



Newmarket Neighbourhood Plan 2018-2031

Post-Examination Version - October 2019

*Prepared by Newmarket Neighbourhood Plan Steering Group,
led by Newmarket Town Council*

Foreword

Welcome

This is *your* Neighbourhood Plan. It was initially formed by drawing together ideas and views gathered in early consultations in the town, and as the Plan has taken shape, we have continued to listen to the comments of all those who have given us feedback, and as a result the Plan has evolved considerably over time. We have also included direct quotes from fellow residents, because this process is all about making sure that everyone can have a voice in the future of our town. The steering group is made up of local residents of widely varying backgrounds and interests, and we have made it our priority to produce a balanced Plan for all who live and work here, and which does not represent the views of any one group alone.

While we each have our own perspective on living in Newmarket, we are all committed to ensuring the future prosperity of our town. Just as the Newmarket of today is the result of past decisions and actions, we wish to ensure that today's decisions and actions will bring about the best outcomes for our town, not only in the present, but also for generations to come. The Neighbourhood Plan is primarily designed to do this by setting Policies which will govern the use of land within the Plan Area, but the process has also brought into focus other issues which are of interest and concern to local people. These issues have been worked into Community Actions, which will form the basis of an action plan for the Town Council between now and 2031. Finally, we were determined to write this Neighbourhood Plan so that it would be clear and enjoyable to read, avoiding jargon and including background information so that the Plan itself would become a record of life in our town in 2019.

We are very grateful for the lead given by Newmarket Town Council, and for the advice provided by planning officers from Forest Heath District Council and Suffolk County Council, and by Ian Poole, our independent planning consultant, as well as for the responses of other statutory consultees. However, the ideas put forward here come from our community; every individual has the chance to contribute, and we would like to thank all those who have done so.

Newmarket Neighbourhood Plan Steering Group
October 2019

NEWMARKET NEIGHBOURHOOD PLAN

CONTENTS

Welcome	1
Part I: Context	
1. Introduction: What is a Neighbourhood Plan?	4
Planning Context	
Structure	
2. The Neighbourhood Plan Process in Newmarket	7
Background: Newmarket Vision	
Plan Area	
Key Stages and Dates	
Plan Period, Monitoring and Review	
3. Newmarket's Heritage and Character	10
Heritage	
Overview of the Modern Town	
Key Features	
A. Town Centre	
B. Transport Links and Connectivity	
C. Infrastructure Assets	
4. Framework for Future Development	16
Requirements	
Constraints	
Opportunities	
5. Aim and Objectives of the Newmarket Neighbourhood Plan	19
Part II: Policies and Community Actions	
6. Objective A: To Promote and Maintain the Character and Prosperity of the Town	20
7. Objective B: To Improve and Promote Well-Being for All Residents	32
8. Objective C: To Value and Protect Our Environment	46
9. Objective D: To Develop Sustainable Housing within the Boundary of the Designated Area	55
10. Objective E: To Develop a Sustainable Transport Network	61
11. Objective F: To Create a Vibrant, Attractive Town Centre which Enhances Newmarket as a Major Tourist Destination	74
Part III: Reference	
12. List of Policies and Community Actions	83
13. Key Views	86
14. External Documents	94
15. Acknowledgments	104

Part I: Context

1. Introduction: What is a Neighbourhood Plan?

Planning Context

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.

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

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.

1.4 This Plan will guide possible new building, its location and its design in the neighbourhood until 2031. It is complementary to the wider Forest Heath District Council Development Plan, and the following documents were taken into account in its preparation:

- *Forest Heath District Council Core Strategy (2010)*
- *Forest Heath District Council Proposed Submission Single Issue Review (SIR) of Policy CS7 Overall Housing Provision and Distribution (2017)*
- *Forest Heath District Council Site Allocations Local Plan (2018)*
- *Joint Forest Heath and St. Edmundsbury Development Management Policies Local Plan Document (JDMP) (2015)*¹

In particular, for the future strategic development of new housing in the Plan area, see *Forest Heath District Council Core Strategy Policy CS7*, *Forest Heath District Council Single Issue Review of Policy CS7* and the submitted *Forest Heath District Council Site Allocations Local Plan*.

1.5 The following diagram shows the components of Forest Heath District Council's Development Plan at the time of the preparation of this Plan in 2017.² Once this Neighbourhood Plan has been tested through an independent examination, it will then proceed to a local referendum; if accepted by voters it will itself become another component in the Development Plan and become a material planning consideration.³

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

² *Forest Heath District Council Proposed Submission Single Issue Review (SIR) of Policy CS7 Overall Housing Provision and Distribution (2017)*, p. 7.

³ *National Planning Policy Framework (2019)*, para. 37, p. 12.



1.6 All these documents are in general conformity with the **National Planning Policy Framework (NPPF)**, the Government's high-level planning framework, revised in 2018 and updated in 2019. This must be taken into account in the preparation of development plan documents and when deciding planning applications. Paragraph 7 explains that:

*"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."*⁴

Paragraph 13 adds:

*"The application of the presumption [in favour of sustainable development] has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies."*⁵

Therefore, while the development plan for an area will comprise a combination of strategic and non-strategic policies, a Neighbourhood Plan will itself contain only non-strategic policies and "must be in general conformity with the strategic policies contained in any development plan that covers their area".⁶ The NPPF states that non-strategic policies should be used to:

*"set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies."*⁷

⁴ National Planning Policy Framework (2019), p. 5, following Resolution 42/187 of the United Nations General Assembly.

⁵ National Planning Policy Framework (2019), p. 7.

⁶ National Planning Policy Framework (2019), paras. 17-19 (p. 8) and note 16 (p. 10).

⁷ National Planning Policy Framework (2019), para. 28 (p. 10)

The NPPF sums up:

“Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.... Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.”⁸

Structure

1.7 This Neighbourhood Plan for Newmarket is structured as follows:

Part I: Context

1. Introduction
2. The Neighbourhood Plan Process in Newmarket
3. Newmarket's Heritage and Character
4. Framework for Future Development
5. Aim and Objectives

Part II: Policies and Community Actions

6. Objective A: To Promote and Maintain the Character and Prosperity of the Town
7. Objective B: To Improve and Promote Well-Being for All Residents
8. Objective C: To Value and Protect Our Environment
9. Objective D: To Develop Sustainable Housing within the Boundary of the Designated Area
10. Objective E: To Develop a Sustainable Transport Network
11. Objective F: To Create a Vibrant, Attractive Town Centre which Enhances Newmarket as a Major Tourist Destination

Part III: Reference

12. List of Policies and Community Actions
13. Key Views
14. External Documents
15. Acknowledgments

1.8 Part II contains not only **Policies** but also **Community Actions**; these 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, and it is hoped that some of the projects outlined here will allow residents an opportunity to continue to play an active part in shaping the future of our town.

1.9 Further information on the Neighbourhood Plan process for Newmarket can be seen at www.westsuffolk.gov.uk/newmarketplan; a consultation statement is also available as a separate document at this location.

⁸ National Planning Policy Framework (2019), paras. 29-30 (p. 10); see also note 16 quoted in para. 1.6 above.

2. The Neighbourhood Plan Process in Newmarket

Background: Newmarket Vision

2.1 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".⁹ 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 plans and recommendations can be seen in the report *Newmarket: Enquiry by Design Workshop Report* (2013).¹⁰

2.2 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

2.3 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.

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

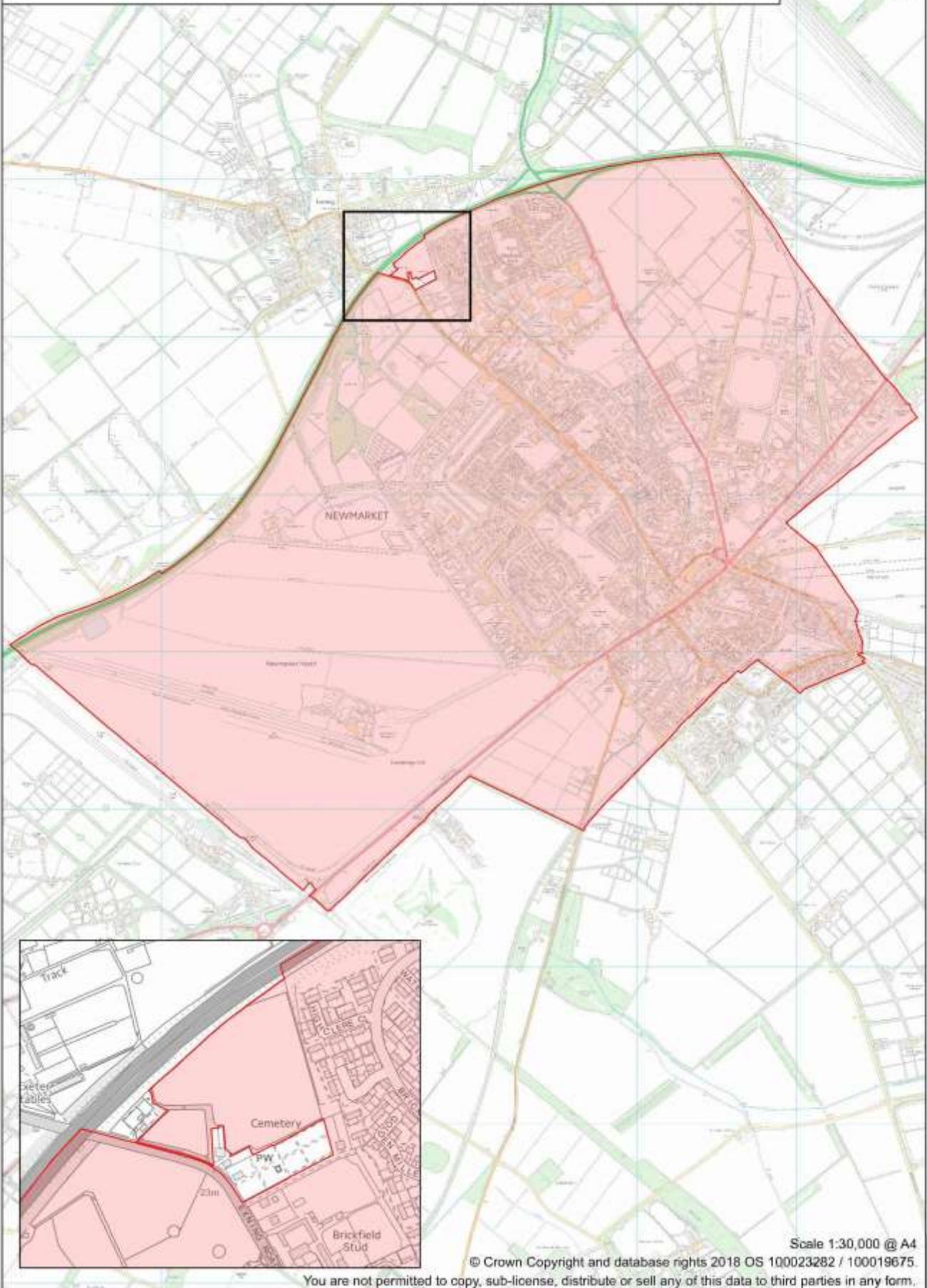
Plan Area

2.5 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 includes the whole of the parish of Newmarket with the addition of the area identified on the inset map below. (Following boundary changes in April 2018, this last area is now within the parish of Exning; however, Exning Parish Council have agreed that Newmarket Town Council are authorised to act for this area and so it is still included within the area of the Newmarket Neighbourhood Plan.) 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. The Plan Area is shown in the following map.

⁹ *Newmarket: Enquiry by Design Workshop Report* (2013), p. 5.

¹⁰ *Newmarket: Enquiry by Design Workshop Report* (2013), pp. 20-29, 38-47.

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



Scale 1:30,000 @ A4

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Key Stages and Dates

2.6 The following chart shows the timeline for the production of the Newmarket Neighbourhood Plan.

PROJECT PHASE	ACTIONED
TERMS OF REFERENCE	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
CONSIDERED FOR APPROVAL BY LOCAL PLANNING	01 OCTOBER 2015
DESIGNATED AREA APPROVED	23 DECEMBER 2015
CONSULTATION ON OBJECTIVES	2016 - 2018
EVIDENCE BASE	2016 - 2019
DRAFT POLICY WRITING	COMPLETED MARCH 2017
CONSULTATION DRAFT POLICIES ONLY WORK ON OTHER REQUIRED DOCUMENTS, APPENDICES AND STATEMENTS ETC. AMENDMENTS MADE FOLLOWING MEETING WITH FHDC CONSULTANT ENGAGED	APRIL 2017 onwards
REGULATION 14 PRE-SUBMISSION CONSULTATION (1 ST)	JUNE 2018 - JULY 2018 6 weeks
REGULATION 14 PRE-SUBMISSION CONSULTATION (2 ND)	JANUARY 2019 - FEBRUARY 2019 6 weeks
SUBMISSION TO FHDC * DELAYED DUE TO SECOND REGULATION 14 PRE-SUBMISSION CONSULTATION	MARCH 2019*
PROPOSALS PUBLICISED BY WEST SUFFOLK; REGULATION 16 SUBMISSION CONSULTATION	JUNE 2019 - JULY 2019 6 weeks
PLAN SUBMITTED TO INDEPENDENT EXAMINER BY WEST SUFFOLK	August 2019
INDEPENDENT EXAMINER'S REPORT ISSUED TO WEST SUFFOLK	14 October 2019
PUBLIC REFERENDUM ADVERTISED BY WEST SUFFOLK	November - December 2019
REFERENDUM	30 January 2020
IF REFERENDUM IS SUCCESSFUL, NEWMARKET NEIGHBOURHOOD PLAN IS MADE (ADOPTED)	February 2020

Plan Period, Monitoring and Review

2.7 The Newmarket Neighbourhood Plan will run concurrently with the Forest Heath District Council Local Plan documents identified above (paras. 1.4-1.5) 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.

3. Newmarket's Heritage and Character

Heritage

3.1 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 probably 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'. 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.¹¹

3.2 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.¹²

3.3 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 from 1666 to this day; this marked the start of all organised 'modern' racing at Newmarket.¹³ 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.¹⁴

3.4 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'.¹⁵

3.5 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 (opposite), 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.¹⁶

3.6 The nineteenth century brought a 'golden age' of horseracing, heightened by the arrival of the railway in 1848, allowing owners to travel between London and Newmarket, and 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 Georgian, 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.

3.7 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

¹¹ *Newmarket's Origins*, Sandra Easom; *The Origins of Newmarket*, David Ripington; for further information on archaeology in the area, see the *Historic Environment Record* and *Suffolk Heritage Explorer*.

¹² *King James I & Charles I's Palace Yard*, David Ripington.

¹³ See <https://www.thejockeyclub.co.uk/newmarket/about/history/newmarket-town-plate/>.

¹⁴ *King Charles II's Palace*, David Ripington, and <https://www.palacehousenewmarket.co.uk/palace-house/history-of-the-site>.

¹⁵ *No.101 High Street, The Jockey Club*, David Ripington.

¹⁶ *Newmarket Conservation Area Appraisal* (rev. 2009), pp. 6-8.

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.



John Chapman's Map of Newmarket from 1787, courtesy of *Newmarket Local History Society*

Overview of the Modern Town

3.8 Newmarket is an attractive market town located 14 miles (23 km) west of Bury St Edmunds and 13 miles (21 km) east of Cambridge; it is famous nationally and internationally for its ties with the Horseracing Industry, and these have created a unique landscape setting for the town. The town is currently seeking World Heritage status.

3.9 *Forest Heath District Council Core Strategy Policy CS1* defines Newmarket as a market town; it is currently Forest Heath's largest settlement, and will be the third largest settlement in the new West Suffolk area.¹⁷ In 2011, the total population of the town was 18,424, of whom 16,615 lived in Forest Heath, and a further 1,809 lived in East Cambridgeshire.¹⁸ The town serves the health,¹⁹ education,²⁰ retail and leisure needs of the local catchment area,

¹⁷ *Forest Heath Core Strategy* (2010), p. 29 and para. 2.1.3, p. 11.

¹⁸ In the 2011 Census, the population of the Newmarket built-up area is 20,384; subtracting 1,960 for Exning leaves 18,424 for Newmarket; of these, 16,615 live in Forest Heath and 1,809 (c.10%) live in Cambridgeshire. In addition, of 21,922 living in nearby villages, about 67% live in Cambridgeshire; so in total, 41% of 40,346 living in and around Newmarket live in Cambridgeshire.

¹⁹ See para. 3.18 below.

²⁰ It might be assumed that pre-schools and schools within the three Forest Heath wards of the town serve their residents alone, but the situation is far more complex. The East Cambridgeshire part of the town has its own pre-school and primary school (Ditton Lodge Primary School), but this now, along with three Suffolk Newmarket schools (Newmarket Academy, Laureate Community Academy and Houldsworth Valley Primary Academy), belongs to the wider Unity Schools Partnership. Furthermore, the reception class at Ditton Lodge Primary School is always over-subscribed, but Cambridgeshire children who are not given a place there may instead be admitted to the nearest Suffolk school, All Saints' CE Primary School, because they may live closer to that school than children in its own catchment; in addition, some Cambridgeshire families choose Suffolk pre-schools and primaries on other grounds. Secondary school places are equally complicated: Newmarket Academy's catchment includes the

which includes settlements in both West Suffolk and East Cambridgeshire. The **National Planning Policy Framework** highlights the need for “[e]ffective and on-going joint working between strategic policy-making authorities and relevant bodies,” adding, “In particular, joint working should help to determine where additional infrastructure is necessary”.²¹ It is therefore of vital importance to understand not only the needs of the residents of the three West Suffolk wards at the heart of the town, but also the needs of the residents of the town who live in East Cambridgeshire, the residents of the Suffolk villages to the north and east, and the residents of the surrounding East Cambridgeshire villages. This means that planning to ensure that the town has the required level of infrastructure and services will continue to be particularly complex.

