

NEWMARKET NEIGHBOURHOOD PLAN

Foreword

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Introduction: What is a Neighbourhood Plan?

1. Context

0.1.1 The Localism Act 2011 introduced new rights and powers for local communities, allowing them to shape development in their neighbourhood by preparing a 'Neighbourhood Development Plan' (also known as a 'Neighbourhood Plan') in order to establish general planning policies for local development and use of land. This type of plan is a community-led framework to guide the future development, regeneration and conservation of an area. It has a different status from other community-led plans; subject to a few basic conditions, once a Neighbourhood Plan is 'made', it becomes legally binding and part of the development plan for the area.

0.1.2 As such, the Newmarket Neighbourhood Plan must:

- i. have appropriate regard to national planning policy
- ii. be in general conformity with strategic policies in the development plan for the local area and contribute to sustainable development
- iii. be compatible with European Union (EU) obligations and human rights requirements

0.1.3 This document is a Neighbourhood Development Plan as defined in the Act; it has been prepared by Newmarket Town Council, which is a qualifying body as defined by the Act. This Plan has provided residents of Newmarket with an opportunity to influence the development of their town, first because it contains their collective response to the question of how the town should develop, and secondly because it is dependent upon a democratic consultation process supported by both the District Council and the Town Council.

0.1.4 This Plan will guide possible new building, its location and its design in the neighbourhood until 2031, in conjunction with the following local plans relevant to the area, which were in place at the time of the preparation of this Neighbourhood Plan:

- Forest Heath Core Strategy (May 2010)
- Forest Heath Proposed Submission Single Issue Review of Policy CS7 Overall Housing Provision and Distribution and Site Allocations Local Plan (Jan / Feb 2017).
- Joint Forest Heath and St. Edmundsbury Development Management Policies Local Plan document (2015) (JDMP)¹

0.1.5 These documents in turn adhere to the **National Planning Policy Framework (NPPF)**, the Government's high-level planning framework, which must be taken into account in the preparation of development plan documents and when deciding planning applications. Paragraph 14 states:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For plan-making this means that:

- *local planning authorities should positively seek opportunities to meet the development needs of their area;*
- *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - *specific policies in this Framework indicate development should be restricted."*

¹ In April 2019, the District of Forest Heath and Borough of St Edmundsbury will form a single authority: West Suffolk Council.

2. Structure

0.2.1 This Neighbourhood Plan for Newmarket is structured as follows:

Section 1: The Neighbourhood Plan process in Newmarket

Section 2: Newmarket's heritage and character

Section 3: Framework for future development

Section 4: Objectives and Policies

0.2.2 Section 4 also contains **Community Actions**, which are initiatives to address local issues identified through the community engagement undertaken in preparing the Plan. These cannot be set out as policies here because strictly speaking this document concerns land use; however, having identified these initiatives, it is important to record them so that they can be acted upon. There is an expectation that Newmarket Town Council will pursue these Community Actions to completion.

0.2.3 Further information on the neighbourhood plan process for Newmarket can be seen at www.westsuffolk.gov.uk/newmarketplan and www.newmarket.gov.uk/nmkt-neighbourhood-plan.

C. Consultation Statement

(To follow after Pre-submission consultation)

Section 1: The Neighbourhood Plan Process in Newmarket

1.1 Background: Newmarket Vision

1.1.1 In 2012, the **Prince's Foundation for Building Community** was invited by Suffolk County Council, Forest Heath District Council and Newmarket Town Council "to create a sustainable and holistic vision for Newmarket in collaboration with local residents and other key stakeholders".² The Prince's Foundation was initially asked to collate and analyse the opinion of a variety of community groups in Newmarket in order to identify how people felt the area should evolve and prosper over the coming years. The resulting vision for Newmarket and the action plan can be seen in the report *Newmarket: Enquiry by Design Workshop Report (2013)*.³

1.1.2 A working group, named 'Newmarket Vision', was set up as a partnership of public, private and voluntary sector groups working to improve the town. Four delivery groups were initially established, each one to oversee a key area in the implementation of Newmarket Vision:

- Education
- Town Centre, Retail, Local Economy and Tourism
- Traffic and Highways
- Community Planning

1.1.3 Forest Heath District Council made a presentation to the Community Planning Group in January 2014, and the outcome was the formation of a Neighbourhood Plan Committee, which included Town Councillors, interested residents and local stakeholders. In 2015, Newmarket Town Council resolved to prepare a Neighbourhood Plan to set out a vision of how Newmarket will develop through to 2031.

1.1.4 Subsequently, the Neighbourhood Plan Committee has been adopted as a steering group, which reports back to and receives funding from Newmarket Town Council.

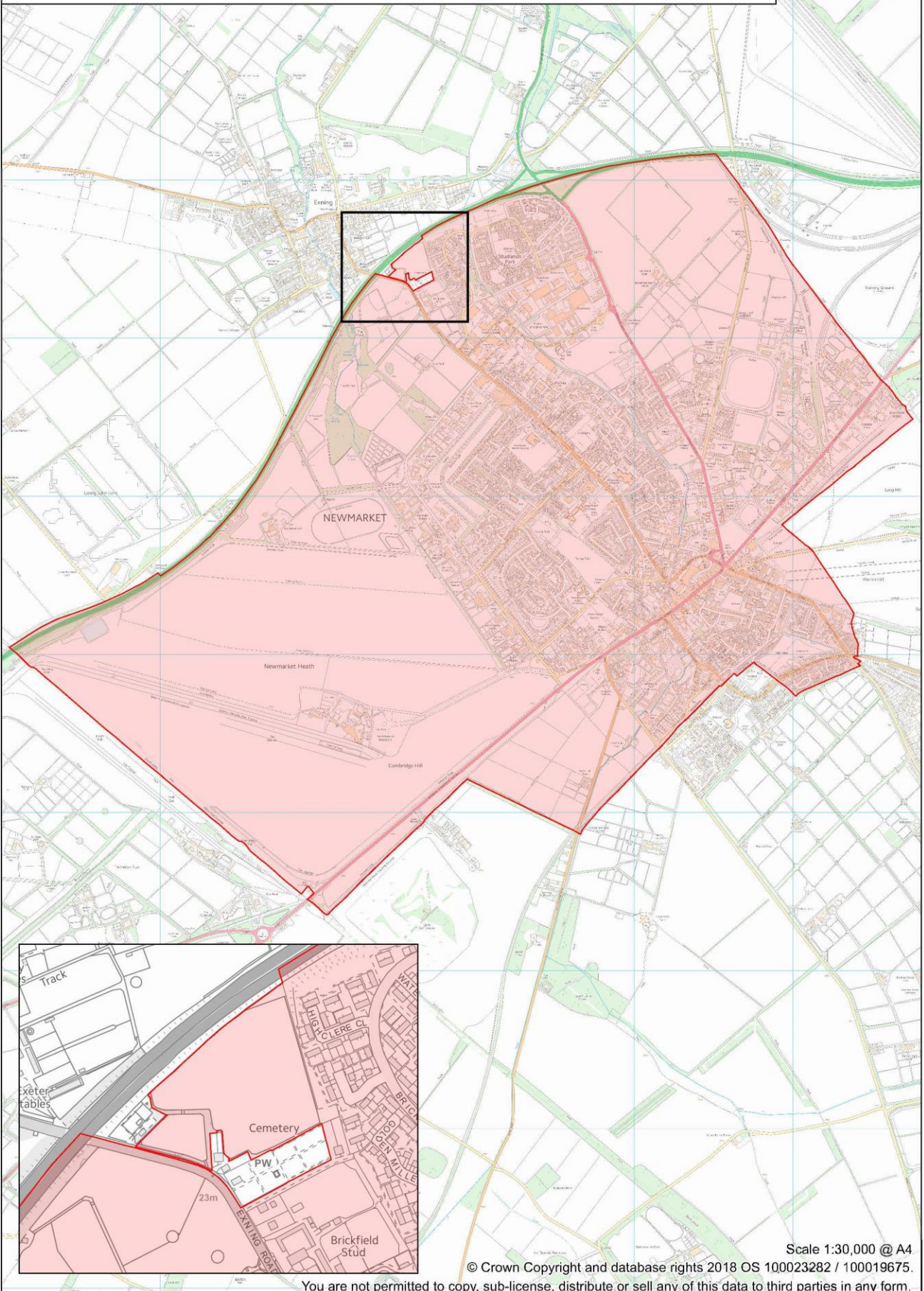
1.2 Plan area

1.2.1 On 23 December 2015, following an 8-week consultation, the Newmarket Neighbourhood Area was formally designated by Forest Heath District Council (the local planning authority) and revised on 15 June 2018. The final designated area and includes the whole of the parish of Newmarket with the exception of the areas identified on the map below. It should be noted that parts of the town are in Cambridgeshire and therefore lie outside the parish. There are no other designated neighbourhood plan areas within this boundary and the Town Council is the "appropriate body" responsible for the preparation of the neighbourhood plan for this area.

² *Newmarket: Enquiry by Design Workshop Report (2013)*, p. 5.

³ https://www.westsuffolk.gov.uk/Council/Policies_Strategies_and_Plans/upload/Newmarket-Vision-EbD-Report-Final_VLR_17-06-13-LOW-RES.pdf

PLAN A - Newmarket Neighbourhood Plan Area, designation amended 15 June 2018



Scale 1:30,000 @ A4

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1.3 Key stages and dates

PROJECT PHASE	ACTIONED
TERMS OF REFERENCE AGREED	26 JANUARY 2015
DESIGNATION CONSULTATION(S)	JUNE-JULY 2015
APPROVAL OF DESIGNATED AREA BY NEWMARKET TOWN COUNCIL	28 SEPTEMBER 2015
SUBMISSION TO LOCAL PLANNING AUTHORITY TO DESIGNATE AREA	15 OCTOBER 2015
4 WEEK CONSULTATION BY FHDC ON DESIGNATED AREA	05 NOVEMBER – 03 DECEMBER 2015
LOCAL PLANNING CONSIDER FOR APPROVAL	01 OCTOBER 2015
DESIGNATED AREA APPROVED	23 DECEMBER 2015
CONSULTATION ON OBJECTIVES	2016 2017
EVIDENCE BASE	COMMENCED
DRAFT POLICY WRITING	COMPLETED MARCH 2017
CONSULTATION DRAFT POLICIES ONLY WORK ON OTHER REQUIRED DOCUMENTS APPENDICES, STATEMENTS	APRIL 2017-JULY 2018 AMEND IF NECESSARY FOLLOWING MEETING WITH FHDC AMENDMENTS MADE CONSULTANT ENGAGED
REGULATION 14 SUBMISSION CONSULTATION	JUNE 2018- JULY 2018 6 weeks
SUBMISSION TO FHDC	SUMMER 2018
FHDC PUBLISHES PROPOSALS	6 weeks
FHDC SUBMIT PLAN TO INDEPENDENT EXAMINER	TBC
INDEPENDENT EXAMINER ISSUE REPORT TO FHDC	TBC
PUBLIC REFERENDUM ADVERTISED BY FHDC	TBC
RESULT OF REFERENDUM AND ADOPTION OF NEWMARKET NEIGHBOURHOOD PLAN	TBC

1.4 Plan period, monitoring and review

1.4.1 The Newmarket Neighbourhood Plan will run concurrently with the Forest Heath Local Plan documents identified above (in the Introduction) until superseded by the strategic policies of any new local plan documents that include the area. It will apply for the period 2018 - 2031 and reflects the identified needs and aspirations of the local community as understood at the time of its preparation. It is recognised that current challenges and concerns are likely to change over the plan period. Newmarket Town Council, as the Qualifying Body, will be responsible for maintaining and periodically revisiting the Plan to ensure relevance and to monitor delivery.

