

Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

Applicant & Bid Information

Local authority name / Applicant name(s)*: Antrim and Newtownabbey Borough Council (ANBC)

Bid Manager Name and position: Majella McAlister - Director of Economic Development & Planning

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Senior Responsible Officer contact details: Majella McAlister - Director of Economic Development and Planning

Chief Finance Officer contact details:

Jacqui Dixon, Chief Executive,

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Country:

England

Scotland

Wales

Northern Ireland

Please provide the name of any consultancy companies involved in the preparation of the bid:

LMK Advisory Ltd.

Rolston Architects

AECOM

OKT Property Consultants

Nexus Planning

PACEC

For bids from **Northern Ireland applicants** please confirm type of organisation

Northern Ireland Executive

Third Sector

Public Sector Body

Private Sector

District Council

Other (please state)

PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

<p>1a Gateway Criteria for <u>all</u> bids</p> <p>Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22</p> <p><i>Please ensure that you evidenced this in the financial case/profile.</i></p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>1b Gateway Criteria for private and third sector organisations in Northern Ireland bids only</p> <p>(i) Please confirm that you have attached last two years of audited accounts.</p>	<p>N/A</p>
<p>(ii) Northern Ireland bids only Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)</p>	

Project 1: Creation of the Allen Park and Crumlin Community Centre - During 2017 the Council's Capital Delivery and Leisure Teams completed the development of Allen Park and Crumlin Community Centre at a cost of £9.8m. Forming an integral part of ANBC's strategy to increase physical activity in the Borough the project involved the refurbishment of the existing minor hall and clubhouse, provision of new community and sports halls with associated changing and toilet facilities, single and double 3G synthetic pitches, refurbishment of play area and site works including car parking and landscaping.

Project 2: The Gateway Centre - During 2020 the Council's Economic Development and Capital Delivery Teams completed the development of the Gateway Centre building on Antrim's Lough Shore at a cost of £2.8m. Forming an integral part of ANBC's strategy to boost footfall and levels of tourism in the area, the project involved the creation of a two-storey, multi-use/occupancy building (including a ground floor exhibition/conference room, rooms for an activity space franchise, shower and toilet facilities for the general public and a first-floor restaurant) and all associated fit-out and site works including the provision of car parking and landscaping.

The above examples, illustrate the Council's capacity and capability of delivering major capital schemes, with works akin to those identified in the proposed Glengormley scheme, focused on supporting the economic and physical regeneration and revitalisation of a town centre.

PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

As a NI public authority, ANBC is fully committed to maintaining its compliance with its:

- Statutory responsibilities relating to the need to promote equality of opportunity and regard to the desirability of promoting good relations across the range of categories identified within Section 75 of the Northern Ireland Act 1998; and
- Duties to have due regard to the need to promote positive attitudes towards disabled people and encourage participation by disabled people in public life as articulated in Sections 49A and 49B of the Disability Discrimination Act 1995.

ANBC has completed an Equality Impact Screening (June 2021) to screen the equality impacts of the proposed Glengormley Integrated Economic and Physical Regeneration scheme (see Appendix I). The Screening concluded that the proposed project is not likely to have an adverse impact with regards to Section 75 groups and instead is likely to have a positive (or neutral) impact in promoting equality of opportunity and good relations across the groups by:

- Creating a high-quality, shared, open and safe ‘town centre’ environment in which to live and work which is of particular importance in a NI context to ensure that groups are provided with equality of opportunity;
- Making provisions to maximise accessibility and enabling persons with a disability to participate fully in public life through better public realm, access to facilities and improved management of public spaces. Specifically, the scheme will formalise and segment pedestrian and vehicle movement in shared spaces. The proposed workspace will be DDA compliant and include ‘Changing Places’ toilets/changing facilities and provide adequate parking for those with disabilities. The central location of the proposed scheme in the Glengormley town area access to existing public transport links enabling persons with a disability to enjoy greater levels of participation in public life; and
- Creating employment and skills-development opportunities to encourage the active engagement of all groups in public life. This will include incorporating outreach programme support to encourage increased levels of entrepreneurship amongst citizens, with a focus on positive action schemes for females, the economically inactive and disaffected youth from both sides of the political divide, to encourage entrepreneurship.

It is therefore the view of the Council that the proposed scheme does not require a full Equality Impact Assessment.

In addition to this, the Council has undertaken significant consultation with Section 75 and Rural Needs groups as part of its wider local development plan-making process. This included independently facilitated workshops in each of the Borough’s District Electoral Areas including Glengormley Urban and the distribution of a public

consultation questionnaire. The feedback did not identify significant Section 75 concerns other than the need for positive action measures relating to providing access to facilities and services, employment opportunities and addressing the decline in local town centres. Positive action was highlighted for those with disabilities, youth and females. The proposed scheme would implement positive actions to address the needs of these specific groups.

Per Section 6.4 ANBC commits to implementing a Monitoring Framework to monitoring Section 75 impacts throughout the life of the project.

When authorities submit a bid for funding to the UKG, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:
www.antrimandnewtownabbey.gov.uk

PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Single Bid (one project)

Package Bid (up to 3 multiple complimentary projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

The Glengormley Integrated Economic and Physical Regeneration scheme aims to drive long-term economic growth by supporting the regeneration and revitalisation of the economic and physical town centre environment. The scheme seeks to re-establish Glengormley as a vibrant location for people to visit, live and work and a key destination for inward investment. The scheme contains three interdependent components:

- Development of office/workspace at a former Police Station site** - This element of the project proposes to demolish a former police station located in a prominent central location in the town centre and replace it with an inspiring signature gateway building providing a suburban flexible business workspace hub (Grade A/B) which have been identified as an important alternative to city locations in a post-COVID-19 pandemic environment.

Due to the historical context of NI, former police stations are fortress-like structures, fully enclosed with blast-proof walls. These are dominant structures that echo back to the past ‘troubles’ era and present a negative outlook to those who live and do business within the town, potential investors considering Glengormley as an option and visitors wishing to avail of the town’s retail and leisure offering.

The project will meet the work accommodation needs of businesses along with the breadth of the entrepreneurial pipeline, providing the necessary wrap-around business development support to facilitate their growth. The project will also deliver youth interventions with an economic, jobs and skills focus to re-engage youth and indirectly help address antisocial behaviour in the locality.

- Façade and Enhanced Town Accessibility/Connectivity Works** - Given its strategic positioning to access the town’s main leisure and retail offering, this element of the project proposes to enhance the facades of a core retail and leisure block of buildings adjacent to the office/workspace to enhance their aesthetic appeal and drive footfall to the area. This element of the project will help attract

future investment, build civic pride, maximise an underutilised site and address anti-social behaviour in its vicinity.

The Project will also undertake key improvements to the road network and car-parking facilities adjacent to the retail and leisure block to maximise the free flow of traffic in the town and make parking as convenient as possible whilst making pedestrian access a safe and inviting option. This element of the project will positively contribute to the physical-economic functioning of the Town Centre to the benefit of all traders and visitors.

- **Public Realm Scheme** – The Public Realm Scheme focuses on providing an improved commercial core of the town which will include enhancing the public realm including paving, street furniture, art, lighting and planting. An element of SMART will be incorporated into the public realm as a test-bed for new sustainable technologies and practices.

Combined the project will serve to increase the footfall into the town centre and reduce vacancy rates by creating a more diverse offering that is not retail dependent and includes office/start-up space and recreation/leisure provision (see Appendix II of the Supporting Technical Documentation).

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:		£3,871,661
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	100%
	Cultural	%
	Transport	%

PART 4 STRATEGIC FIT

4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

4.1a Have any MPs formally endorsed this bid? If so confirm name and constituency. Please ensure you have attached the MP's endorsement letter.

N/A but letters of support have been included in the Technical Documentation.

4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

At the outset of the project development process, ANBC established a cross-directorate team that was responsible for identifying the full breadth of stakeholders with a vested interest in the scheme and the methods that would be adopted to maximise engagement. In line with the Council's statutory responsibilities under Section 75, the Council ensured to identify those 'hard to reach' stakeholders and the most appropriate means to engage with these.

Stakeholders consulted through the development phase has included:

- Council Elected Members (including those from the Glengormley Urban DEA) and their respective political parties (DUP, UUP, SDLP, Sinn Féin, Alliance, including MPs from the relevant constituency areas);
- NI Government Departments and their NDPBs (including the Department of Finance, Department for Communities, Department for the Economy, Invest NI);
- Across ANBC's Departments and Council Committees (to ensure the strategic and operational 'fit' of the project);
- Local economic development organisations including Social Enterprise NI, Glengormley Chamber of Commerce, Enterprise NI and Local Enterprise Agencies (LEDCOM, Mallusk, Antrim), FSB, Business in the Community;
- Equality Commission;
- Northern Regional College Business Engagement Team;
- Estate agents (N=22);
- Local pre-start, start-up and growth businesses (N=143);
- Community Organisations Groups (e.g., Community Relations Forum, Glengormley Community Group); and
- Members of the public.

A mixed-mode consultation and engagement process was utilised to garner feedback which included:

<ul style="list-style-type: none"> • Face-to-face and telephone consultations • Focus groups • Distribution of online questionnaires • Public Consultation/Engagement events • Street surveys/interviews 	<ul style="list-style-type: none"> • Deliberative mapping groups • Wider community engagement events • Garnering feedback through the Council's established Citizen / Community panels
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Salient points to note:

- Engagement with stakeholders has and continues to be undertaken through direct channels and more open forums utilising the Council's website and social media accounts (Twitter, Facebook, Instagram etc.);
- The development of the project and stakeholder engagement was undertaken both pre and during the ongoing COVID-19 pandemic. Virtual/electronic engagement (e.g., through Zoom, Microsoft Teams) has been utilised throughout the pandemic;
- The breadth of consultation techniques and mediums used to undertake the engagement process has facilitated the engagement of many groups that have historically been more problematic to reach (e.g., young people, the elderly, those from ethnic minorities); and
- Conscious of the need to have independent engagement through the project development and engagement phase, the Council appointed a range of external consultants to facilitate the stakeholder engagement process (see the applicant and bid information for details of these).

The feedback derived through the consultation engagement process underpins all aspects of the proposed project and associated bid on the basis that it has:

- Identified the issues and needs being faced at a local level (including the market failures which exist and need for Government intervention);
- Confirmed the potential for the proposed project to address these needs;
- Informed the nature and scale of provision (particularly in the context of the office/workspace); and
- Informed the location of the proposed project to ensure that it is an open, safe and accessible location for all members of the public, which is of particular importance in a NI context and to ensure the ongoing success of the project.

4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)

The proposed project contributes significantly to the aims and objectives of the Borough's Community Plan and hence is fully supported by local organisational stakeholders. ANBC aims to achieve a balanced investment portfolio across the Borough, and this has contributed to ensuring that projects such as this scheme have full political commitment. The potential for the workspace community outreach activities to play a strong role in social regeneration has helped galvanize this support.

The project will enhance the employability and skills of local marginalised groups, thus further contributing to the socio-economic fabric of the town and wider Borough, which has been welcomed by local community groups.

