

Future High Streets Fund

Call for Expressions of Interest

Application Form



Ministry of Housing,
Communities &
Local Government

Applicant Information

Bidding authority: Rutland

Area within authority covered by bid: Uppingham Town Centre

Bid Manager Name and position: Deputy Director of Places

Contact telephone number:

Email address:

Postal address: Rutland County Council
Catmose, Oakham, Rutland LE15 6HP

Additional evidence, such as letters of support, maps or plans should be included in an annex.

Applications to the Fund will be assessed against the criteria set out below. Further information on the scoring criteria and their weighting will be published by the department before the end of January 2019.

Submission of proposals:

Proposals must be received no later than 2359 on **Friday 22 March 2019**.

An electronic copy only of the bid including any supporting material should be submitted to highstreetsfund@communities.gov.uk.

Enquiries about the Fund may be directed to highstreetsfund@communities.gov.uk.

SECTION 1: Defining the place

This section will seek a definition of the high street or town centre to be covered within the bidding authority. Places should:

- Explain the high street/town centre geography
- Indicate the population of those living and travelling to this centre, how this links to the wider economic area and its role in the lives of those within the catchment area

1.1 Geographical area:

Include information setting out the extent of the high street/town centre area covered in the proposal and a description of this centre.

Please include maps and supporting evidence as annex documents if required.

Please limit your response to 500 words.

Uppingham is one of only two market towns in Rutland and is situated mainly on top of a hill about 150 metres above sea level. It acts as the urban centre of Rutland's southern rural hinterland providing a wide range of services to surrounding villages from 150+ businesses of which 115 occupy its town centre and market place. The A47 main road from Peterborough to Leicester bypasses the town to the north while the A6003 between Oakham and Corby runs north to south through the very centre of the town. The High Street running from east to west, crossing the A6003, is lined with mainly stone built properties and the majority of the town's predominantly independent traders.

The town's historic market place is just off the north to south road (A6003) and a weekly retail market takes place on most Fridays. The parish church adjoins the square and the Post Office is situated here. The town centre surgery was recently relocated to the north edge of the town and expanded to address a growing range of health issues and the town's anticipated growth.

Many of the town centre's buildings are listed and are detailed in the appended Uppingham Parish Plan. The western end of the High Street is dominated by Uppingham School but the boarding houses to the west, south and north of the town blend into their locations. A small police office is attached to the Town Hall in High Street East. A Fire Station is on the A6003 to the north of the High Street and is crewed by retained fire-fighters. A town centre garage also sits on the A6003.

The town has three small industrial zones to the north, south and east of the town centre which are outside the scope of this proposal. At the heart of the town is Tod's Piece, a large open public space which hosts a range of community facilities including the town's football and bowling clubs. A bus interchange sits on the southern edge of Tod's Piece and links to the high street via three public footways.

Uppingham High Street and Market Place are of heritage appearance and lie within a conservation area, an important factor in any development plans. This proposal covers a central rectangle of the town centre bounded by Tod's Piece and the fire station to the north, Uppingham School Memorial Hall to the west and the A6003 junction with South View and the entrance to the Station Road Industrial Estate to the south. At its heart are the town's market place, post office, public convenience, library, town hall and inadequate public car parks. The elderly, the infirm and those that cannot drive, are currently assisted in accessing these central services and the Uppingham Surgery by a volunteer led Hopper Minibus which is supported by public donations. The bus visits the town centre seven times in its one hour circuit with its timetable being integrated with that of the commercial bus operators using the currently inadequate bus interchange.

1.2 Population and links to wider economic area:

Information on the population living and working in the town centre area, how the area acts as a centre of social and economic activity and its links to the wider economic catchment area.

With supporting evidence to include:

Resident and workplace population, travel to work catchment area, town centre footfall, commercial space, retail activity, cultural activities, diversity of uses and social/ historical importance of the centre

Please limit your response to 750 words.

The Market Place is the focus of the town and reflects a long history of Uppingham as a place to trade as well as a place to reside. This partnership between business and the residents is still a key feature of the town today. Because of the town's rural setting, the motor car is seen as a vital part of the town's social and economic future.