Section 2: Newmarket's heritage and character

2.1 Heritage

2.1.1 People have been travelling through this area along the trackways of the Icknield Way since the Stone Age, and the Devil's Dyke, England's largest Anglo-Saxon earthwork, runs just two miles to the west. Newmarket itself, however, only appeared around 1200 AD, when Sir Richard de Argentein married Cassandra of Exning. He received land as part of her dowry, with permission from the King to hold a new twice-weekly market there – this thrived, and the medieval town which grew around it was named 'Newmarket'. Evidence for medieval strip farms can be traced in the layout of the lanes leading north off the western end of the High Street. For many centuries, the High Street marked the boundary between Suffolk to the north and Cambridgeshire to the south, and this is why the town had two medieval parish churches dedicated to St. Mary, until the Cambridgeshire church was re-named All Saints.

2.1.2 When King James I visited the town in 1604, it was the Heath which captivated him – the landscape was perfect for hunting and hawking – so much so that he bought the Griffin Inn as his 'palace' in the town, commencing centuries of royal patronage. When the inn collapsed in 1613, a second, far more impressive palace complex was constructed for James and his son, King Charles I; this flourished for 30 years, but was largely pulled down after the Civil War in the time of Cromwell.

2.1.3 The Restoration of 1660 ushered in a new age for Newmarket. As a boy, King Charles II had loved the town, and over the course of his reign he became a frequent visitor. In 1665, he instituted the Newmarket Town Plate, the oldest horse race under rules written by the King's command, run annually to this day; this marked the start of all organised 'modern' racing at Newmarket. He also ordered a new palace to be built, the surviving section of which is now part of the National Heritage Centre for Horseracing and Sporting Art.

2.1.4 The town's royal connections led the nobility to start the development of stud farms in the area, and in 1752 the Jockey Club leased a coffee house as a meeting place – laying the foundation for Newmarket's development into the 'Home of Horseracing'.

2.1.5 The unique character of the town is, therefore, derived from the overlay of its world-renowned horseracing, training and breeding activities upon a traditional market town and its medieval plan. The layout of eighteenth century Newmarket, as pictured in Chapman's map of 1787, shows the town concentrated along the High Street. The outline of the strip farms of the medieval inhabitants can be seen preserved in the long plots extending behind the houses at the western end of the High Street. Towards the east of town were stables, organised as irregular yards behind the houses of the owner or trainer.

[Chapman's Map]

2.1.6 The nineteenth century brought a 'golden age' of horseracing, heightened by the arrival of the railway in 1848, allowing thousands of visitors to enjoy a day at the Races. Consequently, the town flourished, and the need to build more stable buildings and housing for owners, trainers, stable lads, as well as other workers, left Newmarket

with a rich inheritance of Regency, Victorian and Edwardian architecture, including Clevedon House, St. Agnes Church and the Jockey Club, as well as the Fox Rotunda and Triumphal Arch at Tattersalls.

2.1.7 Like many towns, Newmarket was exposed to the modernist ideology of 1960 planning and architecture, which saw the introduction of a new shopping precinct and relief roads. The scale and geometry of these buildings and highways leads to a stark juxtaposition of pre- and post-war design; the tension between the historic buildings and modern redevelopment continues to be felt to this day.

2.2 Overview of the modern town

2.2.1 Newmarket is an attractive market town located 14 miles (23 km) west of Bury St Edmunds and 13 miles (20 km) east of Cambridge; it is recognised as a national and international centre for Horseracing, and this has created a unique landscape setting for the town. The town is currently seeking World Heritage status.

2.2.2 The Forest Heath Core Strategy (Policy CS1) defines Newmarket as a market town, and it is currently Forest Heath's largest settlement, with a population of approximately 20,000; it will be the third largest settlement in the new West Suffolk area. The town centre is required to serve the retail and leisure needs of the local catchment area.

2.2.3 The Forest Heath District Local Plan identifies Newmarket as the largest town in Forest Heath, with more infrastructure and services than other locations in the district. However, this does not mean that the town would be sustainable with any significant increase in population because over a number of years, services (police headquarters, local government offices, waste recycling centre and GP out-of-hours services) have been withdrawn and centralised elsewhere. Similarly, while road links are good, public transport is limited, and growth is constrained as outlined in Section 3 below.

2.2.4 Newmarket is the centre for the British Horseracing Industry, which plays a major economic and cultural role: the town is known as the international 'Home of Horseracing' with over 3,000 racehorses, the largest bloodstock auction house in Europe, 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. Two reports produced in recent years provide an up-to-date understanding of the scale and economic significance of the Horseracing Industry in the Newmarket area: 'The Economic Impact of the Horseracing Industry Centred Upon Newmarket' (SQW, 2013, updated 2016) and 'The Local, National and International Impact of the Horseracing Industry in Newmarket' (Deloitte, 2015).

2.2.5 However, although equine is the largest single employment sector in the town, some 65% of overall employment is in other sectors, including financial services, retail, manufacturing and engineering. Key issues for the future prosperity of the town include the deficiency of sites for emerging light and high-tech industries associated with the A14 corridor, coupled with the lack of affordable housing to meet the needs of residents, including those employed within the Horseracing industry itself.

2.3 Key Features

Town Centre

2.3.1 Newmarket High Street runs for one mile from the Jubilee Clock Tower to the Cooper Memorial Fountain; together with the surrounding streets it forms Newmarket's historic core, which contains the main shopping area, including a twice-weekly outdoor market and the Guineas Shopping Centre. The High Street has a relatively low vacancy rate, although the town's independent retailers face the same issues that affect 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.

2.3.2 In addition, the historic town centre contains training stables and visitor attractions, in particular the National Heritage Centre for Horseracing and Sporting Art, a major tourist attraction centred on Palace House and Stables on Palace Street, just off the High Street. This two-hectare site includes a state-of-the-art horseracing museum, a national gallery of British sporting art and a centre for the retraining of racehorses.

2.3.3 The Conservation Area extends beyond the historic town centre to include the extensive area of stables and owners' houses to the north, north-west and south-east of Newmarket (a total of approximately 186 hectares). Newmarket's most celebrated listed buildings include Palace House (the oldest surviving part of King Charles II's royal residence), St Mary's Church, Cleveland House, St. Agnes Church, the Jockey Club and Boyce House.

Transport links and connectivity

2.3.4 Newmarket is well-positioned as the gateway to East Anglia with trunk road links to Cambridge, Norwich, London and the Midlands and the container port at Felixstowe. It is also served by a railway line to Bury St Edmunds, Ipswich, Cambridge and beyond.

Infrastructure Assets

2.3.5 Newmarket has been described as "the most sustainable town in the district" (Core Strategy, May 2010, p.), and it is indeed the largest conurbation in the Forest Heath District, but it should be noted that the following services have been lost to the town:

- A fully operational hospital (including maternity)
- A&E services
- Out-of-hours GP services
- Mental health services
- Support services for residents with disabilities
- Emergency accommodation for the homeless
- Police station
- Courthouse
- Newmarket Academy Sixth Form
- Railway station building
- Free recycling centre
- Cinemas

2.3.6 However, the town still retains the following assets which could be developed in the future to enhance sustainability:

- open space and sports facilities, including 6.2 hectares of sports grounds, 0.9 hectares of non-pitch sports, 1.6 hectares play space
- a swimming pool and leisure centre offering comprehensive sports and recreational facilities
- the Yellow Brick Road, a green corridor which follows the Newmarket Brook (formerly known as the No. 1 Drain) from central Newmarket to Studlands Park to the north, a distance of 1.7 miles (2.8 km), providing pedestrian and cycle access and connecting open spaces.
- a network of horsewalks
- an existing retail park and employment area to the north of the town, consisting of light industry, engineering, high tech business, factories and warehouses
- a good range of health and emergency services, including 18 GPs in three surgeries, 13 dentists in six practices, two nursing homes, a hospital providing outpatient services (but no A&E), and the Newmarket combined Fire and Police Station, sited adjacent to an ambulance base on Willie Snaith Road.

- five state primary schools within the area of the Plan with capacity for 1,365 pupils and a secondary school with capacity for 900 students aged 11-16.
- community and leisure facilities including a public library, the Memorial Hall, Kings Theatre and Studlands Park Community Centre
- a unique landscape setting which envelops the town, including the SSSI of the chalk grassland of Newmarket Heath and the Special Area of Conservation of the Devil's Dyke, and the training grounds and stud farms with their boundaries of hedges and trees. Trees and tree belts form a significant part of Newmarket's natural and urban landscapes, and the town also benefits from many well-kept roadside verges, which are maintained by the Studs and Jockey Club Estates at no expense to the public.
- a rich historical heritage, with sites and artefacts of archaeological interest, in particular the Devil's Dyke, a Scheduled Ancient Monument, situated to the south-west of the town.
- the conservation area, containing many buildings of interest, in particular the traditional racing yards dotted throughout the centre of the town, which make Newmarket unique.

Section 3: Framework for future development

3.1 Requirements

3.1.1 The Core Strategy Single Issue Review (SIR) will determine housing distribution across the district. For Newmarket, this means a total of 771 dwellings are allocated in the town up to 2031. Five residential sites and two mixed use sites have been identified as being suitable to meet these needs in Newmarket. See the FHDC Site Allocations Local Plan (SALP) for site details.⁴ In August 2016, the Secretary of State decided to refuse planning permission for 400 dwellings on a site at Hatchfield Farm to the north east of the town. Subsequently, following an Appeal Court decision, this decision has been referred back to the Secretary of State and a decision on the application is awaited at the time of writing.⁵

3.1.2 The level of growth planned for Newmarket generates the need for infrastructure to be provided at the appropriate stage of the development process. Core Strategy Policy CS13 is intended to provide the framework and mechanism for ensuring the provision or expansion of essential infrastructure through Section 106 funding. Generally, additional school places, and the need to improve or expand GP surgeries will be funded through development in line with the 'Suffolk County Council Developers Guide to Infrastructure Contributions' (and relevant topic papers).

3.1.3 Infrastructure needed to deliver development in Newmarket includes the following:

- open spaces and play areas, as part of developments and by improvement to existing green spaces, including new links to the Yellow Brick Road linear park
- mitigation schemes designed to lessen the impact of additional traffic on horse movements may be required depending on the location and scale of development
- provision of additional primary school places
- expansion and possible relocation of GP practices where and when appropriate (in line with emerging Clinical Commissioning Group Strategic Estates Plans [SEPs]).

