



Newmarket TOWN COUNCIL

The Memorial Hall, High Street, Newmarket, CB8 8JP

Tel: 01638 667 227. E-mail townclerk@newmarket.gov.uk

NOTICE IS HEREBY GIVEN OF A MEETING OF THE NEWMARKET TOWN COUNCIL

Monday 21st December 2020 at 6pm on Zoom

The link to join the meeting is:

<https://us02web.zoom.us/j/82789401512?pwd=dGVVY1oxR1JSYWxFQ0ROQThNOUdpUT09>

Meeting ID: 827 8940 1512 & password: 570969 Or by telephone: +442034815240

The meeting will be conducted in the usual way with one person speaking at a time, those wishing to speak putting their hands up and the Mayor determining whose turn it is to speak. Voting will be orally, by roll call. Occasionally matters relating to contractual or staffing issues have to be held in the confidential part of the meeting.

The meeting is open to the public who are encouraged to join and participate at the appropriate time

Members of the public and press may not report or comment about a meeting as it takes place if present at a meeting of the Council, but otherwise may:

- a. film, photograph or make an audio recording of the meeting;
- b. use any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later;
- c. report or comment on the proceedings in writing, during or after a meeting or orally after the meeting.

The meeting will be recorded. Any member of the public in attendance who does not wish to be included in the recording can disable their video although this would prohibit their ability to participate in the meeting at the appropriate time.

Councillors are hereby summoned to attend for the purpose of transacting the business that follows

A G E N D A

1. **Welcome** - The Mayor to announce that this meeting is being recorded and to ask whether anyone else intends to record the meeting
2. **Apologies** for absence
3. **Declaration of interests**
 - a) Councillors are invited to raise any declarations of interest concerning items on the agenda
 - b) To consider any requests for dispensation
4. **Minutes** - To receive and confirm the Minutes of the Town Council Meeting held on Monday 23rd November 2020 and any matters arising (herewith)
5. **Public participation** – an invitation to members of the public to make representations to Councillors. Resolutions can only be made on items on the agenda
Rules of public participation: no person may speak on more than two items and for no longer than 3 minutes in total. The maximum time permitted for this item is 15 minutes. This is the only opportunity during the meeting, for members of the public to address Councillors.

Distribute to the following for information:

County & District Councillors, The Press, Newmarket Town Council Website

7. **Suffolk Constabulary:** to receive a report (to follow)
8. **Councillor Reports** - to receive and note reports (if any) from County Councillors, District Councillors, Ward Reports and outside bodies reports from Town Councillors
9. **Announcements** - To receive the Town Mayor's and Deputy Mayor's Announcements (if any)
10. **Committee Meetings**
 - a) To receive the minutes and consider and approve any recommendations from the Development & Planning meetings held on 30th November and 14th December 2020
 - b) To receive the minutes and consider and approve any recommendations from the Community & Leisure Services meeting held on 7th December 2020
 - c) To receive the minutes and consider and approve any recommendations from the Finance and Policy meeting held on 14th December 2020
11. **Budget 2021/2022** – To approve the budget and precept for the financial year 2021/2022 (to follow)
12. **West Suffolk Council Local Plan Consultation** – To receive a draft response from the Local Plan working group and authorise its' adoption (herewith)
13. **COVID 19 – impact on Town Council functions and services**
 - (i) **Closure of the Memorial Hall**
 - (ii) **Continuation of virtual Town Council and Committee meetings**
14. **Newmarket Community Network** - To receive a report (verbal)
15. **Parking Working Group** - To receive a report and authorise any actions
16. **Correspondence**
17. **Date of the next Meeting – 25th January 2021**

Signed: *D.Baines*

Debbie Baines, Town Clerk

15th December 2020

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 came into force on 4th April 2020, permitting local authority meetings to be held remotely, including by video and telephone conferencing. This arrangement is currently in effect until May 2021.

Distribute to the following for information:

County & District Councillors, The Press, Newmarket Town Council Website



Newmarket

TOWN COUNCIL

Minutes of the Meeting of Newmarket Town Council **held on Monday 23rd November 2020 at 6:00 pm via Zoom**

Attendance:

Councillor M Jefferys (Town Mayor)
 Councillor M Anderson
 Councillor Appleby
 Councillor J Borda
 Councillor O Bowen
 Councillor J De'Ath
 Councillor A Drummond

Councillor Y Fitzgerald
 Councillor R Hood
 Councillor P Hulbert
 Councillor T Kerby
 Councillor J Lay
 Councillor C O'Neill
 Councillor K Yarrow

Also Present: D Baines – Town Clerk, C Whitaker – RFO, Cllrs R Nobbs and K Soons - West Suffolk Council, A Sharp – East Cambridgeshire District Council, J Ashton – Minute Assistant, Sgt Benton – Suffolk Police, P Winter, 1 Member of the Press and 5 Members of the Public.

Minute

20/11/1 Welcome

The Mayor opened the meeting and announced that the meeting was being recorded and asked if anyone else intended to record the meeting. There were no requests.

20/11/2 Apologies For Absence – LGA 1972, Section 85(1) & (2)

None noted.

20/11/3 Declaration Of Members Interests & To Remind Councillors Of The Need To Keep Up To Date Their Register Of Member's Interests And To Consider Any Requests Received For Member's Dispensation

None noted.

20/11/4 To Receive And Confirm The Minutes Of The Town Council Meeting Held On 26th October 2020 And Any Matters Arising.

The minutes of the last virtual meeting held on 26th October 2020 were presented and the following was agreed:

20/11/4.01 Resolved

That the minutes of the last virtual meeting held on 26th October 2020 be adopted and would be signed as a correct record by the Town Mayor on receipt in the post.

There were no matters arising.

20/11/5 Public Open Session

Sgt Benton Suffolk Police – Spoke to item 20/11/12.01 (*F/20/11/6.01 Recommendation*) and gave a summary of the work of the PCSO and the benefits that they bring to Newmarket. He asked the Council to reconsider the recommendation to terminate the PCSO contract.

Resident, Ian Young raised issues regarding councillor attendance at the Remembrance Day Service in respect of Covid-19 safety rules and a potential breach of GDPR requirements.

The Mayor advised that he had written to Cllrs regarding attendance at the Remembrance Day Service

20/11/6

Councillor Reports

Suffolk County Council (SCC) – Councillor Hood confirmed that the SCC October Newsletter had been submitted for circulation and highlighted that work on the Sizewell C was progressing satisfactorily.

West Suffolk Council (WSC) – Cllr Soons asked Sgt Benton if he expected crime to increase if the PCSO was removed. Sgt Benton advised that this with one less police resource, crimes such as anti-social behaviour could increase.

Cllr Drummond advised that the WSC district news report had been circulated.

Cllr Lay advised that he had met with the Leader of West Suffolk Council to discuss Newmarket issues such as the train station, George Lambton playing fields and the old swimming pool, to ask that the District Council increase levels of support for these facilities.

Cllr Soons asked whether there had been any progress regarding a proposed allotment site at Studlands and offered her support on this issue. Cllr Anderson confirmed that the old disused cycle park which is owned by West Suffolk Council had been identified as a suitable site. He would welcome support from Newmarket Town Council (NTC); the Mayor agreed to make a site visit and help identify ways of moving the project forward.

Ward – Cllr Lay advised that a complaint regarding safety issues at the Lady Wolverton play area had been investigated; it was found there were no issues to be addressed.

Cllr Drummond advised that cars had been parking on the grass verge at St Mary's Square again and that SCC were considering installing bollards as a preventative measure. It was agreed that this matter be referred to the next Community & Leisure Services committee meeting.

Cllr Yarrow noted that cars were seen to be parking on the verge adjacent to the entrance of the Lady Wolverton play area rather than using the nearby carpark. A further cause for concern was the use of glyphosate at this location, given that it was a children's play area.

20/11/7

Announcements

The Mayor advised that his activities remained low but he had attended the following:

8th November – laid a wreath on behalf of the Town Council, at the Remembrance Day Service

Minutes of the Newmarket Town Council held on Monday 23rd November 2020

11th November – participated in the recording of the Christmas lights switch on which was shown on social media on 20th November.

20/11/8 To Receive The Minutes And Consider Any Recommendations From The D&P Committee Meetings Held On 2nd And 16th November 2020

The Chairman of the Development & Planning Committee presented the report and recommendations from the Development & Planning Committee meetings held on 2nd and 16th November 2020.

20/11/8.01 Resolved (D/20/11/25.01 Recommendation)

The Committee re-asserted its support for the development brief for the site as presented to full Council 15th June 2020.

20/11/9 To Receive The Minutes And Consider Any Recommendations From The Community & Leisure Services Committee Meeting Held On 2nd November 2020

The Mayor presented the minutes of the Community & Leisure Services Committee presented the report and recommendations from the Community & Leisure Services Committee meeting held on 2nd November 2020.

20/11/9.01 Resolved (CL/20/11/7.01 Recommendation)

That the Mayor and RFO look at the draft budget again and try to reduce the increase and report findings at the next meeting.

20/11/9.02 Resolved (CL/20/11/8.01 Recommendation)

That a Working Group be set up comprising of Cllrs Borda, Jefferys, O'Neill and Phillipa Winter with a remit of reviewing the hire charges for Newmarket venues, review the terms and conditions and present recommendations at the next meeting.

20/11/9.03 Resolved (CL/20/11/9.01 Recommendation)

That the quote from Suffolk Gate Automation to install a solar powered automated gate at the Cemetery for £4687+VAT with a fob system and 20 fobs £634+VAT and a free exit loop for cars £432+VAT be accepted.

20/11/9.04 Resolved (CL/20/11/9.01 Recommendation)

That the West Suffolk report on managing unauthorised memorabilia items on graves at the Cemetery be adopted and be sensitively applied.

20/11/9.05 Resolved (CL/20/11/9.02 Recommendation)

That the West Suffolk solution to deter use of artificial grass on new graves at the Cemetery be adopted.

20/11/9.06 Resolved (CL/20/11/9.03 Recommendation)

That a policy for introducing opening hours at the Cemetery be implemented when the automatic gates were installed.

20/11/9.07 Resolved (CL/20/11/14.01 Recommendation)

That the Charity Lifecraft be allowed to use the Pavilion 26th November 2020 for 2 hours.

20/11/10 To Receive The Minutes And Consider Any Recommendations From The

Minutes of the Newmarket Town Council held on Monday 23rd November 2020

Neighbourhood Plan Committee Meeting Held On 9th November 2020

The Chairman of the Neighbourhood Plan Committee presented the report and recommendations from the Neighbourhood Plan Committee meeting held on 9th November 2020.

20/11/10.01 Resolved (N/20/11/7.01 Recommendation)

That the draft budget for the Neighbourhood Plan Committee subject to being amended to £5,000 for Town Maintenance and £5,000 for Town Improvements, be received and adopted.

20/11/11 To Receive The Minutes And Consider Any Recommendations From The Human Resources Committee Meeting Held On 9th November 2020

The Chairman of the Human Resources Committee presented the report and recommendations from the Human Resources Committee meeting held on 9th November 2020.

20/11/11.01 Resolved (H/20/11/7.01 Recommendation)

That the draft budget for the Human Resources Committee be received and adopted.

20/11/11.02 Resolved (H/20/11/11.01 Recommendation)

That the agency cleaner be offered permanent employment at the revised rate, subject to clarification of any placement fees.

20/11/12 To Receive The Minutes And Consider Any Recommendations From The F&P Committee Meetings Held On 16th November 2020

The Chairman of the Finance & Policy Committee presented the report and recommendations from the Finance & Policy Committee meetings held on 16th November 2020.

20/11/12.01 Resolved (F/20/11/6.01 Recommendation)

That the ratification of the schedules of payments for the period 01/10/2020 – 30/10/2020 (Cash Book 1 - 4) be received and adopted.

The recommendation not to renew the PCSO SLA was discussed. There followed considerable debate regarding benefits to Newmarket of maintaining a PCSO, cost implications, any impact on crime levels and alternative means of reducing anti-social behaviour in the Town. The importance of regular dialogue between the PCSO and the Town Clerk, in order to feed through the concerns of Councillors and to monitor the provision - should it continue, were noted.

A recorded vote was requested and taken as follows:

Votes For: Cllrs O'Neill, Appleby, Bowen and Fitzgerald.

Votes Against: Cllrs Jefferys, Yarrow, Drummond, Hood, Hulbert, Kerby, Lay, Anderson, De'Ath and Borda.

The following was agreed:

20/11/12.02 Not Resolved (F/20/11/9.01 Recommendation)

Minutes of the Newmarket Town Council held on Monday 23rd November 2020

That the SLA for the PCSO not be renewed and the contract be terminated.

A further proposal was made to renew the PCSO SLA for a period of two years starting April 2021; a recorded vote was requested and taken as follows:

Votes For: Cllrs Jefferys, Yarrow, Drummond, Hood, Hulbert, Kerby, Lay, Anderson, De'Ath, Borda and Bowen.

Votes Against: Cllrs O'Neill and Fitzgerald.

Abstained: Cllr Appleby.

The following was agreed:

20/11/12.03 Resolved

That the SLA for the PCSO be renewed for a further two-year period.

20/11/12.04 Resolved (F/20/11/10.01 Recommendation)

That the draft budget for the F&P Committee for 2021/2022 be approved.

20/11/12.05 Resolved (F/20/11.11.01 Recommendation)

That the Protocol for Online Meetings Policy be adopted.

20/11/12.06 Resolved (F/20/11/14.01 Recommendation)

That NTC supports the request for funding for the Churches Together Drive in Carol Service 12th December 2020 and agreed to provide a grant of £1,000 from the Events budget.

20/11/13 Newmarket Community Network

The Minutes of the meeting held on 16th November 2020 were received and noted.

The Mayor advised that the Newmarket Community Network had evolved from the Coronavirus Response Steering Group, which had held its last meeting on 4th August. The intention being that the group - now chaired by John Gilbert of the Racing Centre, would continue the good works made possible by the highly effective partnership of public and private sector organisations in the Town. The Mayor continued to represent NTC, the Town Clerk also attended meetings, currently being held on a weekly basis. The meeting of 23rd November focused on a pop-up shop at the Racing Centre where residents would pay £2 for a bag and then help themselves to items that they need. The first shop would be open on Thursday 26th November from 11:00 and the Mayor was attending as a volunteer. Anyone else who would like to volunteer, should contact the Racing Centre.

20/11/14 Council Working Groups

The current list of Working Groups and their Terms of Reference were received and noted.

20/11/15 Newmarket Cemetery

RFO presented a quote for road surface repairs at the cemetery entrance, and the following was agreed:

20/11/15.01 Resolved

Minutes of the Newmarket Town Council held on Monday 23rd November 2020

That the quote from A MEAD Construction for road surface repairs at the Cemetery for £1060+VAT be approved.

20/11/16 WEATHERBY CROSSING PUBLIC INQUIRY UPDATE

Members were advised that all witnesses had spoken and that the hearing would resume on Friday 27th November, to hear closing statements.

The Town Clerk confirmed that there would be an opportunity for residents to view recordings of the inquiry (from the point when it ran entirely virtually) and that arrangements were being made for this to take place. In terms of contributions from other councils, West Suffolk Council had contributed £2,000, as requested. Suffolk County Council had confirmed that they wished to remain neutral and would not therefore contribute. East Cambridgeshire District Council had advised that it was not their normal practice to contribute to legal action undertaken by other organisations. However, two Parish Councils (Cheveley and Wooditton) were considering whether they were able to make a contribution. The final invoices from both the barrister and expert witness were awaited to provide the full costs of the legal action.

Members were disappointed that SCC and East Cambs were not willing to help with the costs even though their residents are the main users of the crossing. Cllr Hood confirmed that SCC had voted and approved the crossing as a right of way and she would seek clarification on the technicalities for not being able to provide funding.

Cllr Drummond reported that as West Suffolk Council Portfolio Holder for Regulatory he would not vote on this matter.

20/11/17 Sunnica Energy Farm

The Working Group presented a response to the consultation and the following was agreed:

20/11/17.01 Resolved

That the Working Group response to the Sunnica Energy farm consultation be accepted and submitted.

20/11/18 Parking Working Group

The Chairman of the Working Group advised that a constructive meeting had been held with West Suffolk to discuss the process for residents parking zones in the All Saints Ward and proposed that NTC underwrites the process to the sum of half the costs, should it fail during the consultation stage. NTC through the Parking Working Group, would work with WSC to bring the scheme forward.

20/11/18.01 Resolved

That NTC underwrites the process for £5306.50 should the residents not vote in favour of the parking zone scheme.

The Working Group would continue to engage with West Suffolk and residents.

20/11/19 Public Consultation: Committee on Standards in Public Life

The Working Group presented a response to the consultation and the following was agreed:

Minutes of the Newmarket Town Council held on Monday 23rd November 2020

20/11/17.01 Resolved

That the Working Group's response to the Committee on Standards in Public Life consultation be accepted and submitted.

20/11/20 Meeting Dates

The meeting dates for the remainder of 2020/2021 were received and noted. The meetings scheduled to be held on Bank holidays would be amended and take place on the Tuesday immediately following.

20/11/21 Christmas Closure

Town Clerk made a proposal for the office closure and staff annual leave over the Christmas period and the following was agreed:

20/11/21.01 Resolved

That the office be closed from Thursday 24th December 2020 at 12:00 until Monday 4th January 2021 at 9am. Monday 28th December, is in lieu of Boxing Day and that staff be allocated two discretionary days leave on 29th and 30th December and take one day of personal leave for 31st December.

20/11/22 CORRESPONDENCE

- Cambridge Eastern Access Consultation – it was noted that NTC should submit a response to the consultation and the following was agreed:

20/11/22.01 Resolved

That a Working Group be set up consisting of Cllrs Jefferys, Appleby, Hood, Hulbert, Kerby and O'Neill with a remit of producing a response to the Cambridge Eastern Access Consultation and to report the D&P Committee. That the D&P Committee be given delegated powers to approve and submit the response.

- It was noted that Cllr Fitzgerald had resigned from the D&P and F&P Committees due to work commitments and Cllr Yarrow had requested that he join the D&P and F&P Committees.
- Tattersalls Sales – details of the attendance protocols that had been put in place were noted.
- West Suffolk Council grants to businesses due to lockdown were noted.
- A report of antisocial behaviour and fence damage at the Cheveley allotments would be put on the Community & Leisure Services agenda.

20/11/23 Exclusion Of The Press & Public

With the vote being unanimous, it was:

20/11/23.01 Resolved

To resolve that under the Public Bodies (Admissions to Meetings) Act 1960, the public and press be excluded for the remainder of the meeting because of the likely disclosure of private and confidential information or staff matters.

The press and public left the meeting

20/11/24 Confidential and Sensitive Correspondence

The Town Clerk had responded to an urgent and confidential request, using delegated powers (Standing Order 11c), in consultation with the Mayor and Deputy Mayor. Councillors were provided with further details of the matter.

20/11/24.01 Resolved

Correspondence. That the urgent and confidential request and associated details be approved.

20/11/25 DATE OF THE NEXT VIRTUAL MEETING

Monday 21st December 2020 at 7:00pm.

Meeting closed at: 7:51pm

Signed: _____

Date: _____



Newmarket

TOWN COUNCIL

Minutes of a Meeting of the Development & Planning Committee **Held on Monday 30th November 2020 at 6.00pm via Zoom**

Attendance:

Councillor C O'Neill (Chairman)
 Councillor A Appleby
 Councillor A Drummond

Councillor R Hood
 Councillor P Hulbert
 Councillor M Jefferys
 Councillor K Yarrow

Also Present: Debbie Baines – Town Clerk, Julie Ashton – Minute Assistant and 3 Members of the Public.

Minute

D/20/11/33 Chairman To Announce That Proceedings Are Being Recorded And To Advise That All Participants Will Be Muted By The Host Of The Meeting Who Will Unmute The Individual The Chairman Has Invited To Speak

The Chairman opened the meeting and announced that proceedings are being recorded and to advise that all participants will be muted by the host of the meeting who will unmute the individual the Chairman has invited to speak.

D/20/11/34 Apologies

Apologies were received from Cllr Kerby.

D/20/11/35 Declaration Of Members Interests & To Remind Councillors Of The Need To Keep Up To Date Their Register Of Member's Interests And To Consider Any Requests Received For Member's Dispensation

Cllr O'Neill declared a nonpecuniary interest in weekly list 46 application DC/20/1230/HH.

D/20/11/36 To Confirm The Minutes Of The Meeting Held On Monday 16th November 2020 And Matters Arising

Members received the minutes of the Development & Planning Committee held on 16th November 2020 and the following was agreed:

D/20/11/36.01 Resolved

That the minutes of the Development & Planning Committee held on 16th November 2020 be adopted and signed as a true record by the Chairman of the Development & Planning Committee.

There were no matters arising.

D/20/11/37 Public Open Session

No member of the public wished to speak.

D/20/11/38 Impact Of Newmarket Neighbourhood Plan Policies On Applications Being Considered

The NNP tree Policy applied to tree applications DC/20/1893/TPO and

DC/1242/TPO.

D/20/11/39 Planning Applications

Week 46

Cllr O'Neill having declared a nonpecuniary interest in the following application, did not vote.

D/20/11/39/1 DC/20/1230/HH - Householder planning application - summerhouse to rear garden – 16 Brickfields Avenue Newmarket.

D/20/11/39.01 Resolved

The Committee voiced no objections.

D/20/11/39/2 DC/20/1889/FUL - Planning application - installation of extraction unit and flue pipe - 4-5 Crown Walk Newmarket.

D/20/11/39.02 Resolved

The Committee objected subject to further information being submitted to Public Health and Housing regarding noise levels and the impact on neighbouring properties.

D/20/11/39/3 DC/20/1893/TPO - TPO 012 (1956) Tree preservation order - one Horse Chestnut (T1 on plan within A1 on order) - pollard to previous pollard points - 17 Collings Place Newmarket Suffolk.

D/20/11/39.03 Resolved

The Committee actively encourages responsible tree management. The Committee DOES NOT OBJECT to this application.

D/20/11/39/4 DC/20/1901/FUL - Planning application - a. subdivision of main dwelling and existing annexe into three dwellings b. raising of roof to accommodate second floor rooms – 10 Hamilton Road Newmarket.

D/20/11/39.04 Resolved

The Committee objected on the grounds of it being an overdevelopment of the building, no fire escape from the upper floor and access issues to the accommodation on the upper floors.

D/20/11/39/5 DC/20/1905/HH - Householder planning application - single storey rear extension (following demolition of existing garage, utility and conservatory) – 29 Edinburgh Road Newmarket.

D/20/11/39.05 Resolved

The Committee voiced no objections.

Week 47 – There were no applications for the Committee to consider

D/20/11/40 Amended And Deferred Planning Applications

D/20/11/40/1 DC/1242/TPO - TPO181(1972) Tree Preservation Order - (i) 1no. Horse Chestnut (T1 on plan) - Fell (ii) T2 Lime reduce to previous pollard reduction points (crown height reduction of approximately 4-6 metres) - 2 Seymour Close,

Newmarket.

D/20/11/40/1 Resolved

The Committee actively encourages responsible tree management. The Committee OBJECTED to the felling of healthy trees and requested that the application be submitted to the Tree Officer for consideration. If the tree is to be felled, the Committee requests that a suitable replacement be planted.

D/20/11/41 East Cambs Planning Applications

None noted.

D/20/11/42 To Receive Results Of Applications As Determined By West Suffolk And Plans Withdrawn

West Suffolk Planning Determinations received during weeks 46 & 47.

Applications	Description	Address	WS Decision	NTC Decision
DC/20/0963/FUL	Planning Application - Removal and replacement of existing timber vertical sliding sash windows with timber windows (previous application DC/19/2465/FUL)	St Louis Catholic Academy Fordham Road Newmarket	Withdrawn	No objections
DC/20/1301/HH	Householder Planning Application - Single Storey front extension	21 Paddocks Drive Newmarket	Approved	No objections
DC/20/1537/TCA	Trees in a conservation area notification - (i) 3no. Hollies (T1,T8 and T9 on plan) 1no. Fruit species (T2 on plan) 2no. Horse Chestnuts (T3 and T5 on plan) 1no. Beech (T4 on plan) 1no. Maple (T6 on plan) crown lift by up to 3 metres (ii) 1no. Horse Chestnut (T10 on plan) 1no. Holly (T12 on plan) 1no. yew (T13 on plan) 1no. Robinia (T14 on plan) 1no. Beech (T15 on plan) 1no. Oak (T16 on plan) 1no. Mulberry (T17 on plan) 2no. Sycamore (T18 and T23 on plan) 1no. Chestnut (T25 on plan) 1no. Copper Beech (T26 on plan) lift crowns by up to 3 metres and by up to 4 metres over play equipment (iii) 2no Figs (T19 and T20 on plan) reduce to previous pollard points by up to 3 metres	Fairstead House School Fordham Road Newmarket Suffolk	Approved	No objections
DCON(E)/17/2676	Application to discharge condition 21 (refuse strategy) of DC/17/2676/FUL	Kininvie Fordham Road Newmarket	Approved	Not considered by NTC
DCON(E)/17/2676	Application to Discharge Conditions 17 (External Lighting Strategy), 18 (Obscured Window Details) and 19 (Plant or Machinery Details) of DC/17/2676/FUL	Kininvie Fordham Road Newmarket	Approved	Not considered by NTC
DCON(E)/17/2676	Application to Discharge Condition 8 (Materials) of application DC/17/2676/FUL	Kininvie Fordham Road Newmarket	Approved	Not considered by NTC

D/20/11/43 Delegation Panel Decisions

None noted.

D/20/11/44 To Discuss Any Licensing Applications

None noted.

D/20/11/45 Public Consultation – West Suffolk Local Plan Issues and Options

The closing date of the Consultation 2nd December 2020 was noted and the following was agreed:

D/20/11/45.01 Resolved

That a Working Group consisting of Cllrs O'Neill, Jefferys, Appleby and Hood be set up with a remit to produce a response to the West Suffolk Local Plan Issues and Options Consultation and report back to the next meeting.

D/20/11/46 Correspondence

None noted.

D/20/11/47 Date Of Next Meeting

Monday 14th December 2020 at 6.00pm via Zoom.

D/20/11/48 To Note Any Items For Next Meeting

- WS Local Plan Issues and Options

Meeting closed at 6:25pm.