3.10 The Forest Heath District Council Local Plan considers Newmarket to be “one of the more sustainable locations for new development within the district because of the range of services and facilities available within the town and because of its good transport links.”²² However, over a number of decades, a significant number of services (police headquarters, local government offices, waste recycling centre, post-16 education and GP out-of-hours services) have been withdrawn and centralised elsewhere.²³ For the town to be sustainable, these services would have to be reinstated and extended, together with improvement in overall infrastructure. Similarly, although road links are good, Junction 37 on the A14 causes significant problems, and although the level of public transport may be judged comparable to that of other similar-sized towns in the district, this does not mean that local people feel it is satisfactory, in particular in regard to evening and Sunday services.²⁴ Moreover, growth is constrained as outlined in Section 4 below.

3.11 The Local Plan recognises that Newmarket is central to the British Horseracing Industry, and that this industry plays a major economic and cultural role in the town, which is known as the international ‘Home of Horseracing,’ with around 3,000 racehorses in training, two racecourses, the largest bloodstock auction house in Europe, as well as 85 registered trainers, 63 stud farms, around 2,500 acres of training grounds, world-leading equine vets and hundreds of stable staff within and around the town – more than anywhere else in the world.²⁵ The Local Plan also notes two reports produced in recent years which provide an up-to-date understanding of the scale and economic significance of the Horseracing Industry in the Newmarket area: *Newmarket’s Equine Cluster: the economic impact of the Horseracing Industry centred upon Newmarket* (SQW, 2014, updated 2017) and *Newmarket Horseracing Industry: the local, national and international impact of the Horseracing Industry in Newmarket* (Deloitte, 2015).²⁶

3.12 However, although the Horseracing Industry is the largest single employment sector in the town, roughly two thirds of overall employment is in other sectors, for instance, retail, health, manufacturing and construction.²⁷ Key issues for the future prosperity of the town will include the need to promote diverse employment opportunities within existing sectors while also addressing the requirements of emerging sectors, such as the light and high-tech

Cambridgeshire residents of the town, but at the same time a significant number of Suffolk children attend secondary schools in Cambridgeshire or in Bury; for instance, most pupils at St. Louis Catholic Academy feed into St Benedict’s Catholic School in Bury.

²¹ *National Planning Policy Framework* (2019), para. 26, p. 10; see also paras. 24-25, 27, p. 10, and para. 35a, p. 12.

²² *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.1, p. 42; see also para. 2.6, p. 11.

²³ See para. 3.17 below for more detail.

²⁴ See paras. 10.5, 10.6, 10.16 and 10.18 below for more detail.

²⁵ *Newmarket Horseracing Industry: the Local, national and international impact of the Horseracing Industry in Newmarket*, Deloitte (2015), pp. 17, 53; *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.2, p. 42.

²⁶ *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.3, p. 42.

²⁷ The 2011 Census gives a figure of 11,478 for “all usual residents aged 16 to 74 in employment the week before the census” for the Newmarket Built-up area and the SQW report provides a 2012 figure for 3,285 full-time equivalent local jobs directly related to the Horseracing Industry. Accordingly, roughly 29% of local jobs are directly linked to the Horseracing Industry. However, this is likely to be a minimum percentage because the Census figures included part-time jobs, while the SQW report rounded figures down to give numbers of full-time equivalent jobs. Furthermore, the SQW report calculated that in 2012 the Horseracing Industry indirectly supported a further 2,667 jobs in Forest Heath or East Cambridgeshire (*Newmarket’s Equine Cluster: the economic impact of the Horseracing Industry centred upon Newmarket*, SQW [2014], pp. 1-2). The 2016 figure for full-time equivalent local jobs directly related to the Horseracing Industry rose to 3,597 (*Newmarket’s Equine Cluster: the economic impact of the horse racing industry centred upon Newmarket - a short update to the 2014 report*, SQW [2017]). For the other employment sectors in the town, see *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.4, p. 42.

industries of the A14 corridor; coupled with this is the recognised lack of affordable housing to meet the needs of residents, including those employed within the Horseracing industry itself.²⁸

Key Features

Town Centre

3.13 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 town centre has a relatively low vacancy rate,²⁹ 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.³⁰

3.14 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 five acre site includes a state-of-the-art Horseracing museum, a national gallery of British sporting art and a centre for the retraining of racehorses.³¹



3.15 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

3.16 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.³²

²⁸ *Forest Heath Site Allocations Local Plan (2018)*, para. 5.6.4, p. 42.

²⁹ In 2015, the vacancy rate in Newmarket was 6.08%, significantly below the national average of 11.35%, with only 16 vacant outlets: *West Suffolk Retail and Leisure Study 2016: Forest Heath District Final Report*, para. 6.24, p. 33. The August 2018 vacancy rate had dropped to 3.5%, compared to a national average of 9.9%, with only 10 vacant outlets.

³⁰ *Forest Heath Site Allocations Local Plan (2018)*, paras. 5.6.5-6, p. 42.

³¹ *Forest Heath Site Allocations Local Plan (2018)*, paras. 5.6.5 and 5.6.7, pp. 42-43.

³² *Forest Heath Site Allocations Local Plan (2018)*, para. 5.6.8, p. 43.

Infrastructure Assets

3.17 The Forest Heath District Council Local Plan identified Newmarket as having “a very good network of existing infrastructure for a town of its size,”³³ but it should be noted that the following services have been lost to the town:

- a general hospital, including a maternity ward
- A&E services
- out-of-hours GP services
- mental health services
- support services for residents with disabilities
- a police station with public access
- courthouse
- post-16 education
- railway station building
- free recycling centre
- cinemas

3.18 However, the town still retains the following assets which could be developed in the future to ensure sustainability:³⁴

- open space and sports facilities, including some 10.1 hectares of amenity green space, 11.98 hectares of pitch sports and 0.65 hectares of formal park³⁵
- a swimming pool and leisure centre offering good sports and recreational facilities
- a Public Right of Way (PRoW) network, and a pedestrian and cycle network
- the Yellow Brick Road, a 3.67 hectare green corridor³⁶ 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
- a twice-weekly market, a traditional High Street and a broad range of retailers
- a wide hospitality offer, including diverse types of overnight accommodation and numerous premises serving food and drink
- 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 primary health services, including 18 GPs in three surgeries (Oakfield Surgery south of the High Street and the Rookery Medical Centre and Orchard House Surgery north of the High Street), 13 dentists in 6 practices
- a nursing home (Kingfisher House), a thriving day centre for older residents and various sheltered and assisted living accommodation
- a community hospital with a 20-bed inpatient unit (the Rosemary Ward) for patients in need of rehabilitation or the management of long-term conditions, as well as numerous clinics and outpatient services
- bases for all three emergency services in the form of a shared fire and police station, adjacent to the ambulance base on Willie Snaith Road
- 11 pre-school settings with an overall deficit of 16 full-time equivalent (FTE) places,³⁷ five state primary schools within the area of the Neighbourhood Plan with capacity for 1,365 pupils and a secondary school

³³ *Forest Heath Core Strategy* (2010), p. 83.

³⁴ *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.8, pp. 43-44.

³⁵ *Forest Heath District Council Public Open Space Survey of Newmarket 2017-2018*.

³⁶ *Forest Heath District Council Public Open Space Survey of Newmarket 2017-2018*.

³⁷ Figures from SCC (updated February 2019). Each FTE place equates to 30 hours of childcare per week. Numbers in adjacent wards are also significant; Exning has a surplus of 7 FTE places, but South ward (which includes the village of Moulton) has a deficit of 24 FTE places, as parents may look for pre-school places elsewhere. See also para. 7.6 below. Please note that all references to wards in the town refer to electoral wards prior to boundary changes in May 2019.

with capacity for 900 students aged 11-16; there are a further two state primary schools just outside the Plan Area: Exning Primary School in Suffolk and Ditton Lodge Primary School in Cambridgeshire, each with a capacity of 210 pupils.³⁸

- 18 children’s playgrounds, for a range of ages and with a variety of equipment, although the town as yet has no ‘Neighbourhood Equipped Area for Play’ which is an area aimed at older children.³⁹
- community and leisure facilities including a public library, the Memorial Hall, Kings Theatre and a variety of community and social clubs.
- 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, listed as a Scheduled 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, and Palace House, the National Heritage Centre for Horseracing and Sporting Art, all of which make Newmarket unique.

³⁸ *Directory of Schools in Suffolk: Primary (including Infant, Junior and Middle) Schools, for the 2019/2020 school year*, Suffolk County Council; *First Steps: Admission to Primary School: a Guide for Parents 2019-2020*, Cambridgeshire County Council. Like these two schools, Moulton CEVC Primary School, with a capacity of 210 pupils, also feeds into Newmarket Academy. Student numbers at Newmarket Academy are predicted to rise to 924 in 2023/2024, over the schools current capacity. (Data from SCC, February 2019). See also note 20 above for the importance of understanding the broader context.

³⁹ *FHDC Survey of Playground Equipment and Play Areas in Newmarket*; for NEAPs, see *Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard (England)*, Fields in Trust (2015), pp. 5-7.

4. Framework for Future Development

Requirements

4.1 The *Core Strategy Single Issue Review (SIR)* determines the housing requirement and distribution across the district. For Newmarket, this means a total of 771 dwellings are allocated in the town up to 2031.⁴⁰ Five residential sites and two mixed use sites, including 400 dwellings on a site at Hatchfield Farm to the north east of the town, have been identified as being suitable to meet these needs in Newmarket.⁴¹ In August 2016, the Secretary of State decided to refuse planning permission for the 400 dwellings at Hatchfield Farm. Subsequently, following an Appeal Court decision, this decision was referred back to the Secretary of State and a third inquiry into the issue was held in May-June 2019; a final decision is awaited from the Secretary of State at the time of writing.⁴²

4.2 The *Forest Heath Site Allocations Local Plan* explains that:

“The level of growth planned for Newmarket generates the need for infrastructure provision to be made at the appropriate stage of the development process. Core Strategy Policy CS13 provides the framework and mechanism for ensuring the provision or expansion of essential infrastructure through Section 106 or CIL contributions. Generally, additional school places, and/or 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)”.⁴³

4.3 Types of infrastructure which will be needed to deliver development in Newmarket include:⁴⁴

- ‘green infrastructure’ (such as open spaces and play areas): provided as part of developments, and by improvement to existing green spaces, including new links to the Yellow Brick Road linear park, and to the Public Right of Way network and to the pedestrian and cycle network
- traffic: mitigation schemes to improve traffic flow and safety at Junction 37 on the A14, and (depending on the location and scale of development) to lessen the impact of additional traffic on horse movements, if required
- education: expansion/provision of additional pre-school settings and provision of additional primary and secondary school places
- health: expansion and possible relocation of GP practices where and when appropriate (in line with emerging Clinical Commissioning Group Strategic Estates Plans [SEPs] and only after consultation with residents of the town and surrounding villages).

There is also a need for additional affordable housing provision to meet the high demand for such properties within the town.⁴⁵

Constraints

4.4 Opportunities for housing growth in and around Newmarket are severely restricted by a number of factors, including environmental constraints and the needs of the Horseracing Industry:⁴⁶

⁴⁰ See *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.10, p. 44.

⁴¹ See *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.17, p. 46.

⁴² It should be noted that the SIR and SALP were still under examination at the time of writing and were only finally adopted in September 2019, following amendments made in the Inspector’s report.

⁴³ *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.15, p. 45.

⁴⁴ See also *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.16, p. 45.

⁴⁵ See also *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.4, p. 42.

⁴⁶ See also *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.11, p. 44; para. 5.6.9, p. 44 directs the reader to further information on planning constraints in Newmarket, as set out in other evidence based documents available online at www.westsuffolk.gov.uk/localplanevidence.

- 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
- river (fluvial) flooding: the majority of the town is in Flood Zone 1 (the lowest area of fluvial flood risk), but there are areas of Flood Zone 2 and in particular Flood Zone 3 (the area of highest fluvial flood risk) associated with the course of the Newmarket Brook, from Tattersalls, along the Avenue (B1103), across the Jockey Club grounds and the High Street, through the former Market Place and along the Yellow Brick Road; with the course of the Old Ashley Brook (formerly known as No. 2 Drain), along the Ashley Road, leading across Cheveley Road to Whitegates and the New Cheveley Road allotments and finally to Sun Lane; and at Seven Springs south of the A14
- surface water (pluvial) flooding: there are localised areas of flood risk within Newmarket. SCC is currently developing a new surface water management plan, which will identify specific localised areas of risk more accurately. However, generally pluvial flood risk is low in Newmarket as the local geology (chalk) is good for infiltration
- 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, particularly at peak times
- 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 school⁴⁷

Opportunities

4.5 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 (2019-2031) 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)

⁴⁷ In January 2018, there were 1,249 children on roll in the town's five Suffolk state primary schools, leaving 116 vacant places; see *Directory of Schools in Suffolk: Primary (including Infant, Junior and Middle) Schools, for the 2019/2020 school year*, Suffolk County Council.

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 Public Right of Way network and 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 and disabilities
- 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

4.6 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.*⁴⁸

⁴⁸ *Newmarket: Enquiry by Design Workshop Report (2013), p. 17.*

5. Aim and Objectives of the Newmarket Neighbourhood Plan

5.1 The underlying aim of this Neighbourhood Plan is:

To meet the needs of local residents while preserving 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.

5.2 The aim will be delivered through the following objectives:

A: To Promote and Maintain the Character and Prosperity of the Town

B: To Improve and Promote Well-Being for All Residents

C: To Value and Protect Our Environment

D: To Develop Sustainable Housing within the Boundary of the Designated Area

E: To Develop a Sustainable Transport Network

F: To Create a Vibrant, Attractive Town Centre which Enhances Newmarket as a Major Tourist Destination

5.3 The Policies and Community Actions of the Newmarket Neighbourhood Plan have been developed in order to achieve Objectives A-F, and are set out accordingly in Sections 6 to 11 below.

Part II: Policies and Community Actions

The Policies and Community Actions of the Newmarket Neighbourhood Plan are set out below under the six Objectives of the Plan.

6. Objective A: To Promote and Maintain the Character and Prosperity of the Town

6.1 Newmarket has many lovely views and interesting listed buildings, particularly in the Conservation Area, which covers the High Street and its surrounds, along with the extensive area of stables and owners' houses to the north, north-west and south-east of the High Street. This distinctive townscape tells the story not only of how Newmarket has come to be recognised internationally as the 'Home of Horseracing', but also how its enterprising inhabitants have prospered for over 800 years. Their social and economic history highlights Newmarket's "recognised characteristics, trades and traditions", and builds the sense of shared identity which is necessary for a community to thrive. It is therefore important to safeguard the special character and landscape of the town, and to celebrate the unique features arising from the Horseracing and Thoroughbred breeding industry. Any development must be sustainable in the long term and should make sure that the character of the town remains distinct and is sustained through "housing and design choices, recreational and cultural attractions and a strong local ecology".⁴⁹ Under Objective 1, therefore, are policies which consider Newmarket's key views and the contribution of St Mary's Square; major employment sectors; the preservation of the town's history and the promotion of the market for which it was named.

6.2 Newmarket should 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. In 2009, an appraisal of the Newmarket Conservation Area was undertaken by Forest Heath District Council and adopted for development control purposes.⁵⁰ This important document highlighted a number of features to be protected, including buildings which make a positive contribution, significant walls, open space which should be retained, important views and glimpse views as well as providing a 'List of Prevalent Local Materials' and a list of 'Local Details in the Newmarket Conservation Area'.⁵¹

Policy NKT1: Traditional Features and Materials for Developments within the Conservation Area

Proposals for new development within the designated conservation area should preserve or enhance the character or appearance of the designated Newmarket Conservation Area. In particular, development proposals should:

- i. complement surrounding buildings which are described in the Conservation Area Appraisal as making a positive contribution to its character or appearance;
- ii. complement any surrounding listed buildings; and
- iii. use appropriate local, vernacular materials insofar as they are appropriate to the proposal concerned.

Community Action A1: Newmarket Conservation Area Appraisal (2009)

*Newmarket Town Council will lobby for the review and final publication of the **Newmarket Conservation Area Appraisal (2009)** document.*

⁴⁹ This paragraph quotes from the description of the 'rooted' characteristic of successful communities, as set out in the Prince's Foundation's *Community Capital Framework* (see para. 4.6 above), but although the policies under Objective A relate particularly to this characteristic, they also contribute to the characteristics 'balanced', 'resilient' and 'prudent'. See also *Newmarket Conservation Area Appraisal (2009), Introduction*, p. 1.

⁵⁰ The document was adopted on 23 September 2009.

⁵¹ The Conservation Area Appraisal notes the following prevalent local materials: smut coloured plain tiles, fish scale slates, Cambridgeshire clay plain tiles, local red brick with lime mortar, red clay pantiles and painted cement render, limestone flagstones, painted render, knapped flint, knapped flint & limestone flushwork, random flint & red brick, knapped flint & gault brick, clunch, painted weatherboarding.

6.3 A fundamental part of maintaining the character of the town is to retain its key views. This Plan supplements the important views and glimpses into and out of the Conservation Area as identified by the *Newmarket Conservation Area Appraisal*, in particular adding the panoramic view from Warren Hill across the Neighbourhood Plan Area, which was identified by residents as being of particular importance. Section 13 of the Plan includes photographs for each of the identified Key Views.



Policy NKT2: Key Views

- a. Development proposals in the Conservation Area should take account of and where possible complement 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.
- b. As appropriate to their nature and location, development proposals should take account of the following Key Views as identified on the Policies Map. In particular, development proposals should be designed in such a fashion that their height, scale, mass and location within the site concerned respects and safeguards the identified Key Views. Proposals which would complement an identified Key View will be particularly supported.
 - i. Exning Road (B1103), from the junction with Tannersfield Way onwards, looking SSE down Exning Road, across the town to the stud land beyond
 - ii. Mill Hill (B1103), looking E down Exeter Road towards Warren Hill
 - iii. Rayes Lane, from just after the bend, looking ENE towards The Severals
 - iv. The Watercourse, from Exeter Road, looking S towards Tattersalls Sale Ring
 - v. St. Mary's Square, looking S towards St Mary's Church
 - vi. Fred Archer Way, next to the former Market Square, looking WSW towards St Mary's Church
 - vii. Wellington Street, looking SE towards All Saints Church
 - viii. Junction of Rowley Drive with road to Regent Court and St Patrick, looking SE towards St Mary's Church
 - ix. Rowley Drive, from the junction with Garden Court onwards, looking ESE towards St Mary's Church
 - x. The Rows, looking NE towards the junction with Black Bear Lane

cont.