3.2 Constraints

3.2.1 Opportunities for housing growth in and around Newmarket are severely restricted both by environmental constraints and by the needs of the Horseracing Industry:

- Newmarket is essentially an administrative island enclosed by Cambridgeshire; the town is situated very close to the district and county administrative boundaries to the east and west, and actually crosses over these boundaries to the south
- the A14 forms a physical boundary on the northern edge of the town
- undeveloped land to the north-west of the town is particularly important in helping maintain a gap between Newmarket and Exning in order to avoid coalescence of the two settlements
- policies within the Local Plan safeguard land associated with the Horseracing Industry in order to protect this historic, and culturally and economically important activity; this constrains development to the west, southwest, south, southeast and east of the town
- growth in surrounding villages (among others, Kentford and Exning in Suffolk and Fordham, Soham, Kennett and Cheveley in Cambridgeshire) will have a significant impact on the town's infrastructure
- land to the east and south-west of the settlement is within the Newmarket Heath Site of Special Scientific Interest (SSSI)
- Newmarket has an air quality management area (AQMA) centred on Old Station Road near the Clock Tower, and the impact of any future growth on air quality needs to be considered;

⁴ https://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/upload/SALP-text-for-adoption-April-2018-3.pdf

⁵ It should be noted that the SIR and SALP are still under examination and may be subject to any amendments made in the Inspector's forthcoming report.

- 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 character of the historic built environment restricts opportunities for development in the town itself.
- there is a need to manage carefully the movements of vehicles and horses within the town
- the primary schools in the town are close to capacity, and therefore it is expected that any further housing development will require the building of a new primary school

Further information on planning constraints in Newmarket is set out in the other evidence based documents available online at www.westsuffolk.gov.uk/localplanevidence.

3.3 Opportunities

3.3.1 The preparation of this Neighbourhood Plan is more than an analysis of what assets the town has or is missing – it also has enabled the identification of key opportunities which will enable Newmarket to thrive over the period of the Plan (2018-2031) and beyond.

Opportunity 1: to maintain, promote and increase awareness of Newmarket’s key features

- Newmarket’s status as the international centre for Horseracing and Thoroughbred breeding
- The unique landscape surrounding the town
- the town’s position as a major tourist attraction, based around Horseracing and the National Heritage Centre
- The town’s location as the ‘Gateway to East Anglia’ at the convergence of two major trunk roads (A11 and A14)

Opportunity 2: to enhance existing features

- the diversity and vitality of Newmarket High Street
- the market, remembering Newmarket’s heritage as a medieval market town
- the area of St. Mary’s Square and St. Mary’s Churchyard, which has the potential to become an attractive focal point in the town
- many historic buildings in the town centre, which should be complemented with attractive shop fronts and street furniture
- an attractive town centre environment, with the scope for further planting of trees, shrubs and flowers, coupled with action against pollution and litter
- a range of employment opportunities, through judicious development of the existing industrial area in the north east of the town
- the pedestrian and cycle network
- public transport links
- visitor facilities, to prolong the stay of visitors to the town

Opportunity 3: to address key needs

- increased provision of affordable housing
- a school for children with special educational needs
- leisure and cultural offers, 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
- a comprehensive parking strategy

3.3.2 Finally, in its 2013 analysis of Newmarket, the Prince’s Foundation described a “Community Capital Framework”, highlighting the attributes of a truly successful community; these should underpin any future development of Newmarket:

- **“Rooted:** A place which creates and preserves a sense of identity through housing and design choices,

recreational and cultural attractions and a strong local ecology - continuing the community's recognised characteristics, trades and traditions.

- **Connected:** A place which ensures linkages within communities by creating diverse physical, social and movement networks, and encouraging financial and social exchange.
- **Balanced:** A place which respects different income groups, economic activities, wildlife habitats and ecosystem services.
- **Resilient:** A place that serves communities in the long-term through buildings, habitats and infrastructure which are durable and flexible. A resilient community has management and governance frameworks that support its operation, maintenance and adaptation over time.
- **Prudent:** A prudent neighbourhood responsibly utilises local skills, materials, natural resources and financial assets. It means capitalising on existing capacity to embed community assets over the long term."

(Newmarket: Enquiry by Design Workshop Report (2013), p. 17)

Section 4: Policies

4.1 Aim of the Newmarket Neighbourhood Plan

4.1.1 The underlying aim of this Neighbourhood Plan is to preserve the special character and landscape of Newmarket, in particular the town's historic core and the unique features arising from the horseracing and thoroughbred breeding industry, ensuring that development is sustainable in the long term and that Newmarket remains clearly distinct from neighbouring towns.

4.2 List of Objectives

4.2.1 The aim will be delivered through the following objectives:

Objective 1: To promote and maintain the character of the town

Objective 2: To improve and promote well-being for all residents

Objective 3: To value and protect our environment

Objective 4: To develop sustainable housing within the boundary of the designated area

Objective 5: To develop a sustainable transport network

Objective 6: To create a vibrant, attractive town centre which enhances Newmarket as a major tourist destination

4.3 Objective 1: To promote and maintain the character of the town

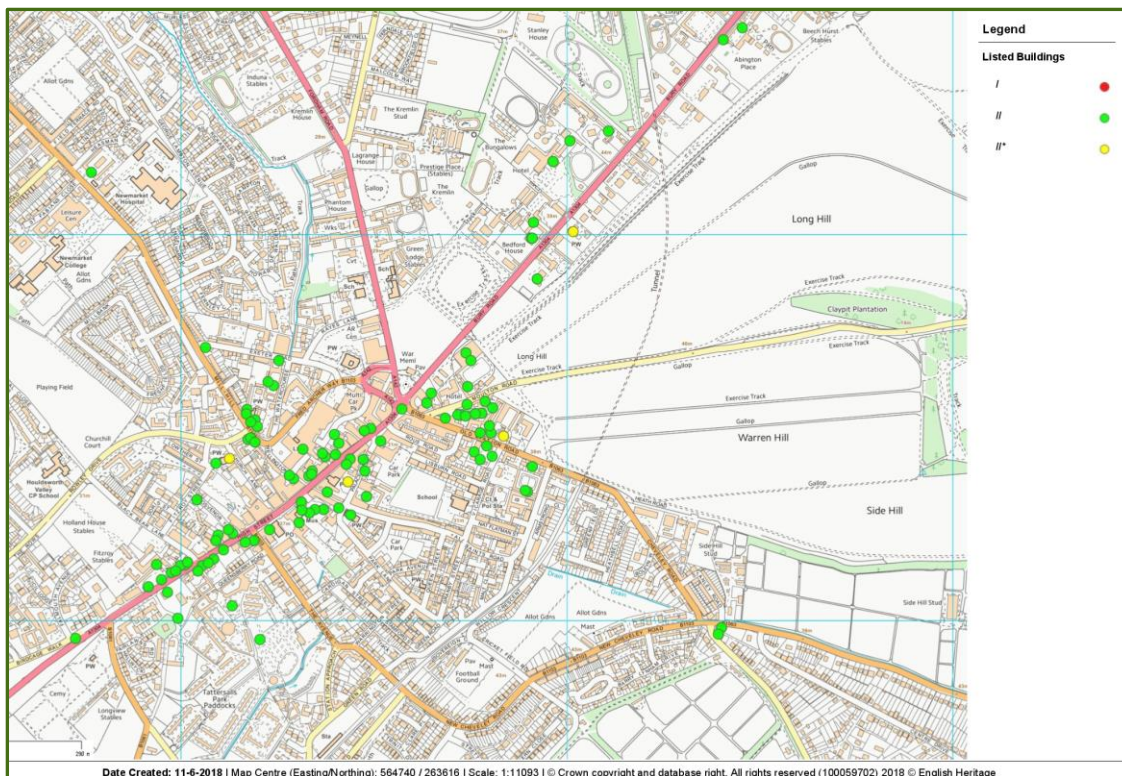
4.3.1 It is important to preserve the special character and landscape of Newmarket. This includes the Conservation Area core, which is the area centred upon Newmarket High Street and its surrounds, and includes the majority of the towns listed buildings. Newmarket is internationally recognised as the 'Home of Horseracing' and the unique features arising from the Horseracing and Thoroughbred breeding industry should be celebrated. Any development must be sustainable in the long term and should make sure that the character of the town remains distinct.

4.3.2 A fundamental part of maintaining the character of the town is to retain its key views. The Newmarket Conservation Area Appraisal was adopted for development control purposes by the FHDC Planning Committee on 23rd September 2009. This document identified important views and glimpses into and out of the Conservation Area which have been reviewed in the preparation of this Plan. In addition, the panoramic view from Warren Hill across the Neighbourhood Plan Area was identified by residents as being of particular importance.

Policy NKT1: Key Views

Development proposals must not have a detrimental impact on the views and glimpses identified in the Newmarket Conservation Area Appraisal (2009), which contribute to the appreciation of the visual qualities of the Conservation Area and its valued surrounding landscape. The following views are particularly treasured by Newmarket residents, and are identified on the Proposals Map:

- Exeter Road, looking east down the hill
- Fitzroy Street, looking north east towards St Mary's Church
- High Street, looking south west towards the Rutland Hotel and Jockey Club
- High Street, looking north east towards the Terrace and the Jockey Club
- The Cooper Memorial, looking down the High Street towards Warren Hill
- Mill Hill, looking south east towards the St Mary's Church
- Mill Hill, looking towards Warren Hill
- Palace Street, looking south west towards All Saints Church
- St Mary's Square looking south towards St Mary's Church
- from the Pavilion across The Severals towards the Bury and Fordham Roads
- The top of Cricket Field Road towards Warren Hill
- The panoramic view from Warren Hill



4.3.3 The heathland and gallops surrounding Newmarket are unique, the fact that they are open for public use after 1.00 pm should be celebrated and valued.

Community Action 1: Landscape

To encourage people to view the landscape as an integral part of the town by allowing access to residents and visitors wherever and whenever this is possible.

4.3.4 The use of Old Station Road as an informal car park detracts from the iconic view of Warren Hill.

Community Action 2: View from Old Station Road

To lobby for parking to be limited at the foot of the Warren Hill Gallops on Old Station Road.

St. Mary's Square

4.3.5 The Conservation Area includes the area of St Mary's Square; the draft Newmarket Conservation Area Appraisal (2009) describes this as "an important feature in Newmarket's medieval street pattern, having been the location for the town's medieval fairs, then known as Fairstead." These fairs were held annually, that of St Barnabas originally on 9th-16th June and that of St Simon and St Jude on 27th-29th October; they were key events in Newmarket's calendar, and the fair of St Barnabas was still in existence in 1735.

4.3.6 On the east side of the Square is the road from the town centre to Exning and to south west is St Mary's parish church, which is one of the town's four Grade II* listed buildings. The 2009 draft Conservation Area Appraisal

notes that “the open space has been eroded by road widening and development on its west side,” while “the buildings to south and east are of special architectural interest, many of them being listed.” It is identified as “a low-key mixed-use area containing several shops, a public house, a restaurant, two churches and a stable” as well as “a busy traffic junction and a well-used horsewalk and crossing.” The area is not attractive to pedestrians because it is difficult to cross at the junction of Rowley Drive and Mill Hill. There needs to be a traffic management plan for pedestrians and horses at this junction.