Signed _____ Date _____



Minutes of a Meeting of the Development & Planning Committee
Held on Monday 14th December 2020 at 6.00pm via Zoom

Attendance:

Councillor C O'Neill (Chairman)
Councillor A Appleby
Councillor A Drummond

Councillor P Hulbert
Councillor M Jefferys
Councillor K Yarrow

Also Present: D Baines – Town Clerk, C Whitaker – RFO, J Ashton – Minute Assistant and 2 Members of the Public.

Minute

D/20/12/1 Chairman to Announce that Proceedings are Being Recorded and to Advise that all Participants will be Muted by the Host of the Meeting who will Unmute the Individual the Chairman has Invited to Speak

The Chairman opened the meeting and announced that proceedings are being recorded and to advise that all participants will be muted by the host of the meeting who will unmute the individual the Chairman has invited to speak.

D/20/12/2 Apologies

Apologies were received from Cllrs Hood and Kerby.

D/20/12/3 Declaration of Members Interests & to Remind Councillors of the need to keep up to date their Register of Member's Interests and to Consider any Requests Received for Member's Dispensation

None noted.

D/20/12/4 To Confirm the Minutes of the Meeting Held on Monday 30th November 2020 and Matters Arising

Members received the minutes of the Development & Planning Committee held on 30th November 2020 and the following was agreed:

D/20/12/4.01 Resolved

That the minutes of the Development & Planning Committee held on 30th November 2020 be adopted and signed as a true record by the Chairman of the Development & Planning Committee.

Matters arising:

Page 3 - D/20/11/45/01 – the Local Plan Working Group would report to full council.

D/20/12/5 Public Open Session

No member of the public wished to speak.

D/20/12/6 Impact of Newmarket Neighbourhood Plan Policies on Applications Being Considered

The NNP tree Policy applied to the tree applications and the advertising application would come under Objective F “To create a vibrant, attractive town centre”.

D/20/12/7 Planning Applications

Week 48

D/20/12/7/1 DC/20/1990/TPO - TPO 001 (2014) Tree preservation order - one Prunus (134 on plan within G2 on order) one Sycamore (6 on plan within G3 on order) and one Elm (86 on plan and within G3 on order) fell - Prestige Stables Snailwell Road Newmarket Suffolk.

D/20/12/7.01 Resolved

The Committee actively encourages responsible tree management. There was insufficient information in the detail for felling the trees and the Committee OBJECTED to this application and requested that the application be submitted to the Tree Officer for consideration. If the trees are to be felled, the Committee requests that suitable replacements be planted.

D/20/12/7/2 DC/20/1991/TPO - Planning application TPO 04 (2012) tree preservation order - two Yew (T1 and T2 on plan and T15 and T18 on order) overall crown reduction by up to 2 metres

D/20/12/7.02 Resolved

The Committee actively encourages responsible tree management. The Committee DOES NOT OBJECT to this application.

D/20/12/7/3 DC/20/1968/FUL - Planning application - Conversion of stables at first floor level to provide three units of staff accommodation with associated alterations - Hurworth House Fordham Road Newmarket.

D/20/12/7.03 Resolved

The Committee objected on the grounds that it was an overdevelopment of the site, health & safety issue regarding the fire escape and insufficient facilities for the occupiers.

Week 49

Cllr Drummond abstained and did not vote on this item:

D/20/12/7/4 DC/20/2047/ADV - Application for advertisement consent - two internally illuminated digital totem signs with static BID map to replace existing signage - Totem signs opposite No 15 and No 98 Highstreet Newmarket.

It was noted that this application complied with the NNP policy to enhance information for visitors to the Town and the following was agreed:

D/20/11/7.04 Resolved

The Committee voiced no objections and fully supports the application.

D/20/12/8 Amended And Deferred Planning Applications

None noted.

D/20/12/9 East Cambs Planning Applications

None noted.

D/20/12/10 To Receive Results of Applications as Determined by West Suffolk and Plans Withdrawn

West Suffolk Planning Determinations received during weeks 48 & 49.

Applications	Description	Address	WS Decision	NTC Decision
DC/20/1722/HH	Householder planning application - Access ramp to front	6 Guineas Close Newmarket	Approved	No objections
DC/20/1711/TPO	TPO 234 (1972) Tree preservation order - 1no. Beech (T1 on plan within A2 on order) selectively reduce branches on the southern, south western and western aspects by up to 2 metres	6 Weston Way Newmarket	Approved	No objections
DCON(E)/17/2676	To discharge condition 21 (refuse strategy) of DC/17/2676/FUL	Kininvie Fordham Road Newmarket	Approved	Not a consultee
DC/20/1550/TPO	TPO234(1972) - Tree preservation order - 1no. Silver Maple (marked red on plan and within area A2 on order) fell	Land To Rear Of 76 Weston Way Newmarket Suffolk	Approved	Objected
DCON(C))20/17/2676	Application to Discharge Conditions 17 (External Lighting Strategy), 18 (Obscured Window Details) and 19 (Plant or Machinery Details) of DC/17/2676/FUL	Kininvie Fordham Road Newmarket	Approved	Not a consultee
DCON(B))20/17/2676	Application to Discharge Condition 8 (Materials) of application DC/17/2676/FUL	Kininvie Fordham Road Newmarket	Approved	Not a consultee
DC/20/1025/FUL	Planning Application - Change of use conversion of existing Police Station and Magistrates Court (sui generis) to create 15no. dwellings C3 (dwellings)	Plot 1 Police Station Vicarage Road Newmarket Suffolk	Approved	No objections
DCON(F)/18/1954	Application to discharge condition 21 (Custom designed Surface) of DC/18/1954/VAR	Aldi Stores Ltd Exning Road Newmarket	Approved	Not a consultee
DC/20/1798/TCA	Trees in a conservation area notification - two Walnuts (T1 and T2 on plan) overall crown reduction by up to one metre to previous pruning points; two Pines (T3 and T4 on plan) crown thin by 15 per cent by reducing overextended limbs by up to 1.5 metres; Conifer Hedge (H5 on plan) trim annual regrowth by up to 300 milli	Induna Stables Fordham Road Newmarket	Approved	No objections
DC/20/1766/TPO	TPO 323 (1973) Tree preservation order - 6 no. Limes (x on plan within G4 on order) pollard to previous pollarding points	12 The Hamiltons Newmarket	Approved	No objections
DC/20/1730/HH	Householder planning application - 1no. detached garage	4 Norfolk Avenue Newmarket	Approved	No objections
DC/20/1645/ADV	Application for advertisement consent - (i) 1no. double sided H mounted internally illuminated totem displaying Aldi logo sign (ii) 1no. internally illuminated store opening times sign (iii) 4no. non illuminated graphic vinyl signs (iv) 2no. internally illuminated fascia signs	Aldi Foodstore Ltd Exning Road Newmarket Suffolk	Approved	No objections
DC/20/1336/HH	Householder planning application - (i) single storey front extension (ii) two storey rear and side extension	80 Weston Way Newmarket	Approved	No objections

D/20/12/11 Delegation Panel Decisions

It was noted that Application DC/20/1708/HH – 11 St Marys Square had been referred by West Suffolk Council, to delegation panel for consideration.

D/20/12/12 To Discuss any Licensing Applications

None noted.

D/20/12/13 Cambridge Eastern Access Consultation

The Working Group presented a verbal report on the response to the consultation to include improved cycle routes and train and bus services. The following was

agreed:

D/20/12/13.01 Recommendation

That the response from the Working Group to the Cambridge Eastern Access Consultation be adopted and submitted,

.

D/20/12/14 Correspondence

Notice of appeal had been received from West Suffolk Council in response to their refusal of application DC/20/1033/ADV Unit 3A, Newmarket Retail Park, Oaks Drive - Application for Advertisement Consent - 1no. internally illuminated freestanding gantry sign. NTC had lodged no objections to the proposals.

D/20/12/15 Date of Next Meeting

Monday 4th January 2020 at 6.00pm via Zoom.

D/20/12/16 To Note any Items for Next Meeting

None noted.

Meeting closed at 6:33pm.

Signed _____ Date _____



Newmarket

TOWN COUNCIL

Minutes of a Meeting of the Community & Leisure Services Committee
Held on Monday 7th December 2020 at 6:00 pm via Zoom

Attendance:

Councillor J De'Ath (Chairman)
 Councillor J Borda
 Councillor A Appleby
 P Winter

Councillor P Hulbert
 Councillor M Jefferys
 Councillor C O'Neill
 Councillor K Yarrow

Also Present: D Baines – Town Clerk, J Ashton – Minute Assistant, Cllr R Nobbs – WSC and 5 Members of the Public.

Minute

CL/20/12/1 Chairman To Read Fire Safety Notice And Announce That Proceedings May Be Filmed Or Recorded

The Chairman opened the meeting and announced that proceedings are being recorded and to advise that all participants will be muted by the host of the meeting who will unmute the individual the Chairman has invited to speak.

CL/20/12/2 Apologies For Absence

Apologies were received from Cllrs Drummond and Kerby. Cllrs, Anderson, Bowen and Hood were absent.

CL/20/12/3 Declaration Of Member's Interests And To Remind Councillors Of The Need To Keep Up To Date Their Register Of Member's Interests And To Consider Any Requests Received For Members Dispensation

None noted.

CL/20/12/4 To Receive And Confirm For Accuracy The Minutes Of The Community And Leisure Services Committee Meeting Held On Monday 2nd November 2020 And Any Matters Arising

Members received the minutes of the Community and Leisure Services Committee meeting held on 2nd November 2020 and the following was agreed:

CL/20/12/4.01 Resolved

That the minutes of the Community and Leisure Services Committee meeting held on 2nd November 2020 be adopted and signed as a true record by the Chairman of the Community and Leisure Services Committee.

There were no matters arising.

CL/20/12/5 Public Open Session

No members of the public wished to speak.

CL/20/12/6 To Receive The Accounts For November 2020

The accounts for November 2020 were received and noted.

CL/20/12/7 Budget Proposal

The Working Group and RFO had gone over the proposed budget in detail and the following was agreed:

CL/20/12/7.01 Recommendation

That the draft budget for the Community & Leisure Committee be received and adopted.

CL/20/12/8 Newmarket Venues

The Town Clerk presented a report from the Working Group on a review of the venue hire fees. It was proposed to reduce hire charges for NTC venues to ensure that they remain competitive. In response to the pandemic, community groups would be offered a discounted rate, as a means of supporting their activities.

Newmarket Venue <i>Hourly rate</i> <i>All prices exclude VAT</i>	Old price list	New price list for Corporate bookings	Percentage of reduction	Reduced rate for community bookings
Main Hall midweek	£35	£29	17%	£15
Main Hall weekend	£40	£29	28%	£15
Sport Pavilion midweek	£30	£25	17%	£13
Sport Pavilion weekend	£35	£25	29%	£13
Council Chamber	£25	£20	20%	£10
Ernest Cassel	£20	£15	25%	£8

The following was agreed:

CL/20/12/8.01 Recommendation

That the venue hire fees be reduced from 1st April 2021 to ensure that they remain competitive and to encourage community use, as detailed in the report and be reviewed in 6 months' time.

The Working Group also considered taking payments from credit cards and the following was agreed:

CL/20/12/8.02 Recommendation

That option 2, izettle be accepted as the credit card processing provider.

A request to book the Memorial Hall for the Newmarket Jigsaw Festival and British Jigsaw Championships on Sunday 20th June 2021 was considered and the following was agreed:

CL/20/12/8.03 Recommendation

That the request to book the Memorial Hall for the Newmarket Jigsaw Festival and British Jigsaw Championships on Sunday 20th June 2021, be approved subject to compliance with any COVID safety regulations being applied at the time.

CL/20/12/9 Cemetery

Town Clerk reported that she had met with a West Suffolk Council Officer to discuss the process for removal of unauthorised memorabilia at the Cemetery, as agreed at the previous meeting. There was no update on the automated gates, however the road repairs were due to be completed by Christmas.

CL/20/12/10 Memorial Gardens

Monthly Play Area Inspection (November) – There were only a few minor repairs required which were low risk.

Quotes for tree work – Two quotes were considered the following was agreed:

CL/20/12/10.01 Recommendation

That the quote from Green Wood Tree Surgery for £2,250+VAT to carry out the tree work in the Memorial Gardens be accepted.

CL/20/12/11 Hanging Baskets

A quote for the hanging baskets and all Town planting was considered and the following was agreed:

CL/20/12/11.01 Recommendation

That the quote for hanging baskets for £5892.79+VAT for 2021 be accepted subject to confirmation of resources being available to water the baskets reviewed in February 2021.

CL/20/12/12 St Mary's Square

The signs that had been installed appeared to be working and the area would continue to be monitored. Planting would be considered subject to available funds.

CL/20/12/13 History Trail

The Chairman advised that this initiative would attract different tourist groups and would celebrate all of the history of Newmarket alongside that of horse racing. This item would be referred to the NNP Committee to work with the Newmarket History Society.

CL/20/12/14 Recycling of High Street planting

Offering plants to residents when the planting themes are changed was discussed and the following was agreed:

CL/20/12.14.01 Recommendation

That a system be set up for old plants to be offered to Newmarket residents free of charge.

A Member of Public joined the meeting

CL/20/12/15 Correspondence

A request from New Cheveley Road Allotments to repair the fence where the allotments adjoined the neighbouring play area was considered and the following was agreed:

CL/20/12/15.01 Recommendation

That the fence at the New Cheveley Road Allotments be repaired as a priority using £2500 from the EAR marked reserve with West Suffolk Council matching the NTC funding.

Date Of Next Meeting

Monday 4th January 2021 via Zoom.

CL/20/12/16 ITEMS FOR NEXT AGENDA

- Cemetery matters
- Memorial Gardens
- Clock Tower

Meeting closed at 6:40pm

Signed _____ Date _____



Newmarket

TOWN COUNCIL

Minutes of a Meeting of the Finance & Policy Committee Held on Monday 14th December 2020 at 7:00pm via Zoom

Attendance:

Councillor M Jeffreys (Chairman)
Councillor A Appleby
Councillor J Borda

Councillor C O'Neill
Councillor K Yarrow

Also Present: D Baines – Town Clerk, C Whitaker – RFO, J Ashton – Minute Assistant, T Harding – Discover Newmarket and 3 Members of the Public.

Minute

F/20/12/1 Chairman to Announce that Proceedings are being Recorded and Advise that all Participants will be Muted by the Host of the Meeting who will Unmute the Individual the Charman has Invited to Speak

The Chairman opened the meeting and announced that proceedings are being recorded and to advise that all participants will be muted by the host of the meeting who will unmute the individual the Chairman has invited to speak.

F/20/12/2 Apologies for Absence

Apologies were received from Cllrs Drummond, Hood and Kerby. Cllr Bowen was absent.

F/20/12/3 Declaration of Member's Interests and to Remind Councillors of the Need to Keep up to Date their Register of Member's Interests and to Consider any Requests Received for Members Dispensation

None noted.

F/20/12/4 To Confirm the Minutes of the Meeting Held on 16th November 2020 and any Matters Arising

Members received the minutes of the Finance & Policy Committee meeting held on 16th November 2020 and the following was agreed:

F/20/12/4.01 Resolved

That the minutes of the Finance & Policy Committee meeting held on 16th November 2020 be adopted and signed as a true record by the Chairman of the Finance & Planning Committee.

There were no matters arising.

F/20/12/5 Public Open Session

Resident, Douglas Hall spoke to the Discover Newmarket item lending his support and wishing them every success. He also spoke to item F/20/12/11 – review of Standing Orders.

F/20/12/6 To Receive a Presentation from Discover Newmarket

Tracey Harding advised that she had circulated a summary report prior to the meeting and explained that Discover Newmarket was an official Destination Management Organisation representing Newmarket. Although COVID-19 had a massive impact on visitor numbers, they were managing to stay afloat and were looking to come back stronger next year with tours commencing in mid-February 2021. Their plans included increasing the membership of stakeholders, working with the community and introducing a new online booking system which should see huge improvements to visitor numbers. Tours will also cover Newmarket history, food & drink and authors. Newmarket has a very strong USP and she welcomed the opportunity to work closely with NTC.

The Mayor confirmed that Discover Newmarket had the full support of NTC and thanked Tracey for her presentation.

T Harding left the meeting.

F/20/12/7 Submission of Schedules of Payments for Information CB1 - CB4 for (November 2020)

Members reviewed CB1 - CB4 and the following was agreed:

F/20/12/7.01 Recommendation

That the ratification of the schedules of payments for the period 01/11/2020 – 30/11/2020 (Cash Book 1 - 4) be received and adopted.

F/20/12/8 To Confirm the Bank Statement Balances & Related Bank Reconciliation have been signed by the Chairman of F&P Committee

The Chairman of the Finance & Policy Committee confirmed scrutiny of the bank reconciliations relating to the end of 30/11/2020 (month 8) for the Town Council's Current, Petty Cash, Salaries and Barclaycard Cashbooks.

F/20/12/9 To Receive the Income and Expenditure for November 2020

The Income and Expenditure reports for November 2020 were received and noted.

F/20/12/10 To Receive and Note the Conclusion of the External Audit

The conclusion of the External Audit was received and noted and the following was agreed:

F/20/12/10.01 Recommendation

That thanks be given to the RFO for an excellent External Audit Report.

F/20/12/11 Town Council Constitution – To Review Policy Documents

The merging of C2 - Social Media Guide for Councillors, P6 - IT Website and E-mail policies were reviewed and the following was agreed:

F/20/12.112.01 Recommendation

That the policy C2 Social Media & Electronic Communication Policy be adopted and be reviewed in two years' time.

A Working Group report on the Internal Control and Corporate Strategy review would be presented to a future meeting.

It was proposed that a Working Group be set up to review Standing Orders and the following was agreed:

F/20/12/11.02 Recommendation

That a Working Group be set up comprising of Cllrs Jefferys, O'Neill, Appleby and Yarrow and Douglas Hall representing the Public, with a remit of reviewing Standing Orders and reporting back to a future meeting.

F/20/12/12 Health & Safety

The monthly Health & Safety reports for November 2020 were received and noted.

F/20/12/13 Correspondence

None noted.

F/20/12/14 Date Of Next Meeting

Monday 18th January 2020 via Zoom.

F/20/12/15 Items For The Next Agenda

Report of the Internal Control working group and an update of the Corporate Strategy.

Meeting closed at 7:26pm

Signed _____ Date _____

Committee	Income	Expenditure	Net Expenditure
Finance & Policy	£ 1,075.00	£ 158,645.00	£ 157,570.00
Human Resources	£ -	£ 174,000.00	£ 174,000.00
Community Services	£ 65,100.00	£ 209,645.00	£ 144,545.00
Leisure Services	£ 27,700.00	£ 206,699.00	£ 178,999.00
Neighbourhood Plan	£ -	£ 10,000.00	£ 10,000.00
Total	£ 93,875.00	£ 758,989.00	£ 665,114.00

[illegible]

		2018/2019	2018/2019	2019/2020	2019/2020	2020/2021	2020/2021	2021/2022	% change
		Budget	Spend	Budget	Spend	Budget	Year To Date	Proposed Draft Budget	
101	Administration								
4008	Staff Training	£ 2,500.00	£ 4,488.00	£ 1,500.00	£ 1,631.00	£ 2,500.00	£ 1,196.00	£ 2,500.00	0%
4009	Staff Travel	£ 350.00	£ 130.00	£ 200.00	£ 315.00	£ 250.00	£ -	£ 250.00	0%
4018	Software/Computer Consumables	£ 1,007.00	£ 1,147.00	£ 1,500.00	£ 1,375.00	£ 1,500.00	£ 135.00	£ 1,500.00	0%
4019	New IT System/Hardware	£ 2,993.00	£ 3,686.00	£ 2,030.00	£ 3,926.00	£ 2,030.00	£ -	£ 2,030.00	0%
4021	Telephone and Fax	£ 7,100.00	£ 11,761.00	£ 2,500.00	£ 1,979.00	£ 2,000.00	£ 751.00	£ 2,000.00	0%
4022	Postage	£ 3,000.00	£ 1,726.00	£ 2,000.00	£ 1,783.00	£ 2,100.00	£ 607.00	£ 2,100.00	0%
4023	Stationery	£ 2,200.00	£ 2,416.00	£ 2,233.00	£ 2,186.00	£ 2,000.00	£ 414.00	£ 2,000.00	0%
4025	Subscriptions&Licences	£ 1,800.00	£ 3,088.00	£ 2,800.00	£ 4,953.00	£ 4,000.00	£ 2,579.00	£ 5,700.00	43% Underbudgeted historically
4026	Insurance	£ 12,000.00	£ 7,593.00	£ 8,680.00	£ 8,590.00	£ 11,100.00	£ 195.00	£ 10,000.00	-10% re-align after previous over-budgeting
4028	Office Maintenance	£ 5,000.00	£ 6,335.00	£ 5,750.00	£ 10,781.00	£ 7,500.00	£ 4,115.00	£ 11,500.00	53% re-align after previous under-budgeting
4030	Recruitment Advertising	£ 400.00	£ -	£ 1,606.00	£ 1,671.00	£ 406.00	£ -	£ 500.00	23%
4051	Bank Charges/Interest	£ 500.00	£ 1,123.00	£ 900.00	£ 672.00	£ 600.00	£ 78.00	£ 200.00	-67%
4056	Legal Expenses	£ 8,000.00	£ 3,591.00	£ 8,000.00	£ 3,793.00	£ 13,750.00	£ 12,174.00	£ 10,000.00	-27% Ellis Whittam plus Weatherby contingency
4057	Audit & Accountancy Fees	£ 2,500.00	£ 2,746.00	£ 2,538.00	£ 3,526.00	£ 3,500.00	£ 1,005.00	£ 3,850.00	10% re-align after previous under-budgeting
4058	Professional Fees	£ -	£ 1,183.00	£ -	£ -	£ -	£ 100.00	£ 200.00	new
4059	web site	£ 500.00	£ 2,628.00	£ 508.00	£ 253.00	£ 3,050.00	£ 1,413.00	£ 1,000.00	-67% allowing for further work on new website
4060	Councillors Training	£ 500.00	£ -	£ 508.00	£ 404.00	£ 508.00	£ 50.00	£ 550.00	8%
4061	Councillors Expenses	£ 250.00	£ 54.00	£ 254.00	£ -	£ 254.00	£ -	£ 275.00	8%
4062	Civic Regalia	£ 300.00	£ 237.00	£ 305.00	£ -	£ 305.00	£ -	£ 325.00	7%
4064	Town Mayor's Allowance	£ 1,000.00	£ 144.00	£ 1,000.00	£ 457.00	£ 1,000.00	£ 96.00	£ 1,000.00	0%
4075	Grant to CAB	£ 3,000.00	£ 3,000.00	£ 3,000.00	£ 3,000.00	£ 3,000.00	£ 3,000.00	£ 3,000.00	0%
4076	Grants	£ 8,000.00	£ 7,200.00	£ 3,000.00	£ 2,250.00	£ 11,300.00	£ 10,000.00	£ 5,000.00	-56%
4220	Discover Newmarket Stakeholder Fee	£ -	£ -	£ 5,000.00	£ 5,000.00	£ 5,000.00	£ 5,000.00	£ 5,000.00	0%
4221	Yellow Brick Road	£ -	£ -	£ 2,000.00	£ 1,800.00	£ 2,000.00	£ 457.00	£ 2,000.00	0%
4222	Tourism Stakeholder Fee	£ -	£ -	£ 1,000.00	£ 1,000.00	£ 1,000.00	£ -	£ 1,000.00	0%
4077	Marketing	£ 5,000.00	£ 1,718.00	£ 2,900.00	£ 1,696.00	£ 2,500.00	£ 100.00	£ 3,000.00	20%
4079	Grant to Royal British Legion	£ 25.00	£ 25.00	£ 25.00	£ 25.00	£ 25.00	£ 15.00	£ 25.00	0%
4083	PCSO	£ 22,000.00	£ -	£ 34,000.00	£ 33,346.00	£ 34,000.00	£ 17,000.00	£ 34,000.00	0%
4090	Biodegradable Dog Poo Bags	£ 950.00	£ 806.00	£ 964.00	£ 614.00	£ 964.00	£ -	£ 1,000.00	4%

4091	Elections Expenses	-£ 1,500.00	£ -	£ -	£ -		£ -	£ -		
4095	Assets Purchased	£ -	£ 2,875.00	£ -	£ -		£ -	£ -		
4097	Election costs	£ -	£ 2,815.00	£ 17,900.00	£ 17,871.00	£ 12,790.00	£ -	£ 5,000.00	-61%	for bi-elections or save into bi-election EMR
4180	Civic Functions	£ 4,000.00	£ 2,101.00	£ 15.00	£ -	£ 2,000.00	£ -	£ 2,000.00	0%	Civic function costs around £2K
4113	Capital Reserve	£ -	£ -	£ -	£ -	£ 20,000.00	£ -	£ 13,176.00	-34%	Recommended by the int auditors to increase general reserve
4115	Coronavirus Response Costs			£ -	£ 3,737.00	£ 5,000.00	£ 7,174.00	£ 5,000.00	0%	
4114	Other Projects / Reserves	£ -	£ -	£ -	£ -	£ 8,799.00	£ -	£ 18,964.00	n/a	to be vired to relevant codes on resolution
	Expenditure	£ 93,375.00	£ 74,616.00	£ 114,616.00	£ 118,634.00	£ 166,731.00	£ 67,654.00	£ 155,645.00	-7%	
1003	Lamppost banner Income	£ -	£ 1,000.00	£ 1,000.00	£ 1,000.00	£ 1,000.00	£ -	£ 1,000.00	0%	Jockey Club Racecourses
1005	Misc Income	£ -	£ 1,201.00	£ -	£ -	£ -		£ -		
1103	Rent receivable	£ -	£ 75.00	£ -	£ 75.00	£ 75.00	£ -	£ 75.00	0%	land adj to allotments
1174	Grants Received SCC	£ -	£ 2,875.00	£ -	£ -	£ -		£ -		
1190	Interest Received	£ 250.00	£ 221.00	£ 254.00	£ 35.00	£ 50.00	£ 1.00	£ -	-100%	interest is minimal
	Income	£ 250.00	£ 5,372.00	£ 1,254.00	£ 1,110.00	£ 1,125.00	£ 1.00	£ 1,075.00	-4%	
103	Health & Safety									
4020	Misc. Staff Costs	£ -	£ 120.00	£ -	£ 189.00	£ 250.00	£ -	£ 250.00	0.00%	
4028	Office Maintenance	£ -	£ 70.00	£ 250.00	£ 95.00	£ 250.00	£ -	£ 250.00	0.00%	
4058	Professional Fees	£ 2,500.00	£ 2,500.00	£ 500.00	£ 2,500.00	£ 2,500.00	£ 2,500.00	£ 2,500.00	0.00%	
	Expenditure	£ 2,500.00	£ 2,690.00	£ 750.00	£ 2,784.00	£ 3,000.00	£ 2,500.00	£ 3,000.00	0.00%	
4200	Capital Expenditure	£ -	£ -	£ -	£ -	£ -	£ -	£ -		
	Expenditure	£ -	£ -	£ -	£ -	£ -	£ -	£ -		
	Total Expenditure	£ 95,875.00	£ 77,306.00	£ 115,366.00	£ 121,418.00	£ 169,731.00	£ 70,154.00	£ 158,645.00	-6.53%	
	Total Income	£ 250.00	£ 5,372.00	£ 1,254.00	£ 1,110.00	£ 1,125.00	£ 1.00	£ 1,075.00	-4.44%	
	Net Income	-£ 95,625.00	-£ 71,934.00	-£ 114,112.00	-£ 120,308.00	-£ 168,606.00	-£ 70,153.00	-£ 157,570.00	-6.55%	£11,036.00