In the planning hierarchy, Uppingham is listed as a small manufacturing town. It is the main health, leisure, finance, business and public service centre for the south of Rutland and lies within the economic area of the former Greater Cambridge Greater Peterborough Local Enterprise Partnership. It is 6 miles to the north of Corby and mid-way between the cities of Leicester and Peterborough. The project area continues to meet the shopping and service needs of not only the town's population, but also a hinterland of 15 square miles including the nearby villages of Ayston, Barrowden, Lyddington, Preston and Ridlington.

Elderly residents tend to relocate to the town once they are unable, for reasons of age or health, to drive. In the 1980s the east/west A47 bypass was built, reducing footfall in the town but removing much heavy traffic. Recent community and business surveys reveal support for a north/south bypass to the west of the town to relieve the burden of lorry traffic passing through the centre of town on the A6003. However, 25% of respondents supporting the route of a future bypass expressed concern about the potentially negative impact of such a move on local business trade. Hence the importance of action on the A6003 in this project!

Over the last 10 years Uppingham, in support of its future development, has published four town plans. These, together with the data supporting their vision and objectives, underpin this proposal. All are online at www.uppinghamneighbourhoodplan.info Target population in the latest business plan is no more than 6000, enough to stimulate and support planned economic growth of 2%+ per annum. Current population is just under 5000. This fluctuates with arrival of term time and circa 800 Uppingham School pupils. The town's economic objectives are detailed in the Uppingham Town Centre & Business Zones Plan (UTC&BZ Plan) and more generally in the Uppingham Neighbourhood Plan (UNP)

In 2015 a benchmarking study, jointly commissioned by Uppingham Town Council and community partnership Uppingham First, helped inform the UTC&BZ Plan (Appended). Detailed surveys of high street business type and user data, footfall, business premise occupancy, business confidence, shopper origin, town centre users and car park occupancy were undertaken and reported upon by independent consultancy People and Places. Noticeable are the 'who visits' statistics with 54% being local, 26% living no more than 30 mins away and the remaining 20% living more than 30 mins away. Footfall is recorded as being almost double on a market day. The town's limited car parking capacity at peak times is the top visitor complaint. Ongoing trends have been monitored since that date.

This research, together with recently commissioned and Locality funded town council statistics and research undertaken by the town's voluntary sector, reveals that Uppingham has around 1900 dwellings and 150 + business premises. Tenants 'living over the shop' is a characteristic of

Uppingham High Street with around 115 businesses located in the proposed project area. This represents a decline of 15% over a ten year period.

The appended studies and statistics also detail the commercial character of the project area. The recently completed ABC trail www.abctrail.uk and town council www.loveuppingham.org.uk website reveal the town centre's current leisure and visitor offer which is complimented by internationally known brands Costa, Harley Davidson and Boots.

The education sector is the town's principal employer with manufacturing a close second. The leisure sector is a significant employer with independent business owners setting the character of the high street.

Because of low unemployment, skills shortages and very high house prices, the majority of town centre employees travel into the town to work, many by car. Corby is the main geographic area of recruitment. Nearest railway stations to Uppingham are at Corby and Oakham providing direct links to Birmingham, London and three airports.

The planned expansion of Uppingham School into China and an increasingly multicultural student population, together with the tourism work of Discover Rutland, has resulted in the town's visitor population becoming increasingly international. The town's secondary academy, Uppingham Community College, draws more than 50% of its pupils from outside the town but in recent years primary academy numbers have fallen.

SECTION 2: Setting out the challenges

Clear description of the issues and challenges facing this area.

This section will seek a description of the issues and structural challenges facing the high street or town centre area to be covered within the bidding. Places should:

- Describe the key challenges facing the area
- Provide evidence to support this argument (additional sources can be included in annexes). Set out why this place would benefit more from moving forward to co-development than other places within the area

We will not accept bids covering town centre areas that are not facing significant challenges.