Local Enterprise Agencies have fully endorsed the project having identified the need for higher quality, more accessible and flexible workspace stock in the area to meet the newly emerging needs of businesses, reverse the area's economic decline and address business challenges that have emerged during the ongoing COVID-19 pandemic.

Minor concerns were raised by a small number of traders about the potential impact of the workspace provision on available car parking, as well as potential disruption of the wider scheme to businesses' operations during the project's implementation, including the short-term impact on footfall. However, these concerns were allayed given the proposed town accessibility/connectivity works will address current traffic-flow and parking issues. Traders will be a key benefactor of the investment and are wholly supportive of the scheme in acknowledgement of its importance to the town's longer-term sustainability.

4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
For Northern Ireland transport bids, have you appended a letter of support from the relevant district council	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A

4.3 The Case for Investment

See technical note Table 1 for further guidance.

4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

Independent research indicates that the town's physical structure and environmental quality has suffered as a result of historic disjointed and piecemeal development. There are significant issues relating to the availability of car parking, vehicular access, flow and congestion (particularly around the leisure and retail areas), and significant clusters of vacancies exist in the town centre.

The public realm is in general of poor quality, and the current existence of narrow pavements and a number of busy street crossing inhibits general pedestrian movement around the centre. There is a need to enhance the physical appearance of a number of core buildings including the former police station and the adjacent buildings in the core leisure area off Glenwell Road which have dated facades, disjointed and unattractive signage and poor road access layout with limited segregation between cars and pedestrians.

Combined these issues have created an unwelcoming 'shop front' for those visiting Glengormley, limited the variety of service provision, reduced footfall and the amount of time spent by visitors in the town and levels of expenditure.

The need to enhance the current nature, scale and quality of workspace in the town has also been identified.

From a supply-side perspective, the research has indicated that existing quality work accommodation (which is Grade B) which is typically offered in the LEAs is fully occupied. All other available stock has been assessed as being of low quality (<Grade C), offering limited/no opportunities for co-working/collaborative working and ultimately unable to meet businesses' needs. Of those businesses that are occupying workspace in the Borough, a significant cohort indicated that they were dissatisfied with their current provision with evidence that businesses have had to locate outside the town and the Council area to access quality provision.

On the demand-side, research indicates that there is strong latent and emerging demand for flexible, co-working space in the area. The research suggests that the ongoing pandemic is likely to result in significant changes in working practices including the need for:

- 'Mix-mode' flexible working;
- Workplace mobility programs emphasizing remote-working which is anticipated to result in a shift of workspace back out from city/major town centres, the rise of satellite offices and the 'hub and spoke' workplace model; and
- More agile/flexible accommodation in terms of the diversity of the accommodation portfolio, time-usage and leasing arrangements.

The scheme offers a potential long-term solution to addressing persistent socio-economic issues. For example, the Council area and Glengormley, falls well below average in most business metrics, with low levels of entrepreneurship, innovation, business birth, business survival and business growth, which will continue to inhibit the Council area from 'levelling up' to neighbouring Council areas like Belfast and Lisburn & Castlereagh. There is serious deprivation in crime & disorder, education, skills & training and health deprivation and disability; while there is above-average deprivation in employment and living environment respectively. High levels of crime and low levels of skills are likely to dissuade private investment, increasing the likelihood that a cycle of socio-economic deprivation will continue without intervention.

4.3b Explain why Government investment is needed (what is the market failure)? (Limit 250 words)

Feedback provided during the project development process indicates that the need for intervention is predicated due to several recognised market failures including:

- **Public-good nature of the proposed scheme** – The focus of failures is on economic efficiency considerations, reflecting that public realm and physical regeneration can be defined as a public good – it does not generate benefits for a single business or user, instead generating benefits for all. The ability and likelihood of any developer to fund works are therefore limited as they will not see a direct return on their investment and benefits will also be experienced by competitors on adjacent sites and premises.

- **Commercial Viability** - Office/workspace development is not currently a commercially viable proposition for the private sector due to the low rental levels, high capitalisation yields, and increased construction costs required to provide Grade A/B specification workspace;
- **Availability of Development Finance and Developer Financial Ability and Appetite for Risk** - Whilst the banks may state that they are prepared to consider funding developments the feedback suggests that, in practice, this funding is unlikely to be forthcoming or highly conditional making the scheme prohibitive; and
- **Information Asymmetry** – Feedback identified the lack of information/advice with regards to available funding opportunities. Agents and developers stated that whilst they liaised with local economic development stakeholders and conducted property viewings with qualifying businesses, they had limited information about the nature and level of demand emanating from qualifying businesses.

Many of the above issues have been exacerbated by the ongoing COVID-19 pandemic.

4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

The scheme will undertake three interlinked improvements to the physical infrastructure of Glengormley to revitalise and regenerate the area.

The proposed development of office/workspace would see the demolishing of a visual symbol of NI's past 'troubles' and the development of the brownfield site to create a signature gateway project offering c.15,000 sq. ft of Grade A/B lettable space to address the latent and emerging demand and supply issues that exist. Given the emerging post-Covid workspace needs, the scheme would be focused on providing a flexible offering in terms of the diversity of the accommodation portfolio, time-usage and leasing/licensing arrangements. In addition to providing the physical space to stimulate levels of entrepreneurship, the proposed layout and programming has been designed to stimulate levels of collaboration/innovation; addressing the area's poor performance against a range of business-performance metrics. The space, programming and community outreach activities will also enhance levels of skills and employability, particularly amongst marginalised groups, supporting the Council to address the high levels of deprivation in areas such as employment, skills, crime/anti-social behaviour.

The improvement works to the adjacent retail and leisure block facades will address the current disjointed and dated signage, enhancing the aesthetic appeal of this strategically important site and provide a new 'shop window' to the town's retail and leisure core offering.

The accessibility/connectivity works will enhance the road network and car-parking facilities to maximise the free-flow of traffic, reduce congestion, make parking convenient, whilst making pedestrian access both safe and inviting.

The public realm scheme will provide a new improved commercial core of the town and, in doing so, will address the aforementioned issues relating to the poor physical living environment and support greater pedestrian movement around the centre.

Combined, the scheme will enhance both the appearance and functionality of the town’s physical infrastructure, which will contribute to attracting visitors, build civic pride, utilise a disused brownfield site and address anti-social behaviour in its vicinity, reduce vacancy rates and encourage a more diverse visitor-orientated offering which will encourage visitors to extend their stay and increase levels of expenditure to the benefit of the long-term sustainability of the town.

The location has also been selected given the:

- Socio-economic issues facing the Glengormley area;
- Geographical importance of the Glenwell Road area in terms of accessing public transport, acting as a ‘shop front ’/gateway into the wider town area, as well as a main arterial route into Belfast City Centre (9 miles away) via the Antrim Road and M2 motorway. Linked to this, Glengormley is an attractive option to locate a business seeking an alternative to travelling to city locations;
- Spatial analysis undertaken by the NI Civil Service (NICS) has indicated that a significant number of its staff are located in and around the Glengormley area, making it a suitable location for a remote-working site through a satellite office/hub-and-spoke’ workplace model in a post-Covid environment. ANBC is currently in discussions with the NICS to pilot a satellite scheme with a view to utilising the workspace to meet its long-term needs.

4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)	N/A
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4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury’s Magenta Book](#) (page 24, section 2.2.1) and [MHCLG’s appraisal guidance](#). (Limit 500 words)

A detailed Theory of Change for the proposed project is included in Appendix III of the Technical Documentation. The project’s Theory of Change is intrinsically linked to the underpinning ‘logic’ for the proposed scheme in terms of establishing SMART Inputs, Activities, Outputs, Outcomes and Impact.

In line with ensuring the proposed project was needs-driven at a local level, the development of the Theory of Change commenced with establishing the project’s Vision/Strategic Impact informed by the prevailing needs analysis and significant stakeholder consultation. The ultimate Impact of the Project is to create:

“A Physically and Economically Revitalised and Regenerated Glengormley town where people want to visit, live and work and a key destination for inward investment; a town which enhances the quality of life and life chances of those who visit it.”

Working backwards to identify the necessary pre-conditions to achieve the identified Impact, a series of outcomes have been identified through the project development phase. In-line with best practice in project development these outcomes have been disaggregated by:

- **Longer-Term Outcomes** identified as including reduced levels of deprivation, increased economic, physical and mental well-being of residents and local traders, increased community inclusion, cohesion and enhanced social capital and increased environmental sustainability;
- **Intermediate/Medium-Term Outcomes** identified as including reduced town vacancies, lower levels of crime/anti-social behaviour, improved mix/quality of the visitor-orientated offering, increased investment, increased rental returns, enhanced capital values, enhanced levels of entrepreneurship, employment, innovation and enhanced skills and employability; and
- **Immediate/Short-Term Outcomes** identified as including enhanced visitor welcome/experience, increased civic pride, increased visitors, footfall and visit duration, increased utilisation of historically under-used town areas and increased expenditure.

By way of achieving these outcomes, a range of outputs was identified including (inter alia):

- Increased availability of quality workspace and wrap-around support;
- Enhanced physical environment and aesthetic appeal of the local area;
- Enhanced vehicular access, reduced congestion and improved traffic flows;
- Improved and safer access/environment for pedestrians; and
- Enhanced pedestrian movements around the town centre.

As detailed in Appendix III, these outputs are intrinsically interlinked and mutually reinforcing.

Key activities needed to deliver these outputs were identified as being:

- The various physical infrastructure works that make up the proposed project (discussed previously);
- Ongoing local community and business engagement;
- Soft Market Testing to identify and appoint a Third-Party Managing Agent of the workspace (e.g., a social enterprise);
- Procurement and management of appointed external project delivery team;
- Marketing the workspace to attract end-users;
- Delivery of wrap-around services to tenants of the workspace; and
- Community outreach activities.

The project development process has identified the anticipated inputs/resources in terms of funding required to deliver the above activities (discussed elsewhere in this application) as well as the technical expertise and time input that will be required from a variety of stakeholders including ANBC (as Project Sponsor), the appointed external project delivery team (responsible for completing the infrastructure works), the Third-Party Management Agent, local economic development agencies (in terms of

marketing the workspace and providing wrap-around support), local community groups and business occupants of the workspace (in terms of facilitating the community outreach work).