		2018/2019	2018/2019	2019/2020	2019/2020	2020/2021	2020/2021	2021/2022	% change	Notes
		Budget	Spend	Budget	Spend	Budget	Year To Date	Proposed Draft Budget		
102	Staff costs									
4010	Staff Workwear	£ 300.00	£ 441.00	£ 300.00	£ 637.00	£ 400.00	£ -	£ 400.00	0%	
4020	Misc Staff Costs	£ -	£ 1,210.00	£ 1,400.00	£ 1,033.00	£ 1,400.00	£ 216.00	£ 1,400.00	0%	
4500	PAYE/NIC 2016/17	£ -	£ 3,628.00	£ -	£ -	£ -	£ -			o/s bill from previous year
4501	Salaries	£ 146,415.00	£ 135,645.00	£ 149,000.00	£ 141,381.00	£ 163,500.00	£ 59,522.00	£ 149,500.00	-9%	
4503	National Insurance	£ 11,500.00	£ 10,379.00	£ 10,900.00	£ 8,806.00	£ 11,200.00	£ 3,495.00	£ 12,900.00	15%	
4504	Pension	£ 7,250.00	£ 5,346.00	£ 7,250.00	£ 3,531.00	£ 7,500.00	£ 993.00	£ 9,800.00	31%	
	Net Expenditure	£ 165,465.00	£ 156,649.00	£ 168,850.00	£ 155,388.00	£ 184,000.00	£ 64,226.00	£ 174,000.00	-5%	-£10,000.00

		2018/2019	2018/2019	2019/2020	2019/2020	2020/2021	2020/2021	2021/2022	% change	
		Budget	Spend	Budget	Spend	Budget	Year to Date	Proposed Draft Budget		
120	Memorial Hall									
4011	Rates	£ 7,000.00	£ 5,760.00	£ 5,892.00	£ 5,892.00	£ 6,000.00	£ 2,993.00	£ 6,170.00	3%	
4012	Water Rates	£ 3,000.00	£ 2,045.00	£ 4,700.00	£ 6,039.00	£ 5,000.00	£ 420.00	£ 5,000.00	0%	
4014	Electricity	£ 5,000.00	£ 1,495.00	£ 4,000.00	£ 5,014.00	£ 5,000.00	£ 1,293.00	£ 5,000.00	0%	
4015	Gas	£ 6,000.00	£ 7,295.00	£ 4,500.00	£ 6,435.00	£ 6,000.00	£ 2,320.00	£ 6,000.00	0%	
4016	Cleaning	£ -	£ 913.00	£ -	£ 3,220.00	£ 7,000.00	£ 2,162.00	£ 2,000.00	-71%	
4017	Fire Precautions	£ 500.00	£ 449.00	£ 510.00	£ 240.00	£ 510.00	£ 481.00	£ 510.00	0%	
4036	R&M - Buildings	£ 11,000.00	£ 16,531.00	£ 11,000.00	£ 11,054.00	£ 15,480.00	£ 1,289.00	£ 4,000.00	-74%	
4038	Furniture/Fixtures/Fittings	£ 3,150.00	£ 3,184.00	£ 2,500.00	£ 666.00	£ 2,500.00	£ -	£ 2,500.00	0%	
4040	Trade Refuse Collections	£ 1,600.00	£ 1,594.00	£ 1,632.00	£ 1,660.00	£ 1,700.00	£ 1,771.00	£ 1,950.00	15%	
4044	Public Toilet Cleansing	£ 650.00	£ 218.00	£ -	£ -	£ 200.00	£ -	£ 200.00	0%	
4078	Refreshment Costs Hall Hire	£ 1,200.00	£ 2,716.00	£ 1,224.00	£ 829.00	£ 800.00	£ -	£ 800.00	0%	
4080	PWLB Loan Charges (CAP + IN	£ 68,000.00	£ 67,990.00	£ 88,919.00	£ 89,878.00	£ 88,919.00	£ 44,932.00	£ 89,864.00	1%	
4995	Budgeted Reserve Amount	£ -	£ -	£ -	£ -	£ 2,000.00	£ -	£ -	-100%	
	OverHead Expenditure	£ 107,100.00	£ 107,200.00	£ 124,877.00	£ 130,927.00	£ 141,109.00	£ 57,661.00	£ 123,994.00	-12%	
1001	Hall Hire Standard Rate	£ 35,000.00	£ 15,534.00	£ 35,000.00	£ 19,334.00	£ 20,000.00	£ 3,385.00	£ 7,000.00	-65%	allowing for projected reduction in bookings in 2021
1003	Banner Income	£ -	£ 100.00	£ -	£ -	£ -	£ -	£ -		
1016	Refreshments Income	£ 6,000.00	£ 2,946.00	£ 6,120.00	£ 1,319.00	£ 1,000.00	£ -	£ 500.00	-50%	allowing for projected reduction in bookings in 2021
	Total Income	£ 41,000.00	£ 18,580.00	£ 41,120.00	£ 20,653.00	£ 21,000.00	£ 3,385.00	£ 7,500.00	-64%	
301	Arts									
4440	Costs - Childrens' Events	£ 2,000.00	£ 2,940.00	£ 2,690.00	£ 3,250.00	£ 3,350.00	£ -	£ 3,500.00	4%	
4443	Costs - Tea Dance	£ 1,600.00	£ 2,272.00	£ 1,624.00	£ 1,774.00	£ 1,624.00	£ -	£ 1,800.00	11%	provision for unexpected reinstatement of tea dance
	OverHead Expenditure	£ 3,600.00	£ 5,212.00	£ 4,314.00	£ 5,024.00	£ 4,974.00	£ -	£ 5,300.00	7%	
1043	Income - Tea Dance	£ 1,600.00	£ 1,704.00	£ 1,550.00	£ 1,816.00	£ 1,550.00	£ -	£ -	-100%	it is likely that this event will not take place for the majority of year
1101	Donations Received	£ -	£ -	£ -	£ 150.00	£ -	£ -	£ -		
1174	SCC Grants Received	£ -	£ -	£ -	£ 650.00	£ -	£ -	£ -		
	Total Income	£ 1,600.00	£ 1,704.00	£ 1,550.00	£ 2,616.00	£ 1,550.00	£ -	£ -	-100%	
302	Winter Event									
4453	Cost of Winter Event	£ -	£ -	£ 11,000.00	£ 7,163.00	£ 9,000.00	£ -	£ 11,000.00	22%	2021 winter event - catering for possible lack of usual sponsorship
	Overhead Expenditure	£ -	£ -	£ 11,000.00	£ 7,163.00	£ 9,000.00	£ -	£ 11,000.00	22%	
1059	Income - Winter Event	£ -	£ -	£ 5,000.00	£ 158.00	£ 3,000.00	£ -	£ 3,000.00	0%	
	Donations Received	£ -	£ -	£ -	£ 1,250.00	£ -	£ -	£ -		
	Total Income	£ -	£ -	£ 5,000.00	£ 1,408.00	£ 3,000.00	£ -	£ 3,000.00	0%	
303	Entertainment									
4094	Market Event	£ 10,000.00	£ 8,135.00	£ -	£ -	£ -	£ -	£ -	-100%	
4096	Purple Tuesday	£ -	£ 310.00	£ -	£ 876.00	£ 500.00	£ -	£ -		
4098	Soapbox Derby	£ -	£ -	£ -	£ 23,431.00	£ -	£ 200.00	£ 10,000.00		
4179	Entertainment	£ -	£ -	£ 4,000.00	£ 121.00	£ 6,000.00	£ 30.00	£ 5,000.00	-17%	increase to cater for possible community events over 2021/22
	OverHead Expenditure	£ 10,000.00	£ 8,445.00	£ 4,000.00	£ 24,428.00	£ 6,500.00	£ 230.00	£ 15,000.00	131%	
1172	Soapbox Derby - Income	£ -	£ -	£ -	£ 22,619.00	£ -	£ -	£ 10,000.00		
1174	Grants Received	£ -	£ 500.00	£ -	£ -	£ -	£ -	£ -		
	Total Income	£ -	£ 500.00	£ -	£ 22,619.00	£ -	£ -	£ 10,000.00		
304	Tourism									
4311	Christmas Tree	£ 1,000.00	£ -	£ 1,000.00	£ -	£ 1,000.00	£ -	£ 1,000.00	0%	
4320	Legends of the Turf	£ 1,000.00	£ -	£ 1,000.00	£ -	£ 1,000.00	£ -	£ -	-100%	
	OverHead Expenditure	£ 2,000.00	£ -	£ 2,000.00	£ -	£ 2,000.00	£ -	£ 1,000.00	-50%	

4178	Transfer from Reserves	£ 1,000.00		£ -	£ -		£ -	£ -		
	Total Income	£ 1,000.00	£ -	£ -	£ -	£ -	£ -	£ -		
305	Carnival									
4312	Newmarket Carnival	£ 5,000.00	£ 5,500.00	£ 5,000.00	£ 5,000.00	£ 10,000.00	£ -	£ 10,000.00	0%	taking back the running of Carnival
	OverHead Expenditure	£ 5,000.00	£ 5,500.00	£ 5,000.00	£ 5,000.00	£ 10,000.00	£ -	£ 10,000.00	0%	
1026	Carnival income	£ 350.00	£ -	£ -	£ -	£ -	£ -	£ 1,000.00		
1039	Carnival Contribution Income	£ 1,500.00	£ -	£ -	£ -	£ -	£ -	£ -		
1040	Income - Carnival Fundraisers	£ 405.00	£ 500.00	£ -	£ -	£ -	£ -	£ -		
	Total Income	£ 2,255.00	£ 500.00	£ -	£ -	£ -	£ -	£ 1,000.00		
306	Memorial Gardens									
4012	Water Rates	£ 600.00	£ 194.00	£ 608.00	£ 808.00	£ 200.00	£ -	£ 200.00	0%	
4014	Electricity	£ 100.00	£ 168.00	£ 105.00	£ -	£ 105.00	£ -	£ 105.00	0%	
4037	R&M - Grounds	£ 10,000.00	£ 14,904.00	£ 2,000.00	£ 2,940.00	£ 12,000.00	£ 86.00	£ 5,000.00	-58%	
4041	R&M - play-equipment	£ 202.00	£ 202.00	£ 2,000.00	£ 102.00	£ 2,000.00	£ -	£ 10,000.00	400%	Budget to save into EMR for future new play area equipment
4042	Annual Event Fund	£ 2,500.00	£ -	£ -	£ -	£ -	£ -	£ -		
4046	Opening/Closing Costs	£ 4,000.00	£ 2,430.00	£ 5,300.00	£ 3,670.00	£ 4,500.00	£ 270.00	£ 4,500.00	0%	
4069	Mem Garden Master Plan	£ 44,623.00	£ 495,994.00	£ 30,000.00	£ 18,230.00	£ -	£ 4,410.00	£ -		
4112	Water Feature	£ 2,675.00	£ 2,675.00	£ 2,000.00	£ 1,797.00	£ 2,000.00	£ -	£ 6,000.00	200%	Budget to save into EMR for future new replacement of water feature equipment
4080	PWLB Loan Changes (CAP + M)	£ -	£ 9,445.00	£ -	£ -	£ -	£ -	£ -		
4142	Memorial Garden Kiosk	£ 1,000.00	£ 259.00	£ 1,000.00	£ 171.00	£ 1,000.00	£ 676.00	£ 1,000.00	0%	
4995	Budgeted Reserve Amount	£ -	£ -	£ -	£ -	£ 1,000.00	£ -	£ -	-100%	
	OverHead Expenditure	£ 65,700.00	£ 525,883.00	£ 43,013.00	£ 26,102.00	£ 22,805.00	£ 5,442.00	£ 26,805.00	18%	
1004	Kiosk Income	£ 1,200.00	£ 600.00	£ 1,200.00	£ 1,200.00	£ 1,200.00	£ -	£ 1,200.00	0%	kiosk rental to be confirmed
1005	Misc Income	£ -	£ 7,328.00	£ -	£ -	£ -	£ -	£ -		
1100	Grants Received	£ -	£ 35,000.00	£ -	£ -	£ -	£ -	£ -		
1101	Donations Received	£ -	£ 21,395.00	£ -	£ 1,010.00	£ -	£ -	£ -		
1181	Grant Received WSC	£ -	£ 35,000.00	£ -	£ 1,850.00	£ -	£ -	£ -		
1175	Loan Received	£ -	£ 179,937.00	£ -	£ -	£ -	£ -	£ -		
	Total Income	£ 1,200.00	£ 279,260.00	£ 1,200.00	£ 4,060.00	£ 1,200.00	£ -	£ 1,200.00	0%	
307	Twinning									
4181	Twinning Expenses	£ 2,500.00	£ 2,500.00	£ -	£ -	£ 3,500.00	£ 157.00	£ 3,500.00	0%	for both twinning - twinning events unsure
4184	Lexington Link	£ 1,000.00	£ 978.00	£ 3,500.00	£ 2,693.00	£ -	£ -	£ -		
	OverHead Expenditure	£ 3,500.00	£ 3,478.00	£ 3,500.00	£ 2,693.00	£ 3,500.00	£ 157.00	£ 3,500.00	0%	
310	The Seversals Sports Facilities									
4011	Rates	£ 2,700.00	£ 2,280.00	£ 2,332.00	£ 2,332.00	£ 2,380.00	£ -	£ 2,450.00	3%	
4012	Water Rates	£ 2,000.00	£ 191.00	£ 2,030.00	£ 485.00	£ 1,000.00	£ 634.00	£ 1,300.00	30%	re-align after previous under-budgeting
4014	Electricity	£ 1,400.00	£ 1,129.00	£ 1,421.00	£ 726.00	£ 1,000.00	£ 298.00	£ 1,000.00	0%	
4015	Gas	£ 1,000.00	£ 1,903.00	£ 1,515.00	£ 1,419.00	£ 1,200.00	£ 193.00	£ 1,200.00	0%	
4016	Cleaning	£ -	£ -	£ -	£ 303.00	£ 1,500.00	£ -	£ -	-100%	
4017	Fire Precautions	£ 150.00	£ 68.00	£ 152.00	£ 71.00	£ 152.00	£ 224.00	£ 250.00	64%	re-align after previous under-budgeting
4036	R&M - Buildings	£ 1,000.00	£ 1,918.00	£ 550.00	£ 1,538.00	£ 1,000.00	£ 800.00	£ 1,500.00	50%	allowing for further safety works
4037	R&M - Grounds	£ -	£ -	£ 550.00	£ -	£ 600.00	£ -	£ 600.00	0%	
4038	Furniture/Fixtures/Fittings	£ 1,000.00	£ 503.00	£ 1,000.00	£ -	£ 1,000.00	£ -	£ 1,000.00	0%	
4040	Trade Refuse Collections	£ 200.00	£ -	£ 200.00	£ -	£ 200.00	£ -	£ 200.00	0%	
4044	Public Toilet Cleansing	£ -	£ 443.00	£ -	£ -	£ 100.00	£ -	£ 100.00	0%	
4200	Capital Expenditure	£ 2,500.00	£ -	£ -	£ -	£ -	£ -	£ -		
4995	Budgeted Reserve Amount	£ -	£ -	£ -	£ -	£ 500.00	£ -	£ 500.00	0%	
	OverHead Expenditure	£ 11,950.00	£ 8,053.00	£ 9,750.00	£ 6,874.00	£ 10,632.00	£ 2,149.00	£ 10,100.00	-5%	
1002	Sports Hire Income	£ 8,000.00	£ 5,759.00	£ 8,120.00	£ 14,378.00	£ 8,000.00	£ 243.00	£ 5,000.00	-38%	
1016	Refreshments Income	£ -	£ 622.00	£ -	£ 602.00	£ 150.00	£ -	£ -	-100%	
	Total Income	£ 8,000.00	£ 6,381.00	£ 8,120.00	£ 14,980.00	£ 8,150.00	£ 243.00	£ 5,000.00	-39%	

	Expenditure	£ 208,850.00	£ 663,771.00	£ 207,454.00	£ 208,211.00	£ 210,520.00	£ 65,639.00	£ 206,699.00	-2%	
	Income	£ 55,055.00	£ 306,925.00	£ 56,990.00	£ 66,336.00	£ 34,900.00	£ 3,628.00	£ 27,700.00	-21%	
	Net Expenditure	£ 153,795.00	£ 356,846.00	£ 150,464.00	£ 141,875.00	£ 175,620.00	£ 62,011.00	£ 178,999.00	2%	£3,379.00 increase from previous year's committee budget

		2018/2019	2018/2019	2019/2020	2019/2020	2020/2021	2020/2021	2021/2022	% change	Notes
		Budget	Spend	Budget	Spend	Budget	Year To Date	Proposed Draft Budget		
200	Outside Services									
4029	General Equipment	£ 500.00	£ 255.00	£ 500.00	£ 482.00	£ 500.00	£ 302.00	£ 500.00	0%	
4039	Vehicle Costs	£ 4,200.00	£ 706.00	£ 4,200.00	£ 951.00	£ 4,200.00	£ 658.00	£ 5,000.00	19%	New Van, Elec Charger bal.to EMR Vehicles
4095	Assets Purchased					£ -	£ 2,625.00	£ -	3%	
4326	Outside Services SLA	£ 67,515.00	£ 69,811.00	£ 79,891.00	£ 70,915.00	£ 72,716.00	£ 18,012.00	£ 74,878.00	4%	
	OverHead Expenditure	£ 72,215.00	£ 70,772.00	£ 84,591.00	£ 72,348.00	£ 77,416.00	£ 21,597.00	£ 80,378.00		
1174	SCC Grants Received					£ -	£ 2,625.00	£ -		
	Total Income					£ -	£ 2,625.00	£ -		
201	General Town Planting									
4100	Seasonal Planting	£ 3,000.00	£ 1,628.00	£ 3,000.00	£ 3,509.00	£ 3,000.00	£ 1,619.00	£ 3,300.00	10%	to allow for inc planting as discussed by council
4101	Hanging Baskets	£ 7,000.00	£ 8,714.00	£ 3,000.00	£ 3,783.00	£ 4,000.00	£ -	£ 4,300.00	8%	
4102	Other Planting Expenses	£ 50.00	£ -	£ 50.00	£ 42.00	£ 50.00	£ -	£ -	-100%	
	OverHead Expenditure	£ 10,050.00	£ 10,342.00	£ 6,050.00	£ 7,334.00	£ 7,050.00	£ 1,619.00	£ 7,600.00	8%	
1007	Hanging Baskets Sponsorship Income	£ 5,100.00	£ 5,770.00	£ 4,750.00	£ 4,830.00	£ 4,750.00	£ -	£ 5,200.00	9%	
1009	Roundabout Sponsorship	£ 5,000.00	£ 5,293.00	£ 5,200.00	£ 5,368.00	£ 5,200.00	£ -	£ 5,200.00	0%	
1100	Grants Received	£ 2,395.00	£ -	£ -	£ -	£ -	£ -	£ -		
	Total Income	£ 12,495.00	£ 11,063.00	£ 9,950.00	£ 10,198.00	£ 9,950.00	£ -	£ 10,400.00	5%	
202	Cemetery									
4011	Rates	£ 1,948.00	£ 2,698.00	£ 3,036.00	£ 3,036.00	£ 3,100.00	£ 1,772.00	£ 3,700.00	19%	re-align after previous under-budgeting
4012	Water Rates	£ 350.00	£ 230.00	£ 355.00	£ 281.00	£ 250.00	£ 611.00	£ 1,000.00	300%	re-align after previous under-budgeting
4014	Electricity	£ 2,200.00	£ 551.00	£ 2,233.00	£ 430.00	£ 1,600.00	£ 148.00	£ 1,600.00	0%	
4016	Cleaning	£ -	£ -	£ -	£ 133.00	£ 100.00	£ 45.00	£ 100.00	0%	
4017	Fire Precautions	£ 150.00	£ 35.00	£ 152.00	£ 30.00	£ 152.00	£ -	£ 155.00	2%	
4019	New IT System/Hardware	£ -	£ 53.00	£ -	£ -	£ -	£ -	£ -		
4035	Equipment	£ 200.00	£ -	£ 200.00	£ -	£ 200.00	£ -	£ 200.00	0%	
4036	R&M - Buildings	£ 8,000.00	£ 733.00	£ 2,000.00	£ 248.00	£ 2,000.00	£ -	£ 2,000.00	0%	
4037	R&M - Grounds	£ 1,000.00	£ 13,094.00	£ 16,500.00	£ 21,784.00	£ 16,500.00	£ 18,308.00	£ 18,000.00	9%	creation of hardstanding area for skips
4040	Trade Refuse Collections	£ 1,500.00	£ -	£ 1,500.00	£ -	£ -	£ -	£ 1,500.00	new	
4047	Grave Digging	£ 13,000.00	£ 11,216.00	£ 13,500.00	£ 10,655.00	£ 12,000.00	£ 2,896.00	£ 11,500.00	-4%	
4084	Commemorative Bench Cemetery	£ 1,000.00	£ -	£ -	£ -	£ -	£ -	£ -		
4325	Cemetery SLA	£ 8,880.00	£ 9,182.00	£ 9,240.00	£ 10,071.00	£ 10,071.00	£ 2,558.00	£ 10,540.00	5%	
4995	Budgeted Reserve Amount	£ 5,000.00	£ -	£ -	£ -	£ 3,000.00	£ -	£ 1,000.00	-67%	
	OverHead Expenditure	£ 43,228.00	£ 36,690.00	£ 48,716.00	£ 46,668.00	£ 48,973.00	£ 26,338.00	£ 51,295.00	5%	
1000	Burial Fees	£ 24,000.00	£ 28,050.00	£ 30,000.00	£ 33,350.00	£ 29,000.00	£ 7,630.00	£ 29,000.00	0%	
1020	Interment Income	£ 10,000.00	£ 3,830.00	£ 7,500.00	£ 3,000.00	£ 6,000.00	£ -	£ 4,000.00	-33%	
1021	Monumental Income	£ 11,000.00	£ 5,705.00	£ 4,500.00	£ 6,648.00	£ 5,000.00	£ 335.00	£ 4,000.00	-20%	reduction to more realistic budget on income
1022	Grave Space Purchase Income	£ 12,200.00	£ 13,500.00	£ 16,000.00	£ 20,261.00	£ 16,000.00	£ 2,793.00	£ 12,000.00	-25%	
1029	Income Commemorative Bench	£ 1,050.00	£ 1,050.00	£ 1,066.00	£ 1,091.00	£ 1,500.00	£ 1,080.00	£ 1,500.00	0%	
	Total Income	£ 58,250.00	£ 52,135.00	£ 59,066.00	£ 64,350.00	£ 57,500.00	£ 11,838.00	£ 50,500.00	-12%	

203	Disused Churchyards									
4037	R&M - Grounds	£ 1,500.00	£ 261.00	£ 4,000.00	£ 4,412.00	£ 4,000.00	£ -	£ 2,000.00	-50%	
4995	Budgeted Reserve Amount	£ -	£ -		£ -	£ 1,000.00	£ -	£ -	-100%	
4996	Tfr from Earmarked Reserves	£ 3,000.00	£ -		£ -	£ -		£ -		
	OverHead Expenditure	£ 4,500.00	£ 261.00	£ 4,000.00	£ 4,412.00	£ 5,000.00	£ -	£ 2,000.00	-60%	
204	Memorial - Tutte, War & Cooper									
1014	Electricity	£ -	£ 78.00	£ 100.00	£ 64.00	£ 100.00	£ 44.00	£ 100.00	0%	
4036	R&M - Buildings	£ 500.00	£ 950.00	£ 500.00	£ 14.00	£ 500.00	£ -	£ 500.00	0%	
4037	R&M - Grounds	£ 7,000.00	£ 3,794.00	£ -	£ 7,193.00	£ 500.00	£ -	£ 1,000.00	100%	probable ongoing cleaning costs
4995	Budgeted Reserve Amount	£ -	£ -	£ -	£ -	£ -	£ -	£ -		
	OverHead Expenditure	£ 7,500.00	£ 4,822.00	£ 600.00	£ 7,271.00	£ 1,100.00	£ 44.00	£ 1,600.00	45%	
1005	Misc Income	£ -	£ 950.00	£ -	£ -	£ -	£ -	£ -		
	OverHead Income	£ 7,500.00	£ 5,772.00	£ -	£ -	£ -	£ -	£ -		
205	Clocks									
4014	Electricity	£ 300.00	£ 158.00	£ 300.00	£ 238.00	£ 200.00	£ 30.00	£ 250.00	25%	
4036	R&M - Buildings	£ -	£ 404.00	£ 500.00	£ -	£ 500.00	£ 140.00	£ 500.00	0%	
4177	Clock Tower Expenses	£ 1,200.00	£ 1,302.00	£ 700.00	£ 1,210.00	£ 1,400.00	£ 660.00	£ 1,400.00	0%	
4995	Budgeted Reserve Amount	£ -	£ -	£ -	£ -	£ 1,000.00	£ -	£ -	-100%	
	OverHead Expenditure	£ 1,500.00	£ 1,864.00	£ 1,500.00	£ 1,448.00	£ 3,100.00	£ 830.00	£ 2,150.00	-31%	
206	Bus Shelters									
4036	R&M - Buildings	£ 500.00	£ 630.00	£ 1,500.00	£ 3,989.00	£ 1,500.00	£ -	£ 1,500.00	0%	
4995	Budgeted Reserve Amount	£ -	£ -	£ -	£ -	£ -	£ -	£ -		
	OverHead Expenditure	£ 500.00	£ 630.00	£ 1,500.00	£ 3,989.00	£ 1,500.00	£ -	£ 1,500.00	0%	
207	General Town Maintenance									
4037	R&M - Grounds	£ -	£ -	£ -	£ 529.00	£ 500.00	£ -	£ -	-100%	
4092	Infrastructure	£ 2,500.00	£ 87.00	£ 2,500.00	£ -	£ 2,500.00	£ -	£ 2,500.00	0%	poss benches upgrade
4108	Town Centre Regeneration	£ 15,000.00	£ 4,544.00	£ 8,000.00	£ -	£ 8,000.00	£ -	£ 8,000.00	0%	
4140	Dog Waste Collection/Disposal	£ 800.00	£ -	£ 812.00	£ 616.00	£ 812.00	£ 794.00	£ 850.00	5%	
4995	Budgeted Reserve Amount	£ 1,000.00	£ -	£ -	£ -	£ 1,000.00	£ -	£ -	-100%	
	OverHead Expenditure	£ 19,300.00	£ 4,632.00	£ 11,312.00	£ 1,145.00	£ 12,812.00	£ 794.00	£ 11,350.00	-11%	
1100	Grants Received			£ -	£ 2,455.00	£ -	£ -	£ -		
	Total Income			£ -	£ 2,455.00	£ -	£ -	£ -		
208	Public Conveniences									
4011	Rates	£ 1,700.00	£ 1,416.00	£ 1,121.00	£ 1,448.00	£ 1,472.00	£ 1,472.00	£ 1,520.00	3%	

