOMICALLY STRONG PLACE WHICH SUPPORTS BOTH INDEPENDENT BUSINESSES AND NATIONAL RETAILERS

- An attractive mix of shops, businesses and market stalls, including places to eat, drink and socialise will radiate out from the Market Place and appeal to a wider range of users.
- Opportunities for larger footplate retailers should be proactively identified to offer retailers appropriate spaces to meet their needs.
- Local planning policy will explore supporting a focus and intensification of shops, cafes and restaurants towards the Market Place through the re-designation of the primary shopping area.
- Specialist markets, including the farmer’s market will complement regular markets on specific days of the week and/or month to expand the market’s offer.
- Where retailers require occupation of multiple units to create a shop with a larger footprint, the fine grain and individual designs of facades, including historic shopfronts, should be retained. Shop signage must be carefully designed to ensure the features of individual buildings are not lost. Any internal changes should retain key structural elements and aspects such as plumbing and staircases to allow for flexibility and return to individual units in the future.



2 A SAFE, INCLUSIVE AND WELCOMING SPACE AT ALL TIMES OF DAY

- The Market Place will be a vibrant, buzzing and social space throughout the day and evening, where cafes, bars and restaurants will provide outdoor seating that spills into the square.
- Retailers will be encouraged to stay open for longer, providing activity in the Market Place into the evening.
- The Market Place will provide a wider range of attractions and reasons to visit and dwell, including opportunities for play and relaxation through a series of landscaping initiatives.
- Market Place interventions will design out crime directly, as well as integrating light-touch and discrete safety measures. This could include outdoor seating for passive surveillance, improved lighting, and CCTV to provide assurance and confidence to the general public.
- Lighting in the Market Place will highlight specific buildings, activities, entrances and pathways in the space. Lighting will be sensitive to the historic fabric, and make the space safe and enjoyable for users.



3

A WELL-DESIGNED AND WELL-MANAGED PLACE WHICH SUPPORTS A RANGE OF ACTIVITIES AND EVENTS

- The design of the public realm should remain calm and simple, acting as a backdrop to the attractive historic buildings and as a clear, flexible space for a wide range of events. Any elements of landscaping which are introduced should aid and not hinder these activities.
- A well-curated and promoted calendar of markets and events will bring energy and a range of people to the town centre.
- Upgrades to mechanical and electrical infrastructure will allow the curation of a range of events and support market activity.
- A new refuse strategy will help the public realm remain uncluttered from individual bins, be accessible and improve attractiveness. This could include measures such as introducing communal refuse points and possibly the introduction of underground bins.
- A market strategy will carefully consider the use and type of market stalls to best suit activities in the space. Measures considered could include consolidating the stalls to have fewer of the heavy semi-permanent stalls, adding to these on busier market days. This could be matched with an increase in the variety of markets and/or vendors and exploring market stall designs.

14 A THRIVING TOWN

Newark will remain a beautiful, historic and sustainable centre that celebrates its heritage. It will meet community needs and support various activities, promoting a strong economy with diverse facilities and amenities. The town will protect and enhance its historic character and buildings, creating a lively atmosphere day and night. Newark aims to be environmentally sustainable and achieve net zero carbon by 2035, celebrating its green surroundings and character.



Celebrating Newark's heritage and history

Vibrant mix of shops, cafés,
restaurants and leisure facilities

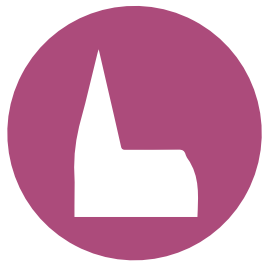
Town Centre residential living, which is
sensitive to the historic fabric of buildings

Green space and amenities
for everyone to enjoy

Celebrating and reinforcing
Newark's unique identity

Fun attractions and
activities for all the family





1

A TOWN CENTRE WHICH CELEBRATES ITS HERITAGE

- Heritage assets and buildings, and their setting should be preserved, and where appropriate enhanced.
- New development should be historically informed by its context, taking into consideration historic street patterns, urban grain, built form, massing and materials.
- The architectural and historic integrity of buildings with historic interest should be retained and modified sensitively to meet the needs of the community.
- Improvements to historic properties through measures such as shop front restoration, design of signs and fascias will be enabled with technical support and guidance, and backed with funding whenever available, helping to secure sustainable tenancies for both ground and upper floors.
- Architectural lighting will showcase and animate Newark's iconic buildings and spaces, including the Town Hall, Newark Castle, Trent Bridge and St Mary Magdalene's Church. This will bring spaces to life and aid wayfinding around the town.



2

A THRIVING RESIDENTIAL COMMUNITY

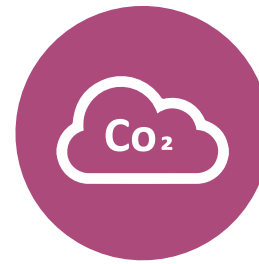
- A range of homes of different sizes, typologies and tenures will support a mixed and balanced community, catering to different life stages and budgets.
- The conversion of retail unit upper floors (and potentially ground floor units in certain locations) to residential accommodation will be encouraged and enabled through policy and guidance to make use of underutilised buildings, meet housing demand, and bring more people into the town centre, including young professionals and students. The important context of the busy town centre and evening economy should be noted.
- Homes for older people will be encouraged in the town centre, close to amenities, facilities and public transport. This will help people to remain active in their community whilst at the same time releasing larger family houses.
- Work with the Gypsy, Roma and Traveller community to ensure they are supported by town centre facilities and amenities, and can see their accommodation needs met.
- Thresholds between private and public spaces will be clearly defined, with streets and open spaces fronted by front doors and windows, maximising active frontages and animating public spaces.



3

A TOWN WHICH SUPPORTS A WIDE RANGE OF USES THROUGHOUT THE DAY AND NIGHT

- Town centre retail will be supported by community facilities. This should include healthcare and education facilities, such as dentists, study spaces for young people and co-working spaces.
- Retail uses will be encouraged within the town centre, rather than in edge-of-town or out-of-town retail parks and shopping centres. Design guidance will aid with the provision of the modern standards required by many retailers within the town's historic fabric.
- Small and Medium Enterprises (SMEs) will be supported where appropriate through subsidised units, workshops and workspace, especially in smaller town centre retail units and at Northgate Station industrial and business estate.
- New hotels will promote overnight tourism and support town centre events such as the Steampunk festival, as well as events at Newark Showground and the regular antiques fair.
- A thriving and diverse night-time economy will be encouraged to suit a range of people including families, provide a safe and vibrant atmosphere at night, whilst being sensitive to those living in the town centre.



4

AN ENVIRONMENTALLY SUSTAINABLE PLACE

- New development should be designed to achieve lower embodied carbon both through their construction by using low-carbon materials and methods, and through their life span, by reducing domestic energy use resulting in reduced utility bills. Industry standard certification should be specified in design briefs.
- All homes should consider the impacts of climate change, including more extreme weather events such as hotter weather and flooding.
- Newark's public spaces will be enhanced, where possible, mindful of the need to minimise surface water run-off, improve resilience during extreme weather events, increase biodiversity, provide shelter and shade, and improve appearance. This could include interventions such as street trees, rain gardens, pocket parks and SUDS where appropriate.

Newark College, Newark dry dock, and the Air and Space Institute are vital and important assets for Newark. These institutions bring people to the town, and equip them with specialist skills to use locally and beyond. Newark will continue to thrive as a learning hub. It will celebrate, showcase and support the skills, entrepreneurship and creativity of its community.

Supporting young people as they choose to study in Newark

Celebrating local makers and business owners through showcasing them at events, in town centre retail units, and at special markets



Buildings for
industries

A calendar of exciting and fun
events and performances

EVENTS AND
PERFORMANCE

NEWARK COLLEGE

CONSTRUCTION INDUSTRY HUB

Supporting local
people to upskill
and find jobs

MUSICAL CRAFTS AND TALENTS

Championing the town's musicians
and instrument makers

SMALL BUSINESSES



1

A TOWN CENTRE THAT SUPPORTS THE CONTINUED PRESENCE OF FURTHER EDUCATION AND SKILLS TRAINING

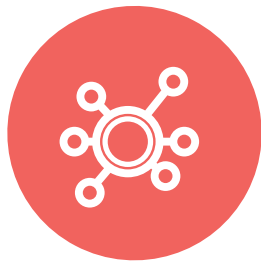
- Newark College will continue to have a presence in the town centre, developing courses and opportunities to suit the desires of young people in the area, and remaining flexible and adaptable to change. This could include expanding course offering, constructing new buildings or developing new opportunities to expand in other town centre locations, or renting out some buildings to support its income stream.
- Collaboration with locally based businesses and organisations will offer training opportunities for students and young people. This could include apprenticeship programmes, a work placement programme with local businesses, gap year opportunities, step into work schemes exclusively for those who are unemployed or have just finished college.
- Newark's International School of Violin Making will be supported in its unique role, and opportunities sought to widen its profile and contribution to the cultural life of the town.



2

CHAMPION THE CREATIVE INDUSTRIES

- Community creativity and creative enterprises will be celebrated and shared. This could include use of vacant shop fronts for displaying local artists' work, creation of creative workshop space in historic buildings and buildings along the riverside, utilising vacant spaces such as the Buttermarket for regular craft and art fairs and makers markets, exhibitions around the town or in existing buildings.
- Newark should be promoted as a filming location.
- Newark's role in the education of instrument makers will be celebrated and supported.
- Explore how to encourage and secure a new music venue and music learning centre to promote musical participation and education.
- Street events and festivals should provide opportunities for the local community to get involved and share their creative talents.



3 GROW AND EMPOWER LOCAL PEOPLE AND BUSINESSES

- The creation of a Business Improvement District (BID) or similar body will support local businesses in Newark and help with joined up thinking and collective promotion.
- New homes will be designed to support home working.
- Flexible co-working spaces in the town centre will be encouraged and supported by the Council to help small businesses and lone-workers. This could include using vacant buildings to establish temporary/meanwhile working spaces at a reduced cost.

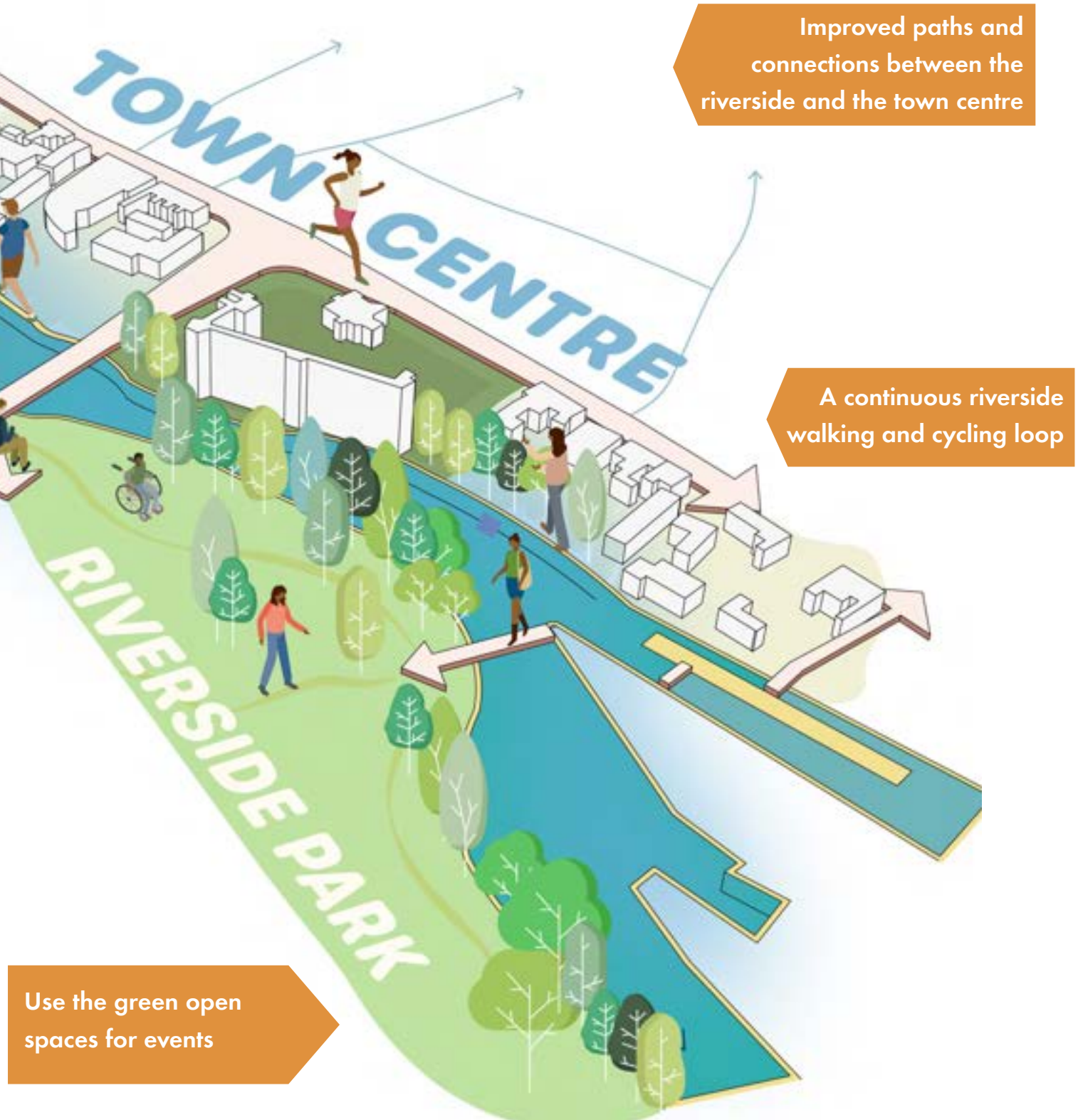
18 A RIVERSIDE TOWN

Newark will embrace its riverside setting and its green spaces around the town centre and surroundings. The riverside will be an attractive and beautiful place to enjoy walking and cycling, as well as sit and rest, participate in events and enjoy local businesses. Newark's green spaces will be welcoming and inclusive for everyone. Both the river and the green spaces will feel fully connected to the town centre.

Bring more leisure uses to



to the



Improved paths and connections between the riverside and the town centre

A continuous riverside walking and cycling loop

Use the green open spaces for events



1

A FLOOD RESILIENT TOWN

- A resilient flood strategy will make improvements to areas prone to flooding including Tolney Lane.
- Increased planting, installation of surface materials allowing water to be absorbed into the soil below.
- Pocket parks could be created to reduce puddling and improve resilience against heavy rain fall.



2

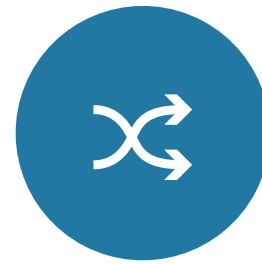
A TOWN WHICH EMBRACES ITS OPEN SPACES FOR LEISURE USES

- Work with the Canal and River Trust to improve the facilities at the Town Lock by bringing more activity to the area and enhancing the public spaces. This could be achieved by creating a visitor's centre, installing information boards, offering more frequent open days, tidying the public realm, increasing planting and permeable surfaces.
- Support leisure activities on the River Trent. This could include facilities to hire kayaks and canoes, working with the Sea Scouts to create a new hub, creating a continuous riverside walking loop, working with landowners to open Parnham's Island, and re-establishing special events at Riverside Park.
- Explore alternate access to Tolney Lane, with consideration to the listed cause way arches and embankment walking and gates. There is the opportunity to integrate the existing car park and historic building into Riverside Park, and redevelop the car park into green open space. This needs to be resolved with consideration of the former cattle market space.



2 (CONTINUED) A TOWN WHICH EMBRACES ITS OPEN SPACES FOR LEISURE USES

- Improve, where possible, connected green spaces around the town centre to make them more attractive, safe and pleasant, including engaging with young people.
- Creation of improved public space at London Road car park will reduce the dominance of the parked cars, reduce the use of the car park as a cut through, and create a space for spill out seating from the restaurants, cinema and cafes, as well as integrate Beaumont Gardens and the library better into the town centre.
- Improvements to the Town Wharf to create a better public space whilst retaining flood capacity.
- Reinforce and improve the wider network of connections into the countryside beyond the town centre in accordance with the wider Green Infrastructure Strategy.



3 CONNECTING THE RIVERSIDE TO THE TOWN CENTRE

- Explore opportunities for continuous riverside paths along both sides of the River Trent.
- Exploit opportunities which may arise to improve connectivity between the river, Castle Gate and town centre beyond.

Newark is a compact and relatively flat town, making it easy to access by walking and cycling. Safer routes will encourage more people to choose walking or cycling for short trips, promoting healthy lifestyles and reducing reliance on cars.

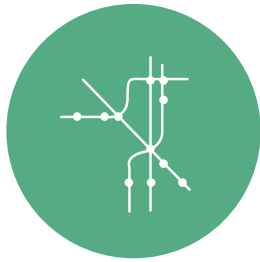
A connected and joined up network of routes will encourage more people to walk and cycle.



Interventions such as reducing the size of junctions and prioritising pedestrians and cyclists will help people feel safer moving around Newark Town Centre

iverside
to use it





1 **IMPROVE LINKS AND CONNECTIONS BETWEEN KEY DESTINATIONS, THE RIVER AND THE STATIONS**

- Improved wayfinding to key destinations, especially for cyclists and walkers, will create safer and more attractive routes. This could include blue direction signs with distance markers and repeater signs for route confirmation at key junctions and turnings.
- Improved arrival experience at and links between the stations will aid visitors and provide a greater sense of welcome into Newark. This could include improved signage, clear information boards, paper maps available to pick up, improved station forecourts including enhanced greening, lighting and benches.
- Reduce the impact of highways infrastructure on Bar Gate and Castle Gate and provide better and more frequent crossing points for pedestrians.
- Creation of a pedestrian crossing point over the railway at Castle Station will provide better facilities at the station to travellers to avoid waiting for trains at the level crossing.
- A foot and cycle bridge over Newark Northgate Station will reduce severance caused by the railway line and better connect Northern Road Industrial Estate and Business Park, as well as housing to the east of the station.



2 **FACILITATE A PLEASANT WALKING AND CYCLING EXPERIENCE**

- Wayfinding infrastructure will have a clear identity and give directional guidance to key destinations and important landmarks.
- The Market Place will prioritise pedestrians and limit vehicle access. This could be achieved by limiting servicing and vehicle access to off-peak hours.
- Improved walking and cycling infrastructure will encourage a shift towards more sustainable means of transport by making active travel a more attractive, accessible and convenient option.
- Improve the quality and appearance of the surface material on footways and cycle paths to create a more pleasant and safer experience.



3 MAKE NEWARK IS ACCESSIBLE FOR ALL AGES AND ABILITIES

- Decluttering pavements and public spaces from signage, street furniture and bins will improve the appearance of the public realm and help those using wheelchairs and prams, or those who are partially sighted or blind to easily navigate the space.
- Delivering attractive and well-maintained public toilets in the town centre which support the dignity of all visitors and enable everyone to spend extended time in the town centre.
- Establish an environment that is child friendly and comfortable for older people. This could be achieved by introducing more benches and informal play features on streets and in parks, as well as providing free and accessible toilets in the town centre.
- Events at the Showground will encourage linkages with the town centre by having a free shuttle bus between the two during events and festivals.
- At a wider strategic level, the aspiration to raise the Castle railway line over the mainline railway would have wider strategic opportunities to improve crossings and access.



4 BALANCE THE NEEDS OF CAR USERS

- Conduct a parking survey to understand how parking is used at different times and see whether parking could be consolidated and land better utilised.
- Disabled blue badge parking will be provided at key destinations, taking into account Newark's ageing population.
- Encourage developments in the town centre that limit residential parking or that are car-free to reduce the impact of new residents on vehicular congestion.
- An increased number of car club spaces will reduce the need for car ownership amongst some people, reducing the number of cars on Newark's road as a whole.
- Introduce more EV charging points in public car parks.

22 A TOWN OF DISCOVERY

Newark proudly shares its rich history and vibrant present while looking forward to the future. Events are widely promoted to keep residents and visitors informed. Historic signs, creative displays, and trails narrate Newark's stories, both past and present.

A well managed website will keep people up to date on regular and special events in Newark

A visitor offering will include trails to discover Newark's unique history, features and offering



Sensitive signage will tell the story of Newark, including through blue plaques to celebrate Newark's people



Pleasant public realm, maps, signs and posters with events at stations and key car parks will mean that visitors receive a good first impression of Newark and know where to go when they arrive



1

CELEBRATE THE HISTORY OF NEWARK

- Newark's story, including its older and more modern history, will be celebrated and communicated throughout the town's landmarks and spaces. This could be achieved through interpretive signage, digital guides, town trails and events which celebrate the people, events, landscapes, features and buildings that have shaped Newark.



2

BIGGER AND BETTER EVENTS

- Continue to grow the range of events which attract people to the town centre, creating a calendar which is well publicised.
- Events will be hosted in the Market Place, but will be supplemented by events in other locations, including Newark Castle and Gardens, Riverside Park, Sconce and Devon Park and The Wharf.
- Encourage active travel on event days with incentives such as a free drink or activity, as well as more secure parking.
- Promote accessibility by public transport for events and visits to the town centre.



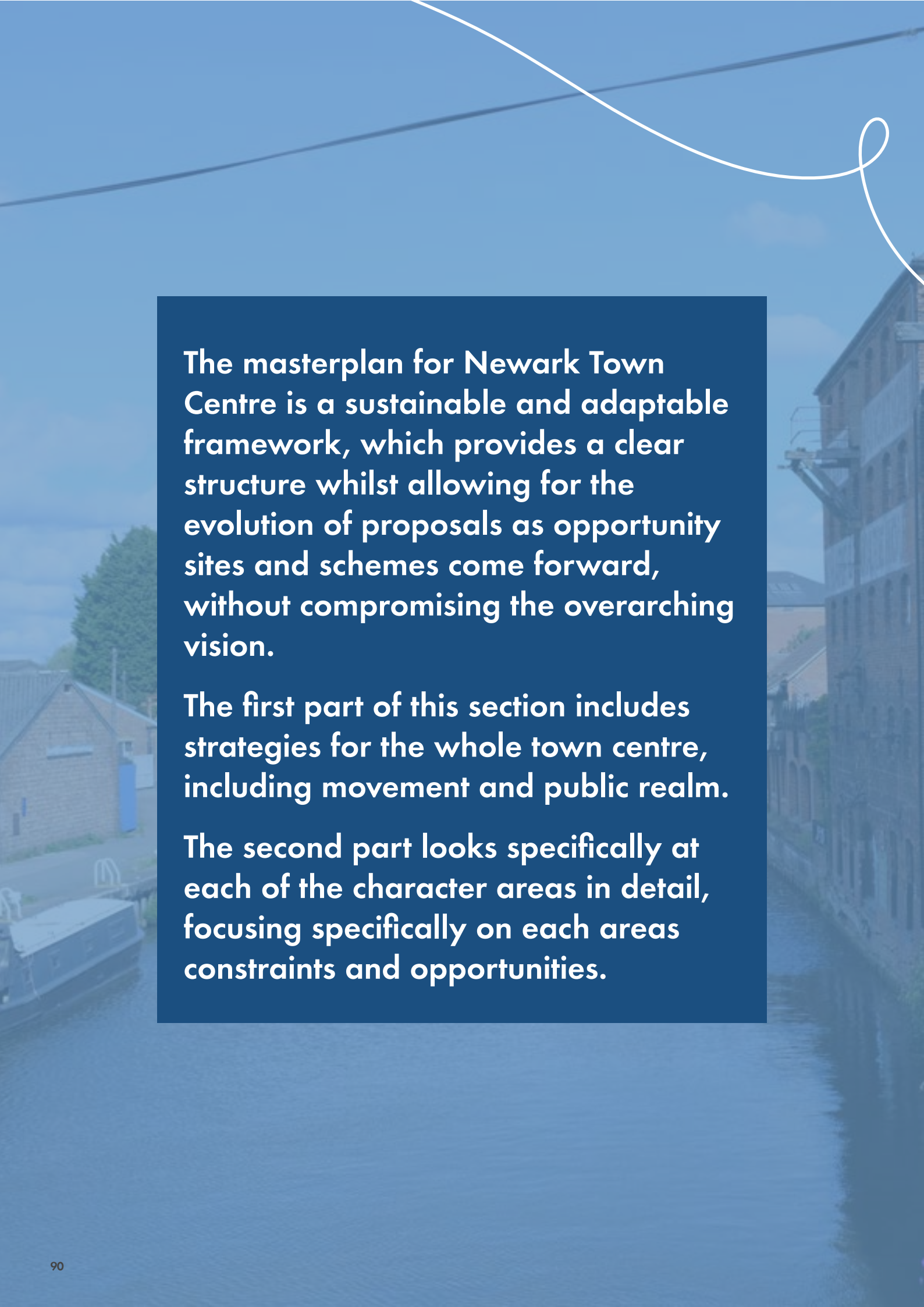
3

PROMOTE EVENTS AND BUSINESSES

- A strong brand and visual identity for the town will promote civic pride and celebrate the town's community.
- A high quality website will help to showcase the town's activities, events, walking routes and key landmark buildings.
- Explore promotion at London train stations to encourage visitors to make best use of the fast train connections to Newark.
- A strong, clear and consistent presence of town centre events will be present through printed and online information. This could include a physical presence in the town centre, such as a visitor information point, and signage at key nodes including stations and car parks.



MASTERPLAN FRAMEWORK



The masterplan for Newark Town Centre is a sustainable and adaptable framework, which provides a clear structure whilst allowing for the evolution of proposals as opportunity sites and schemes come forward, without compromising the overarching vision.

The first part of this section includes strategies for the whole town centre, including movement and public realm.

The second part looks specifically at each of the character areas in detail, focusing specifically on each areas constraints and opportunities.