Policy NKT2: Key Views (cont.)

- xi. Fitzroy Street, looking NE towards St Mary's Church
- xii. The panoramic view from Barbara Stradbroke Avenue (Cambridge Road, A1304), heading SW away from the town, including the views across the Heath to the Millennium Grandstand and the Devil's Dyke to the NW of the road, and over the stud land and the Links Golf Course to the SE of the road
- xiii. The panoramic view from Barbara Stradbroke Avenue (Cambridge Road, A1304), heading NE towards the town, including the views across the Heath to the Millennium Grandstand to the NW of the road, and over the stud land and the Links Golf Course to the SE of the road
- xiv. High Street (A1304), from level with the statue of the Queen, Mare and Foal onwards, looking NE across the High Street towards Warren Hill
- xv. From within Newmarket Town Council Cemetery, looking SE over the fields
- xvi. From within Newmarket Town Council Cemetery, looking SW over the fields
- xvii. High Street (A1304), from Queensbury Lodge onwards, looking ENE towards the Jockey Club and beyond to Warren Hill
- xviii. From opposite 146 High Street (A1304), next to the junction with the Avenue (B1103), looking NE to the Memorial Hall and the Jubilee Clock Tower
- xix. From the Bill Tutte Memorial, just in front of the Rutland Arms Hotel, looking NE towards the Jubilee Clock Tower
- xx. Palace Street, from the Bill Tutte Memorial, looking SSW towards All Saints Church
- xxi. From the High Street, in front of the entrance to Crown Walk, looking SW to the Fisher Theatre, Palace Street and the Rutland Arms Hotel
- xxii. High Street (A1304), from the Jubilee Clock Tower onwards, looking SW towards the Rutland Arms Hotel and the Terrace
- xxiii. From the Severals Pavilion, looking NNW to NE across The Severals between Bury Road (A1304) and Fordham Road (A142)
- xxiv. Bury Road (A1304), from opposite the gate to St Agnes, looking SW towards the Jubilee Clock Tower
- xxv. Bury Road (A1304), looking NE towards the junction with Well Bottom (B1506)
- xxvi. Moulton Road, from the junction with Old Station Road, looking ENE towards the Heath
- xxvii. Moulton Road, from the foot of Warren Hill, looking WSW towards Old Station Road
- xxviii. From Old Station Road, looking W towards Vicarage Road and the Jubilee Clock Tower
- xxix. Old Station Road (B1063), looking E towards Warren Hill
- xxx. Old Station Road (B1063), at the bend out of Cheveley Road, looking WNW towards the Jubilee Clock Tower
- xxxi. Cheveley Road (B1063), from opposite the junction with Heath Road onwards, looking NNW across the Gallops towards St Agnes' Church
- xxxii. Cheveley Road, from the junction with Heathbell Road, looking SSE towards the wooded area beyond New Cheveley Road and Ashley Road
- xxxiii. From New Cheveley Road (B1103), approaching the junction with Cricket Field Road, looking NE towards Warren Hill
- xxxiv. Junction of Granby Street and Park Lane, looking NNE up Granby Street
- xxxv. Vicarage Road, from the entrance to All Saints' CE Primary School, looking NNE towards Clevedon House
- xxxvi. All Saints Road, opposite the junction with Queen Street, looking WNW towards Sun Lane
- xxxvii. Palace Street, from the corner of Park Lane and All Saints Road, looking NNE towards the High Street
- xxxviii. Kingston Passage, looking ESE towards All Saints Church
- xxxix. The Avenue (B1103), from the junction with Station Approach onwards, looking NNW towards the High Street
- xl. Queensberry Road, from in front of Left Yard, looking N towards St Mary's Church
- xli. The panoramic view from Warren Hill, looking N to SW across the Plan Area

This is not a definitive list and for any development *NKT2b* will apply.



*“The top of Warren Hill
- whether it's on a misty
morning with the sun
peeping through or a
golden sunset - enjoy
the view.”⁵²*

*“Driving into Newmarket
from the cemetery end ... you
have the town below, the
clock tower and the training
grounds rising up in the
distance.”⁵³*



⁵² Consultee 1.09.

⁵³ Consultee 1.10.

6.4 The Jockey Club own, maintain and operate the heathland and gallops surrounding Newmarket. These are unique, and the fact that access is kindly permitted to the public after 1.00 pm should be celebrated and valued.

Community Action A2: Access to Landscape

Newmarket Town Council will encourage people to view the landscape as an integral part of the town by:

- i. encouraging access for residents and visitors wherever and whenever this is possible*
- ii. publicising that permitted access times to the training grounds start at 1.00pm*
- iii. identifying appropriate walking routes, including circular walks*

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

“The view of Warren Hill from Old Station Road will not change until parking facilities are properly addressed. ‘On street’ parking at this site is creeping around into Cheveley Road.”⁵⁴

Community Action A3: View from Old Station Road

Newmarket Town Council will work with appropriate partners to develop a suitable strategy for limiting parking at the foot of the Warren Hill Gallops on Old Station Road, taking into consideration the views of residents.

6.6 The Conservation Area includes the area of St Mary’s Square, and as can be seen from the map of key views, St Mary’s Church acts a focal point for views from across the town. The *Newmarket Conservation Area Appraisal* describes St Mary’s Square as “an important feature in Newmarket’s medieval street pattern, having been the location for the town’s medieval fairs, then known as Fairstead.”⁵⁵ These fairs were held annually, that of St Simon and St Jude on 27-29 October and later that of St Barnabas, originally on 9-16 June,⁵⁶ they were major events in Newmarket’s calendar, and the fair of St Barnabas was still in existence in 1735.⁵⁷

6.7 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 *Newmarket 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.”⁵⁸ 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.”⁵⁹ 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 this junction, recognising that it is located on the edge of the Town Centre, and consequently has a high volume of pedestrian and cycle activity which must not be hindered.

6.8 St Mary’s Square and its surroundings should be valued as providing an important green space in the centre of Newmarket. The area 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 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

⁵⁴ Consultee 1.06.

⁵⁵ *Newmarket Conservation Area Appraisal* (2009), *St Mary’s Square and Rowley Drive*, p.1.

⁵⁶ David Rippington, *The Origins of Newmarket*.

⁵⁷ *A Description Of The Diocese Of Norwich: Or, The Present State of Norfolk and Suffolk* (1735), p. 51.

⁵⁸ *Newmarket Conservation Area Appraisal* (2009), *St Mary’s Square and Rowley Drive*, p.1.

⁵⁹ *Newmarket Conservation Area Appraisal* (2009), *St Mary’s Square and Rowley Drive*, p.1. The public house (the Five Bells), was purchased in 2018, with the intention that it will become an Islamic cultural centre.

Drive should reflect the style of the townhouses south of Rowley Drive and on the eastern side of Mill Hill, and any development in and around the former Market Square should be sympathetic to the area as a whole. Any enhancement to the horsewalk should consider The Rows, which extends westward just beyond St Mary's Square; here planting succeeds in creating the sense of an idyllic little country lane, and the possibility of extending some of these features further into the town should be explored.

Policy NKT3: St Mary's Square

- a. This area, consisting of St Mary's Square and St. Mary's Churchyards, the lower end of Mill Hill, Wellington Street and the former Market Square (as shown on the Policies Map) is identified as an Environmental Improvement Area. Within this, the area of St Mary's Square and St. Mary's Churchyards (as shown on the Policies Map) is designated as a Local Green Space.
- b. Any significant development of this Environmental Improvement Area (including street works in the public realm) should be considered in the context of an overall vision for the area. In particular:
 - i. The safety of horses, pedestrians, cyclists and vehicles at the junction of Rowley Drive and Mill Hill is paramount, and any development which impacts on this junction must ensure the safety of all users. It should cater for all sustainable means of transport and not obstruct the routes preferred by pedestrians or cyclists.
 - ii. Any redevelopment of the Environmental Improvement Area shall include improved surfacing, planting and trees, seating, lighting and enhancement of the horsewalks, if possible recreating the atmosphere of The Rows
 - iii. There are a significant number of listed buildings surrounding St Mary's Square and their appropriate repair, renovation and enhancement should be incorporated within any overall vision for the area
 - iv. Enhancement of all buildings fronting the Environmental Improvement Area will be supported
 - v. Opportunities should be taken to develop links between the green spaces within the Area, as well as developing links into nearby green spaces (such as the Churchill Court Open Space, the Memorial Gardens and the Yellow Brick Road Linear Park)
- c. To the north of St Mary's Square there is a prominent 5-storey 1970s development. Any future re-development of this site should complement the character and appearance of the surrounding townscape, and consider the views towards St Mary's Square, in particular from Warren Hill.

(See also Policy NKT12 for Local Green Spaces and Policy NKT31 for the former Market Square.)

Community Action A4: Junction of Rowley Drive, Mill Hill (leading to Exning Road) and Fred Archer Way

Newmarket Town Council will liaise with the Newmarket Vision Transport Working Group to develop a traffic management plan for this junction.



“When I was young, St. Mary's Square was a lively place, but now [it] ...is neither one thing nor the other – you just whiz through it. It should be an entrance to the town.”⁶⁰

⁶⁰ Consultee 2.25.

Map of St Mary's Square and Surroundings



Community Action A5: Horsewalks in and around St Mary's Square

Newmarket Town Council will work with all stakeholders to ensure that:

- i. the horsewalks in and around St Mary's Square are as attractive and accessible as possible, using planting, fencing and other appropriate means, and drawing on the model of The Rows
- ii. an adequate cleaning and maintenance programme is in place which does not adversely affect the surrounding area

(See also Policy NKT24 and Community Action E6)

Key Employment Sectors

6.9 Just as St Mary's Church draws the eye towards so many views within the town, the views over and across the town are defined by the beauty of the wider landscape setting, testimony to the enduring influence of the town's major employment sector. It has been stated that "it is quite definite that the horseracing industry makes a very major contribution to the economy of Newmarket and the surrounding area"; in 2012 alone the total economic contribution of the industry to Newmarket and the area within a 25 mile radius of the town was estimated at over £208 million, with the clarification that "much of the expenditure is in fact focussed on the town itself and a much closer surrounding area." This translates into a figure of 3,285 full-time equivalent local jobs, of which 2,020 were with trainers and 814 were on stud farms.⁶¹ These figures give some indication of what it actually means for the town to be the world's foremost Thoroughbred training and breeding centre.⁶² Even so, in order to appreciate fully the town's success, it is necessary to comprehend the sheer breadth of the industry here: "there is no location in the world comparable to Newmarket in terms of the scale, diversity and concentration of Racing operations."⁶³ In addition to the training grounds which surround the town, The Jockey Club owns and operates two racecourses in Newmarket, the Rowley Mile and the July Course. These also provide jobs for local people, as do other major organisations within the industry, such as Tattersalls, veterinary practices and scientific institutions and a whole range of other businesses, including horse transport, farriers, and suppliers of horse feed and bedding. Furthermore, each year Newmarket Racecourses attract 375,000 visitors, supporting a thriving hospitality industry in the town, and there will be significant employment opportunities in the further development of Newmarket as a tourist destination.

⁶¹ *Newmarket's Equine Cluster: The economic impact of the Horseracing Industry centred upon Newmarket*, SQW (2014), p. 1. The 2017 update to the SQW report estimates the 2016 total economic impact of the industry to have risen to £241,932,000; *Newmarket's Equine Cluster: The economic impact of the horse racing industry centred upon Newmarket - a short update to the 2014 report*, SQW (2017), p.2. The Deloitte report gives the 2012 total economic impact of British Racing as £3.45billion (p. 12) and sets out the importance of Newmarket's contribution to this industry (p. 3); *Newmarket Horseracing Industry: Local, national and international impact of the Horseracing Industry in Newmarket*, Deloitte (2015).

⁶² *Newmarket Horseracing Industry in Newmarket*, Deloitte (2015), p. 54.

⁶³ *Newmarket Horseracing Industry in Newmarket*, Deloitte (2015), p. 6.



6.10 In order to consolidate the town's world-leading status in its major industry, it is necessary to look to the future;⁶⁴ for instance, in 2017 Jockey Club Estates received planning permission to build a new 'gallop in the sky' south of the A14 near Southfield Farm. This will run for 904m, starting 5.2 metres below ground level and rising 30m over the whole length, with the intention of providing trainers on the Racecourse side of the town with a gallop that mirrors the contours of Warren Hill on the Bury Side. An added advantage for residents of the town is that it is expected that the number of horses crossing Newmarket each day will decrease as a result.⁶⁵ Similarly, there is a possibility of Newmarket having a new floodlit all-weather racecourse in order to make it possible to offer racing through the winter. This would build on the town's visitor economy and provide both full-time and part-time employment for local people. However, it should be recognised that "the most congestion in Newmarket typically occurs on race days", and that consequently "local people avoid the town on race days because of traffic congestion"⁶⁶ – therefore, all necessary measures should be taken to mitigate against the expected congestion.

Policy NKT4: Facilities for the Horseracing Industry

Appropriate innovative proposals which seek to consolidate and diversify facilities and employment opportunities offered by the Horseracing Industry, such as the development of an all-weather racecourse, will be supported, subject to consideration of the impact of traffic movements and horse movements, design and other policy constraints, and, as appropriate to the proposal concerned, that:

- i. the proposal provides for its own car parking and servicing requirements;
- ii. any development does not detract from the attractiveness of the surrounding green areas; and
- iii. any buildings are designed not only to complement the landscape but are also an attractive feature in themselves.

6.11 In addition to local jobs arising directly from the Horseracing Industry, the SQW report estimated that there were a further 2,667 local jobs which relied indirectly on the industry; that is, they result from serving the needs of the people employed directly. Consequently, the town's prosperity is very strongly linked to the success of its major industry.⁶⁷

⁶⁴ The Community Capital Framework underscores that a community should be both 'prudent', that is, "capitalising on existing capacity to embed community assets over the long term" and 'resilient', being managed so as to "support its operation, maintenance and adaptation over time"; see para. 4.6 above.

⁶⁵ *Officer Comment on Planning Application DC/16/2063/FUL – Land West of Hamilton Road* (2017), para. 76, p. 46.

⁶⁶ Suffolk County Council, *Comments on Pre-Submission version of the Newmarket Neighbourhood Plan* (2018), p.9 [on Community Action 25]; comment from Newmarket Retailers Association, *Newmarket's Equine Cluster: The economic impact of the Horseracing Industry centred upon Newmarket*, SQW (2014), p. 25.

⁶⁷ This is another way in which the community is 'connected', by "encouraging financial ... exchange".

Other Employment Sectors

6.12 Although the Horseracing Industry is the largest single employer in Newmarket, it should be noted that about two thirds of employment is in other sectors.⁶⁸ Considering that people have been engaged in buying and selling goods here for over 800 years, it is fitting that the largest of these is Retail (14.7%), followed by Health (9.7%), Manufacturing (9.1%), Construction (8.6%), Professional Scientific and Technical (8.1%), Education (7%), Hospitality (5.1%), Administration (4.8%), Transport and Storage (4.3%), Information and Communication (2.9%), Public Administration and Defence (2.7%).⁶⁹ Just as there are many different types of jobs available within the Horseracing Industry, so it is also important that there should be a diversity of employment opportunities across the whole town.⁷⁰ This would ensure that there were jobs to suit different skill sets, which would retain more of the skilled local workforce and raise local aspirations. Therefore it is important to encourage inward investment by ensuring that there are sufficient sites for appropriate economic development in the town. To this end, we should support refurbishment and environmental improvements for existing employment sites, and develop sites with appropriate facilities to attract new employment use and investment, particularly starter businesses, and small businesses which are seeking to expand. We should promote these to our key business sectors and industries; in particular, we could capitalise on our location on the A11/A14 high-tech corridor in order to attract high-tech companies. Policy NKT5 offers general support to the development of homeworking. It is acknowledged that this is an increasingly popular way in which businesses and individuals take advantage of the flexibilities offered by modern technology. Not all such proposals will need planning permission. West Suffolk Council will come to individual decisions based on a case-by-case assessment of each proposal in general terms, and whether a material change of use would take place in particular. Any such proposals will be expected to be primarily used by occupants of the house concerned and to be compatible with a residential location. On this basis, proposals which would generate a significant increase in vehicular traffic to the property and/or which would result in a regular need for business visitors would be unlikely to achieve support on the basis of the policy approach included within the Plan.

Policy NKT5: Provision for New and Growing Businesses

- a. Insofar as planning permission is required, proposals will be supported which will result in the refurbishment and environmental improvements at existing employment sites.
- b. Proposals for the development of starter businesses and the expansion of existing small businesses will be supported. Proposals for the following activities will be particularly supported:
 - i. the development of a range of small, low-cost facilities in co-operative clusters on employment sites, as allocated in the *Forest Heath District Council Site Allocations Local Plan*; these facilities might include a shared office space with desks or a meeting room to be hired out
 - ii. businesses which operate from integrated home/work locations
 - iii. extensions and small new buildings to allow individuals working from home
- c. Insofar as planning permission is required, proposals for working from home will be supported where they:
 - i. relate primarily to the employment needs of persons resident at the property concerned;
 - ii. respect the nature of the part of the neighbourhood area in which they are located and would not result in unacceptable levels of deliveries, visits by others and any other type of activities which would detract from the amenity of the immediate locality; and
 - iii. have an appropriate amount of internal storage related to the needs of the business operated from the premises.

⁶⁸ See para. 3.12 and note 27 above.