4012	Water Rates	£ 150.00	-£ 218.00	£ 152.00	£ 51.00	£ 152.00	£ -	£ 152.00		0%	
4014	Electricity	£ 600.00	£ 61.00	£ 609.00	£ 349.00	£ 260.00	£ 159.00	£ 400.00		54%	re-align after previous under-budgeting
4016	Cleaning	£ -	£ 120.00	£ -	£ 265.00	£ 300.00	£ -	£ 300.00		0%	
4036	R&M - Buildings	£ 500.00	£ 142.00	£ 508.00	£ 872.00	£ 900.00	£ 8.00	£ 900.00		0%	
4044	Public toilet cleansing	£ -	£ -	£ 600.00	£ -	£ -	£ -	£ 100.00		new	
4046	Public Toilet Opening and closing	£ -	£ 760.00	£ -	£ 1,490.00	£ 2,000.00	£ 160.00	£ 2,400.00		20%	Abbey Security
	OverHead Expenditure	£ 2,950.00	£ 2,281.00	£ 2,990.00	£ 4,475.00	£ 5,084.00	£ 1,799.00	£ 5,772.00		14%	
1005	Misc Income	£ -	£ 200.00	£ -	£ -	£ -	£ -	£ -			
1100	Grants Received	£ 3,000.00	£ 3,300.00	£ 3,300.00	£ 3,300.00	£ 3,300.00	£ -	£ 3,300.00		0%	WSC
	Total Income	£ 3,000.00	£ 3,500.00	£ 3,300.00	£ 3,300.00	£ 3,300.00	£ -	£ 3,300.00		0%	
211	The Queens Statue										
4012	Water Rates	£ 200.00	£ -	£ 203.00	£ -	£ 203.00	£ -	£ 200.00		-1%	
4014	Electricity	£ 1,000.00	£ -	£ 300.00	£ -	£ 300.00	£ -	£ 300.00		0%	
4037	R&M - Grounds	£ 3,000.00	£ 400.00	£ 1,000.00	£ 350.00	£ 1,000.00	£ 62.00	£ 1,000.00		0%	
	OverHead Expenditure	£ 4,200.00	£ 400.00	£ 1,503.00	£ 350.00	£ 1,503.00	£ 62.00	£ 1,500.00		0%	
215	Allotments										
4037	R&M - Grounds	£ 1,500.00	£ 665.00	£ -	£ -	£ 1,500.00	£ 106.00	£ 1,500.00		0%	
	OverHead Expenditure	£ 1,500.00	£ 665.00	£ -	£ -	£ 1,500.00	£ 106.00	£ 1,500.00		0%	
1010	Allotment Fees	£ 900.00	£ 900.00	£ 900.00	£ 900.00	£ 900.00	£ -	£ 900.00		0%	
	Total Income	£ 900.00	£ 900.00	£ 900.00	£ 900.00	£ 900.00	£ -	£ 900.00		0%	
220	Studlands										
4045	Street Lighting - Enerby fees & Maint Cont	£ 10,000.00	£ 10,048.00	£ 13,500.00	£ 12,864.00	£ 15,500.00	£ -	£ 15,500.00		0%	
4052	Street Lighting - Repair	£ 1,500.00	£ -	£ 1,000.00	£ -	£ 1,000.00	£ -	£ 1,000.00		0%	
	OverHead Expenditure	£ 11,500.00	£ 10,048.00	£ 14,500.00	£ 12,864.00	£ 16,500.00	£ -	£ 16,500.00		0%	
308	Christmas										
4310	Christmas Lights	£ 15,000.00	£ 16,504.00	£ 11,207.00	£ 11,207.00	£ 12,000.00	£ 11,207.00	£ 15,500.00		29%	Xmas new contract
4811	CP - Christmas Lights Infrast	£ 3,000.00	£ 3,640.00	£ 12,793.00	£ 10,370.00	£ 10,000.00	£ -	£ 10,000.00		0%	
4995	Budgeted Reserve Amount	£ -	£ -	£ -	£ -	£ 1,000.00	£ -	£ 1,000.00		0%	
	OverHead Expenditure	£ 18,000.00	£ 20,144.00	£ 24,000.00	£ 21,577.00	£ 23,000.00	£ 11,207.00	£ 26,500.00		15%	
309	Newmarket Bombing Memorial										
4099	Contribution to overall costs	£ -	£ -	£ -	£ -	£ 1,000.00	£ -	£ -		-100%	
	OverHead Expenditure					£ 1,000.00	£ -	£ -		-100%	
	Expenditure	£ 196,943.00	£ 163,551.00	£ 201,262.00	£ 183,881.00	£ 205,538.00	£ 64,396.00	£ 209,645.00		2%	
	Income	£ 74,645.00	£ 67,598.00	£ 73,216.00	£ 81,203.00	£ 71,650.00	£ 14,463.00	£ 65,100.00		-9%	
	Net Expenditure	£ 122,298.00	£ 95,953.00	£ 128,046.00	£ 102,678.00	£ 133,888.00	£ 49,933.00	£ 144,545.00		8%	£10,657.00 increase from previous year's committee budget

		2018/2019	2018/2019	2019/2020	2019/2020	2020/2021	2020/2021	2021/2022	% change	Notes
		Budget	Spend	Budget	Spend	Budget	Year To Date	Proposed Draft Budget		
	209 Neighbourhood Plan									
	NEW Town Maintenance							£ 5,000.00	New	
	NEW Town Improvement							£ 5,000.00	New	
4089	Costs	£8,000.00	£ 13,783.00	£ 4,000.00	£ 2,531.00	£ 3,000.00	£ 160.00	£ -	-100%	
	Net Expenditure	£8,000.00	£ 13,783.00	£ 4,000.00	£ 2,531.00	£ 3,000.00	£ 160.00	£ 10,000.00	233%	
1100	Grants Received	£0.00	£ 7,200.00	£ 2,000.00	£ -	£ -	£ -	£ -		
1174	Grants Received SCC	£0.00	£ 4,000.00	£ -	£ -	£ -	£ -	£ -		
	Net Income	£0.00	£ 11,200.00	£ 2,000.00	£ -	£ -	£ -	£ -		
	Net Expenditure	£8,000.00	£ 2,583.00	£ 2,000.00	£ 2,531.00	£ 3,000.00	£ 160.00	£ 10,000.00	233%	£7,000.00

increase from previous year's committee budget

Supplier ID:
502577



**Application for Parish/Town Council
Precept 2021/22**

Please complete the following & return to the Chief Financial Officer by 25 January 2021

PARISH/TOWN COUNCIL OF:

Newmarket Town Council

Please select your Parish/Town Council from drop down list

Date of Parish/Town Council Meeting, approving the precept

Contact details of the Parish/Town Clerk:

Name: Debbie Baines

Address: Newmarket Town Council, King Edward VII Memorial Hall,
High Street, Newmarket, CB8 8JP

Tel No: 01638 667227

E-Mail: townclerk@newmarket.gov.uk

Bank Details:

Sort Code: 60-83-01

Account Number:

20394770

**The amount requested by the above mentioned Parish/Town Council by way of precept from
West Suffolk Council for the year 1 April 2021 to 31 March 2022 is as follows:**

The 2020/21 figures below are the figures submitted by Parishes/Towns in January 2020 and are included for information purposes only.

	2020/21		2021/22	
	Expenditure	Income	Expenditure	Income
Administration	£ 314,337	£ -1,125	£ 322,320	£ -1,075
Allotments	£ 1,500	£ -900	£ 1,500	£ -900
Arts Centres	£ -	£ -	£ -	£ -
Cemeteries	£ 48,973	£ -57,500	£ 51,295	£ -50,500
Civic Costs	£ 6,805	£ -	£ 5,825	£ -
Community Events	£ 55,474	£ -4,550	£ 41,300	£ -14,000
Disused Churchyard/Memorials	£ 11,703	£ -	£ 7,250	£ -
General Services	£ 136,951	£ -13,250	£ 106,600	£ -13,700
Grants to Other Bodies	£ 8,000	£ -	£ 8,000	£ -
Leisure Services/Sports Facilities	£ 33,437	£ -9,350	£ 54,305	£ -1,200
Other Expenses	£ 3,000	£ -	£ 10,000	£ -
Street Lighting	£ 11,500	£ -	£ 16,500	£ -
Village Hall/Memorial Hall/Other Property	£ 141,109	£ -21,000	£ 134,094	£ -12,500
Transfer to (+ve)/from (-ve) Reserves	£ -	£ -	£ -	£ -
Parish/Town Precept	A	£ 665,114		£ 665,114
Tax Base	B	5,554.21		5,386.18
Town Council Tax Band D	A÷B	£ 119.75		£ 123.49
Increase/-Decrease				£ 3.74
Percentage Increase/-Decrease				3.12%

Signed by:-

Chairman of Parish/Town Council:

Date:

Parish/Town Clerk:

Date:

Explanatory Notes for Completion of Precept Application

- 1 Please select your Parish/Town Council from the dropdown list. This will populate the 2020/21 comparator figures and the Taxbase figures, which we have included to assist you in completing your 2021/22 application
- 2 Please enter your 2021/22 budget figures in the yellow boxes only. Do not try to overwrite any of the other boxes. Please use whole numbers only and enter expenditure as positive figures and income as negative figures.
- 3 Please sign and date the application before returning by email (scanned signatures are acceptable) to :
michelle.rolls@westsuffolk.gov.uk
As we are currently remote working we are unable to accept completed forms in the post, if you have difficulty with this please email Michelle at the above email address.
- 4 If you have any difficulties with completing the form or need any clarification, please email Michelle at the above email address.

NTC Draft Response to WSC Local Plan Part 1 v1

NTC RESPONSES ARE SHOWN IN YELLOW

3. Vision for West Suffolk

3.2 How we will achieve our vision through the local plan.

Question: Vision for West Suffolk

Below sets out the council priorities and in bold how we bring the vision to life for the local plan.

Leading the way and encouraging and managing growth and prosperity and quality of life for all.

Priority: Growth in West Suffolk's economy for the benefit of all our residents and UK plc.

By 2040 West Suffolk will have enabled its communities to access suitable homes, jobs and services. Businesses and our diverse rural economy will have had the opportunity to grow and prosper having responded to the challenges of climate change.

Priority: Increased and improved provision of appropriate housing in West Suffolk in both our towns and rural areas.

We will have ensured a variety of new housing has been provided in appropriate locations, that meet both the needs of the population and the environment.

Priority: Resilient families and communities that are healthy and active.

Our settlements will be places where families and communities can live safe and healthy lives with access to education, leisure, health and cultural facilities and open spaces which will reduce the need to travel. The special character of the built and natural environment will be protected and enhanced.

Vision for West Suffolk question

Do you think (in the bold text above) we have captured how we bring the vision to life through the local plan - what we want to achieve for West Suffolk and the type of place we would like it to be by 2040?

Strongly agree

Please set out any changes you think we need to make.

n/a

4. Strategic Objectives
Business and the local economy
SO1. Support the local economy of West Suffolk by ensuring an adequate supply of land is available to accommodate a range of local businesses and start-ups.
SO2. Ensure adequate infrastructure is provided to support new growth and that communities are both physically and digitally well connected.
SO3. Support the growth of the visitor economy across West Suffolk.
AGREE
Climate change mitigation and adaptation
SO4. Ensure West Suffolk is equipped to reduce its greenhouse gas emissions and impact on climate change through providing opportunities for sustainable travel, low-carbon buildings, and encouraging and utilising renewable and low carbon energy generation.
SO5. Avoid building in areas of greatest flood risk and manage future flood risk through improving resilience and by implementing innovative planning and management techniques.
<u>Strategic plan priority:</u> Increased and improved provision of appropriate housing in West Suffolk in both our towns and rural areas.
AGREE
Homes
SO6. Support a range of dwelling types and tenures that reflect communities' needs.
SO7. Create safe, inclusive and accessible places by focusing homes in sustainable locations where people can readily access jobs and facilities.
SO8. Promote high quality design and the use of sustainable building materials and techniques to create more distinctive and sustainable neighbourhoods which integrate with their surroundings.
Greater emphasis should be placed on the need for sustainable design features – energy efficient buildings, using renewable energy technologies and built to low carbon emission standards.
<i>Newmarket Neighbourhood Plan: policy NKT18 and Community Action D1</i>
Rural areas
SO9. Support agriculture, farm diversification, estate management and rural tourism that will sustain the function and character of the countryside and its communities.
SO10. Sustain and support the rural areas through the safeguarding of local centres and services and by encouraging rural diversification and the growth of the agricultural sector.

SO11. Meet the housing needs of rural areas appropriate to the requirements of individual settlements.

No comment

Strategic plan priority: Resilient families and communities that are healthy and active.

Newmarket lacks open green spaces, sports pitches and facilities. This lack of provision is identified as a strategic priority in the Neighbourhood Plan; an obvious area for the location of facilities being the former St Felix School site.

Newmarket Neighbourhood Plan: policy NKT11 Community Sports and Recreation Areas, Community Action B7: Community Sports and Recreation Area

Environment

SO12. Conserve, enhance and protect the character, quality and appearance of the natural and historic environment and distinct landscapes.

SO13. Promote the sustainable use of natural resources.

SO14. Seek opportunities to increase the provision of multi-use green spaces and corridors.

SO15. Ensure new development maximises the potential to reduce its environmental impact including noise, air quality, recycling, waste reduction and water efficiency and seek to achieve net biodiversity gain.

AGREE

In addition, under SO14 to promote and enhance the potential of Yellow Brick Road as a green corridor.

Newmarket Neighbourhood Plan: policy NKT17 and Community Action C7: Yellow Brick Road Linear Park

In addition, under SO15 in respect of bio diversity, to reduce and phase out use of harmful chemicals

Communities, wellbeing and culture

SO16. Enable healthy lifestyles and foster healthy and safe communities through good access to existing and planned community infrastructure, including leisure facilities and green spaces.

SO17. Reduce health inequalities and enable the provision of facilities to improve residents' physical and mental wellbeing.

SO16 Newmarket needs improved recreational facilities – including a cinema, and sports and community hub.

SO17 With obesity levels rising alarmingly, greater emphasis is needed on healthy eating and discouraging the use of fast-food outlets

Connectivity and accessibility

SO18. Reduce the need for travel and make access to jobs, facilities and green space by public transport, walking and cycling safer and easier.

SO19. Recognising the differences between urban and rural areas, foster and promote an integrated sustainable transport network across the district that promotes a modal shift in travel.

Not having a station building, Newmarket lacks facilities for rail users. There is no waiting room or toilets and inadequate parking.

Newmarket Neighbourhood Plan: policy NKT25 and Community Action E9: Public Transport Services

Widening or doubling of the line, would allow increase in services.

Strategic objectives question

Do you think the strategic objectives are appropriate to deliver the plan's vision?

Strongly agree

Broadly Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please set out any changes you think we need to make.

For housing, greater emphasis should be placed on the need for sustainable design features – energy efficient buildings, using renewable energy technologies and built to low carbon emission standards.

Newmarket lacks open green spaces, sports pitches and facilities. This this lack of provision is identified as a strategic priority in the Neighbourhood Plan; an obvious area for the location of facilities being the former St Felix School site.

In addition, under SO14 to promote and enhance the potential of Yellow Brick Road as a green corridor.

In addition, under SO15 in respect of bio diversity, to reduce and phase out use of harmful chemicals

SO16 Newmarket needs improved recreational facilities – including a cinema, and sports and community hub.

SO17 With obesity levels rising alarmingly, greater emphasis is needed on healthy eating and discouraging the use of fast-food outlets

Not having a station building, Newmarket lacks facilities for rail users. There is no waiting room or toilets and inadequate parking.

	5. Strategic Issues for West Suffolk
	• Strategic issue 1: Climate change. • Strategic issue 2: The right homes for our communities. • Strategic issue 3: Economic growth and provision of strategic infrastructure.
	Strategic issues for West Suffolk question Do you think that we have identified the right strategic issues? Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree Please set out any changes you think we need to make. Increase the emphasis on ecology and environmental issues Increase provision of strategic infrastructure, to encourage move away from cars to public transport/cycling/walking
	Strategic issue 1 Climate change: question Please tell us about any changes you think we should make to the climate change section Most important factor due to impact on full strata of society and impact on future generations.
	Strategic Issue 2 The right homes for our communities: question Please tell us about any changes you think we should make to the right homes for our communities' section. Greater emphasis should be placed on the need for sustainable design features – energy efficient buildings, using renewable energy technologies and built to low carbon emission standards.
	Strategic Issue 3 Economic growth and provision of strategic infrastructure: question 1 Please tell us about any changes you think we should make to the economic growth and provision of strategic infrastructure section. Unacceptable that sixth form provision focused in a few areas, every population should have a sixth form facility. Newmarket needs a sixth form.

	Strategic Issue 3 Economic growth and provision of strategic infrastructure: question 2 Are there any infrastructure improvements which would specifically help to encourage employment growth and opportunities across the district? Affordable public transport More localised employment More cycle lanes and routes – In Newmarket, cycling facilities on the Yellow Brick Road should be enhanced.

Local plan options
Town
Key service centre
Local service centre
Type A village
Type B village
Countryside
Types of place and settlement hierarchy question Do you think that the six types of place identified for West Suffolk are the right ones? Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree Please set out any changes you think we need to make.
Draft settlement hierarchy question 1 Do you think that the positions of the settlements within the draft settlement hierarchy are correct? Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree Please set out any changes you think we need to make. NP page 16 4.4
Draft settlement hierarchy question 2 Are there any settlements you consider should be included within the draft settlement hierarchy, or removed from the hierarchy? If so please tell us which settlement this is and give your reasons with details of the services and facilities the settlement provides, or is provided by a nearby

settlement to which it has good links.

Draft settlement hierarchy question 3

A [matrix at appendix 2](#) sets out the services and facilities of each settlement included in the draft settlement hierarchy.

Please let us know of any recent changes.



Appendix 2
Sustainable settlement

Broad options for distribution of growth

Broad options for distribution of growth question

Please rank the distribution options in the order of which you feel will be the most appropriate and sustainable to meet the district's housing needs to 2040 (with 1 being the most appropriate and 4 the least appropriate):

Select the most applicable option in each row. You can only select one option in each column.

	1	2	3	4
Option 1: focus growth on new settlement(s) which would be of a sufficient scale to support new community infrastructure and employment.	☐	☒	☐	☐
Option 2: focus development in the towns and key service centres where infrastructure and environmental constraints allow.	☐	☐	☐	☒
Option 3: focus growth on the towns, key service centres and local service centres through urban extensions and infilling.	☐	☐	☒	☐
Option 4: disperse development around the district allocating sites across the towns, service centres and villages to allow them to grow.	☒	☐	☐	☐

Please tell us of any alternative housing distribution options you think the council should consider.

“Opportunities for housing growth in and around Newmarket are severely restricted by a number of factors, including environmental constraints and the needs of the Horseracing Industry”. *Newmarket Neighbourhood Plan, page 16*

Housing development spread should be proportionate to the population in each area, with possible exception of a single new settlement.

--

- 1 Strongly agree
2 Agree
3 Neither agree or disagree
4 Disagree
5 Strongly Disagree



Newmarket
TOWN COUNCIL

Draft Response to WSC Local Plan Part 2 v1

2.8 Climate change question Issues for the local plan

2.5. Identify the ways planning policy can support the reduction in greenhouse gas emissions and adapt to climate change.

2.6. Action on climate change is an integral part of the culture of plan-making and climate issues are central to policy preparation. The Climate Change Act 2008 introduced a statutory target of reducing carbon dioxide emissions to at least 80 per cent below 1990 levels by 2050, stepped every five years. In June 2019 the government committed to bringing all greenhouse gas emissions to net zero by 2050.

2.7. In July 2019 West Suffolk Council declared a climate emergency and established the West Suffolk Environment and Climate Change Taskforce. This is enabling the council to assess its existing and future activities and enhance its responsible use and protection of the natural environment.

2.8. The West Suffolk Local Plan will therefore play a key role in implementing the Government and council's ambitions to reduce greenhouse gas emissions and adapt to climate change.

2.8 Climate change question

Do you think that this is the right climate change issue to focus on?

1

2

3

4

5

Please set out any changes you think we need to make.

Include greater emphasis on the need for installation of electric charging points for vehicles

3.16 Housing question - Issues for the local plan

Providing homes of the right size, type and tenure, in the right place

Meeting the affordable housing needs

Meeting the needs of different housing groups

The needs of all these different groups should be planned for and reflected in our planning policies. These groups are set out in the NPPF and include the following:

- families with children
- older people
- students
- people with disabilities
- service families
- travellers
- people who rent their homes
- people wishing to commission or build their own home.

3.16 Housing question

1

2

3

4

5

Do you think these are the right housing issues to focus on?					
Please set out any changes you think we need to make.	Single people (including the elderly) and first-time buyers should be included in needs of different housing groups.				
3.21 Meeting the needs of Gypsies, Travellers and travelling showpeople question Are you aware of any suitable sites to meet the accommodation needs of Gypsies and Travellers? Please submit details of the size and ownership of the site with a red line plan (you will be able to upload a plan at the next question).					
NTC is not aware of any suitable sites.					
4.13 Employment - issues for the local plan Growing the local economy Employment land requirement Ensuring the right type of employment land is provided in the right location					
4.13 Employment question Do you think that these are the right employment issues to focus on?	1	2	3	4	5
Please set out any changes you think we need to make.	For environmental reasons (to reduce travelling) localised employment should be encouraged where possible.				
5.9 Transport - issues for the local plan Provision of transport infrastructure Encouraging sustainable transport					
5.9 Transport question Do you think that these are the right transport issues to focus on?	1	2	3	4	5
Please set out any changes you think we need to make.	Greater emphasis on the need for additional and improved cycle path provision. Public transport should be subsidised, in order to make it a more viable and practical option.				
6.10 Retail, leisure and wellbeing – issues for the local plan Maintaining the vitality and viability of our towns and local centres Providing strong neighbourhood centres and community facilities to meet communities' needs Providing good access to open space, sports and recreation facilities to support wellbeing and education					

6.10 Retail, leisure and wellbeing question Do you think these are the right retail, leisure and wellbeing issues to focus on?	1	2	3	4	5
Please set out any changes you think we need to make.	Newmarket Town Council strongly agrees with these aspirations and in particular the importance of a vibrant town centre. However, the town centre model has changed and greater emphasis is now needed on encouraging visitors in to our towns. Car parking provision should be considered accordingly, and parking pricing reviewed – as an example, the Ely model of free limited parking is seen as worthy of consideration.				
7.6 Issues for the local plan Understanding the priorities of our rural communities Tackling rural deprivation					
7.6 Rural communities question Do you agree that these are the right rural community issues to focus on?	1	2	3	4	5
Please set out any changes you think we need to make.	Additional priorities include better transport networks, and enabling higher educational attainment.				
8.13 Issues for the local plan Protection of biodiversity Net gain in biodiversity Protection of landscapes and landscape features Provision of green infrastructure to support development					
8.13 Natural environment question Do you think that these are the right natural environment issues to focus on?	1	2	3	4	5
Please set out any changes you think we need to make.	In addition, the enhancement of landscape and landscape features, and increasing the number of trees. Policies should look to return to previous levels of protection and provision, rather than solely looking to avoid the situation from worsening.				

8.20 Issues for the local plan

- Fluvial and surface water flooding management
- Maintaining water supply and quality
- Protecting best and most versatile land and reuse of brownfield land
- Air quality improvements and minimising noise effects and light pollution.

8.19. Currently in West Suffolk planning policies on protection and management of natural resources, including soil, air and water, include both overarching strategic policies and detailed policies in the JDMP. These policies aim to conserve and where possible enhance air quality, soil quality and local distinctiveness, and water quality and availability. Policies also require proposals for development to consider minimising the use of resources and making improvements where necessary to reduce pollution.

8.20. Making the best use of natural resources and preventing soil, air, noise and water pollution, will contribute to the challenge of tackling climate change and avoid significant adverse impacts on health and quality of life.