4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

As detailed in Appendix IV of the Technical Documentation, the project offers the potential to make a significant contribution to the strategic imperatives articulated at both a regional-NI level and a more localised ANBC level. In terms of the local level, through the realisation of the outputs and outcomes identified in the Theory of Change by implementing the proposed scheme, the project offers the potential to contribute to:

- The realisation of the Council’s current established Vision (as articulated in its Corporate Plan “Our Borough, Your Vision 2015-2030”) of establishing “*a prosperous place - inspired by our people - driven by ambition*” including the underpinning themes of:
 - ‘**Place**’ by encouraging people to take pride in their surroundings, establish a place where people feel safe and ultimately create a vibrant and welcoming town;
 - ‘**People**’ in terms of providing access to high-quality Council services and facilities that empower the local community; and
 - ‘**Prosperity**’ in terms of supporting entrepreneurship, providing a strong competitive business advantage, providing world-class infrastructure which attracts inward investment and supports productivity, exports and business growth and stimulates business activity to sustain existing jobs and create new employment opportunities.
- Supporting the Council to realise its strategic economic development goal to “*create new jobs, investment and improve the wealth of individuals and the community*” (as articulated in the Council’s Economic Development Strategy (2018-23)). The proposed project offers the potential to contribute to a number of specific objectives including:

- **Stimulating Entrepreneurship** - Improve the Council’s Entrepreneurship levels to NI levels or better;
- **Enhancing skills and employability** - Improving the proportion of the working-age population with no formal qualifications to at least the NI average; and
- **Local Wealth Building** - Supporting an increase in employment of 5,000 jobs above current levels by 2030, enhancing levels of economic activity

- Facilitating the Council to establish a “*resilient, socially responsible community where citizens enjoy a high quality of life*” as identified in the Council’s “Love Living Here” Community Plan. Through the identified Theory of Change, the project offers

the potential to contribute to a number of key Community Plan Outcomes including creating a community where citizens:

- Live in connected, safe, clean and vibrant places as illustrated by reductions in the percentage of vacant non-residential units and increased town centre footfall;
 - Benefit from economic prosperity which will include the local economy thriving, with local businesses starting up, growing, expanding and generating employment. Enterprise and innovation are encouraged and the area has a skilled population and infrastructure which is attractive to investors and employers. Barriers to accessing employment are reduced or removed enabling all citizens to have equitable access to the opportunities available in the Borough;
 - Achieve their full potential through encouraging a culture of lifelong learning in our communities and provide a range of ways - both formal and informal - to engage in learning.
- Aligning with the regeneration imperatives identified in the emerging Glengormley Masterplan (see Appendix V) which has identified the Old Centre and Glenwell Road as key locations for development.

4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects, in particular, should clearly explain their carbon benefits. (Limit 250 words)

In-line with the UK Governments' "Build Back Better: Our Plan for Growth" policy paper, the project would address the physical, economic and social issues that are facing Glengormley, putting it on a more level-footing with other UK towns and enabling it to more readily contribute to the wider economic growth of ANBC, NI and ultimately *"creating an environment that enables the UK to succeed."*

The workspace will address local infrastructure/space needs by *"creating a great place to start and grow a business"*, thereby stimulating entrepreneurship, innovation/collaboration, skills development and employability, ensuring marginalised groups are not 'left behind'. Glengormley will be re-established as a more connected and engaged community/town, improving everyday life for the local community, ensuring everyone can succeed regardless of where they live. Thus, the proposed project is wholly aligned to the UK Government's aim of 'levelling up' struggling towns.

The project would contribute to other strategic imperatives including transitioning to net-zero emissions, improving air quality and supporting green innovation and growing a sustainable and environmentally responsible greener economy. Specifically:

- The public-realm aspect of the project would develop blue/green infrastructure encouraging greater engagement in Active Travel;
- The workspace would use environmentally sustainable eco-friendly building materials in its construction, renewable energy resources and make provisions for environmentally-friendly travel options through the provision of a dedicated bike shelter and on-site recycling; and

- The workspace site is adjacent to public transportation which will be further enhanced when the public Glider Bus Service (from Belfast City centre) passes the site.

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

The proposed project complements several other investment funding streams including:

- **Belfast Region City Deal** - Aimed at helping to harness additional investment, create new jobs and accelerate inclusive economic growth, the City Deals are bespoke packages of funding and decision-making powers negotiated between central government and local authorities. A core consideration in developing ANBC's Economic Strategy was the development of the Belfast Regional City Deal, of which ANBC is part. The Deal represents an opportunity to address some of the identified challenges and work with neighbouring Councils to address common sub-regional challenges. Of relevance, the City Deal comprises support pillars including Innovation and Digital, Infrastructure and Employability and Skills.

The City Deal includes proposals in relation to Innovation and Digital advancement and the project's proposed integration of SMART into the public realm as a testbed for new sustainable technologies and practices and the proposed enhancement of the area's infrastructure is wholly complementary to this;

- **Department for Communities (DfC) Regeneration Programmes** – DfC delivers a series of programmes (e.g., Improving Places, Neighbourhood Renewal, the Covid-19 Recovery Revitalisation Programme) that target social need through social, economic and physical regeneration of towns, including providing support to create a town visiting experience that is safe and welcoming for all. Recognising the complementary nature of the project, DfC will make a significant capital investment to the project;
- **Department for Infrastructure (DfI) Blue/Green Infrastructure Fund** which provides investment to undertake the necessary infrastructure works to support active and safe travel and the development of town centres.

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

A core element of the proposed project includes the enhancement of the public realm which will include (inter alia) the enhancement of pavements to facilitate greater pedestrian movement around the centre.

The Project will also undertake key improvements to the road network and car-parking facilities adjacent to the retail and leisure block to maximise the free flow of traffic in the town and make parking as convenient as possible whilst making pedestrian access a safer, more and inviting option. Similarly, the proposed public realm and connectivity works will formalise and segment pedestrian and vehicle movement in shared spaces, thus contributing to creating a safer, more accessible location for

pedestrians and cyclists. All upgrades to the cycle network would adhere to relevant UK Government guidance (e.g., Department for Transport 'Cycle Infrastructure Design'). As noted, cycling shelters will also be provided to enhance cyclist convenience and safety and encourage greater levels of active transport.

Whilst not an integral part of the proposed project, a review of public transport linkages in the town indicates that there are currently sufficient bus priority measures in place to meet current needs/demand. However, the Council is committed to keeping this under review and will ensure that the necessary provisions are made (in conjunction with all relevant statutory agencies) if there is an increase in bus transportation levels (for example, in the event that the public Glider Bus Service (from Belfast City centre) to passing the site).

PART 5 VALUE FOR MONEY

5.1 Appropriateness of data sources and evidence

See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

Appendix VI of the Technical Documentation provides a detailed analysis of the socio-economic issues facing Glengormley and ANBC. Examples include:

- Glengormley has the highest claimant count (6.6%) across ANBC (where the average is 3.5%) and is higher than the NI average (6.2%);
- Glengormley and ANBC performs poorly in most business metrics. For example, the Council has:
 - 23.7 business births per 10,000 population in 2019, which is 40% of the UK rate and the lowest of all NI Councils;
 - An average of 4.3% Total Entrepreneurial Activity, the second-lowest in NI;
- ANBC grew at an annual rate of 1.6% between 1998 and 2019, well below the UK's average growth (1.9%).
- In 2019 GVA fell by 1.5%. Given the anticipated large contraction in 2020, indicates 2-years of negative growth leaving ANBC and Glengormley significantly below its own pre-COVID baseline, and accordingly that of NI and the UK.
- ANBC grew at an annual rate of 1.6% between 1998 and 2019, well below the UK's average (1.9%);
- Whilst c.45,000 sq. ft. of workspace is available within a 4 mile-radius of Glengormley, letting agents have indicated that c.88% of this stock is of very low quality (<Grade C), provides little/no opportunity for collaborative working, and does not meet the needs of modern businesses (accordingly the average vacancy period is >15 months).

- Glengormley is ranked in the top 40 percentile for deprivation, 9th for the most deprived wards out of 40 in ANBC and is in the top 21 percentile for education, skills/training deprivation.

5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)

To ensure an independent approach was taken to support the development of the OBC and subsequent bid, ANBC appointed independent consultants to facilitate all primary and secondary research activities to identify the nature and scale of local problems/issues.

In terms of primary research, the appointed Research Teams undertook significant engagement with stakeholders with a vested interest in the project to establish the current and emerging needs. Salient points to note include:

- The substantive local-level engagement has served to mitigate the risk of non-response bias effects and increase levels of statistical confidence/reliability;
- The mix-mode approach to the primary research has ensured that an appropriate balance was struck between gaining the necessary quantitative and qualitative data to inform the analysis;
- The engagement was used to contextualise and verify the findings emerging from the secondary research, to ensure that the need for intervention remained valid (particularly around the stated market failures, vacancy levels, availability of workspace stock etc.). Reflecting the up-to-date nature of the need's analysis, all primary research was undertaken between October 2020 and January 2021.
- All primary research tools were developed in line with national and local guidance and focused on identifying the current and emerging needs of the town and wider Borough and testing the reasonableness of the Project's initially established Theory of Change (which was continually updated to reflect the feedback received);
- The Council commissioned independent research in 2019 to inform the creation of its Local Development Plan 2030. Focusing on the quality of the Council's Retail and Leisure provision, this work involved completing a Glengormley town 'Health Check' which included estimating hourly footfall at a number of locations across the town, street and household telephone surveys with residents and visitors to establish views on the town including improvements to its physical infrastructure.

In terms of secondary research, per Appendix VI of the Technical Documentation, the Council's Research Teams have drawn on the most up to date (typically 2021 but no earlier than 2019 for lag indicators such as GVA) available data to examine the socio-economic context at both an ANBC and more localised Glengormley area, benchmarking these against comparator locations (e.g., other local Councils, NI and the UK) to demonstrate the specific need for 'levelling up' support. As detailed by the identified sources of information all data underpinning this analysis has been

drawn from publicly available sources from UK Government sources (e.g., ONS, HMRC, GEM, NISRA etc.) and academia (e.g., Ulster University Economic Policy Centre).

Data has been analysed in line with the UK Government's guidance (as outlined in 'The Review of quality assurance of government analytical models' and the 'Aqua Book': Guidance on Producing Quality Analysis for Government") applying the 'Analysis with RIGOUR' principle to all data analysis. Statistical software has been utilised to analyse quantitative data, employing robust statistical analysis to assess uncertainties (including HMT optimism bias calculators, sensitivity analysis, switching tests, Monte Carlo simulation analysis in line with HMT/Greenbook guidance and applying project team assurance measures to verify, validate and quality assure the analysis undertaken.

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

Given LUF's focus on 'levelling up' struggling towns, the Council has taken a micro to macro analytical approach in the selection of data and evidence to inform the bid. That is to say, per Appendix VI and elsewhere in this application, the primary and secondary research has focused on establishing the specific needs of the Glengormley town (including its Super Output Areas (where information is available)) and benchmarking these within the ANBC area, at a regional NI level and importantly at a UK level to identify relative weaknesses in the town's socio-economic performance and wider needs, as well as the potential for the proposed project to address these. By placing Glengormley in a comparative context to these other areas illustrates the need for levelling up at the localised level.

Accordingly, in the first instance, the data and evidence base selected has established localised needs through the analysis of data pertaining to the Glengormley town area and through engagement with local residents, businesses, economic development agencies/organisations, visitors to the town and other Glengormley-specific stakeholders (per Section 4.2).

However, mindful of the need to contextualise the project in a wider ANB and NI perspective, the Council has sought to assess the wider strategic and operational fit of the proposed project, identifying potential impacts on other Council areas and neighbouring Councils (e.g., in terms of displacement). For example, in assessing the need for additional workspace, cognisance has been taken of the existence of alternative provision/supply in a reasonable travel-time distance to Glengormley.