⁶⁹ 2011 Census; these are percentages of the total of 11,478 "all usual residents aged 16 to 74 in employment the week before the census" in the three Forest Heath wards of the town - there is likely to be some overlap with jobs directly linked to the Horseracing Industry, especially with Scientific and Technical, Hospitality, and Transport and Storage. For evidence of Newmarket's tradition of commerce, see *Newmarket 500 Years Ago*, Peter May (1975) and paras. 6.15 to 6.17 below.

⁷⁰ In order to ensure that the community is 'balanced' it is necessary to ensure that it "respects different income groups, economic activities"; see para. 4.6 above.

6.13 It is important to raise awareness, especially among the young people of Newmarket, of the town's past and present successes in the fields of Science, Mathematics and Computer Science. 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.⁷¹ 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.⁷² Newmarket is also the centre of a cluster of world-leading veterinary institutions, including the Newmarket Equine Hospital (NEH),⁷³ Rosssdales,⁷⁴ the Animal Health Trust (AHT)⁷⁵ and numerous other practices and laboratories.

Community Action A6: High-Tech Opportunities

Newmarket Town Council will:

- i. promote inward investment into the town to ensure that we maintain a diversity of employment opportunities, particularly in high-tech industries*
- ii. encourage a reputation for Science, Mathematics and Computer Science, emphasising local successes in these fields*
- iii. work to ensure that high speed communications technology, including access to the internet, shall be available for all*

Town Museum and Creative Arts Centre

6.14 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 help to create the sense of being a 'rooted', 'balanced' community, which "creates and preserves a sense of identity" and "respects different economic activities".⁷⁶ It would also 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 146 years. This would allow residents access to the history of their town. Similarly, Newmarket has been recognised as having a particularly low level of engagement with the Arts,⁷⁷ and while there are a number of organisations and individuals working to increase access to the Arts, either through exhibitions, performances, workshops or classes,⁷⁸ they have tended to work in isolation, serving defined groups, and there is no clearly visible venue which offers a range of 'creative spaces' such as well-equipped studios or practice rooms. As a result, there is no real town-wide Arts 'scene'. It would be exciting to develop a centre which encouraged local people to engage with the history of the town in a creative way, and this could also become a tourist attraction in its own right.

⁷¹ For more information see <https://billtuttememorial.org.uk/>.

⁷² To date there have been four Bill Tutte Scholarships; future candidates should be in or have just completed their final year at secondary school. For more information see <https://billtuttememorial.org.uk/scholarship/>.

⁷³ <http://www.newmarketequinehospital.com/>; <https://www.rossdales.com/>; <http://www.aht.org.uk/>.

⁷⁴ <https://www.rossdales.com/>.

⁷⁵ <http://www.aht.org.uk/>.

⁷⁶ See para. 4.6 above.

⁷⁷ Arts Council England has recognised Newmarket to be one of 7 market towns in "an area where people have traditionally had fewer opportunities to get involved with the arts," and consequently has initiated and funded 'Market Place,' a Creative People and Places project running till 2021, which aims to "increase the number of people inspired by the arts, help develop skills, and grow ambition and creativity in their neighbourhoods"; see <https://www.cppmarketplace.co.uk/about-market-place/>; <https://www.creativepeopleplaces.org.uk/>.

⁷⁸ For instance, the National Heritage Centre for Horseracing and Sporting Art has permanent and temporary Art exhibitions, as well as visiting exhibitions, the Racing Centre and the Library both offer art classes, and Kings Theatre is home to a popular amateur dramatics society (see para. 7.11 below).

Policy NKT6: Town Museum and Archive, Creative Arts Centre and Tourist Information Centre

Proposals for the development of sites within the town centre to provide some or all of the following uses will be supported:

- i. a local history museum
- ii. historic archives storage
- iii. a creative arts centre
- iv. a tourist information centre

Community Action A7: Museum of Local History and Creative Arts Opportunities

Newmarket Town Council will:

- i. *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/or creative arts centre. The aim should be to ensure that an understanding of local history is promoted in an engaging and innovative manner, complementing the offer of the National Heritage Centre for Horseracing and Sporting Art.*
- ii. *gather evidence about Arts activities (including music, drama and dance as well as the visual arts) in the town with a view to assessing what creative opportunities are lacking in the town and how these can be developed*

(See also Community Actions B5 and F12)

A music venue would be fantastic!”⁷⁹

“Newmarket has thousands of years of history, and has been underselling itself because it does not have a space where this can be displayed and explored; it is a different narrative from the story of Horseracing”⁸⁰

6.15 Newmarket Heath has evidence of human activity dating back to pre-historic times.⁸¹ It is important that this evidence is not lost. Non-designated archaeological heritage assets which are known, or which may be as yet unknown but revealed through the development process, will be managed through the **National Planning Policy Framework (NPPF)**. Suffolk County Council Archaeological Service advises that there should be early consultation of the Historic Environment Record and assessment of the archaeological potential of the area at an appropriate stage in the design of new developments, in order that the requirements of the *NPPF* and Local Plan policies are met. Suffolk County Council Archaeological Service can advise on the level of assessment and appropriate stages to be undertaken.

Community Action A8: Archaeology

Should anything of particular significance be discovered, and where it is appropriate and proportionate, Newmarket Town Council will encourage development to include archaeological community outreach, such as open days during excavation, and interpretation materials, for instance, interpretation boards within development schemes, in order to enhance our knowledge of our history.

⁷⁹ Consultee 1.02.

⁸⁰ Consultee 1.14.

⁸¹ *Newmarket's Origins*, Sandra Easom; *The Origins of Newmarket*, David Rippington; see also the *Historic Environment Record* and *Suffolk Heritage Explorer* which gives information on known archaeological sites within the Plan Area.

The Market

6.16 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.⁸²

6.17 The Victorian myth about the origins of Newmarket – that the 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.⁸³

6.18 The medieval market was huge – official records show that by 1473 it included 103 shops and stalls, with 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 visitors with food and drink.⁸⁴ The market appears to have continued to flourish as the centuries passed; in 1735, it was recorded that *"the Market is very good, being furnished with all Commodities in great Abundance."*⁸⁵

6.19 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. In recent years there has been concern about the viability of the Market, but in September 2018 it was relocated to the High Street, leading to an increase in the number and variety of stalls.

Policy NKT7: The Market

Insofar as planning permission is required, proposals for an enhanced twice-weekly market in the town centre will be supported where it is in a suitable and accessible location. (See also Policy NKT31)

*"In future, the possibility of having market stalls on both sides, up and down the High Street would be excellent."*⁸⁶

Community Action A9: The Market

Newmarket Town Council will work with West Suffolk Council to enhance the market experience 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.



⁸² *Newmarket's Medieval Market*, Sandra Easom; *The Origins of Newmarket*, David Rippington.

⁸³ *Newmarket's Origins*, Sandra Easom; *Newmarket's Medieval Market*, Sandra Easom; *The Origins of Newmarket*, David Rippington.

⁸⁴ *Newmarket 500 Years Ago*, Peter May (1975), pp. 259-263, 273; *Newmarket's Medieval Market*, Sandra Easom.

⁸⁵ *A Description Of The Diocese Of Norwich: Or, The Present State of Norfolk and Suffolk* (1735), p. 51.

⁸⁶ Consultee 1.07.

7. Objective B: To Improve and Promote the Well-Being of All Residents

7.1 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. Measures which enable and encourage healthy lifestyles will improve residents' mental and physical well-being, and in turn this will reduce the impact on local healthcare facilities.

Health

7.2 An important asset for the town is the Community Hospital, which was previously a general hospital with a maternity ward and an A&E department. The Hospital now has a 20-bed inpatient unit, known as the Rosemary Ward; this is for patients who need rehabilitation or require the management of long-term conditions. In addition, in collaboration with other organisations (including *Norfolk and Suffolk NHS Foundation Trust*, *Cambridge University Hospitals NHS Foundation Trust*, and *Suffolk Community Healthcare*), the Hospital offers a very wide range of clinics and outpatient services: Physiotherapy, Radiology (including X-ray and scans), Dental, Chiropody and Podiatry, Community Mental Health services, Dermatology, Ear, Nose & Throat, Eating Disorders, Gynaecology, Neurology, Oral and Maxillofacial Surgery, Phlebotomy, Plastic Surgery, Rheumatology and Diabetes.⁸⁷

7.3 Newmarket's location, roughly 26 km (16 miles) from both Addenbrooke's Hospital in Cambridge and West Suffolk Hospital in Bury St Edmunds, means that without the Community Hospital, patients and their families would be faced with a significant journey to and from either of the General Hospitals, either by car or by public transport. Therefore the Community Hospital is profoundly important to those who use its services; it helps their recovery and promotes their well-being. Current research recognises the important role of such community hospitals, and suggests that they should be upgraded so as to meet most of the health needs of local people, with the exception of major surgery.⁸⁸ Of particular benefit to Newmarket residents would be the reinstatement of a maternity unit, and, given the importance of Horseracing in the town, a minor injuries unit.

7.4 In line with the shift towards upgraded community hospitals described above, at the time of writing, the NHS is aiming to transfer the Oakfield Surgery from its current location on Vicarage Road to the Newmarket Hospital site. This move, which would be completed by January 2020, would be the first stage in a plan to develop the Newmarket Community Hospital into a health and well-being hub for the town and surrounding villages. If this project is successful, the Hospital will be extended in order to accommodate the surgery, with the intention of providing additional primary care services to complement those already offered by the Hospital. It would therefore be prudent to safeguard the site of Newmarket Hospital in order to support these positive developments, and to make any further future development possible. This also meets the requirements of the **National Planning Policy Framework**, paragraph 7:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."⁸⁹

⁸⁷ See <https://www.nhs.uk/Services/hospitals/Services/DefaultView.aspx?id=98539>

⁸⁸ For instance, "community hospitals form an integral component of local health-care delivery systems, providing care closer to people's homes and addressing challenges arising from service fragmentation." *'Community hospitals and their services in the NHS'*, E. Pitchforth, E. Nolte, J. Corbett, et al., *National Institute for Health Research Journals Library*, (2017), Chapter 7, *Conclusions and recommendations*.

⁸⁹ Following Resolution 42/187 of the United Nations General Assembly.

Policy NKT8: Newmarket Community Hospital

The whole of the Newmarket Community Hospital site, as identified on the Proposals Map, is safeguarded for health uses for the duration of the plan period. Development proposals to extend the current facility to offer an enhanced level and range of health care service to the town will be supported.

Proposals for the change of use 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 near the town centre; 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

Community Action B1: Newmarket Community Hospital

Newmarket Town Council will lobby West Suffolk Clinical Commissioning Group to expand the services offered by the hospital to include, but not limited to, a maternity unit, a minor injuries unit and an out-of-hours GP service.

7.5 There are many dedicated organisations and individuals in Newmarket who are working hard to support community well-being, in particular by supporting anyone who may be entering a new stage of their life, or who may be unwell, isolated or vulnerable; these include organisations such as:

- *Churches and other faith groups*: working to support the vulnerable in the wider community and hosting many other community groups in their buildings
- *Kidzone*: a friendly, fun youth club for young people with additional needs run by experienced volunteers
- *Library*: offering a wide range of accessible activities for all ages
- *Newmarket Day Centre*: providing food, fun and friendship for the over 50s
- *Newmarket Dementia Action Alliance*: working to make Newmarket a ‘dementia-friendly town’
- *Racing Welfare*: a charity helping the stud, stable and support staff who work in Horseracing
- *Sharing Parenting*: delivering inspirational programmes for parents, families and professionals
- *The Racing Centre*: a hub for social and corporate events, offering a varied fitness programme for stud, racing staff and the wider community
- *Town Pastors*: Christians who support people having a night out in town, helping the vulnerable, diffusing any potentially aggressive situations
- *U3A Newmarket*: arranging educational, social and creative activities for retired and semi-retired people

These organisations act as valuable social hubs, enabling people to work together and have a positive impact in their community.⁹⁰

Community Action B2: Social Hubs

Newmarket Town Council will support well-being by promoting the sustainable growth of social hubs, working in partnership with them to build strong community networks, and publicising their work with the intention of reaching any member of our community who is isolated or vulnerable.

⁹⁰ In the terms of the ‘Community Capital Framework, “creating diverse ... social ... networks, and encouraging ... social exchange ensures linkages within communities, and is part of what will help Newmarket to develop as a ‘connected’ town; see para. 4.6 above.

Education

7.6 Within the designated area of this Plan, there are currently three tiers of education:

- **Early Years**

There are currently 11 pre-school settings in the 3 Suffolk wards of Newmarket: 2 in All Saints ward (All Saints Under Fives Pre-School, Clip Clop Day Nursery); 7 in Severals ward (A1 Fun Club, Fairstead House School, Laureate Primary Academy, Little Buds Pre-School, St Louis Primary and 2 Independent childminders); 2 in St Mary's ward (Colourbox Montessori School Newmarket, First Class Pre-School). There is a surplus of 1 FTE place in St Mary's ward, and of 20 FTE places in Severals ward, but there is a deficit of 37 FTE places in All Saints ward, producing an overall deficit of 16 FTE places for the town, which Suffolk County Council is working to address.⁹¹

- **Primary Education**

There are five state primary schools (All Saints' CE Primary School, Houldsworth Valley Primary Academy, Laureate Community Academy, Paddocks Primary School and St Louis Catholic Academy), offering 1,365 school spaces, and one private primary school (Fairstead House). Overall, within the Plan Area, there are available state school places; however, a new primary school will be needed to provide enough capacity for future growth.

- **Secondary Education**

The catchment secondary school is Newmarket Academy, which offers 900 school spaces. Although the school currently has capacity, expansion will be required for future growth, as it is forecast that the school will require 924 places in 2023/2024.⁹² It is extremely important that a secondary school is retained within the town.

- **Further Education**

Education is currently compulsory up to the age of 18, but since 2017 there has been no sixth-form provision in Newmarket. Consequently, young people have to travel at their own expense to either Bury St Edmunds or Cambridge or further afield for post-16 education. A town the size of Newmarket should provide post-16 educational opportunities for all its young people, and 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.

7.7 The retention of all school sites for educational purposes is addressed in *West Suffolk Development Management Policy DM41: Community Facilities and Services*.

“The loss of post-16 education is to be deplored; once students move out of the area they rarely return.”⁹³

7.8 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 and Disability (SEND) in Newmarket, and children have to travel to Bury St Edmunds and beyond or out of county. This is a crucial county-wide issue: “Suffolk does not have enough specialist education placements,” with a need, by the year 2020, of “between 300 and 400 new specialist education places”.⁹⁴ This is “an urgent and significant challenge,” with the demand for specialist places in Suffolk expected to result in an overspend of £1.5million to £2million for 2018/19 alone;⁹⁵ Suffolk County Council is working

⁹¹ Data from SCC (updated February 2019); there is also an overall deficit of 17 FTE places in the neighbouring wards (Exning and South [Moulton]). See also note 37 above.

⁹² Data from SCC (February 2019); see also para. 3.18 above.

⁹³ Consultee 2.07.

⁹⁴ *Agenda Item 9 - Future Strategy for the Development of Specialist Education Placements in Suffolk* (Report to Cabinet, 11 September 2018), para. 16, p. 161; para. 7, p. 160.

⁹⁵ *Agenda Item 9 - Future Strategy for the Development of Specialist Education Placements in Suffolk* (Report to Cabinet, 11 September 2018), para. 1, p. 159; para. 19, p. 161.

hard to address this issue, and has recognised that up to £45.1 million of capital investment in SEND may be required over the next 5 years, starting from 2019/2020.⁹⁶ It has been decided to provide the required new places “by developing a combination of new specialist support centres [SSCs] and new special schools”⁹⁷ but the precise location of these has not yet been decided. However, since SSCs will run alongside existing mainstream schools, there is now a pressing need for sites adjacent to mainstream schools across the county. If a suitable site for a SCC is found in Newmarket, there will also be an opportunity to locate provision for adults with SEND alongside the provision for children with SEND; this will allow a valuable continuity of care, and provide support for adults with SEND and their families within their own community. Many of these families previously accessed ‘Leading Lives’, a valued activity centre for adults with SEND, based in the former Court Buildings in Lisburn Road, but which has now closed.

“Currently there is no local [SEND] provision. Such a unit/school is urgently required.”⁹⁸

“This is an excellent idea and very much needed.”⁹⁹

Policy NKT9: Provision for Special Educational Needs and Disability (SEND)

The proposed development of a special educational needs and disability provision unit will be supported. Proposals for such a development adjacent to an existing primary school will be particularly supported.

Community Action B3: Provision for Special Educational Needs and Disability (SEND)

Newmarket Town Council will take a proactive role in promoting SEND provision in Newmarket, by:

- i. ensuring that Newmarket Vision groups give high priority to issues concerning SEND provision in education*
- ii. encouraging enlightened employers and organisations to offer work experience to young people with SEND*
- iii. continuing to work with all partners to deliver initiatives which support disabled residents and visitors, such as ‘Purple Tuesday’, ‘dementia-friendly town’ status, and the ‘Changing Places’ fully accessible toilet facility for the disabled proposed at All Saints Church*
- iv. lobbying so that, where possible, facilities such as toilets for the disabled and popular new attractions (such as the statue of the Queen) have appropriate access from a disabled parking bay located nearby*

Learning in the Community

7.9 Education is a life-long activity, and should be recognised as such, and it should be accessible to everyone in the community. To enable this, there should be a variety of learning hubs, including an easily accessible Library (see also Policy NKT31), Racing Welfare, the Racing Centre, Newmarket Day Centre, the National Heritage Centre, pre-schools, schools and places of worship. Initiatives might include breakfast clubs, after-school activities, youth clubs, adult education and U3A Newmarket, and content might range from basic skills to language learning or exploring the leading scientific work of local organisations or the town’s heritage.¹⁰⁰

⁹⁶ Decision approved by Cabinet on 29 January 2019 (Confirmed Minutes, p. 76).

⁹⁷ Decision approved by Cabinet on 11 September 2018 (Confirmed Minutes, p. 34).

⁹⁸ Consultee 1.04.

⁹⁹ Consultee 1.01.

¹⁰⁰ See following paragraph, and para. 11.15 below.