8.20 Natural resources question Do you think these are the right natural resources issues to focus on?	1	2	3	4	5
Please set out any changes you think we need to make.	In respect of fluvial and surface water flooding management - preventative measures, to manage water flow (eg holding water up stream at a particular location) are seen as essential. There should be a greater emphasis on the reuse of brownfield sites.				
8.24 Historic environment - issues for the local plan - Protect, conserve and enhance heritage assets, including their setting and significance, and contribute to the maintenance and enhancement of historic character through the design, layout and setting of new development. - Ensure that, where possible, development contributes to improved public understanding of assets and their settings. 8.24. Current planning policies on the historic environment in West Suffolk include both overarching strategic policies and detailed policies in the JDMP. These policies aim to protect, conserve and where possible enhance the historic environment and require proposals for development to consider local distinctiveness and the sensitivity to change of historic assets and their settings. National policy has not changed substantially in this area of planning policy since the JDMP was adopted in 2015, and we have used these existing policies to consider the SA issues set out above. JDPM policies cover the following areas, listed buildings, local heritage assets and buildings protected by an Article 4 Direction, conservation areas, new uses for historic buildings, parks and gardens of special historic or design interest, archaeology and enabling development. The next consultation stage will provide opportunity to comment on detailed policies related to heritage.					
8.24 Historic environment question Do you think these are the right historic environment issues to focus on?	1	2	3	4	5
Please set out any changes you think we need to make.	A rigorous policy to cover both investigation and protection of heritage assets is essential, with serious penalties for breaching responsibilities to protect, conserve, enhance and investigate the historic environment.				

9.5 Issues for the local plan

- Protect the unique character, landscape, heritage and built environment of Newmarket and the surrounding area.
- Protect, strengthen, diversify and grow the local economy.

9.5. It is important that whilst development that meets the needs of the community is promoted, the horseracing land uses and functions that contribute to the town and surrounding area's vitality and unique identity are also encouraged and where appropriate, protected. This balance is best achieved by developing and implementing appropriate planning policies. The fundamental challenges for the district council will remain the same as set out in previous local plans, namely, how to protect and promote the horseracing industry whilst also meeting the needs of the other equally important elements that make up the town of Newmarket and its rural hinterland. Current planning policies for the HRI are set out in the joint development management policies (JDMP) document (Policies DM47 through to DM50) and cover the following areas, development relating to the horseracing industry, development affecting the horseracing industry, redevelopment of existing sites relating to the horseracing industry, horse walks. The next consultation stage will provide opportunity to comment on policies related to the HRI.

9.5 Horseracing question 1

Are there any horseracing related issues that we have missed? If so, please tell us what they are

Yes

No

Please tell us what horseracing issues you think we have missed, if any.

To monitor and be wary of the cumulative impact of urbanisation within Newmarket.

That horse walks are of fundamental importance to the character of Newmarket, and that these must be protected and improved.

2.9 Horseracing question 2

If you know of any sites or proposals for racehorse industry related uses that should be allocated in the new plan please submit a site plan (upload at next question) along with details of the uses in box below.

None identified.

NTC Draft Response to WSC Local Plan Part 3 – Settlements v1

Newmarket sites Strategic Housing and Economic Land Availability Assessment sites (SHELAA)

2020 reference	Site name	Area (hectares)	Proposed use	Current use planning status	Indicative capacity* ^[1]
WS145	Land at Hatchfield Farm, Fordham Road	27.00	Mixed use	Agricultural allocated SA6(g) planning permission granted	400
<u>WS145 comments:</u> no comment					
WS146	St Felix Middle School	4.50	Residential	School and playing fields allocated SA16(d)	50
<u>WS146 comments</u> The location of this site, adjacent to the George Lambton playing fields, make it a prime location for a community and sports hub. To compensate for the lack of green space and sports facilities within the town, as much land as possible should be committed to sports and community use.					
WS147	Southern portion of Brickfield Stud, Exning Road	2.90	Residential	Paddocks allocated SA6(a) planning permission granted	79
<u>WS147 comments</u> NTC would object to any housing allocation for the west side of Exning Rd, being included in the Local Plan.					
WS205	Exning Road, South Drive	0.94	Residential (care home)	Allocated SA18(a) planning permission granted	69
<u>WS205 comments:</u> no comment					
WS148	Land at Phillips Close and grassland off Leaders Way and Sefton Way	4.50	Residential	Residential allocated SA6(c) planning application pending decision	62 dwellings and a wardened 20 unit young persons' residence

1. *an indicative capacity of 30 dwellings per hectare is applied unless the site is already allocated or has planning permission. For sites over 100 dwellings, 40 per cent of land set aside for infrastructure.

2020 reference	Site name	Area (hectares)	Proposed use	Current use planning status	Indicative capacity* ^[1]
<u>WS148 comments</u> : no comment					
WS149	Land at Black Bear Lane and Rowley Drive	3.57	Mixed use	Former swimming pool, listed building and paddocks allocated SA6(b)	50
<u>WS149 comments</u> It is paramount that the historic Queensbury Lodge buildings on the High Street are restored as part of this plan and therefore an increase in the number of allocated houses on the site, may be required in order to facilitate restoration and improvement of this area.					
WSE15	Land south of Barbara Stradbroke Avenue	105	Horseracing associated uses, leisure uses and a hotel	Horseracing related uses none	Land in horseracing use.
WSE15 comments					

2. What improvements to infrastructure, services and facilities do you think are needed to facilitate growth in Newmarket?

Over a number of decades, a significant number of services have been withdrawn and centralised elsewhere. For the town to be sustainable, these services would have to be reinstated and extended, together with improvement in overall infrastructure.

The following services have been lost to the town:

- A general hospital, including a maternity ward
- A&E Services
- Out-of-hours GP services
- Mental health services
- Support services for residents with disabilities
- A police station with public access
- Courthouse
- Post-16 education
- Railway station building
- Free recycling centre
- Cinema

1. *an indicative capacity of 30 dwellings per hectare is applied unless the site is already allocated or has planning permission. For sites over 100 dwellings, 40 per cent of land set aside for infrastructure.

The leisure and cultural offer of the Town should be identified as a key area of need to be addressed, with particular focus on providing a shared community sports and recreation area, a cinema, a museum of local history and facilitating participation in the Arts

The lack of green space and sports facilities within the town, is identified as a further key area of need.

Significant problems occur when road closures cause traffic from the A11/A14 to be diverted through Newmarket, effectively bringing the Town to a standstill. This could be alleviated through improvements to the road network.

1. *an indicative capacity of 30 dwellings per hectare is applied unless the site is already allocated or has planning permission. For sites over 100 dwellings, 40 per cent of land set aside for infrastructure.

Part 3 - settlements

2.5. Newmarket

2.5.1 Newmarket is a market town which has a population of approximately 16,941 (ONS 2018 mid-year estimate) and is located south of the A14, some 18 kilometers west of Bury St Edmunds and 16 kilometers east of Cambridge. There are a good range of services and facilities available within the town including:

- ♦ town council offices and the Memorial Hall, Kings Theatre
- ♦ police, ambulance and fire station
- ♦ two nursing homes
- ♦ three GP surgeries
- ♦ five primary schools
- ♦ one upper school
- ♦ six dental practices
- ♦ a hospital providing outpatient services
- ♦ a library
- ♦ Sports centre, swimming pool and Studlands Park Community Centre.

NTC COMMENTS

2.5.1 That Newmarket is an important, unique and historic market town. It is famous nationally and internationally for its ties with the Horseracing Industry, and these have created a unique landscape setting for the town.

It should be noted that the following services have been lost to the town:

- A general hospital, including a maternity ward
- A&E Services
- Out-of-hours GP services
- Mental health services
- Support services for residents with disabilities
- A police station with public access
- Courthouse
- Post-16 education
- Railway station building
- Free recycling center
- Cinema

2.5.2 Newmarket town centre serves the retail and leisure needs of the local catchment area.

NTC COMMENTS

Newmarket serves the health, education, retail and leisure needs of the local catchment area, which includes settlements in both West Suffolk and East Cambridgeshire. It is of vital importance, to understand not only the needs of the residents of the three West Suffolk wards at the heart of the town, but also the needs of the residents of the town who live in East Cambridgeshire, the residents of the Suffolk villages to the north and east, and the residents of the surrounding East Cambridgeshire villages. Planning to ensure that the town has the required level of infrastructure and services will continue to be particularly complex.

Over a number of decades, a significant number of services (police headquarters, local government offices, waste recycling centre, post-16 education and GP out-of-hours services) have been withdrawn and centralised elsewhere. For the town to be sustainable, these services would have to be reinstated and extended, together with improvement in overall infrastructure.

- 2.5.3 Newmarket is a centre for the British Horse Racing Industry (HRI) which has an important economic and cultural role in the town. The town is the international home of horseracing with approximately 3,000 racehorses, 89 licensed trainers, 62 stud farms, 1,133 hectares of training grounds and hundreds of stable staff within and around the town (more than anywhere else in the world). Newmarket is a unique centre for the HRI with no comparable economic importance and location elsewhere in the world.
- 2.5.4 However, the town also has its own issues, which include a lack of affordable housing to meet the needs of people within the town, including those employed within the racing industry itself. While equine related employment is the largest single sector, some 65 per cent of the overall employment in the town is in other businesses, including financial/business services, retail and manufacturing/engineering.
- 2.5.5 Newmarket's High Street runs for one mile from the Jubilee Clock Tower to the Cooper Memorial Fountain. The High Street and its surrounding streets contain Newmarket's historic core, the main shopping area (including a twice weekly outdoor market on the High Street), horseracing training stables and visitor attractions including the National Heritage Centre for Horseracing and Sporting Art and a centre for the retraining of racehorses.

- 2.5.6 The High Street has a relatively low vacancy rate although the town's independent retailers face the same problems affecting many market towns across the UK in the form of competition from internet shopping, the proliferation of chain stores, an over-representation of charity shops and bookmakers, and a night time economy which serves a young demographic.

Constraints and opportunities

- The town is rich in archaeology and listed buildings with the historic core of the town and historic racing yards and stables designated as a conservation area. Devil's Ditch, a scheduled ancient monument (SAM), is situated to the south-west of the racecourse.
- The town centre has a substantial comparison goods offer and a comprehensive range of services.
- There is an opportunity to build on the tourism opportunities created by the National Heritage Centre for Horseracing and Sporting Art
- Land running north/south through the middle of the settlement lies within Flood Zones 1 and/or 2 according to data provided by the Environment Agency. The Newmarket Surface Water Management Plan has developed proposals for reducing flood risk in the town.
- - Land to the east and south-west of the settlement is within the Newmarket Heath Site of Special Scientific Interest (SSSI).
- Planned growth may require expansion/provision of additional pre-school settings and primary and secondary school places.
- Newmarket has an air quality management area (AQMA) centred on Old Station Road from the clock tower to the junction with Rous Road. The impact of any future growth on air quality needs to be considered.
- Growth in surrounding settlements such as Kentford and Exning may have the potential to impact on Newmarket's infrastructure.

NTC COMMENTS

There is no doubt that growth in these surrounding settlements will have a dramatic effect on Newmarket's already stretched infrastructure.

escence with the settlement of Exning to the north-west of Newmarket should be avoided.

NTC COMMENTS

There is already coalescence with the settlement of Exning, further activity of this kind should be avoided.

- Settlement expansion is significantly constrained by the horse racing industry and its associated land uses as other policies within the local plan seek to safeguard the racing industry and its assets.
- There is a need to carefully manage the movements of vehicles and horses within the town to avoid conflict.

NTC COMMENTS

- ♦ A significant problem occurs when road closures cause traffic from the A11/A14 to be diverted through Newmarket, effectively bringing the Town to a standstill.

m

arket benefits from good public transport infrastructure which includes a railway line that connects the town to Ipswich, Bury St Edmunds, Cambridge and beyond, and proximity to the A14 and A11. The council is working with Suffolk County Council and other stakeholders to identify improvements in the delivery of rail and other transport networks.

- ♦ there is an opportunity to improve the offer and vitality of Newmarket High Street including its market.
- ♦ An established retail park and employment area lie to the north of the town.
- ♦ The Yellow Brick Road is a locally named green corridor which follows the alignment of Park to central Newmarket providing pedestrian and cycle access and connecting open spaces.

Newmarket Brook (formerly known as the No 1 Drain) through Newmarket from Studlands

2.5.7 Newmarket continues to function as a market town serving the retail, leisure and cultural needs of the local catchment area and there is no change proposed to its status as a town on the settlement hierarchy.

NTC COMMENTS

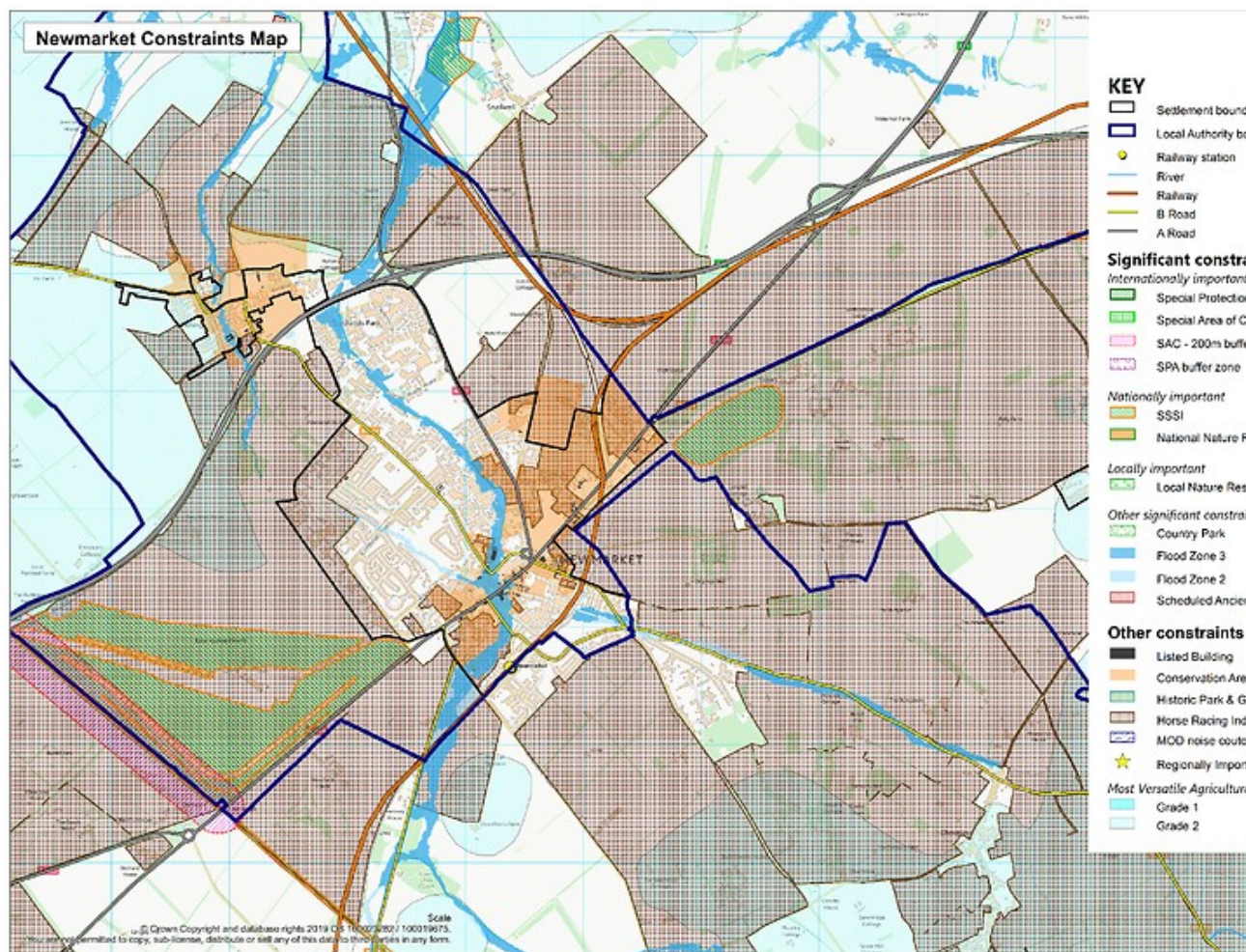
The leisure and cultural offer of the Town should be identified as a key area of need to be addressed, with particular focus on providing a shared community sports and recreation area, a cinema, a museum of local history and facilitating participation in the Arts

- 2.5.8 The former Forest Heath area Site Allocations Local Plan (2019) allocated five residential sites (371 dwellings) and two mixed use sites (450 dwellings, 5ha of employment land and a 2.2ha school site)). Of these, 146 dwellings have planning permission as of October 2019.
- 2.5.9 In December 2015 Newmarket was designated a neighbourhood plan area. The neighbourhood plan was made in February 2020 and becomes part of the development plan.

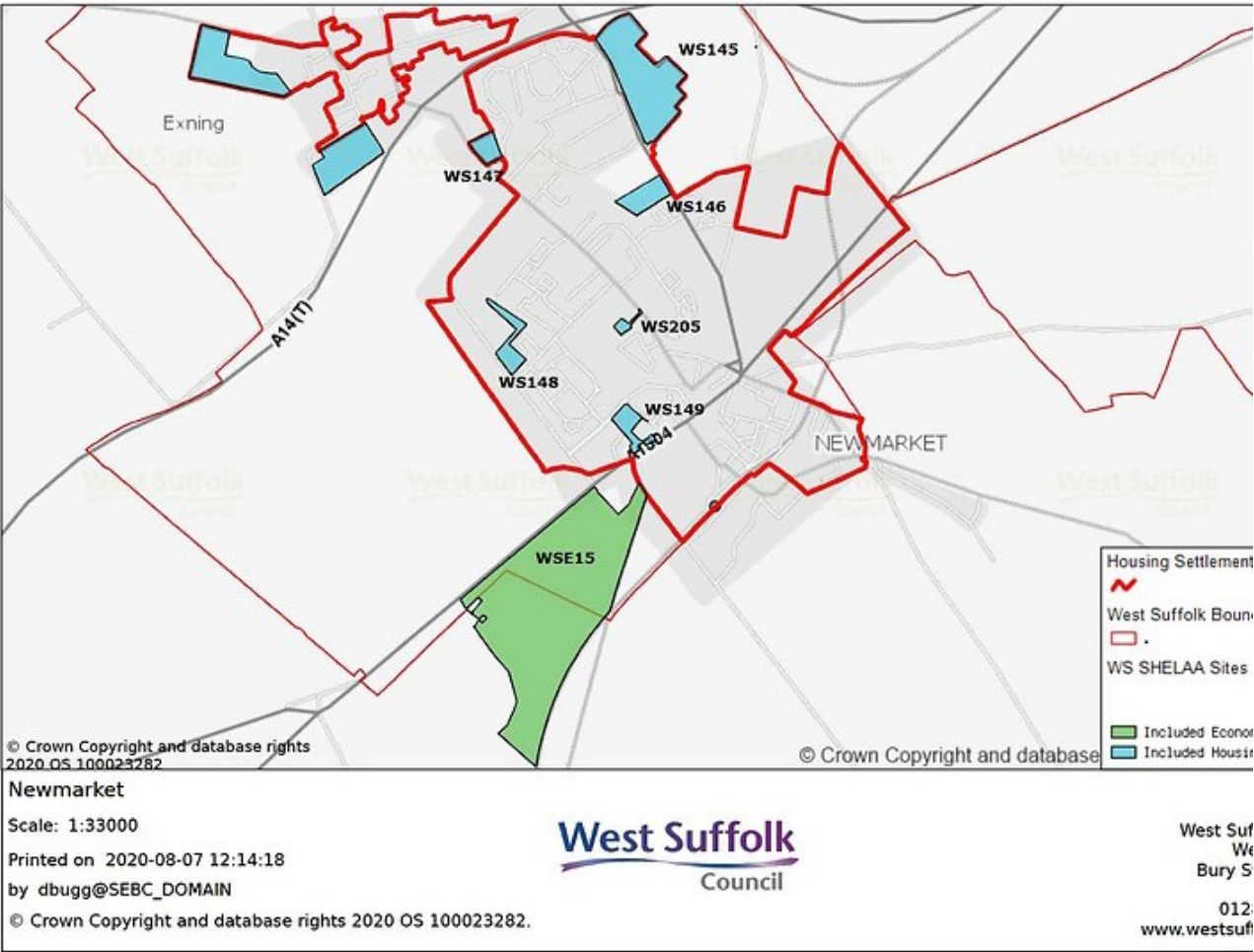
Site options

- 2.5.10 The level of development will be influenced by the settlement strategy which will determine the distribution of development across the district as well as the existing environmental and physical constraints and the overall capacity for growth in the settlement.
- 2.5.11 A number of sites have been submitted to the council by landowners and developers for potential inclusion in the local plan. Included sites in the Strategic Housing and Economic Land Availability Assessment (SHELAA) that lie within or adjacent to the settlement boundary are shown on the map below, as these have passed the initial tests of being suitable, available and achievable, and so are more likely to be sites that could be suitable for allocation in the local plan.
- 2.5.12 It is important to note that at this stage these sites have not been selected as preferred sites for development, but we are seeking views on them to assist with the preparation of the next draft of the plan, where decisions will be made on which, if any, sites would be suitable for allocation.
- 2.5.13 The table below provides information on these sites, setting out information on the proposed use and planning status. Also below is a map of the main settlement constraints to assist you in making a response.
- 2.5.14 Your comments on these sites will help in drawing up the next draft of the West Suffolk Local Plan for consultation in 2021. This will set out the council's preferred options for the distribution of housing and other land uses across the district. The council will also consult on the preferred sites across the district to achieve this distribution.

Newmarket settlement constraints map



Newmarket settlement map showing SHELAA included sites



Newmarket - included SHELAA sites

2020 reference	Site name	Area (hectares)	Proposed use	Current use planning status	Indicative capacity*^[1]
WS145	Land at Hatchfield Farm, Fordham Road	27.00	Mixed use	Agricultural allocated SA6(g) planning permission granted	400
WS146	St Felix Middle School	4.50	Residential	School and playing fields allocated SA16(d)	50
WS147	Southern portion of Brickfield Stud, Exning Road	2.90	Residential	Paddocks allocated SA6(a) planning permission granted	79

2020 reference	Site name	Area (hectares)	Proposed use	Current use planning status	Indicative capacity* ^[1]
WS205	Exning Road, South Drive	0.94	Residential (care home)	Allocated SA18(a) planning permission granted	69
WS148	Land at Phillips Close and grassland off Leaders Way and Sefton Way	4.50	Residential	Residential allocated SA6(c) planning application pending decision	62 dwellings and a wardened 20 unit young persons' residence
WS149	Land at Black Bear Lane and Rowley Drive	3.57	Mixed use	Former swimming pool, listed building and paddocks allocated SA6(b)	50
WSE15	Land south of Barbara Stradbroke Avenue	105	Horseracing associated uses, leisure uses and a hotel	Horseracing related uses none	Land in horseracing use.

1. *an indicative capacity of 30 dwellings per hectare is applied unless the site is already allocated or has planning permission. For sites over 100 dwellings, 40 per cent of land set aside for infrastructure

Parking near the Clocktower

1) From resident Arthur Brown, 11/12/20

I would like the Council to make representations to West Suffolk with regard to removing the double yellow lines in the small lay-by near where the newsagents was. I have a business nearby and I need somewhere for my staff to park for a few minutes at a time, not for an hour or more. At present the punitive actions by the traffic wardens is causing distress and worry to my staff. It is also affecting all businesses in that area. When the newsagents was open top trainers like Gosden would park there to pick up racing papers.

2) From Mehmet Yamak Owner of hmmburger restaurant 03/12/20

(addressed to WSC and copied to email to NTC. NTC has also been copied in to a petition sent to WSC on the same subject)

Dear Sirs,

I am writing to express our concerns as local businesses with the current parking restrictions at the layby in front of Martha V and Whatley Lane next to clock tower, Newmarket.

Currently there is a parking restriction here meaning that no one can park here. This is causing issues for us local businesses and I am writing to ask if this could be changed to allow people/customers to park there for a maximum of 30 minutes.

This would be very beneficial to all of our businesses for many reasons such as delivery drivers can park here when they drop or pickup a delivery, customers can park if they are picking up their food or popping up into a local shop.

While we understand people should not be able to park here for long lengths of time, it would be very beneficial to our business to be used as collection or drop off point.

We hope that you can help us and can see that in light of the current Covid 19 situation having this parking space as a 30 minutes parking area would be great help to us all as local independent businesses.

Kind Regards,

Mehmet yamak

Owner of hmmburger restaurant

3 High Street,

Newmarket, CB88LX.



Department for Transport

Ms G Padbury
Newmarket Town Council
Kind Edward V11 Memorial Hall
High Street
Newmarket
Suffolk
CB8 8JP

Shenaz Choudhary
Transport Infrastructure Planning Unit
Department for Transport
Zone 1/14-18
Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

Telephone: 07971 146036
Email: TRANSPORTINFRASTRUCTURE@dft.gov.uk
Web Site: www.gov.uk/dft

Our Ref: TWA/17/APP/04/OBJ/3
Your Ref:

26 November 2020

Dear Madam,

TRANSPORT AND WORKS ACT 1992: APPLICATION FOR THE PROPOSED NETWORK RAIL (SUFFOLK LEVEL CROSSING REDUCTION) ORDER

I refer to the above application to which you objected. I enclose a copy of a letter which we have today sent to Winckworth Sherwood LLP, Parliamentary Agents for Network Rail, informing them of the Secretary of State's decision on this application.

After careful consideration the Secretary of State has decided to make the proposed Order with modifications and to give deemed planning permission subject to conditions, for the reasons explained in the enclosed decision letter.

Please refer to Part 5 of "Transport and Works Act orders - A brief guide" for further information about the decision stage.

The decision letter will be available on the Unit's website shortly.

Yours sincerely,

Shenaz Choudhary



Department for Transport

Winckworth Sherwood
Solicitors and Parliamentary Agents
Minerva House
5 Montague Close
London
SE1 9BB

Natasha Kopala
HEAD OF THE TRANSPORT AND WORKS ACT ORDERS
UNIT
DEPARTMENT FOR TRANSPORT
GREAT MINSTER HOUSE
33 HORSEFERRY ROAD
LONDON
SW1P 4DR
DIRECT LINE: 07971 145887

Web Site: www.dft.gov.uk

26 November 2020

Dear Sirs,

TRANSPORT AND WORKS ACT 1992: APPLICATION FOR THE PROPOSED NETWORK RAIL (SUFFOLK LEVEL CROSSING REDUCTION) ORDER

1. I am directed by the Secretary of State for Transport to say that consideration has been given to the report of the Inspector, Mr Ian Jenkins BSc CEng MICE MCIWEM ("the Inspector") who held an inquiry between 13 February 2018 and 25 May 2018 into the application made by your clients, Network Rail Infrastructure Limited ("NR") for:

(a) the Network Rail (Suffolk Level Crossing Reduction) Order ("the Order"), to be made under sections 1 and 5 of the Transport and Works Act 1992 ("TWA"); and

(b) a direction granting Deemed Planning Permission, subject to conditions, for the works that are the subject of the Order.