5.2 Effectiveness of proposal in addressing problems

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

The redevelopment of the former police station will serve to address a number of existing and emerging issues. Firstly, this element of the proposed project will result in the re-development of an aesthetically unappealing, disused brownfield site (of

c.0.5 acres) with an innovative, modern workspace which more appropriately reflects the Council's economic vision for the town. As noted, this is a key gateway location into the Glengormley town and its current appearance is an unwelcomed reminder of NI's unsettled history, acting as a deterrent to visitors, investment and levels of civic pride. In addition, this aspect of the project will establish c.15,000 sq. ft of Grade A/B lettable space to address both the current undersupply of available quality office stock, as well as the latent and emerging demand anticipated to arise in a post-Covid environment. By association then, the workspace will address a number of the aforementioned socio-economic issues facing the town particularly around many business metrics, existing low level of entrepreneurship, innovation and wider deprivation.

The scheme's outreach activities will also serve to improve the skills and employability of members of the community including those in marginalised groups. The office space has been specifically designed to providing a flexible offering in terms of the diversity of the accommodation portfolio, time-usage and leasing/licensing arrangements which has been identified following the pandemic. As noted later, it has been forecasted that the workspace will remain at least 80% occupied over the thirty-year period and will support the incubation of businesses who will graduate from the workspace into the wider private sector, making room for new pre-start and start-up businesses to get the necessary support they require.

The development of the workspace, alongside the wider public realm scheme, façade and connectivity works will serve to address the historic disjointed development in the town, enhancing its aesthetic appeal, locational connectivity and reverse the declining footfall in the town that has occurred over the last decade.

The nature and scale of monetised and non-monetised impacts arising from the project (in the areas identified above) is summarised in the succeeding subsections of the application and the appendices included in the Technical Documentation.

5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

A bespoke forecasting model has been independently established to forecast the anticipated costs and benefits associated with the project. Recognising the potential implications of cost overruns for the Council, the Council has ensured that build in suitable contingencies/margins (e.g., through OB) to establish the projected costs (see Section 5.3) which have also been informed by robust empirical evidence and benchmarking analysis.

Where possible to do so, economic benefit projections have been monetised for subsequent inclusion in the initial and adjusted BCR. In all cases, prudent assumptions have underpinned the forecasting of costs and benefits. Salient points to note include:

- Forecast assumptions have been controlled for the recommended Social Time Preference Rate of 3.5% over the 30 years in line with Green Book guidance, accounting for optimism and the time value of money;
- In line with Green Book and DCLG guidance, gross and net additional benefits have been calculated (with the latter being used in the BCR) taking account of

deadweight, leakage, displacement, substitution and multiplier effects. The project has been independently assessed as representing a high level of additionality, as indicated by the **calculated level of additionality of 83%** (see Appendix VII for the approach taken and assumptions applied to assess additionality). Per Appendix VIII, sensitivity analysis was applied to additionality to achieve BCRs of 1.0, 1.5 and 2.0. The analysis indicates that there is a strong 'buffer' for the project in terms of switching the BCR away from representing VFM.

- Sensitivity analysis and switching test analysis has also been applied to take account of over overly optimistic assumptions on the benefits side in the base case model;
- Per Section 5.4a prudent assumptions have been applied to forecast the additional footfall and associated expenditure in Glengormley, with cognisance taken of:
 - Different levels of expenditure made by workers at the new workspace vis-à-vis wider visitors to the town; and
 - Different levels of footfall and expenditure that are likely to arise in different areas of the town given their respective visitor offering (the retail, leisure and 'old' town areas).

Current footfall estimates and expenditure (to establish a baseline) has been based on independent research undertaken;

- Projected levels of occupancy in the workspace (which estimates a ramping up over a five-year period to 80% and maintain this level for the remaining 25 years) and workspace rental charges (estimated to be £■■■ per sq. ft. inclusive pf rates and service charge) has been informed by empirical evidence from LEAs, Invest NI and wider benchmarking analysis;
- Wage premia assumptions are based on forecasts from Oxford Economics and prudent controls have been applied included in the model for those leaving employment or moving jobs.

An independently facilitated workshop was undertaken to assess the nature and scale of non-monetised benefits that would be derived from the project. Multi-criteria analysis was subsequently independently applied as part of the OBC process.

Combined these assumptions and calculations have served to develop a robust forecasting model which has underpinned the assessment of all future costs and benefits.

5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case, but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

Per the table below and Appendix IX, the total cost of delivering the project would be c. £17.4m.

Nature of cost	Cost over the project life
Project Element 1	
Land Costs	████████
Demolition Works	████████
Meanwhile Use	████████
Office/Workspace	████████
Contribution to operating costs	████████
Lifecycle Costs	████████
Professional and Statutory Costs	████████
Sub-total	████████
Project Element 2	
Town accessibility / connectivity works	████████
Façade Works	████████
Lifecycle costs	████████
Professional and Statutory Costs	████████
Sub-total	████████
Project Element 3	
Public realm scheme	████████
Professional and Statutory fees	████████
Sub-total	████████
Total	████████

Salient points to note include:

- Costs are inclusive of all Capital (CapEx), Net Operating (Opex), lifecycle costs, professional and statutory fees and the cost of finance;
- In line with whole life costing, the costs have been considered over 34 years (4 years project implementation period and an operational life of 30 years);
- Adjustments have been made to costs to take account of Optimism Bias (OB) using the Mott MacDonald model. For accuracy, individual OB calculations have been made for each element of the proposed works taking cognisance of the work types (buildings and/or civil engineering works). Allowances for the recent surge in construction costs have been considered in the context of the OB model (specifically in terms of the 'Poor Project Intelligence' and 'Inadequacy of the Business Case' OB model categories (see Section 6.1f and Appendix IX for the calculations of OB);
- Capital works and lifecycle costs have been based on designs undertaken by a Chartered Architect (RIBA) and costed by a Chartered Quantity Surveyor (RICS)
- Construction costs have been uplifted using the BCIS Construction/Tender Price Indices;
- An independent valuation of the current value of the land being contributed by ANBC is included in Appendix X;
- It has been assumed that the workspace element of the project will open in April 2024. All projected OPEX and lifecycle costs have been uplifted by 2% per annum (in-line with the UK Government target) from current prices to identify the costs in Year 1 of operation, with the same level of inflation applied annually thereafter;
- The nature, scale and timing of operational costs and lifecycle costs associated with the office/workspace have been informed by the RICS Life Cycle Evaluator

and Building Running costs tools, the OPEX associated with other similar Council assets (e.g., Mossley Mill) and benchmarking evidence from other shared office/workspace (e.g., the Innovation Factory);

- It is assumed that the third-party provider (e.g. a local social enterprise) provider will allocate a Centre Manager who will be responsible for overseeing the day-to-day management of the facility, liaising with other stakeholders (e.g. LEAs, Invest NI, ANBC) to ensure that appropriate wrap-around support is provided to tenants;
- ANBC contribution to operating costs under element 1 (the workspace) reflects the difference between operating costs and the facility's projected income. As noted in Section 4.3b, a key market failure underpinning the need for intervention relates to the fact that the proposed workspace would not be commercially viable (due to the low rental levels and high capitalisation yields), hence it has been assumed that ongoing subvention will be required from the Council;
- ANBC will be responsible for covering all cost overruns.

5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

To inform the assessment of Value for Money, a range of monetised and non-monetised economic benefits have been considered (with the monetised benefits subsequently included in the BCR).

From a monetary perspective, these estimates are included in Appendix IX and Appendix XVII and summarised in Section 5.5 and include:

- **Land Uplift Value** - Per Appendix XI, a commercial letting agent has independently assessed the Gross Development Value (GDV) of the proposed workspace based on the capitalisation of the Estimated Rental Value (ERV) once the works are fully completed. The GDV has been calculated at £■■■■;
- **Residual value** - Whilst it has been assumed that the useful economic life of the workspace would be 30 years, aligned with the economic case, there will continue to be a residual value associated with the land in this year. Per Appendix XI, the Council has taken the mid-point estimate of the independently estimated residual value (of £■■■■ in Year 30);
- **Office Income** - Based on the project occupancy levels and forecasted prevailing market rates for different types of flexible workspace it has been estimated that the workspace will generate c. £8.9m over its 30-year operating period;
- **Increased expenditure associated with additional footfall** – Additional footfall is expected to be generated from the regeneration project in Glengormley, both in the form of new employees working in the area, in addition to public realm schemes that will improve the accessibility of Glengormley town to pedestrians. Conservatively it has been estimated that 65 new employees contribute to an 84,500 increase in footfall over the year, based on an extra 8.1 people per hour

in the West, service-based area of the town and the retail and hospitality intensive Centre, a 3.9% increase on original rates of footfall. At an assumed £5 per footfall for service areas, and £10 for the centre, this results in an additional £35.72 million over the lifetime of the project.

Further footfall is expected in the shape of increased visits to the town centre in addition to those already visiting the town and new office workers. This spend is expected to be greater and attract more individuals. At an assumed £20 per spend, attracting 29,900 people in the drivetime population per annum¹, a further £17.91 million, resulting in total footfall income of c.£53.6m, before accounting for discounting and additionality. This extra visitor footfall would increase total footfall by c. 38% in the centre per hour.

Calculating turnover to employment ratios using workforce jobs and GVA / turnover data from the Annual Business Inquiry, it is estimated that 133 further jobs will be created as a product of this increased footfall.

- **Supply chain expenditure** - Construction costs in the development of the wider project will have a positive societal contribution in the form of supply chain expenditure on materials from the construction industry. The majority of these payments are likely to be to NI SMEs, resulting in £5.1 million in turnover from supply chain expenditure, occurring before the beginning of the project; and
- **Wage Premia** – Jobs are expected to be created in information and communications, professional services, manufacturing, admin & support, construction & retail sectors. The majority will be created in the higher paying, higher qualified info & comms and professional services sectors, aligned to the office-based nature of the project. This results in total discounted wage premia of c.£3.0 million over the lifetime of the project. It is assumed that 25% of jobs created in positions with lower qualification requirements will be filled by those previously unemployed or inactive. This should contribute to reducing the number of people on the claimant count in Glengormley, particular the SOA Glengormley_2, where its 6.6% claimant rate is above the NI average.

In line with guidance, the monetised economic benefits have been assessed at both the gross and net additional level with prudent consideration given to the nature of benefits included within the subsequent initial and adjusted BCR (see Section 5.5).

Whilst there are inherent difficulties in monetising the economic benefits made by regeneration projects, the value of these benefits should not be underestimated in the VFM calculation. Per the identified Theory of Change, these non-monetised benefits will include (inter alia) increasing entrepreneurship and business creation levels, addressing deprivation, contributing to skills development and the attraction of inward investment (NB. whilst this is a monetary benefit, in practice, it is highly difficult to forecast). Multi-criteria analysis has been utilised to calculate the project's potential contribution to the realisation of these non-monetary benefits.

¹ Allows for residuals not entering the Town, and those coming in from wider drivetime distances.

5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

Tab A - Discounted total costs by funding source (£m) - Completed

Tab B – Discounted benefits by category (£m) - Completed

5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated in a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids, it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

The Council appreciates that the assessment of value for money requires a thorough consideration of the nature and scale of the benefits that will be derived from the proposed project in-light of the scale of investment made (including any financial contribution from the Levelling Up Fund).