7.10 Newmarket offers many opportunities for self-led learning; for those with an interest in science, the Maktoum Gallery of the Thoroughbred in the National Heritage Centre for Horseracing and Sporting Art is dedicated to exploring the biology and genetics which has made Thoroughbred racehorses such supreme equine athletes, while in the King's Yard, the Roberts Collection of veterinary instruments introduces common racehorse injuries and illness, as well as modern diagnostics and scientific research.¹⁰¹ The Animal Health Trust (AHT) holds public open days.¹⁰² Anyone who wishes to explore the Horseracing heritage of the town has not only the National Heritage Centre for Horseracing and Sporting Art to visit; in addition, everyone is welcome to attend the Sales at Tattersalls, and witness the excitement as some of the world's most expensive racehorses go under the auctioneer's hammer in the Sales Ring.¹⁰³ In addition, every September, the Newmarket Open Weekend makes it possible to take a 'behind the scenes' look at Horseracing, including Newmarket's veterinary hospitals, the National Heritage Centre, the British Racing School, Tattersalls, The Jockey Club Rooms, the Warren Hill Gallops, as well as many trainers' yards around the town.

Community Action B4: Learning Hubs

Newmarket Town Council will:

- i. enable and encourage the sustainable growth of widely advertised learning hubs in the community, promoting collaboration between councils, businesses and voluntary groups*
- ii. encourage partnerships with Newmarket Academy, West Suffolk College and other academic bodies to deliver courses for literacy, numeracy and skills for life, as well as adult education and the possibility of vocational and academic further education courses*
- iii. publicise learning opportunities in the Town Calendar*

Arts, Entertainment and Leisure Activities

7.11 Arts, Entertainment and Leisure facilities are important for the health and well-being of the residents of Newmarket. There are a number of Arts organisations which are highly valued by particular groups of people within the town.¹⁰⁴ For instance, we are fortunate to have the much-loved Kings Theatre in Fitzroy Street in the centre of the town. The building was originally St. Mary's Church Girls and Infants School and dates from around 1875. It was bequeathed to *Newmarket Operatic, Musical and Dramatic Society (NOMADS)* by Captain Herbert Ryder King CBE, and NOMADS have now been entertaining audiences there for more than 60 years.¹⁰⁵ More recently, since 2014, the new National Heritage Centre for Horseracing and Sporting Art has provided not only a permanent home for the display of sporting art from the seventeenth century up to the present day, but also temporary exhibition galleries which allow a far broader range of art and photography to be shown.¹⁰⁶ *The Arts Society Newmarket* is for those who have an interest in and enjoy the arts in general, and aims to broaden knowledge and enjoyment of the decorative and visual arts through lectures and visits.¹⁰⁷ Tours of The Jockey Club Rooms, with its own impressive collection of art, are available through *Discover Newmarket*.¹⁰⁸ *Cinema at Newmarket (CaN)* has been showing films twice weekly in the Stable for the last 15 years. There are also numerous musical organisations which meet in churches and other venues around the town, and over the last five years, the *Newmarket Music and Arts Festival* has been established as an annual event. It is important to continue to build on these creative activities and also to provide opportunities for other leisure activities appropriate for all age groups.

¹⁰¹ <https://www.palacehousenewmarket.co.uk/the-thoroughbred.html>.

¹⁰² <http://www.aht.org.uk/>.

¹⁰³ <http://www.tattersalls.com/about-tatts.php>.

¹⁰⁴ See para. 6.14 above for an assessment of how the town-wide Arts offer can be extended.

¹⁰⁵ See <http://www.nomadskingstheatre.com/history/>.

¹⁰⁶ See <https://www.palacehousenewmarket.co.uk/>.

¹⁰⁷ See <http://newmarketdfas.org.uk/>.

¹⁰⁸ See <https://discovernewmarket.co.uk/places/discover-newmarket-feature-tour/>; see also para. 11.5 below.

Community Action B5: Participation in the Arts

Newmarket Town Council will:

- i. encourage and support collaboration between organisations to promote engagement across the community with the Arts (including music, drama and dance as well as the visual arts)
- ii. promote and publicise organisations in the town which enable residents to appreciate and participate in the Arts
- iii. continue to help develop the annual Newmarket Music and Arts Festival
- iv. encourage use of local churches as possible spaces for Arts activities
- v. include Arts events and activities on the town calendar

(See also Community Action A7)

7.12 Currently, there are 18 children’s play areas around the town. These are directed at a range of ages and there is a variety of equipment; both the Town Council and the District Council have taken the trouble to engage with local children when equipment has been updated,¹⁰⁹ and the facilities are very popular. At the time of writing we are looking forward to the re-opening of the playground in the Memorial Gardens after a significant refurbishment. A group of students from Newmarket Academy have been working on a project to move and improve the skate park on the George Lambton Playing Fields. It should be noted, however, that the town as yet has no designated ‘Neighbourhood Equipped Areas for Play’ (NEAPs); these are areas aimed at older children.¹¹⁰ Residents and organisations, the Police and other professionals are all agreed that there is insufficient provision for young people in the town, and many have spoken of the benefits of providing a youth drop-in centre.

“Kids need somewhere to be; there needs to be more provision in Newmarket as there is nowhere for them to go.”¹¹¹

Community Action B6: Leisure Activities for All

Newmarket Town Council will:

- i. 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, horse riding for recreation)
- ii. promote the development of the existing skate park site (on the George Lambton Playing Fields, adjacent to the Yellow Brick Road) as a playground, once the new skate park has been opened
- iii. encourage the placing of trim trails (open air gyms) suitable for older children and adults around the town; possible locations might include the Yellow Brick Road, The Severals and the George Lambton Playing Fields
- iv. work with all partners to develop a youth drop-in centre

¹⁰⁹ For example, in 2018 Newmarket Town Council consulted with local children in order to find a theme for the new Memorial Gardens playground, and in 2015 Forest Heath District Council presented the tenders for the Hodgkins Yard playground to Year 6 at All Saints' Primary School, and followed the children’s recommendations.

¹¹⁰ FHDC Survey of Playground Equipment and Play Areas in Newmarket; following the Fields in Trust classification, 7 are “Local Areas for Play (LAPs) aimed at very young children”, and 9 are “Locally Equipped Areas for Play (LEAPs) aimed at children who can go out to play independently”. The Studland Park LEAP consists of a BMX track and Multi Use Games Area (MUGA), and there is a skateboard park on the George Lambton Playing Fields. The Icewell Hill play area has no classification and the town has no “Neighbourhood Equipped Areas for Play (NEAPs) aimed at older children”. See *Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard (England)*, Fields in Trust (2015), pp. 5-7.

¹¹¹ Consultee 2.36.

7.13 Following a concerted campaign by local residents,¹¹² Forest Heath District Council commissioned a detailed site evaluation for a permanent cinema in Newmarket, and on 12 March 2019 West Suffolk Joint Executive (Cabinet) Committee recommended the outline business case for a 3 or 4 screen cinema and restaurant development at the north end of the Guineas Shopping Centre, with a full business case to be submitted later in 2019 to West Suffolk Council.¹¹³

Policy NKT10: Cinema

Appropriate proposals for a multi-screen cinema and associated uses in the designated town centre will be supported, subject to there being no unacceptable impact on the setting of heritage assets, residential amenity, traffic and highways and other design matters as identified in the development plan (*see also Policy NKT31*).

Sporting and Recreation Facilities

7.14 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 and Public Rights of Way 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

7.15 These aspirations 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 under-served by formal play provision."*¹¹⁴

7.16 This would address the problem that Newmarket faces with regard to sports and recreation provision: we have many sports clubs and teams, but there is an identified deficit of sports facilities,¹¹⁵ which has exacerbated by the recent demolition of Scaltback School and the consequent loss of the sports hall and changing rooms.

¹¹² The campaign was organised by local residents David Rippington and David Goodman; by January 2017, a petition in favour of a cinema in Newmarket had gathered over 3,500 signatures; https://archive.org/stream/newmarket-news-2017-01-11/newmarket-news-2017-01-11_djvu.txt.

¹¹³ Decision details: <https://democracy.westsuffolk.gov.uk/ieDecisionDetails.aspx?ID=611>; Outline business case: <https://democracy.westsuffolk.gov.uk/documents/s32658/CAB.JT.19.018%20Newmarket%20Cinema%20and%20Restaurant%20Development%20Outline%20Business%20Case.pdf>.

¹¹⁴ *Newmarket: Enquiry By Design Workshop Report* (2013), p. 44.

¹¹⁵ *West Suffolk Sports Facilities Assessment: Executive Summary* (2016): Gymnastics "significant potential for a dedicated hall in Newmarket" (Table B: Summary of Facility Needs in Forest Heath; note also "The highest level of unmet demand for sports hall provision is in and around the Newmarket area," *West Suffolk Indoor Sports Facility Strategy 2015-2031* (2016), para. 7.47, p. 112); Cricket: "There is currently no long-term community use secured at the site [The Severals]. The pitch quality is also not sufficient to provide a home ground for high quality cricket" (Table C: Playing Pitch Strategy Action Plan). In addition, the 2015 *Fields In Trust* benchmark for playing pitches is 1.2 hectares per 1,000 head of population (*Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard [England]*, Fields in Trust [2015], p. 6). Using the 2011 Census population figure for Newmarket of 16,615, this would mean the town should have 19.94 hectares of playing pitches, but according to the *FHDC Public Open Space Survey of Newmarket 2017-2018*, the total amount is only 11.98 hectares (consisting of the George Lambton Playing Fields and The Severals).

Furthermore, where there are facilities, they are inadequate and outdated for a town of this size, for example, the club house at Scaltback and the 'pavilion' at George Lambton Playing Fields.¹¹⁶ Although the Leisure Centre provides modern facilities, these are now proving to be inadequate to meet the increasing demand for sport and recreation in the town.

7.17 In addition, there is a lack of provision for athletics in the town, despite this being recognised as a growing sport with significant health and well-being benefits, to the extent that running is now being prescribed by GPs rather than medication.¹¹⁷ The growth of the sport is reflected in Newmarket; since 2011, 'Newmarket Joggers' has seen a 100% increase in membership, and now needs better facilities to provide adequate, safe provision all year round. Currently members run around the town on shared pavements, or on roadsides if there is no pavement. In addition, for 6 months of the year poor lighting restricts training, limiting health benefits and disadvantaging those who are training to represent the town and the club in competitions. Provision of dedicated facilities would alleviate these issues.¹¹⁸ The 'Newmarket Joggers Junior Section' is also affected by the lack of facilities: the children have to train outside all year round in all weather conditions; therefore their numbers fall in the winter, and some sessions are cancelled altogether due to extreme weather. Although UK Athletics guidance is that under-14s train in a range of sports, the lack of indoor facilities means the Junior Section is restricted to running in the winter, and also limits their range of warm-up exercises. Provision of an all-weather track and floodlighting would allow the club to host competitions and to provide extra training sessions for talented athletes in the town. An associated sports hall would guarantee sessions with full range of activities throughout the year; it would also allow wheelchair athletes to participate fully. Such facilities would give the club a greater 'presence' in the community and attract more members, and could also be used by other groups, for instance, the hall could be used for boxing or gymnastics, and the running track could be used by primary schools.¹¹⁹

"We certainly lose a number of [young athletes of] significant talent to other regional cities and towns because of the lack of facilities."¹²⁰

7.18 Newmarket is not only lacking in provision for organised sport; there is also an identified deficit of public open space for informal recreational activities. It should be noted that although The Jockey Club allows the public to use the heathland around the town after 1.00pm, this is not considered to be public open space because it is privately owned. It is important for there to be sufficient informal recreation space within the town for people of all ages to access in order to promote physical and mental well-being (e.g. walking, tending an allotment, admiring a view), and therefore we should protect those 'green spaces' which make an important contribution to the natural environment and fulfilment of residents' lives.¹²¹ The 2015 Fields In Trust (FIT) benchmark for informal outdoor space per 1,000 head of population is 3.2 hectares (comprising: parks and gardens, 0.8 ha; amenity green space,

¹¹⁶ *West Suffolk Sports Facilities Assessment: Executive Summary* (2016): "The clubhouse at Newmarket Rugby Club is not currently fit for purpose" (Table C: Playing Pitch Strategy Action Plan); *West Suffolk Playing Pitch Strategy: Analysis* (2015): the GLPF "changing facility is aged" (Table 24: Recommended football sites for protection in West Suffolk, p. 59).

¹¹⁷ 'Parkrun UK teams up with GPs to prescribe running and active lifestyles to patients', Ben Hobson, *Runners World* (21.06.2018); 'How Parkrun's 13 became five million and changed weekends for ever', Sean Ingle, *The Guardian* (01.10.2018)

¹¹⁸ For the *West Suffolk Playing Pitch Strategy: Analysis* (2015), consultation was undertaken with the West Suffolk Athletics club, based in Bury St Edmunds (para 7.5.3); no mention is made of any consultation with 'Newmarket Joggers'. Although it was noted that there is only one publicly available athletics track in West Suffolk, and that consequently "participants in Forest Heath are forced to travel in order to access the track in Bury St Edmunds" (7.5.6, Table 63 p. 124), it was not recognised that in fact many Newmarket athletes do not travel to Bury St Edmunds and are therefore disadvantaged by the limited facilities available in their home town.

¹¹⁹ Since neither of the town's former middle school sites have been used for primary schools, no primary school has extensive playing fields available for interschool competitions, or to allow children the experience of running longer distances.

¹²⁰ Consultee 2.48.

¹²¹ *West Suffolk Strategic Framework Summary for 2018-2020* (2017) has as one of three strategic priorities "resilient families and communities that are healthy and active," with one focus upon using "our community, leisure, open space and heritage assets to support wellbeing and education."

0.6 ha; natural green space, 1.8 ha).¹²² The table below compares these figures to the informal outdoor space available in Newmarket:

	2015 FIT benchmark per 1,000 head	Expected figures for Newmarket ¹²³	Actual figures in Newmarket ¹²⁴	Surplus/deficit as a %
Parks and gardens	0.8 hectares	13.29 hectares	0.65 hectares	-95.1%
Amenity green space	0.6 hectares	9.97 hectares	10.01 hectares	+0.4%
Natural green space	1.8 hectares	29.9 hectares	3.67 hectares	-87.7%
Total informal outdoor space	3.2 hectares	53.16 hectares	14.33 hectares	-83%

7.19 A large proportion of the available Public Open Space in Newmarket is provided by the George Lambton Playing Fields, which and is used for sports pitches and recreation. This 9.18 hectare area of land is named after the trainer the Hon. George Lambton (1860-1945). On 1 May 1973, the land was leased to Forest Heath District Council for a term of 99 years, as part of a comprehensive scheme for the development of the neighbouring Phantom and Moreton Studs; there are now 53 years of the lease remaining.¹²⁵

7.20 All our local sports teams and clubs should be able to take part in their sport within Newmarket with good facilities, and it would be more efficient if this were a shared site with shared facilities.¹²⁶ A preferred location for a shared community sports and recreation area is the vacant St Felix School site, which is adjacent to the George Lambton Playing Fields.¹²⁷ The combined area would be a shared space, enhanced to provide sports facilities for as many Newmarket sports clubs as possible. This site has the benefit of easy access to the A14 for visiting sports clubs and is not in a high density residential area, so that any increase in parking, noise and light pollution would have little impact.¹²⁸ The current uses of the George Lambton Playing Fields for informal sport and recreation would be protected. These uses include:

- sports pitches
- space for informal community use
- a skate park
- an area for visiting fairs and circuses
- a car park

A shared community sports facility which could be used for a variety of sports, including track and field, is proposed

¹²² *Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard (England)*, Fields in Trust (2015), p.7. The Fields In Trust (FIT) broad recommendation (Six Acre Standard, or 6AS) is for 2.4 hectares of accessible green space per 1,000 head of population; this includes space for sport and play as well as informal outdoor space (<http://www.fieldsintrust.org/guidance>). By this benchmark, Newmarket should have 39.88 hectares of accessible green space, but the current total area is 26.6 hectares, according to *FHDC Public Open Space Survey of Newmarket 2017-2018* (although it should be noted that this figure does not include play areas for children and young people). This gives a deficit of 13.28 hectares for Newmarket, and therefore the accessible green space available to residents is only 67% of the FIT 6AS benchmark.

¹²³ Based on the population figure of 16,615 for the Forest Heath part of Newmarket (2011 Census).

¹²⁴ *FHDC Public Open Space Survey of Newmarket 2017-2018*.

¹²⁵ See *Planning Application F/2011/0541/HYB – George Lambton Playing Fields, Fordham Road, Newmarket* (2013), para. 9, p. 5.

¹²⁶ This was also recognised in *West Suffolk Indoor Sports Facility Strategy 2015-2031* (2016), para. 9.22, p. 153: "The former middle school site in Newmarket has some potential for development as a sports hub. There is potential for this site to be developed with badminton, gymnastic and rugby facilities"; in this case, the document was describing the Scaltback site, but, as para. 7.20 above goes on to explain, the St Felix site is far more suitable for a sports hub.

¹²⁷ The allocation of a shared community sports facility on the existing tennis courts and former school playing fields of the St Felix School site would be in line with *West Suffolk Joint Development Management Policy DM42b* in that the proposed development will itself act as a "replacement for the space or facilities lost" and with *National Planning Policy Framework* (2019), paragraph 97c (p. 28), since "the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use".

¹²⁸ This is in direct contrast with the Scaltback site, which has also been put forward as a possible site for a sports hub (see note 126 above).

on the playing fields and tennis courts of the vacant St Felix School site, which is adjacent to the George Lambton Playing Fields; the latter are already in active use as sports pitches as well as for informal recreation. Policy NKT11 applies *Policy DM42 (Open Space, Sport and Recreational Facilities)* of the *Joint Development Management Policies Document* to the five areas listed in the policy.