2. Enclosed with this letter is a copy of the Inspector's report. All "IR" references in this letter are to the specified paragraph in the Inspector's Report.

3. By this application NR originally sought powers to close or downgrade rights over 24 level crossings within Suffolk together with associated powers (IR 3.2.2). The works in connection with this Order are set out in IR 1.2.1. The Order would also permit compulsory acquisition of rights over third party land for the proposed works and ancillary purposes as set out in IR 1.2.2.

4. As set out in IR 3.2.4 following the withdrawal of one level crossing from the draft order, since the application was made and the proposed withdrawal of another at the end of the Inquiry, NR now seeks powers to:

- Close 16 level crossings, following provision of a new right of way on a diversionary route;
- Close 3 level crossings without provision of a new route;
- Extinguish private rights of way over 1 crossing;

- Downgrade the rights of way over one crossing from byway open to all traffic (BOAT) to a bridleway;
- Upgrade one footpath to a bridleway.
- Close one crossing not subject to public right of way or known private rights of way, use being permissive only;
- Carry out works necessary to facilitate the proposed closures and creations of new public rights of way;
- Temporarily use and/or take rights of access over land to facilitate the exercise of powers within the draft Order.

5. The Secretary of State notes the benefits sought to be achieved through the Order as summarised in IR 3.2.5.

Summary of Inspector's recommendations

6. The Inspector recommended that the Order should be made, subject to modifications, and that deemed planning permission be granted subject to conditions as set out in Appendix 8 in the Inspector's Report.

Summary of Secretary of State's decision

7. For the reasons given in this letter, **the Secretary of State has decided to make the Order with modifications and to give the Planning Direction, subject to conditions set out in Annex A to this letter.**

8. **The table at paragraph 132 of this letter sets out the level crossings that should be included in the Order and those that should be removed.**

Secretary of State's consideration

9. Careful consideration has been given to all the arguments put forward by or on behalf of all parties. The Secretary of State's consideration of the Inspector's report is set out in the following paragraphs. Where not stated the Secretary of State can be taken to agree with the recommendations and conclusion put forward by the Inspector.

10. In response to the application, the Secretary of State received 62 objections, 3 representations and 3 letters of support. Following the pre-Inquiry meeting, from December 2017 to February 2018, 59 more objections were received. Additionally, 3 objections were received towards the end of the Inquiry. During the Inquiry, 5 parties withdrew their objection. Whilst Bacton United also submitted a letter withdrawing its objections, subsequent correspondence raised concerns, which have been taken into account (IR1.3.1 -1.3.3).

11. The Secretary of State issued a screening decision on 3 March 2017 which stated that an Environmental Impact Assessment was not required in relation to the project which is to be the subject of the Order.

Legal and Procedural Matters

12. In making this application, NR complied with the publicity requirements of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (“the 2006 Rules”). This included serving copies of the application and the accompanying documents on the persons specified in the 2006 Rules and making the documents available for public inspection. As also required by the 2006 Rules, NR displayed and published notices giving information about the application and how to make representations and served notice on those whose rights over land would be extinguished under the Order.

Whether it is appropriate to use the TWA procedure

13. The Secretary of State notes that there was disagreement between NR and the Ramblers’ Association (“RA”) in relation as to whether it was appropriate for NR to be seeking closure of level crossings by means of a TWA Order (IR 3.1.1). NR’s case for the use of TWA procedures is set out in IR 3.1 where it is explained that the Order is being pursued under section 1 of the TWA, with the matters contained within the draft Order being matters ancillary to the operation of a transport network, specifically the efficient and safe operation of the railway network within the Anglia region (IR 3.1.2).

14. The Secretary of State notes, as set out in IR 8.2, the RA’s view that it is inappropriate to use a TWA Order to pursue the level crossing closures and diverted routes envisioned in the draft Order. RA’s position is that sections 118A and 119A of the Highways Act 1980, which are specifically designed to enable railway operators to stop-up and divert footpaths, bridleways and restricted byways that cross railways, are the correct statutory provisions to carry out the level crossing closures under the Order (IR 8.2.1). The Secretary of State further notes NR’s position in their closing submission, as set out in IR 3.3.28 to 3.3.33, is that the RA’s position is flawed and there is no basis for concluding that a TWA Order is not an appropriate and lawful means of seeking to affect the objects of this Order.

15. The Inspector’s position is that it is unlikely that the proposals could be more properly dealt with under the terms of the Highways Act 1980 (IR 12.1.10) and considered overall that it is appropriate to use the TWA procedure in this case (IR 12.1.12). The Secretary of State agrees with the Inspector’s conclusion.

Revised National Planning Policy Framework

16. The Secretary of State notes at the time of the Inquiry, the National Planning Policy Framework, March 2012 was extant. It was subsequently replaced with a new version in July 2018 and the change was drawn to the attention of interested parties. A further update was issued in February 2019. The Secretary of State agrees with the judgment of the Inspector that there are not differences between the July 2018 version and the February 2019 version of the document which are material to the findings of the case (IR 1.6.5).

Tests to be Applied

17 The Secretary of State notes NR’s position as set out in IR 3.1.16 - 3.1.23 that in considering the proposals for each crossing, the test that needed to be considered is that

set out in section 5(6) of the TWA, namely, whether the Secretary of State is satisfied (a) that an alternative right of way has been or will be provided; or (b) that no alternative right of way is required.

18. The Secretary of State notes the Inspector's position as set out in IR 12.2.1 to 12.2.7 that the outcome of the section 5(6) test is not a matter to be weighed in the public interest balance but sets out a condition precedent that would need to be satisfied if a level crossing closure, which includes the extinguishment of a public right of way ("PRoW"), is to be included in the Order. The Inspector noted that the condition precedent is a matter to be determined before consideration can be given to where the public interest lies. This is because not least the removal of a crossing from the Order as a result of a failure to comply with section 5(6) would mean that any adverse consequences associated with the closure would not be realised. Further the scale of the benefits to the railway under the Order through the level crossing closure would be reduced (IR 12.2.4). The Inspector recognises it is possible that an existing route might have particular value as regards enjoyment/amenity value and considers that may subsequently weigh in the public interest balance, undertaken separately from consideration of the section 5(6) requirement. This is reinforced by the National Planning Policy Statement for National Networks, which indicates that in considering revisions to an existing public right of way, consideration needs to be given to, amongst other things, the attractiveness of the right of way (IR 12.2.7d).

Aims of and need for the proposed scheme

19. The Secretary of State notes the aims and need of the proposed scheme set out in IR 3.2. The NR case for the Order turns on benefits to the railway which would result from reducing the number of at-grade level crossings across the Anglia route. These benefits would improve the reliability, and resilience of the network; reduce constraints on future enhancement schemes and; and enable NR to focus its resources on those at-grade crossings which cannot be closed by diversion (IR 3.2.7).

Alternative Options

NR's response to the position of objectors on 'Strategic' issues, including process concerns

20. The Secretary of State notes Suffolk County Council's ("SCC") position set out in its original objection letter (which it requested stands as its statement of case). SCC objected to 9 of the proposed closures; would be seeking commuted sums to offset future maintenance costs; would be providing a list of works it considered necessary to bring new routes into being and capable of being maintained at public expense; and requesting modifications of the Order to include Ordnance survey grid references. In a subsequent letter SCC requested that it be permitted to add to its statement of case to maintain holding objections to, amongst other things, the whole Order unless and until amendments were made to the Order to (a) address SCC's concerns regarding the certification process for rights of way set out in article 16; and (b) provide an appropriate mechanism for agreeing commuted sums; and, (c) to specify relevant information on widths and grid references to enable SCC to make a Legal Event Modification Order (IR 3.3.25).

21. The Secretary of State notes that SCC confirmed on Day 24 of the Inquiry that these subsequent concerns had been resolved through a side agreement with NR and that these holding objections were therefore withdrawn (IR 3.3.26). The Secretary of State notes that

concerns on the certification process and commuted sums were also echoed by RA. A joint statement by NR and SCC providing an outline of the matters agreed in the side agreement was submitted to the Inquiry. The Secretary of State shares the Inspector's judgment that this provides reasonable assurance that the concerns raised by SCC and echoed by RA have been satisfactory addressed (IR 12.3.1).

Comparative Safety Risks of level crossings

22. The Secretary of State notes NR's approach to Risk and Safety set out in IR 3.2.11-3.2.20. A number of objectors criticised the lack of a comparative assessment of the risks at a particular level crossing to the risks of pedestrians using the rural road network proposed as part of a diversionary route if that crossing is closed. However, there is no established methodology for comparing the risk at level crossings with risks on rural roads (IR 3.5.2.1- 3.5.2.2).

23. The Secretary of State notes that Road Safety Audits ("RSAs") were carried out by an independent RSA team within Mott Macdonald (commissioned by NR) and RSAs carried out by an independent team within Capital Traffic (commissioned by SCC). While different RSA auditors may reach different conclusions as to the nature or extent of an issue or recommendations in respect of that issue, both parties agreed that does not mean that one of the audits is somehow deficient or defective (IR 3.5.2.4)

24. The Secretary of State notes the Inspector's conclusion on this matter. The Inspector's view is that level crossing risk scores derived by NR for its All Level Crossing Risk Model is of little assistance in this case (IR 12.5.2.3). There is no established methodology for comparing safety risk at level crossings with safety risks on alternative routes and the Inspector noted that the House of Commons Transport Select Committee's generic findings to the effect that "if an average walking trip includes a level crossing, the fatality risk to a pedestrian is about double the risk of a walking trip without a level crossing" was of no assistance in judging the specific proposals before him (IR 12.5.2.5). In the light of these circumstances, the Inspector considered that a pragmatic approach would be for the proposed diversion routes to be assessed on their own individual merits, with reference to certain matters including associated standards and assessment tools such as RSAs and the provisions of the Order to judge whether associated safety standards, if there are any, would be satisfactorily resolved. If they would, the route may be regarded as suitable from a safety point of view. If they would not, the proposed diversion would not be fit for purpose and would not be as suitable alternative (IR 12.5.2.6). The Secretary of State shares the Inspector's view.

Equality

25. The Public-Sector Equality Duty ("PSED") contained in section 149 of the Equality Act 2010, sets out the need to eliminate unlawful discrimination, harassment and victimisation, and to advance equality of opportunity and foster good relations between people who share a protected characteristic and people who do not share it. The Secretary of State notes NR's approach to this issue as set out in IR 3.5.5.14 – 3.5.5.17 and the Inspector's view that he is satisfied that NR's reports address the PSED in substance, objectively with an open mind and, for the most part, with sufficient rigour (IR 12.5.2.11).

Level Crossings Considerations

26. The Secretary of State now considers the position of each level crossing referred to in paragraph 4 above (and as set out in IR 3.2.4). Where the Secretary of State concludes that the requirements of section 5(6) of the TWA have been satisfied, namely (a) that an alternative right of way has been or will be provided; or (b) that no alternative right of way is required, he will then go on to consider other crossing specific matters before deciding if the crossing should be included in the Order.

S01 – Sea Wall

27. The Secretary of State notes the Order would confer powers to close the crossing to all users and extinguish public rights of way over the crossing (IR 3.5.6.2). NR considers that it provides leisure and recreational access to the local footpath network for a moderate number of people on a regular basis (IR 3.5.6.1). The Secretary of State notes NR's proposal is to divert users of the crossing to an existing footbridge to the east using an existing public right of way network and that the Order proposals would extinguish a section of Footpath 13 Brantham to the north of the railway and a section to the south of the railway, running along the sea wall (IR 3.5.6.3).

28. The Secretary of State notes that the Order proposals are adjacent to, and at points marginally within, the Stour and Orwell Site of Specific Scientific Interest ("SSSI"). Natural England ("NE") did not raise any concerns about the impact of works being carried out within or adjacent to the SSSI and welcomed the proposal to extinguish the section of Footpath 13 Brantham running south from the level crossing, due to concerns that a proposed housing development to the north could result in increased footfall adjacent to the SSSI if the section of the footpath were to be retained. Removal of the section of Footpath 13 running south from the level crossing would also reduce the potential for disturbance of birds to the reed bed habitat area close to the footpath (IR 3.5.6.4-5).

29. The Secretary of State notes the RA and SCC both objected to the proposed extinguishment of the section of Footpath 13 running south from the level crossing to the sea wall (IR 3.5.6.7). Following discussion during the Inquiry as to whether the Order could (or should) be modified to retain this section of the footpath, NR sought the views of NE who responded that they would not object to the footpath remaining open (IR 3.5.6.13). Mott MacDonald confirmed that the change would not give rise to a different (i.e. significant) or in combination effect and therefore the outcome of the HRA/Ecological Constraints Assessment would not change. It was noted, however, the positive effect on the disturbance to birds would not be achieved (IR 3.5.6.14). In the light of these developments, NR confirmed that it is content for the Order to be modified as proposed by SCC and to retain this section of the footpath (IR 3.5.6.15).

30. The Secretary of State notes that SCC were also not satisfied that the proposed new footpath to the south of the railway would be suitable and convenient, by reference to concerns over ground conditions, including standing water (IR 3.5.6.7). NR set out that there would be an engineering solution to any water/drainage issues and that it would not be able to close the level crossing until the new PRoW was completed to the reasonable satisfaction of SCC as the Highways Authority (IR 3.5.6.8).

31. The Secretary of State also notes the Suffolk Local Access Forum (“SLAF”) objection (IR 9.1.8.1) and the case for the objectors who did not appear at the Inquiry (IR 10.1).

32. The Inspector’s conclusions in relation to S01 Sea Wall are set out in IR 12.5.3. The Inspector is content for the retention of the section of Footpath 13 as it would not harm local relevant designated sites or the interest features for which the sites were notified, or otherwise harm wildlife (IR 12.5.3.2). However, the Inspector considers parts of the new footpath proposed by NR would not be suitable given the limited width of the strip of land which is the subject of the Order and for parts of the footpath it would not be practicable to resolve the drainage flooding issue (IR 12.5.3.5-8). The Inspector considers it unlikely that people with protected characteristics would be disproportionately affected (IR 12.5.3.9). The Inspector concludes as there is no reasonable prospect for a suitable and convenient replacement footpath, the requirements of section 5(6) of the TWA would not be met and the provisions related to the closure of S01 Sea Wall should be removed from the Order (12.5.3.10-11).

33 The Secretary of State agrees with the Inspector that the closure of the S01 level crossing should be removed from the Order.

S02 - Brantham High Bridge

34 The Secretary of State notes the Order would confer powers to close the crossing to all users and extinguish public rights of way over the crossing (IR 3.5.7.3). Users would be diverted along a mix of new footpaths, existing footways, a private road and an unmade lane. The diversion would add up to around 675 metres to the route (IR 3.5.7.5). The Secretary of State notes the crossing at S02 is currently closed under a Temporary Traffic Regulation Order due to safety concerns on the very limited sighting on the western side (IR 3.5.7.2). NR considers when open, it provides leisure and recreational access to the local footpath network for a small number of people on an infrequent basis (IR 3.5.7.1).

35. The Secretary of State notes SSC’s objection to the closure of S02 due to concerns relating to the deliverability of the alternative route. More specifically SCC are concerned about evidence of ground instability and soil erosion for part of the new stretch of footpath that will run alongside the eastern side of the railway line and are not in favour of the additional stretch of footpath requiring walkers to navigate a cross-fall along the southern side of the field east of the railway line (IR 5.4.4.1). NR set out there would be a further stage for the approval of detailed designs, but SCC set out such details are necessary at this stage of the process in the context of this TWA Order (IR 5.4.4.5).

36. The Secretary of State notes the RA shares the concerns of SCC (IR 8.6.4.2). The RA also set out the replacement involves walking alongside the busy A137 in sharp contrast to the tranquillity offered by the existing route and it is a purely functional route and is unsuitable as a replacement for a route that is primary used for recreational purposes (IR 8.6.4.1).

37. The Secretary of State also notes SLAF’s objection as set out in IR 9.1.9.1 and the concerns of those who did not appear at the Inquiry (IR 10.2.).

38. The Inspector’s conclusions are set out in IR 12.5.4. He considers that for much of its length for a proposed new section of footpath, the land is sunken and uneven and

appears to have been subject to subsidence (IR 12.5.4.2). Further, in the absence of ground investigations to determine the cause and appropriate remedial actions, there can be no confidence that it would be practical, within the limited area of land subject to the Order, to undertake the works necessary to stabilise the ground or to establish a suitable footpath that would not become a safety hazard in the future due to continuing ground instability (IR 12.5.4.4.). The Inspector considers it unlikely that people with protected characteristics would be disproportionately affected (IR 12.5.4.6). On balance, the Inspector considered there is no reasonable prospect that the Order would make provision for the suitable and convenient replacement footpath which would be made necessary by the closure of S02 and extinguishment of the associated public right of way (IR 12.5.4.6). Therefore, the Inspector concludes that the requirements of section 5(6) of the TWA would not be met and provisions related to the closure of S02 Brantham High Bridge should be removed from the Order (IR 12.5.4.7).

39. The Secretary of State agrees with the Inspector that the closure of the S02 level crossing should be removed from the Order.

S03 – Buxton Wood

40. The Secretary of State notes the Order would confer powers to close the crossing to all users and extinguish public rights of way over the crossing (IR 3.5.8.3). NR considers that it provides leisure and recreational access to the local footpath network for a small number of people on a relatively frequent basis (IR 3.5.8.1). NR's proposals at this crossing are to extinguish a section of Footpath 022 Bentley and to create a new PRoW on the eastern side of the railway. The proposed diversion would add around 330 metres to the route (IR 3.5.8.4). The approaches to SO3 are over stiles which limit the accessibility of the crossing. Users would be diverted to Falstaff level crossing which is similarly restricted (IR 12.5.5.1).

41. The Secretary of State notes the proposed new footpath would be located within land owned by Mr Caldwell who objected to the Order for the reasons set out in IR 9.3. His daughter gave evidence at the Public Inquiry in support of her father's objection (IR 3.5.8.5). Ms Caldwell proposed 2 alternatives and set out their frustration at not being consulted by NR earlier in the process. However, even if consulted earlier in the process, there was no certainty that either of the alternatives would have been promoted and NR set out it had significant concerns in respect of both alternatives and could not support the modification sought by Mr Caldwell (IR 3.5.8.10-15).

42. The Secretary of State notes there was a discrepancy between the dimensions and orientation of the pylon as shown on the Order plans and that on the ground, but that NR remains confident that a suitable footpath can be provided on the alignment of the proposed route (IR 3.5.8.7). NR acknowledged the potential impacts on Mr Caldwell's landholding and explained how those impacts might be compensated through the compensation provisions in the Order. However, this had to be balanced against the need for certainty and deliverability of the alternative route. (IR 3.5.8.8). NR considers that the land and rights in land for which compulsory acquisition powers are sought are required to secure satisfactory implementation of the scheme and there is a compelling case in the public interest for powers which justifies interfering with the human rights of those with an interest in the land impacted. NR therefore maintains that the Order may properly be confirmed without modification (IR 3.5.8.9).

43. The Inspector's conclusions are set out in IR 12.5.5. He sets out even accounting for the inaccuracy of the Order plan, identified by Mr Kenning after the accompanied site visit, it is likely that the proposed footpath would extend the field edge and it is unlikely that a route could be established within the bounds of the Order land. Furthermore, even if it could, it is likely that parts of the route would be lost in the future due to erosion caused by the stream (IR 12.5.5.3). In addition, a note by NR issued after the accompanied site visit, indicates that a topographical survey would need to be undertaken to establish the position of the stream relative to the proposed route of the footpath, before it can be determined if the route could be made suitable and convenient (IR 12.5.5.4). The Inspector considers it unlikely that people with protected characteristics would be disproportionately affected (IR 12.5.5.5). The Inspector concluded on balance there is no reasonable prospect that the Order would make provision for the suitable and convenient replacement footpath, which would be made necessary by the closure of S03 and extinguishment of the associated PROW. Therefore, the requirements of section 5(6) of the TWA would not be met and the provisions related to the closure of S03-Buxton Wood should be removed from the Order (IR 12.5.5.6).

44. The Secretary of State agrees with the Inspector that the closure of the S03 level crossing should be removed from the Order.

S04- Island

45. The Secretary of State notes the Order would confer powers to close the crossing to all users and extinguish public rights of way over the crossing (IR 3.5.9.3). NR considers it provides leisure access to the local footpath network for a relatively small number of people on a relatively frequent basis, with some use as access to local facilities (IR 3.5.9.2). Users would be diverted onto new footpaths on either side of the railway leading to a crossing over Bentley Bridge. The proposed diversion would add around 600 metres to the route (IR 3.5.9.5).

46. OBJ/21 suggested that vehicle restraint barriers which are to be installed on the highway approaches to Bentley Bridge should be positioned instead alongside the railway boundary. NR stated the provision of these barriers is not included in the Order and forms part of an ongoing local authority scheme, prompted by a fatal crash in Selby in 2001. Design standard requirements dictate the position of the proposed barriers (IR 3.5.9.7). SLAF has concerns that the narrowness of the road bridge for pedestrians' use has still not been addressed (IR 9.1.10.1). The Secretary of State further notes objections from 2 parties who did not appear at the Inquiry. OBJ/6 set out there was no good reason to close the crossing on safety grounds, as there has never been an incident of concern there and the crossing had been upgraded to make it even safer. OBJ/21 objects, in particular to the extra part of the proposed diversion alongside the road to circumnavigate the separately proposed vehicle restraint barriers (IR 10.4.1).

47. The Inspector's conclusion in relation to this level crossing are set out in IR 12.5.6. The Inspector considers that the combination of reasonable forward visibility across the bridge and the kerbed footways on either side of the carriageway crossing the bridge, albeit narrow, provides adequate assurance that pedestrians would be unlikely to come into conflict with vehicular traffic. On circumnavigating the proposed vehicle constraint barriers, the existing route is used for leisure purposes as part of the wider footpath network and in

this context the distances involved would not be so great as to be inconvenient. The Inspector also understands that the requirements of the design standards dictate the position of the proposed barriers parallel to the flow of the traffic on the highway (IR 12.5.6.2). The Inspector considers that the inclusion of the crossing in the Order would be unlikely to conflict with the aims of the Equality Act 2010 (IR 12.5.6.3). The Inspector considers the Order would make adequate provision for the suitable and convenient replacement footpath which would be made necessary by the closure of S04 (IR 12.5.6.4). On other factors-crossing specific set out in IR 12.8.2 the Inspector considers the proposals would be unlikely to have a material adverse effect on the ability of Royal Mail to fulfil its duties regarding the collection and delivery of mail. The Inspector concludes there is a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected and closure of the crossing.

48. The Secretary of State agrees with the Inspector's conclusion to include the S04 level crossing within the Order.

S08 - Stacpool

49. The Secretary of State notes the Order would confer powers to close the crossing to all users and extinguish public rights over the crossing and also notes the proposed diversion (IR 3.5.11.2-3). NR considers that it provides leisure and recreational access to local amenities for a relatively small number of people on a regular basis (IR 3.5.11.1).

50. The Secretary of State notes the sole objector who appeared at Inquiry was OBJ/34 Mr Crosby. His reasons are set out in IR 9.4. His concern was that the Order did not provide a suitable and convenient alternative for people who parked on the layby to the south of the level crossing and use the level crossing to access the nature reserve being developed on the quarrying site(s) to the east of the railway. Mr Crosby was particularly concerned of the need to walk along the B1113 to access the bridge which would take users to the eastern side of the railway, and proposed that a new footpath be provided along the western side of the railway corridor to provide an off-road route for those parking in the layby (IR 3.5.11.4). Mr Crosby reiterated his concerns regarding the safety of walking along the longer stretch of the B1113, including as to widths of the pedestrian facilities alongside the carriageway (IR 3.5.11.7).

51. NR set out that Mr Crosby's proposed route would serve no purpose in linking to the PRow network (IR 3.5.11.5). NR's commissioned RSA team indicated "we did not identify any safety issues with the proposed closure. This is because it utilises an existing footpath that pedestrians would already be walking along..." (IR12.5.7.4). SCC's position is that the B1113 footway is neither a known accident blackspot nor the subject of persistent public complaints, which might otherwise prompt improvement works (IR 12.5.7.5). NR did not support the modifications proposed by Mr Crosby and considered the Order may properly be confirmed without modifications (IR 3.5.11.10).

52. The Inspector's conclusions are set out in IR 12.5.7. In the absence of any compelling evidence to the contrary, it is conceivable that many, if not all those recorded by the census follow the same route as Mr Crosby (parking in the layby and using the level crossing to reach the developing nature reserve and the canal to the eastern side of the crossing) (IR 12.5.7.2). The Inspector considers the RSA's findings (summarised in paragraph 51 of this letter) is a poor argument as it suggests that no consideration was

given to the specific characteristics of that part of the route (IR 12.5.7.4). In addition, the Inspector gives little weight to SCC's position (also summarised in paragraph 51) because of the absence of any evidence to show the extent to which the footway has been used by pedestrians (IR 12.5.7.5). From what the Inspector saw, the section of the B1113 footway is barely 700mm wide in places and he had no doubt that a pedestrian would find it necessary to step into the road to pass another pedestrian on this footway. Doing so would be hazardous (IR 12.5.7.7). The Secretary of State notes the Inspector's judgement that the proposed route poses significant safety risks for pedestrian users in a number of respects and the characteristics of the route would be likely to deter pedestrians from using it (IR 12.5.7.9). The Inspector considers it unlikely that people with protected characteristics would be disproportionately affected (IR 12.5.7.10). The Inspector's overall conclusion is that there is no reasonable prospect that the Order would make provision for a suitable and convenient alternative route, made necessary as a result of the closure of the S08. Therefore, the requirements of section 5(6) of the TWA would not be met and provisions related to the closure of S08-Stacpool should be removed from the Order (IR 12.5.7.11).

53. The Secretary of State agrees with the Inspector that the closure of the S08 level crossing should be removed from the Order.