2.1: Challenges

We recognise that each place will see different challenges. Supporting evidence on the challenges facing areas could cover the following:

- *Proportion and/or number of vacant properties*
- *Openings/closures of commercial units*
- *Diversity of uses in the town centre area*
- *Resident/customer surveys*
- *Pedestrian flows and footfall trends*
- *Evidence of congestion and air quality*
- *Perception of safety and occurrence of crime*
- *State of town centre environmental quality including provision of green spaces*
- *Accessibility*
- *Housing demands*

Deprivation

Patterns of deprivation across England are complex, with the most and least deprived areas spread throughout all nine regions of England, however the number and concentration of these varies in each. Overall, according to the 2010 Indices, the East Midlands is the fourth most deprived region, behind Yorkshire and Humber and ahead of the West Midlands, containing 7% of the 20% most deprived areas in the country. There is not an agreed definition of deprivation and rural sparsity factors for areas like Uppingham further complicate assessment. However, it is widely agreed that people can be considered deprived if they lack of resources of all kinds, not just financial, and in broad terms it can include a wide range of aspects of an individual's living conditions. Recent rural studies confirm these can be particularly acute in areas previously thought to be affluent with higher house prices (exacerbated by Londoners moving north), second home ownership, cost of necessary transport, distance of travel to work, scarcity of rural transport and the significant number of 'working poor'(masked by low unemployment figures). Since the 1970s the Government has calculated local measures of deprivation in England. These include:- **Income Deprivation** – The majority (in excess of 50%) of employment for operatives and non- managerial roles in Uppingham are at near minimum wage **Employment Deprivation** – By virtue of age in excess of 40% of Uppingham residents are excluded from employment **Health Deprivation and Disability** – The town's aging population results in above average levels of disabled residents, dementia, cancers and those with mental health issues **Education, Skills and Training Deprivation** – The majority of young people and others (70%) above school age must travel significant distances to ensure personal development and participate in any available apprenticeships and traineeships **Barriers to Housing and Services** – Rutland County Council has few front line services based in Uppingham and residents must travel to the county town of Oakham by bus or car to visit county council offices **Crime Deprivation** – Having previously experienced relatively low levels of crime the rate of

recorded crime for anti-social behaviour, burglary, theft from business and domestic premises and drug use has risen over the past two years.

The Challenges

Despite huge effort and investment on the part of many local businesses and local government Uppingham High Street has seen a steady fall in visitor numbers and an increase in the number of empty shops over the past three years. Town leaders' options to address this are limited given the economic development restrictions placed upon Uppingham by the current local plan. A second supermarket is prevented and new businesses are encouraged to divert to properties owned by the county council. The town's key challenges therefore are:-

1. Not being the county town of Rutland, with planning policy and practice on incoming business and Section 106 monies favouring the county's larger market town, Oakham and RCC sites
2. The misperception of affluence in Uppingham and the failure of national statistics to recognise that the town has significant rural deprivation issues with many on minimum wage incomes
3. Major housing development to the north and south set to increase commercial and domestic traffic by 30% increasing pollution and physical danger to the hundreds of pupils and residents obliged to walk by or across the A6003 which runs through the heart of the town centre
4. The loss of the last bank in town from April 2019 requiring further development of the post office which currently has capacity and disability access issues
5. High house prices driving out younger workers creating an ever aging community profile
6. An inadequate and dated library highlighting the lack of a modern community hub/youth facility
7. The need for a further large car park to support market day, major town centre events, and other occasions of peak capacity. The current situation deters many visitors from coming at busy times.
8. A skewed age profile with increasingly fewer waged permanent residents, a foodbank, falling primary academy pupil numbers and younger folk leaving the town
9. A decrepit and dated public convenience creating an eyesore in the town's pride and joy, the market place
10. Falling footfall with an increased number of empty commercial premises highlighting the need for one or more new key attractors to bring people into the town
11. Poor broadband in the town centre
12. Very poor mobile signal reception in the town centre exacerbated by the ironstone heritage buildings in the high street.
13. A lack of truly affordable homes to rent with almost no brown field sites to build them.
14. The lack of evening and weekend public transport to support late working & leisure pursuits
15. A notable rise in crime against local businesses. Also increased traffic in drugs.

Statistical evidence of the above is appended. In response to the question, "Why this place deserves government investment rather than Rutland's only other market town?" the answer comes in several parts. Uppingham would benefit more from moving forward to co-development than other places within the county for the following reasons:-

1. See challenge number 1 – Although not in the principal development zone of Rutland and confronted by the significant growth plans of Corby, Uppingham does have agreed plans in place which both address the need for more affordable housing and the changes in town centre infrastructure required to ensure its economic and social sustainability. It also now has the ability to make a modest contribution to capital costs from CIL.
2. See challenge numbers 2 and 4 - An announcement from Barclays Bank, without any prior consultation, has revealed that the town is to lose its last bank in town from April 2019. This is a critical blow to the town's economy given that its post office building is already a busy place, does not have mobility impaired access, and the nearest Barclays branch is a substantial car or bus journey away. This will have a significant impact on the elderly, the disadvantaged and those not online. This requires urgent attention. The town has more than 300 pensioners over 80 years of age as evidenced by the database of the local E J Toon Charitable Trust.