4.3.7 St Mary’s Square should be valued as an important green space in the centre of Newmarket. It has the potential to be restored as a key focal point and an entrance to the town centre, with the feel of a town square, surrounded by mostly three-storey townhouses. St. Mary’s Church and Churchyard form an integral part of this green space, and therefore the area should be viewed holistically. If, in the future, there should be a redevelopment of this area, the buildings on the north side of the Square between Mill Hill and Rowley Drive should reflect the style of the townhouses south of Rowley Drive, and on the eastern side of Mill Hill.

Policy NKT2: St. Mary’s Square and St. Mary’s Churchyard.

- a. This area should be designated as a local green space and an environmental improvement area.
- b. Any significant development of this area (regarding either street works in the public realm or the surrounding buildings) needs to consider the context of an overall vision for the area.
- c. The safety of horses, pedestrians, cyclists and vehicles at the junction is paramount, and any development should seek to improve this.
- d. Any redevelopment of the area shall include improved planting and trees, seating and enhancement of the horsewalks.
- e. There are a significant number of listed buildings surrounding the square and appropriate repair, renovation and enhancement of their frontages shall be encouraged.
- f. To the north of the square, Iccwell Hill is the only high-rise development in the town. Any future redevelopment of this site shall complement St Mary’s Square and take the opportunity to reinstate the views from Warren Hill. Any further future development to the north of the square should take the opportunity to reinforce the townscape around the Square having regard to the character and appearance of the surrounding buildings, as well as considering views towards the Square, for instance from Warren Hill.



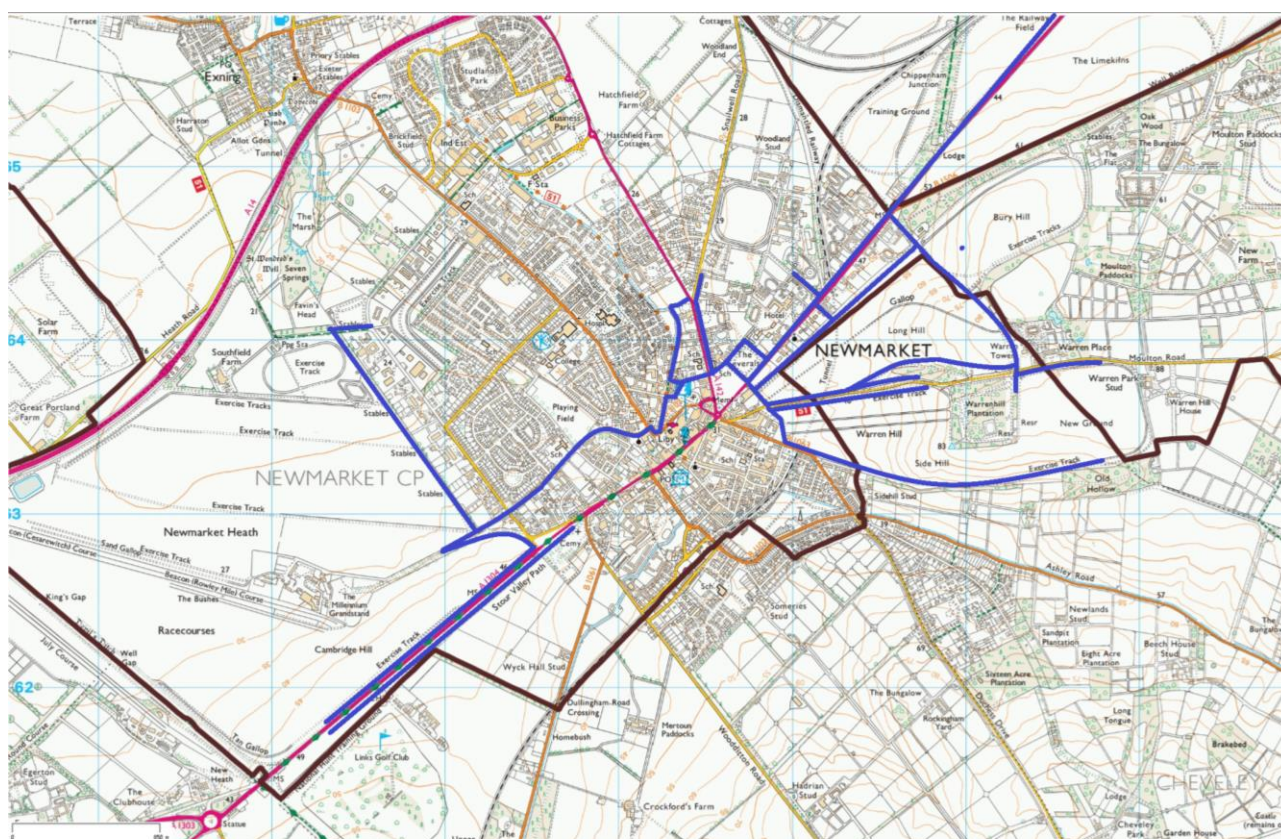
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Maintaining Unique Features

4.3.8 Newmarket's network of horsewalks is unique; the town is famous for its two racecourses, the Rowley Mile and the July Course, as well as the outstanding training facilities for Thoroughbred racehorses, which include 50 miles of turf gallops and 14 miles of artificial gallops on Newmarket Heath, divided between the Racecourse Side to the west and the Bury Side to the east. In order to allow the Newmarket's racehorses to reach these training grounds from the many yards which are dotted round the town, a labyrinth of specially built horsewalks has been developed. This network of horsewalks needs to be appreciated as a unique feature of the town, which provides important connecting footpaths and cycleways for residents after 1.00 pm.

Community Action 3: Horsewalks

To ensure that the horsewalks are as attractive and accessible as possible, using planting, fencing and other appropriate means, and ensuring an adequate cleaning and maintenance programme is in place.



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4.3.9 We want Newmarket to be an attractive town for residents and visitors alike, and therefore the street scene should be harmonious, retaining traditional building materials and styles where appropriate. (See Newmarket Conservation Area Appraisal for a comprehensive listing of traditional features and materials.)

Policy NKT3: Newmarket Conservation Area Appraisal

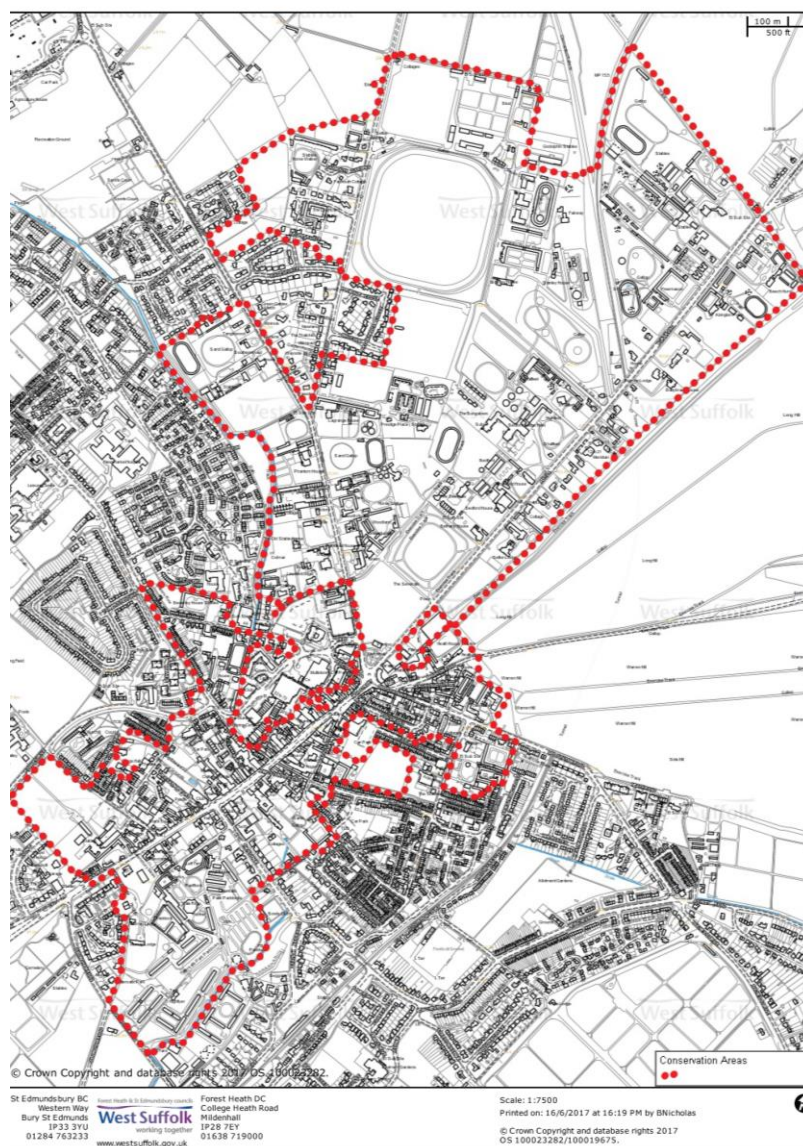
Any proposed development in the Conservation Area should have regard to the non-designated features identified in the Draft Newmarket Conservation Area Appraisal (2009), in particular:

- Buildings making a positive contribution
- Important views
- Glimpse views
- Open space to be retained
- Significant walls

Community Action 4: Newmarket Conservation Area Appraisal (2009)

To lobby for the review and adoption of the Newmarket Conservation Area Appraisal (2009) document.

Newmarket Conservation Area



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4.3.10 Although Shop fronts are addressed in West Suffolk JDMP Local Plan, this document does not reference the 'West Suffolk shop front and advertisement design guidance - February 2015' which was produced subsequently.

Policy NKT4: Shop Fronts

Any proposals to alter an existing shop front or to create a new shop front (including signage and advertisements) shall comply with 'West Suffolk shop front and advertisement design guidance - February 2015'.

Community Action 5: Supplementary Shop Front Policy

To write a supplementary shop front policy specific to Newmarket, which defines details, e.g. traditional shop signs, colour palate and A-boards.



Town Museum

4.3.11 There is currently no museum focussed on the history of the town and its people to complement the National Heritage Centre for Horseracing and Sporting Art. Such a museum would be an ideal location to store and present the archives of Newmarket Local History Society and the archive copy of the 'Newmarket Journal', which provides a unique record of life in the town over the last 140 years. This would allow residents access to the history of their town. Similarly, Newmarket has no centre focussed on the development of the Arts, and Newmarket has been recognised as having a particularly low level of engagement with the Arts; it would be exciting to develop a centre which encouraged local people to engage with the history of the town in a creative way. This could also be a tourist attraction in its own right.

Policy NKT5: A Town Museum/Arts Centre/Tourist Information

The Coach House in Palace Street is allocated for the development of a mix of visitor attractions potentially including:

- local history museum
- historic archives storage
- arts centre
- tourist information centre
- complimentary retail uses



Community Action 6: Museum of Local History

To promote the creation of a museum of local history to preserve and communicate our heritage, which could also be combined with a Tourist Information Centre and Arts Centre. The aim should be to promote an understanding of local history as well as of the Horseracing Industry.

4.3.12 Newmarket Heath has evidence of human activity dating back to pre-historic times. It is important that this evidence is not lost.

Community Action 7: Archaeology

To liaise with Suffolk County Council Archaeology to ensure that all past and future archaeological finds are examined thoroughly, are preserved if possible and are recorded publicly as appropriate to enhance our knowledge of our history.