S11 – Leggetts

54. The Order would confer powers to close the crossing to all users and extinguish public rights of way over the crossing (IR 3.5.12.3). The Secretary of State notes users would be diverted along existing PRoWs to Wassicks level crossing, which is an automatic barrier crossing and that the proposed diversion route would add around 930 metres to the route (IR 3.5.12.4). A 9-day camera census undertaken during June/July 2016 at the crossing did not record any users and NR considers that it is used very infrequently (IR 3.5.12.2). There were no outstanding objections to the closure of this crossing (IR 12.6.3.1).

55. The Inspector's conclusions are set out in IR 12.5.8. It appears to the Inspector that Wassicks level crossing offers a higher level of protection in the form of the automatic half barriers and on balance the diversion of users to Wassicks level crossing would be unlikely to harm their safety (IR 12.5.8.2). Having regard to the additional travel time likely to be associated with the diversion, this alternative would not be inconvenient (IR 12.5.8.3). The Inspector considers that the inclusion of the crossing in the Order would be unlikely to conflict with the aims of the Equality Act 2010 (IR 12.5.8.4). The Inspector concludes on balance that the Order would make adequate provision for a suitable and convenient alternative made necessary as a result of the closure of S11 (IR 12.5.8.5). The Inspector also concludes on balance there is a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected and closure of the crossing (12.8.3.2).

56. The Secretary of State agrees with the Inspector's conclusion that the Order would make adequate provision for a suitable and convenient alternative route and the closure of the S11 level crossing closure should be included within the Order.

S12 – Gooderhams, S13- Fords Green, S69- Bacton

57. The Secretary of State notes that the Order would confer powers to extinguish public rights of way over the crossings and to close S13 and S69. The proposal for S12 is to

extinguish the PRow passing over the crossing but to leave the private vehicular rights unaffected. The three crossings were considered together at the Inquiry (IR 3.5.13.2). NR considers that for S12 and S13, these crossings are potentially primarily used for farm access and may provide leisure/recreational access to the local PRow network for a small number of people on an infrequent basis. S69 is potentially used for access to the football club and may provide leisure/recreational access to the local PRow network for a small number of people on an infrequent basis during the week, with higher use at the weekend (IR 3.5.13.1). The Secretary of State notes the proposed diversions and the additional metres which would be added to journeys as a result. In relation to S12 users of the PRow network would be diverted to Cow Creek level crossing to the north via existing footpaths/highway, adding around 365 metres to the route. In respect of S13 users travelling east/west would be diverted south to Cow Creek level crossing via a new PRow created to the west of the railway, a diversion of around 1,450 metres. In respect of S69 users would be diverted to the existing underpass at Pound Hill, a diversion length of around 960 metres (IR 3.5.13.6-8).

58. The Secretary notes the objection from OBJ/26 “the Bakers” on proposals for crossings S13 and S69 and on the consultation and Inquiry Process (IR 9.5.1-11). The Bakers object to proposals for the provision of a new field edge footpath along the western side of the railway between S13 and Cow Creek level crossing. They consider the existing PRow network makes adequate provision for users and, as a result of the proposed new route, the associated field would be encircled by footpaths increasing the bio-security risk to its farming enterprise from neosporosis carried by dogs, allowed to roam by dog walkers (IR 9.5.12). For S69, the Bakers consider the proposed new footpath route from Pretymen Avenue to Footpath 014 Bacton is not necessary. Furthermore, the proposed footbridge shown on Order sheet 21 work 3 area would be likely to restrict the access needed for large farm vehicles along the track immediately to the east (IR 9.5.13). The Secretary of State further notes the Bakers put forward alternative proposals for S13 and S69 which is supported by multiple stakeholders (IR 9.5.14).

59. On the bio-security risk, NR stated the Order would not be introducing PRowS into a landholding which had not been previously subject to rights of public access and the Bakers stated they took steps in respect of existing PRowS to manage the risk of neosporosis. In addition, compensation is available under the Order for losses resulting from creation of a new PRow (IR.3.5.13.3). On the proposed footbridge, the Bakers were concerned that it would prevent them from accessing Pulham Lane with outsize agricultural vehicles. However, NR stated that the proposed footbridge would not obstruct Pulham Lane (save there would potentially be some restrictions during its construction). Also, the proposed new footpath would provide access to/from the housing development within Bacton to the PRow to the south (IR 3.5.13.5). On the alternative proposals, NR did not consider that these would provide the connectivity achieved through the Order proposals and the reorganisation of the PRow network not required as a consequence of level crossing closures is simply not within the remit of the Order (IR 3.5.13.17).

60. The Secretary of State notes the objection from SCC in relation to the S69 proposals, set out at IR 5.4.10. These are safety-focused, namely that the proposed stretch of road-side walking along B1113 Broad Road and use of Pound Hill underpass are not safe to divert walkers to (IR 5.4.10.1). SCC also has concerns on risk of flooding at Pound Hill Underpass as part of a permanent diversion, and that since the cause of the flooding originates on NR land it is up to NR to investigate any potential impediments to the

proposed route and such burden should not rest on the highway authority (IR 5.4.10.12). The Secretary of State notes that road safety audit issues were put forward by the RA in relation to the B1113 (IR 8.6.10.3) and that it was clear that 900mm of 'pedestrian facility' should be provided on the western side of the B1113, however it is far from clear that there is sufficient land available within the highway to deliver this (IR 8.6.10.5).

61. The Secretary of State notes NR's position at IR 3.5.13.11 that measures can be put in place to ensure that the underpass may safely be used by pedestrians diverted from S69. Regarding flooding of the underpass NR stated it would have to be resolved and is confident that the issue could be resolved at the detailed design stage and no one has suggested it could not be (IR 3.5.13.12). On the use of B113 Broad Road, NR stated that concerns were related to the facilities available for pedestrians along the carriageway and that NR considered there was sufficient width of verge available to provide appropriate pedestrian facilities (IR 3.5.13.13).

62. The Secretary notes the objections from those who did not appear at the inquiry at IR 10.6 for S12; at IR 10.7 for S13 and at 10.16 for S69.

Conclusions S12

63 The inspector concluded that having regard to the additional travel time likely to be associated with the diversion, this alternative would not be inconvenient. (IR 12.5.9.2). The Inspector considers that the inclusion of this crossing in the Order would be unlikely to conflict with the aims of the Equality Act 2010 (IR 12.5.9.3). The Inspector concludes on balance that the Order would make adequate provision for a suitable and convenient alternative route as a result of the extinguishment of public rights of way over S12 (IR 12.5.9.4). On other crossing-specific factors, set out at IR 12.8.4, the Inspector considers the proposal would not have an adverse impact on private interests (IR 12.8.4.1) and that the acquisition of rights to enable NR to access the existing crossings at S12 and at Cow Creek for maintenance purposes is reasonable (IR 12.8.4.2). The Inspector also concludes on balance there is a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected and closure of the crossing (12.8.4.4).

64 The Secretary of State agrees with the Inspector's conclusion to include the S12 level crossing within the Order.

Conclusion S13

65 For the reasons set out in IR 12.5.10.2, the Inspector considers that the new footpath is not necessary, as a suitable and convenient alternative has already been provided by the existing footpath network. The Inspector considers that the inclusion of this crossing in the Order would be unlikely to conflict with the aims of the Equality Act 2010 (IR 12.5.10.3). The Inspector considers the proposed new footpath would not be required to protect the PRow network, nor would it materially enhance it (IR 12.8.5.1). The proposed footpath would also increase the bio-security risk to agricultural produce within the field and would be likely to harm the associated farming enterprise (IR 12.8.5.2). However, removal of the proposed footpath between P064 and P060 from the Order would amount to a substantial modification to the proposals associated with the closure of S13. Furthermore, NR does not support such a removal and has indicated that such a change may prejudice other parties

who might have an interest. The Inspector shares that view and considers a fresh TWA application would be needed to pursue such an option (IR12.8.5.3). The Inspector considers, having had regard to NR's strategic case and other matters raised, that there would not be a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected or closure of the crossing. Therefore, provisions associated with the closure of S13 should be removed from the Order (IR 12.8.5.4).

66. The Secretary of State agrees with the Inspector that the closure of S13 level crossing should be removed from the Order.

Conclusion S69

67. The Inspector considers it likely that the primary purpose for which S69 is used is as a link between residential development to the west and the football ground to the east of the railway. Furthermore, NR's census survey was undertaken outside the football season, during which the frequency of use of the crossing may well be significantly higher than that recorded (IR 12.5.11.2). The Inspector considers the proposed diversion route would take pedestrians along Broad Road and since the Order does not make provision for a footway, in the Inspector's view, there is unlikely to be scope to do so within the bounds of the highway (IR 12.5.11.5). This impacts on the safety on those travelling to and from the football ground, especially those travelling in groups with children and at night (IR 12.5.11.7-8).

68. The Inspector concludes that the use of the underpass would be unlikely to harm the safety of pedestrians diverted from S69 (IR 12.5.11.9). However, whilst the flooding issue affecting the alternative route may be capable of resolution, there is no compelling evidence to show that it would be resolved if S69 is closed. Furthermore, the Inspector was not convinced that the problem would have to be resolved as part of the conditioned works at the underbridge associated with an extant planning permission for residential development in Bacton (IR12.5.11.10).

69. The Inspector concludes on balance there is no reasonable prospect that the Order would make provision for the suitable and convenient replacement footpath, which would be made necessary as a result of the closure of S69. Furthermore, with reference to the PSED, it seems likely that there are those with protected characteristics, in this case children, who would be disproportionately affected. The Inspector considers the requirements of section 5(6) of the TWA would not be met and the provisions related to the closure of S69 – Bacton should be removed from the Order (IR 12.5.11.12-13).

70. The Secretary of State agrees with the Inspector that the closure of the S69 level crossing should be removed from the Order.

S16 Gislingham, S17 Paynes

71. The Order would confer powers to close the level crossings to all users and extinguish public rights of way over them (IR 3.5.14.3). NR considers that the crossings are used on an infrequent basis by a small number of people to access the local PRoW network (IR 3.5.14.2). Users of S16 would be diverted using a mix of new bridleway as well as an existing BOAT and highway, crossing the railway at an underpass, a diversion that would

add around 1,340 metres to the journey (IR 3.5.14.4). Users of S17 would be diverted using a mix of new and existing footpaths, crossing the railway at an overbridge. The proposed diversion would add around 970 metres to the route (IR 3.5.14.5).

72. With reference to S16, NR wishes to withdraw the proposed powers over plot 5, having determined that it is not necessary to facilitate maintenance once the crossing is closed. For S17, NR wishes to reduce the proposed powers over plot 2, such that it is only seeking a right of access over the extent of Coldham Lane, that is not publicly maintainable (IR 3.5.14.6).

73. The Secretary of State notes the objection to S16 from OBJ/11, who did not appear at the Inquiry, regarding plot 5. (IR 10.8.1).

Conclusion S16

74. The Inspector considers the additional travel time likely to be associated with the diversion, the alternative route would not be inconvenient. (IR 12.5.12.3). With reference to the PSED, the Inspector considers that the inclusion of the crossing in the Order would be unlikely to conflict with the aims of the Equality Act 2010 (IR 12.5.12.4). The Inspector concludes on balance that the Order makes adequate provision for a suitable and convenient alternative route made necessary as a result of the closure of S16 (IR 12.5.12.5). As drafted, the temporary use of plot 5 would be likely to block the main access to Eastland Farm (IR 12.8.6.1). Subject to the removal of plot 5 there would be a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected and closure of the crossing (IR 12.8.6.2).

75. The Secretary of State agrees with the Inspector that, with the removal of plot 5, the S16 level crossing should be included within the Order.

Conclusion S17

76. The Inspector considers the additional travel time likely to be associated with the diversion, the alternative would not be inconvenient (IR 12.5.13.3). With reference to the PSED, the Inspector considers that the inclusion of the crossing in the Order would be unlikely to conflict with the aims of the Equality Act 2010 (IR 12.5.13.4). The Secretary of State notes that the Inspector concludes on balance the Order makes adequate provision for a suitable and convenient alternative made necessary as a result of the closure of S17 (IR 12.5.13.5). It is noted there are no outstanding objections and that there would be a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected and closure of the crossing (IR 12.8.7.1-2).

77. The Secretary of State agrees with the Inspector that the S17 level crossing should be included within the Order.

S18 Cowpasture Lane

78. The Secretary of State notes that it is proposed to downgrade the rights enjoyed over this crossing from a BOAT, which in this case is subject to a Prohibition of Driving Order, to a bridleway (IR 3.5.15.3). NR carried out a 9-day camera census during June/July 2016 which recorded 67 pedestrian users (IR 3.5.15.2). The Secretary of State further notes

there is no need for a diversion in this case, as the current usage would not change (IR 3.5.15.4). NR acknowledges that access across Mellis Common is not possible. However, NR has a right of access to maintain the crossing from Chapel Farm Lane, to the east of the railway, which would be used to undertake the proposed works (IR 3.5.15.5).

79. The Secretary of State notes objections set out in IR 10.10.1 concerning access rights across Mellis Common and the downgrading of S18 from a byway to a bridleway.

80. The Inspector gives little weight to the objection that S18 should not be downgraded from a BOAT to a bridleway (IR 12.8.8.1). In the Inspector's view the right of access from Chapel Farm Lane is likely to be sufficient to undertake the limited works proposed (IR 12.8.8.2). The Inspector considers that the inclusion of the crossing in the Order would be unlikely to conflict with the aims of the Equality Act 2010 (IR 12.8.8.3). The Inspector concludes on balance that there would be a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected and downgrading of the crossing (IR 12.8.8.4).

81. The Secretary of State agrees with the Inspector that the downgrading of the S18 level crossing should be included within the Order.

S21 Abbots (Mellis)

82. The Secretary of State notes the Order would confer powers to close the level crossing to all users and extinguish all private rights over it (IR 3.5.16.3). NR considers that the crossing is used on a regular basis by relatively small numbers of people to access the properties and services in around the village of Mellis (IR 3.5.16.2). The Secretary of State notes that users would be diverted along existing footpaths/highways to Mellis automatic half barrier. The proposed diversion would add up to around 930 metres to the route from one side of the crossing to the other (IR 3.5.16.4). The Order makes provision for compensation for any loss of private rights as well as any loss or damage resulting from the exercise of powers of temporary occupation (IR 3.5.16.5). The Secretary of State further notes NR wishes to withdraw plot 7 from the Order for the reasons set out in IR 3.5.16.6.

83. The Secretary of State notes the objections from those who did not appear at the Inquiry set out in IR 10.11. He notes these objections amount to a loss of amenity and would reduce safety of pedestrians as well as the compulsory purchase of rights over plot 07.

84. The Inspector's conclusions are set out in IR 12.8.9. Users would be diverted along a mix of existing highways and a footpath to cross the railway at the existing 'Mellis' road crossing within the village. For the reasons sets out in IR 12.8.9.2 the Inspector considers with particular reference to amenity and safety, this alternative would be acceptable. The Inspector considers that the inclusion of this crossing in the Order would be unlikely to conflict with the aims of the Equality Act 2010 (IR 12.8.9.3). With NR confirming that it is not necessary to acquire rights over plot 7 and with provisions for compensation, the Inspector concludes on balance that subject to the removal of plot 7, there would be a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected and closure of the crossing (IR 12.8.9.4-5).

85. The Secretary of State agrees with the Inspector, that subject to the removal of plot 7, that the S21 level crossing should be included within the Order.
S22 Weatherby

86 The Secretary of State notes the crossing would be closed under the terms of the Order. NR considers that there are no public or private rights of way at this crossing (IR 3.5.17.7). NR considers that the crossing is used regularly by a very high number of people to access property and amenities on both sides of the railway. A 9-day camera census undertaken during June/July 2016 recorded 3595 users (IR 3.5.17.1). The Secretary of State notes that users would be diverted along public highways on both sides of the railway and crossing at the underpass on New Cheveley Road and that it would add around 870 metres additional travel distance in NR's estimation (IR 3.5.17.11).

87. The Secretary of State notes that the case for and against closure of S22 was canvassed over a number of days at the Inquiry (IR 3.5.17.2). There were a large number of objections to the proposal. Those who appeared at the Inquiry were:

- SCC (IR 5.4.5);
- Forest Heath District Council, the local planning authority for the area in which the crossing is situated (IR 6.1.1–6.4.1);
- RA (IR 8.6.5.1–8.6.5.11);
- SLAF (IR 9.1.13.1);
- Newmarket Town Council (IR 9.6);
- Newmarket Ladies Open Door Forum (IR 9.7);
- P Collins (IR 9.8);
- M Smy (IR 9.9);
- R Wood (IR 9.10);
- P Hodson (IR 9.11)

88. Furthermore, the Secretary of State notes objections from those who did not appear at the Public inquiry at IR 10.12 including the Right Honourable Matt Hancock MP and Cambridgeshire County Council.

89. The main points put forward by the objectors were that the closure would cause considerable upset to the community of Newmarket (IR 5.4.5.2). This would impact on people travelling to and from work; school age children; cyclists; residents going shopping and travelling to the football ground and the allotments on Cricket Field Road (IR 9.6.6). The alternative route would cause considerable increases in journey times, due to the additional length of the diversion and its gradient (IR 5.4.5.5). Rather than use the alternative route, users would consider using their car to make journeys or not make the journey at all (IR 5.4.5.14). The alternative route would particularly impact on users with disabilities and more elderly users (IR 5.4.5.23). The diversion route was not acceptable or safe. The crossing has a heritage and historic value, with the route being used for centuries. There were also doubts expressed on NR's position that there is no right of way across the crossing and the Secretary of State notes the Applicant was unable to explain why it permitted the public to use a high risk crossing at its liability, if there was no right to cross it (PR 8.6.5.4). The Secretary of State further notes that NR accepts that there is no doubt that it is a well-used crossing which is highly valued by those who use it, and the community more widely (IR 3.5.17.2).

90. The Secretary of State also notes a number of objectors have suggested that the crossing is “safe enough” or “considered safe” (IR 3.5.17.6). NR set out that it is the 6th highest risk passive footpath crossing on the Anglia route and there were 4 near misses in less than 6 months during 2017; 1 involving a child. The safety risks are real and tangible and cannot be ignored (IR 3.5.17.3-4).

91. NR’s position on the status of the crossing remains unaltered, that there are no public rights of way over the crossing. However, for the purposes of the Inquiry, it has been agreed that the proposals should be considered in the same way as crossings which are subject to public rights of way in the Order (IR 3.5.17.7). For the reasons sets out in IR 3.5.17.11-13, NR’s view is that the proposed diversionary route via the existing highway network is suitable and convenient.

92. The Inspector’s conclusion is set out in IR 12.5.21. On travel time, the Inspector concludes that the proposal would be likely to add greatly to the travel time of some users. In the absence of any origin/destination surveys, he cannot rule out that a large proportion of existing users would be significantly affected (IR 12.5.21.6). On accessibility, having regard to the distance and gradient associated with the proposed diversion route, the Inspector considers that some users would be likely to be deterred from using it, particularly the elderly and those with mobility impairments. Whilst a number may be able to travel instead by car, the Inspector considers it likely that some would be unable to travel. The proposal would be likely to result in a degree of community severance (IR 12.5.21.11). On pedestrian safety concerns, in the Inspector’s judgement, the physical characteristics of the route through the New Cheveley Road underpass, which includes a blind bend, narrow widths and constraints on both sides, would be likely to deter users on the basis of safety concerns (IR 12.5.21.13).

93. On balance the Inspector considers there is no reasonable prospect that the Order would make provision for a suitable and convenient alternative to S22 nor would such a route be otherwise provided for (IR 12.5.21.14). With regard to PSED contained in section 149 of the Equality Act 2010, the equality implications of the diversion route identified by NR, with particular reference to accessibility, add weight to the Inspector’s conclusion that the route would not be suitable and convenient (IR 12.5.21.15). Therefore, provisions related to the closure of S22 Wetherby should be removed from the Order (IR.12.5.21.16).

94. The Secretary of State agrees with the Inspector that the closure of the S22 level crossing should be removed from the Order.

S23 Higham and S24 Higham Ground Frame

95. The Secretary of State notes the Order would confer powers to close the level crossings to all users and extinguish public rights of way over the crossings (IR 3.5.18.4). These crossings are considered together as they share a common locality and the proposed replacement routes developed together (IR 3.5.18.1). As S23 is currently temporarily closed due to safety concerns it is not possible to gauge demand for its usage accurately. For S24 a 9-day camera census undertaken during June/July 2016 recorded 50 pedestrian users (IR 3.5.18.2). With regard to the diversions, the Secretary of State notes that NR considers that the issues arising in respect of these crossings can be divided into three broadly geographical areas: (1) Higham Road east from S23 to the A14 slip road;

(2) the interface of the diversionary routes with Coalpit Lane; and (3) the proposed easterly diversion routes for S24 (IR 3.5.18.6).

96. The Secretary of State notes SCC's objection to the closure of S23 on grounds of pedestrian safety, set out in IR 5.4.6.

97. The RA objects to the closure of both crossings and has treated these crossings as linked. Like SCC it has concerns about the proposed roadside walking along Higham Road (IR 8.6.6.1). With regard to S24, whilst the RA accepts that it is not part of NR's proposals that walkers should use Coalpit Lane, it considers that insufficient consideration has been given to the practicalities of the diversion and in particular to the likelihood, if both S23 and S24 are closed, that walkers will in practice use Coalpit Lane (IR 8.6.6.2). The RA considers concerns could have been addressed by additional commitments to specific works and it is disappointed that NR is unable to commit to all or any of RA's proposed improvements; leaving it no alternative but to sustain an objection (IR 8.6.6.3).

98. The Secretary of State notes the objection from OBJ/42 to two proposed new PRow's being provided on their landholding (IR 3.5.18.16). The Secretary of State further notes the objection from SLAF on S23 because the suggested diversion uses existing roads with inadequate verges and to reduce safety concerns it has suggested the possibility of putting a field edge path behind the group of houses by the war memorial. (IR 9.1.14).

Conclusion S23

99. The Secretary of State notes the Inspector conclusions set out in IR 12.5.14. The Inspector considers that where pedestrians would be diverted along Higham Road, some sections of verge are unsuitable for pedestrians, being steep, high or narrow (IR 12.5.14.2). Close to the War Memorial the horizontal bend in Higham Road would be likely to greatly restrict visibility for pedestrians and drivers and in this location the verge on the northbound side of the highway is narrow. The Inspector considers it unlikely that the verge could be made suitable for pedestrian use and pedestrians would find it necessary to walk on the carriageway or cross over to the other side of the highway (IR 12.5.14.5). Due to the limited visibility as well as the likely speed and frequency of passing traffic, walking in the carriageway and/or crossing the road close to the War Memorial would be hazardous. The Inspector concludes that the proposed closure of S23 would be likely to result in pedestrians using a route along Higham Road which would pose a significant risk to their safety (IR 12.5.14.7). The Inspector considers it unlikely that people with protected characteristics would be disproportionately affected (IR 12.5.14.9). The Inspector concludes on balance that there is no reasonable prospect that the Order would make provision for a suitable and convenient alternative made necessary as a result of the closure of S23, and the Inspector refers in particular to the proposed use of Higham Road. The Inspector concludes that the requirements of section 5(6) of the TWA would not be met and the provisions related to the closure of S23 – Higham should be removed from the Order (IR 12.5.14.10).

100. The Secretary of State agrees with the Inspector that the closure of the S23 level crossing should be removed from the Order.

Conclusion S24

101. The Secretary of State notes the Inspector's conclusions set out in IR 12.5.15. The Order includes 2 diversion routes, which are intended to mitigate the impact of the loss of S24, one to the west and the other to the east. The western road would provide a comparable north/south connectivity linking the local PRoW (IR 12.5.15.2). The diversion to the east would extend on the south side of the railway along a new public right of way around 2.5km long to an entirely different section of the wider footpath network on the northern side of the railway. The Inspector considers that, firstly, the diversion would serve as a wholly different purpose to that of the existing route and so would not amount to an alternative and secondly, it would not amount to a suitable and convenient replacement made necessary as a result of the closure of S24 (IR 12.5.15.3). The Inspector considers it unlikely that people with protected characteristics would be disproportionately affected (IR 12.5.15.7). The Inspector concludes on balance that there is no reasonable prospect that the Order would make provision for a suitable and convenient alternative made necessary as a result of the closure of S24. Therefore, the requirements of section 5(6) of the TWA would not be met and the provisions related to the closure of S24 should be removed from the Order (IR 12.5.15.8).

102. The Secretary of State agrees with the Inspector that the closure of the S24 level crossing should be removed from the Order.

S25 – Cattishall

103. The Secretary of State notes the Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing (IR 3.5.19.2). NR considers that usage is primarily for leisure and recreational access to the local area by a moderately high number of people on a regular basis. However, there is some limited evidence of use for access to property and commuting (IR 3.5.19.1). Users would be diverted to an existing underpass to the west using a mixture of new and existing routes. The maximum diversion distance would be around 1,000 metres (IR 3.5.19.18).

104. The Secretary notes objections from those who appeared at the Inquiry. These were:

- SCC (IR 5.4.7);
- St Edmundsbury Borough Council, the local planning authority for the area in which S25 is situated (IR 7.1.1–7.3.1);
- RA (IR 8.6.7)
- SLAF (IR 9.1.15)

105. Two further objections were received from objectors who did not appear at the Inquiry, including Great Barton Borough Council (IR 10.13)

106. The concerns raised by the objectors were, essentially, three-fold; firstly, that closure of the level crossing prior to the provision of a proposed bridge was premature; secondly, that closure of the level crossing was contrary to local and national planning policies; and thirdly, that the proposed alternative route was not suitable and convenient for existing users (IR 3.5.19.4). As to prematurity, NR argue for the reasons set out in IR 3.5.19.5-9

that there is no basis for requiring it to forego or defer, the strategic benefits which would be achieved through the Order until such time as a bridge is provided as part of the proposed development to the north, whose consent and funding rests in the hands of third parties. For the reasons set out in IR 3.5.19.10-17, NR considers that the arguments that the proposals conflict with local and national policy as put forward by Mr White for St Edmundsbury Borough Council, after properly scrutiny, cannot be substantiated. For the reasons set out in IR 3.5.19.18-22, NR considers that the proposed route is suitable and convenient.