In line with Green Book and DCLG Appraisal guidance the monetised costs and benefits have been considered through the calculation of the project's Net Present Public Value (NPPV) using an appropriate discounted model and a Benefit Cost Ratio (BCR). As required in guidance both an 'Initial' BCR (taking account of the LVU, residual value of the land and office income) has been calculated, as well as an 'Adjusted' BCR (taking account of wider distributional impacts such as increased expenditure from additional footfall, supply chain expenditure and wage premia). The results of the monetised analysis are summarised on the table below.

Cost /Benefit Metric		<u>Initial</u> NPPV & BCR	<u>Adjusted</u> NPPV & BCR
Undiscounted Costs	Capital Costs (CapEx)	██████████	██████████
	Operating Costs (OpEx)	██████████	██████████
	Total	██████████	██████████
Undiscounted Benefits	LVU	██████████	██████████
	Residual value of land	██████████	██████████
	Office Income	██████████	██████████
	Increased turnover from additional footfall	██████████	██████████
	Supply Chain expenditure	██████████	██████████
	Wage Premia	██████████	██████████
	Total	██████████	██████████
Summary	Gross NPPV	██████████	██████████
	NPPV - Additionality inc.	██████████	██████████
	BCR	████	████

As might be expected given the scale of costs and limited monetised benefits included, the project would deliver an 'Initial' NPPC (of c. █████) and a BCR of █. However, when the significant wider distributional monetised benefits that are anticipated are included (per the Adjusted BCR model), **the project would provide a considerable additional NPPV (of c. █████) and a BCR of █ illustrating its potential to provide high VFM from a monetary perspective** (as defined by a BCR of 2 or higher).

However, as noted, any conclusion on the potential VFM that will be provided by the project must also take into account the non-monetised benefits. Per Section 5.5b, the multi-criteria analysis indicates that the project offers the potential to provide significant non-monetised benefit. When combined with the calculated NPPV or BCR, the Council is of the view that the proposed project offers the potential to provide significant VFM, ensuring the levelling up of Glengormley with other towns, ensuring its longer-term sustainability.

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

To assess non-monetised benefits, independent multi-criteria analysis and sensitivity/'switching test' analysis has been utilised.

Given the 'Theory of Change', the Council established all the potential non-monetary impacts selecting five criteria and assigning weightings reflecting their relative importance. The project's contribution to each criterion was independently assessed, resulting in a weighted non-monetary score being allocated (see below and Appendix XII).

Criterion	Weight	Score	Weighted Score
Increasing entrepreneurship and business creation	25%	█	████
Addressing deprivation	25%	█	████
Skills Development	20%	█	████
Enhancement of the local environment and building of civic pride	15%	█	████
Attraction of inward investment	15%	█	████
Total		████	██████

With an average score of █ out of █ or a weighted score of █ out of █, the project has been assessed as contributing significant non-monetised benefit to the Glengormley/ANBC area. Whilst not included in the MCA, the project would provide a range of other non-monetised benefits including:

- Reduced town vacancies;
- Improved mix/quality of visitor-orientated offering;
- Increased rental returns, enhanced capital values and higher density letting;
- Increased economic, physical and mental well-being of residents (inc marginalised groups) and local traders;

- Increased community inclusion, cohesion and enhanced social capital;
- Increased environmental sustainability;
- Enhanced safety for pedestrians and cyclists;
- Improved traffic flow and reduced congestion; and
- Increased accessibility around the town centre for pedestrians.

Appendix VIII details the results of the sensitivity analysis/switching tests. The analysis indicates that there is a strong 'buffer' for the project in terms of switching the BCR away from representing VFM.

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

An assessment of risks and uncertainties is summarised in 6.1g and on the enclosed risk register. The primary VFM risks are:

- **Client Risks:** Including the ability of the scheme to secure the necessary shortfall of funding from the Levelling Up Fund of c. £3.9m. Any shortage in funding would lead to a reduction in the scale of the project and / or delay implementation until alternative funding is identified.
- **Funding and Market Conditions Risk:** There is a risk that an uplift in construction costs have a material impact on the cost of implementing the project. This has been mitigated through prudent OB assumptions.
- **Workspace Risks:** That occupancy & use is below the levels projected requiring additional levels of subvention from the Council. This has been mitigated by prudent occupancy. Comprehensive market testing has been undertaken and has demonstrated a high demand for the workspace. There is also the risk that ongoing revenue costs are higher than anticipated requiring additional subvention. However, the revenue costs have been established with prudent assumptions. There is the risk that the workspace does not meet the needs of potential tenants. This has been mitigated through soft market testing and localised research with estate agents. This risk is further mitigated by creating a flexible interior fit-out which can be restructured with minimal financial impact to better meet the evolving and changing needs of tenants. This reflects the need to have the ability to adopt to meet the uncertain needs of tenants post Covid-19. The capacity of the management agent to deliver the quality of service expected within the business workspace will be tested through due diligence being applied prior to entering into a SLA and the strict conditions contained within it.

5.5d For transport bids, we would expect the [Appraisal Summary Table](#), to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.

N/A

PART 6 DELIVERABILITY

6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

ANBC is requesting c.£3.87m from the LUF toward the total costs (of £17.42m) of implementing the proposed Glengormley Integrated Economic and Physical Regeneration scheme over the life of the proposed project. **The funding represents c. 22% of the overall project costs** and would be ring-fenced to support the creation of the proposed workspace (c. £3.53m of LUF funding requested) and enhanced town accessibility/connectivity works (c. £343k of LUF funding requested) included in the project.

Nature of cost	Cost over the project life	Funder		
		DfC	ANBC	LUF
Project Element 1				
Land Costs	████████		████████	
Demolition Works	████████		████████	
Meanwhile Use	████████	████████	████████	
Office/Workspace (CapEx)	████████		████████████████████	
Contribution to Workspace operating costs	████████		████████	
Lifecycle Costs	████████		████████	
Professional and Statutory Costs	████████		████████	
Sub-total	████████	████████	████████	████████
Project Element 2				
Town accessibility / connectivity works	████████		████████	████████
Façade Works	████████	████████	████████	
Lifecycle costs	████████		████████	
Professional and Statutory Costs	████████		████████	
Sub-total	████████	████████	████████	████████
Project Element 3				
Public realm scheme	████████	████████	████████	
Professional and Statutory fees	████████		████████	
Sub-total	████████	████████	████████	
Total	████████████████████	████████	████████	████████
% of total		████████	████████	████████

Given the strategic importance of the proposed project to the ANBC area, the Council is committing c. £11m to the proposed scheme, equivalent to 63% of total costs. As detailed in Appendix XIII, the Department for Communities has, in principle, committed c. £2.5m (or 14% of total costs) to the scheme.

6.1b Please also complete Tabs C and D in the **appended excel spreadsheet**, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

Tabs C and D have been completed. See attachment.

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

Yes

No

6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)

As detailed in Section 6.1a, with the exception of LUF monies, the remaining funding has been committed to the proposed project (i.e., there are no other gaps). As noted, the Council will continue to engage with the private sector to garner financial towards the lifecycle costs associated with the façade works and road, but commits to providing the funding in the event that this financial support is not forthcoming.

6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)

Funding of c. £2.5m has been profiled by the DfC towards the project. The funding commitment is included as part of a five-year capital investment profile agreed between the Council and the Department on an annual basis. The investment is profiled from the Department's Urban Regeneration Fund which contributes towards improving places by supporting various local schemes throughout NI in collaboration with Local Authorities. The Department has identified the following elements for their grant support: the Public Realm Scheme (c. ██████), façade works (c. ██████) and meanwhile use of the site (c. ██████). This represents a 90% commitment towards the overall cost of these schemes with the remainder provided by ANBC.

No further funding has been applied for or rejected relating to this project. The Council has engaged with the owners of the retail and leisure block to seek a potential contribution towards the façade works; however due to affordability constraints (which have been exacerbated by the ongoing pandemic) this is not possible.

Whilst the adjoining road to the facades is owned by the private sector, Council residents and visitors have a right of way and the road leads to the Council-owned carpark. Given the affordability constraints, the Council will proceed with these works given their strategic geographical importance to the retail and leisure core, including their potential to drive additional footfall and wider investment. ANBC will continue to engage with the private sector to rise financial support in later years towards the costs of emerging lifecycle costs.

6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)

Margins/contingencies to the capital expenditure and lifecycle costs have been calculated using the Optimism Bias model. Individual OB calculations have been made for each element of the proposed works taking cognisance of the work types (buildings and/or civil engineering works). As noted, allowances for the recent uplift in construction costs have been considered in the context of the OB model with a prudent approach applied to the mitigation level applied under each category. Specific OB levels applied include:

Nature of works	Categorisation for OB calculations	% OB applied
Demolition Works	Civil Engineering works	17.8%
Meanwhile Use	Civil Engineering works	14.5%
Office/Workspace	Buildings works	11.7%
New Road and Carparking	Civil Engineering Works	19.0%
Façade Works	Building works	11.6%
Public realm scheme	Civil Engineering Works	19.6%

All projected OPEX and lifecycle costs have been uplifted by 2% per annum (in-line with the UK Government target) from current prices and annually thereafter.

The prevailing Public Works Loan Board interest rate has been applied to all costs being loan financed over the project's life.

Sensitivity analysis was undertaken through the OBC process, with consideration given to the financial implications of unanticipated rises in revenue costs (OPEX) and reduced benefits (reduced workspace income) to assess the ongoing financial commitments to the Council. Despite the application of heavy negative assumptions (e.g., 20% increase in operating costs) the levels of contribution remain within the Council's tolerance levels and there is a commitment to provide any necessary subvention given the strategic importance of the project.

6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)

Key risks include:

- Having gained the necessary internal approvals for the Council to contribute the identified financial contribution (of c. £11.2m) and in-principal commitment to derive financial support from the Department for Communities (of c. £2.5m), the main financial risk to the delivery of the proposed project is the ability to secure Levelling Up Funding (of c. £3.9m) towards the costs of the proposed office workspace and town accessibility/connectivity works. In the event that the requested financial assistance is not forthcoming, the Council would have to reduce the scale of proposed works and/or delay the implementation of the project until additional funding sources could be identified. Both scenarios would materially impact on the scale and/or timing of the anticipated physical and economic regeneration benefits and undermine the integrated nature of the overall scheme in supporting Glengormley to 'level-up' with other towns. Whilst the proposed Council's significant financial contribution reflects its full commitment to the project, the Council faces unprecedented pressures on its existing and future capital budgets, particularly in-light of the financial impact made by the ongoing pandemic. Consequently, the Council would not be able to deliver the scheme to the same scale and/or within the same timescale without LUF support.
- In line with the attached risk register, another financial risk is that levels of income derived from the proposed office/workspace are below the levels projected (e.g., due to lower than anticipated levels of demand) requiring additional levels of subvention from the Council. However, as noted the Council has been prudent in its occupancy projections, benchmarking its proposals against other facilities and assessing their reasonableness with local commercial agents and local economic development agencies. Similarly, as noted, the Council is already engaged in positive ongoing discussion with the NICS regarding the potential for the workspace to be used to address its mobile/remote work needs under a hub and spoke/satellite office model. The appointed Third-party Managing Agent (e.g., a Social Enterprise) will be required to provide an annual marketing plan identifying the steps that it will take to achieve and maintain occupancy levels. This will include working with the Council, other local economic development agencies (e.g, Invest NI, the LEAs, SENI) to garner support in marketing the facility.
- There is a risk that the recent significant uplift in construction costs have a material impact on the cost of implementing the project. However, as noted, this has been mitigated by the application of prudent levels of OB to the costs identified by the Chartered Surveyor. Similarly, there is a risk that ongoing revenue costs are higher than anticipated requiring additional subvention. As noted, revenue costs have been established with prudent assumptions, based on relevant benchmarks, RCIS guidance and existing SLA's with third party Managing Agents. As noted, sensitivity analysis has also been undertaken.