3. See challenge number 3 - The extensive housing development planned for Rutland and Corby suggests a 30% increase in lorry traffic can be expected to pass through the A6003 pinch points in the centre of Uppingham, hence the urgent need for action and capital expenditure.
4. See challenge numbers 6, 14 and 15 - Uppingham (in the south of the county) currently has no youth facility other than sport. Its library is very dated. To date youth facilities and a very new central library have been created in the north of the county. Reshaping the town hall to create a Community Hub could make a major contribution to tackling the rising level of anti-social behaviour and drug taking now evident in the town. A new library in its interior would help address another long standing need.
5. See challenge number 7 – Major competing high streets (Oakham and Corby) both have extensive and adequate car parking to support their town centres. Uppingham urgently needs a further major car park which must be near the high street, but no brownfield sites exist. The innovative option of enhancing the town’s major public space by creating an underground car park integrated with a new bus interchange, all topped by refurbished outdoor community facilities, will transform the town’s prospects, but only be possible with significant government support.
6. See challenge number 9 – Competing local town centres already have publicly funded new toilets as part of their commercial offer. Uppingham’s are inadequate and an eyesore sitting in the centre of its principal asset, the market place.
7. See challenge number 12 – Neighbouring competitors (Corby, Market Harborough, Stamford and Oakham) have excellent mobile reception. Uppingham has severe mobile reception problems yet mobile usage is key to its future economic success.

The Future High Streets Fund presents the opportunity for the Uppingham community and the County Council to redress the balance and work with government to address the town’s critical needs.

2.2: Rationale for selecting town centre area

Set out your rationale for choosing this town centre area as opposed to other centres within your local authority, and why this area is most in need.

Please limit your response to 500 words.

The county of Rutland, an area of rural sparsity (Pop 38k) has only two market towns. Both were invited to submit initial drafts of this bid which were independently evaluated by East Midlands Councils. The Uppingham bid was judged to be stronger in 2 key elements; setting out its principal challenges and an articulation of town centre vision and ambition for change thereby demonstrating a greater level of need/suitability vis-à-vis the Future High Streets Fund.

Uppingham faces geographic challenges, being situated in the south of the county, which isolates it to some extent from the economic benefits envisaged around the county’s key strategic growth area at St Georges Barracks (MOD brownfield redevelopment site). Additionally its location makes it vulnerable to the economic pull from the significant growth of Corby just 6 miles away (Pop rising from 65k to 100k with 14k new homes and associated businesses).

Uppingham, a neighbourhood plan front runner, has worked closely with Rutland County Council to develop policies that meet its specific challenges whilst remaining in alignment with county’s wider plans. Its subsequent Town Centre & Business Zones Plan (appended), applauded by the Local Enterprise Partnership (LEP), documents both solutions and economic targets that carry wide community support.

SECTION 3: Strategic ambition

This section will seek evidence of the level of ambition from the local authority, support from stakeholders and evidence that the local authority is well-placed to use the Future High Street Fund to tackle these challenges in a way that will fit with wider existing plans.

Local authorities should:

- Set out a high-level vision for improving their area and how this links with need expressed in Section 2
- Demonstrate how this ambition will align with other funding streams (public or private)
- Cover how investment from government will support the area and help overcome these challenges
- Demonstrate engagement with and support from local stakeholders including other tiers of local government, if applicable (supporting evidence of this support such as letters should be attached as an annex)
- Show how this will link to wider strategic plans, including the Local Plan and Local Industrial Strategies e.g. around housing and local growth
- Provide an estimate of how much revenue funding they would need to support the development of their strategic vision and business case for a specific proposal

This phase relates to defining places and challenges and we therefore are not asking for specific project proposals at this stage.

However, if a local authority has been working on a specific project that they feel is deliverable in the short term if they were to receive capital funding at an early stage, we invite them to make that clear here. While the details of the project will not be considered in our decision-making at this stage, we may consider fast-tracking these projects during co-development.