Market

4.3.13 Residents and visitors alike will expect to find a thriving market in a town named ‘Newmarket’. People probably first settled here in order to supply goods to travellers on the Icknield Way, and by the beginning of the thirteenth century it would have been clear to the Lord of the Manor that he could profit from a market in this location. Evidence points to a market charter being granted around 1200, making our market one of the earliest in Suffolk; this commercial activity lies at the root of all the town’s later prosperity.

4.3.14 The Victorian myth about the origins of Newmarket – that that town was founded when the market had to be moved from Exning due to an outbreak of plague in 1227 – is just a ‘tall tale’: Newmarket already had its market before 1227, and there is no evidence that a market was ever located in Exning.

4.3.15 The medieval market was huge – there were whole streets for bakers, butchers and sellers of all kinds, similar to the Shambles in York, and the town would have been crowded with buyers and sellers who made the one-day trip from nearby towns. This in turn led to a thriving hospitality industry; medieval Newmarket was filled with inns, and large numbers of bakers and alewives worked to supply the visitors with food and drink.

4.3.16 Today, market days are still Tuesday and Saturday – just as over 800 years ago, when the market was first established and Newmarket gained its name, but unfortunately the number and variety of stalls has diminished in recent years.

Policy NKT6: Market

The town centre must retain a suitable site for an enhanced market. Any major development which affects the site where the market is located at that time must address this requirement.

Community Action 8: Market

To lobby West Suffolk Council to enhance the market experience in any future development, and ensure that its location and presentation make it a focal point for residents and tourists alike, recognising Newmarket's status as a historic market town.

4.4 Objective 2: To Improve and Promote the Well-Being of All Residents

4.4.1 It is important to sustain the vitality, health and safety of the whole community, and enable disabled, elderly and infirm residents to remain part of it; to allow voluntary, community and faith groups to flourish; and to foster community cohesion not only by welcoming residents of all races, creeds, ages and backgrounds but also by creating and maintaining spaces where people can work together creatively.

Health

4.4.2 An important asset for the town is the Community Hospital, which was previously a general hospital with a maternity section. Current health policies suggest that such hospitals should be upgraded so as to meet most of the health needs of the town, with the exception of major surgery. Of particular importance for Newmarket Hospital would be the reinstatement of the maternity unit, and, given the importance of Horseracing in the town, an A & E department, or at least a minor injuries unit.



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Policy NKT7: Hospital site

The whole of the current site of the hospital, as identified on the Proposals Map, is designated for the provision of health services.

The loss of all or part of the site to other uses will only be supported where:

- i. the facility which would be lost as a result of the proposed development would be replaced by an establishment of an equivalent or better quality, in an equally accessible location
- or:
- ii. there is clear evidence through a quantified and documented assessment that now, and in the future, the site will no longer be needed for its current purpose and there is no demonstrated and viable community need for the site.



Education

4.4.3 Within the designated area of this Plan, there is one secondary school (Newmarket Academy), five state primary schools (All Saints' Primary School, Houldsworth Valley Primary Academy, Laureate Community Academy, Paddocks Primary School and St Louis Academy) and one private primary school (Fairstead House). The town is currently well provided with nursery education, with at least eight preschools. It is extremely important that a secondary school is retained within the town.

Policy NKT8: Education sites

Existing and proposed schools and educational establishments will be safeguarded for educational and community use. Development will be considered favourably where the development is for buildings and/or facilities ancillary to, or enhancing the educational or community use

The loss of all or part of the site to other uses will only be supported where:

- i. the facility which would be lost as a result of the proposed development would be replaced by an establishment of an equivalent or better quality, in an equally accessible location
- or:
- ii. there is clear evidence through a quantified and documented assessment that now, and in the future, the site will no longer be needed for its current purpose and there is no demonstrated and viable community need for the site.



4.4.4 Demand for primary school places may soon exceed the current capacity of the schools, and therefore a new primary school may need to be built. Newmarket Academy's numbers are increasing rapidly and while there is currently space for students, in the future there may be a need for new buildings on the site. There is no longer any sixth-form provision in Newmarket and students have to travel to Bury St Edmunds and Cambridge. If there are sufficient numbers of students in the future it would be desirable for a sixth-form to be re-established in the town.

4.4.5 A town the size of Newmarket should be inclusive, with facilities for all its residents, but there is currently no school for children with complex special educational needs in Newmarket, and children have to travel to Bury St Edmunds and beyond or out of County. Leading Lives is a valued adult activity centre for differently abled adults, which was based in the old Court Buildings, but is closing imminently. This would provide a valuable continuity of care.

Policy NKT9: Special educational needs provision

The site of the former police station and the old Court buildings should be designated as a centre for special educational needs.

Community Action 9: Special Educational Needs Provision

To find adequate provision for children with complex special educational needs in Newmarket. A possible site would be the former Police Station and old Court buildings adjacent to All Saints' School;



4.4.6 Education is a life-long activity, and should be recognised as such, and it should be accessible to everyone in the community.

Community Action 10: Community Hubs

To enable the formation of widely advertised community hubs (for instance, breakfast clubs, after-school activities, youth work, adult education and U3A; these might use partnerships between Racing Welfare, the Racing Centre, Councils and Schools).

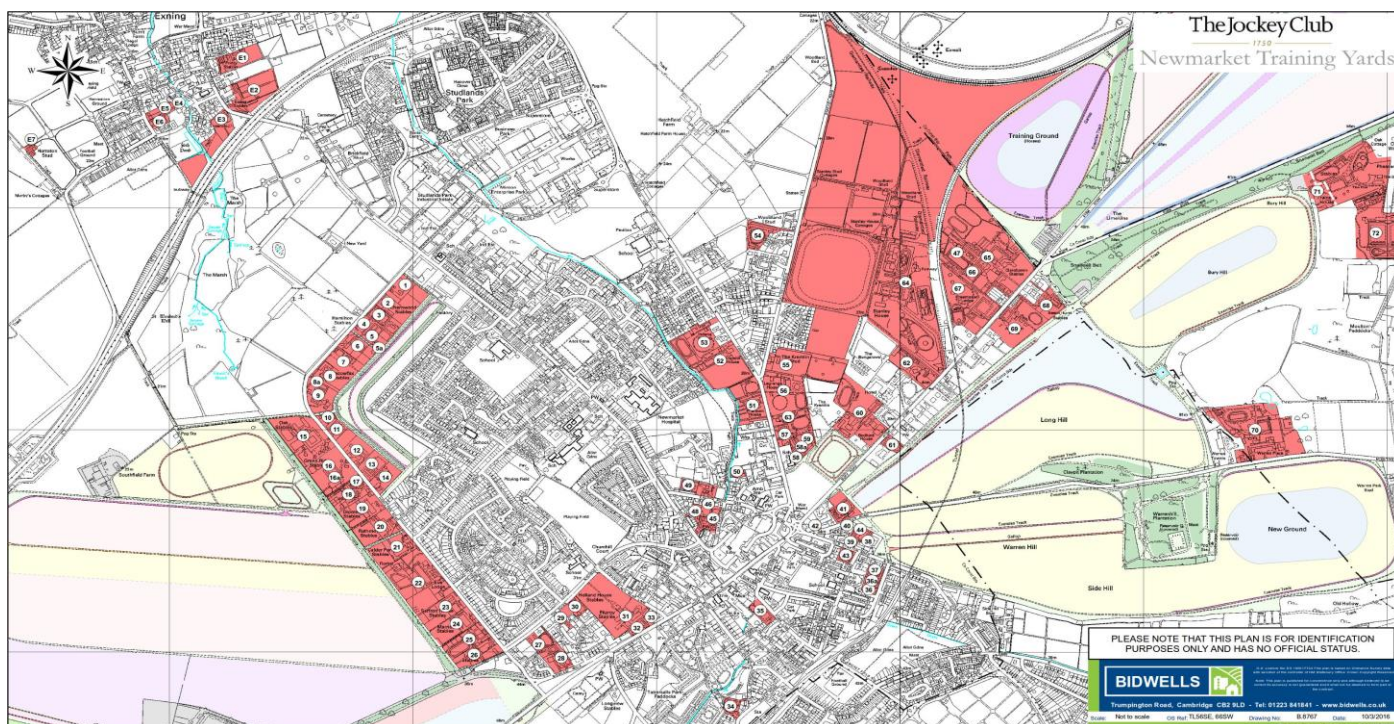
Employment

4.4.7 It is recognised that the Horseracing Industry adds considerable value to the local, regional and national economy. It is important for the town, however, that there should be a diversity of employment opportunities for different skill sets in order to retain more of the skilled local workforce and to raise local aspirations.

4.4.8 Therefore it is important to develop inward investment and ensure that there are sufficient sites for appropriate economic development in the town. To this end, we should encourage refurbishment and environmental improvements to existing employment sites, and develop suitable sites to attract new employment use and investment, and promote them to key business sectors and industries. We should be able to promote and capitalise on our location on the A11/A14 high-tech corridor in order to attract high-tech companies.

Policy NKT10: Employment Sites

In the development of employment sites, provision for starter businesses and opportunities for businesses to expand will be supported.



4.4.9 In 1917, the eminent mathematician Bill Tutte was born at Fitzroy House in Newmarket. He played a key role in the codebreaking work at Bletchley Park in World War II. In 2014, a Memorial in recognition of his achievements was built providing a public open space adjacent to the High Street. At the same time a scholarship fund was established in order to encourage talented local young people to study Mathematics and Computer Science at university.

Community Action 11: High-Tech Opportunities

a. To promote inward investment into the town to ensure that we maintain a diversity of employment opportunities, particularly in high-tech industries.

b. To encourage a reputation for Mathematics and Computer Science, emphasising local successes in these fields.

c. To ensure that high speed broadband shall be available for all.

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Demands on infrastructure and services arising from employment beyond the Designated Area

4.4.10 As a result of Newmarket's geographical position, surrounded on three sides by Cambridgeshire, there have been significant industrial developments outside the town, particularly to the north, which have made no contribution to the maintenance or the development of necessary infrastructure and services.

Community Action 12: Impact of Industrial Development outside the Designated Area

To lobby that any industrial development outside Newmarket but in its vicinity should allocate Section 106 funding to support infrastructure demands within Newmarket.