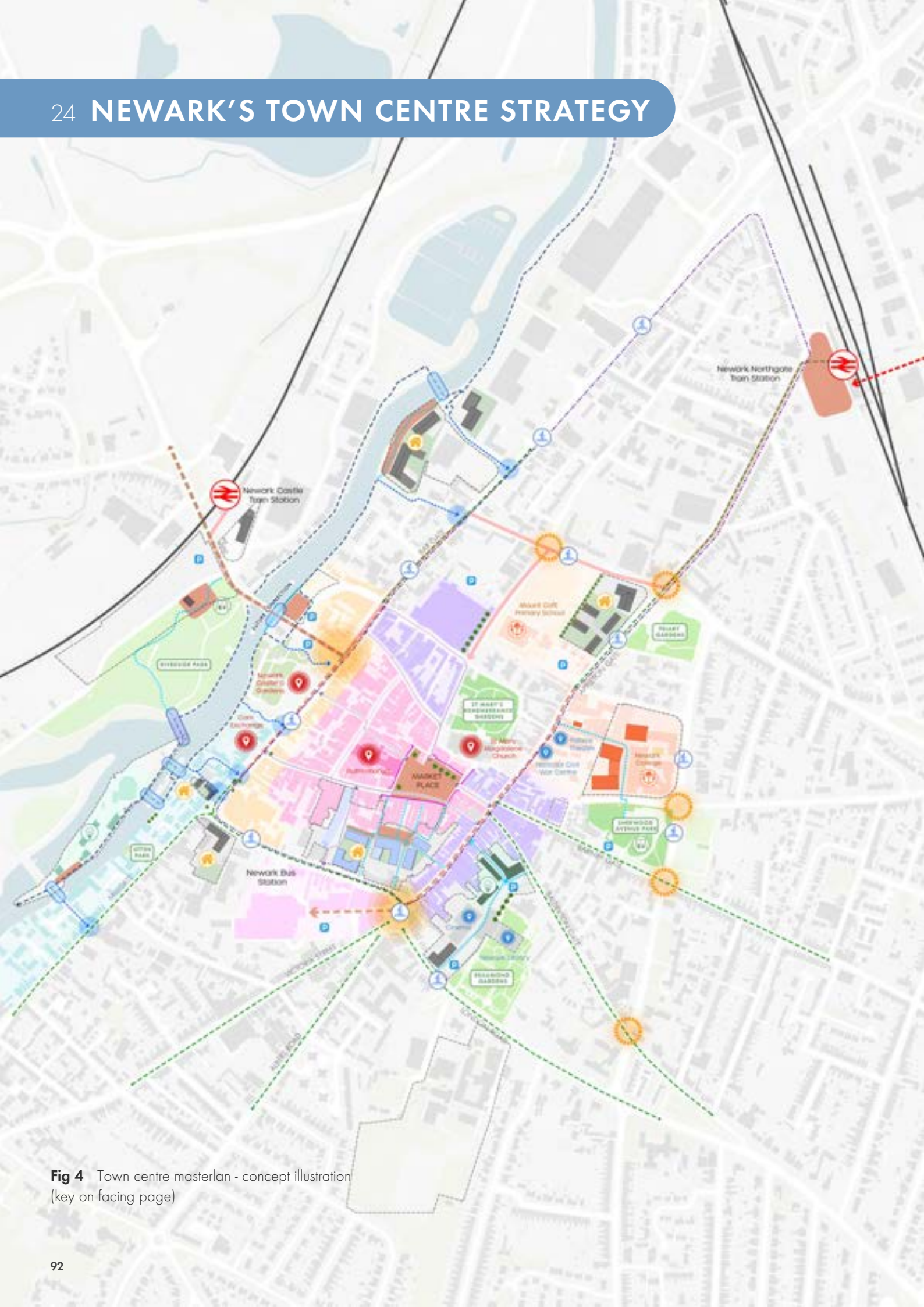


Fig 4 Town centre masterplan - concept illustration (key on facing page)

-  Historic landmark building
-  Leisure hubs
-  Green spaces
-  Evening entertainment
-  Town centre uses
-  Mixed-use (incl. residential)
-  Education
-  Creative enterprise and workspace
-  Existing riverside homes
-  New Residential
-  Car park
-  Gateway
-  Opportunity site
-  Public space improvement project
-  New tree planting
-  Street improvement project
-  Shuttle bus route
-  Key train station link route
-  Improvements to river crossing
-  Existing river path
-  Improved pedestrian and cycle links to the river
-  Playground improvements
-  Junction improvements
-  Proposed pedestrian crossing
-  Important routes into the Market Place
-  New proposed streets as part of opportunity project
-  Proposed pedestrian crossing over train line at Newark Northgate station

24.1 Masterplan diagram

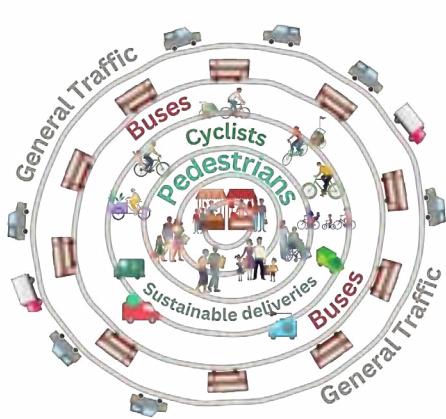
This plan provides a concept illustration of the town centre, highlighting areas of activity, key routes and gateways and important opportunities.

25.1 Context and introduction

A transport and movement framework, principles and outline opportunities for change have been identified that will help to realise the vision over the short, medium and longer term.

The principles opposite capture the main transport and movement ambitions to meet with the overarching vision, that is supporting a place that is more accessible and attractive to both local people and visitors alike.

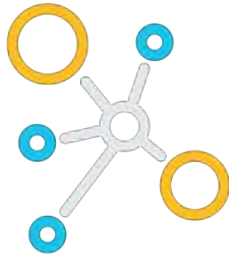
Newark is a compact and relatively flat town which should be well suited to active and sustainable travel for local trips for a large proportion of the population. The engagement and consultation has identified a clear ambition to support this and to see a positive transformation of streets which contributes to the reduction of vehicle impact in the town centre.



Supporting appropriate movement in the Market Place as the heart of the town centre



Replanning town centre roads as streets and spaces for people



Reconnecting local people to their town centre by sustainable and active travel



Establishing an integrated public transport system



Enabling and activating leisure walking, wheeling and cycling routes along and across the riverside



Supporting a sustainable parking and deliveries system



25.2 Transport and movement spatial plan

The plan on the facing page summarises the overarching transport, movement and parking principles that have been identified to support the vision for Newark Town Centre.

Active Travel Corridors

-  Corridor sections which should prioritise placemaking principles, enabling safe and enjoyable walking and cycling
-  Areas where major public realm improvements are needed to better integrate and celebrate the local heritage buildings
-  Corridor sections which should prioritise the safe and reliable passage of movement, particularly bus accessibility, reliability, and cycling
-  Areas that require greater integration into the town centre through public realm, active and sustainable travel interventions





Integrated Public Transport System

-  Creating a 21st century bus system that is accessible, reliable and fully integrated
-  Opportunity for a market mini-bus route




Sustainable Parking and Deliveries System

-  Address the impacts of parking on traffic, other road users and local environment
-  Prepare a phased town centre parking and deliveries strategy that is more sustainable and better provides for local needs

Reconnecting Local People

-  Key decision points and junctions where public realm and crossing interventions should be introduced as well as appropriate wayfinding / finding measures to improve access legibility for pedestrians and cyclists
-  Important local streets that require improvement for walking and wheeling
-  Potential to improve safe cycle route to and from the Market square
-  Important strategic routes that require improvement for walking, wheeling and cycling, particularly connections to the railway stations

Riverside Leisure Routes

-  Strengthen riverside routes for walking including footway improvements, signing, seating, vegetation cut-back and lighting
-  Potential for a further pedestrian and cyclist bridge in this approximate location to provide greater access to the riverside
-  Opportunity to create high-quality riverside public realm that enables greater enjoyment and activation of the River Trent

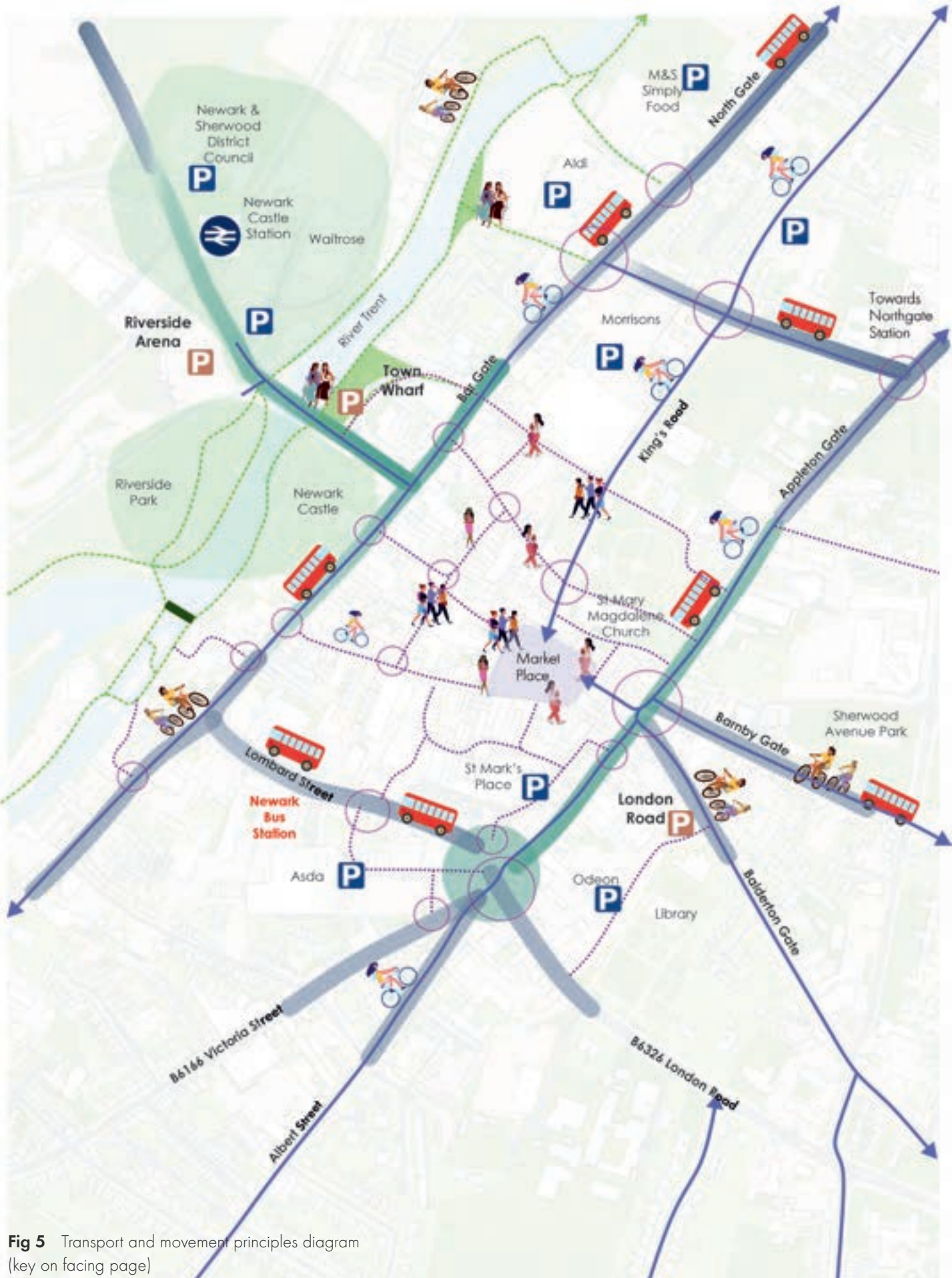
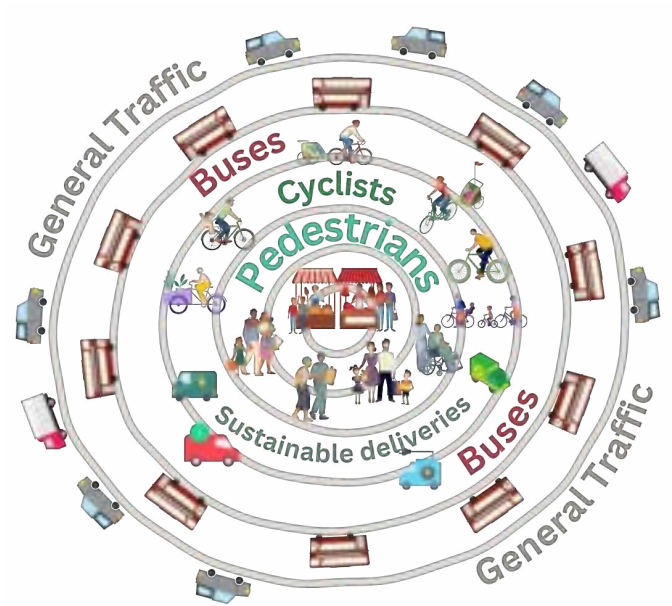


Fig 5 Transport and movement principles diagram (key on facing page)

25.3 Supporting the Market Place

The Market Place benefits from existing vehicle controls and a management regime which minimises vehicle impacts on the space. Nonetheless, there are a number of principles for the space which will contribute to the ongoing vitality of the market, and the other activities which the space is seeking to accommodate, including:

- Restored surface which includes smoother and step-free access for pedestrians, particularly at the perimeter;
- Management of the space to essential deliveries whilst restricting timings;
- Encourage access for cyclists, noting the space as being both an important destination and also a valuable connecting route which avoids busy traffic routes;
- Improved wayfinding, lighting and signage, coupled with a review of the number of permanent stalls to improve the space when the market is not operating;



25.4 Transforming roads into streets and spaces for people

Currently, the major routes that lead into the town centre do not serve local access, movement and enjoyment of the local environment. Rather, historic streets are dominated by inappropriate highway infrastructure that is designed for strategic through-movement. Traffic impedes pedestrians, wheelers, cyclists and detracting from local environment.

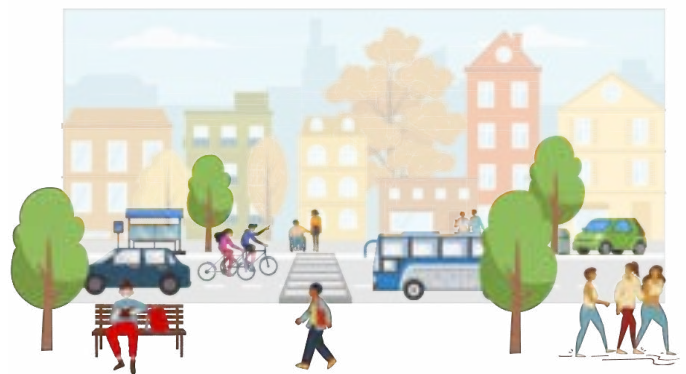
The existing road layouts neither provide any indication or support important town centre assets including the Market Place, Castle and riverside.

The ambition is to re-plan key routes into the town centre so that they better balance local access and movement over strategic through traffic. This will include changing the characteristics of these roads to improve placemaking, bus, cyclist, walking and wheeling accessibility, safety and enjoyment. Such an approach will also help support wider ambitions to improve air quality, health and wellbeing and meet climate emergency targets.

The routes identified in orange above indicate those that currently are dominated by highway infrastructure and do very little to support local access, placemaking and the historic setting of the town centre



From Roads....



...To streets for people



25.5 Active Travel corridors

The objective is to better balance movement and placemaking needs on the corridors that wrap around the historic heart, whereby roads are redesigned as streets that minimise disruption where 'movement' is more paramount and maximise 'place' where there is a clear destination and desire for people to spend time.

Both movement and place functions require their own set of design requirements. Regardless, measures should prioritise active and sustainable travel, ensuring accessible and safe routes for all.

Active Travel Corridors Studies

It is recommended that detailed corridor studies are undertaken to establish the best balance of 'movement' and 'place' needs that draw on good practice including Manual for Streets and Link and Place Guidance.

The diagram opposite highlights in simple terms where sections of the corridors need to be re-prioritised to better serve the town centre.

These sections should be further reviewed as part of a detailed study, to identify measures to improve the following:

- Junctions and crossings for pedestrians and cyclists
- Improved footway space for pedestrians, public realm improvements, and greening
- Improved links to public spaces
- Improved bus stop facilities and bus priority measures
- Parking and loading facilities that do not impact on other road users



Active travel improvements should also include street greening



- Corridor sections which should prioritise placemaking principles and enable safe and enjoyable walking, wheeling and cycling
- Corridor sections which should prioritise the safe and reliable passage of movement, with specific improvements made to bus accessibility, reliability, and cycling safety
- Areas where major public realm improvements are needed to better integrate and celebrate the local heritage buildings
- Areas that need greater integration into the town centre through public realm, active and sustainable travel interventions
- Key links to the heart of the town centre, the Market Place

Fig 6 Town centre active travel recommendations

Street transformation case study:

Castle Gate

Castle Gate plays an important role as part of the wider highway network and is under pressure from relatively large volumes of traffic. Attempting to improve the through-put of vehicles would only enable more journeys, and further marginalise pedestrians and bus users. Instead, measures can be considered which reclaim some of the pavement space, make the area better for walking and outdoor seating and include the introduction of street greenery. Similarly, improvements can be made to bus speeds and facilities by locating the bus stop in the main road lane, giving it buses better priority than they currently have and providing more space for good quality bus stop waiting provision.



EXISTING



Better and more frequent pedestrian crossing points

Opportunities for SUDS rain gardens and tree planting, subject to archaeological constraints

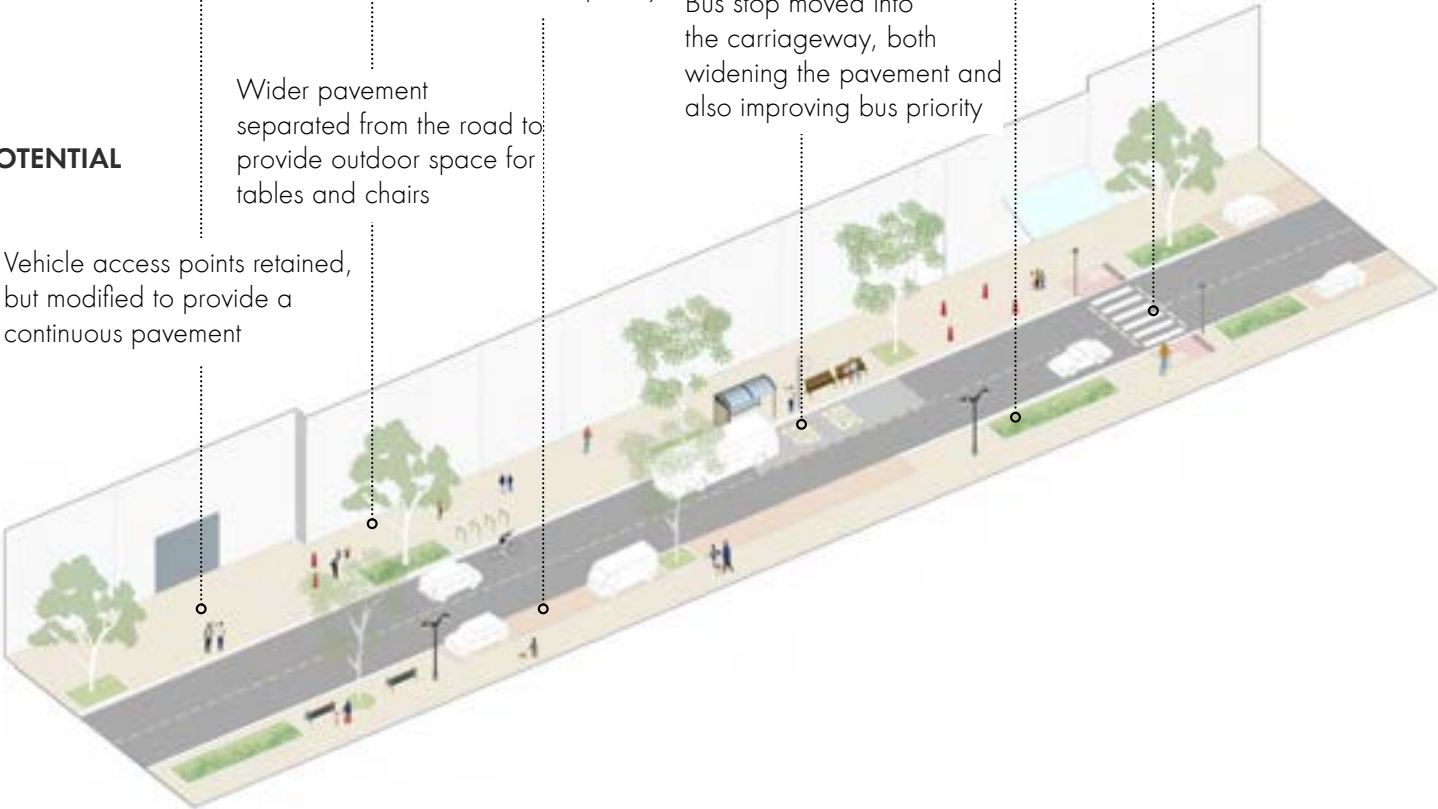
Parking retained, but incorporated into the pavement zone more completely

Bus stop moved into the carriageway, both widening the pavement and also improving bus priority

Wider pavement separated from the road to provide outdoor space for tables and chairs

POTENTIAL

Vehicle access points retained, but modified to provide a continuous pavement



PUBLIC REALM IMPROVEMENTS

Castle Gate is a busy street which sees a lot of heavy traffic, particularly at rush hour. However, it is also important as the context for the Castle and as a key gateway to the town. It is a road that is frequently crossed between the town centre and the river. The best practice guidance recommends making improvements which give more priority to walking, cycling and bus use. Our proposals also respond to the public feedback seeking a greener town centre with options for more trees and Sustainable Urban Drainage Systems through planters.

By increasing the greening and providing a buffer between the pavement and the vehicular carriage way, a more pleasant environment is created for sitting out and enjoying bars, cafes and restaurants.



Castle Gate already has a green character. This could be emphasised more particularly in the southern end of the street with more street trees.

The pavements on Castle Gate are currently plain asphalt. The street's appearance could be improved through repaving to match the surface materials seen in other parts of the Medieval Core, such as the smooth cobble setts and stone paving stones on Stodman Street and Middle Gate.

Bus stops are moved into the main carriageway to improve flows and bus priority.

By introducing Sustainable Urban Drainage Systems (SUDS) such as these, Castle Street will improve its flood resilience, provide a buffer/barrier between the road and the pavement and increase biodiversity. It will also enhance the green character of this street. These planters could be various widths to fit with the carriageway design, and could be located in places including the current bus stop layby.



Street transformation case study:

London Road

The London Road corridor is a key opportunity to improve a strategic route for walking and cycling. The existing shared footway falls well below modern design standards, and also introduces conflict between pedestrians and cyclists. The carriageway is sufficiently wide enough to include a segregated lane which both benefits from continuity for cyclists and also improves facilities for pedestrians. Treatments to reduce the bellmouth width and deliver level crossings at side turnings would further improve accessibility and reinforce the priority which pedestrians are due at side turnings. Finally, there are significant opportunities to increase street greening at both pavement level and in terms of tree planting.



EXISTING

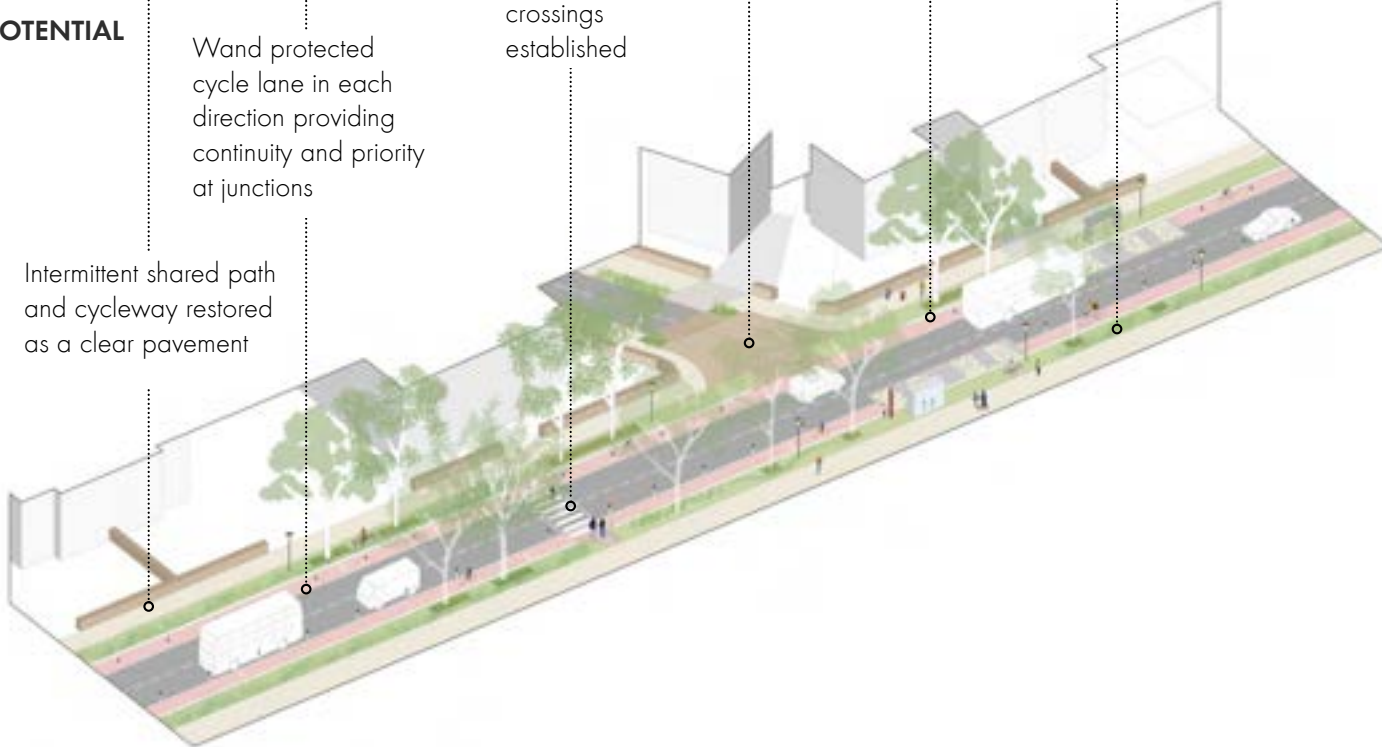


Improved bus waiting facilities

Junction bellmouth narrowed and a table-top crossing included to provide level pedestrian access

Soft verges restored and tree planting increased

POTENTIAL



Wand protected cycle lane in each direction providing continuity and priority at junctions

Intermittent shared path and cycleway restored as a clear pavement

Simpler safer crossings established

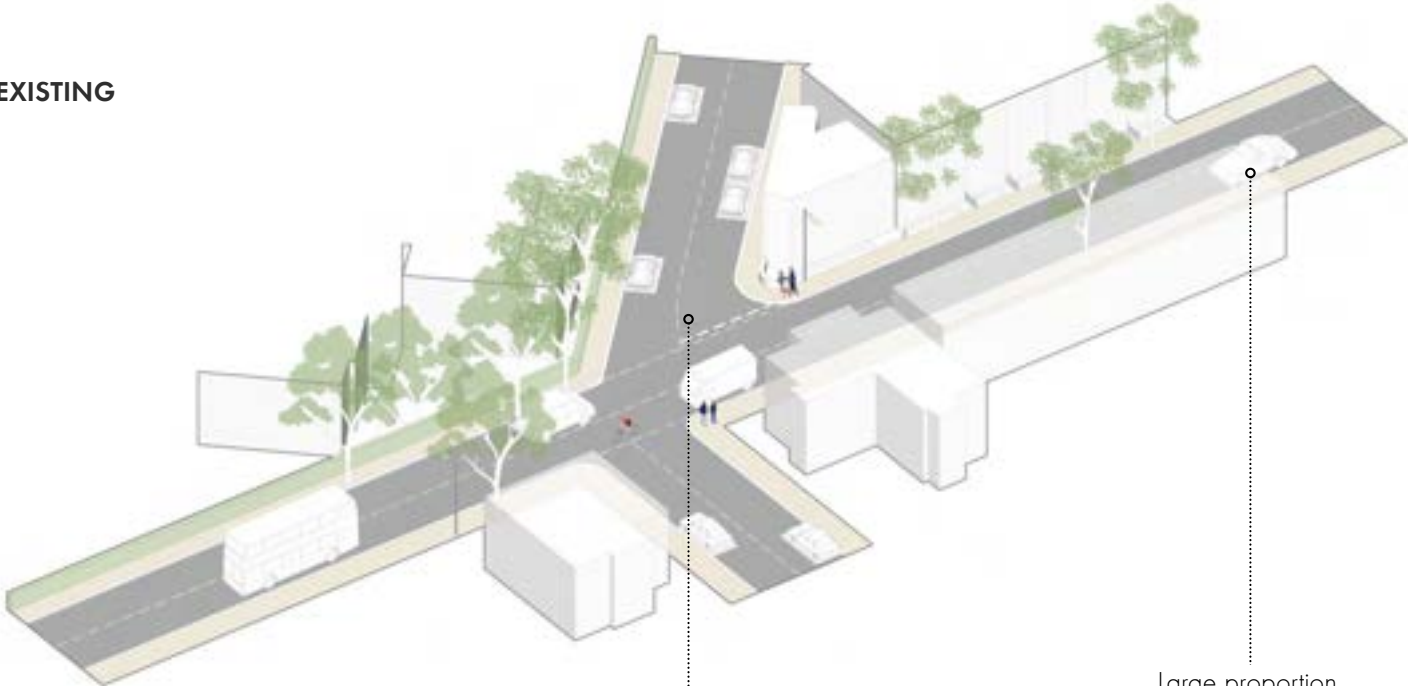
Street transformation case study:

Appleton Gate

Appleton Gate is a key pedestrian connection from Newark Northgate Station into the town centre and other destinations. It suffers from narrow pavements which are overhung by mature hedges, include trees and which are interrupted by some exceptionally wide side turnings, all of which make wayfinding and accessibility very poor. The proposed approach is to include localised pavement build-outs to maintain a clear accessible route, combined with narrowed table-top crossings at side turnings. Combined with the introduction of SUDS and additional trees, these should contribute to a much safer and more attractive approach into the town centre.