Per the Chief Finance Officer Declaration, any cost overruns and ongoing subvention will be borne by ANBC who will, depending on their scale and ongoing wider financial commitments, utilise existing financial reserves and/or loan finance to cover the costs.

6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

Commercial structure - ANBC is one of the eleven Councils formed in 2015 following Local Government Reform. The Council employs approximately 600 FTE and serves a population of 140k residents across an area of 274 square miles. The annual gross revenue budget of the Council is approximately £ 72m and this is funded through a mix of domestic and business rates as well as income generated from services and facilities and any external funding secured. The Council must comply with Code of Practice on Local Authority Accounting in the United Kingdom and the DFC Accounts Direction and manages a district fund reserve of £6m approximately which is considered good practice.

The Council has committed to contributing up to £11,048,124 towards the total cost of delivering the overall project and will finance this through Reserves & Borrowing.

Concerning the approach adopted for the proposed scheme, the Council will own the new Office/Workspace and will be responsible for the ongoing maintenance of the building and associated curtilage. An SMA will be established with one of the Local Enterprise Agencies which operate as social enterprises to manage the facility, recruit the tenants and oversee their arrangements as well as supporting the wider outreach programmes of support. This model is reflected in the financial projections provided. Similarly, the Council will continue to own and maintain the Farmley carpark post-development. The leisure/retail units and associated section of road/car parking will be the responsibility of the private sector post-development.

Risk allocation

The Council has a Risk Management Strategy (attached) which sets out the risk management framework supporting the consistent and robust identification and management of opportunities and risks within desired levels across the Council.

Risks are managed at a Corporate level through the Corporate Leadership Team as well as at Service level by Heads of Service.

Risk management is a key element of the Council's Governance Framework, which provides assurance that the Council is doing the right things in the right way. Risk registers are routinely monitored by the Corporate Leadership Team and the Council's Audit Committee, providing assurance that risks to the Council achieving its objectives are appropriately managed.

Procurement Strategy

The procurement strategy for this project is in line with the Council's agreed procurement procedure for a project of this type and scale (see Appendix XVIII of the Technical Documentation). This approach complies with the Northern Ireland Public Procurement Policy – PPN06/19 November 2019.

Given the nature and timing of delivery, the scheme has a number of component parts that will be separately procured and delivered over the life of the project as detailed below. It is envisaged that each scheme will be procured via the traditional route i.e. procurement of a separate design team and procurement of a separate works contractor as opposed to a design and build procurement route:

All elements of the scheme will be specified by the Council and publicly advertised as per Council procurement procedures as set out in Section 7 of the Councils Financial Regulations (see Appendix XVIII).

6.3 Management

See technical note Section 4 and Table 1 for further guidance

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/ occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals eg Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence
- Please also list any powers/consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

The established delivery plan has been developed taking cognisance of all UK Government Guidance (e.g., identified by the Infrastructure and Projects Authority (IPA)) including (inter alia) the Government Functional Project Delivery Standard, Guide to Effective Benefits Management in Major Projects, The Role of the Senior Responsible Owner and Project principles for success.

Salient Points to note in relation to the established Delivery Plan:

- The delivery plan is to support the overall planning, control and implementation of the Glengormley project which includes the following elements; Office Block/Workspace, Facades/Connectivity and Public Realm. The delivery plan will

be used as the baseline reference for managing the project. The objectives of the delivery plan are to define the processes and systems to be implemented to ensure the effective delivery of the project within predictable costs and outcomes.

- The delivery plan covers the project objectives, organisational structure, roles/responsibility, project constraints, statutory consents, programme, risk and communication/board meetings.
- The project will be delivered in compliance with the Government “Achieving Excellence in Construction” initiative.
- Regarding the organisational structure, the design team and works contractor will be appointed in line with Northern Ireland Public Procurement Policy.
- A risk register is included within the delivery plan identifying the relevant client, funding, planning, design, construction and health/safety risks.
- The programme for each element of the project within the delivery plan identifies the sequence and inter-relationships between project activities and identifies the key milestone targets to meet the programme completion dates.
- Project board meetings will be held monthly to make decisions on priority actions, review delivery and expenditure and ensure all risks are managed and the project objectives are met within the programme dates.
- The attached Delivery Plan summarises the Council’s proposed Service Level Agreement Management Model for the business centre, the business, socio-economic and community benefit activity that underpins it and the structures planned for the effective communications across all stakeholder groups for the effective achievement of the schemes.

6.3b Has a delivery plan been appended to your bid?	<input checked="" type="checkbox"/> Yes See Appendix XIV <input type="checkbox"/> No
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6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):

- the barriers and level of risk to the delivery of your bid
- appropriate and effective arrangements for managing and mitigating these risk
- a clear understanding of roles/responsibilities for risk

The enclosed risk register detailed in the Technical Document provides a summary of the key risks potentially impacting on the project. The risks will be mitigated and managed by the Investment Decision Maker (IDM), Senior Responsible Owner (SRO)

and the Project Sponsor (PS). All risks are solely owned by Antrim and Newtownabbey Borough Council with the exception of the Workspace Risks which will be defined via a Service Level Agreement between the Council and the Management Agent for the business workspace. The matters pertaining to the risks will be formally discussed and actions agreed at frequent Project Board Meetings. Action logs will be maintained and minutes of the meeting formally recorded.

During project delivery the Project Board will comprise of key stakeholders established for each of the three project elements (1) Office Workspace, 2) Facades and Connectivity Works and 3) Public Realm). Post capital completion of the office workspace the operational and financial performance of the centre will be closely monitored via a Strategic Management Committee and an Operational Management Committee.

Client Risks (Medium to High) relate to the inability to deliver the project by the completion date and the resultant loss of income and reputational risk. Increased project costs, inability to secure the necessary LUF Funding and a lack of consultation including liaison with traders and statutory approvals. Operational challenges impacting on these risks will routinely be assessed against the programme. The form between the contractor(s) and the Council will clearly detail the processes for the escalation and resolution of issues. An internal multi-disciplinary Team of Officers will own and implement the project communication plan centred on key milestones from within the programme of works.

Funding and Planning risks (Medium to High) relate to the potential for programme delays and changing market conditions impacting on costs. This has been mitigated through prudent OB assumptions and a programme informed by professional technical input.

Design and Construction Risks (Medium to High) relate to a range of variables relating to design, utility, ground condition and supply chains and competent design and construction to mitigate against environmental risks.

Health and Safety / Section 75 Risks (Medium to High) relate to DDA compliance and public safety during construction.

Each of the above two risks will be mitigated by appointing contractors with the adequate quality accreditations and experience and stringent controls regarding their reporting and site inspections / verifications of the works and programme.

Workspace specific risks (Low to Medium) relate to the capacity of the management agent, the type of accommodation meeting demand, levels of demand and increased traffic congestion. The Council has applied prudent occupancy forecasts. Comprehensive market testing has been undertaken and has demonstrated a high demand for the workspace. Through soft market testing the Council has an understanding of the needs of potential tenants and have pre-empted their needs through the design stage. This risk is further mitigated by creating a flexible interior fit-out which can be restructured with minimal financial impact to better meet the evolving and changing needs of tenants. This reflects the need to have the ability to adopt to

meet the uncertain needs of tenants post Covid-19. The capacity of the management agent to deliver the quality of service expected within the business workspace will be tested through due diligence being applied prior to entering into a SLA and the strict conditions contained within it.

6.3f Has a risk register been appended to your bid? Yes See Appendix XV
 No

6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

ANBC has a track record of experience in delivering major Capital schemes from inception to completion. Over the last 10 years, 200 projects have been delivered at a total value of £42.5m.

In addition to the two specific examples highlighted in the Part 1 Gateway Criteria, other specific high-value capital regeneration schemes delivered in the last 7 years have included:

- The development of office/workspace at the Antrim Civic Centre which included developing c.4000m² of office space, high specification fit-out and associated landscaping and car parking. The total cost of the scheme was £7.5m.
- The Antrim Castle Gardens scheme involved the restoration of listed building and general new building and associated high specification landscaping. The total cost of the scheme was £7.2m.
- The Allen Park/Crumlin Community Centre scheme included a new build, refurbishment works for the provision of community and sports hall, single/double synthetic pitches and ancillary landscaping and car parking. The total cost of the scheme was £9.8m

The schemes were delivered through a range of contract strategies and form of contract. Experience has been gained in traditional and design/build approaches. A track record has been achieved in the Government promoted NEC form of contract for both consultant and contractor appointments.

The above examples, illustrate the Council's capacity and capability of delivering major capital schemes, with works akin to those identified in the proposed Glengormley scheme, focused on supporting the economic and physical regeneration and revitalisation of a town centre.

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.

For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

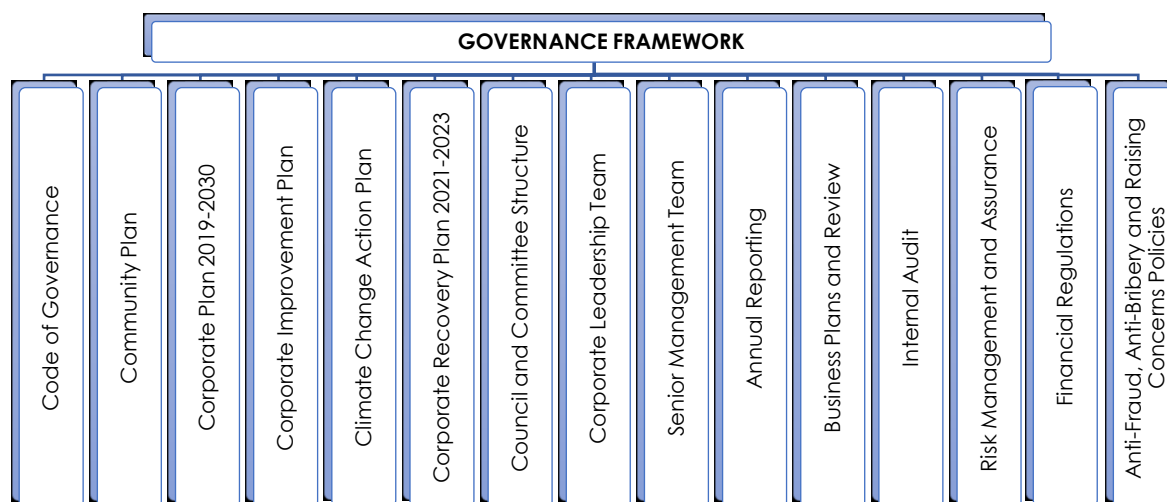
Formed under the Local Government Act, ANBC and has a Constitution which sets out how the Council operates, how decisions are made and the procedures which are followed to ensure that these are efficient, transparent and accountable to local people.