We will not accept bids that do not provide sufficient evidence of support from local stakeholders.

3.1 Town centre vision and ambition for change

Set out your vision for regenerating your high street and how this links with the challenges outlined in section 2.

Please limit your response to 750 words.

Evidence of Uppingham's deliberations and community engagement on a town centre vision and its ambition for change is set out online in four published documents.in chronological order at:-

www.uppinghamneighbourhoodplan.info They are:

- 1) The Uppingham Parish Plan
- 2) Uppingham 2025
- 3) The Uppingham Neighbourhood Plan (a statutory document)
- 4) The Uppingham Town Centre & Business Zones Plan (pre and post consultation versions)

Each has a related research and evidence base. See the regional and national comments on the town's ambitions and vision! The town is also now in the process of updating its Neighbourhood Plan alongside an updated Rutland Local Plan for the period up to 2036. The town's top economic needs are another car park, increased footfall and at least one more key attractor while addressing safety concerns about the A6003.

The Town and Project Vision

To deliver further public and private investment in addressing the community's development and infrastructure priorities to enhance the desirability of Uppingham as a visitor destination of choice and a family friendly town in which it is safe and beneficial to live, work and trade.

This proposal seeks to deliver a number of specific projects, set out below in priority order of desirability. Additionally, the bid considers the deliverability (assuming government financial support) of the projects leading to a suggested order for a scheme of works. See the table below.

1. New Car Park and Showground

Remodel Tod's Piece to incorporate an underground 100 place car park and a quality showground, leisure park and sports pitch on top. Incorporate a new bus interchange. FHS Fund + PF Loan + Sports Funding

2. An Enhanced General Post Office and Bank

Empower the acquisition and conversion of the market place post office to become a fully accessible bank incorporating a lift and additional community services on the upper floor together with new community toilet facilities and a tourist office FHS Fund + Private and Public Investment + Post Office

3. A Safer A6003

A remodelling of the A6003 from its junction with Spring Back Way through the town centre to the junction at North Street to empower pedestrians, create safer access at junctions, prevent speeding and prioritise light traffic over transit freight FHS Fund + CIL + Highways

4. Community Hub

Implement the agreed plan to remodel Uppingham Town Hall as a Community Hub incorporating a replacement library. Demolish old library and construct affordable homes on the site using the proceeds to help fund new library. FHS Fund + Libraries + PWLB Loan + Commercial

5. Virtual High Street

The community has secured planning permission for two wireless broadband/mobile aerials to be mounted on the roof of Uppingham School Memorial Hall and connected to the 1Gb Gigaclear Fibre Network. These will be able to direct wifi signals into the high street. The same installation will be used to address the poor mobile signals in the town centre. This will be linked to a new high quality audio visual portal incorporating the Uppingham Webcam FHS Fund + Private investment

6. New Boutique Cinema

Implement Phase 1 of the Ayston Road re-development (UTC&BZ Plan) by supporting with the above car park the construction of a new privately funded 500 Sm² two screen boutique cinema with an estimated annual 50000 admissions per annum and creating ten jobs Private Finance + Plan support

7. Electric Car Tourism Trail

In association with BMW, support the creation of the Rutland Electric Trail with Uppingham as its southern gateway and an estimated 5000 visitors per year FHS + Tourism + Private

| No | Scheme | Priority Rating | Deliverability with government support | Overall Score | Final Position |
|----|---------------------|-----------------|--|---------------|----------------|
| 1 | New Car Park | 1 | 6 | 7 | 2 |
| 2 | Enhanced PO & Bank | 2 | 7 | 9 | 6 |
| 3 | Safer A6003 | 3 | 2 | 5 | 1 |
| 4 | Community Hub | 4 | 5 | 9 | 5 |
| 5 | Virtual High Street | 5 | 3 | 8 | 4 |
| 6 | Boutique Cinema | 6 | 1 | 7 | 3 |
| 7 | Electric Car Trail | 7 | 4 | 11 | 7 |

Table Notes - Deliverability criteria includes:-Need for government funding: Planning Permission already acquired or needed: Scale of Project: Ownership of location.

3.2 Engagement and alignment of vision

Set out how your town centre vision aligns with other funding streams, both public and private, including details of partnership working with the private sector in this area.