EXISTING



Large proportion of on-street parking retained

Localised build-outs around trees to maintain a good clear width of footway

Junction bellmouth narrowed and a table-top crossing included to provide level pedestrian access, completed with the addition of SUDS

POTENTIAL



25.6 **Reconnecting local people with their town centre**

The town centre is surrounded by several communities and neighbourhoods that are currently severed from the town centre yet are very walkable and cyclable (within a 20-30-minute walk / cycle from the market square). This is largely due to the prioritisation of traffic and supporting highway infrastructure rather than measures to enable people to walk, cycle and take public transport.

Once in the town centre, streets and spaces are not conducive to safe and enjoyable walking and cycling. In addition, the town centre and its communities are not linked up to other important attractors including education, leisure facilities and employment. The diagram opposite highlights in simple terms where sections of the corridors need to be re-prioritised to better serve the town centre.

The ambition is to address the significant barriers to walking, cycling and public transport accessibility that currently impacts on local access and likely exacerbates the poor traffic conditions experienced in the town centre.

The plan opposite summarises the main opportunities that have been identified which would considerably improve the pedestrian and cyclist experience of the town centre.

Measures that are required include significant improvements to junctions to make them safer for pedestrians, wheelers and cyclists to cross, as well as additional crossing provision at key intervals on links.

Signage and public realm improvements are also needed to increase the enjoyment and legibility of key routes and links. Traffic calming measures, changes to parking layouts, better lighting and seating would also help to reconnect local communities to their town centre.

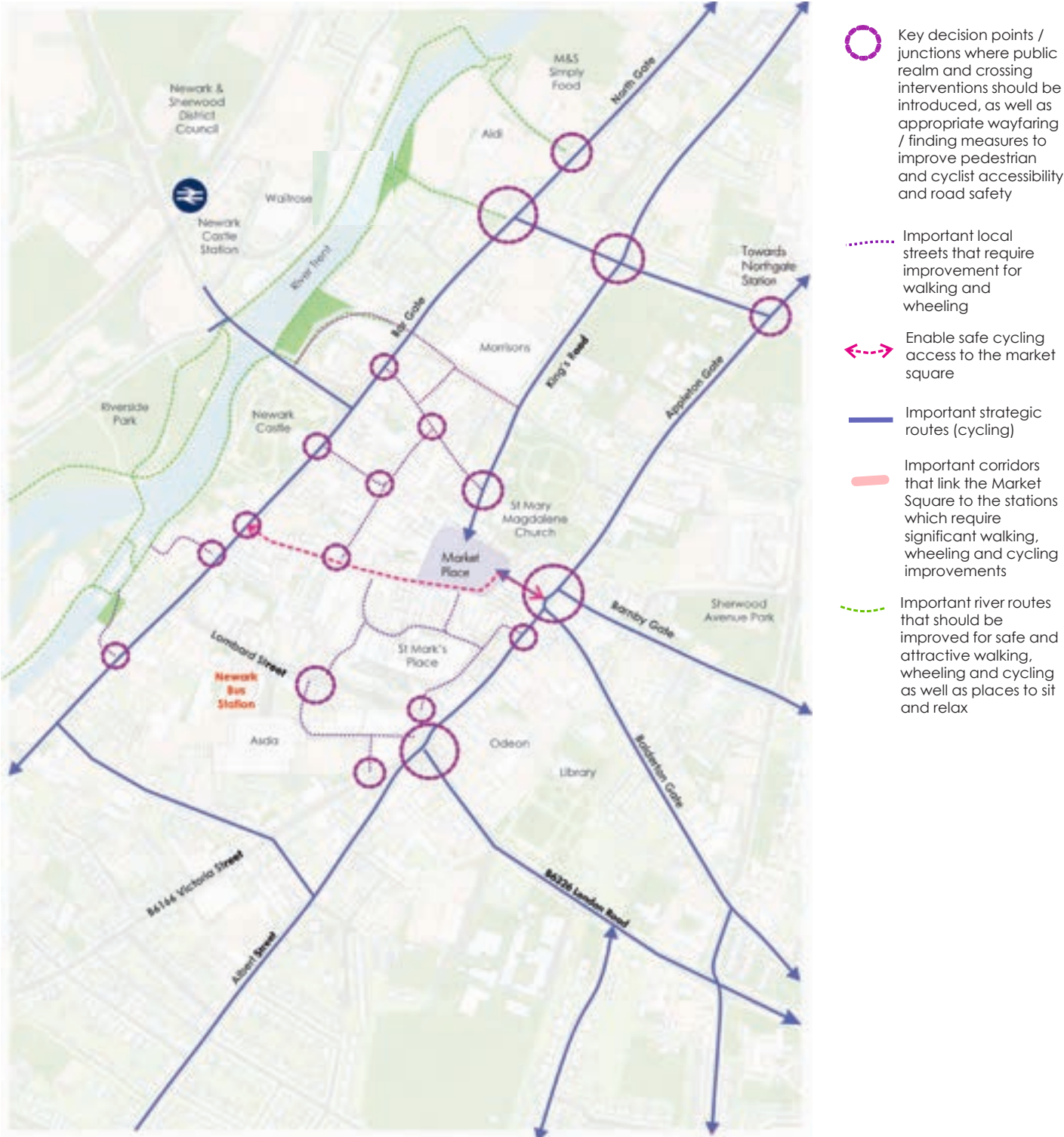


Fig 7 Existing walking and cycling routes which require intervention and improvements centre active travel recommendations

257 Beaumont Cross

The Beaumont Cross junction is a key node for the town. It is seen as both a pinchpoint for vehicle movement but also as a barrier for pedestrians, and currently offers a poor solution to both groups. Road infrastructure has gradually taken over the available space, requiring the relocation of the historic cross and to the general detriment of the historic buildings.

The junction is relatively complicated, with four offset roads converging on a bend. Since the development of the Asda store and adjoining buildings just over a decade ago a further pedestrian route has also been added - Robin Hood Walk. This creates a clear desire line from Carter Gate towards the new shops, and whilst some adjustments were made to the junction, it lacks the significant change needed.



Beaumont Cross in 1933 showing the space before the development of Robin Hood Walk and before the dominance of motor vehicles. (Image Credit: Britain from Above)

The concept illustrated here suggests ways in which the junction could be improved for pedestrians and for the setting of the historic buildings. The approach creates a more compact junction. Designing the lane widths to modern standards and making turns a little tighter slows vehicles down to improve safety and also means that space can be given back to pedestrians, improving pinch points and allowing more space for planting and seating.

The approach also reflects Carter Gate's reduced role as a service access only, and the one-way direction reversed to create a give-way exit onto the junction.

Ideas like this would need to be thoroughly tested and developed in collaboration with the County Council and would be subject to funding being available to support improvements.

Wider areas of pavement to improve amenity and safety also provide opportunities for trees and seating

Stop-lines moved forward to create a more compact junction with better visibility

Existing kerb line



Side turnings narrowed to reduce vehicle speed and create safer crossing points

Splitter islands can include SUDS

Clear and direct crossing which reflects the main pedestrian desire line

Due to Newark's largely flat terrain and direct links, there is an opportunity to significantly improve cycling safety, enjoyment and encourage greater cycling throughout the area. The plan opposite summarise the wider opportunities for improving cycling links to and from the town centre to wider communities. These opportunities pick up on existing Nottinghamshire County Council (NCC) aspirations as well as additional routes identified as part of this project.

Measures that are introduced should aim to ensure the safe passage of cyclists on continuous routes, which are legible, well maintained and accessible to all. Routes should consider other road users, integrate with bus routes and stops, and mitigate any negative impacts on the quality of public realm including minimising street clutter.



There is the opportunity to introduce Copenhagen style crossings to improve visibility and road safety



Improve junctions and crossing facilities in neighbourhoods and on key routes



Introduce 'welcome to...' banners to aid navigation and enjoyment of routes



Introduce cycling quietways including signage and road markings to improve safety



Introduce green infrastructure in conjunction with traffic calming on quiet routes



Introduce street art to improve wayfaring and provide interest on long routes



Introduce on-street cycle repair facilities at key locations



Introduce on-street residential cycle parking provision



There is the potential to introduce an E-bike cycle (and scooter) hire scheme in the town centre



Fig 8 Proposed improvements to Newark's strategic cycling network

25.8 **Integrated public transport**

Newark Northgate station is a short walk or cycle (5-10 minutes) from the heart of the town centre, yet it feels like much further and detached from its surroundings. The arrival experience at this station is poor and the routes to the town centre are unattractive and inaccessible in places for walking and wheeling.

Newark Castle station is severely impacted by the lack of routes to and from the station due to the impacts of the railway / level crossing and the River Trent.

The bus station and supporting bus stops are not fully integrated. Bus accessibility and reliability is impacted by existing road layouts and traffic congestion.

The ambition is to better integrate the railway stations, bus station and bus routes so that they better serve existing local communities and visitors and support more sustainable growth and development in the future.

The plan opposite summarise the main ambitions for better integrating public transport into Newark-on-Trent town centre. The aim is to improve the station arrival experience and its integration of other modes of transport including buses, taxis, walking and cycling.

Bus improvement measures

There is a need to improve existing bus routes to ensure they are more reliable, and better serve the local communities that surround the town centre including extension of evening and weekend timetables. Measures should also include better bus waiting facilities, such as shelters and seating as well as up-to-date information and Wi-Fi.

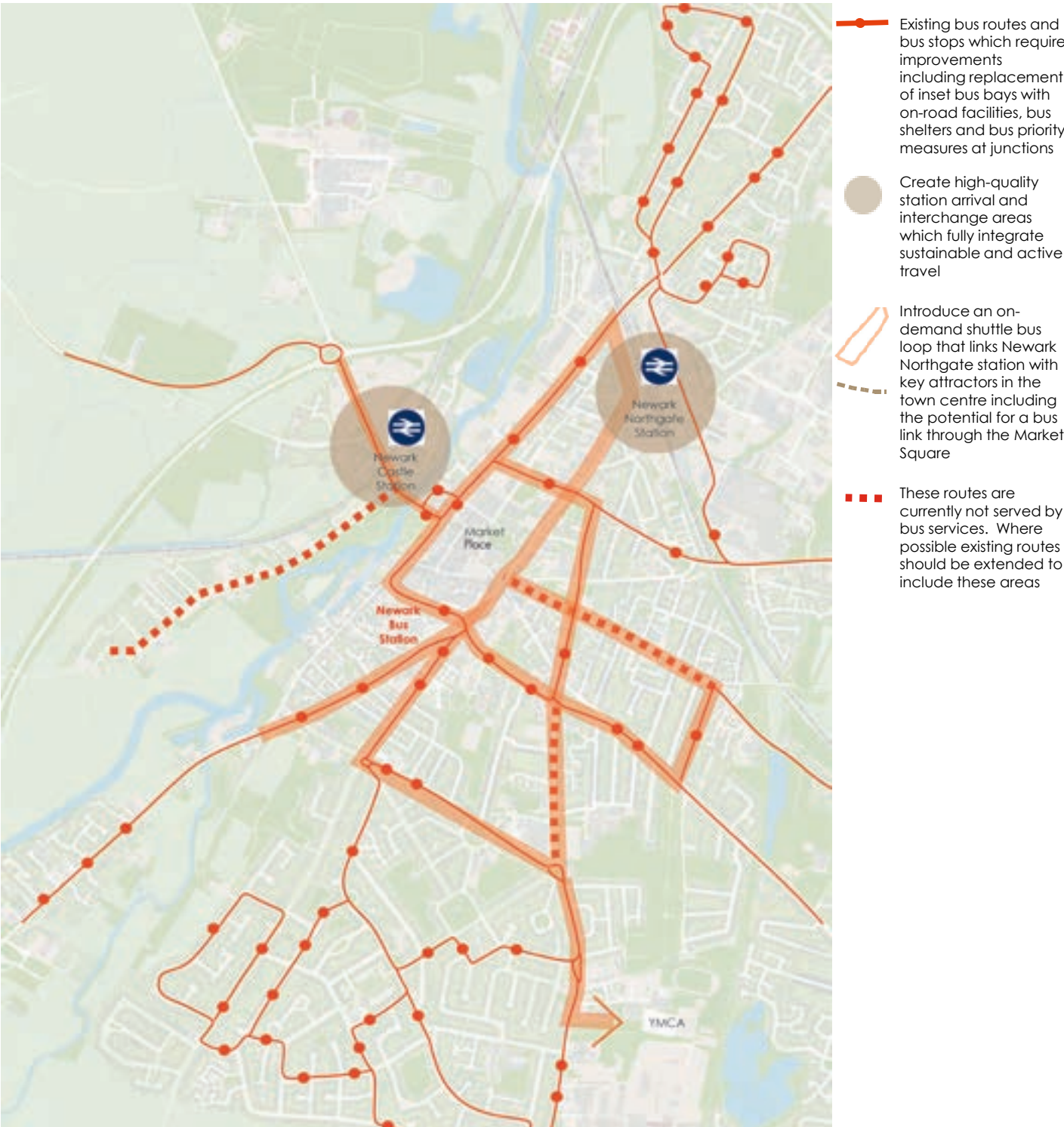


Fig 9 Potential improvements to public transport integration and connectivity

25.9 River corridor

Newark's riverside is an important asset to the town centre, however access to and along the riverside is disconnected and inaccessible to all. The ambition is to improve the riverside routes and crossings for walking, wheeling and cycling to encourage more local leisure use and visitors to this important natural asset. This would further enhance and support Newark's walking and cycling town status, as well ensuring its integration into the wider town centre and surrounding communities.

There is an opportunity to significantly improve the riverside paths and spaces to enable walking, wheeling and cycling for both leisure and commuting uses. Measures should look to improve accessibility, wayfinding, personal security and enjoyment of the river. Measures should also enhance the connections along and across with clear routes to the town centre and other key attractors including the two stations.

Specific ideas include:

- Delivering a continuous route north from the Town Lock, including a new boardwalk access under the Trent Bridge.
- Improving the river crossing at the Town Lock and the dry dock in partnership with the Canals and Rivers Trust to establish an accessible route onwards to the south.

- Improving connections from Castle Gate to the riverside path.
- Enhancing the Town Wharf as a destination and as part of the continuous riverside route.
- Delivering a continuous riverside path as part of the Cow Lane site development, and incorporating clear, safe and accessible routes via Water Lane and Cow Lane.
- Working with the Canals and Rivers Trust to explore improvements to the Parnham's island site that contribute visible activity and a potential destination such as a cafe on the island.



Strengthen riverside routes for walking, wheeling and cycling including footway improvements, signing, seating, vegetation cut-back and lighting

Potential for a further pedestrian and cyclist bridge in this location to provide greater access to the riverside

Opportunity to create high-quality riverside public realm that enables greater enjoyment and activation of the River Trent



Illustrative proposals for the Town Wharf and Town Lock areas showing improved riverside access

25.10 **Parking and deliveries**

As described elsewhere in this document, there is a clear ambition for a fully connected town centre that supports active and sustainable travel. However, there must be recognition of the need to provide visitor, employee and delivery parking for those whom walking, cycling and public transport are not an option.

Consequently, there is a need for a parking and deliveries strategy for change over the short, medium and longer term. This strategy should support a more sustainable system that enables more eco-friendly modes in the first instance and better supports business operations in a legible and safe manner.

Understanding User Patterns and Needs

To develop a parking and deliveries strategy, there is a need to undertake a parking and deliveries study to better understand parking and deliveries demand. This study should include a comprehensive parking and deliveries survey which details the following:

- The arrival, departure and duration of parking and delivery movements;
- Parking and servicing activity purpose; and
- The validity of that parking and servicing activity in the area.

The study should investigate the likely changes in future parking and servicing demand and identify responses that consider phased changes to the existing parking environment, in support of a more sustainable system.

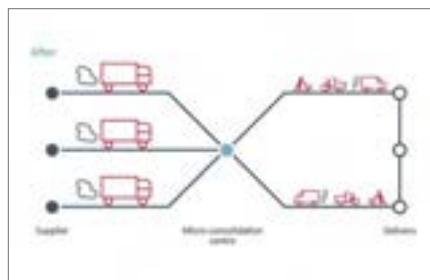
Such responses could include:

- Changes to existing parking tariffs to encourage longer stay and support a switch to bus / rail, walking and cycling;
- Changes to parking (on and off-street) locations and access arrangements to reduce the impacts of traffic, access / egress on the local road network and other road users;
- Changes to the number and type of parking bays provided including greater provision for disabled users and electric charging points;
- Changes to delivery routes and management to better serve local businesses and reduce the impacts of deliveries on other road users;
- Changes to market operations to reduce the impacts of (and to) deliveries and servicing on the market square;
- Changes to on-street restrictions including greater provision of shared loading bays to better support local business operations; and
- There is the potential to investigate the provision of lastmile hubs to reduce the number of delivery vehicles entering the town centre.



- P** Existing car park locations
- P** Existing car parks that impact on the highway network and quality of the local environment

Fig 10 Car park locations



The concept of last-mile delivery hubs that reduce the number of large vehicles entering the town centre



Greater support and encouragement for sustainable delivery operations should be considered as part of a parking and deliveries strategy



Example of quality on-street parking (including cycle parking) provision



Greater support and incentives should be given to the local community and businesses to encourage travelling by cargo bike



Greater provision of on-street and car park electric charging points should be considered

Newark's public realm strategy focuses on the creation of new public spaces and the enhancement of existing buildings and streets to provide spaces for all ages and abilities in the town centre to enjoy and benefit from. The series of initiatives and interventions identified on the adjacent plan, aim to address specific areas of public realm with both immediate and long-term benefits. Newark's existing and proposed public spaces, including streets, squares, the riverside, gardens and parks, must be safe and attractive to be in and spend time in. They will support a sociable and active community, through providing spaces which encourage social interaction in stimulating, comfortable and safe spaces. They will accommodate people with different needs and should be designed with accessibility for all users in mind, including having wheeled access. The design of these public spaces must put safety first, and help to reduce crime and anti-social behaviour, allowing people to feel safe in the town at all hours of the day.

Newark's net zero aspirations should also be reflected in the design of the public space, with opportunities for nature positivity and climate resilient design to be integrated.

Information on the initiatives and interventions identified on the adjacent plan are provided in detail throughout the following section of this report.

-  Station gateway
-  Gateway into town centre core
-  Key train station link route
-  Improved signage and wayfinding between train stations
-  Proposed river crossing
-  Improved river crossing
-  Existing river path
-  Improved pedestrian and cycle links to the river
-  Playground improvements
-  New playground
-  Important pedestrian and cyclist junction
-  Proposed pedestrian crossing
-  Important routes into the Market Place
-  Routes which would benefit from improved public realm interventions
-  Improved riverside public space
-  Re-imagined car-park with new public realm
-  Improved civic space
-  Improved riverside public realm
-  Areas which would benefit from improved street lighting
-  Car parking
-  Proposed raised causeway to create resilient access to the Tolney Lane area
-  Proposed pedestrian crossing over train line at Newark Northgate station

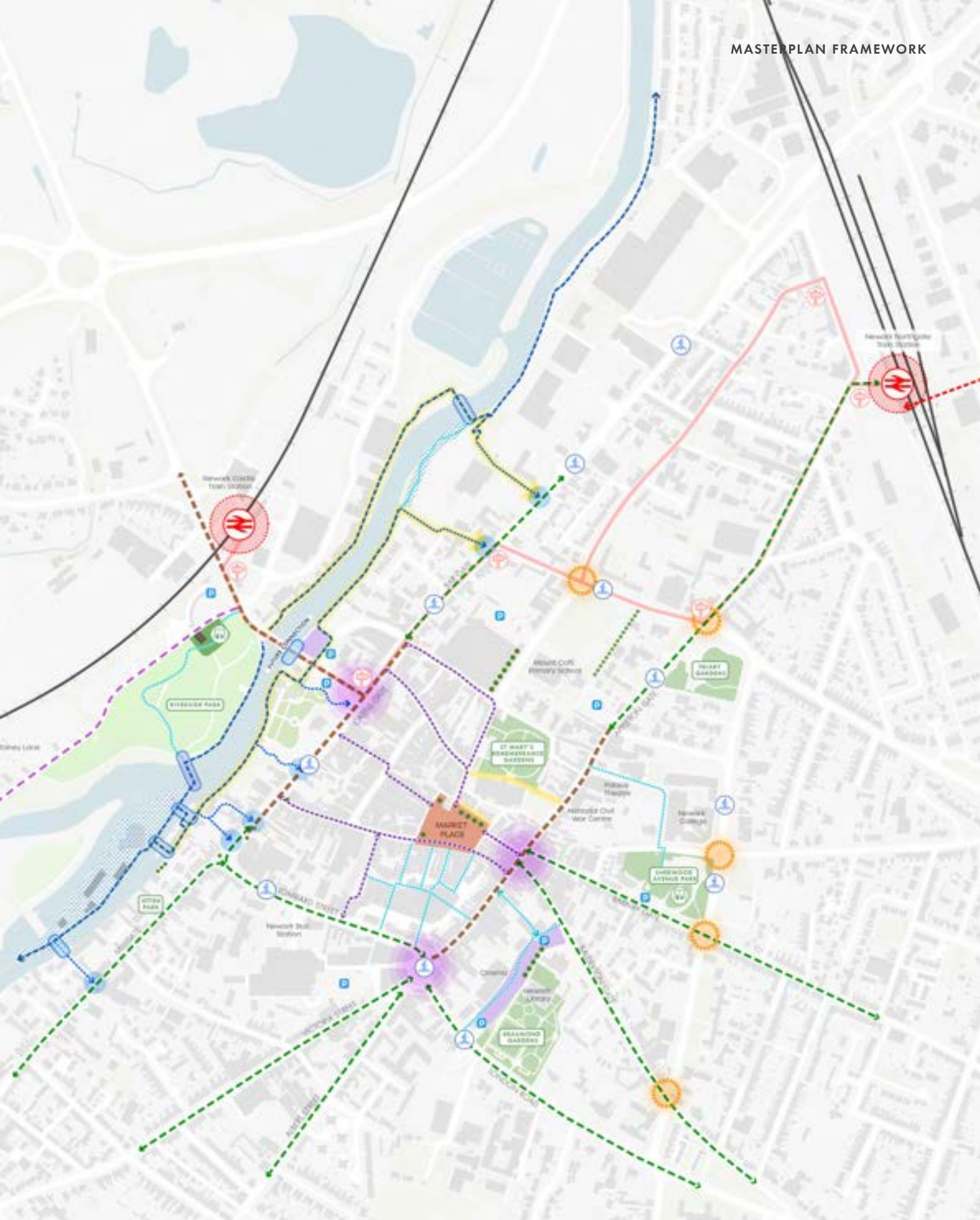


Fig 11 Illustrative public realm strategy (key on facing page)

26.1 Newark's Refuse Collection and Bin Storage Solution

Through the consultation and engagement the impact of bins and refuse on the town centre has been identified as an issue of concern. A range of options have been explored as potential improvements, recognising that an increase in town centre living and general business will need to be accompanied by stronger management of waste in particular.

The key challenge for bins in the town centre, both for residential and commercial use is the proliferation of individual bins, the need to store them and the impact that they have on bin day when they are all out for emptying. Comparisons with other management regimes in different towns and cities suggest a number of alternatives, which all centre around consolidation.

The following section provides an overview of the potential approaches in the town centre.

For further details please refer to section B.6.3 of the Newark Town Centre Design Code which deals with refuse storage.

Eurobins

These bins are commonly used for commercial refuse (such as for the Market Place already) but can also be used at a local level for residential waste.

They are sometimes regarded as unsightly in the public realm, risk attracting fly-tipping or non-resident use, and are not necessarily welcomed by those who live immediately next to them. However, they are effective and affordable and compatible with existing systems. Eurobins can be stored in secondary locations, with an element of screening and potentially with a pass-code to an enclosure which limits access.



Wheelie bins

Wheelie bins can be used in a similar communal way to paladin bins, with the addition of a secure storage space and a degree of communal management to store full bins and bring empty bins from the store out into the communal space for use. Again, this is compatible with existing systems, but requires a suitable space (perhaps such as an empty shop unit or store room) to support the effective running of the system.



Underground bins in a new residential development with segregated collection of waste, recycling and compostable waste

Daily collection

A further alternative is the option of daily collection, as sometimes used in dense cities. This has the advantage of completely doing away with bins, but does come with two key drawbacks. Firstly, the system requires a daily collection, which is labour-intensive. Secondly, it usually means that in the evenings the streets become dotted with black sacks of rubbish and recycling which can be unpleasant and which can detract from the ambience of the town.

Underground bins

Underground bins are a more modern approach and have been implemented in a few UK developments. They have a number of advantages including a clean and minimal appearance and are much more acceptable in the context of homes and businesses. However, the system is costly to implement, and requires not only the special bins system, but also dedicated lorries to empty and service them. A further complication in the context of Newark is the presence of buried services in existing streets and the likelihood of archaeological impacts for any dig.

CHARACTER AREA FOCUS





27.1 Framework structure

This section sets out the masterplan framework for each of the character areas in Newark Town Centre. This includes an analysis of the context of each area, including its key challenges and needs, which have been understood through both desk-based research, site visits, stakeholder consultation and public engagement.

To understand the opportunities within each of the areas, we have identified a set of project initiatives, which set out realistic and achievable ideas which could be undertaken to improve each area. Each project is accompanied by an illustrative masterplan, which sets out both strategic opportunities, in addition to specific project initiatives.

Timeline

- Short-Term: 0-3 years
- Medium-Term: 3-10 years
- Long-Term: 10+ years

Each project has been allocated an indicative timeline. This refers to the time period in which the project will be finished. For larger projects this could be more than 10 years. Priority projects could be seen to come forward more quickly.

It is important to note that the timelines are estimates only and are subject to shift according to availability of funding.

Complexity ●○○○○○ → ●●●●●●

The complexity of each project has been analysed to understand the number of factors relating to each. For example, a project with low complexity can be dealt with through planning process or led by council dept/community group alone with identified funding pot. A project with high complexity would more likely require coordination between various departments and public/private organisations and involves multiple funding streams and/or has separate project elements with interdependencies.

Impact ●○○○○○ → ●●●●●●

The impact of each project has been analysed to understand the effect that it will have on the town and the community. This could be in terms of the impact on the built environment or on the community.

Themes

Each of the projects is associated with one or more of the themes outlined in the previous chapter. It is important that the project aligns with the principles of the themes and supports the overarching vision for Newark Town Centre.



27.2 Project spotlights

Set out within each of the character areas are project spotlights. These address key opportunity sites which have been identified throughout this process, or are existing areas of opportunity for the District. For each project spotlight, a summary of the area existing uses, opportunities and the key proposed outcomes are presented. Most importantly, the key urban design principles and opportunities for each area are presented. This defines the relationships between routes, development blocks and spaces.