Sporting Recreation and Leisure Facilities

4.4.11 The Town Council's strategic priorities for Newmarket with respect to sport and recreation are:

- to encourage participation in physical activities for residents of all ages
- to increase the number of sports pitches and facilities in Newmarket
- to build on the success of already established youth development programmes
- to enable sports clubs to expand and attract a larger number of participants and teams
- to provide excellent sporting facilities to encourage our sportspeople to play in Newmarket and not have to travel elsewhere
- to ensure the future sustainability of sports clubs through the sharing of facilities, and by providing space for their expansion
- to improve the provision of public open space within the town
- to encourage elite sportsmen and women to continue playing in Newmarket
- to provide an attractive destination and facilities for visiting sports teams and individuals

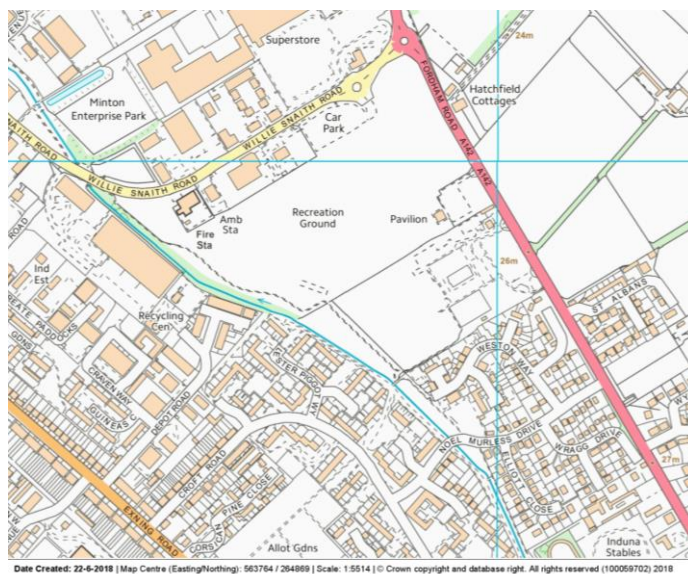
4.4.12 The above priorities are supported by the recommendation of the Prince's Foundation: to **"utilise the St Felix Middle School site for sports pitches, tennis courts and multi-use games areas for local residents currently underserved by formal play provision"** *Newmarket: Enquiry By Design Workshop Report* (2013), p. 44.

4.4.13 This would address the problem that Newmarket faces with regard to sports and recreation provision: we have many sports clubs and teams, but the facilities available to them are inadequate and too outdated for a town of this size, for example, the club house at Scaltback and changing rooms at George Lambton Playing Fields. The Leisure Centre provides modern facilities but is inadequate for the town.

4.4.14 All our local sports teams should be able play their sport within Newmarket, with good facilities and it would be more efficient if this were a shared site. A preferred site for a shared community sports and recreation area is the vacant St Felix School site, which is adjacent to the George Lambton Playing Fields. This area should be enhanced to provide sports facilities for as many Newmarket sports clubs as possible, with part of the site retained for informal sport and recreation activities. This site has easy access to the A14 for visiting sports clubs.

Policy NKT11: Community Sports and Recreation Area

The George Lambton Playing Fields and the playing field area of the St Felix site is designated a Local Green Space. A shared community sports hall will be developed on the vacant St Felix School site and the adjacent George Lambton Playing Fields, which shall include space for informal recreation.



Other Recreation and Leisure Facilities

4.4.15 For people's well-being it is important that we consider other forms of recreation besides sport and physical activity.

Community Action 13: Leisure Activities for All

To work with other agencies, including the District Council, to identify sites for leisure activities for all ages and backgrounds (such as cinema, youth drop-in centre, soft play area, ten pin bowling).

Policy NKT12: Cinema

A site should be allocated in the vicinity of the High Street or Guineas Shopping Centre for a multi-screen cinema.



4.4.16 In order to support general wellbeing, we should encourage an appreciation of and participation in visual and performing arts.

Community Action 14: Sites for the Arts

To identify sites around the town where the Arts can be created and displayed or performed.

Open Space

4.4.17 Although Newmarket is surrounded by open heathland, access to these areas is restricted. It is therefore important for there to be sufficient recreation space within the town. It has been identified that there is a lack of open space within the town. People of all ages need to be able to access open space easily within Newmarket to promote physical and mental well-being (e.g. walking, sitting to admire a view, tending an allotment).



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Community Action 15: Open Spaces

Encourage the development of open spaces, which can be enjoyed by all and are beneficial to all (such as play areas, pocket parks, community woodland, sensory garden/smellscape). These open public spaces and children's play areas shall be dispersed throughout the town.

4.4.18 It is recognised that there is an insufficient amount of public seating within the town to provide resting points for pedestrians.

Community Action 16: Public Seating

Following an audit of public seating in the town, to identify further sites.

Allotments

4.4.19 Allotments can contribute to aspirations to improve community nutrition, emotional resilience and healthy activity, especially for our ageing population. Newmarket has two large, well-maintained and well-used allotment sites, New Cheveley Road allotments (to the north of New Cheveley Road) and Field Terrace Road Allotments (to the west of Field Terrace Road). The former were originally given to the people of Newmarket by Lord George Manners MP on 1869.

**Community Action 17: Allotments**

To lobby for the two allotment sites within the designated area to be afforded recognition as community assets.

Promoting safety around animals

4.4.20 There are over 3000 horses in training in Newmarket, and therefore it is important for everyone in the community to understand how to keep safe around horses. Similarly, due to the availability of the Heath to dog walkers and pedestrians, it would be beneficial to educate the wider community, in particular, children, how to keep safe around dogs. While most dog owners are responsible, a small minority do not clear up after their dogs and are not sufficiently aware of the impact of their pets on other members of the community.

Community Action 18: Safety Around Animals

To promote an understanding of how to keep safe around horses and dogs, for instance, a Newmarket Animal Awareness Award for local children. To ensure that there are sufficient bins for the disposal of dog waste in and around the town. To ensure that dog owners are aware that they must clear up after their dogs on the heath just as they must throughout the rest of the town.

4.5 Objective 3: To value and protect our environment

4.5.1 The town is surrounded by Newmarket Heath, a unique and beautiful landscape, which we should treasure and protect. We will aim for the town to make the minimum impact on the natural environment, and to promote bio-diversity and encourage wildlife. We should maintain and where possible increase the quantity of trees. In order to alleviate pollution, we should improve air quality particularly in the High Street and its vicinity and we should ensure that as much waste as possible shall be recycled and that all littering is discouraged. Finally, we should aim to make the town carbon neutral and to mitigate the expected effects of climate change

Community Action 19: Appreciation of our Landscape

To promote an understanding that the town's character and prosperity is dependent upon the surrounding landscape.

Visual Impact

4.5.2 It is important that every street or thoroughfare in Newmarket has a pleasing visual impact.

Community Action 20: Visual Impact of Roadsides and Industrial Buildings

a. To lobby all landowners (including those on the industrial estates) to maintain and protect roadside verges and ditches in and on the boundaries of their property. Local authorities shall maintain the verges alongside highways to an equally high standard to those maintained by the Jockey Club, including good maintenance of trees on roadside verges and pavements.

b. To encourage and retain planting or landscaping which minimises the visual and environmental impact of industrial buildings.

Trees

4.5.3 Trees are in integral part of Newmarket's landscape. Traditionally tree belts were planted as borders to stud land to prevent horses from wandering. Trees have therefore become an established feature of the town.



Policy NKT13: Trees

a. Development proposals should:

- i. protect existing trees and hedges that have amenity value as perceived from the public realm
- ii. provide appropriate replacement planting, where felling is proved necessary
- iii. provide sufficient space for trees and other vegetation to mature
- iv. encourage the planting of native species, particularly on available open space sites, including playgrounds

b. Development will not be permitted which involves felling, significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value, unless there are demonstrable public benefits accruing from the proposal which clearly outweigh the current and future amenity value of the trees.

c. Particular consideration should be given to veteran or ancient trees, as defined by Natural England, in order to preserve their historic, ecological and amenity value.

4.5.4 We all benefit from the many trees and tree belts which were planted by previous generations and we need to ensure that we plant trees for the future.

Community Action 21: Trees

To audit the town's trees and to establish an on-going planting programme to ensure that there is a good variation in ages of trees within the environment.

Pollution

4.5.5 In recent years there has been considerable concern about the poor quality of air caused by traffic pollution in the High Street and on Old Station Road. The Air Quality Action Plan (AQAP) was published by Forest Heath and St Edmundsbury councils in 2017.

Policy NKT14: Air Quality

Proportionate to the nature and location of development, applicants must demonstrate that:

- i. proposals will have no adverse effect on air quality in the town centre
- ii. Existing air quality will not have a significant adverse effect on the proposed use/users
- iii. the development will not lead to the declaration of a revised AQMA
- iv. the development will not interfere with the implementation of any Air Quality Action Plan



4.5.6 To improve air quality within the town centre we need to encourage the use of electric or hybrid cars. To this end, The Suffolk Guidance for Parking 2015 requires electric car charging points for any new development requiring car parking space.

Community Action 22: Air Quality

To lobby for electric charging points (or improved technology) at any new taxi rank and to lobby for taxis to be electric or hybrid (or improved technology) vehicles.

Waste

4.5.7 In 2010 the free household waste recycling centre was closed; subsequently, it was re-opened as a charged facility. The nearest free recycling centre is over 10 miles away.

4.5.8 The District Council has responsibility for waste disposal and street cleaning, but we all share responsibility to ensure that the town is always clean and tidy.

Community Action 23: Waste

To work proactively with local authorities, businesses and residents to manage and reduce waste through:

- *retaining a household recycling facility in the town*
- *enforcing regulations against fly-tipping, particularly if this will affect the flow of the Newmarket Brook.*
- *promoting and encourage recycling, with well-positioned local recycling points.*
- *supporting anti-littering projects.*
- *involving local vets in promoting awareness of problems associated with dog fouling.*
- *lobbying for stricter enforcement of dog fouling, with penalties, and to promote the Town Council's good practice in supplying free biodegradable bags.*
- *lobbying for sufficient litter bins and dog bins, which shall be emptied regularly and maintained. And*
- *lobbying for a numeric system to be developed whereby all bins can be easily identified by the public and the authority.*

Biodiversity

4.5.9 We are fortunate to have unique wildlife in the landscape surrounding Newmarket, due to the special status of the Devil's Dyke and the training grounds maintained by Jockey Club Estates. For a map of local Sites of Special Scientific Interest (SSSIs), see Appendix 4.

4.5.10 There are a number of active swift colonies in Newmarket and the arrival of these birds heralds the summer each year. National studies have shown that swifts, like other species, are under pressure, and therefore far-sighted individuals and councils have instituted new policies to support biodiversity; see for example, Appendix 2 of the Exeter Local Plan. Swifts are classified as a Suffolk Priority Species.

Policy NKT15: Biodiversity

A selection of wildlife home features should be incorporated into buildings that target endangered and/or protected species of local or national concern. These include bat bricks, Swift bricks, other bird boxes, invertebrate habitat features, compost heaps and log piles (for Stag Beetles) in gardens. Compost heaps and log piles have the added benefit of providing ideal habitat for hedgehogs (and their prey) plus a myriad of wildlife, including reptiles and amphibians.

Community Action 24 Biodiversity

- a. To educate our community about the value of the flora and fauna particular to our SSSIs and other sites.*
- b. To encourage the formation of groups of residents who wish to monitor particular wildlife species within the Designated Area.*

The Yellow Brick Road

4.5.11 The Yellow Brick Road is a footpath and cycle way which extends 1.7 miles (2.8 km) from Exeter Road in the town centre all the way to a community orchard to the north of Studlands Park. It forms a crucial north-south spine for connecting footpaths and cycle-ways in Newmarket; the southernmost point of the route connects with a route along the Watercourse to the Market Square, continuing along Wellington Street, Sun Lane and Park Lane, over the Weatherby Crossing to Cricket Field Road and The Drift. This combined route should become a significant artery for the town, which is especially important if we want a **connected** town, as described in the Community Capital Framework (see p. 13 above).

4.5.12 The Yellow Brick Road has existed in Newmarket since at least the 1960s and has always been known locally by this name because of the colour of the bricks which formed the original path. It is an important wildlife corridor and accessible green route linking Newmarket town centre (in the south) to the northern residential extremities of the town.