107. In relation to the proposed route, the Inspector's conclusions are set out in IR 12.5.16. Whilst S25 is likely to be primarily used for leisure and recreational access to the local area, there is some limited evidence of use of other purposes such as commuting (IR 12.5.16.2). The proposed diversion would direct users on the southern side of S25 westwards along highways through an existing residential area to cross the railway as a currently disused underpass (IR 12.5.16.3). For users travelling to and or from locations further to the west on the southern side of the railway, the proposed diversion would be unlikely to make a significant difference to the distance travelled. Furthermore, for residents of the Taylor Wimpey site, who are currently able to access the start of Green Lane and the countryside beyond directly across the S25, the diversion would add up to around 1 km to the route. The Inspector shares the same concern of SCC that this additional distance would be likely to deter some of those users from making the journey (IR 12.5.16.4). The Inspector states that the *Manual for Streets* indicates that, in order to encourage and facilitate walking, pedestrians need to feel safe. The proposed alternative involves a narrow underpass, with stepped abutment walls where people may conceal themselves. The Inspector concludes these characteristics would be likely to deter people from using it due to safety concerns (IR 12.5.16.5).

108. The Inspector considers it unlikely that people with protected characteristics would be disproportionately affected (IR 12.5.16.6). The Inspector concludes on balance that there is no reasonable prospect that the Order would make provision for a suitable and convenient alternative made necessary as a result of the closure of S25. Therefore, the requirements of section 5(6) of the TWA would not be met and provisions related to the closure of S25 Cattishall should be removed from the Order (IR 12.5.16.7).

109. The Secretary of State agrees with the Inspector that the closure of the S25 level crossing should be removed from the Order.

S27 Barrell's and S28 Grove Farm

110. The Secretary of State notes the Order would confer powers to close the level crossings to all users and extinguish public rights of way over the crossings (IR 3.5.20.2). NR considers that the crossings are used on a regular basis by a relatively small number of people to access the footpath network and S27 is also used to access properties (IR 3.5.20.1). The proposals for these crossings have been developed together, as the two-level crossings are in relative close proximity (IR 3.5.20.3). Users would be diverted to existing road bridges to the east and west using a mixture of new and existing routes. NR estimates that the length of diversion for a user would range, depending on direction of travel, from around 230 metres to 950 metres. (IR 3.5.20.10).

111 The Secretary of State notes SCC's objections on safety grounds in respect of S27 at IR 5.4.8 and RA's objections to S27 and S28 at IR 8.6.8. Of those who did not appear at the Inquiry, OBJ/8 objected to S27 owing to the impact of proposed works on their property as set out in IR 10.14.1. OBJ/122 objected to S28 which would result in the proposed new footpath cutting across the corner of their field. OBJ/48 objected to the proposal to create a new PRow running within their neighbour's landholding to the west of their property, in particular as to the implications for security of their property and the risk of their horses being startled (IR 3.5.20.4-5).

112. The Inspector's conclusion on the proposed diversions is set out in IR 12.5.17. The Inspector considers they have the potential to result in a material increase in pedestrian use of road bridges and he attributes little weight to the absence of any recorded accidents in the vicinity of the bridges in the recent past (IR 12.5.17.3). Due to visibility issues, a driver approaching one side of Barrel Road bridge may well have insufficient time to stop to avoid a collision with a pedestrian once seen on the other side of the bridge. This is consistent with the concerns expressed by the SCC (IR 12.15.17.5). It would also be impracticable to provide a kerbed footway for pedestrians, as vehicles approaching from opposite directions would be using the same road space with limited forward visibility, giving rise to a much greater risk of collisions between vehicles or with the parapet wall opposite the footway. (IR 12.5.17.7). The Inspector considers that his findings concerning road safety at Barrell's Road bridge are also applicable to Grove Farm Bridge (IR 12.5.17.8).

113. The Inspector considers it unlikely that people with protected characteristics would be disproportionately affected (IR 12.5.17.9). The Inspector concludes on balance that there is no reasonable prospect that the Order would make provision for the suitable and convenient alternative(s) made necessary as a result of the closures of the S27 and S28. Therefore, the requirements of section 5(6) of the TWA would not be met and provisions related to the closure of S27 Barrell's and S28 Grove Farm should be removed from the Order (IR 12.5.17.10).

114. **The Secretary of State agrees with the Inspector and that the closure of the S27 and S28 level crossings should be removed from the Order.**

S29 Hawk End Lane

115. The Secretary of State notes the Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing (IR 3.5.21.2). Users would be diverted to an existing underpass to the west and Elmswell level crossing to the east using a mixture of new and existing routes. The maximum diversion for a user from the north side of the railway to the south would be around 860 metres (IR 3.5.21.4). NR considers that the crossing provides access to areas of Elmswell north and south of the railway, including for the purposes of leisure access to the footpath network and commuting (IR 3.5.21.1).

116. The Secretary of State notes Taylor Wimpey's objection to this Order has been withdrawn, the parties having reached agreement as to how NR will access the level crossing site (IR 3.5.21.3). No other objections were received.

117. The Inspector's conclusions on the diversion are set out in IR 12.5.18. It appears to the Inspector that the crossing points associated with the diversions offer pedestrians a

greater level of protection than S29. The convenience of users would be assured through the availability of 2 alternatives; one leading through the built-up areas of Elmswell, which would be more likely to be of use to commuters; and the other connecting to the wider footpath network, which would be more likely to be required for leisure (IR 12.5.18.2). The Inspector considers that the inclusion of the crossing in the Order would be unlikely to conflict with the aims of the Equality Act 2010 (IR 12.5.18.3). The Inspector concludes on balance that the Order would make adequate provision for the suitable and convenient alternatives made necessary as a result of the closure of S29.

118. With Taylor Wimpey's objection withdrawn and with the withdrawal of plots 11,12 and 13 from the Order, as the other plots would provide sufficient access, the Inspector concludes there would be a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected and closure of the crossing. (IR 12.8.10.1-2).

119. The Secretary of State agrees with the Inspector, that subject to the removal of plots 11,12 and 13 that the S29 level crossing should be included within the Order.

S30 Lords No. 29

120. The Secretary of State notes that the Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing (IR 3.5.22.3). NR considers that the crossing is used regularly by a moderately small number of people to access the wider footpath network (IR 3.5.22.2). Users would be diverted along two new 2 metres wide unsurfaced public footpaths running parallel with and adjacent to the railway; one on the north side and one on the south side (IR 3.5.22.4). NR wishes to remove the proposed powers over plot 26, as sufficient working space would be provided by other plots (IR 3.5.22.5).

121. The Inspector considers that the inclusion of the crossing in the Order would be unlikely to conflict with the aims of the Equality Act (IR 12.5.19.3). The Inspector concludes on balance that in the context of the purpose served by S30 the proposed diversion would provide a suitable and convenient alternative (IR 12.5.19.4). There are no outstanding objections to the closure of this crossing and the Inspector considers on balance that there would be a compelling case in the public interest to justify interfering with the human rights of those with an interest in the land affected and closure of the crossing (IR 12.8.11.1-2).

122. The Secretary of State agrees with the Inspector that subject to the removal of plot 26 that the S30 level crossing should be included within the Order.

31 S31 – Mutton Hall

123. The Secretary of State notes that the Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing (IR 3.5.23.2). NR considers that the crossing is used relatively regularly by a small number of people to access the wider footpath network (IR 3.5.23.1). Users would be diverted along a new footpath on the southern side of the railway and use an existing road bridge to cross the railway. The length of diversion from one side of the crossing to the other would be around 510 metres (IR 3.5.23.3).

124. The Secretary of State notes objections from SSC (IR 5.4.9) and the RA (IR 8.6.9) on safety concerns, with SCC objecting to diverting users onto the road bridge on U4622 (IR 5.4.9.1). NR state that neither their commissioned RSA nor the SCC commissioned RSA identified any issue with the proposed diversion route. NR consider that the proposed diversion route is suitable and convenient (IR 3.5.23.5 and 3.5.23.7). OBJ/23 proposed an alternative route regarding the proposed use of an overbridge with the possibility of diverting users to the underpass at Captain's Lane (IR 3.5.23.9). NR stated that the proposed diversion would result in a longer route, which NR considers would be less convenient than that proposed (IR 3.5.23.9).

125. The Inspector's conclusions are set out in IR 12.5.20. The Inspector concludes that the proposed diversion has the potential to result in a material increase in pedestrian use of the road bridge and, given this change of circumstances, he attributes little weight to the absence of any recorded accidents in the vicinity of the bridge in the recent past (IR 12.5.20.4). With reference to the proposed bridge crossings the Inspector considers the safety concerns on the risks to pedestrians, raised by RA and SCC, to be well founded. For the reasons set out in IR 12.5.20.6-8, the Inspector considers that the proposed closure of S31 would be likely to result in pedestrians using a route which would pose a significant risk to their safety and this is not a matter which is likely to be resolved at the detailed design stage (IR 12.5.20.8).

126. The Inspector considers it unlikely that people with protected characteristics would be disproportionately affected (IR 12.5.20.9). The Inspector concludes on balance there is no reasonable prospect that the Order would make provision for the suitable and convenient alternative made necessary as a result of the closure of S31. Therefore, the requirements of section 5(6) of the TWA would not be met and provisions related to the closure of S31 Mutton Hall should be removed from the Order (IR 12.5.20.10).

127. The Secretary of State agrees with the Inspector and that the closure of the S31 level crossing should be removed from the Order.

General Objections

128. The Secretary of State notes the objection from the Environment Agency ("EA") regarding Schedule 11 of the Order on Protective Provisions, as to whether if time elapses under paragraph 2(3) of the protective provisions without a decision by the EA, the application for consent is deemed to be refused or granted. NR wants deemed consent, whereas the EA wants deemed refusal. (IR 10.17.1). The Inspector considers that a period of 2 months before deemed consent is considered to be given would provide adequate protection for the interests overseen by drainage authorities, including the EA. Modification of the Order to provide for deemed refusal would not be justified in this case. (IR 12.9.1.4) The Secretary of State agrees with the Inspector and will change the Order accordingly.

Proposed Amendments to Order and Conditions

129. Where not already stated in this letter, the Secretary of State agrees to the proposed amendments to the Order and Conditions as set out in IR 12.10 and IR 12.11.

130. In the light of the recommendation of the Inspector in relation to the removal of level crossings, with which the Secretary of State agrees, this has resulted in the need to remove

these from the Schedules. As a result, there were no remaining scheduled works and so the Schedule itself has been removed. This has resulted in the further removal of the definition of “scheduled works” with consequential amendments in articles containing a reference to scheduled works (including the removal of articles in their entirety).

131. The Secretary of State is making a number of other minor textual amendments to the Order in the interests of clarity, consistency and precision together with other modifications. He considers that none of these changes materially alter the effect of the Order. These modifications are:

- article 2(1) (interpretation), the definition of “electronic transmission” has been amended to provide a definition of “electronic communications networks”.
- article 18 (power to survey and investigate land), provisions relating to the requirements for notice to the landowners have been included.
- In Schedule 8 (modification of compensation and compulsory purchasing enactments for creation of new rights) the reference to the Suffolk Level Crossing Order has been removed from the substituted Schedule 2A. Such an inclusion moved away from the usual drafting practice and it was unclear how it would be expected to operate. Paragraphs 6 and 7 in this Schedule relating to amendments of the 1981 Act and compensation enactments have been removed. It is not the Secretary of State’s position to accept such amendments and indeed not without the appropriate explanation and justification for the need of such provisions.

Secretary of State’s overall conclusion and decision

132. The Secretary of State agrees with the Inspector’s view that for all the reasons give above, that the case for making the Order has been made. He also agrees with the Inspector’s view that in relation to some of the crossings under consideration the balance has not been found to indicate inclusion within the final made Order. The table below summaries the recommendation for each crossing that should be included in the Order.

Crossing Number	Crossing name	Recommendation	
		Include	Remove
S01	Sea Wall		X
S02	Brantham High Bridge		X
S03	Buxton Wood		X
S04	Island	X	
S08	Stacpool		X
S11	Leggetts	X	
S12	Gooderhams	X	
S13	Fords Green		X
S16	Gislingham	X	
S17	Paynes	X	
S18	Cowpasture Lane	X	
S21	Abbotts (Mellis)	X	
S22	Weatherby		X
S23	Higham		X
S24	Higham Ground Frame		X
S25	Catishall		X
S27	Barrell’s		X
S28	Grove Farm		X
S29	Hawk End Lane	X	

S30	Lords No. 29	X	
S31	Mutton Hall		X
S69	Bacton		X

Notice under section 14 of the TWA

133. This letter constitutes the Secretary of State's notice of his determination to make the Order with modifications, for the purposes of section 14(1)(a) and section 14(2) of the TWA. Your clients are required to publish notices of the determination in accordance with section 14(4) of the TWA.

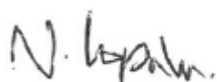
Challenges to the Decision

134. The circumstances in which the Secretary of State's decision may be challenged is set out in the note attached to Annex B to this letter.

Distribution

135. Copies of this letter are being sent to those who appeared at the inquiry and to all statutory objectors whose objections were referred to the inquiry under section 11(3) of the TWA but who did not appear.

Yours faithfully,



Natasha Kopala

Interpretation

In the following conditions:

‘the development’ means the development authorised by the Order;

‘the local planning authority’ means Babergh District Council, West Suffolk Council, Ipswich Borough Council and Mid Suffolk District Council as respects development in their respective areas;

‘Network Rail’ means Network Rail Infrastructure Limited;

‘the Order’ means the Network Rail (Suffolk Level Crossing Reduction) Order 2020;

Time limit for commencement of development

- 1) The development must commence before the expiration of five years from the date that the Order comes into force.

Reason: to set a reasonable time limit for the commencement of development and to avoid blight.

Detailed design approval

- 2) No development for a footbridge shall commence until written details of its design and external appearance, including finishing materials have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the details approved by the local planning authority.

Reason: in the interest of visual amenity and the amenity of users.

Landscaping scheme

- 3) No development shall commence until the details of all proposed soft landscaping works (“the landscaping scheme”) including:
 - a) The location, number, species, size and planting density of the proposed planting;
 - b) The cultivation, importing of materials and other operations to ensure plant establishment;
 - c) The details of any existing trees to be retained, with measures for their protection during the construction period; and,
 - d) An implementation programme

have been submitted to and approved in writing by the local planning authority.

Reason: in the interests of visual amenity.

Landscaping implementation and maintenance

- 4) The landscaping works shall be carried out in accordance with the landscaping scheme approved by the local planning authority under condition no. 3.
- 5) Any tree or shrub planted as part of the approved landscaping scheme that, within a period of 5 years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the first available planting season with a specimen of the same size and species as that originally planted.

Reason: to ensure that planting is carried out in a timely manner and maintained thereafter.

Ecology

- 6) No development shall take place at any location except in accordance with the details for that location set out in the *Precautionary Method of Works: Legally Protected Species, 25 May 2018*, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.

Reason: to protect the ecological value of the area.

Working hours

- 7) Except for work undertaken on Network Rail's land, construction of the development: shall only be carried out between the hours of 08:00 hrs and 18:00 hrs Mondays to Saturdays; and, shall not be carried out on Sundays or Bank Holidays.

Reason: in the interests of the living conditions of local residents.

ANNEX B

RIGHT TO CHALLENGE ORDERS MADE UNDER THE TWA

Any person who is aggrieved by the making of the Order may challenge its validity, or the validity of any provision in it, because—

- it is not within the powers of the TWA; or
- any requirement imposed by or under the TWA has not been complied with.

Any such challenge may be made, by application to the High Court, within the period of 42 days beginning with the day on which notice of this determination is published in the London Gazette as required by section 14(1)(b) of the TWA. This notice is expected to be published within 3 working days of the date of this decision letter.

A person who thinks they may have grounds for challenging the decision to make the Order is advised to seek legal advice before taking



Department for Transport

Ms G Padbury
Newmarket Town Council
Kind Edward V11 Memorial Hall
High Street
Newmarket
Suffolk
CB8 8JP

Shenaz Choudhary
Transport Infrastructure Planning Unit
Department for Transport
Zone 1/14-18
Great Minster House
33 Horseferry Road
LONDON
SW1P 4DR

Telephone: 07971 146036
Email: TRANSPORTINFRASTRUCTURE@dft.gov.uk
Web Site: www.gov.uk/dft

Our Ref: TWA/17/APP/04/OBJ/3
Your Ref:

26 November 2020

Dear Madam,

TRANSPORT AND WORKS ACT 1992: APPLICATION FOR THE PROPOSED NETWORK RAIL (SUFFOLK LEVEL CROSSING REDUCTION) ORDER

I refer to the above application to which you objected . I enclose a copy of a letter which we have today sent to Winckworth Sherwood LLP, Parliamentary Agents for Network Rail, informing them of the Secretary of State's decision on this application.

After careful consideration the Secretary of State has decided to make the proposed Order with modifications and to give deemed planning permission subject to conditions, for the reasons explained in the enclosed decision letter.

Please refer to Part 5 of "Transport and Works Act orders - A brief guide" for further information about the decision stage.

The decision letter will be available on the Unit's website shortly.

Yours sincerely,

Shenaz Choudhary

From: [Admin SALC](#)
Subject: FW: SALC Member Survey
Date: 01 December 2020 14:50:25
Attachments: [image001.png](#)

From: Admin SALC
Sent: 01 December 2020 14:49
Subject: SALC Member Survey

Dear Member,

In early January the SALC Board will be considering our strategic direction and it is important this review includes feedback from our members. Although SALC has significantly changed over the past two years, as a result of COVID-19, a number of initiatives had to be put on hold to allow the team to focus on helping our members manage the consequences of the pandemic.

As we all endeavour to look ahead, it is important SALC is not only moulded to meet your future needs but provides you with support and guidance – never before has it been more important that we all work together to rebuild stronger and more resilient communities.

We would like to encourage all our member councils to complete our new survey, the results of which will feed directly into this strategic review and enable your representatives on the SALC Board to reset our priorities that match your needs. The survey can be completed by individual councillors, officers or on behalf of the whole council.

This survey will close on 31st December.

[ACCESS THE SURVEY HERE](#)

Laura Sampson and Sandra Brown | SALC Administration

Email:admin@salc.org.uk

Suffolk Association of Local Councils - Unit 11a Hill View Business Park - Old Ipswich Road - Claydon
Ipswich - IP6 0AJ **Tel** 01473 833713

CORONAVIRUS - Please ensure you check our website for the latest information. Any enquiries not answered by this should be e-mailed to admin@salc.org.uk

Website www.salc.org.uk

Twitter [@SuffolkALC](https://twitter.com/SuffolkALC)



Confidentiality and Privilege: This email and its attachments are intended for the above named only and may be confidential. If they have come to you in error you must take no action based on them, nor must you copy or show them to anyone; please reply to this email and highlight the error. This document is privileged and the benefit of the privilege belongs to SALC. The provision of this document does not amount to any waiver of privilege. This document is provided to SALC members in complete confidence and should not be disclosed to any other person without SALC's prior consent. Click here to view our [privacy notice](#).

Security Warning and Viruses: Please note that this email has been created in the knowledge that Internet email is not a 100% secure communications medium. We advise that you understand and accept this lack of security when emailing us. Although we have taken steps to ensure that this email and attachments are free from any virus, we advise that in keeping with good computing practice the recipient should ensure they are actually virus free.



SALC services - member survey

Introduction

Thank you for agreeing to complete this survey. SALC is keen to hear from councillors and officers about the services, support and guidance we offer. We will use this information to help us review our business plan and set our priorities to match your needs for 2021-22.

This survey is open until 31st December.

The SALC Team

SECTION A - SALC COMMUNICATIONS

SALC have made some significant changes over the past 24 months and want to ensure our strategy remains effective. We are interested to know what you think about the way we communicate, engage and network.

1. Bulletins, newsletters and social media - please comment

Agree	Somewhat agree	Disagree	N/A
-------	-------------------	----------	-----

	Agree	Somewhat agree	Disagree	N/A
Weekly updates keep us informed	☐	☐	☐	☐
Quarterly e-magazines contains interesting articles/advice	☐	☐	☐	☐
SALC's website is clear and easy to navigate	☐	☐	☐	☐
We follow SALC on Twitter	☐	☐	☐	☐
We like and share SALC's Facebook page	☐	☐	☐	☐

If you disagree or want to explain any N/A comments please use the comment box below to help us better understand why.

//

2. Area forums - Babergh/East/Mid Suffolk/West

	Agree	Somewhat agree	Disagree	N/A
We are aware of area forums	☐	☐	☐	☐

	Agree	Somewhat agree	Disagree	N/A
Someone always tries to attend	☐	☐	☐	☐
Online meeting notes are useful	☐	☐	☐	☐
Forums help local councils network and share good practice	☐	☐	☐	☐
Forums provide guidance and support	☐	☐	☐	☐
Virtual forums are more accessible	☐	☐	☐	☐
Virtual forums save time	☐	☐	☐	☐

Please add any other further comments you think would be helpful to SALC - please include any N/A comments and we are especially interested to hear if you think we could improve regularity, structure, timing. We are especially interested to hear from councillors who are unaware of these networks.

//

3. Networks for clerks/officers

	Agree	Somewhat agree	Disagree	N/A
We are aware of these networks	☐	☐	☐	☐
Our clerk always tries to attend	☐	☐	☐	☐
They help officers meet others and share good practice	☐	☐	☐	☐
They provide guidance and support	☐	☐	☐	☐
Virtual forums are more accessible	☐	☐	☐	☐
Virtual forums save time	☐	☐	☐	☐

Please add any other further comments you think would be helpful to SALC about these networks

//

SECTION B - SALC SERVICES

Almost 95% of town and parish councils across Suffolk are members of SALC. We are interested to hear your views about the benefits of membership.

4. The value SALC brings

	Agree	Somewhat agree	Disagree	N/A
SALC are well informed and understand the sector	☐	☐	☐	☐
Membership provides essential support and guidance	☐	☐	☐	☐
SALC effectively represent our interests	☐	☐	☐	☐
SALC are easy to contact	☐	☐	☐	☐
Enquiries are dealt with very efficiently	☐	☐	☐	☐
SALC advice is clear, timely and useful	☐	☐	☐	☐
NALC Legal notes and briefings are informative	☐	☐	☐	☐
Referrals to NALC Legal are well managed	☐	☐	☐	☐
Advice from NALC Legal is clear, timely and useful	☐	☐	☐	☐
SALC enable access to other specialists at reduced rates	☐	☐	☐	☐

	Agree	Somewhat agree	Disagree	N/A
SALC are committed to reducing duplication across the sector	☐	☐	☐	☐
SALC partnerships across the sector deliver change	☐	☐	☐	☐
SALC are committed to increasing knowledge	☐	☐	☐	☐
SALC support enables councils to operate effectively	☐	☐	☐	☐
The SALC payroll service provides excellent additional support	☐	☐	☐	☐
The SALC internal audit service provides excellent additional support	☐	☐	☐	☐

Please add any other further comments you think would be helpful to SALC make improvements about promoting what is included in the membership offer

//

SECTION 3 - PRIORITIES FOR THE FUTURE

In May 2020 we surveyed members to ask them about future needs and [published the results here on the SALC website](#). SALC re-prioritised their work as

a result of this feedback and would like to check if anything has changed so that we can ensure we offer the right level of support going forward in your role as representatives of local communities.

5. Please indicate which of the following you feel will be your priorities in 2021-22

	High priority	Medium priority	Low priority	Not a priority
Creating or updating a neighbourhood development plan	☐	☐	☐	☐
Developing strategies for the use of CiL monies to improve local infrastructure	☐	☐	☐	☐
Funding local voluntary groups, services and projects	☐	☐	☐	☐
Managing public spaces - recreation facilities, village greens, playgrounds	☐	☐	☐	☐
Supporting campaigns to help improve community health and wellbeing	☐	☐	☐	☐

	High priority	Medium priority	Low priority	Not a priority
Community safety - speeding, domestic violence, anti-social behaviour, cyber security and online abuse	☐	☐	☐	☐
Improving community engagement - using social media, newsletters, campaigns	☐	☐	☐	☐
Going digital (hybrid and/or live streaming meetings, e-newsletters, polls, surveys)	☐	☐	☐	☐
Increasing knowledge and process on HR and employment matters	☐	☐	☐	☐
Managing the loss of income	☐	☐	☐	☐
Recruiting new councillors	☐	☐	☐	☐
Improving council standards and exploring the Local Council Award Scheme	☐	☐	☐	☐

	High priority	Medium priority	Low priority	Not a priority
Supporting the training and development and considering CiLCA through to Community Governance qualifications	☐	☐	☐	☐
Attracting and supporting new volunteers	☐	☐	☐	☐
Increasing activities to help improve the environment	☐	☐	☐	☐
Finding ways to help support working parents	☐	☐	☐	☐
Exploring ways to support local economies	☐	☐	☐	☐
Managing risks around social isolation for all members of your communities	☐	☐	☐	☐
Supporting the development of social skills for younger people	☐	☐	☐	☐
Tackling digital exclusion so everyone in your community can access web services	☐	☐	☐	☐

Please add any other further comments you think would be helpful to SALC that would help you with future challenges

//

6. We are reviewing in more detail the feedback you gave us in May 2020 to help us assess what remains an issue. Please indicate below whether the following

	Agree	Somewhat agree	Disagree	N/A
Local councils need clear and consistent information	☐	☐	☐	☐
There is too much duplicate information circulated to clerks by email	☐	☐	☐	☐
The provision of good quality training remains a priority	☐	☐	☐	☐

	Agree	Somewhat agree	Disagree	N/A
More information is needed about local small and medium sized enterprises	☐	☐	☐	☐
We want to become efficient and increase capacity	☐	☐	☐	☐
We need more support for dealing with developers	☐	☐	☐	☐
We find it difficult to communicate with our Local Planning Authority	☐	☐	☐	☐
We find it difficult to communicate with the Highways Authority	☐	☐	☐	☐

	Agree	Somewhat agree	Disagree	N/A
We want to play an active role to improve wellbeing across our towns and villages	☐	☐	☐	☐
We want to find new ways to support local people in the new normal	☐	☐	☐	☐
We want to explore new ways to partner and collaborate across the tiers and with our neighbours	☐	☐	☐	☐
We need to improve local methods for resilience, business continuity, emergency planning	☐	☐	☐	☐
We need to understand and improve knowledge about safeguarding	☐	☐	☐	☐

Please add any other further comments you think would be helpful

//

7. What is your role?

8. Your district

Done

Powered by



SurveyMonkey®

See how easy it is to [create a survey](#).

[Privacy & Cookie Policy](#)