It is essential to note that the illustrative masterplans for each area are indicative and present one way in which the site could be developed, but not the only way. When development comes forward, it will be subject to design review and the public will also have an opportunity to comment on applications. The options that are illustrated in this document utilise the principles set out in the previous section.

27.3 Project prioritisation

This masterplan outlines a number of projects and initiatives. These projects will be included in a Town Centre Action Plan which will prioritise actions for delivery by the Council (subject to funding) and third parties.

28 OPPORTUNITY SITES





The sites and public realm projects shown as opportunities within this plan are ones which are already identified through the masterplan project. However, it is expected that other sites could come forward for development or improvement within the context of this masterplan, building on the key principles and responding to the Design Code.

- 1 Newark Gateway**
 Seeks to ensure redevelopment of land parcels on both sides of the Great North Road, which are of a quality which respects and celebrates the gateway nature of the sites as you enter Newark town centre. this includes uses, layout and design.
- 2 Cow Lane Scrapyard / 65 Northgate**
 Development of brownfield site to establish a continuous riverside walk and legible links from Northgate.
- 3 Orchard School**
 Redevelopment for residential uses retaining the existing strong tree line.
- 4 Town Wharf**
 Opportunities for enhanced public realm.
- 5 Riverside Park and Tolney Lane**
 Public realm improvements including flood alleviation strategies.
- 6 Corn Exchange**
 Maximise opportunities to encourage uses which secure the longevity of the building, which capitalise on the dual aspect frontage to riverside and castle gate and which exploits opportunities for riverside opportunities to castle gate.
- 7 Newark College**
 Opportunity to expand college uses or look at buildings that could be used for residential uses instead.
- 8 Market Place**
 Public realm improvements.
- 9 Gap site on Castle Gate**
 Restoration of the street frontage and creation of a legible pedestrian link to the waterside.
- 10 Town Lock**
 Improvements to bridge, securing the dry dock and repurposing of remaining site for uses to enhance the riverside.
- 11 Parnam's Island**
 Explore potential for this privately owned site for more integration into the riverside.
- 12 St Mark's Place**
 Redevelopment/partial refurbishment for mixed use, public realm and restoration of historic routes.
- 13 Castle Rising**
 Replacement of the post-war elements of the garage building with mixed-use infill development.
- 14 London Road car park**
 Opportunities for enhanced public realm to improve connections to Carter Gate and the Town Centre.

Fig 12 Illustrative sites plan

MEDIEVAL CORE

Character Area 1



*Financing for this project was provided by
The Rotary Club of New York, Inc.
New York State Office of General Services
New York State Office of General Services
New York State Office of General Services*



Description

28.1 **Context**

The Medieval Core best showcases Newark's rich history, through the preservation of buildings and the enchanting historic structure of the spaces and streets. The area features many interesting Georgian and Victorian buildings, which is illustrated through geometrically well proportioned and balanced architecture. This can be seen through the symmetrical pattern of windows and buildings, and classical decorative features including raised parapets, triangular pediments and columns. There are also several medieval timber-framed buildings which remain, particularly in the Market Place, and bring a historic charm and hint to the past. Much of the area's historic street pattern is still in tact, with the Market Place standing as a dominant feature at the centre of a network of small and narrow streets.

Some 20th century development has interrupted the historic urban grain, historic routes, permeability and street pattern of the Medieval Core, including St Mark's Place shopping centre, and the Asda development. The character area also includes one of the main entrances into Newark; Beastmarket Hill, from the Trent Bridge, crossing the Trent River. From here, the castle, river, Ossington Coffee Palace and church spire can all be seen. Today, the once magnificent entrance, is a busy and often highly trafficked area. The Character Area also includes Beaumont Cross, a busy junction for Lombard Street, Victoria Street and London Road.

Key land uses

- The character area is the primary shopping area, and includes many independent shops, alongside national retailers, as well as cafes and restaurants
- Heritage and cultural buildings, including Newark Castle, the Town Hall and Museum, the National Civil War Centre, St Mary Magdalene Church, the Palace Theatre, and the Market Place
- Green spaces, including St Mary's Remembrance Gardens and Newark Castle Gardens
- Night time economy with a number of pubs, bars and restaurants

Key features

- Narrow alleys and streets with arched ways and lanes through to yards, often pedestrianised
- Mix of Medieval, Georgian, Victorian and Art Deco style architecture
- Timber framed buildings with sash windows
- Important buildings, stand out with alternative material choice (often stone), wider plot width and taller height
- Stone dressings and lintels
- Varied roofscape with parapets, cornices
- Narrow plots and fine urban grain, which is occasionally interrupted by wider frontages, notably around Market Place and East Street



Newark Castle on the riverfront



Small pedestrian lanes



The Corn Exchange



View over the River Trent



St Mary Magdalene Church from Kirk Gate



The Former White Hart Hotel



Market Place



Historic shop fronts



Beaumont Cross junction



Kirk Gate demonstrates the varied architecture and curving streets characteristic of the Medieval Core



Alleys through buildings



St Mark's Place

29.1 Key challenges

- A. Non-continuous building line and inactive frontages along Lombard Street leads to public realm feeling unfriendly and illegible to pedestrians, as well as disrupting the historic setting and character of the area
- B. Beaumont Cross junction is dominated by cars, and pedestrians are constrained by crossing barriers, which causes severance between the primary shopping area and the town's hinterland to the south including Asda.
- C. Limited pedestrian crossings over Bar Gate and Castle Gate restrict safe access and disconnect the riverside from the town centre. This is amplified by the consistent heavy traffic on Bar Gate and Castle Gate, and over the Trent Bridge. Measures to reduce traffic speeds and improve pedestrian connections between the town centre and the riverside should be explored.
- D. New developments must be sensitive to important views of St Mary Magdalene's Church Spire. A view study would be helpful to guide development
- E. The archaeological sensitivity of this area means that development may require archaeological investigation
- F. Town Centre retail space is restricted by smaller retail units and this is pushing national retailers to edge of town retail parks, leaving shops empty in the Medieval Core



Empty shop fronts in vacant units create an untidy public realm and highlight declining retail in the centre



Areas with blank or lack of frontage, minimising overlooking and passive surveillance

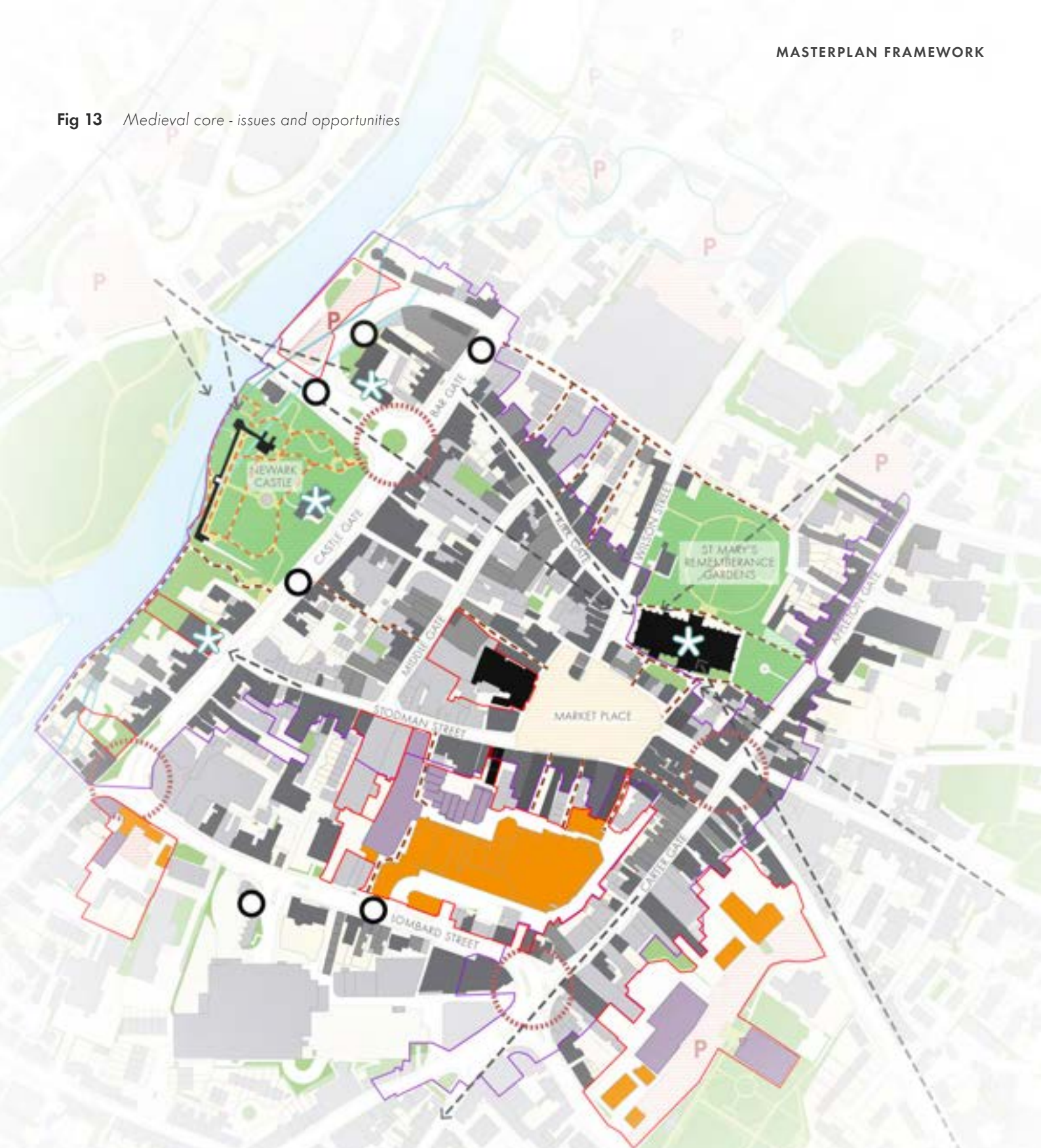


New developments such as Asda interrupt the historic urban grain and street pattern



Traffic on Castle Gate and Bar Gate is a frequent sight

Fig 13 Medieval core - issues and opportunities



- | | | |
|--|--|--|
| Opportunity site | Heritage action zone | PRoW |
| Existing buildings | Civic space | Footpath |
| Grade I listed building | ✳ Landmark | Car park |
| Grade II* listed building | ←-- Important view | Building with potential for redevelopment |
| Grade II listed building | Bus stop | Buildings to be retained and enhanced |
| Building with historic interest | Important junction | |

Projects and initiatives

- 1A** Market Place public realm improvements
- 1B** Historic shop front and facade renovations and vacant shop front activation
- 1C** Events and market programme
- 1D** Beaumont Cross improvements
- 1E** Bar Gate and Castle Gate public realm improvements
- 1F** **Bin strategy** *(note town centre wide, and thus this is not pinned to a specific location the plan)*
- 1G** Historic building retrofit and energy efficiency improvements
- 1H** Utilise the gap site on Castle Gate
- 1I** Cycle parking
- 1J** The Wharf public realm improvements
- 1K** Beastmarket Hill
- 1L** St Mark's Place redevelopment
- 1M** Town Centre residential



Fig 14 Medieval core - proposals

TOWN WHARF



Precedent: Granary Square, King's Cross with steps down to the canal side



VACANT SHOP FRONT ACTIVATION



Precedent: Borough Yards empty shops LED lighting display (photo: Allies and Morrison)

- Existing buildings
- Grade I listed building
- Grade II* listed building
- Grade II listed building
- Building with historic interest
- Bus stop
- Existing footpath
- ✦ Landmark
- Shopfront improvement
- Improved junctions
- New/improved cycle route
- Public realm
- Tree planting
- Proposed building
- Existing building improved and enhanced
- Proposed amenity green space
- Market stalls

Improved public realm along existing street (remove orange from Carter Gate)

29.3 **Projects and initiatives**

1A **Market Place public realm improvements**

Public realm improvements to the Market Place will help to activate the space and provide a setting which people can enjoy and dwell in. It will be designed to allow the historic buildings to be showcased properly within the magnificent setting. Playing host to a number of activities, including frequent markets and a range of events throughout the year, it is important that the Market Place remains a flexible space. The Market Place improvements will include infrastructure upgrades and spaces for performance events, as well as updates to lighting and market stall layout to design out crime and help people feel safer, especially after dark. It will be made more climate resilient with sensitively and appropriately placed planting, and the possibility of floor-based fountains. Outdoor seating from market vendors, and surrounding shops, cafés and restaurants will encourage people to sit and enjoy the space.

1B **Historic shop front renovations and vacant shop front projects**

Continuing the work of the Town Investment Plan, historic shop fronts will continue to be a priority to renovate and will be focused on the primary shopping area. Renovations should focus on creating active frontages with facade details that are historically informed, using research and old photographs to redesign fronts. Shop fronts should be cognisant of their heritage surroundings and attention must be paid to sign designs and fascias, as well as advertising in shop windows.

If shops are vacant, enhance the public realm by introducing art and installations in the shop windows to activate the spaces and celebrate the community. Lighting, such as the temporary installations in Borough Yards in Southwark, London can help to bring life and activity to shop fronts. They could also feature artworks from local artists or schools, or feature work or information from community projects.



- A MARKET TOWN
- A SKILLED & CREATIVE TOWN
- A RIVERSIDE TOWN
- A THRIVING TOWN
- AN ACTIVE & ACCESSIBLE TOWN
- A TOWN OF DISCOVERY

1C Events and market programme

The existing regular programme of events will be expanded, including general and specialist market dates. The calendar of events will be shared and promoted widely, including online and using posters at key nodes such as car parks and train stations.

The programme will feature events that happen on a weekly, monthly and less regularly or as a one off. Specialist markets such as makers markets, teenage markets and farmers markets should also utilise the alcove in the Buttermarket to activate this space.

A further element which would support events and benefit the town centre more widely would be the provision of good quality and well maintained public toilets.



Impact ●●●●● **Complexity** ○○○○○ **Timescale** Short term



1D Beaumont Cross improvements

Improved public realm and pedestrian experience at Beaumont Cross will give space back to people and help to reconnect the two sides of the street, between Carter Gate at the lane towards Asda.

Historically, this area included a memorial cross and celebrated the surrounding architecture. With this in mind, the new proposals should rebalance the space and reduce the impact of highways infrastructure, such as removing barriers, tall street lamps and yellow way markers. It should seek to reintroduce street planting and reduce highway width to reduce traffic speed.

The open space next to the Travelodge should introduce SUDS with planting and trees, and seating to improve comfort, accessibility and climate resilience.

Impact ●●●●○ **Complexity** ●●●●● **Timescale** Medium term



Projects and initiatives



Bar Gate and Castle Gate public realm improvements

Reduce the impact of highways infrastructure on Bar Gate to improve overall public realm and appearance of the historic environment. This could include infilling bus stops to allow for larger pavement space, making room for businesses to harness outdoor seating, such as at Taylor’s and Ann et Vin.

Improve connections from the town to the riverside by introducing more crossing points for pedestrians at key places, including by the entrance of the Castle. Introduce pedestrian priority paving across side roads, such as Stodman Street.

Enhance the overall appearance of the street by repairing, enhancing and consolidating the pavement materials, as well as removing bollards in pavement in places where they clutter the space.



Bin strategy

Bins currently obstruct and clutter the public realm, leading to reduced quality of public spaces, distraction from the historic environment, and obstacles for people, especially those with limited mobility.

The introduction of communal bins for retailers in the Medieval Core can alleviate these problem. Yards and other back of unit spaces can be used to store the bins. The redevelopment of St Mark’s could also utilise some space in the Medieval Core for this facility.

An alternative to this, is the introduction of underground refuse storage to remove all bins from the public realm. This will require further studies and archaeological surveys of the area.

It is important to note, that this strategy will also require coordination with upgrading the Council’s refuse fleet.

More information on the bin and refuse strategy can be found on page 124, and within the Town Centre Design Code.

Impact



Complexity



Timescale

Short term



Impact



Complexity



Timescale

Medium term





1G

Historic building retrofit and energy efficiency improvements

Bring historic buildings in to the modern day by sensitively improving their energy efficiency in an historically informed way. This will help to reduce ongoing energy costs for tenants and owners, improve comfort levels and ensure that statutory requirements, such as the building regulations or the Private Rented Sector Regulations are met.

When renovating or retrofitting historic buildings, consideration for the context and historic significance are crucial. A whole building approach is required to ensure that energy-efficiency and retrofit measures are suitable, robust, well integrated, properly coordinated and sustainable.

Vacant historic buildings should be brought back into use and sensitively adapted to meet the needs of the new use and modern users. This can include the sensitive reconfiguration of buildings to better suit modern commercial needs and retain shops and businesses in the town centre.

1H

Utilise the gap site on Castle Gate

Develop and make use of a central site to restore the street frontage. The development should also look to create a legible and easily accessible pedestrian link to the riverside to connect Lombard Street directly to the river. Where possible, retain mature greenery look to increase biodiversity and greening further to enhance resilience against flooding.

Impact



Complexity

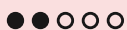


Timescale

Medium term



Impact



Complexity



Timescale

Short term



29.5 **Projects and initiatives**

11 **Cycle parking**

Improve coverage of secure and safe cycle parking in the town centre at key destinations, including around the Market Place, St Mark’s Place, along Bar Gate. Ensure that the parking facilities are overlooked. Sheffield stands should be favoured as they allow users to secure their bikes in two places. Some spaces should also be allocated for bigger bikes such as cargo bikes.

There is scope to utilise one of the empty shop units to create a mobility hub, including cycle workshop, tools, and secure parking. This could be a community-led project and include repair and recycling of existing bikes as well as training, advice and support similar to examples such as Yate Community Bike Hub, near Bristol.



Impact ●●●○○○ **Complexity** ●○○○○○ **Timescale** Short term



1J **The Wharf public realm improvements**

Improve the riverside space at the Town Wharf including new terraces down to the river and measures which allow for flexible use of the car parking for occasional events and markets.

The approach supports existing commercial leisure uses including the Castle Barge pub, Pizza Express and Not My Monkey through improved public realm and opportunities for outdoor seating and will better help to connect the town centre with the riverside as well as help to establish the continuous riverside walk with the addition of a boardwalk under the Trent Bridge connecting to the Castle.

The heritage of the wharf could be clearly demarcated in the landscape, as illustrated in this case study from Southampton.



Impact ●●●●●○ **Complexity** ●●●●○○ **Timescale** Medium term



A MARKET TOWN

A SKILLED & CREATIVE TOWN

A RIVERSIDE TOWN

A THRIVING TOWN

AN ACTIVE & ACCESSIBLE TOWN

A TOWN OF DISCOVERY

1K

Beastmarket Hill

This is one of the key entrances to Newark and one of the most impressive with many historic assets and features in view, including the river, Newark Castle, Ossington’s Coffee Palace and St Mary Magdalene’s church spire. The area can frequently be very trafficked by vehicles. Reduction of vehicle dominance and improved junction should help rebalance the space. There is opportunity to consolidate signage, and improve the greening, including additional greening in central reservation and potential for trees on pavements on northern side of road. Opportunities to integrate cycle lanes into the roundabout should be explored. There is also potential to create a conventional bus-stop arrangement and reduce parking on the southern side of the road, retaining blue badge parking.

1L

St Mark’s Place redevelopment

There is opportunity to redevelop the post-war shopping centre and NCP car park for mixed-use, including retail, community and residential. The redevelopment should restore historic routes, and have active frontages to improve the public realm. This will help to better connect the heart of the town with the bus station and Asda to the south.

The redevelopment should foster exemplar design quality, including a strong focus on sustainability, low/no carbon, and urban greening to increase biodiversity, improve climate resilience, and help to reach the Council’s Net Zero by 2035 targets. This project is explored in more detail on page 152.



Impact ●●●○○ Complexity ●○○○○ Timescale Medium term



Impact ●●●●● Complexity ●●●●● Timescale Medium term





Town Centre residential

Noting that the town centre has significantly more retail floorspace than the town can sustain in the modern era, it is sensible to develop an approach to the consolidation of town centre activities to ensure that the core of the town feels cohesive and that the Market Place remains vibrant and healthy.

In exploring a more compact town centre boundary, excluding areas of Carter Gate and Appleton Gate this should not affect existing businesses. However, it opens up more flexibility for vacant premises to be considered for community uses or residential occupation.

The gradual shift away from shops and businesses should also be reflected in changes to the streetscape which better support town centre living, including more pocket green spaces, tree planting, seating and other amenity to improve liveability.

The Design Code will direct and guide developers, land owners and tenants on how to adapt existing buildings, such as shops to residential uses. Adaptive re-use projects should be designed sensitively to minimise and where possible, avoid harm to historic buildings and the heritage setting.

Town Centre dwellings should have active frontages, promoting passive surveillance, with windows and doors facing the street.

The masterplan locates areas where an increase in residential uses could be located, including on upper storeys. This includes conversions on Carter Gate and Appleton Gate. There is also opportunity to incorporate residential uses into sites of redevelopment, such as St Mark's Place and the Back of the Lock Keep site, when these come forward.

Impact



Complexity



Timescale

Long term





125.3m² (1,369ft²)
TO LET (MAY SELL)
FHP
fhp.co.uk
0115 950 7577

Magpie Security Ltd
MAGPIE SECURITY LTD
0115 950 7577

PUBLIC REALM IMPROVEMENTS

Continuous riverside route established

Improved outdoor space for the Castle Barge

Space created to allow Pizza Express and Not My Monkey to benefit from outdoor dining areas

Some parking retained in a more compact area, mainly to serve disabled visitors



The Wharf is one of the town's primary riverside spaces, but it is currently mainly used as a public car park, and the public space down the stairs does not promote relaxation or dwell time. This space could provide the opportunity to create a new larger flexible space for local people to enjoy for markets and similar events, as well as a greener space from which to enjoy the riverside and better connect the town centre to the riverside.

Potential for food stalls on the wharf, especially for popular periods of the year and events

Major new riverside seating terrace, integrating planting, trees and lighting

New boardwalk creating a continuous route south past the castle



Town Wharf

PUBLIC REALM IMPROVEMENTS

Transformation of the town centre to make it better suited and more attractive for town centre living is about much more than the changes to individual buildings. Changes to the wider environment and streetscape, including allowing doorstep greening and seating, adding parklets and onstreet greening all contribute to an improved liveability, making it attractive as a place to live and visit.

Street greening can take many forms, including areas of SUDS planting in the street and planting, pots and window boxes related to the buildings



The changes to the street give more opportunity for outdoor seating, either as cafe tables or public parklets

Existing shops and businesses are protected



The street will continue to provide service and emergency access



29.7 Project spotlight

St Mark's Place

St Mark's Place is located to the south of Newark Market Place, and has a frontage to Lombard Street. It comprises predominantly of a shopping centre which was constructed in 1977 by Gordon Benoy and Partners. A pedestrianised street crosses east to west through St Marks Place.

Key benefits and outcomes

There is opportunity for the site to include a mix of uses including residential, leisure, food and beverage, as well as open space. Uses could also include a new (relocated) library, which was highlighted in the stage 1 engagement. A space for young people could be especially valuable in this central setting. Restoration of former historic urban grain, scale and massing must be balanced with consideration of embodied carbon. A key focus for the redevelopment of St Marks Place is to create a permeable area, which reflects the historic street pattern of St Marks Place; which was once a network of alleyways and narrow streets, which ran perpendicular between Lombard Street and the Market Place. The pedestrianised route between the shopping centre and the commercial buildings north of it currently feels like an enclosed passage with few opportunities for spill out cafe space. Creating a space which is inviting, safe and usable is central to the redevelopment of the area.

Opportunities and project initiatives

- A. Improved connection through from Carter Gate
- B. Restoration of pedestrian lane from Lombard Street towards the Market Place
- C. New pedestrian lane from Lombard Street towards the Market Place
- D. Delivery of a more legible pedestrian route from Stodman Street to Lombard Street and on towards the bus station
- E. The existing vehicle access is retained to ensure continuity of access to the existing properties unaffected by the development
- F. The services access is to be retained
- G. New development is predominantly residential above a podium, providing active ground floor frontage and accommodating parking
- H. Existing buildings to be refurbished and re-used
- I. Street planting should be introduced to improve the public realm and provide shade, greenery and privacy to residential properties
- J. The improved central courtyard will be the focal point for a limited element of replacement commercial space. The pedestrianised area should be large enough for people to socialise, sit and relax in. It should also be flexible and provide a space for small events and market stalls when the Market Place is being used. This was highlighted as a desire from people in the stage 1 engagement
- K. Development must be sensitive to the listed heritage assets located between St Marks Place and the Market Place.
- L. Non-residential development must be sensitive to the consented residential scheme on Stodman Street.

Fig 15 St Mark's Place

NEW PUBLIC SPACE



Precedent: Rathbone Square, London, Gustafon Porter + Bowman. Planters with seating, and lawn

TOWN CENTRE MIXED USE



Precedent: Pavilion Road, London. Sensitive low-rise infill of retail and workspace with upper floor residential spaces alongside existing buildings



- Existing buildings
- Consented scheme
- New/improved public realm
- Buildings to be retained and potentially enhanced
- Proposed buildings
- Proposed parking
- Important frontage
- Tree planting
- On podium green amenity space
- Vehicular access
- Vehicular service route
- Pedestrian/cycle access
- Footpath/cycle route
- Cycle parking
- Proposed cycle route in surrounding area

PUBLIC REALM IMPROVEMENTS

The redevelopment of St Mark's Place can deliver high quality town centre living, both in the homes created, but also in the attractiveness of the spaces. Ground floor uses are likely to be workspace or community spaces rather than shops, adding to the community feel.

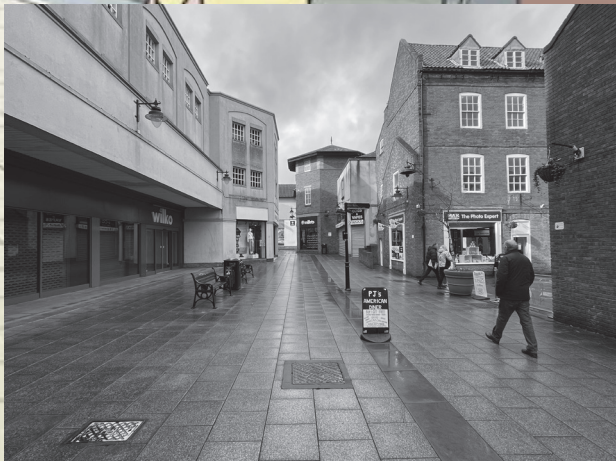
Consented Stodman Street scheme delivering new homes on the former Marks and Spencer site

Ground floor space is likely to be workspace or community uses



Trees and pockets of planting combined with seating contribute to the attractiveness and liveability of the area as well as helping to address the impacts of climate change

The approach works with the existing historic buildings, protecting the shops on Clinton Arms Court and retaining the rear service access to Lombard Street and Carter Gate properties



St Marks Place

Market Place

The Market Place is one of Newark's biggest assets, and whilst it remains a really important part of the identity of Newark and its daily life it is a challenging public space. Through the consultation process, the market places was described as the heart of the town and the community. During our engagement we heard that people acknowledged that the market had diminished over the years, and people were keen to see more life brought into it.

Critical to the way that the space works is the management of the market itself. At present a large number of stalls remain empty during the day on most days of the week and contribute to a somewhat barren and intimidating character in the evenings. This needs to be addressed in order to allow other uses to flourish which bring people into the town and retain vitality.

At its heart the public space should remain simple, uncluttered and timeless - a neutral canvass for the buildings framing it.