4.5.13 The Linear Park follows the route of the Newmarket Brook (formerly known as Number One Drain). The Linear Park, including the associated neighbouring public-owned green space, covers approximately 21 hectares. The Yellow Brick Road Linear Park is now included in The Forest Heath District Council Local Plan and a management plan was drawn up in January 2016.⁶ A 'Friends of the Yellow Brick Road' community group has been established and has renamed important features along the route to reflect the link between its popular local name and the film 'The Wizard of Oz'.

Policy NKT16: Yellow Brick Road Linear Park

The Yellow Brick Road Linear Park (YBRLP) shall be designated as a green corridor, and proposals for development in the vicinity of the Linear Park shall have regard to the protection and improvement of the habitats and recognise that the Yellow Brick Road is a key connecting route for pedestrians and cyclists and must be maintained.

⁶ Link to YBR Management Plan

Welcome to the Yellow Brick Road

1.7 miles long (2.7km), the Yellow Brick Road is an accessible green corridor that starts close to the town centre. Cycle or walk along the route taken by the Newmarket Brook on its northerly journey towards the River Snail. Enjoy the open spaces for a picnic, children's play or watch nature flourish in the woods and wildflower meadows right on your doorstep.



Highways and Byways

We are close to the oldest trading route in Britain - The Icknield Way. Our ancestors would have passed by this way seeking to stop for a while and drink from the local fresh water springs



A Place for Nature

Native plants and animals can be seen all along the Yellow Brick Road. The woods, hedgerows, wet areas and meadows take you back to a natural landscape where wildlife can flourish.



Enjoy your day

This public route is for everyone to enjoy, please respect the area and other people using it. You can report a problem to West Suffolk Parks on 01284 757088 or email: parks@westsuffolk.gov.uk

KEY

-  Play areas
- 
- 
- 
- 



4.6 Objective 4: To develop sustainable housing within the boundary of the designated area

4.6.1 This Neighbourhood Plan does not allocate sites for housing because at the time writing the Forest Heath Local Plan has listed site allocations within the defined settlement boundary and these are currently being examined. This objective, however, provides policies for achieving good quality housing that will minimise impact on the town and its environment.

New housing

4.6.2 Any new development shall be sustainable, both in terms of energy use and environmental factors.

Policy NKT17: Sustainable design features

In all new housing developments, the houses shall, where appropriate:

- be energy efficient (using measures such as communal heating)
- take a precautionary approach with regard to flooding when developing close to Newmarket Brook and its tributary
- include adequate off-road parking (aspiring to more than the minimum standards as set out by Suffolk Parking Guidance 2015)
- allow easy pedestrian and cycle access to community facilities
- be high-quality in design and materials

4.6.3 If there should be any large-scale housing development in the designated area, or in the immediate vicinity, it is important to take a holistic view of the development.

Community Action 25: Facilities in any Major New Development

For any major new development, in addition to those facilities identified in the (emerging) Local Plan, to lobby for the provision of:

- *a central green space*
- *local shops*
- *pedestrian and cycle connectivity within the development and to the existing network of footpaths and cycle ways*
- *a shared community sports area, at that site or elsewhere*
- *light industrial units to address the lack of available buildings for medium-sized businesses*

Infrastructure

4.6.4 Whilst infrastructure is broadly covered in the Forest Heath Local Plan, The Prince's Trust *Enquiry by Design* report made a detailed analysis in Newmarket, noting in particular:

“Achieving this goal of connectivity brings a number of benefits. Increasing walking around the town centre circuit will create an additional capacity for horse and vehicle trips without major investment in new road infrastructure. A more walkable environment also connects residents from different income levels to a balanced range of amenities, facilities and workplaces which were once hard to reach. Combining this with a greater number of high-quality public spaces will improve the town's image, create street space for markets and cafés (particularly in the town centre) and promote greater social interaction. This will add value in a competitive real estate market, enhance local affection towards the town centre, attract more visitors, heighten footfall and increase local spending. Cumulatively, these benefits will ensure the town's functionality and long-term

viability.”⁷

Policy NKT18: Broadband

All new developments should incorporate infrastructure capable of accepting high speed broadband.

Housing for all

4.6.5 There should be sufficient affordable housing available to allow people who work in the town to live here. Building on the requirements of the Forest Heath Local Plan, this Neighbourhood Plan is seeking to integrate affordable housing across a development rather than having large areas of affordable housing which are distinctly separate from other housing, and to ensure that the design standards for affordable housing should be at least the same as those for other housing to ensure fully integrated and balanced communities.

Policy NKT19: Affordable Housing

In order to encourage balanced communities, where affordable housing is provided as part of a residential development, it shall be dispersed in throughout the development site and be of at least the same design standard as the rest of the development.

Policy NKT20: Dwelling Statements

- a. Development proposals providing 10 or more net additional dwellings will include a ‘Dwelling Statement’ as part of any planning application. This Dwelling Statement shall set out how the proposal provides a choice of homes which will contribute towards meeting the specific housing needs of Newmarket, and it shall provide details on how the proposed development meets the needs of different groups in the community, such as (but not limited to) young people, local workers, families, older residents (55+) and people with disabilities.
- b. Development proposals providing 10 or more net additional dwellings exceeding 1000sq.m of Gross Internal Floor area should ensure that housing types, sizes and tenures are appropriately distributed across the site to avoid large areas of uniform type, size and tenure.

Traffic considerations

Policy NKT21: Travel Plans

There shall be a travel plan for each new development providing 10 or more net additional dwellings, but each travel plan should consider the cumulative effect of any other new developments in order to limit congestion and impact on horse and vehicle movement in the town.

Community Action 26: Community Land Trust

To investigate the possibility of setting up a Newmarket Community Land Trust to take responsibility for the development and management of affordable housing sites for the long-term benefit of everyone in Newmarket.

Community Action 27: Emergency Housing

To lobby to ensure that there is sufficient emergency housing to meet the demand from homeless people.

⁷ Newmarket: Enquiry by Design Workshop Report (2013), p. 36.

4.7 Objective 5: To develop a sustainable transport network

4.7.1 It is important to ensure that Newmarket is a ‘connected’ town, as defined in the Prince’s Foundation ‘Community Capital Framework’ (see p. 10 above). This will mean that we should minimise car usage in and around the town by encouraging walking and cycling and ensuring that travel within the town, particularly at crossing points, should be efficient and safe, balancing the needs of all users. To achieve this, we should use footpaths and cycle ways to increase connectivity between the town’s neighbourhoods and allow easy access to green spaces. To reduce the need for cars, we support the development of bus and rail services, and for environmental reasons we should promote sustainable modes of transport, in particular, encouraging taxi companies to use electric or hybrid vehicles (or improved technology).



Road Network

4.7.2 The A1304 High Street-Bury Road is a key feature of the town, and there is considerable concern among local residents and businesses over its congestion on race days or when traffic from the A14 is diverted through the town. Newmarket’s other major highway is the A142 Fordham Road, which connects the A3104 with the A14.

4.7.3 The B1103 Exning Road once crossed the High Street along the alignment of Wellington Street and Sun Lane, but when the latter became too narrow for this purpose, Exning Road was connected directly to the A142 via Fred Archer Way. The most congested area of Newmarket is in the environs of the Clock Tower roundabout, which sees the convergence of five major routes. This problem is exacerbated by the access road to the Waitrose car park.

4.7.4 There is an urgent need for improvement of the junction of the A142 (Fordham Road) and A14. This is a dangerous junction which causes queues on the A14 and difficulties in turning right on the approach to the junction

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from both east and west off the A14. This junction has been identified as being one of the most hazardous in the country.

Community Action 28: A14/A142 Junction

To ensure that the dangerous and increasingly congested A14/A142 junction is brought to the attention of the highway authorities and actioned as a priority.



Pedestrian and cycle routes

4.7.5 Newmarket's size, layout and distribution of shops, schools, services, amenities and facilities means that, with some intervention, walking can be a viable alternative for many trips currently made by car. Although there is a wide network of footpaths covering most of the town, in some places these need to be better maintained and improved. The Yellow Brick Road establishes a good starting-point for the development of a connected network of attractive walking and cycling routes. Newmarket town centre is popular with pedestrians, but much could be done to improve the appearance of the connecting footpaths leading off the north side of the High Street, particularly towards the Guineas Shopping Centre.

4.7.6 National Cycle Route 51 passes directly through the town centre; cycling is an important mode of transport, and the town's size, layout and gentle gradients lend themselves to the creation of a more cycle-friendly place. Peak time congestion could be eased by encouraging 'bike to work' and 'bike to school' schemes. The development of a connected network of walking and cycling routes would assist this ambition, with complementary measures such as the provision of safe, secure and sheltered cycle parking, cycling scheme promotions, and personalised travel planning initiatives in schools and workplaces.

Policy NKT22: Pedestrian and Cycle Network

The Weatherby rail crossing is an important pedestrian and cycle link for the town and should be part of a network of attractive, clearly signed pedestrian and cycle loops throughout the town. By establishing and maintaining such a network connectivity within the town and to the surrounding villages will be promoted. Where appropriate, pavements throughout the town shall be developed for safe shared use by both pedestrians and cyclists; where the road is wide enough, major thoroughfares should have designated cycle ways. Particular consideration for cycle ways should be given to Fordham Road, Old Station Road and New Cheveley Road.

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4.7.7 There is a newly-built cycle path from Cambridge to Lode (north of Bottisham) which extends towards Newmarket. This is a welcome addition to an older network linking Cambridge to Newmarket, including a cycle path next to the London Road (A1304). The route has deteriorated considerably between the Stallion Roundabout and the western gateway to Newmarket at Hamilton Road.

Policy NKT23: Cambridge-Newmarket Cycle Path

Any improvement of this cycle path towards Newmarket, particularly between the town and the Newmarket Stallion roundabout shall be supported.

Community Action 29: Cycle Network

To encourage the connection of Cycle Route 51 with other cycle ways in the town, and to promote the use of the whole network.

Cycle Racks

4.7.8 In order to encourage the use of cycles in preference to cars it is important that there is an adequate provision of cycle racks in the town centre. These may be provided by the Town Council (under part 12 of the General Permitted Development Order) but they still require the permission of the landowner.

Policy NKT24: Cycle Racks

Adequate, convenient and secure cycle racks shall be installed in all appropriate locations, for instance the Market Square and near the Clock Tower.

Crossing Points and Junctions

4.7.9 There are a number of places in the town where pedestrian movement is encumbered. This includes points where people wish to cross the High Street and negotiate other busy junctions.

Policy NKT25: Movement on Newmarket High Street

In any redesign of Newmarket High Street, the emphasis should be changed from vehicles towards pedestrians and cyclists, in particular creating safer pedestrian crossing points.