The Constitution is made up of the following documents:

- Code of Conduct for Councillors
- Code of Conduct for Officers
- Local Government Employee and Council Working Relationship Protocol
- Standing Orders (which is made up of the Protocol for the Operation of the Planning Committee)
- Scheme of Delegation
- Financial Regulations
- Budget and Policy Framework Procedure Rules
- Contracts Procedure Rules

The Council's Governance Framework comprises the systems, processes, culture and values, by which the Council is directed and controlled. The framework outlines the activities through which it accounts to, engages with and leads its communities. It enables the Council to monitor the achievement of its strategic objectives and to consider whether those objectives have led to the delivery of appropriate, cost-effective services.

The system of internal control is a significant part of that framework and is designed to manage risk to a reasonable level in accordance with the Council's Risk Management Strategy. This is underpinned by compliance with the Governance Framework, governing legislative and regulatory requirements, commitment from the Corporate Leadership Team, the Corporate Plan, the Corporate Recovery Plan, the Climate Change Action Plan, Financial Procedures, oversight functions including an Audit Committee, regular and timely management information, administrative procedures, raising of concerns procedures, management supervision, delegation and accountability and a commitment to staff development and performance management.



The Audit Committee is a key component of the Council's Governance Framework. It provides an independent and high-level focus on the audit, scrutiny, assurance and reporting arrangements that underpin good governance and financial standards. This Committee is integral to overseeing independent and objective assurance and monitoring improvements in internal control and governance. External review of Governance, Proper Arrangements and the Financial Statements are provided annually by the Northern Ireland Audit Office.

6.4 Monitoring and Evaluation

See technical note Section 4 and Table 1 for further guidance.

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the **appended excel spreadsheet**
- Resourcing and governance arrangements for bid level M&E

Taking cognisance of the identified 'Theory of Change' the Council worked in conjunction with an independent economist to establish all the potential inputs / Resources, Outputs, Outcomes and Impacts (Refer to Section 2 'Theory of Change' within the Technical Document).

The bid level monitoring and evaluation objectives and research questions relate to:

- **Increasing entrepreneurship and business creation levels.** This is because ANBC and Glengormley lag behind every other council area in NI for entrepreneurship and business births. This will be based upon businesses supported in the new workspace and referrals to the mainstream NI Business Start-Up Programme.
- **Addressing local deprivation.** Glengormley ranks as the 195th most deprived ward in NI.
- **Skills development.** This project will introduce 25 additional level 4+ jobs to Glengormley, and 20 level 3 jobs. As a consequence of its outreach activities in the entrepreneurship, community and social enterprise spheres the impacts on helping to reduce economic inactivity and improve educational under-attainment rates will be monitored.
- **Enhanced civic pride and an enhanced visitor experience** as a consequence of improved public realm and the re-development of a brownfield site for office space will be assessed through attitudinal and perception surveys.
- **Attraction of inward and domestic investment** which will help redress the flow of foreign capital in professional services into Belfast and allow Antrim & Newtownabbey to level up rates of inward investment will be monitored and evaluated.
- **Improved performance of the town centre** including increased footfall, increased expenditure, reduced vacancies, an improved mix / quality of visitor orientated offering and lower levels of crime and antisocial behaviour will be measured and collated primarily through survey work.

The bid level M&E approach is to utilise stakeholder, user and shopper / visitor surveys to gauge attitudinal change. National statistics such as deprivation rates and indicator statistics held by statutory partners such as free school meals will be used to fully

evaluate the extent of the economic and social returns of the project over time. Planning data will be used to measure the potential attraction of inward investment over time.

The specific elements will concentrate on the following M&E approaches:

- **Element 1 Office Workspace:**
 - Annual tenant surveys
 - The annual schedule of committed events and programmes
 - Event and programme feedback forms
 - Data collated from tenant entry diagnostics
 - Occupancy and usage numbers including the scale of licence agreements and workspace memberships
 - Local supply chain analysis (defined as ANBC first and NI second)
 - Financial and operational performance reporting through the Strategic and Operational Management Team Meetings
 - Increase in referrals to the NI Business Start-up Programme

- **Element 2 Facades and Connectivity Works and Element 3 Public Realm**
 - Local capital supply chain analysis
 - Square meters of public realm improved and enhanced and car-park provision
 - Shopping, trader, vacancy and business surveys
 - Vacancy Counts
 - Footfall counts

Tabs E and F on the appended excel spreadsheet provide detailed metrics for key elements as summarised below:

- **Inputs / Resources:** This will monitor the funding secured, the time resource input by Council staff teams and time input by stakeholders including the third-party operator. It will be monitored and evaluated on the basis of funding contracts, meeting schedules and annual schedules of events, networking and collaborative programme activities. This will typically be monitored and evaluated quarterly.

- **Outputs:** This will monitor the buy local / buy social impacts of the project across the capital supply chain and the centre manager's revenue operations. It will also monitor the number and scale of licence agreements and workspace memberships in the office accommodation. This will be assessed based on capital contract contractor reports and third-party operator of the workspace reports. This element will also evaluate the enhanced physical environment and car-parking through site inspection and physical measurement of the enhanced surfaces and spaces.

- **Outcomes:** This will measure attitudinal change which will gauge civic pride, improved performance across trade, footfall and vacancy indicators and a highstreet health check which will review the shopping mix / offer on the highstreet. Many of these KPI's will be predicated on a 2021 baseline survey which will be reviewed Annually. A reduction in antisocial behaviour will be evaluated using policing data (annually) and the monitoring of investment will be monitored via planning data (quarterly).

- **Impacts:** There are four key elements to the monitoring and evaluation of impacts. They are increased entrepreneurship, a reduction in local deprivation, skills development and an improved regional perception of Glengormley. This data will be obtained by measuring business start-up rates against the Council's statutory target of 80, measuring business growth based on data returned by tenants in the new workspace and national statistics. This data will be monitored and evaluated annually and over a longer term.

The Monitoring and Evaluation will be undertaken by:

- The Council: The Investment Decision Maker (IDM) and the Senior Responsible Officer (SRO) will routinely receive a performance dashboard and RAG status for each of the metrics detailed in table F.
- The Management Agent: The Management Agent will be contractually obliged to meet their performance reporting activity and presentation of the reports in accordance with Table F and in accordance with the Service Level Agreement.
- Independent consultancy input: For consistency and on some occasions for impartial independence a third party consultant undertake some of the research, particularly the survey elements.

Antrim and Newtownabbey Borough Council will also commission an independent evaluation at the end of the capital works and a post project evaluation aligned with the theory of change milestones.

The meanwhile use element of the scheme will be animated directly by Council and measurement of engagements, outreach events and activities will be the core indicator for M&E associated with that project component.

The resourcing and governance arrangements for the management of performance across these areas include:

- Internal multi-disciplinary team internal Council meetings (contractual management)
- Routine dashboard reporting to the Investment Decision Maker and Senior Responsible Officer
- Project Board Meetings (Capital)
- Strategic Management Team Meetings (Workplace)
- Operational Management Teams (Workplace)

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for the Glengormley Integrated Economic and Physical Regeneration scheme I hereby submit this request for approval to UKG on behalf of Antrim and Newtownabbey Borough Council and confirm that I have the necessary authority to do so.

I confirm that Antrim and Newtownabbey Borough Council will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.

Name: Majella McAlister - Director of Economic Development & Planning

Signed:



7.2 Chief Finance Officer Declaration

As Chief Finance Officer for Antrim and Newtownabbey Borough Council declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Antrim and Newtownabbey Borough Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the UKG contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25
- confirm that the authority commits to ensure successful bids will deliver value for money or best value.
- confirms that the authority has the necessary governance/assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

Name: Jacqui Dixon - Chief Executive Officer and Chief Finance Officer

Signed:



7.3 Data Protection

Please note that the The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government

departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

You can find more information about how the Department deals with your data [here](#).

Annex A - Project One Summary (only required for a package bid)

Project 1	
A1. Project Name – Glengormley Integrated Economic and Physical Regeneration Scheme (Element 1: Development of office/workspace at a former Police Station site)	
<p>A2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)</p> <p>This element of the scheme will transform a derelict former police station into a much needed modern, high quality, shared offices/workspace. Occupying a prime location, this site is the centrepiece of the comprehensive redevelopment scheme proposed and the scheme will drive footfall back into the town, supporting recovery during the post-pandemic phase. The road and car-parking improvements adjacent to the site will visually improve this core area of the town and its physical operation. The public realm scheme across the town will wrap around the new office/workspace which will provide a consistent, high-quality environment throughout the town.</p>	
<p>A3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)</p> <p>Glengormley is one of five towns in the council area with a population of 21,740 / 8,359 households. It lies on the Antrim Road, the main non-motorway route, 6 miles from Belfast. The town has suffered from a decline in retail and out of town shopping coupled with little investment over the last ten years. It is surrounded by new housing which provides a customer base for the new facilities. The police station site is located on the corner of the Antrim & Glenwell Roads and has lay derelict since 2012. The area has developed in a piecemeal fashion with commercial, retail, leisure and residential interspersed and uncoordinated.</p>	
A4. OS Grid Reference	332,009 381,973
A5. Postcode	Police Station BT36 7QX
A6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	Antrim and Newtownabbey Borough Council, County Antrim, N.Ireland.
A7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points	<input checked="" type="checkbox"/> Yes (see Appendix XVI of the Technical documentation) <input type="checkbox"/> No

of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.																													
A8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment																												
A9. Value of capital grant being requested for this project (£):	£3,528,747																												
A10. Value of match funding and sources (£):	ANBC £ 7,118,431 Department for Communities £51,514.																												
A12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.																													
A13. Where available, please provide the BCR for this project	1.9 for the overall project. The integrated nature of the proposal does not support the disaggregation of the BCR by each of the project elements.																												
A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	Yes, see below																												
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<p>A15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<ul style="list-style-type: none"> • Demolition of Police Station – no consents required. • Meanwhile use - no consents required. 	
<p>A16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>A17. Does this project include plans for some LUF expenditure in 2021-22?</p>	<input checked="" type="checkbox"/> Yes, but not for this element of the project <input type="checkbox"/> No
<p>A18. Could this project be delivered as a standalone project or does it require to be part of the overall bid?</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No The integrated nature of the project means it must be part of the overall bid to realise the anticipated physical and economic regeneration benefits.
<p>A19. Please provide evidence</p>	<p>The office/workspace is a core element of this comprehensive redevelopment scheme. It will alongside the shopfront upgrades and the road/car-parking scheme transform how this area looks visually and how it operates physically. The office/workspace will require the upgrade to the road/car-parking for tenants and employees which will also generate footfall into the leisure/retail offer.</p>
<p>A20. Can you demonstrate ability to deliver on the ground in 2021-22.</p>	<input checked="" type="checkbox"/> Yes (see attached Delivery Plan) <input type="checkbox"/> No