Opportunities and project initiatives

- A. A reduced number of larger static stalls to reduce the impact of vacant stalls both during the day and especially at night. Additional stalls to remain as an option for busier market days.
- B. Remodelled paving, retaining a simple clear approach and re-using the existing materials as much as possible. Revised layout to clarify access routes and establish protected spaces for activities.
- C. Establishment of a larger proportion of the space on the north side of the square which would be suitable for outdoor dining, and the potential for areas which could be served by food trucks as well as restaurants.
- D. Introduction of simple elements of seating, with the potential to use this to de-mark and protect areas of activities. This provides more opportunities for people to spend time in the market place in different ways.
- E. Potential for areas of soft surface and greening to be included, with the benefits of helping to manage drainage. This could be integrated with seating.
- F. Establishment of a clear space for events and activities in front of the Town Hall which could include lighting and fountains set into the pavement.
- G. Exploration of the merits of including tree planting in the square, subject to further investigation of constraints such as underground services and archaeology as well as consideration of the setting of the listed buildings and the character of the space.

Fig 16 Market Place

EMBEDDED FOUNTAINS











Precedent: Fountains embedded into the ground are fun, flexible and provide cooling on warmer days

A

Precedent: Fareham Market Place. Lightweight, pop up benches are placed out for use by all in the Market Place

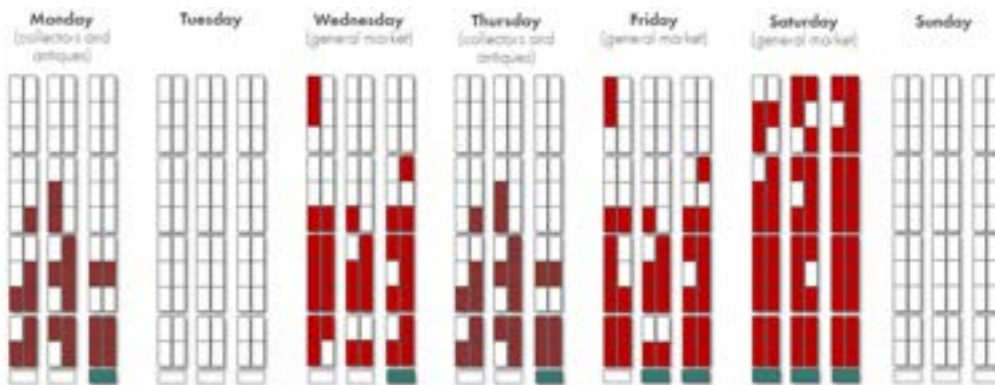
FLEXIBLE MARKET USES



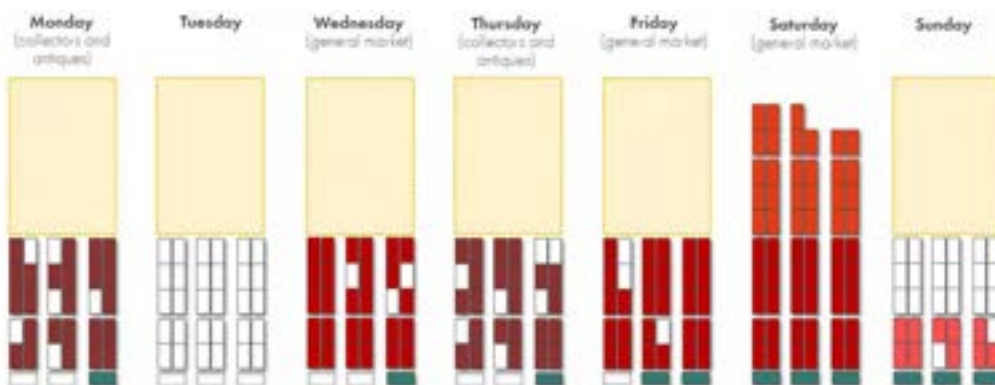
-  Opportunity site
-  New/improved public realm
-  Buildings to be retained and potentially enhanced
-  Proposed buildings
-  Proposed parking
-  Important frontage
-  Existing building
-  Consented scheme

Market stalls

The existing market stalls are highly functional, providing good weather protection and being heavy enough to resist high winds. However, this also means that they are relatively inflexible, and expensive and time-consuming to move. As a consequence the market place often feels empty of activity during the day and can feel very intimidating at night. It also limits the potential for other activities to populate the space and attract people into the town centre. It is important that options for the space include a model for the stalls which balances practicality with the wider objectives of attracting people to the market place for a range of reasons.



In the existing market place the majority of the stalls are empty most of the time and have a big impact on the character of the space.



A reduction in the number of permanent stalls would free up space, but can be supplemented with temporary stalls on the biggest market days.

Fountains case study - Walthamstow

Fountains embedded in the paving of Fellowship Square at Walthamstow Town Hall have created a new destination both in the daytime and in the evening. However, they have also been designed to facilitate dignified and significant events in the same space.



Trees in historic spaces

Trees could play a role in the future to manage comfort and liveability in hotter temperatures. There are numerous examples from the Victorians to the present day of trees being planted in historic spaces. However, this approach needs to be carefully weighed and reviewed in the context of the historic character of Newark.





Groundscape

Any redesign of paving to the market place should start with the retention and re-use of historic materials wherever possible whilst improving accessibility. It should have the core objective of delivering a space which is simple, uncluttered and defers to the buildings. Paving should create a simple edge to the space with minimal delineation for vehicles, but providing a clear route where people can expect to cycle through.



Populating the space

A smaller number of regular stalls would support most market days, and could be arranged in several different ways including the possibility of leaving a diagonal route from Bridge Street to Stodman Street.

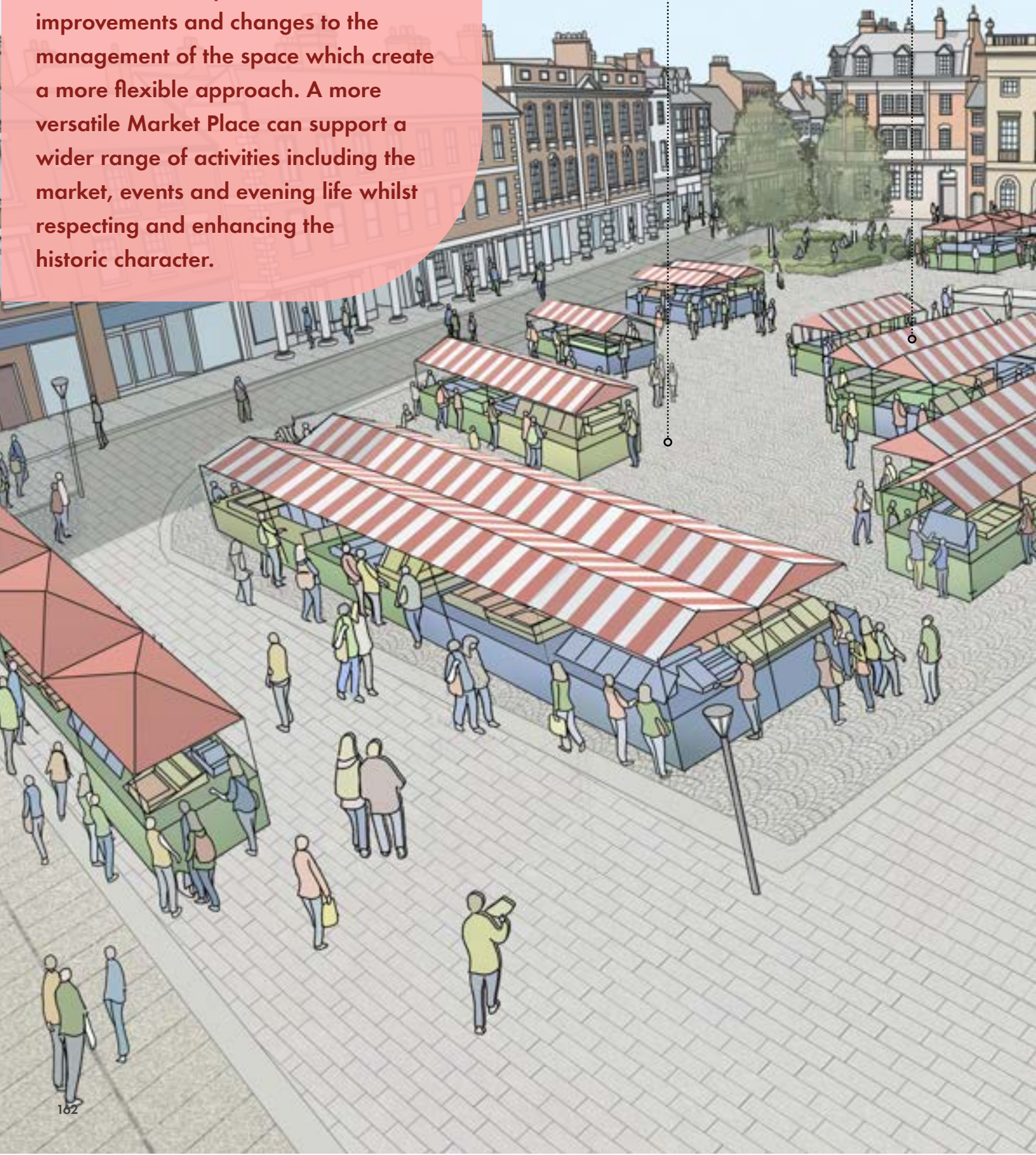
The addition of trees could also be explored, adding shade to improve liveability in warmer months and allowing lighting installations year round. Their impact on the setting of the historic buildings will be a key consideration, as will the presence of buried services and archaeology.

MARKET PLACE ILLUSTRATION

Reduced number of static stalls except on busy market days

Potential to test alternative layouts to improve connectivity

The Market Place proposals include a combination of public realm improvements and changes to the management of the space which create a more flexible approach. A more versatile Market Place can support a wider range of activities including the market, events and evening life whilst respecting and enhancing the historic character.



Additional stalls for bigger markets or special days

Renewed paving, maintaining a clear route for servicing

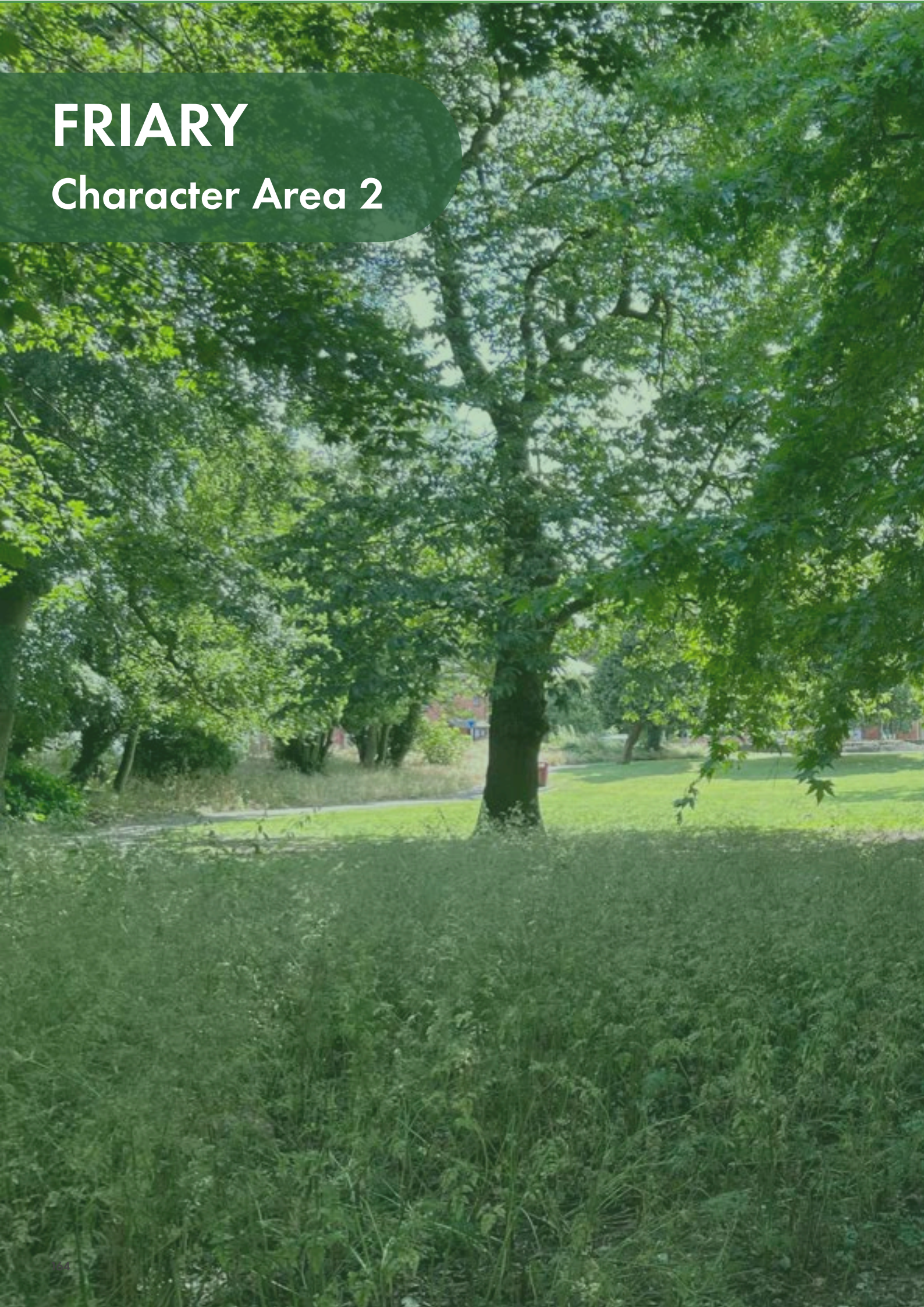
Potential for tree planting offering shade to improve the liveability of the town centre

Option for much better areas of outdoor seating for businesses on the north side of the square



FRIARY

Character Area 2





Friary Gardens

29.8 Context

The Friary Character area is located on the north eastern edge of the historic core, and is bound to the north by Queens Road. Both Kings Road and Appleton Gate pass through the character area, making it accessible, but also often congested with vehicular traffic. The area has a transitional character, with development concentrated closer to the medieval core in the south, and the open spaces of the Friary Gardens, the primary school playing fields and Morrisons car park located to the north of the area. Architecturally, the buildings differ within the character area, with Magnus Street including a number of attractive Victorian homes.

Friary Gardens provides quality open spaces while unlocking the town's rich history. Appleton Gate, King's Road and Queen's Road are wide which can make this area feel less suited to pedestrians. From Queen's Road, St Mary Magdalene's spire can be seen.

Key land uses

- Morrisons and car park
- Appleton Gate car park
- Mount CofE primary school
- The Newark Orchard Area Special School
- Former Newark Ambulance station
- Friary Park
- The Friary (historic landmark)

Key features

- Fragmented developments with varied architectural style and typologies
- Town centre fringe transitional character
- Abundant use of red brick
- Larger building footprints such as Morrisons which have negatively impacted the historical character of the area
- Wide roads which can feel like pedestrians do not have priority and can be out of scale with the original historic setting
- Gabled roofs (front and side, sometimes a combination on larger villas and important buildings)



New homes with contemporary architecture, Kings Road



Friary Gardens



Appleton Gate and Queens Road junction, looking north



Cycle lane on junction



View south along Appleton Gate



Signage and murals



Former church on Kings Road



Vacant building on Appleton Gate



Converted warehouse building into a gym

30.1 Key challenges

- A. The scale and massing of the Morrisons building and car park detracts from the rhythm and scale of the surrounding historic environment.
- B. The area can be car dominated due to the car parks, and proximity to well used roads, including Kinds Road, Appleton Gate and Northgate (located to the west of the character area).
- C. Poorly maintained cycle route which navigated around the Queens Road and Appleton Gate junction, utilising the traffic islands, however the cycle route does not continue along Appleton Gate or Queens Road.
- D. No pedestrian crossing point on Appleton Gate to allow children at The Newark Orchard Area Special School and Mount CofE primary school to safely access Friary Park.
- E. Traffic islands are helpful for crossing, but can be unsafe for young children, especially if cyclists are also using them.
- F. There is limited seating in Friary Park.



The former Orchard School is a key development opportunity



Homes on Queens Road



Cycle lane on junction of Appleton Gate and Queens Road is in poor condition.



Poorly maintained path in park

Fig 17 Friary - issues and opportunities



- | | | |
|---------------------------------|--------------------|---|
| Opportunity site | School building | Footpath |
| Existing buildings | Bus stop | Cycle path |
| Grade II listed building | Important junction | Car park |
| Building with historic interest | Traffic island | Building with potential for redevelopment |
| Scheduled ancient monument | Traffic lights | Buildings to be retained and enhanced |

30.2 **Projects and initiatives**

2A

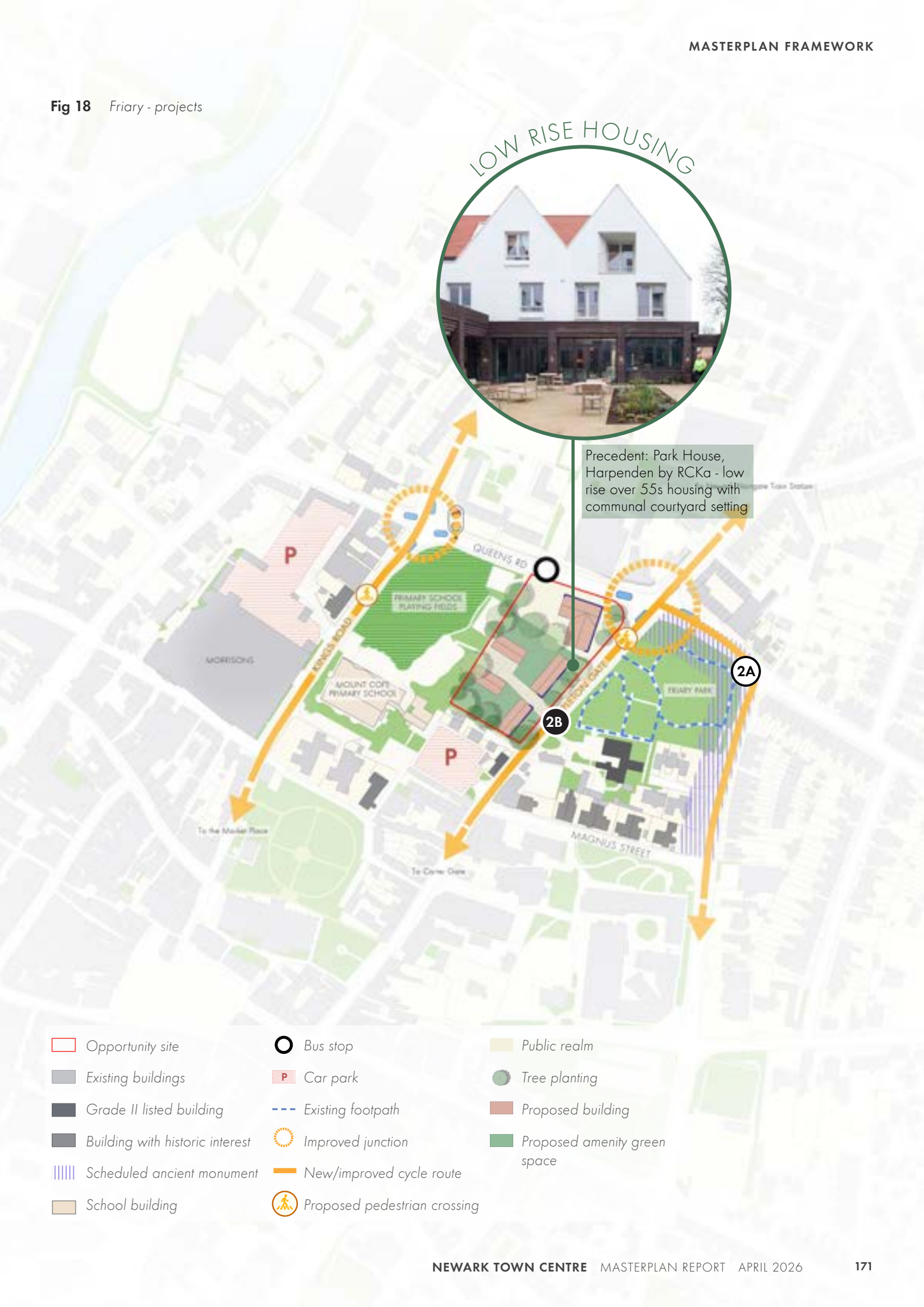
Friary Park improvements

2B

Former Orchard School redevelopment



Fig 18 Friary - projects



LOW RISE HOUSING



Precedent: Park House, Harpenden by RCKa - low rise over 55s housing with communal courtyard setting

- Opportunity site
- Existing buildings
- Grade II listed building
- Building with historic interest
- Existing footpath
- New/improved cycle route
- School building
- Bus stop
- Car park
- Improved junction
- New/improved cycle route
- Proposed pedestrian crossing
- Public realm
- Tree planting
- Proposed building
- Proposed amenity green space

Projects and initiatives

2A

Friary Gardens improvements

Improvements to the green space to make it a safer, more accessible and more pleasant environment for all to walk through and spend time in.

There is opportunity to introduce sensitive lighting elements at the base of trees to help people feel safer to use the park after dark.

More benches will benefit a number of users of the park

Biodiversity could be enhanced through wild flower/grass/no mow areas.

2B

Former Orchard School redevelopment

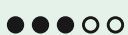
The complete redevelopment of the former Orchard School offers the opportunity to create high quality town centre housing for a number of different residents.

Any new development should consider the context, including minimising the impact of buildings on Mount CofE Primary School’s playing field, and limiting overlooking.

The new development should also look to create a strong and high quality designed corner building at Appleton Gate/Queen’s Road junction to assist with wayfinding from Northgate Station into the town centre.

New development should seek to enhance the green and historic character of the area, especially its relationship to Friary Park and the Friary. The mature existing trees along Appleton Gate should be retained.

Impact



Complexity

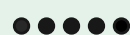


Timescale

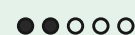
Short term



Impact



Complexity



Timescale

Medium term



Spotlight project 2A

Former Orchard School and Ambulance Station

This site comprise three individual parcels of land and the approach has been structured to facilitate individual delivery. However, there would be clear benefits in coordinating the delivery of the tyre workshop and ambulance station.

Key benefits and outcomes

Deliver a town centre residential development with a range of typologies including townhouses fronting onto Appleton Gate, a mews courtyard flanking the school playing fields and a stronger flatted scheme anchoring the junction of Appleton Gate and Queens Road.

The existing line of mature trees along the Appleton Gate frontage should be retained, helping to maintain the context and minimising the impact on Friary Park.

- A. Mews courtyard development to the rear presenting a gable end condition to the primary school field, minimising the impact of the buildings and limiting overlooking
- B. Potential for a strong corner building which assists with wayfinding
- C. Development respects the boundary line between the school site and the ambulance station/tyre workshop to allow for an independent phased approach to delivery
- D. Existing mature trees along Appleton Gate retained
- E. New residential terrace frontage set back from the road

Fig 19 Former Orchard School and Ambulance Station sites

INTEGRATING PLAY



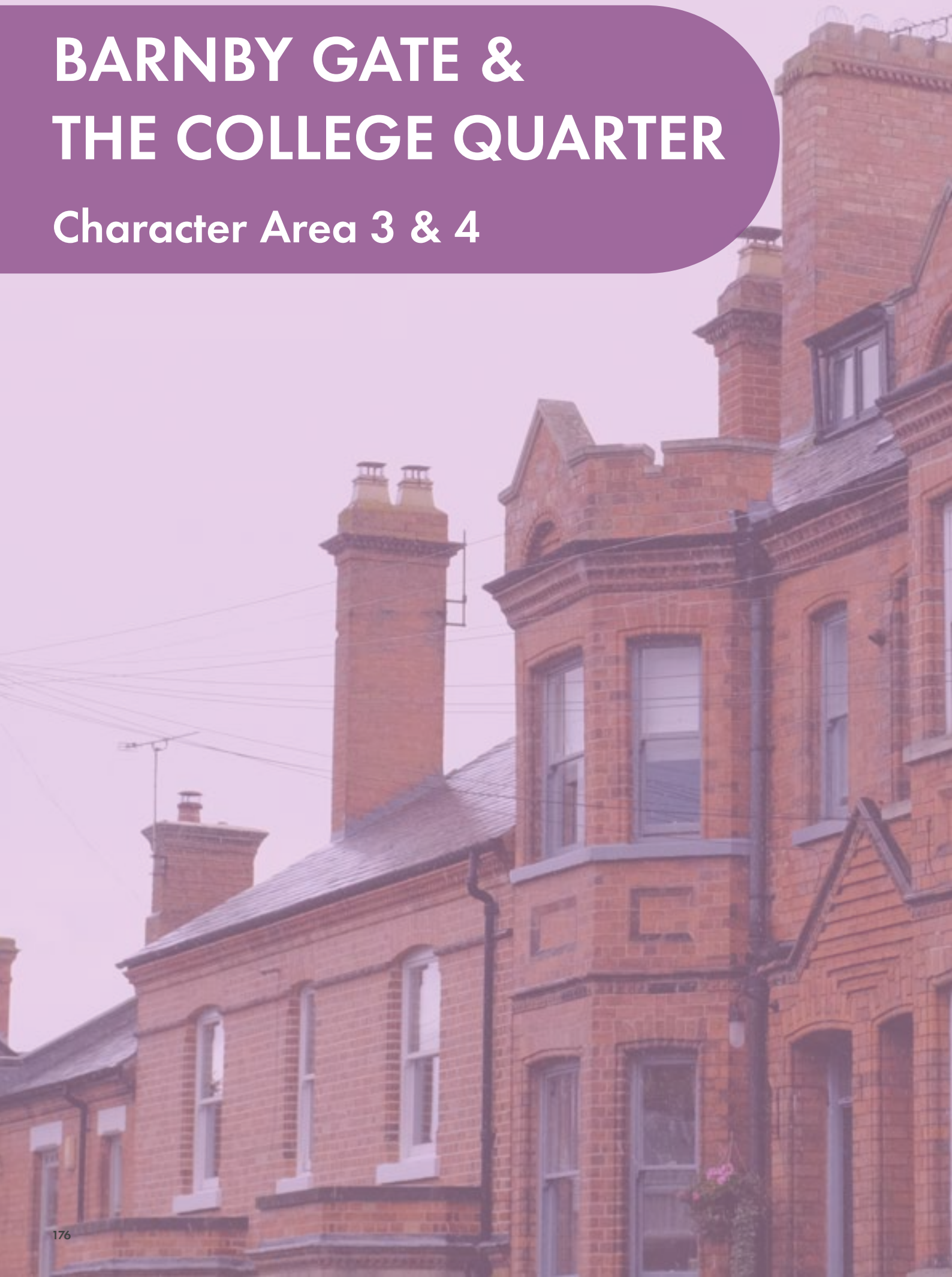
Precedent: Bridget Joyce Street by Robert Bray Associates integrates play into rain gardens, perfect for passing school children to enjoy



- Existing buildings
- New/improved public realm
- Proposed buildings
- Proposed parking
- Important frontage
- Tree planting
- Green amenity space
- Vehicular access
- Vehicular service route
- Footpath/cycle route
- Proposed cycle route in surrounding area
- Proposed pedestrian crossing
- Important link

BARNBY GATE & THE COLLEGE QUARTER

Character Area 3 & 4





Terraces on Wellington Road

30.5 Context

This section covers both Barnby Gate (character area 3) and the College Quarter (character area 4); grouped due to size and characteristics.