Policy NKT11: Community Sports and Recreation Areas

- a. The following, as identified on the Policies Map, are designated as Sports and Recreation Areas:
 - i. Newmarket Academy playing fields
 - ii. the playing fields of the former Scaltback School
 - iii. the Tennis Courts on Hamilton Road
 - iv. the Bowling Green on the Avenue
 - v. the George Lambton Playing Fields, and the playing fields and tennis courts of the St Felix School site
- b. Proposals for either the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities on the designated areas or proposals which would result in the loss of the existing amenity, sport or recreation open space or facilities will be determined on the basis of the policy approach set out in *Policy DM42 (Open Space, Sport and Recreational Facilities)* of the *Joint Development Management Policies Document*.

Community Action B7: Community Sports and Recreation Area

As a priority, Newmarket Town Council will investigate and take forward options to improve and consolidate the delivery of outdoor sports and informal recreation activities in Newmarket, focusing initially on the George Lambton Playing Fields and St Felix site. The George Lambton Playing Fields, the Yellow Brick Road and the Severals would all be good locations for trim trails (open air gyms).

“St Felix Site – great access to A14 ... much better access than ... at Scaltback, which is predominantly residential.”¹²⁹

Local Green Spaces

7.21 Although Newmarket is surrounded by open heathland, access to these areas is restricted to the public until after 1.00 pm. Natural England’s Accessible Natural Greenspace Standard (ANGSt) recommends that “everyone, wherever they live, should have an accessible natural greenspace:

- of at least 2 hectares in size, no more than 300 metres (5 minutes’ walk) from home;
- at least one accessible 20 hectare site within two kilometres of home;
- one accessible 100 hectare site within five kilometres of home; and
- one accessible 500 hectare site within ten kilometres of home; plus
- a minimum of one hectare of statutory Local Nature Reserves per thousand population.”¹³⁰

7.22 When Forest Heath District Council analysed the availability of accessible natural green space in the district for the first four levels above, the conclusion for Newmarket was that there is “poor provision at all levels although Chippenham Fen provides coverage to the northern part of Newmarket.”¹³¹ It is intended that this deficit should be mitigated by providing “new greenspace as part of developments and by improvements to existing green spaces

¹²⁹ Consultee 1.07.

¹³⁰ *Nature Nearby - Accessible Natural Greenspace Guidance (NE265)*, Natural England (2010), section 1.2, p. 12.

¹³¹ *Accessible Natural Greenspace Study: Evidence paper for Forest Heath District Council Single Issue Review of Core Strategy Policy CS7 and Site Allocations Local Plan (2017)*, Table 5, p. 21. As the report recognises, “this analysis does not reflect that access to the gallops is available to the public in the afternoon.”

including new links to the Yellow Brick Road”,¹³² and by considering opportunities “to improve walking and cycling routes in Newmarket” and to “further improve the safe sustainable route for walkers and cyclists between Exning and Newmarket”.¹³³ Paragraph 99 of the **National Planning Policy Framework** describes the possibility of designating green areas that meet certain characteristics as ‘Local Green Spaces’. Paragraph 100 adds:

“The Local Green Space designation should only be used where the green space is:

- a) in reasonably close proximity to the community it serves;*
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- c) local in character and is not an extensive tract of land.”¹³⁴*

7.23 Policy NKT12 identifies that development will only be supported with the designated spaces in very special circumstances. West Suffolk Council will be able to come to its own view on a case-by-case basis on the extent to which any development proposal would comply with this important component of national planning policy. However, in general terms, proposals which would enhance existing uses in the designated spaces whilst retaining their open character and community value have the ability to be considered as very special circumstances. Permitted development rights are unaffected by this policy.

Policy NKT12: Local Green Spaces

a. The following areas, as identified on the Policies Map, are designated as Local Green Spaces:

- i. The Severals (*see also Community Action B8*)
- ii. The War Memorial and Gardens
- iii. Yellow Brick Road Linear Park (*see also Policy NKT17*)
- iv. Greville Starkey Avenue Green and Playground (FHDC LEAP)
- v. George Lambton Playing Fields
- vi. Studlands Park Green, on either side of Parkers Walk
- vii. Hyperion Way Open Space, including the Emerald Orchard (Community Orchard), the BMX track, MUGA (FHDC LEAP) and Studlands Park Playground (FHDC LAP)
- viii. Area to the rear of Suffolk Way
- ix. Allotments at Field Terrace Road
- x. Heasman Close Green and Playground (FHDC LAP)
- xi. Field Terrace Road and Heasman Close Green and Playground (FHDC LAP)
- xii. Lady Wolverton Playing Fields and Pavilion (*see also Policy NKT11*) and Playground (FHDC LEAP)
- xiii. Newmarket Academy Playing Fields
- xiv. Princess Way Green
- xv. Southfields Close Green
- xvi. Bahram Close Green
- xvii. Portland Green
- xviii. Windsor Road Green
- xix. Manderston Road Green
- xx. Manderston Road and Rowley Drive Green and Playground (FHDC LAP)
- xxi. Green Square at Rowley Court
- xxii. Churchill Court Open Space

cont.

¹³² *Accessible Natural Greenspace Study: Evidence paper for Forest Heath District Council Single Issue Review of Core Strategy Policy CS7 and Site Allocations Local Plan (2017)*, Table 10, p. 35.

¹³³ *Accessible Natural Greenspace Study: Evidence paper for Forest Heath District Council Single Issue Review of Core Strategy Policy CS7 and Site Allocations Local Plan (2017)*, paras. 6.40-6.42, p. 44.

¹³⁴ *National Planning Policy Framework (2019)*, p. 29.

Policy NKT12: Local Green Spaces (cont.)

- xxiii. St. Mary's Churchyard (*see also Policy NKT3*)
- xxiv. St. Mary's Churchyard (railed) (*see also Policy NKT3*)
- xxv. St Mary's Square (*see also Policy NKT3*)
- xxvi. Memorial Hall Gardens and Playground (NTC LEAP)
- xxvii. Birdcage Walk, extending along the High Street from Hamilton Road up to and including the Cooper Memorial
- xxviii. The area in front of Newmarket Town Council Cemetery, extending along the High Street from Dullingham Road to opposite Hamilton Road
- xxix. Newmarket Town Council Cemetery
- xxx. All Saints' Churchyard
- xxxi. Hodgkins Yard and Hodgkins Yard Playground (FHDC LEAP)
- xxxii. Green Road Green and Playground (FHDC LAP)
- xxxiii. Granby Street Playground (FHDC LEAP)
- xxxiv. Allotments at New Cheveley Road
- xxxv. New Cheveley Road Playground (FHDC LEAP)
- xxxvi. New Cheveley and Cheveley Road corner
- xxxvii. Greens on either side of Heathbell Road at junction with Cheveley Road
- xxxviii. Whitegates Green
- ix. Greenfields Green

b. Proposals for development within designated Local Green Spaces will only be supported in very special circumstances.



Policy NKT13: New Green Spaces

Proposals for new development should provide open green spaces to the standards set out in the former Forest Heath District Council *Supplementary Planning Document for Open Space, Sport and Recreation Facilities* (October 2011).



Community Action B8: The Severals

The Severals is a treasured open green space in the centre of the town; Newmarket Town Council will:

- i. continue to maintain it to the highest possible standards*
- ii. consider extending the Pavilion, improving lighting and adding a trim trail (open air gym) around the edge in order to encourage community use*
- iii. lobby for improved access via road crossings on the Fordham Road and Bury Road*

Community Action B9: Open Spaces

Newmarket Town Council will 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 or smellscape). These open public spaces and children's play areas shall be dispersed throughout the town.

Promoting Safety around Animals

7.24 There are around 3,000 horses in training in Newmarket,¹³⁵ 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 B10: Safety around Animals

Newmarket Town Council will:

- i. promote an understanding of how to keep safe around horses and dogs, for instance, a Newmarket Animal Awareness Award for local children*
- ii. ensure that there are sufficient bins for the disposal of dog waste in and around the town*
- iii. 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*

¹³⁵ *Newmarket Horseracing Industry: Local, national and international impact of the Horseracing Industry in Newmarket*, Deloitte (2015), p. 17; *Forest Heath Site Allocations Local Plan* (2018), para. 5.6.2, p. 42.

Allotments

7.25 Allotments can improve community nutrition, emotional resilience and healthy activity, especially for our ageing population. The area of the Newmarket Neighbourhood Plan includes 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 in 1869, as recorded in *The Bury and Norwich Post and Suffolk Herald*, 9 February 1869:

“ALLOTMENTS. – Lord George Manners, M.P., has kindly allowed a portion of his model farm, near the railway-station, to be laid out in allotments for the use of the townspeople, to whom it will be a great accommodation.”

ALLOTMENTS.—Lord George Manners, M.P., has kindly allowed a portion of his model farm, near the railway-station, to be laid out in allotments for the use of the townspeople, to whom it will be a great accommodation.

“a lot of the members [of Newmarket Allotment Association] are retired or elderly: this is their hobby, pastime, and a means of keeping fit.”¹³⁶

Community Action B11: Allotments

Newmarket Town Council will continue to value and celebrate the two allotment sites within the designated area, which are recognised as community assets, and continue to invest in their infrastructure, including security.



Public Seating

7.26 It is recognised that there is an insufficient amount of public seating around the town to provide resting points for pedestrians, and residents have also asked if benches could be sited away from public bins.

Community Action B12: Public Seating

Newmarket Town Council will carry out an audit of public seating in the town, including local green spaces, and then identify further sites for seating.

¹³⁶ Consultee 1.15.

8. Objective C: To Value and Protect our Environment

8.1 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. 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 wherever possible that our actions mitigate the expected effects of climate change by reducing the amount of greenhouse gases in the atmosphere. Key strategies in achieving these ambitions will be increasing the number of trees and encouraging the use of electric vehicles, alongside improved recycling.

Community Action C1: Appreciation of our Landscape

The town's character and prosperity is dependent upon its surrounding landscape; Newmarket Town Council will:

- i. provide or work with partners to provide information points which promote appreciation of this link*
- ii. support individuals or local groups, such as the Friends of the Yellow Brick Road, who work to improve their environment*

Visual Impact

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

Community Action C2: Visual Impact of Roadsides and Industrial Buildings

Newmarket Town Council will:

- i. 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*
- ii. lobby local authorities to 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, avoiding unnecessary use of weed killers*
- iii. encourage and retain planting or landscaping which minimises the visual and environmental impact of industrial buildings and which manages the risk of surface water flooding as part of an integrated Sustainable Urban Drainage system*
- iv. support local groups and projects which organise litter picking along pavements and verges*



Trees

8.3 Trees form an integral part of Newmarket's landscape. Traditionally tree belts were planted as borders to stud land to prevent horses from wandering, but there are also many individual specimens and lines of street trees. Trees have therefore become an established feature of the town, and this should be maintained. There are many mature trees, and a number of trees with veteran features.¹³⁷ The latter in particular should be treasured and protected.



8.4 Trees not only make a visual impact, enhancing the street scene and views within the town, they also make an important environmental impact by reducing a major greenhouse gas (CO₂) and encouraging biodiversity. In short, 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 future residents to enjoy.

“Tree planting and other green planting has a huge impact on the look and feel of the town.”¹³⁸

“Many roadside trees, recently felled, have not been replaced.”¹³⁹



¹³⁷ *Veteran Trees: A guide to good management (IN23)*, Natural England (2000), chapter 2, para. 2.1, p. 13: the “term veteran tree is one that is not capable of precise definition but it encompasses trees defined by three guiding principles:

- trees of interest biologically, aesthetically or culturally because of their age;
- trees in the ancient stage of their life;
- trees that are old relative to others of the same species.”

Trees with veteran features include the sycamore in Rous Memorial Court and the horse chestnut behind the Guineas Shopping Centre off Fred Archer Way, opposite the Racing Centre.

¹³⁸ Consultee 1.01.

¹³⁹ Consultee 1.04

Policy NKT14: 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; and
 - iv. encourage the appropriate planting of native species, particularly on available open space sites, including playgrounds.
- b. Development will be permitted as long as it does not involve or increase the likelihood of felling, significant surgery and potential root damage to trees that have amenity value as perceived from the public realm, 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.

Community Action C3: Trees

Newmarket Town Council will liaise with the Woodland Trust to audit the town's trees and to establish an on-going planting programme (including the replacement of any street trees which die or are felled) to ensure that there is a good variation in ages of trees within the environment.



A single tree can have a huge impact on its neighbourhood without it being obvious that it is the same tree seen from many angles. Above is the Beech tree at Oakfield Surgery (centre), seen from Vicarage Road (top left), Old Station Road (top right, twice) and All Saints Road (bottom left and right).

Pollution

8.5 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.¹⁴⁰ An Air Quality Management Area (AQMA) was declared along the High Street and Old Station Road in 2009.¹⁴¹ In April 2017, the AQMA was reduced in size to reflect improvement in air quality, but was retained along Old Station Road;¹⁴² West Suffolk will consider revoking the remaining AQMA according to the results of data from 2018. Any impact on air quality is calculated by measuring the percentage change in the concentration of pollution relative to the target level, and assessing this percentage against how far the average actual level of pollution is above or below the target level. The resulting impact is formally defined as ‘negligible’, ‘slight’, ‘moderate’ or ‘substantial’.¹⁴³ Policy NKT15 takes a proportionate approach to this matter. Its first part sets out a general approach throughout the neighbourhood area. The second part refers more specifically to the designated AQMA.



Policy NKT15: Air Quality

- a. Proportionate to their nature and location, development proposals should demonstrate that:
 - i. any adverse impact on air quality in the town which arises from proposals will not be more than ‘negligible’ or ‘slight’ after mitigation
 - 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 an Air Quality Management Area (AQMA)
- b. Proportionate to their nature and location, development proposals within the designated Air Quality Management Area should not interfere with the implementation of the Air Quality Action Plan and, where appropriate, should identify how they will achieve any relevant actions in that Action Plan. Proposals within the Air Quality Management Area which would detrimentally impact on the implementation of the Action Plan and/or which would not comply with the criteria in the first part of this policy will not be supported.

8.6 To improve air quality within the town and to mitigate the expected effects of climate change we need to encourage the use of electric or hybrid vehicles. To this end, the *Suffolk Guidance for Parking* requires electric vehicle charging points for any new development requiring car parking space.¹⁴⁴

Community Action C4: Air Quality

Newmarket Town Council will lobby for:

- i. *electric charging points (or improved technology) at locations throughout the town, in particular, close to any new or established taxi rank*
- ii. *taxis to be electric or hybrid (or improved technology) vehicles*

¹⁴⁰ <https://www.eadt.co.uk/news/hundreds-dying-because-of-air-pollution-in-suffolk-and-essex-1-4539239>; <https://www.ipswichstar.co.uk/news/what-is-causing-the-air-pollution-health-emergency-in-suffolk-and-north-essex-1-4541221>

¹⁴¹ See https://uk-air.defra.gov.uk/aqma/details?aqma_ref=582; this area incorporated “the High Street (from the White Hart Hotel), in Newmarket, to the Clock Tower gyratory and Old Station Road up to the junction with Rous Road.”

¹⁴² The revised area incorporated “Old Station Road from the Clock Tower roundabout to the junction with Rous Road”.

¹⁴³ *Land Use Planning and Development Control: Planning for Air Quality*, EPUK & IAQM (2017), especially Table 6.3, p. 25. See <http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>.

¹⁴⁴ *Suffolk Guidance for Parking: Technical Guidance*, second edition (November 2015); see pp. 6, 14-16, 22, 37-43, 45, 47, 49-50, 53, 58, 60, 64.

Waste

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

Community Action C5: Waste

Newmarket Town Council will work proactively with local authorities, businesses and residents to manage and reduce waste through:

- i. *recycling, by:*
 - a. *reinstating a household waste recycling facility in the town*
 - b. *encouraging the reporting of fly-tipping and potential blockages in the Newmarket Brook and other Newmarket watercourses*
 - c. *enforcing regulations against fly-tipping and littering, particularly if this will affect the flow of the Newmarket Brook and of other Newmarket Watercourses*
 - d. *promoting and encourage recycling, with well-positioned local recycling points*
 - e. *ensuring that the waste collection service covers all types of household waste*
 - f. *encouraging local businesses to use recyclable packaging*
 - g. *encouraging pre-schools and schools to educate children about recycling*
 - h. *lobbying national government to develop a uniform and comprehensive nationwide recycling system*
- ii. *reducing litter, by:*
 - a. *supporting anti-littering projects*
 - b. *involving local vets in promoting awareness of problems associated with dog fouling*
 - c. *lobbying for stricter enforcement of dog fouling, with penalties, and promoting the Town Council's good practice in supplying free biodegradable bags*
 - d. *lobbying for sufficient litter bins and dog bins, which shall be emptied regularly and maintained*
 - e. *lobbying for a numeric system to be developed whereby all bins can be easily identified by the public and the authority*

8.8 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.

“With the closing of the recycling centre fly-tipping has increased in Studlands.”¹⁴⁵

Biodiversity

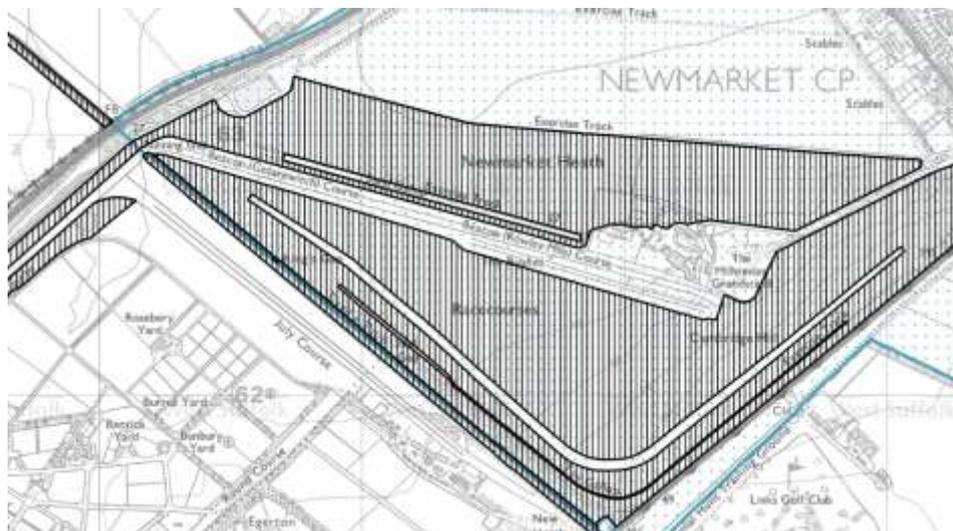
8.9 We are fortunate to be surrounded by a unique landscape. The status of the Devil's Dyke (as a 'Special Area of Conservation' [SAC] and Site of Special Scientific Interest [SSSI]) and the training grounds maintained by Jockey Club Estates (including Newmarket Heath SSSI and Newmarket Heath County Wildlife Site [CWS])¹⁴⁶ have created habitats for a diversity of wildlife, including some protected species.¹⁴⁷ It is important, however, that we remember

¹⁴⁵ Consultee 2.14.