Show how your vision fits with wider strategic plans such as housing, transport and Local Industrial Strategies.

Please limit your response to 750 words.

Uppingham has well established partnership arrangements with the private, public and community sectors and has created a company in the form of a community partnership to pursue its goals. Its collaborative work aligning its community vision and strategy with that of the county council's strategic, local, housing and transport plans was acknowledged and praised by its Neighbourhood Plan External Examiner. This Plan is currently being updated in strategic compliance with new emerging county Local and Transport Plans and the re-development of the St Georges MOD site for housing. To ensure coherence and compliance, community groups recently nominated the County Council Chair of Development Control, in a personal capacity, to lead the refreshing of the Neighbourhood Plan.

A number of volunteer led groups specialise in mounting significant town centre events. These collaborative arrangements have underpinned the last ten years of public consultation and forward planning in the town and are currently helping to inform the direction and content of its updated Neighbourhood Plan. The Town Council is also updating its own forward plan and has acquired the greater financial and service capability afforded by the General Power of Competence to assist it better serve the community.

To better inform itself on its funding and policy options, the town is a member of the National Associations of Local Councils and serves on the newly incorporated Leicestershire and Rutland Association of Local Councils. The town is also an active member of national charity Locality, a market town member of Revive and Thrive and a subscribing member of the Community Transport Association. Uppingham is a voluntary sector member of One East Midlands and the National Council of Voluntary Organisations. An Uppingham company director is active on the board of Discover Rutland, the county's business led tourism organisation. The town council is also supporting the current Digital Rutland initiative to bring high speed fibre connections to public realm in the high street.

To achieve the town's vision a range of funding and delivery partners are engaged. These include:-
Locality – Neighbourhood planning research; Affordable Housing pilot; Creation of Housing Trust
MHCLG – Bid submitted to register as a housing provider and build homes for younger people, Uppingham is a member of the MHCLG housing design toolkit working group

Big Lottery – Community Transport, Heritage Trail

Rutland County Council – Community Transport; Library

Uppingham Town Council – Community Hub, New Car Park, Sports and play facilities

Coop Community Fund - Community Transport and Defibrillator Network

Uppingham Rotary - Community Transport, Defibrillator Network, Town Centre events

Gigaclear – FTTP broadband and wireless

Bloor Homes – CIL and community space

Range of Housing and Employment land developers - CIL to come, greenspace, community safety, affordable and quality homes to rent and to buy

Cinema Company – 80 seat boutique cinema

BMW Peterborough and a range of county tourism venues – Rutland Electric Trail

Local Businesses – Community Transport, ABC Trail, fibre broadband, Uppingham Portal, and town centre events

Rutland Lions – Community youth facilities.

To ensure strategic fit and engagement with local Business, Education, Health, Housing, Digital and Community Safety strategies the town, acting on the advice of a government advisor, has now

created a Vanguard Board. The County Council lead on Planning is an invitee. The Vanguard Board brings together community, school, health, local business and statutory sector partners with private sector infrastructure companies and developers to jointly explore how all parties might benefit from, and contribute to, the economic and social development of Uppingham. More than one housing developer has called this ‘refreshing and forward thinking’. National planning charity Locality and a number of other towns have expressed interest in this approach. Uppingham is confident that this collaborative approach to joint funding, policy making and project delivery is the one most likely to achieve the town’s vision. It would be exciting to have a representative of the Future High Streets Programme join the team.

3.3 Support for town centre vision

Provide details, including letters of support, for your vision from (where applicable):

• *Other tiers of local government including Mayoral and non-Mayoral Combined Authorities and county councils where applicable*

Other local stakeholders including:

- *Local Enterprise Partnerships*
- *Business Improvement Districts*
- *Private sector*
- *Community groups*

Please limit your response to 500 words and include evidence of this support as an annex

Uppingham’s vision for its town centre is embodied in its published plans. The significant extent of community consultation is also evidenced within them and some is appended to this proposal. During their preparation, and following their publication, letters and e-mails of support for what the town is trying to achieve, and how it is going about it, have continued to be received. Examples include:-

I am hugely impressed with your strategy and scale of ambition for Uppingham - I think it will put many much larger places in the shade