Barnby Gate CA is located to the east of the medieval core and includes residential buildings and the Sherwood Avenue Park. The buildings are predominantly red brick and 2-3 storeys, reflecting the scale of the historic core. The fine historic grain radiates out of the medieval core along Barnby Gate, where there is a strong building line. In areas the grain is disrupted. For example, the units occupied by Boyes retailers have been amalgamated, diminishing the fine grain at the street level. This grain dissipates further eastwards on Barnby Gate, adjacent to Sherwood Avenue Park, where buildings are set back with front gardens. A garden wall abuts the streets established building line to the west. Along Sherwood Avenue, buildings are set back from the street, with mature trees and green space to the east of Sherwood Avenue.

Key land uses in Barnby Gate

- Predominant residential, with a mixture of terraced houses and apartments.
- Office uses in Sherwood House
- Sherwood Avenue Play Park

Key features in Barnby Gate

- Narrow alleys
- Increasing density from east to west, with streets becoming narrower and more intimate closer towards the town centre.
- Strong boundary and building line among historic buildings which is disrupted by modern development
- Roofing: clay pantile roof, pitched and gable with chimney stacks
- Sash windows
- Green nature



Mature trees and set back properties, Sherwood Avenue



Sherwood Avenue Park



Newark Odinst Temple, Bede House Lane

32 THE COLLEGE QUARTER

32.1 Context

The College Quarter area is predominantly residential, and features Victorian and Edwardian residential villas and terraced housing, with private front gardens. Along Wellington Street, there is a consistent building line, with a high quality of architecture, detailing and period features such as joinery. Hatton House is located on Hatton Grove and is Grade II listed mid-19th century stucco house. It was formerly a school, then Working men’s club, and now restored and converted to residential apartments. Friary Fields, a former nursing home, is a large detached Victorian style villa. It is of local heritage interest.

A large part of this character area is covered by Newark College. Built in the 1930’s in a art deco style, the building is a fine example of neo-classical revival style. The building has an imposing central block, with classic features including columns and pilasters next to the doorway, with triangular pediment above.



Period features on homes, Wellington Road



Newark College

Key land uses in Barnby Gate

- Newark College
- Residential buildings

Key features in Barnby Gate

- Great stocks of Victorian and Edwardian buildings on Wellington Road. Often with more elaborate detailing and more generous front gardens
- Hipped and gable roof
- Bay windows on the ground floor or upper level
- Two to three storey in scale
- Private front gardens provide the main source of greenery
- Side access via alley

32.2 Key challenges

- A. Street trees on Sherwood Avenue restrict pavement access.
- B. Amalgamation of buildings for retail uses has disrupted the fine grain of the built footprint on Barnby Gate.
- C. Vacant units on Barnby Gate create a sense of deprivation and the poor economic stability.
- D. Paving materials on Barnby Gate near the Sherwood Avenue Car Park are in a poor state.
- E. The cycle lane on Barnby Gate is not clearly connected beyond the junction to Sherwood Avenue, and a lack of signage makes it unclear where cyclists should navigate to.
- F. Newark College fronts onto a busy junction with no pedestrian crossing, beyond an island for students to safely cross the road.
- G. The narrow road on Wellington Road combined with on-road parking on both sides of the road, makes the road potentially difficult to navigate. The demand for parking spaces could encourage residents to pave over of front gardens to accommodate off-road parking.



Newark College



Wider pavements along Sherwood Avenue would help pedestrians past the roads magnificent mature trees



Reducing road width could help connect two leisure facilities

- Opportunity site
- Existing buildings
- Grade II listed building
- Building with historic interest
- † Place of worship
- Play area
- Bus stop
- Important junction
- Traffic island
- ⬇ Traffic lights
- Footpath
- Cycle path
- Car park
- Building with potential for redevelopment
- Buildings to be retained and enhanced

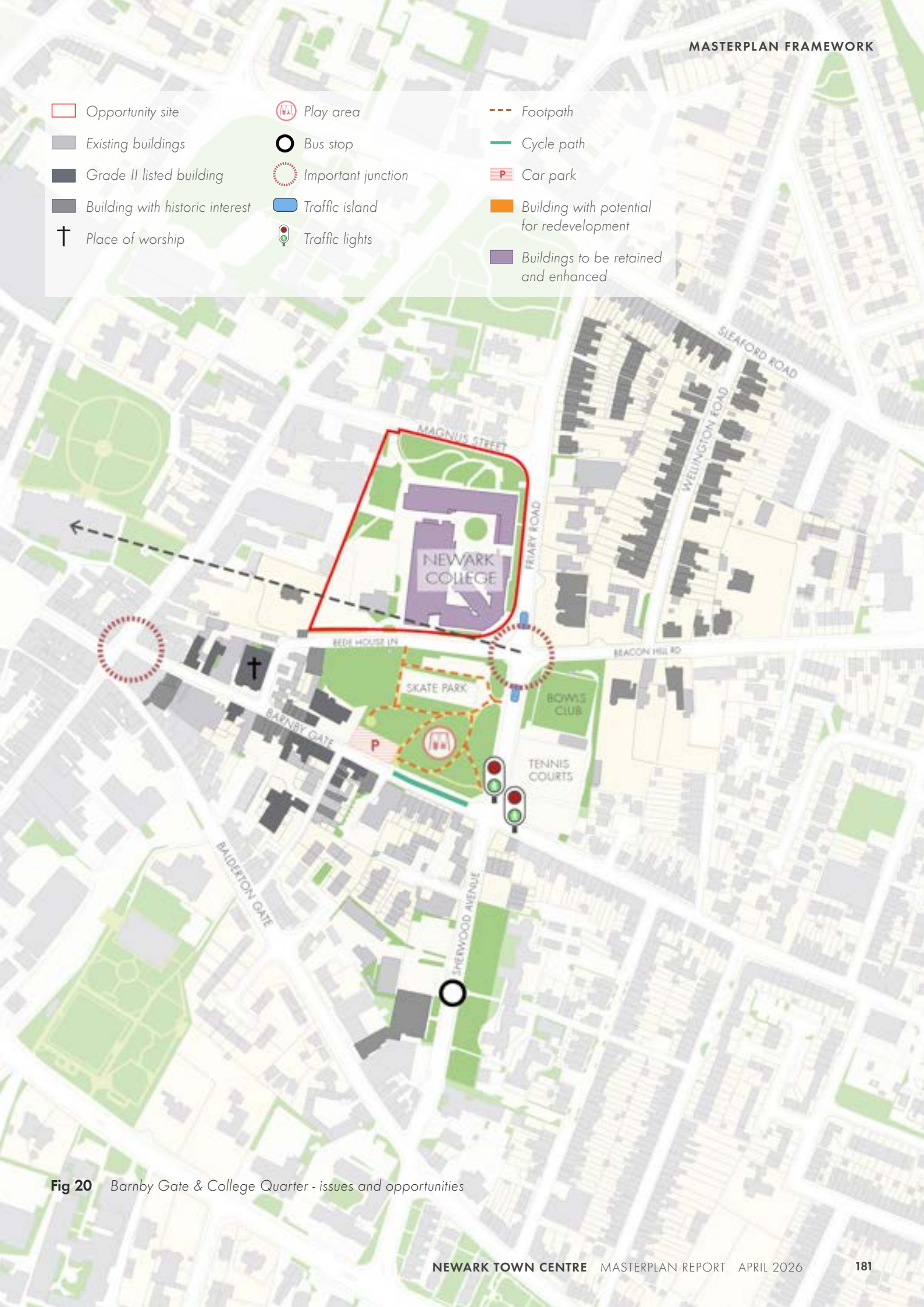


Fig 20 Barnby Gate & College Quarter - issues and opportunities

Projects and initiatives

- 3A** Newark College
- 4A** Sherwood Avenue Park improvements
- 4B** Sherwood Avenue Tennis Courts improvements

MAKING THE COLLEGE FLEXIBLE



CREATING SPACE FOR TEENAGERS



- Opportunity site
- Existing buildings
- Grade II listed building
- Building with historic interest
- Place of worship
- Play area
- Bus stop
- Traffic island
- Traffic lights
- Existing footpath
- Improved junction
- New/improved cycle route
- Proposed pedestrian crossing
- Public realm
- Tree planting
- Proposed building
- Existing building improved and enhanced
- Proposed amenity green space



Precedent: Bruno Kreisky Park Vienna, project with Make Space for Girls saw platforms and hammocks introduced in the park, alongside more lighting



SPACE TO HANG OUT IN PARKS

GREEN STREETS



Precedent: SUDS 12th Avenue by City of Portland. Extending the green character out of the parks, increasing biodiversity and creating flood resilience

Fig 21 Barnby Gate & College Quarter - projects

Projects and initiatives

3A

Newark College

Newark College has potential for elements of the site to be developed for non-college uses, or as spin-off space to earn the College money if rented out. The area includes the south-west car park.

There is also opportunity to create a new public route alongside the northern edge of Palace Theatre, through the existing site and to Bede House Lane.

4A

Sherwood Avenue Park improvements

Create a welcoming and safe place for young people to hang out by improving the facilities of the park. This could include a collaboration with organisations such as Make Space for Girls to co-design park elements which encourage pro-social activity through the introduction of swings, hammocks, and platforms, or through the creation of a trim trail to encourage physical activity. Improvements to the play area, should utilise natural materials such as wood.

This supports the Open Space Strategy to improve existing spaces to make them more user friendly. Additionally it supports the Community Plan (2023) and its play park investment plans.

Impact



Complexity



Timescale

Medium term



Impact



Complexity



Timescale

Short term



4B

Sherwood Avenue improvements

Improve the connections between Sherwood Avenue Park and the Tennis/Bowls courts on the other side of the road to better integrate these leisure uses.

Create better pedestrian links by realigning and lengthening the central crossing island so that it lines up to the entrance of the park.

Increase the pavement width on the eastern side of Sherwood Avenue to create a more pleasant and safer walking environment, especially for children who may be cycling or scooting, and parents with prams.

Impact



Complexity



Timescale

Medium term



32.5 Spotlight project 3A

Newark College

Opportunity to intensify the use of the site, including the potential to expand college uses or incorporate other complementary uses. There are also opportunities to better connect with the town centre via Appleton Gate.

The presence of the college in the town centre is a very positive asset for the town, boosting footfall and locating the college in a very accessible location.

Key benefits and outcomes

The existing college site includes a dated system-built two storey building at the back of the site together with land which could be used to deliver additional college space or complementary functions such as enterprise space or workshops which could be managed by the college to provide a revenue stream and possible incubator or grow-on space for start-up businesses.

Opportunities and project initiatives

- A. Opportunity to expand college uses to include residential uses.
- B. Walking and cycling route between Sherwood Avenue Park and St Mary's Remembrance Garden. Street trees and signage should improve wayfinding here.
- C. Pedestrianised route between the college and Appleton Gate to provide an improved frontage for the Palace Theatre, and provide connections through to St Mary's Remembrance Gardens.

Fig 22 Newark College



- Existing buildings
- New/improved public realm
- Buildings to be retained and potentially enhanced
- Proposed buildings
- Proposed parking
- Important frontage
- Tree planting
- Green amenity space
- ↓ Vehicular access
- Vehicular service route
- ↑ Pedestrian/cycle access
- Footpath/cycle route
- ↙ Cycle parking
- Proposed cycle route in surrounding area
- ↔ Proposed pedestrian crossing
- ⬆ Proposed traffic light crossing point
- ↕ Important link

NORTHGATE STATION QUARTER

Character Area 5





Cycle shed at Newark Northgate Station

33.1 Context

The main connection from the Northgate train station sees a transition from detached villas to Victorian terrace housing. There are also a few remaining brewery buildings along George Street. The area surrounding the station is not representative of the remaining character area; here the area is cluttered and dominated by car parking and the roads.

Key land uses

- Newark Northgate Train Station and car park
- Newark Northgate Bus and Coach Station
- Lovers Lane Primary School
- Residential

Key features

- Victorian terrace housing
- Two remaining maltings buildings
- Roofscape: a mixed of hipped and gabled Welsh slate tiles and tall chimney stacks
- Narrow pavements along wide roads
- Front gardens with greenery
- Mature trees



Homes on Warburton Street



Homes on Appleton Gate



Lovers Lane primary school



The Old Chapel



Poor drainage on Appleton Gate



Newark Northgate station



Poorly maintained cycle lanes



Large junctions



Street trees and greening from gardens

33.2 Key challenges

- A. Railway restricts pedestrian permeability.
- B. Noise from railway.
- C. Distance between railway and town centre can be off-putting to pedestrians.
- D. Legibility from train station to town centre.
- E. Any proposals must be sensitive to the character and historic setting of the character area.
- F. Mature street trees on Appleton Gate make pavements difficult for pedestrians to navigate.



Cars parked along Wellington Road

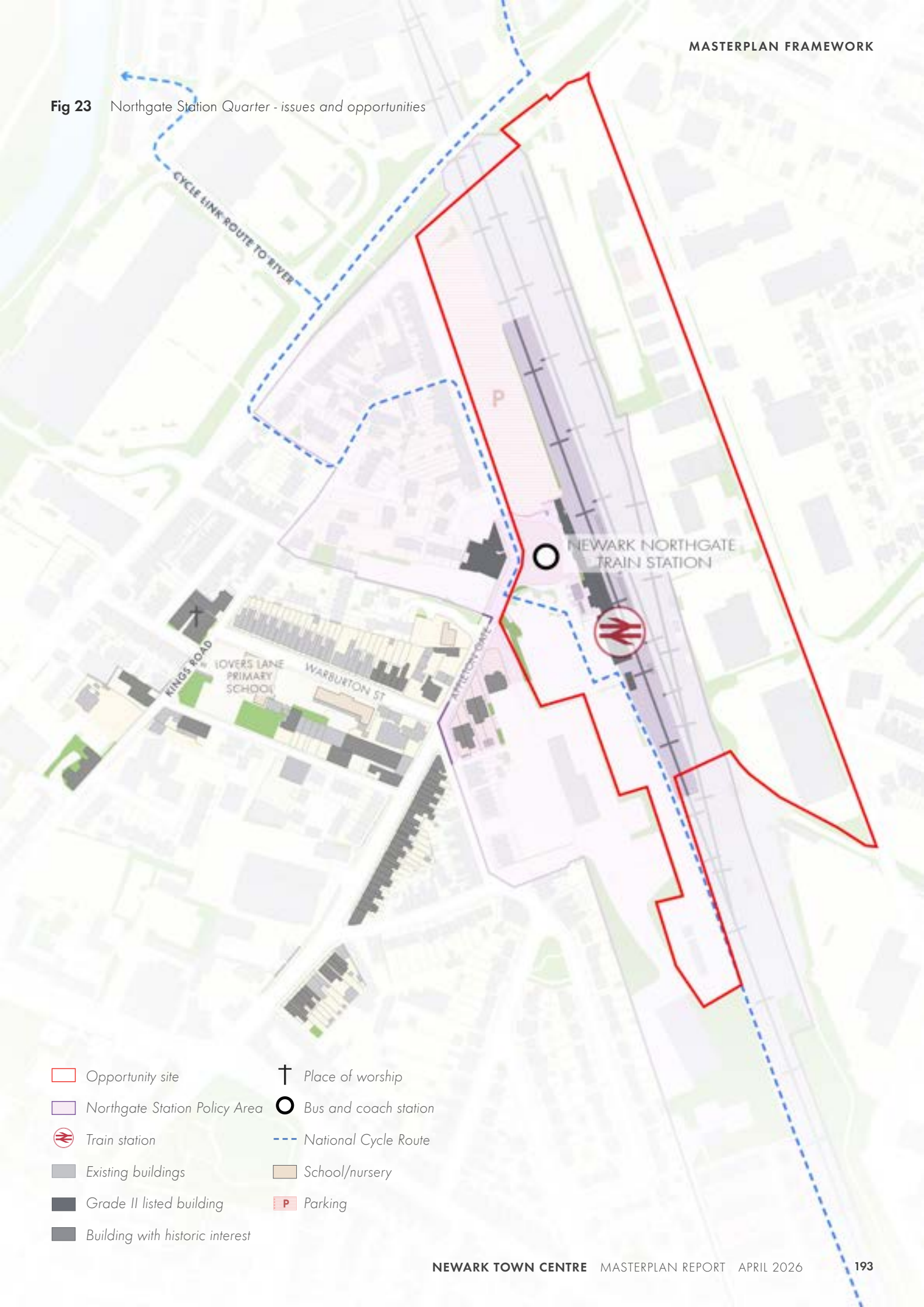


Trees up-rooting the pavement along Appleton Gate



Newark Northgate Station - the pedestrian and cyclist journey from the station is challenging, including narrow footways, ponding, lack of crossings and wayfinding signage

Fig 23 Northgate Station Quarter - issues and opportunities



- Opportunity site
- Northgate Station Policy Area
- National Cycle Route
- Existing buildings
- Grade II listed building
- Building with historic interest
- † Place of worship
- Bus and coach station
- M
 Train station
- School/nursery
- P Parking

Projects and initiatives

- 5A** Northgate Development Hub
- 5B** Northgate Station link to better integrate with the Industrial Estate
- 5C** Newark Northgate Station welcome improvements
- 5D** Appleton Gate pedestrian enhancements

IMPROVING CONNECTIONS



MAKING NEWARK ACCESSIBLE



CREATING A WELCOMING TRANSIT HUB



Fig 24 Northgate Station Quarter - projects



- Opportunity site
- Northgate Station Policy Area
- Train station
- Existing buildings
- Grade II listed building
- Building with historic interest
- † Place of worship
- Bus and coach station
- National Cycle Route
- School/nursery
- P Parking
- New/improved cycle route



Zwolle Station, The Hague, The Netherlands by Posadmaxwan, integrates an historic building with new landscaping and a focus on pedestrian movement

Projects and initiatives

5A

Northgate Development Hub

Investment into Small and Medium Enterprises in Newark. Development of workshops for small industrial businesses.

Facilitation of access into Northgate station from the eastern side of Newark. This should be a pedestrian and cycling access point via and link bridge with accessible features such as a ramp and/or lift.

5B

Northgate Station link

Facilitate access into Northgate Station from the east, improving easier access into the station from the eastern side of the town in response to policy NUA/MU/3 and in collaboration with Network Rail.

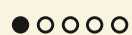
The access could be facilitated by a link bridge, which should include a ramp and/or a lift.

The bridge and access to the bridge should be designed to accommodate cycles, prams and wheelchairs.

Impact



Complexity



Timescale

Medium term



Impact



Complexity



Timescale

Medium term



5C Newark Northgate Station welcome improvements

Improve the welcome at Newark Northgate Station to ensure that visitors know where to go and what to do when they arrive at the station.

Integrate planting, including trees to the station forecourt to provide a green entrance to Newark and provide shelter for people waiting for onwards transport.

Increase the number of benches for those who are waiting for onwards transport.

Introduce a couple of Sheffield cycle stands to accommodate bigger bikes and offer a public cycle toolkit and water fountain.

Place a map of the town in the forecourt to aid cyclists and pedestrians, and include space for visitors to pick up leaflets for town trails, maps, and event calendars.

Ensure that key destinations, including the Town Centre, River and Newark Castle Station are well signposted with distance or time markers.

5D Appleton Gate pedestrian enhancements

A public realm project to address the poor pedestrian connection between the town centre and Newark Northgate Station. The project should seek to introduce localised pavement build-out to improve pedestrian access around retained mature street trees. This also offers the opportunity to put SUDS in place, thereby increasing greening, expanding Newark’s green character, creating liveable streets and increasing biodiversity.

Pedestrian priority and side road narrowing at junctions will encourage slower vehicle movement, as well as safer and more comfortable crossing for pedestrians.

Directional signage at regular intervals with distance or timing markers will help visitors to navigate to the station and town centre more easily.

Impact ●●●○○ **Complexity** ●○○○○ **Timescale** Medium term



Impact ●●●●● **Complexity** ●●○○○ **Timescale** Medium term



NORTHGATE QUARTER

Character Area 6





The Cavalier Building/Warwick Brewery, Northgate

33.5 Context

The Northgate Quarter used to be the concentration point of Newark's flourishing brewing and malting industries during the 19th and 20th century. The decline of the industry led to large scale demolition and vacant sites. This has led to repeated breaks in the building line and loss of street front enclosure. As a result, the area feels like it has been developed more for the car, than for pedestrians.

Some land has been redeveloped as retail parks, drawing businesses with its modern retail spaces. This includes M&S which is in the newer Maltings Retail Park. The retail parks include a large quantity of forecourt parking facing Northgate.

Some old brewery and malting buildings have been converted, including the Warwick and Richardson's Brewery, which includes a new modern extension.

The Character Area has a riverside setting, however, none of the buildings articulate the riverside, all facing their backs to it.

There is modest terraced housing further along the road into the town centre area.

Key land uses

- Riverside
- Maltings Retail Park, with shops and cafes including M&S Simply Food, Mountain Warehouse, B&Q, Majestic Wine and Costa Coffee
- Maltings retail car park including electric car charging points
- Aldi supermarket
- Public houses including The Old Malt Shovel
- Small businesses along Northgate including, Locksmiths, hair dressers and dry cleaners

Key features

- No public open spaces
- Inconsistent building lines and larger building footprints
- Typical red brick and pantile buildings
- More important buildings utilise hipped roofs, but terraces are side gabled with dormer windows
- Limited use of stone dressing
- Pavements are patchy and tarmac
- Street lamps dominate the street
- Few pedestrian crossing points



Northgate Retail Park



Northgate Retail Park



Kings Waterside and Marina



The Maltings Retail Park



Brewery converted to housing



Route to the river



Cow Lane Scrap Yard site



New build extension on Warwick and Richardson Brewery conversion



The rear of The Maltings Retail Park



Parking at the retail park

35.1 Key challenges

- A. Buildings with large footprints can make the area feel impersonal, this has been exacerbated by the development of retail parks with a focus of car-based travel.
- B. Conversion of historic industrial buildings have not considered wider context and so landscaping does not help to deliver a setting which is in keeping with these fantastic buildings.
- C. Links to the river can be difficult to find and navigate.
- D. The riverside path is interrupted due to Cow Lane Scrap Yard being inaccessible. Development should seek to open this up.
- E. Northgate can feel uncomfortable to pedestrian in certain sections due to narrow pavement width compared to the wide carriage way.
- F. Northgate has a lack of crossing points, and limited controlled crossing points to enable pedestrians to cross the road safely.



Lack of greenery in modern development with focus on hard landscaping



Buildings of the retail park turn their back on the river

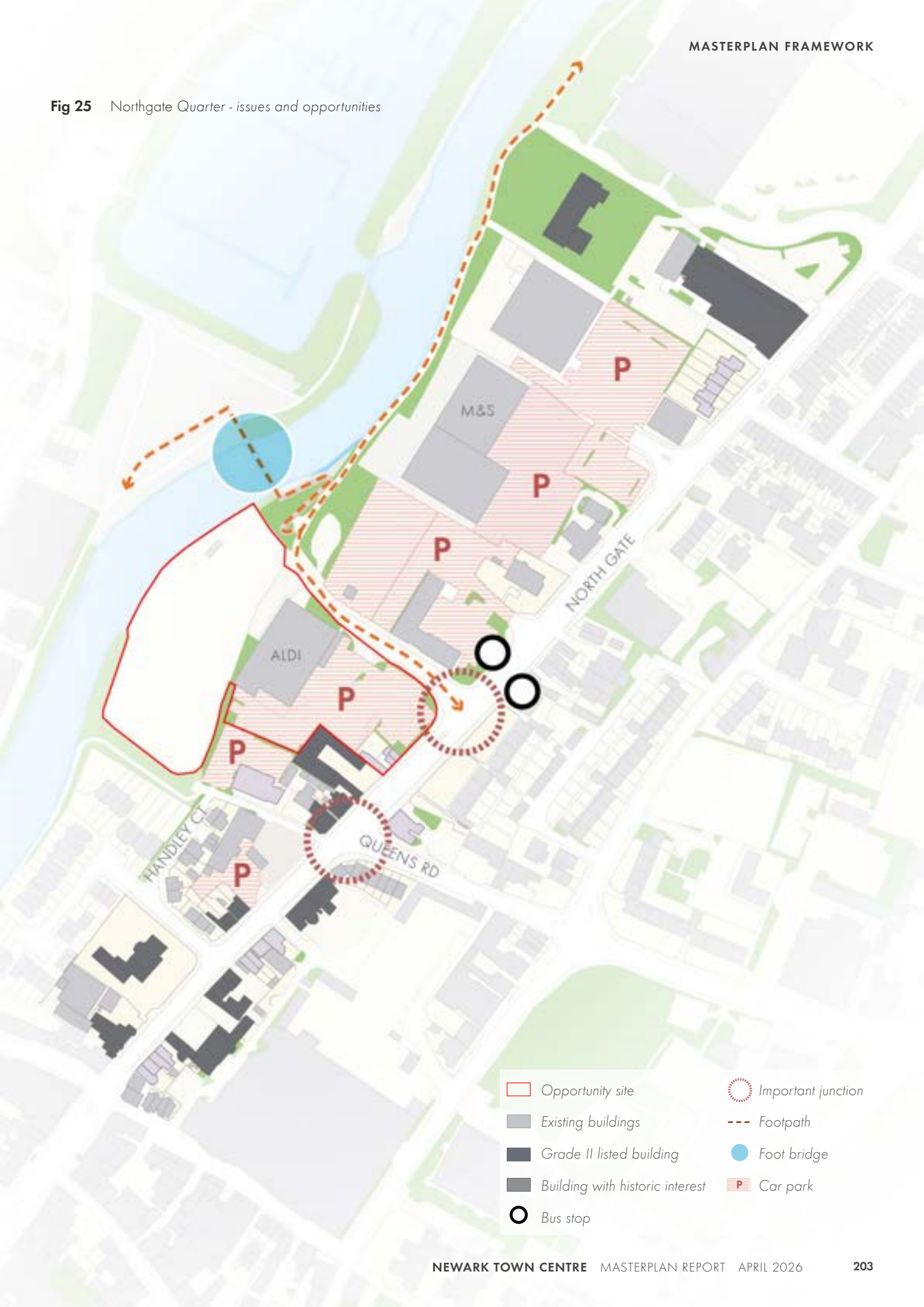


Routes to the river are un-signposted and unlit with no active fronts



Northgate is a wide road which can make the space feel uncomfortable to pedestrians. There is a further lack of enclosure due to buildings being set back and the plot line being inconsistent

Fig 25 Northgate Quarter - issues and opportunities



Projects and initiatives

6A

Cow Lane Scrap Yard site

6B

Riverside path and connections



Fig 26 Northgate Quarter - projects



35.3 Projects and initiatives

6A Cow Lane Scrap Yard site

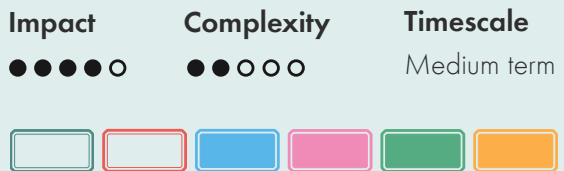
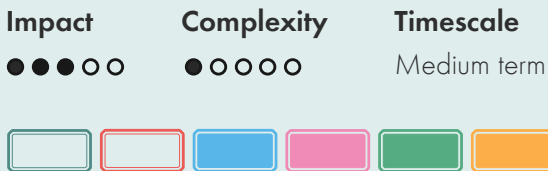
Utilising a key riverside brownfield site, new development should establish a river frontage, drawing on the mill building character of the riverside. The development of the site should also support a continuous walking and cycling route along the riverside.

New development should focus on delivering a highly sustainable scheme, with exemplary energy efficiency and low/no carbon design to help meet the Council’s net zero goals. The scheme should also seek to enhance biodiversity by retaining trees, increasing planting, SUDS and interventions such as green roofs.

6B Riverside path and connections

The development of Cow Lane Scrap Yard will provide opportunity to extend and reconnect the riverside walk to Millennium Bridge.