¹⁴⁶ The SSSIs and SAC can be seen on <https://magic.defra.gov.uk/MagicMap.aspx>; for the CWSs, see also *Accessible Natural Greenspace Study: Evidence paper for Forest Heath District Council Single Issue Review of Core Strategy Policy CS7 and Site Allocations Local Plan (January 2017)*, para. 6.31, p. 44.

¹⁴⁷ Species of interest at Newmarket Heath CWS include Dwarf Thistle, Salad Burnet, Upright Brome and Downy Oat Grass, and at Newmarket Heath SSSI, Spotted Flycatcher, Pasqueflower, Spring Cinquefoil, Bastard-toadflax, Field Fleawort, Spiked Speedwell and an uncommon eyebright *Euphrasia pseudokerneri*. Protected species and species of conservation concern at Devil's Dyke SSSI include House Martin, Wheatear, Fieldfare, Corn Bunting, Chalk Hill Blue butterfly, *Cistogaster globosa* fly, Latticed Heath moth and Sterile Beardless-moss. Other protected species and species of conservation concern identified elsewhere in the Plan Area include: Barnacle Goose, Kestrel, Lapwing, Herring Gull, Barn Owl, Tawny Owl, Short-eared Owl, Swift, Green Woodpecker, Great Spotted Woodpecker, Skylark, Swallow, House Martin, Meadow Pipit, Grey Wagtail, Pied Wagtail, Waxwing, Wren, Dunnock, Robin, Song Thrush, Spotted Flycatcher, Goldcrest, Blue Tit, Great Tit, Coal Tit, Nuthatch, Tree Creeper, Starling, House Sparrow, Greenfinch, Linnet, Goldfinch, Yellowhammer, Bluebell, Bulbous Meadow-grass, Fine-leaved Fumitory, Hoary Cinquefoil, Dwarf Cherry, Hoary Plantain, Heath Speedwell, Cat-mint, Wild Clary, Purple Milk-vetch,

that our administrative boundaries mean nothing to wildlife; for wild creatures our town forms an obstacle preventing their easy passage from one area of chalk grassland to another. Just to the east of our Plan Area are Bury Hill SSSI, the Limekilns CWS, Warren Hill CWS, Side Hill CWS, and Snailwell Meadows SSSI, Snailwell Grasslands and Woods CWS and Old Rectory Meadows CWS lie a little further to the north, while the Devil's Dyke SSSI extends north west to Reach and south east to Woodditton, and a strip of Newmarket Heath SSSI extends westward beyond the Devil's Dyke, with Beacon Course Green Lane CWS, July Course Grasslands CWS and Links Golf Course CWS.



Map showing the extent of local Sites of Special Scientific Interest (SSSIs) within the Plan Area

8.10 If we are to live sustainably and promote biodiversity, we need not only to be aware of the wealth of habitats which surround our town, we also need to rediscover the 'green highways' which run *through* our town, and then take action to link them together and to bridge any gaps to form a network which wildlife can use.¹⁴⁸ Some of these green highways may not be obvious – or even accessible to human pedestrians; for instance, the railway is a useful west-east green highway, complementing the better known Yellow Brick Road green corridor which links the centre of town to the north. When we consider the town in this light, our tree-lined verges take on a new importance, and the possibility of planting hedges along the horsewalks offers an exciting opportunity to support wildlife – one which is unique to Newmarket. Similarly, we may not have any awareness of the watercourses or 'blue highways' which cross our town beyond glimpses of the Newmarket Brook as it wanders through the Yellow Brick Road Linear Park, but even though they have been forced mostly underground, both the Newmarket Brook and the Old Ashley Brook are still flowing right through the town centre.¹⁴⁹

8.11 There are a number of active swift colonies in Newmarket and the arrival of these birds heralds the summer each year, when they return in the first week of May. National studies have shown that swifts, like other species, are under pressure, and planning policies are now being developed to support biodiversity;¹⁵⁰ this approach is encouraged in Newmarket. Swifts are classified as a Suffolk Priority Species and Suffolk Biodiversity Information Service (SBIS) confirms the presence of swifts and other wildlife that we wish to protect.¹⁵¹

Lucerne, Corn Spurrey, Common Cudweed, Field Scabious, Small Scabious, Dingy Skipper butterfly, Wall butterfly, Small Heath butterfly, White-letter Hairstreak butterfly, Chalk Hill Blue butterfly, West European Hedgehog, Serotine Bat, Lesser Noctule Bat, Pipistrelle Bat, Brown Long-eared Bat and Eurasian Badger. (Source: Suffolk Biodiversity Information Service; for further information, see <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1006650.pdf>.)

¹⁴⁸ This is yet another way in which Newmarket can become a 'connected' town; see para. 4.6 above.

¹⁴⁹ David Rippington, *The Watercourse - Newmarket's hidden river*; see also para. 9.5 below.

¹⁵⁰ In particular, *Appendix 2: Provision for Biodiversity in New Development*) of Exeter City Council's award winning *Residential Design Supplementary Planning Document (SPD)*; <https://drive.google.com/file/d/0B4CpCORtOQdTRTNySEnUXdoNTQ/view>. This highlights "actions which should be taken to enhance biodiversity in new development proposals," including: biodiversity opportunities within the built fabric; biodiversity opportunities within the landscaping; suggested planting lists.

¹⁵¹ See <https://www.suffolkbis.org.uk/biodiversity/speciesandhabitats/specieslist>; <https://www.suffolkbis.org.uk/swift>; <https://www.suffolkwildlifetrust.org/swifts>.

Policy NKT16: Biodiversity

- a. Where appropriate, developments should incorporate a selection of features, proportionate to the site in question, which support endangered or protected species of local or national concern. These features include, but are not limited to:
 - i. bat bricks, swift bricks, house martin cups and other bird boxes
 - ii. hedgehog highways (enabling access under walls or fences between gardens and open spaces), amphibian friendly kerbing and wildlife corridors under main roads
 - iii. bat friendly lighting
 - iv. insect habitat features such as compost heaps and log piles in gardens; these have the added benefit of providing ideal habitat for hedgehogs and their prey, as well as reptiles and amphibians.
- b. Planting in new developments should include, proportionate to the site in question:
 - i. nectar-rich plant species for pollinating insects
 - ii. avenues of trees and green corridors through the built environment
 - iii. wildflower verges
 - iv. native hedging
 - v. fruit trees planted in gardens and verges
 - vi. retention of original wildlife features, such as ancient hedgerows and trees
- c. Those features designed to increase biodiversity as described above should where possible connect into wider ecological networks and enhance them, and also link into the Public Right of Way network and the pedestrian and cycle network, as a well-connected ecological network increases ecosystem resilience. Special consideration should be given as to how proposals can enhance the passage of wildlife across the town.

(See also Policy NKT18 below)

Community Action C6: Biodiversity

Newmarket Town Council will:

- i. educate our community about the value of the flora and fauna particular to our SSSIs and other sites*
- ii. encourage the formation of groups of residents who wish to monitor particular wildlife species within the Designated Area*
- iii. encourage residents, organisations, local councils and businesses to make our town more wildlife-friendly by adopting, in all appropriate areas, some or all of the measures listed in Policy NKT16; in particular, to ask that boxes for bats, owls and other birds might be installed in appropriate locations*
- iv. encourage the mapping of the town's network of green and blue highways, (green corridors and watercourses) and work with partners to bridge any gaps*

The Yellow Brick Road

8.12 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 Rail 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 para. 4.6 above).

8.13 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.

8.14 The Linear Park follows the route of the Newmarket Brook (formerly known as 'Number One Drain'); it covers 3.67 hectares and is adjacent to various other public-owned green spaces. 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 2016.¹⁵² 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'. They are also placing benches, litter bins and CCTV cameras along the route. It is recognised that the Yellow Brick Road is a key connecting route for pedestrians and cyclists and it must be maintained for this use, as set out in the *Yellow Brick Road Linear Park Management Plan*.



Policy NKT17: Yellow Brick Road Linear Park

- a. The Yellow Brick Road Linear Park (YBRLP), as identified on the Policies Map, is designated as a green corridor. Proposals for development in the vicinity of Yellow Brick Road shall have regard to the protection and improvement of the wildlife habitats within the Linear Park, and should, where possible, increase connectivity between the Linear Park and other areas of green space.
- b. Proposals within the vicinity of the Yellow Brick Road should increase connectivity between the Yellow Brick Road and the wider pedestrian and cycle network where appropriate.

Community Action C7: Yellow Brick Road Linear Park

In order to promote the use of the Yellow Brick Road Linear Park, Newmarket Town Council will:

- i. address the issue that currently not all of the Yellow Brick Road is a designated Public Right of Way by applying to the appropriate authority to confer Public Right of Way status on the whole length of the Yellow Brick Road*
- ii. explore possible extensions of the Public Right of Way network in order to make connections with other thoroughfares including Exning Road and Fordham Road*
- iii. continue to work with partners and residents to ensure that the Yellow Brick Road Linear Park is maintained in an appropriate condition, and encourage any problems to be reported*

¹⁵² *Yellow Brick Road Linear Park Management Plan*. Please note that although called a 'linear park', the land is actually classed by Forest Heath District Council as green corridor, and is therefore listed as natural green space in the table in 7.18; see *FHDC Public Open Space Survey of Newmarket 2017-2018*.

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 Brick 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.

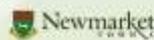


KEY

- Play areas
-
-
-
-
-

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



9. Objective D: To Develop Sustainable Housing within the Boundary of the Designated Area

9.1 This Neighbourhood Plan does not allocate sites for housing because at the time of writing the Forest Heath District Council 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, and will contribute to the ‘Community Capital Framework’ set out by the Prince’s Foundation by making the town ‘resilient’, serving “communities in the long-term through buildings, habitats and infrastructure which are durable and flexible.”¹⁵³

Sustainable Design Features

9.2 Any new development shall be sustainable, both in terms of energy use and environmental factors. These factors are addressed in *Forest Heath District Council Core Strategy Policies CS4 and CS5* and the *West Suffolk Joint Development Management Policies DM2: Creating Places - Development Principles and Local Distinctiveness, DM7: Sustainable Design and Construction* and *DM46: Parking Standards*. Additionally, in 2018, Forest Heath District Council adopted the *West Suffolk Energy Framework*, which is focussed on the vision that “West Suffolk’s residents and businesses will have access to clean, resilient and affordable energy”.¹⁵⁴ In particular, one of the three objectives of the Framework is for West Suffolk to be “low carbon and energy efficient”, and the potential opportunities identified include:

- “We will work to reduce CO2 emissions by 35% by 2025 and 75% by 2050 based on 2010 levels.
- Homes are as energy efficient as practicable with new homes built to low carbon emissions standards.”¹⁵⁵

9.3 Forest Heath District Council has also endorsed the *Local Energy East Strategy: An Energy Strategy for the Tri-LEP Area (2018)*; this project is a collaboration between three Local Enterprise Partnerships (LEPs): Cambridgeshire and Peterborough; Hertfordshire; New Anglia (Norfolk and Suffolk). One of the four underlying themes of the Strategy is:

*“Secure, local, affordable, low-carbon consumption – we will work to increase energy efficiency and improve energy affordability; reducing fuel poverty. And we will work to reduce carbon emissions and improve air quality”.*¹⁵⁶

Community Energy Initiatives

9.4 Forest Heath District Council is actively encouraging energy efficiency levels in buildings and the uptake of renewable energy technologies, especially renewable heat and district heating, in particular through *Solar for Business*¹⁵⁷ and the *West Suffolk Community Energy Plan*.¹⁵⁸ Such initiatives should be explored in order to find which would be most welcome and most effective in the town.¹⁵⁹

¹⁵³ See para. 4.6 above.

¹⁵⁴ *West Suffolk Energy Framework (2018)*, p. 8.

¹⁵⁵ *West Suffolk Energy Framework (2018)*, p. 11.

¹⁵⁶ *Local Energy East Strategy: An Energy Strategy for the Tri-LEP Area (2018)*, p. 1.

¹⁵⁷ *West Suffolk Councils Renewable Energy and Energy Efficiency Fund: Making West Suffolk Businesses Leaner and Greener (Solar for Business) (2017)*.

¹⁵⁸ *West Suffolk Community Energy Plan (2019)*.

¹⁵⁹ For more information, see *Low-carbon Neighbourhood Planning: a guide to creating happier, healthier, greener communities (2018)*.

Community Action D1: Community Energy Initiatives

Newmarket Town Council will set up a community energy group to liaise with local councils in order to investigate what actions Newmarket might take to mitigate the expected effects of climate change, by:

- i. writing a sustainable energy plan for the community which will meet local energy needs without contributing to climate change or harming the prospects of future generations
- ii. working towards generating the equivalent of 100% of the town's electricity demand through community-owned locally-generated renewable energy
- iii. exploring the feasibility of setting up a community renewable energy company and developing locally owned renewable energy projects
- iv. working with the distribution network operator to reduce or move peak electricity demand in the Plan Area
- v. ensuring that the financial benefits of harnessing local clean energy resources are primarily shared amongst local people, in particular by reducing local energy demand through education and by financing energy efficiency improvements to community buildings and local homes through a community benefit fund
- vi. encouraging sensitive and appropriate energy efficient measures in traditional and historic buildings
- vii. uniting the local community in support of these goals

9.5 Due to the chalk geology of the local area, drainage is generally good; this means that Sustainable Drainage Systems (SuDS) can be employed effectively to manage any flood risks heightened by development in Newmarket.¹⁶⁰ The diagram below shows the areas of Flood Zone 2 and 3 (the area of highest fluvial flood risk) in Newmarket. These are associated with:

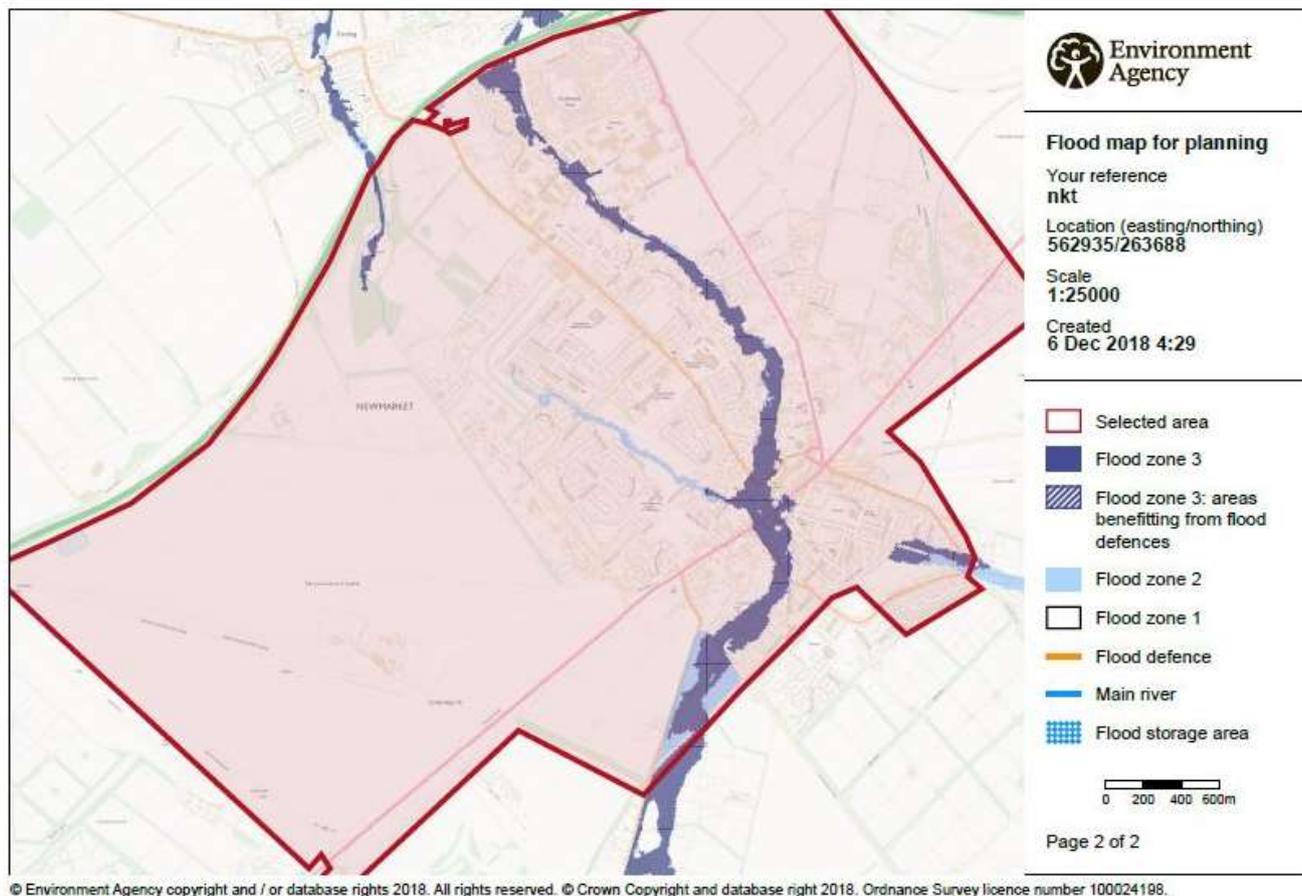
- the Newmarket Brook (from Tattersalls, along the Avenue [B1103], across The Jockey Club grounds and the High Street, through the former Market Place and along the Yellow Brick Road)
- the Old Ashley Brook (formerly known as No. 2 Drain) (along the Ashley Road [B1063], leading across Cheveley Road to Whitegates and the New Cheveley Road allotments and down Sun Lane)
- Seven Springs, south of the A14.