Community Action 30: Safety at Junctions

To lobby the Highways Authority about the following safety issues:

- Clock Tower junction, including pedestrian access to the Severals, pedestrian crossing of Old Station Road and re-position of the pedestrian crossing at top of High Street further away from the junction
- Fred Archer Way and Fordham Road and access to Waitrose car park
- Pedestrian crossing at junction of Ashley Road/Duchess Drive/Stanley Road/Cheveley Road/New Cheveley Road
- Rowley Drive and Mill Hill junction at St Mary's Square; see Policy 2a above



Horsewalks and crossings

4.7.10 Newmarket has a network of dedicated horsewalks and crossings to facilitate the movement of horses between stables and training areas. These are used by significant numbers of racehorses each morning to access the gallops to the east and west of town. The horsewalks could become an important extension to the connectivity of the town, providing footpaths and cycle ways for residents after 1.00 pm.

Community Action 31: Horsewalks

a. To promote the maintenance of the horsewalks to the highest standards and that they are kept clean to maximise their attractiveness.

b. To integrate sections of the current horsewalk network into the wider pedestrian and cycle network. In particular, the footpaths on the Watercourse and Rayes Lane should be enhanced to make them safer and more attractive for pedestrians, cyclists and horses.

4.7.11 Horses generally cross roads in ‘strings’ of twenty or less, although several strings may combine if they reach a crossing at a similar time. Conflict between horses and vehicles may occur when the first horse in a string approaches the crossing, requiring either the vehicle to stop or the horse to give way. Areas where walking has to be balanced with the access requirements of cars and horses also need to be considered.

Community Action 32: Horse Crossings

To lobby for an annual review of locations where horses have to cross roads to ensure the safety of all users.

4.7.12 With such a great number of horses walking along the streets of the town, it is extremely important that residents and visitors are aware of measures they can take to stay safe, and that horses have priority on the horsewalks and gallops until 1.00 pm.

Community Action 33: Road Safety Around Horses

a. To lobby that all information packs for accommodation for sale or for rent shall include a guide for safety around horses.

b. To ensure that horses and riders continue to be regarded as priority users of Newmarket’s streets before 1.00 pm; traffic should expect to yield to crossing horses and road design should enable and encourage this.

Rail Services

4.7.13 Newmarket Railway Station has no station building apart from two shelters, and is only a ‘stop’ on the line. It is served by trains on the Cambridge to Ipswich line. Even after recent improvements, the station’s lack of infrastructure makes for a particularly uninspiring experience on arrival and departure, and its signage and connections to the town centre require further improvement. A particular problem is the minimal car parking available, which causes cars to park on nearby residential streets. There is an increasing demand for a rail service to serve residents and visitors, and the station has enormous potential. With radical improvements to its public realm and wayfinding information, the station could become an attractive gateway to the town and an asset to its tourism offer. It is possible that use could be made of the adjacent 1902 station and car park – this issue is complicated, however, since the station building and car park are each currently in separate private ownership.



Policy NKT26: Railway Station

Appropriate proposals to expand the railway station and improve the facilities for rail users will be supported.

Minimum requirements for a redeveloped station are:

- a waiting room
- toilets
- real-time train information
- ticket machine
- sufficient car parking to meet the needs of all users
- cycle racks
- bus stop

Buses and coaches

4.7.14 There are bus connections to Cambridge, Bury St Edmunds and Ely, although the number of services and their frequency has been reduced in recent years, particularly in the evening and on Sundays. The current bus station has inadequate pedestrian facilities.

Policy NKT27: Bus Station

Any future development of the Bus Station should provide an improved facility for residents and visitors, including:

- sufficient weatherproof shelters
- a passenger waiting area and seating
- a drop off / pick up point for visitors arriving by coach.

Policy NKT28: Coach Park

A section of the car park adjacent to the George Lambton Playing Fields shall be allocated for a coach park for tourist coaches.

Community Action 34: Bus Service

To continue to lobby for an improved bus service to meet the needs of the community; this should include an evening bus service from Cambridge for those who work late or who are returning from an evening's entertainment. There should also be a good Sunday service.

Town centre car parks

4.7.15 Car parking is important to the town of Newmarket for residents, local shoppers, visitors and employees working in the town centre. The current car parks are inadequately signed, poorly maintained and unattractive and this is unacceptable. The use of on-street parking on the High Street is extremely inefficient; the lack of enforcement means the turnover of 'stop and shop' spaces is considerably lower than it should be.

**Policy NKT29: Enhancement and continued provision of car parks**

- a. Any development of car parks in the town centre shall make them an attractive feature of the town, for example by:
 - suitable planting of trees and shrubs (providing shade, habitats for birds and visual enhancement)
 - providing clear town maps
 - installing electric car chargers (or improved technology)
- b. If any public car park is redeveloped, then an equivalent number of spaces must be found elsewhere in a location readily accessible and within easy walking distance of the town centre, or provided in association with a park and ride car park that has frequent and daily bus services to the town centre.

Community Action 35: Parking

a. To ensure a coherent town centre parking strategy for the town, covering on and off-street, long and short stay car parks, residents' parking, number of spaces, location, pricing, signage and enforcement.

b. To ensure that Information about parking charges and times when parking is free is clearly advertised.

c. To ensure that adequate parking facilities for employees are provided on new business sites and that a residents' parking scheme is adopted so that town centre parking is not displaced to residential areas,

d. To ensure that parking regulations are enforced

e. To increase the vitality of the town centre by exploring options for new car parks to serve the town centre, and to increase the capacity of existing car parks. The most appropriate location to expand car parking provision would be the Guineas car park and redevelopment of this car park should be considered.

f. To ensure that car parks are attractive to residents and visitors alike and that any new car park or the redevelopment of existing car parks is clearly signed on the approach roads into the town.

g. To investigate the feasibility and deliverability of a Park and Ride scheme near the A14/A142 junction.

Lorry Park

4.7.16 Newmarket is in close proximity to an important east-west trunk road which leads to the ports of Felixstowe and Harwich. This generates a considerable number of container lorries and other heavy goods vehicles. Lorry drivers are required by law to have rest breaks at set intervals. To avoid lorries parking on residential streets, a lorry park should be provided.

Policy NKT30: Lorry Park

Proposals for siting a lorry park close to the A14 will be supported. It must:

- be sited away from residential areas
- have good access to the A14/A142 junction
- have wash rooms and toilet facilities
- have adequate screening
- ensure light and noise pollution is minimised

Taxis



4.7.17 There is one taxi rank in the High Street which is consistently full to overflowing, causing pollution as well as causing the taxis to park illegally.

Community Action 36: Taxis

To encourage the allocation of sufficient space in Grosvenor Yard car park to ensure that no more than 6 taxis should be waiting at any one time on the High Street, and to ensure that this is enforced.

4.8 Objective 6: To create a vibrant, attractive town centre which enhances Newmarket as a major tourist destination

4.8.1 Newmarket High Street is a major asset, with many attractive historic buildings, set against the backdrop of the Heath; this is a major arterial route which has brought people here for thousands of years and we should ensure that modern-day visitors also wish to stay and explore the town. The town is internationally famous as the ‘Home of Horseracing’ – this encompasses not only the two racecourses but also Tattersalls, the National Stud and numerous training yards and world-leading veterinary centres – as well as Palace House, the National Heritage Centre for Horseracing and Sporting Art, opened by the Her Majesty The Queen in 2016.

4.8.2 In addition, Newmarket should be promoted as the ‘Gateway to East Anglia,’ as it is sited at the junction of the A14 and A11, and close to the M11 and A1. The town is surrounded with beautiful landscape, including Newmarket Heath, Warren Hill and the Devil’s Dyke, and these have their own special flora and fauna.

4.8.3 The history of the town is also of great interest; it is located on one of the routes of the Icknield Way, which dates back to the Stone Age, and its many listed buildings and monuments are testament to a rich heritage, including many royal connections. The town is also the home to the famous Newmarket Sausage, and is twinned with Maisons-Laffitte and Le Mesnil-le-Roi, France, and Lexington, USA.

Public realm

4.8.4 An important feature of any vibrant town centre is an attractive, litter-free environment. Newmarket is unusual in that it still has a thriving, busy High Street which is likely to be the first part of the town which any visitor will experience.

Community Action 37: Public Realm

a. To ensure that the town is well-presented throughout the year, with regular maintenance and cleaning; all litter shall be removed, damaged signs should be repaired immediately and the owner of any listed buildings falling into disrepair shall be required to remedy the problem.

b. To ensure that any future re-design of the High Street delivers high quality public realm, including sufficient accessible seating areas and a planting scheme for flowers and trees in the town centre.

c. To liaise with the Highways Authority to ensure that any road signage does not detract from the attractive street scene.

Community Action 38: Tourist Information

a. To establish an easily accessible tourist information office, with other information points at appropriate locations.

b. To provide clear and attractive signage and information boards to enable visitors to navigate the town centre easily. These should be structured around key landmarks and destinations, including the Jubilee Clock Tower, the High Street, the Railway Station, Palace House, the Bill Tutte Memorial and the Market. Information boards are particularly necessary at entrance points to the town, for instance, car parks and the railway station.

c. To promote and develop Newmarket’s unique selling points; for instance, by installing blue plaques to tell the history of the town, and by highlighting the town’s unique foods, for example Newmarket Sausages and the Newmarket Cake.

Community Action 39: Bill Tutte Memorial

To encourage use of the Bill Tutte Memorial as a space for public entertainment.

Community Action 40: Public Events Information

To establish locations for notice boards to promote events in order to regulate advertising, and to discourage informal advertising elsewhere.

Shops

4.8.4 Newmarket has compact shopping area and an abundance of small traditional shop units clustered around the High Street and the Guineas Shopping Centre.

Policy NKT31: Guineas Shopping Centre

Any future redevelopment or redesign of the Guineas Shopping Centre shall be an attractive enhancement to the town, the design of which shall rejuvenate the grid of minor pedestrian routes leading off the High Street, and recreate the character of a traditional shopping area.

Policy NKT32: Proportion of retail units

There shall be a minimum of 65% retail outlets and a maximum of 35% non-retail outlets (including betting shops, banks, building societies, solicitors and estate agents).

**Gateways into the town**

4.8.5 The main gateways into Newmarket are along the London Road (Barbara Stradbroke Avenue), the Bury Road and the Fordham Road. It is important that these form attractive and welcome entrances to the town. Unfortunately, the major connecting route from the Fordham Road gateway to the Exning Road (Willie Snaithe Road and Studlands Park Avenue) passes through an industrial area which is possibly the least attractive road in Newmarket. All race traffic from the north is directed along this road.

Policy NKT33: Attractive entrances to the town

Any new development or re-development at the gateways to the town should be of high quality and sympathetic to the locality.

Community Action 41: Studlands Park Avenue

To encourage the Highways Authority to improve the verges along Studlands Park Avenue to make this important connecting route more attractive.



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Overnight accommodation

4.8.6 A range of overnight accommodation is a key feature of a successful tourist destination.

Community Action 42: Tourist Accommodation

To encourage the provision of sufficient overnight accommodation at different levels of affordability.

Community Action 43: Accommodation Lettings

To recognise that accommodation lettings through internet sites (e.g. Airbnb) may be problematical, and to monitor the impact of such lettings on the housing market and residential amenities.

Acknowledgements:

For the history of the town:

Peter May, 'Newmarket 500 years ago', *Proceedings of the Suffolk Institute of Archaeology and History*, 33 (1975), pp. 253-74.

Newmarket Local History Society

<http://www.newmarketshops.info/> website (David Rippington)

Links to related documents

Yellow Brick Road Management Plan