In addition to this, linking paths from Northgate should be enhanced to extend the green character of the riverside out to incorporate street trees and reduce the impact of the hard landscaping. Clear signage and lighting along these connecting paths and routes will help to create a safer and more accessible riverside.





Opportunity Site 6A

Cow Lane Scrap Yard

This site is located to the north of the town centre and sits along the River Trent. It neighbours the Maltings Retail Park and is in between the river and Aldi. The site offers the opportunity to be developed as two separate sites or collectively with the land and current car park between B&Q and Aldi.

Key benefits and outcomes

Located on the river, the developed scheme should take advantage of its riverside setting by addressing the water. The site offers the opportunity for residential with a apartment-based typology to complement existing conversions of malting and brewery buildings nearby.

A key benefit of the scheme would be to open up the riverside path for walkers and cyclists to provide a continuous path from the retail parks to the town centre; therefore better joining these two retail focuses, and reducing the need for car travel between the two; instead encouraging people to enjoy the walk into the town centre.

Informal and semi-natural riverside gardens could be introduced for the public to enjoy the green and more rural character that begins to emerge at this northern section of the river.

Opportunities and project initiatives

- A. New development establishing river frontage and drawing on the mill building character of the riverside. Balconies and rooftop gardens integrated into the scheme could provide subtle passive surveillance along the river path, and provide private and community outdoor space for residents which makes the most of its setting.
- B. New continuous walking and cycling route along the riverside.
- C. Re-aligned and improved public realm to the river frontage along Water Lane, creating a legible walking and cycling route from Queen's Road, as well as providing walking and cycling access to the new riverside development. Sensitive lighting should be provided along this key access route.
- D. Enhanced connection through to the riverside and the bridge link at Cow Lane, with clear pavements and crossings across site roads and entrances to Aldi. Clear signage to the river should be placed on Northgate to indicate the route.

RIVERSIDE BUILDINGS



Precedent: New contextual riverside buildings for Banhams in Wandsworth by Allies and Morrison



- Existing buildings
- New/improved public realm
- Proposed buildings
- Proposed parking
- Important frontage
- Tree planting
- Green amenity space
- Vehicular access
- Vehicular service route
- Footpath/cycle route
- Pedestrian/cycle access
- Proposed cycle route in surrounding area
- Existing riverside path

Fig 27 Cow Lane

MILL GATE AND SCONCE

Character Area 7





King Street

35.5 **Context**

This area has a well-preserved medieval character, particularly along Mill Gate, where there is a strong and cohesive Georgian architectural style, with a consistent building line. The medieval character is further preserved by the network of narrow streets, many of which lead to the riverside. The human scale of the streets is enforced by buildings of two to the three storeys in height, and consistent terraces. The residential properties west of Mill Gate street, towards the River Trent, share a very similar architectural character, which mimic the industrial buildings in this location. This comprises a mixture of red brick, a mixture of tile and slate roofs, with dark wooden detailing around windows and on balconies.

The area has a suburban character with tree planting, and trellises on a number of the homes. This is instilled with the proximity to the Sconce and Devon Park and are the areas setting along the River Trent.

Key land uses

- Predominantly residential, with a mixture of terraced houses and apartments.
- Green space including Sconce and Devon park, with play ground, cafe and walking and cycle routes, and Mill Gate Otter Park, located to the north of Weston Mill.
- The former Trent Navigation Warehouse with adjoining maltings, is now a museum and brasserie, located just north of Mill Bridge. On Mill Lane there is a segmental carriage opening, which leads into a courtyard car park.
- Weston Mill Pottery building, known as the Egg Packers Warehouse, due to its former use.

Key features

- Historic industrial character interspersed with greenery
- Industrial buildings built up to the river edge
- Buildings are typically red brick
- Building heights slightly rise towards the River Trent, where the taller industrial buildings are located.



Bridge over Queens Sconce Scheduled Ancient Monument



Sculpture marking the route of the Tour of Britain



Sconce and Devon Park



Homes closer to the River Side are more architecturally representative of the former industrial maltings buildings.



Narrow streets mimic the medieval street pattern, and provide routes to the River side and Otter Park.



Traditional architecture, with cohesive building materials and planting, creating a beautiful street scape along Mill Gate

36.1 Key challenges

- A. Disparate development which has been built over time has created an interesting mix of architectural styles, including some wharf and warehouse buildings flanking the river. However it has led to a more illegible section of town.
- B. Mill Gate can become backed up with vehicle traffic at busy times, which can restrict businesses and their hours, and which is at odds with the street's narrow and historic nature.
- C. New residential development coming forward on Mill Gate and Victoria Street is set within an historic environment. Key considerations are related to car parking provision, which must be provided off-street, adaptations of existing buildings to residential and enhancing or repairing the setting of the historic environment.
- D. The area lies within flood zones 2 and 3 and is liable to fluvial flooding from the Trent.



Routes next to the river are unmarked and difficult to navigate

Fig 28 Mill Gate and Sconce - issues and opportunities



Opportunity site	Place of worship	Public toilets	Cycle path
Existing buildings	Landmark	Bus stop	Car park
Grade II listed building	Important view	River crossing	Building with potential for redevelopment
Building with historic interest	Flood Zone 2	Important junction	Buildings to be retained and enhanced
Scheduled ancient monument	Flood Zone 3	PRoW	
	Play area	Footpath	

Projects and initiatives

- 7A** Wayfinding and legibility project
- 7B** Enhancing cycling routes from Town Centre to Devon and Sconce Park
- 7C** Land at 55-65 Mill Gate
- 7D** Castle Rising site improvements



Fig 29 Mill Gate and Sconce - projects



Opportunity site	Place of worship	Public toilets	Car park
Existing buildings	Landmark	Bus stop	Proposed building
Grade II listed building	Important view	River crossing	Buildings to be retained and enhanced
Building with historic interest	Flood Zone 2	New/improved junction	Tree planting
Scheduled ancient monument	Flood Zone 3	Existing foot/cycle path	Proposed amenity green space
	Play area	New/improved cycle path	

Projects and initiatives

7A

Wayfinding and legibility project

Introduce subtle signage between warehouse and wharf buildings on the west of Mill Gate to create an easy to navigate car-free walking route where the riverside is inaccessible, and that links up to the riverside walk at the Town Lock.

Alongside this, improvements to the public realm in the former warehouse/millhouse yards should be made to provide a pleasant and attractive route, enhance biodiversity and urban greening.

7B

Enhancing cycling routes from Town Centre to Devon and Sconce Park

Increase signage between the town centre and Sconce and Devon Park on safe routes. Signage should be directional with distance or time markers to help people plan their journeys effectively.

In time, this could be along the riverside and through Mill Gate warehouse buildings. Additional cycling signage should also be placed between Newark Hospital and Sconce and Devon Park, along Boundary Lane.

Impact

●●●○○

Complexity

●●○○○

Timescale

Short term



Impact

●●●○○

Complexity

●●○○○

Timescale

Medium term



7C

Land between 55 and 65 Mill Gate

The land between 55 and 65 Mill Gate includes a warehouse building and present the opportunity for redevelopment for residential dwellings, which is allocated in the Allocations and Development Management DPD (2013) for up to 10 homes.

New development should consider retention, repair and retrofit of the existing buildings on site, as well as on-site parking towards the rear of the site to ensure that the historic frontage is retained. New development should focus on sustainable, energy efficient and environmentally friendly design, and seek to achieve low/no carbon emissions in line with the Council’s net zero goals.

7D

Castle Rising site improvements

The project should seek to retain the corner building and replace the current car garage/car park to restore the historic plot/building line.

Mixed-use development, integrating retail, residential and workspace would be suitable in this central location. The redevelopment of the site will retain and utilise the car showroom on the edge of Lombard Street and Mill Gate.

New development should focus on sustainable, energy efficient and environmentally friendly design, and seek to achieve low/no carbon emissions in line with the Council’s net zero goals.

Impact **Complexity** **Timescale**

●●○○○

●○○○○

Short term

Impact **Complexity** **Timescale**

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Short term



Opportunity Site 7

Back of Lock Keep (shown north) and Castle Rising (shown south).

The back of the lock keep site is located on just off the junction of Castle Gate, Mill Gate and Lombard Street. The site is currently vacant and offers the opportunity to re-establish street frontage to Castle Gate and utilise the deep plot and yard space at the rear. There is also the opportunity to create a new link the riverside from Castle Gate.

Castle Rising (shown south) is a prominent site in the conservation area, which could work harder to provide more space for residential and retail. RP+G (32 Stodman Street architects) have been commissioned to develop initial ideas for the site.

Key benefits and outcomes

The development of the Back of Lock Keep site offers the opportunity to develop more connections to the river and the dry dock from the town centre.

The retention of the existing characterful garage on the corner of Lombard Street and Mill Gate provides a strong identity and opportunity to re-establish the buildings continuing along Lombard Street.

The sites provide an opportunity to develop more town centre residential uses.

Opportunities and project initiatives

Back of Lock Keep

- A. Infill development within the yard space, creating activation and complementing the existing workspace
- B. New route with a clear line of sight to the river, making the route more obvious and improving access to the lock and the Swan and Salmon pub
- C. Infill development restoring the building line to the street
- D. The development should respond to the roofline and chimneys which form a strong coherent character along the street

Castle Rising

- A. Retain existing homes
- B. Retain existing building of local historic interest
- C. Retain existing garage and frontage

Corn Exchange

- A. Protect the ongoing retention of the historic building through continued occupation
- B. Promote the use of the riverside space and engagement with the path

- Existing buildings
- New/improved public realm
- Proposed buildings
- Buildings to be retained and potentially enhanced
- Proposed parking
- Important frontage
- Tree planting
- Green amenity space
- Vehicular access
- Vehicular service route
- Footpath/cycle route
- Pedestrian/cycle access
- Proposed cycle route in surrounding area
- Existing riverside path



Fig 30 Proposals for Castle Gate and Lonbard Street sites

RIVERSIDE

Character Area 8





View north from Mill Gate Bridge

36.5 Context

The Riverside area character area covers a linear area, along the western length of the Newark Conservation Area. The area is strongly characterised by the River Trent, which provides a beautiful walking and cycling route along its western edge in a largely industrial setting with 19th and early 20th century warehouses and industrial buildings flanking the edges. Some of the old warehouses, previously used to store wool, coal, grain and timber, have been converted into residential flats, offices and other businesses. Newark Castle train station (built 1846) is located within the character area. The train line (Nottingham to Lincoln Line) passes through the character area. The Character Area also includes Waitrose supermarket.

The character area provides a number of important view points to Newark significant heritage assets, including Newark Castle and St Mary Magdalene Church spire. Tolney Lane is located within the character area and provides access to the Tolney Lane Gypsy communities residing there - with the area representing the largest focus of Gypsy and Traveller pitches in the District. The area is particularly prone to flooding, particularly on Tolney Lane, where floods in recent years have cut off access.

Key land uses

- The River Trent with walking and cycling routes
- Newark Dry Dock is the largest of its kind in the UK and is used to repair canal boats and barges
- Green spaces including Parnham's Island is a large green island, predominantly used for private fishing, Riverside Park includes a large car park and playground. The park has previously hosted town events; and Otter Park, a small pocket park nestled among warehouse buildings
- Newark Marina
- Tolney Lane access to the Gypsy and Traveller site
- Newark Castle train station
- Waitrose & Partners supermarket
- Office space overlooking the river
- Kings Waterside and Marina

Key features

- Historic industrial character interspersed with greenery
- Wharf yards and wharf buildings built up to the river edge
- Views to key historic landmarks
- Buildings are typically red brick



Looking across to Parnham's Island



Tow path towards Castle



The Marina



Newark Dry Dock



Riverside Park



Trent Bridge



Otter Park



Tow path on north bank



Mill Bridge



Parnham's Island



View towards town centre from west side of River Trent

37.1 Key challenges

- A. The area is prone to flooding, especially in winter months. Tolney Lane is particularly liable to flooding and has in recent years cut off access to the Gypsy and Traveller communities. This presents challenges to meeting the accommodation needs of the communities.
- B. Riverside Park and the surrounding area can be subject to antisocial behaviour which consequently restricts the park's use for town events.
- C. It is important to retain key views from the west of the river bank to the town centre, with specific consideration Newark Castle, St Mary Magdalene Church and Ossington's Coffee Palace.
- D. The private fishing island on Parnham's Island limits access to green space and river crossing points
- E. The narrow design of the Trent Bridge causes heavy traffic and reduces safety for pedestrians
- F. On the east bank of the river, there is no pedestrian access under Trent Bridge and thus pedestrians must cross Great North Road to continue along the riverside path. The lack of crossing points reduce safe access to continuous walking and cycling along the river.

- G. The river path does not continue along the length of the river and so does not allow for a continuous route



The level crossing at Newark Castle station impacts vehicle, pedestrian and cyclist flow and accessibility

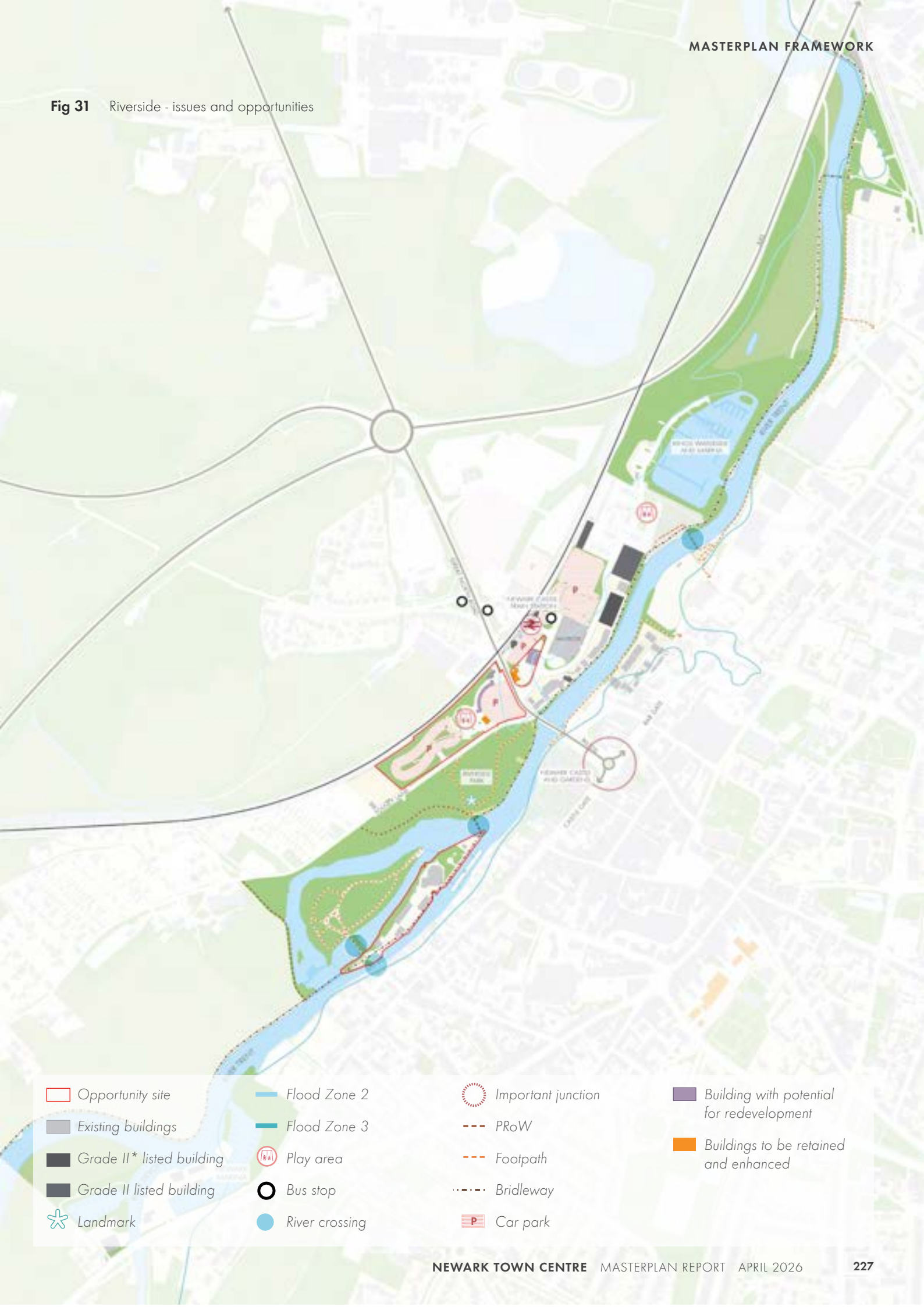


Access and untidy public realm could be enhanced to create a pleasant walking and cycling route



Large parts of the riverside, especially around the town lock and entrance to Parnham's Island is untidy

Fig 31 Riverside - issues and opportunities



Opportunity site	Flood Zone 2	Important junction	Building with potential for redevelopment
Existing buildings	Flood Zone 3	PRow	Buildings to be retained and enhanced
Grade II* listed building	Play area	Footpath	
Grade II listed building	Bus stop	Bridleway	
Landmark	River crossing	Car park	

Projects and initiatives

- 8A** Riverside public realm improvements
- 8B** Connections to and along the riverside
- 8C** Enhance and develop Town Lock area
- 8D** Riverside leisure opportunities
- 8E** Riverside Park and car park improvements, and Tolney Lane flood alleviation scheme
- 8F** Open Parnham's Island to the public
- 8G** Student accommodation



Fig 32 Riverside - projects



- | | | | |
|---------------------------|-------------------------|---|--------------------------------------|
| Opportunity site | Play area | Existing footpath/cycle path | Building to be retained and enhanced |
| Existing buildings | Bus stop | New/improved cycle path | Tree planting |
| Grade II* listed building | Existing car park | New/improved riverside path (walking and cycling) | Proposed extension of park |
| Grade II listed building | Proposed car park | Proposed building | |
| Landmark | Improved river crossing | | |

Projects and initiatives

8A

Riverside public realm improvements

Improve and enhance the appearance of the public realm, especially around the Town Lock, Parnham’s Island and Mill Bridge.

This will create a safer, more accessible walking and cycling route, whilst also making the dry dock and town lock a key visitor attraction. Frequent benches and lighting along the river central town centre loop will increase comfort and appeal for utilising the car-free route.

Incorporate planting and sustainability features, such as SUDS to enhance flood resilience and reduce surface water run off.

8B

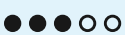
Connections to and along the riverside

Improve connections to the river from the town centre and retail parks (towards the north of Newark Town Centre), including a new route at the gap site on Castle Gate.

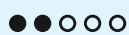
Improvements should include better signage, clearer and wider paths, lighting along key linking stretches, as well as creation of a new boardwalk under the Trent Bridge on the east bank of the River Trent, and a continuing river path along the Cow Lane Scrap Yard site.

Proposals could also include the potential for a new river crossing between Trent Bridge and Millennium Bridge to improve access from the town centre to Waitrose and Newark Castle Station.

Impact



Complexity

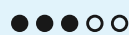


Timescale

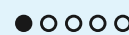
Short term



Impact



Complexity



Timescale

Short term



8C Enhance and develop Town Lock area

Build on the attraction that Newark hosts the UK’s largest dry dock. Improve the buildings and create some visitor information for the site and surrounding area. This will tie into further riverside public realm improvements to enhance the appearance and use of the riverside.

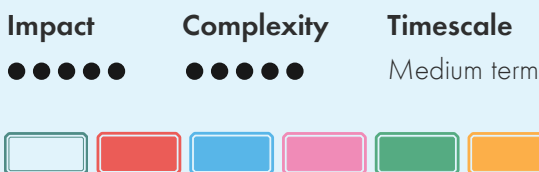
Potential for the existing warehouse building to be redeveloped to include training and education space. Space above the workshops could provide space for the Canals and Rivers Trust offices. Opportunities for new buildings to include a cafe, community uses and creative enterprise space should also be explored.

Improvements in the bridge access at the northern end of the island including the potential for a full crossing of the river. Improved and fully accessible crossing at the lock gates for the dry dock.

8D Riverside leisure opportunities

Develop Newark’s special waterfront setting, bringing leisure activities to the fore.

Develop a water-sports and activities hub on the river, working with the rowing club, marinas, sea scouts and Canals and Rivers Trust to understand desires and aspirations for the River Trent in Newark, and create visitor experiences, such as stand up paddle boarding and kayaking opportunities.



Projects and initiatives

8E

Riverside Park and car park improvements, and Tolney Lane flood alleviation scheme

A raised causeway is needed to create resilient access to the Tolney Lane site. We suggest that this could be phased more easily and combined with other improvements to deliver an enlarged park and more efficient car park layout.

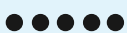
This approach will allow the play area and the historic building that houses a cafe to be contiguous with the rest of Riverside Park. It could also be considered in parallel with an improved junction for Ossington Way that could be signalled and managed in sync with the level crossing.

8F

Open Parnham's Island to the public

Work with landowners to open up Parnham's Island to the public as a natural open space to further enjoy aspects of the river. Potential use as a managed private outdoor space, such as with camping pods, forest school, outdoor youth events.

Impact



Complexity

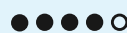


Timescale

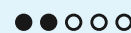
Short term



Impact



Complexity



Timescale

Short term





37.5 Project Spotlight 8A

Newark Dry Dock

Newark Dry Dock is the largest in land dry dock in the UK, which is owned and ran by The Canal and River Trust. The dock has been used to repaired and restored since the 1950's. Prior to this, the area was used as an important inland port on the River Trent, where goods such as wool, coal grain and timber would be unloaded and stored in the warehouses.

Key benefits and outcomes

The Canal and River Trust are exploring opportunities to intensify uses on the island. The public realm should be improved to ensure that people can freely move through the space, whether that be on a bicycle or in a wheelchair.

There is an opportunity to integrate Parnham's Island as a natural/semi-natural open space for biodiversity purposes.

Opportunities and project initiatives

- A. Improve the cycle and pedestrian links between the Riverside Park and Mill Gate.
- B. Mill Bridge is located to the south of the dry dock. Vehicles use this bridge to access the dry dock and small car park to the south of it. There is a narrow area for pedestrians off the road, which should be improved if this is to experience additional traffic.
- C. Create accessible walking, cycling and wheelchair accessible routes along the eastern side of the dock.
- D. Improve access between the dry dock and the town centre by improving access over the lock gates, ensuring wheelchair users can easily move across it.
- E. Improve access between the dry dock and the Riverside Park, making walking and cycling between Mill Gate and the River Side park safe and efficient.

NEW VISITOR CENTRE



Precedent: Waterside visitor and watersports centre, Llandegfedd, Pontypool, by Hall + Bednarczyk

RIVERSIDE PARK

KEY LANE

MILLGATE

B

C

A

D

E









-  Opportunity site
-  New/improved public realm
-  Buildings to be retained and potentially enhanced
-  Proposed buildings
-  Proposed parking
-  Important frontage
-  Existing building
-  Consented scheme

Fig 33 Town Lock

PUBLIC REALM IMPROVEMENTS

The island between the river and the navigation forms an important part of the continuous riverside walk. Improvements to the crossings and public realm as well as new and re-purposed buildings within the yard bring much more potential for access and interest.

Potential for a waterside cafe in one of the existing buildings set back from the riverside with space for outdoor seating

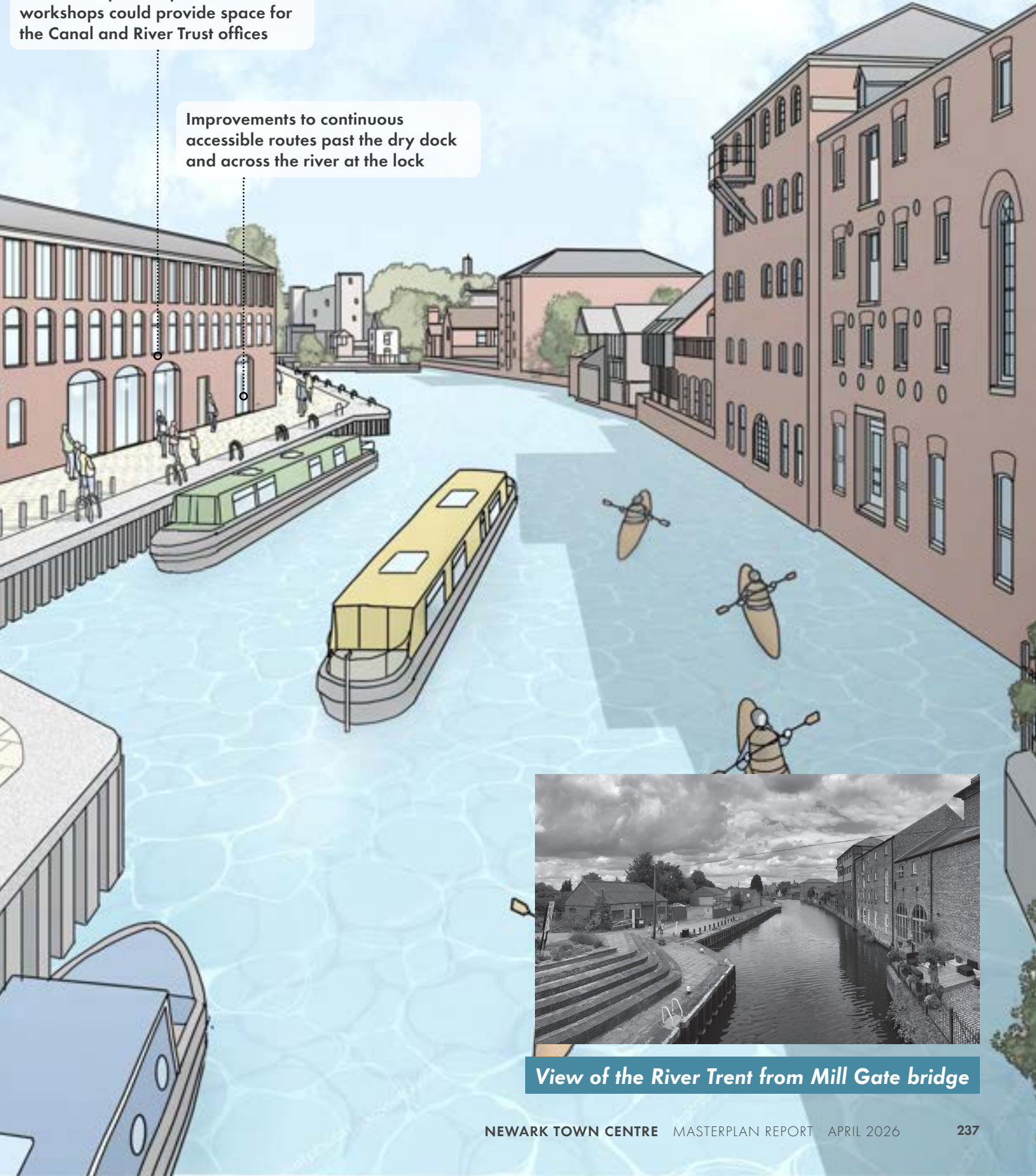
Local quick-win environmental improvements including planting

Site access retained



New waterside building housing workshops at ground floor allowing views in from the canal side. Potential for this to be training and education space. Space above the workshops could provide space for the Canal and River Trust offices

Improvements to continuous accessible routes past the dry dock and across the river at the lock



View of the River Trent from Mill Gate bridge

Project Spotlight 8B

Riverside Park and Car Park improvements

The Riverside Park and Car Park are located to the north west of the River Trent and a short walk from Newark Castle train station. Improvements to the area need to consider the relationship between the town centre and Tolney Lane. The site should be the focus of soft interventions such as collaborations between GRT community and council/town. It should also look at how the playground and retained historic building could be better incorporated into the park, rather than being surrounded by the car park. This site will also need to consider the planning and delivery of the Tolney Lane Flood Alleviation Scheme. A new road design could help to assist in meeting the accommodation needs of Gypsy and Traveller communities and unlock wider opportunities.