CEO - Opportunity Peterborough

Uppingham has without question the most progressive agenda across the GCGP area

CEO - Greater Cambridge Greater Peterborough Local Enterprise Partnership

Your report is really impressive and shows how all the different projects in Uppingham are coming together as a really exceptional package. It shows ‘neighbourhood planning’ in the broadest sense and certainly will be best practice I will highlight in events I do across the country. I have copied in some colleagues so that they can do the same. Have you spoken to colleagues in BIS (the Department for Business Innovation and Skills) and the Department for Transport - if not I could try and make some links as I am sure they would be very interested. I’m really keen to come down again to Uppingham as I was so impressed last time with the work it is doing. Is there a forthcoming meeting or maybe a public event that I might attend or be present at so I can listen, help, advise and as always be inspired by the work you and your colleagues are undertaking?

Government Advisor

I visited Uppingham recently and had a fantastic day with Uppingham First, the Town Council, and the Business Forum. They are really going places in terms of their planning work and are looking at allocating sites for housing and employment in their neighbourhood plan, have some fantastic plans for the highest IT connectivity in the region and have got some major businesses, residents, councillors and local builders involved in their groups. It all seems to work well.

Senior Civil Servant

As one of those at the forefront of Neighbourhood Planning, Uppingham has helped give the movement its momentum. You have been a trailblazer, testing the way for those who follow.

Parliamentary Under Secretary of State (Planning)

On the Uppingham Neighbourhood Forum Discussing the Bid - As new residents we would very much appreciate if you could add our contact information to all communications that you send out to Uppingham residents. We greatly enjoyed and were very impressed with the meeting in The Falcon Hotel on Thursday night (UNF January 31st 2019).

Local Resident

Letters of support from the town’s governance structures are appended.

3.4 Estimate of revenue funding needed

Provide details of how much revenue funding you need to develop project plans for capital funding (including detailed business cases).

Include estimated breakdowns of how you would spend this revenue funding

Please limit your response to 500 words.

Supporting data is appended

Revenue requirements to develop full project plans are as follows:-

1. Underground Car Park with Bus Interchange

There are four main elements to the capital costs involved with this component of the bid:-

Construction of Underground Car Park

Establishment of drive through bus interchange

Re-instatement of landscaping and creation of football pitch

Installation of leisure facilities such as children's play area.

Taken all together the total construction cost for this component of the bid is likely to be £1.89m.

Revenue requirement to prepare full business case, design, obtain planning approval and put project out to tender is £48k

2. Utilising Community Right to Buy the Post Office Building

In order to secure the long-term future of the Post Office in Uppingham (which is essential now that we no longer have any bank branch representation) it is thought appropriate for the Community to acquire the building and develop it in the manner described in the proposal.

Taken all together, the total acquisition and conversion cost for this component of the bid is likely to be £600.000.

Revenue requirement to prepare full business case, design, obtain planning approval and put project out to tender is £20k

3. Improvements to the A6003

The estimated total highway upgrade cost for this component of the bid is likely to be £75.000.

Revenue requirement to prepare full business case, design, obtain planning approval and put project out to tender is £8k

4. Community Hub with Library and New Affordable Housing

A properly costed scheme by professional quantity surveyors indicated a build cost for the town hall site against formally passed planning permission designs has already been completed by the Town Council indicating a build cost of £1.3M.

Capital cost of the redevelopment of the library site to provide up to 10 affordable apartments is estimated at circa £900,000

Revenue requirement to prepare full business case, design, update planning approval and put project (including housing) out to tender is £36k

5. Virtual High Street and Broadband/Mobile Masts

Planning permission already exists for the erection of two mini - masts on the roof of Memorial Hall at Uppingham School and a project plan with costs is in place for the virtual high street initiative.

Capital cost of the project incorporating 4G/5G Wireless repeaters in the high street and smart phone app is estimated at £180k

Revenue requirement to prepare full business case, update planning approval and put project out to tender is £10k

6. Boutique Cinema

No capital grant is required for this primarily privately funded £1.5M new build project to be supported by the additional car parking proposed.

Revenue requirement to prepare full project plan and business case is £15k

7. Electric Trail Tourism Initiative

Capital cost of this project to include trail design, literature and county wide signage is estimated at £120,000

Revenue requirement to prepare full business case incorporating a marketing plan is £6k.

Summary

Total FHSF capital sought £5.065M

Total revenue funding requested £143k