A21. Please provide evidence	<p>Demolition of the police station has been procured and will commence in September 2021. The procurement process to appoint the design team for the office/workspace will commence in July 2021 with approx. c. £[REDACTED] will be incurred before 31 March 2022 for this element of the project.</p> <p>See attached Delivery Plan (including Programme Gantt chart)</p>
Statutory Powers and Consents	
A22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	<ul style="list-style-type: none"> • Demolition of Police Station – no consents required. • Meanwhile use - no consents required.
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	Construction of office/workspace – planning permission required – target date June 2022

Annex B - Project Two description and funding profile (only required for package bid)

Project 2	
B1. Project Name -	Glengormley Integrated Economic and Physical Regeneration Scheme (Element 2: Façade works to the adjacent retail and leisure block and enhanced town accessibility/connectivity works)
<p>B2. Strategic Linkage to bid:</p> <p>Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)</p>	
<p>This element of the scheme provides the infrastructure improvements to facilitate those working in and visiting the office/workspace and the leisure/retail core offer through redesigned road and car-parking arrangements, alongside an upgrade to the block of units which provide the key leisure destination offer.</p> <p>To regenerate Glengormley, it is essential that those working in and visiting the town can make their way conveniently and safely to their destination. The scheme will provide enhanced parking alongside a new one-way system which will assist traffic flow and improve connectivity as people use linkage routes through to the high street. This element of the project will positively contribute to the physical-economic functioning of the Town Centre; it will attract future investment, build civic pride, maximise an underutilised site and address anti-social behaviour in its vicinity to the benefit of all traders and visitors. This element of the project operates in tandem with the new public realm scheme which will be introduced from the top to the bottom of the town, linking through the Tramways Shopping Centre into the Farmley carpark, providing a pedestrian plaza at the rear entrance.</p>	
<p>B3. Geographical area:</p> <p>Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)</p>	
<p>Glengormley is one of five towns in the council area with a population of 21,740 / 8,359 households. It lies on the Antrim Road, the main non-motorway route, 6 miles from Belfast. The town has suffered from a decline in retail and out of town shopping coupled with little investment over the last ten years. It is surrounded by new housing which provides a customer base for the new facilities. The police station site is located on the corner of the Antrim & Glenwell Roads and has lay derelict since 2012. The area has developed in a piecemeal fashion with commercial, retail, leisure and residential interspersed and uncoordinated.</p>	
<p>B4. OS Grid Reference</p>	
	<p>Farmley Carpark 331,784 382,016</p> <p>Road and Parking 331,907 382,008</p>

	5 Shop Units BT36 7RF 331,853 382,008 331,878 381,999 331,903 381,983 331,930 381,968 331,943 381,962
B5.Postcode	N/A for carpark The nearest building is Tramways Medical Centre which has a postcode of BT36 7XX
B6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	Antrim and Newtownabbey Borough Council, County Antrim, NI.
B7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc. Yes (see Appendix XVI of the Technical documentation)	
B8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
B9. Value of capital grant being requested for this project (£):	£342,914
B10. Value of match funding and sources (£):	ANBC - £806,097 Department for Communities - £344,860
B11. Value for Money This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However, there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment	
B12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.	

B13. Where available, please provide the BCR for this project	1.9 for the overall project. The integrated nature of the proposal does not support the disaggregation of the BCR by each of the project elements
B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	Yes, see below

Criterion	Weight	Score	Weighted Score
Increasing entrepreneurship and business creation	25%	9	225
Addressing deprivation	25%	8	200
Skills Development	20%	8	160
Enhancement of the local environment and building of civic pride	15%	8	120
Attraction of inward investment	15%	9	135
Total		8.4/10	840/1000

With an average score of 8.4 out of 10 or a weighted score of 840 out of 1,000, the project has been assessed as contributing significant non-monetised benefit to the Glengormley/ANBC area. Whilst not included in the MCA, the project would provide a range of other non-monetised benefits including:

- Reduced town vacancies;
- Improved mix/quality of visitor-orientated offering;
- Increased rental returns, enhanced capital values and higher density letting;
- Increased economic, physical and mental well-being of residents (including marginalised groups) and local traders;
- Increased community inclusion, cohesion and enhanced social capital;
- Increased environmental sustainability;
- Enhanced safety for pedestrians and cyclists;
- Improved traffic flow and reduced congestion; and
- Increased accessibility around the town centre for pedestrians.

B15. Deliverability

Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

B16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22

As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22	
B17. Does this project include plans for some LUF expenditure in 2021-22?	<input checked="" type="checkbox"/> Yes (c. £229k for this element of the project) <input type="checkbox"/> No
B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - The integrated nature of the project means it must be part of the overall bid to realise the anticipated physical and economic regeneration benefits.
B19. Please provide evidence	This project is integral to the overall scheme as it provides parking for the office/workspace and the improved leisure/retail offer. The redesigned road layout and parking will make access much easier, safer and more convenient. It fully complements the public realm scheme which will extend through Tramways to link into the Farmley carpark and provide direct access to the new office/workspace.
B20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B21. Please provide evidence	See attached Delivery Plan (including Programme Gannt chart)
Statutory Powers and Consents	
B22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	

B23. Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

Planning permission will be required for the shopfronts/facades and a target date to obtain approval is February 2022.

As the road and car parking is not on public land and there is no change of use, planning permission is not required.

Annex C – Project Three- description and funding profile (only required for package bid)

Project 3	
C1. Project Name	Glengormley Integrated Economic and Physical Regeneration Scheme (Element 3: Public Realm Scheme)
C2. Strategic Linkage to bid:	
Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
<p>The Public Realm scheme is focused on creating a high-quality environment that is needed to deliver the other core elements of the regeneration package. The Scheme focuses on providing a new improved commercial core of the town which will include enhancing the public realm including paving, street furniture, art, lighting and planting. An element of SMART will be incorporated into the public realm as a test-bed for new sustainable technologies and practices. The scheme is an integral part of enhancing the physical environment and is critical to enhancing the aesthetic appeal of the town.</p>	
C3. Geographical area:	
Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
<p>Glengormley is one of five towns in the council area with a population of 21,740 / 8,359 households. It lies on the Antrim Road, the main non-motorway route, 6 miles from Belfast. The town has suffered from a decline in retail and out of town shopping coupled with little investment over the last ten years. It is surrounded by new housing which provides a customer base for the new facilities. The police station site is located on the corner of the Antrim & Glenwell Roads and has lay derelict since 2012. The area has developed in a piecemeal fashion with commercial, retail, leisure and residential interspersed and uncoordinated.</p>	
C4. OS Grid Reference	
C5. Postcode	BT365DZ - BT367QT
C6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council	Antrim and Newtownabbey Borough Council, County Antrim, NI.

or unitary authority where the bid is located (or predominantly located)	
C7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc. Yes (see Appendix XVI of the Technical documentation)	
C8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment. <input type="checkbox"/> Cultural investment
C9. Value of capital grant being requested for this project (£):	Nil – No funding requested from LUF for this element of the project
C10. Value of match funding and sources (£):	ANBC - £3,123,596 DfC - £2,106,818
C11. Value for Money This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However, there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment	
C12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not. 1.9 for the overall project. The integrated nature of the proposal does not support the disaggregation of the BCR by each of the project elements	
C13. Where available, please provide the BCR for this project	1.9 for the overall project. The integrated nature of the proposal does not support the disaggregation of the BCR by each of the project elements
C14. Does your proposal deliver	

strong non-monetised benefits? Please set out what these are and evidence them.	Criterion	Weight	Score	Weighted Score
	Increasing entrepreneurship and business creation	25%	9	225
	Addressing deprivation	25%	8	200
	Skills Development	20%	8	160
	Enhancement of the local environment and building of civic pride	15%	8	120
	Attraction of inward investment	15%	9	135
	Total		8.4/10	840/1000
	<p>With an average score of 8.4 out of 10 or a weighted score of 840 out of 1,000, the project has been assessed as contributing significant non-monetised benefit to the Glengormley/ANBC area. Whilst not included in the MCA, the project would provide a range of other non-monetised benefits including:</p> <ul style="list-style-type: none"> • Reduced town vacancies; • Improved mix/quality of visitor-orientated offering; • Increased rental returns, enhanced capital values and higher density letting; • Increased economic, physical and mental well-being of residents (including marginalised groups) and local traders; • Increased community inclusion, cohesion and enhanced social capital; • Increased environmental sustainability; • Enhanced safety for pedestrians and cyclists; • Improved traffic flow and reduced congestion; and • Increased accessibility around the town centre for pedestrians. 			
<p>C15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p> <p>See attached Delivery Plan</p>				
<p>C16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</p>				

As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22	
C17. Does this project include plans for some LUF expenditure in 2021-22?	<input checked="" type="checkbox"/> Yes but not for this element of the project. As noted funding is not being sought from LUF for this element of the project. <input type="checkbox"/> No
C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - The integrated nature of the project means it must be part of the overall bid to realise the anticipated physical and economic regeneration benefits.
C19. Please provide evidence	This project does not require LUF funding and could be delivered by the Council and DfC on a partnership basis. It would not have the impact not achieve the cumulative benefits which could be realised through the delivery of this comprehensive investment by the combined partners of circa £17.4 million.
C20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
C21. Please provide evidence	See attached delivery Plan and Gantt charts.
Statutory Powers and Consents	
C22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc,	Planning permission will be required for this element of the project and the target date to obtain it is June 2022.

including the timetable for obtaining them.	
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Annex D - Check List Great Britain Local Authorities – N/A (not a GB Local Authority)

Annex E Checklist for Northern Ireland Bidding Entities

Questions	Y/N	Comments
Part 1 Gateway Criteria		
You have attached two years of audited accounts	N	N/A - Per Section 1b of the Gateway Criteria, ANBC is a district Council and not private sector or third sector organisation.
You have provided evidence of the delivery team having experience of delivering two capital projects of similar size and in the last five years	Y	See Part 1 'Gateway Criteria' and Section 6.3g of the Management Section.
Part 4.2 Stakeholder Engagement and Support		
For transport bids, have you appended a letter of support from the relevant district council	N	N/A – this is not a transport bid
Part 6.1 Financial		
Have you appended copies of confirmed match funding	Y	See Appendix XIII
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.	Y	Land for the workspace aspect of the scheme was acquired in 2015. A letter confirming the value of this land is included in Appendix X of the Supporting Technical Documentation.
Part 6.3 Management		
Has a delivery plan been appended to your bid?	Y	See Appendix XIV of the Supporting Technical Documentation
Has a letter relating to land acquisition been appended?	Y	As above, see Appendix X of the Supporting Technical Documentation
Have you attached a copy of your Risk Register?	Y	See Appendix XV of the Supporting Technical Documentation
Annex A-C - Project description Summary (only required for package bid)		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of <u>particular</u> interest to the bid e.g. development sites, areas of existing employment, constraints etc.	Y	See Appendices II, V and Appendix XVI of the Supporting Technical Documentation.