Key benefits and outcomes

The improvements should provide opportunities for the Tolney Lane Gypsy and Traveller area to integrate with other communities in Newark through shared use of spaces.

The Tolney Lane Flood Alleviation scheme presents the opportunity to move the road north of the Riverside Park to reduce flood risk and improve access to the Gypsy and Traveller Community.

Opportunities and project initiatives

- A. The risk of flooding in Tolney Lane Gypsy and Traveller community (G&TC), is greatest in the north east part of the site, adjacent to the railway. Tolney Lane is the only vehicular access route into the site, and thus its flooding affects the whole site. There are a range of properties on the site, from mobile to permanent homes.
- B. A new simpler junction which incorporates safe cycle and pedestrian crossing points, but would require careful adaptation of the historic cattlemarket gateway.
- C. Incorporate an area of larger green space, retaining elements of the old road as a path and cycleway.
- D. Historic cafe kiosk building integrated with the park rather than being the wrong side of the road.
- E. Remodelled parking area, screened from the park by the existing trees.
- F. Elevated causeway road can be built whilst the existing road is still in operated and would be screened from the park by the large line of trees.

Newark Castle Train Station

Fig 34 Riverside Park and Tolney Lane



- | | |
|---------------------------|--|
| Existing buildings | Vehicular access |
| New/improved public realm | Vehicular service route |
| Cafe | Footpath/cycle route |
| Proposed parking | Pedestrian/cycle access |
| Important frontage | Proposed cycle route in surrounding area |
| Tree planting | Existing riverside path |
| Green amenity space | |

LONDON ROAD

Character Area 9





The Old Hospital, London Road

377 Context

This area represents a transition from the town centre character to the more residential one embarking on a suburban character. It includes some of Newark's most impressive residential villas and early terraced housing which are set among mature greenery. The area is also an important thoroughfare to and out of the town, with London Road (B6326) forming a key route east towards Balderton. The character area also includes Newark's cemetery in a park setting and Fountain Gardens; a public garden set between London Road and Balderton Gate.

The expansion of the town from the historic is clearly tracked along London Road, with different buildings and architectural styles as the road was built and redeveloped over time, and significantly in the 19th century. Smaller two storey humble terraces along Balderton Gate give way to elegant three storey high status villas and terraces with large front gardens, high window to wall ratio and stone settings as it joins London Road.

Buildings are predominately brick and 2-3 storeys. The newer residential quarter on Albion Street and Castle Brewery Court.

Key land uses

- Predominantly residential
- Newark Library
- Odeon cinema
- Restaurants/pubs including The Castle and Falcon and Caffrello Vietnam House
- Hotel's including Best Western and Beaumont Cross Inn
- Green space, including Newark Cemetery, Beaumont Gardens and Fountain Gardens

Key features

- Brick buildings, in varying red shades
- Traditional vertical sliding timber sash windows with brick or stone lintels
- Buildings are predominantly two to three storeys tall
- London Road provides a thoroughfare to and from the town and has a wider nature than the Medieval Core
- Many houses are set back from the road with front gardens, but the plot line is maintained with fences and hedges
- The area has a lot of mature and abundant greenery
- Views to the spire of St Mary Magdalene can be seen from Balderton Gate



The Cottages, Alms Houses located off London Road



Former hospital



London Road car park and cinema



Tower on the former hospital



Beaumont Gardens



Fountain Gardens



London Road Dental Surgery



Newark Library - contemporary design



Fountain Gardens

38.1 Key challenges

- A large number of buildings have historic local interest and it is important that these are retained. The challenge lies in ensuring these are restored to a high quality where they are vacant and can be adapted to other uses where required.
- The design of the London Road car park contributes to the disconnection between the cinema development and the library and Beaumont Gardens as well as serving to isolate the whole area from the wider town centre.
- London Road car park is used as a vehicle cut through.
- Fountain Gardens is isolated between Balderton Gate and London Road, which can become busy with constant traffic, making it less appealing to enjoy.
- There is one-way on pavement cycle provision along London Road, however at the junction of Balderton Gate this disappears and poor signage makes it difficult to navigate the cycle lane.



Lack of active frontage, with parking up to the building line of the Odeon and Costa in London Road Car Park.



Areas with blank or lack of frontage, minimising overlooking and passive surveillance.



Traffic islands can become overcrowded, making crossing for pedestrians unsafe



Lombard Street - 'sheep pen style' crossing and vehicular dominance creates a barrier to safe pedestrian movement

Fig 35 London Road - issues and opportunities



- | | | |
|---------------------------------|--------------------|---|
| Opportunity site | Landmark | Building with potential for redevelopment |
| Existing buildings | Important view | Buildings to be retained and enhanced |
| Grade II listed building | Bus stop | |
| Building with historic interest | Important junction | |
| Community use | Cycle path | |
| Place of worship | Car park | |

38.2 Projects and initiatives

- 9A** London Road Car Park public realm improvements
- 9B** Lilley and Stone School redevelopment
- 9C** Cycle infrastructure on London Road
- 9D** Fountain Gardens improvements



Fig 36 London Road - projects



Precedent: Off-road two lane cycle route (Exeter Cycle Route, Devon County Council)

- Opportunity site
- Existing buildings
- Grade II listed building
- Building with historic interest
- Community use
- † Place of worship
- ✧ Landmark
- ←-- Important view
- Bus stop
- P Car park
- New/improved junction
- New/improved cycle path
- Proposed building
- Buildings to be retained and enhanced
- Tree planting
- Proposed amenity green space



Projects and initiatives

9A

London Road Car Park public realm improvements

Create an exceptional new public space that brings together key public leisure facilities including the library, Beaumont Gardens, cinema, cafes and restaurants. Proposals should reduce the dominance of car parking, inhibit vehicles cutting through, and promote a pleasant environment to dwell in, whilst being sensitive to car parking needs and servicing requirements.

The new space will support and improve the outlook for the food and drink spaces.

The improvements should resolve pedestrian access issues, by looking to introduce a continuous and wide pavement on the western side of the space.

Existing trees should be protected alongside the community garden. There is potential for new development in the event that the garage is relocated to an alternative site beyond the core town centre. This will open up this space for residential or other community uses.

Impact



Complexity



Timescale

Medium term



9B

Lilley and Stone School redevelopment

Restore and retrofit historic buildings for residential uses to increase town centre living. Redevelop the rest of the school site for residential-led use. The development should also seek to improve tennis club and bowls club access and possibly facilities. A feasibility study should be conducted to assess the adaption of the Grade II listed building.

The redevelopment should look beyond the site boundaries and consider improvements to the crossing points over London Road, and especially by London Road car park and Beaumont Gardens. To aid permeability and pedestrian movement, the new development could include a pedestrian link from Harewood Avenue through to Balderton Gate, utilising Beaumont Gardens and the improved public realm in London Road car park.

The development should seek to retain the green character and infrastructure by designing in SUDS, green roofs, pocket parks and public spaces for residents and the public. Development should seek to be highly sustainable, and climate and environmentally friendly.

Impact



Complexity



Timescale

Long term





Cycle infrastructure on London Road

Tidy and improve the existing cycling infrastructure on London Road to provide a clear, direct and safe route into Newark Town Centre from Balderton and link up key locations, such as the cemetery, hospital and YMCA and National Cycle Route 64.

Invest in on-road cycle lanes that meet the LTN 1/20 cycle infrastructure design standards.

Invest in directional cycle route signage with distance or timing markers to these locations to improve navigation and safety.

Impact



Complexity



Timescale

Medium term



Fountain Gardens improvements

Introduce new seating in Fountain Gardens to promote its use as a green public open space. Create green verges along London Road by the park to soften the hard road edge against the gardens and provide a green buffer. Replace current street lamps which are tall and large, and out of character with the area, and introduce lamps which are more in keeping with the residential and green setting.

Impact



Complexity



Timescale

Short term



38.4 Opportunity Site 9A

London Road Car Park public realm improvements

The opportunity site is located between London Road and Balderton Gate, and includes the Library, Odeon and the London Road car park. The area is in a central location dominated by vehicles due to the prevailing land uses; a petrol station, a car dealership and a series of car parks (both public and private), which spans the length of the opportunity area. Beaumont Gardens are located south east of the site, and the Queen Elizabeth Memorial Garden to the north east, however the relationship between these green spaces and the site is diffused due to a consistent hedge line along the boundary, creating an impermeable edge of the two gardens. The area feels geographically separate to the town centre core.

Key benefits and outcomes

The area presents valuable opportunities to create a pedestrian link to the town centre, and explore potential infill plots where the existing parking is, to hide the back of the retail core and create a safe, active frontage onto Beaumont Gardens. The area should be rethought to consider the relationship of the facilities at the human scale, with the public realm, ensuring there is a focus on prioritising pedestrians. There are also links to the former Lilley & Stone School site, which should be considered.

Opportunities and project initiatives

- A. Potential to create a pedestrian link through to Carter Gate including a new accessway through a ground floor unit and potential to deliver new development.
- B. There is potential for buildings including the car showroom and the petrol station to be redeveloped to bring more town centre living onto the site. This would better integrate and support the cinema and library.
- C. The library should be retained. The frontage should be improved by providing a new public square in front of it, with street trees framing the space and library frontage. There should be step free access to the library with opportunities for outdoor seating in the square for people to read, socialise and as use a spill out space for event activities held in the library.
- D. Street lighting should be carefully positioned to allow for fluid movement through the space by pedestrians, cyclists and wheelchair users. Currently, lamp posts in front of the library obscures access to the building.
- E. The car parks should be retained with improved pedestrian space to establish a safe and continuous route and more attractive public realm that can better support the cinema and evening economy uses. The car park should be split into two parts to avoid vehicles using the area as a thoroughfare between London Road and Balderton Gate.
- F. Street trees should be used to improve the greening of the public realm, and draw the context of the adjacent gardens into space.
- G. The gardens should provide permeable links to the public realm and feel like an extension of the space.
- H. The cycle route should safely connect Carter Gate with a new bike lane on London Road, to allow cyclists to avoid the junction

Fig 37 London Road car park



Precedent: Gillette Square, London (UK). A new public space created from a former car park. Photo credit: Store Schools and Projects CIC

Precedent: threshold signage and wayfinding along a passage





Above Ordinance Datum (AOD)

Vertical datum used by the Ordnance Survey as the basis for deriving altitude. Building heights and parameter plan height limits are expressed in terms of AOD.

Access

This term has two broad meanings: The route(s) to a site and the route layout within a site, related to different modes of movement (foot, cycle, vehicular), and: The inclusive approach to design, which aims to create a built environment which is accessible to everyone, regardless of age or ability.

Active frontage

A frontage to the public realm which is characterised by multiple entrances and windows (domestic, commercial or retail), allowing an interaction of people between the public realm and the premises facing the street.

Advisory code

The individual rules that form the Design Code document that reflect best practice and good principles of design and are strongly encouraged to be adopted into any design decision or application.

Area type

Parts of the local area that share common features and characteristics. For example, a suburban area type might bring together a number of different housing estates with common densities, heights, building line, party wall condition etc, under the umbrella term "outer suburbs". Common rules and parameters can then be applied to the "outer suburbs" area type in the design code. Example area types are provided in the National Model Design Code, but in practice area types should be defined locally.

Biodiversity Net Gain (BNG)

BNG is a way of creating and improving natural habitats. BNG makes sure development has a measurably positive impact ('net gain') on biodiversity, compared to what was there before development.

Boundary treatment

The physical interface that delineates the public street from the private building, crossing which enters a defensible

zone before reaching the building entrance. Often associated with residential buildings, treatments can include planting, low fences or walls.

Borough-wide context

Relating to the borough of Elmbridge.

Block

A building or set of continuous buildings within a plot.

Building line

The linear definition of a building's frontage facing the street. Usually shared by different building typologies and sizes to organise the definition between the public street and private internal space of the building and urban block.

Building height

The height of a building measured AOD. For the purposes of determining the prevailing height in the area, the number of storeys can be also used.

Bulk

The combined effect of the arrangement, volume and shape of a building or group of buildings. Can also be referred to as massing.

Character

The combination of features of a building or a place that give it a distinctive identity compared with other buildings or areas.

Character area

A geographical area defined by shared physical, environmental, social and economic characteristics. Character areas can vary in size and mix of components but are most recognisable and understood as a 'place'.

Contemporary development

Contemporary development is the architecture of the 21st century. No single style is dominant, with development using a range of typologies and urban forms. It is characterised by efficient layouts that use a combination of low rise, mid-rise and tall buildings in perimeter blocks to optimise capacity. These tend to be set within gridded street networks that are highly permeable and legible.

Conserve

Enhancing and protecting the existing character.

Context

The surrounding environment of a proposed development, including existing buildings, landscape and consented schemes.

Courtyard block

A form of development whereby a central shared courtyard or green space is defined by a perimeter of apartments arranged in linear blocks. The internal space is private and used for shared amenity, accessed either via the internal circulation from the surrounding buildings or from the street via a gated access. A highly efficient form of development, the perimeter buildings can comprise a number of typologies including terraced housing, linear blocks and taller elements integrated into the overarching urban form.

Cul-de-sac

A block characterised by an unconnected street network with routes terminating in a series dead-ends. A common layout typically associated with estate layouts, Post War Inner Suburbs and Industrial areas.

Curtilage

The enclosed space of ground and buildings immediately surrounding a dwelling-house. Not all buildings have a curtilage.

Curtilage zone

The land between the building line and the exterior building facade at ground level.

Datum

The prevailing building height of an area which serves to unify different building typologies and architectural styles through this shared and defining characteristic.

Defensible space

The area occupying space between a building entrance and the boundary treatment. Typically associated with residential buildings, they provide a sense of spatial separation and visual privacy between the public street and private home at ground floor.

Density

In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

Design code

A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Design-led approach

Using urban design and architectural processes to prepare robust proposals that represent the optimum design response to a site. This process should be evidenced through exploring a range of different scale, massing, layout and typology options.

Design

The integrative process of manipulating elements of built form, landscape and the public realm, to achieve specific functional, sustainable, social and aesthetic effects. It involves working at a variety of levels from strategic to detailed.

Design process

The process of developing a proposal for a site. The design process is expected to follow good urban design principles set out in the National Design Guide and the National Model Design Code.

Dual aspect

A habitable unit with windows on two walls facing different directions.

Efficient

An efficient building or block makes best use of available space and land, using a design-led process to identify an optimum urban form through scale, massing and layout.

Enclosure

The extent to which streets and open spaces are visually

defined by buildings, walls and trees. A continuous perimeter of these components between public and private space can achieve enclosure.

Enhance

The act or process of improving in value, desirability or attractiveness, either a building or public realm, without changing its function.

Fabric first

A 'fabric first' approach to building design involves maximising the performance of the components and materials that make up the building fabric itself, before considering the use of mechanical or electrical building services systems.

Façade

The external faces of a building, characterised by a choice of materials, windows, doors, entrances, and openings.

Fenestration

The arrangement of entrances, windows, balconies, and other openings on a building facade. A well composed fenestration can achieve well balanced proportions and help reduce visual bulk.

Footprint

The shape taken up at ground level by a building or group of buildings.

Formal / informal

A formal layout of streets and building groups is characterised by symmetrical or geometric plans and elevations. The features of an informal design include layout and elevations which are asymmetrical, winding and which relate to natural site characteristics.

Floor Area Ratio (FAR)

A metric used to calculate the density of developments regardless of building type and use. FAR is expressed as the ratio of a building's total floor area to the size of the plot upon which it is built.

Free form block

A free form block is an urban form that includes a loose and irregular layout of buildings and spaces, resulting in an absence of clearly defined edges and an ambiguous boundary between public and private space. Blocks can be permeable to pedestrians but are usually set within impermeable and illegible street networks e.g. cul-de-sacs, estate layouts.

Frontage

The front face of a building well-articulated with entrances and windows. Well defined frontage enables overlooking from the building out into the street or space, creating a positive relationship between the two.

Gated

A residential area type that is extensive in Elmbridge. Generally low density, very large homes typically detached sitting on spacious plots. A gate separates the private streets from public streets.

Gateway

The marking of a point of entry to an area of character or to a specific development by:

A bridge crossing a river or railway cutting.

The view framed by a bridge, group of trees etc, at the point where the character of an area changes.

The creation of a key group of buildings, or the emphasis of a specifically located building which 'announces' or signifies the entrance to a development. The placing of a gate or the narrowing of a roadway by buildings, walls or other features, to signify a transition from one built environment to another. Gateways can be used to convey to motorists that speed should be reduced, as an area has pedestrian priority or a shared surface.

Grain

The pattern of property lines, both on plan and elevation, plots, streets and lanes. The general shape and direction of building footprints. Fine grain refers to the higher intensity of smaller plots or streets. Coarse grain refers to larger scale plots with fewer roads.

Green infrastructure

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Gridded street network

A style of street network defined by a repetition of streets and urban blocks intersecting at right angles, comprising an overall grid structure. Regular grid patterns allow for ease of accessibility and legibility.

Guidance

Non-prescriptive elements of a design code provided to promote best practice.

Habitable rooms

Habitable rooms include all rooms normally used for living or sleeping in and kitchens that have a floor area over 13 sqm. Habitable rooms over 20 sqm will be counted as two rooms. Bed sitting rooms will be counted as 1.5 habitable rooms. Small kitchens (13 sqm or less), utility rooms, halls, bathrooms, balconies, toilets, landings and garages are excluded. Any room above the ground floor level with an external window and with a floor area of 6.5 sqm or more capable of future conversion to a bedroom will be counted as a habitable room.

Hierarchy

A logical sequence of spaces, streets or building forms, increasing or decreasing in size or density throughout a development.

Immediate context

The area surrounding the site including the adjacent properties.

Impermeable

An unconnected street or pedestrian network with a low

frequency of routes, inhibiting easy passage of movement. Often associated with coarse urban grain patterns or illegible layouts such as cul-de-sacs or free form block estates.

A rational layout establishes a positive relationship between buildings, streets and open spaces through a connected and legible street network, strong definition between public and private spaces and an appropriate sense of enclosure.

An irrational layout lacks a coherent relationship between buildings, streets and open spaces. Streets and pedestrian routes are often illegible, with an irregular arrangement of buildings and spaces providing very little definition between public and private space. As a result, streets often lack any sense of enclosure.

Inclusive design

Is the design of the built environment so that it can be accessed and used by everyone, regardless of age, gender and disability.

Innovative development

A departure from both the traditional and modern approaches. Innovation could be technological or design-related.

Layout

The layout of a block relates to the arrangement of buildings, open spaces and streets and the relationship between these components in creating an efficient, positive and legible environment.

Legible

The combination of buildings, streets, trees, and open spaces that use visual cues to create an intuitive and easily navigable environment.

Linear block

A building consisting of stacked apartments and maisonettes

organised in a linear urban form. Can be stand alone and running parallel with a street to form a contemporary terrace, or form part of a courtyard block that forms the perimeter between the public street and private internal space.

Listed Building

A building that is included on the List of Buildings of Special Architectural or Historic Interest administered by Historic England on behalf of the Secretary of State for Digital, Culture, Media and Sport. Listed buildings are graded I, II* or II with grade, I being the highest. Buildings within the curtilage of a listed building constructed before 1948 are also protected. The significance of a listed building may be external and/or internal.

Local centre

These areas typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket, post office, pharmacy, laundrette and other useful local services.

Local context

The area surrounding the site including the adjacent properties and local neighbourhood.

Local Plan

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Locally Listed Building

A building, structure or feature which, whilst not on the national list of buildings of special architectural or historic interest compiled by the Secretary of State, is important in the local context due to its architectural or historic interest or its townscape or group value.

MEP

Stands for mechanical, electrical and plumbing engineering. These three technical fields cover the systems that make buildings habitable.

Low-rise buildings

Low-rise buildings are classified as buildings up to and including 3 storeys e.g. up to 9 metres.

Mandatory code

The individual rules that form the Design Code document that are compulsory and must be incorporated into any decision or application.

Massing

The three-dimensional volume and structure of a building's urban form. Massing is expressed through the size, shape and scale of its different components. Commonly understood as the expression of a building without any finer architectural elements and details. Massing can influence the ways in which a building is perceived, particularly in regards to reducing the impact of visual bulk.

Mid-rise buildings

Mid-rise buildings are classified as buildings between 4 and 6 storeys e.g. between 12 and 18 metres.

Mixed-use / mixed-use development

Provision of a mix of complementary uses, such as residential, community and/or leisure uses, on a site or within a particular area.

Morphology

The evolution of form within the built environment.

National Model Design Code

The National Model Design Code provides detailed guidance on the production of design codes, guides and policies to promote successful design.

Natural surveillance

The discouragement to wrongdoing by the presence of passers-by or the ability of people to be seen out of

surrounding windows. Also known as passive surveillance (or supervision).

Net Internal Area (NIA)

The usable area within a building measured to the internal face of the perimeter walls at each floor level.

Orthogonal

A type of geometry used to describe the characteristics of an urban block defined by right angles.

Optimising site capacity

A Design-Led Approach guidance, which sets out how the design-led approach, set out in Policy D3 of the Local Plan and in the Development Management Advice Note 2: Optimising development land, should be applied.

The approach is the process of setting site-specific design parameters and codes for development sites to provide clarity over the future design. It should be used to determine the most appropriate form of development on a site. Boroughs and neighbourhood planning groups should apply this approach at the local plan making stage to clarify the design aspirations and, for residential applications, determine the indicative site capacity.

Overlooking

A term used to describe the effect when a development or building affords an outlook over adjoining land or property, often causing loss of privacy.

Over shadowing

The effect of a development or building on the amount of sunlight presently enjoyed by a neighbouring property, resulting in a shadow being cast over that neighbouring property.

Parade

A continuous row of shops or commercial units, typically in the town centre. They sometimes have residential accommodation above.

Passive surveillance

Design that increases the occupation and/or visibility of a space to deter crime.

Perimeter block

A perimeter block is an urban form that concentrates the development of a city block along its outermost - or public - edges to strongly define a boundary between public and private or semi-private space. This form is highly efficient by making best use of available land and avoiding surplus spaces that lack clear role of function. The blocks themselves are impermeable but are set within a highly permeable street network.

Permeable

A connected street or pedestrian network with a high frequency of routes that allow easy passage of movement, often associated with fine urban grain patterns. In Newham, this characteristic is associated with Town Centres, Historic Inner Suburbs and Urban Neighbourhoods.

Place

A space in the built environment that has some meaning for people due to the activities and uses which characterise the space, or the quality of the space itself.

Plot

An area of developable land less public open space, primary road infrastructure, and non-developable areas.

Plot ratio

The proportion of a site that is occupied by a building's footprint. The plot ratio of a development is calculated by dividing the a building's footprint by the total area of a site.

Prevailing height

The average or typical building height within an area. Please see Building height above.

Primary street

The principle route or main access. Dominant to the secondary street network joining it. Often wider and carrying more significant traffic volumes or a route for public transport.

Public realm

The public realm is any part of a site, area, village, town or city that everyone can use and enjoy, including streets, squares and parks. The public realm is very important for pedestrian movement, as it connects various places and buildings.

Rectilinear

A type of geometry used to describe the characteristics of an urban block defined by straight lines.

Reserved Matters

Outstanding details of the Outline Proposals, which include Access, Appearance, Landscaping, Layout and Scale. The Planning Application seeks approval for the 'Parameters' of the Outline Proposals with matters of detail reserved.

Rewilding

Rewilding is a progressive approach to conservation. It's about letting nature take care of itself, enabling natural processes to shape land and sea, repair damaged ecosystems and restore degraded landscapes. Through rewilding, wildlife's natural rhythms create wilder, more biodiverse habitats.

Rhythm

The repeated pattern of an element such as a building, street or architectural detail.

Roofline

The profile of the top edge of a building.

Roofscape

The appearance of buildings as seen along the skyline, as well as the uses and occupancies as seen from tall buildings.

Roof Form

The type of roof based on its three-dimensional size and shape, often belonging to and characteristic of different typologies. Roof forms can include flat, gabled, hipped, mansard, butterfly, saw-tooth and more.

Scale

Most commonly understood as building height, though scale is relative to another (usually neighbouring) building's height. It can also relate to the size of a building's different elements e.g. massing, fenestration, rather than purely its absolute building height.

Secondary street

Subordinate to the primary street. Often more local routes, within residential areas.

Secured by Design

Secured by Design (SBD) is the official police security initiative that works to improve the security of buildings and their immediate surroundings to provide safe places to live, work, shop and visit. SBD has produced a series of authoritative Design Guides to assist the building, design and construction industry to incorporate security into developments to comply with the Building Regulations and to meet the requirements of SBD.

Setting

The physical (built and landscape), community and economic surroundings in which the development takes place.

Set back

A step-like recess in massing of upper storeys, used where proposed building heights exceed the shoulder height of street. This strategy can preserve the established street width ratio and allow daylight to reach lower storeys.

Storey / number of storeys

Number of storeys is described as the number of floors in the building that have all internal perimeter walls of full floor height. If there is additional accommodation in the roofspace that is created within a pitched or similar style roof, where all perimeter walls are not of full floor height, this would not count as a full storey (see Figure 12.5).

A building containing X number of full storeys with additional accommodation in the roofspace would be called 'X storeys with rooms in the roofspace'. If there are multiple (Y) floors within the roofspace this would be described as 'X storeys with rooms in the roofspace contained in Y floors'.

Streetscape

The character of the street environment, existing or proposed.

Street hierarchy

A system of classifying different routes within a movement network. This is principally based on the type and volume of movements a route supports, as well as its characteristics in terms of neighbouring building scale, use and enclosure. The character of a route can change along its length e.g. High Street along an arterial route.

Suburban

An area on the edge of a large town or city, typically residential in character. Suburbs became common in the UK during the 19th and 20th centuries when the development of rail and road transport made commuting viable.

Supplementary Planning Document

Supplementary planning documents (SPDs) should build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. They are however a material consideration in decision-making. They should not add unnecessarily to the financial burdens on development.

Sustainable Drainage System (SuDS)

Methods of management practices and

control structures that are designed to drain surface water in a more sustainable manner than some conventional techniques.

Taller building

Building that exceeds prevailing height of the surrounding area (please see chapter 6.3).

Tertiary street

Subordinate to the primary and secondary street. The most local routes within residential areas.

Traditional development

Directly reflects the local vernacular and historic architectural styles, materials and features.

Transitional development

Seeks to combine elements of traditional and contemporary architectural design.

Townscape

The urban equivalent of landscape: the overall effect of the combination of buildings, changes of level, green spaces, boundary walls, colours and textures, street surfaces, street furniture, uses, scale, enclosure, views etc.

Typology

The classification of buildings into typical and easily recognisable types, based on shared characteristics such as scale, massing, layout, architectural style and period. This organisational device can also apply to urban blocks e.g. Perimeter Block, Free Form Block.

Urban Greening Factor (UGF)

A tool used to evaluate the quality and quantity of natural features proposed as part of a development, such as planting, waterbodies and green roofs, collectively referred to as urban greening. Please refer to Appendix B for further information.

Vernacular

A type of local or regional construction or architectural style based on local needs and using traditional materials and resources from the area where the building is located

Vernacular buildings

The building tradition, usually prior to the industrial revolution, which gives an area its local distinctiveness, through its use of locally sourced materials (stone, timber, clay etc), building types, scale and form. Vernacular patterns of building can be detected in late 19th and early 20th century domestic architecture when the sense of the vernacular was revived, chiefly in the use of plain tile roofs, tile hanging, half timbering and a general informality in building form.

Wayfinding

The process of navigating through and around the development, using spatial and visual clues and/or markers.