Floods in the Avenue - September 1968 (photo © Peter Norman, 1968)

¹⁶⁰ See <https://flood-map-for-planning.service.gov.uk/confirm-location?eastings=564461&northing=262739&placeOrPostcode=newmarket>

9.6 The following map shows the areas of Flood Zone in Newmarket. The area of the Plan is shown outlined in red. The dark blue areas show land with a 1 in 100 (1%) or greater probability of river flooding each year and the light blue areas show land with a 1 in 100 to 1 in 1,000 (1% - 0.1%) probability of river flooding each year.



Policy NKT18: Sustainable Design Features to Counter Newmarket-Specific Flood Risk

To minimise surface water flooding and to prevent increasing risk of flooding elsewhere, the following sustainable drainage design features should be incorporated in any new development where necessary:

- i. permeable driveways, paving and parking areas
- ii. soakaways (above ground or below ground)
- iii. green roofs
- iv. water harvesting and storage features (including rainwater and stormwater harvesting), such as swales (shallow channels) and pools, planted with native vegetation to form 'rain gardens' (these are designed to hold rainwater run-off temporarily, but are also ideal for wildlife)

Community Action D2: Newmarket Watercourses

Newmarket Town Council will ensure that the continued maintenance of the Newmarket Brook and all other Newmarket watercourses is carried out by the appropriate authorities.

Housing for All

9.7 Newmarket has an increasingly diverse community, and there should be a range of housing in the town to meet a wide range of needs. The first part of Policy NKT19 addresses this important matter. Any development proposal providing 10 or more net additional homes, or where the site has an area of 0.5 hectares or more, will include a specific 'dwelling statement' which the developer shall attach to the planning application and which shall:

- i. identify the number and type of homes on a site and justify that mix;
- ii. set out how the proposal provides a choice of homes which will contribute towards meeting the housing needs of Newmarket current at the time of the application; and
- iii. provide details on how the proposed development meets the needs of different groups in the community current at the time of the application, such as (but not limited to) young people, local workers, families, older residents (55+) and people with disabilities.

This Plan also directs development proposals to the *West Suffolk Council Technical Advice Note on Space Standards for Residential Development*, which sets out the Council's intention to include a policy requirement for all new homes to be built to the *National Space Standards (2015)* in the next version of their Local Plan, and itself acts as an interim measure, advising that "West Suffolk Council considers the Government's national space standards as the minimum acceptable space standards that should be applied to build both open market and affordable housing within West Suffolk" (8.3). The National Space Standards cover internal space standards, outdoor private amenity space standards, and address accessible homes and the conversion and sub-division of existing buildings.¹⁶¹ The approach in this Plan is complementary to that taken in the wider development plan. In particular the future strategic development of new housing in the neighbourhood area is addressed in *Core Strategy Policy CS7*, the *Single-Issue review of the Core Strategy* and the submitted *Site Allocations Local Plan*.

Policy NKT19: Meeting the Housing Needs of Newmarket

- a. Development proposals providing 10 or more net additional homes, or where the site has an area of 0.5 hectares or more, should ensure that housing types, sizes and tenures are appropriately distributed across the site to avoid large areas of uniform type, size and tenure, unless it can be demonstrated that the nature and location of the site justifies otherwise.
- b. Development proposals for 10 or more net additional dwellings should conform to the guidance with the *West Suffolk Council Technical Advice Note: Space Standards for Residential Development (2017)* or any update of that Note.



¹⁶¹ *West Suffolk Council Technical Advice Note: Space Standards for Residential Development (2017)*, pp. 1-5.

9.8 In particular, there should be sufficient affordable housing available to allow people who work in the town or who have local connections to West Suffolk to live here. Building on the requirements of the *Forest Heath District Council 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.¹⁶² Applicants are advised to refer to West Suffolk Councils (the Strategic Housing Authority) regarding any affordable housing mix.

Policy NKT20: Affordable Housing

In order to encourage balanced communities, where affordable housing is provided as part of a residential development, it shall be of at least the same design standard as the rest of the development (see *West Suffolk Development Management Policy DM22: Residential Design*) in small groups or clusters dispersed throughout the development site, with each cluster not exceeding 15 dwellings.

“[Affordable housing is] desperately needed, especially by young couples. Finding anywhere to rent or buy that is affordable is almost non-existent.”¹⁶³

9.9 Community Land Trusts (CLTs) are “a form of community-led housing, set up and run by ordinary people to develop and manage homes as well as other assets. CLTs act as long-term stewards of housing, ensuring that it remains genuinely affordable, based on what people actually earn in their area, not just for now but for every future occupier.”¹⁶⁴



Source: National Community Land Trust Network¹⁶⁵

¹⁶² See also *Forest Heath District Council and St Edmundsbury Borough Council Joint Affordable Housing Supplementary Planning Document (SPD)* (2013) (2013), especially para. 4.16, p. 15.

¹⁶³ Consultee 1.06.

¹⁶⁴ <http://www.communitylandtrusts.org.uk/what-is-a-clt>

¹⁶⁵ <http://www.communitylandtrusts.org.uk/what-is-a-clt/about-clts>

Community Action D3: Community Land Trust

Newmarket Town Council will 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.

9.10 West Suffolk Councils have recently secured additional emergency housing for homeless people in response to a recognised need. It is important that agencies in the town monitor the situation and report any further need.

Community Action D4: Emergency Housing

Newmarket Town Council will continue to liaise with the Strategic Housing team at West Suffolk Councils to ensure that there is sufficient emergency housing to meet the need to find accommodation for homeless people.

Major New Development

9.11 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 D5: Facilities in any Major New Development

For all proposals where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more, in addition to those facilities identified in the Local Plan, where appropriate, Newmarket Town Council will lobby for facilities (or for good access to such facilities) including, but not limited to:

- i. a central green space*
- ii. local shops*
- iii. children's play area*
- iv. pedestrian and cycle connectivity within the development and to the Public Right of Way network and the existing network of footpaths and cycle ways*
- v. green corridors or deep (3 metre) verges, planted with trees, to link new and existing areas of green space*
- vi. a shared community sports area, on that site or elsewhere*
- vi. light industrial units to address the lack of available buildings for medium-sized businesses*

Demands on Infrastructure and Services Arising from Major Development beyond the Plan Area

9.12 As a result of Newmarket's geographical position, surrounded on three sides by Cambridgeshire, there have been significant 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 D6: Impact of Major Development outside the Plan Area

Newmarket Town Council will lobby all stakeholders to ensure that any major development, either residential (where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more) or non-residential (with additional floorspace of 1,000 m² or more, or a site of 1 hectare or more) outside the Plan Area but in its vicinity should allocate Section 106 funding to support infrastructure demands within Newmarket.

Virtual Connectivity

9.13 Just as physical connectivity within the town is important, so also is connectivity through the internet, and all residents should be able to have high speed access to the internet.¹⁶⁶

Policy NKT21: High Speed Communications Technology

All new developments should incorporate infrastructure capable of accepting high speed electronic communications technology, including access to the internet full fibre broadband.

¹⁶⁶ This is yet another way in which Newmarket can become a 'connected' town; see paras. 4.6, 7.5, 8.10 and 8.12 above.

10. Objective E: To Develop a Sustainable Transport Network

10.1 It is important to ensure that Newmarket is a 'connected' town, as defined in the 'Community Capital Framework' set out by the Prince's Foundation.¹⁶⁷ In terms of this Objective, 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).



10.2 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."*¹⁶⁸

Road Network

10.3 The A1304 High Street-Bury Road is a key feature of the town, and local residents and businesses are concerned by its congestion on race days or when traffic from the A14 is diverted through the town.¹⁶⁹ Newmarket's other major highway is the A142 Fordham Road, which connects the A1304 with the A14.

¹⁶⁷ See para. 4.6 above.

¹⁶⁸ *Newmarket: Enquiry by Design Workshop Report* (2013), p. 36.

¹⁶⁹ For instance, the Newmarket Retailers Association have commented that "local people avoid the town on race days because of traffic congestion," *Newmarket's Equine Cluster: The economic impact of the Horseracing Industry centred upon Newmarket*, SQW (2014), p. 25. Newmarket Library also note a fall in visitors on race days.

10.4 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.

10.5 The junction of the A142 (Fordham Road) and A14 at Junction 37 causes queues on the A14 and difficulties in turning right on the approach to the junction from both east and west off the A14. This is of great concern to local residents, organisations and councils as well as Highways England, and it is accepted that improvement of this junction is needed urgently.¹⁷⁰

“Turning right from A14 onto A142 – a nightmare.”¹⁷¹



10.6 To the immediate north of Newmarket, there are two large transport hubs (Turners [Soham] Ltd and DS Smith), which create a considerable amount of heavy goods vehicle movement. There are also a number of major housing developments in East Cambridgeshire, including Soham, Fordham, Ely and Kennett, and recently the new Ely bypass has opened. Each of these factors will add to traffic congestion, as vehicles try to access the regional highway network at Junction 37 on the A14. This situation is so serious that Suffolk County Council has included improvements to Junction 37 in its funding bid for Road Investment Strategy 2 (RIS2), which will cover the period 2020 to 2025.

Community Action E1: Junction 37 on the A14

Newmarket Town Council will continue to lobby and actively engage with Highways England, alongside Suffolk County Council, Cambridgeshire County Council, West Suffolk District Council and East Cambridgeshire District Council for improvements to Junction 37 on the A14, and will publicise any progress to local residents.

¹⁷⁰ *Forest Heath District Council Core Strategy (May 2010), p. 85; see also No More A14 Delays in Suffolk: the local and national case for investment* (brochure issued by Suffolk Chamber of Commerce); *Felixstowe to Midlands Route Strategy*, Highways England (March 2017), pp. 9, 10, 14, 25; and action taken by local MPs (<https://www.lucyfrazer.org.uk/campaigns/improving-our-infrastructure> and <https://www.matt-hancock.com/news/local-mps-lead-fight-regions-roads>).

¹⁷¹ Consultee 1.03.

Traffic Considerations Arising from Development

10.7 Newmarket is unique because of the number of horses using its road network, and this means that it is extremely important to manage road use in the town in order to avoid tension and the risk of accidents where different groups of road users have to interact. Consideration must be given to all users of the transport network in order to limit congestion and the impact on pedestrian, cycle, horse and vehicle movement in the town. It is important to assess the cumulative impacts of all development which give rise to increased traffic, since such impacts may individually only be small-scale, but collectively may be significant. This issue has previously been addressed in terms of specific site allocations;¹⁷² however, for future developments any possible detrimental impact on horse movements and on other users of the highway would not be covered by the Local Plan, and therefore this Neighbourhood Plan includes a specific policy applying to Newmarket.

Policy NKT22: Impact of Traffic from Development Proposals

- a. Development proposals should demonstrate the way in which they incorporate their traffic and servicing requirements within the capacity and the safety of the local highway network.
- b. Development proposals that would generate significant amounts of traffic movement will only be supported where they demonstrate that the traffic impact of each proposal (including cumulative impacts where appropriate) on the safety of horse movements in the town, and on the safety of other users of the highway, including emergency services of all types, have been assessed to:
 - i. determine whether the proposal results in material adverse impacts
 - ii. where necessary, identify any measures to mitigate the individual (and, where appropriate, cumulative) transport impacts of development, including additional congestion, which is detrimental to residents or the functioning of local businesses, including all aspects of the Horseracing Industry. Where appropriate, these measures may include contributions to the upgrade of horse crossings and measures to raise awareness of the special circumstances and specific highway safety issues that exist in Newmarket.

Safety at Crossing Points and Junctions

10.8 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 or negotiate other busy roads. In addition, local residents often express concern about pedestrian safety at some of the junctions in Newmarket.

“Trying to cross to The Severals is very dangerous, especially with children. Pedestrian crossings need to be provided ... This would ‘connect’ the town and provide improved access to events.”¹⁷³

“Crossing the High Street from Market Street is an issue – as a driver and pedestrian ... Zebra crossing at Clock Tower – very dangerous.”¹⁷⁴

“Many people could enjoy the seats on the Severals and The Town War Memorial Garden if there was a crossing on the Bury Road.”¹⁷⁵

¹⁷² Forest Heath Site Allocations Local Plan (2018), Policy SA6: Housing and mixed use allocations in Newmarket, Specific Requirement B, pp. 56-57.

¹⁷³ Consultee 1.01.

¹⁷⁴ Consultee 1.07.

¹⁷⁵ Consultee 2.08

Community Action E2: Safety at Crossing Points and Junctions

Newmarket Town Council will develop a monitoring and evaluation strategy to assess the safety and efficiency of crossing points and junctions, in particular those listed below, and gather evidence with a view to working with the Newmarket Vision Transport Working Group to address safety issues:

- i. the Clock Tower junction: issues include pedestrian access to The Severals across Bury Road and Fordham Road; pedestrians crossing Old Station Road; the re-positioning of the pedestrian crossing at the top of High Street so that it is further away from the junction*
- ii. the junctions of Fred Archer Way with Fordham Road and Fred Archer Way with the access road for the Waitrose car park*
- iii. the junction of Ashley Road, Duchess Drive, Stanley Road, Cheveley Road and New Cheveley Road*
- iv. the Rowley Drive and Mill Hill junction at St Mary's Square (see Policy NKT3bi above)*
- v. Vicarage Road, outside All Saints' CE Primary School, where there have been a significant number of near-misses involving schoolchildren*



Public Right of Way Network and Pedestrian and Cycle Routes

10.9 Newmarket's size, layout and distribution of shops, pre-schools, schools, services, amenities and facilities means that, with some intervention, walking or cycling can be viable alternatives for many trips currently made by car. Although there is a wide network of footpaths and cycle paths covering most of the town, in some places this needs 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. Likewise, Newmarket town centre is popular with pedestrians, but much could be done to improve connecting footpaths, especially those leading off the High Street, and in particular towards the Guineas Shopping Centre (see *Community Action F5*).

“Making the town more pedestrian/cyclist friendly will not only improve the visual side of the town, but also the health of local residents and encourage community communication – people out and about stopping to talk instead of always in cars.”¹⁷⁶

¹⁷⁶ Consultee 1.01.

10.10 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.



Policy NKT23: Public Right of Way and Cycle Networks

- a. Development proposals which protect public rights of way or upgrade and/or expand the network will be supported. Where appropriate and practicable, new development should provide new or improved links between the proposal itself and the wider public rights of way network.
- b. Where possible new development should connect to and enhance to the existing cycle network, including National Cycle Route 51.

Community Action E3: Public Right of Way Network

Newmarket Town Council will:

- i. work with Suffolk County Council to protect and enhance the Public Right of Way network*
- ii. provide information to help with the task of consolidating the Definitive Map for Newmarket, with particular reference to routes in the area surrounding Newmarket High Street*
- iii. promote public awareness of the Public Right of Way network in Newmarket*

10.11 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 the use of cycles in preference to cars. The development of a connected network of walking and cycling routes would assist this ambition, with complementary measures such as 'bike to work' and 'bike to school' schemes, and the provision of safe, secure and sheltered cycle parking. In particular, 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 would still require the permission of the relevant landowner.¹⁷⁷

¹⁷⁷ For further information, see *Suffolk Guidance for Parking: Technical Guidance*, second edition (2015), Section 3.2, pp. 10-12.

Community Action E4: Cycling

Newmarket Town Council will:

- i. encourage the connection of Cycle Route 51 with other cycle ways in the town, and promote the use of the whole network
- ii. request that the Suffolk County Council should consider which pavements in the town shall be developed for safe shared use by both pedestrians and cyclists, and that where the road is wide enough, major thoroughfares should have designated cycle paths or lanes. Particular consideration for cycle paths should be given to Fordham Road, Old Station Road and Cheveley Road.
- iii. discuss with Suffolk County Council and Cambridgeshire County Council how junctions could be made safer for cyclists
- iv. liaise with Suffolk County Council to develop safe cycling initiatives
- v. work with the Newmarket Vision Transport Delivery Group to carry out a consultation and audit to establish the need for further cycle racks and their most suitable location

10.12 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 A1304. This cycle path has deteriorated considerably between the Newmarket Stallion Roundabout and the western gateway to the town at Hamilton Road, a stretch of road which is within the designated area of the Newmarket Neighbourhood Plan.

Community Action E5: Cambridge-Newmarket Cycle Path

Newmarket Town Council will lobby the Highways Authority to improve the cycle path next to the A1304 between the town and the Newmarket Stallion roundabout.

Horsewalks and Crossings

10.13 Newmarket possesses outstanding training facilities for Thoroughbred racehorses, including 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.¹⁷⁸ In order to allow horses to reach these training grounds from the many yards which are dotted round the town, a labyrinth of specially built horsewalks and crossings has been developed. This network is used by significant numbers of racehorses each morning to access the gallops to the east and west of town, and it should be appreciated as a unique feature of the town. On two of the horse walks (the Watercourse and Rayes Lane), there is a path for pedestrians and cyclists separated from the horsewalk by a rail. Other horsewalks are dedicated to the use of horses alone until 1.00 pm but could become an important extension to the connectivity of the town, providing important footpaths and cycle ways for residents after that time. There are parts of the Horsewalk network which are particularly attractive, for example, The Rows, alongside Rowley Drive between Black Bear Lane and Hamilton Road.



“It needs to be made clear with signage when access to the horsewalks is allowed. Most visitors don’t know what the horsewalks even are.”¹⁷⁹

“It is important that the 'sweepings' are not directed to drains, which subsequently block.”¹⁸⁰

¹⁷⁸ See: <https://jockeyclubestates.co.uk/newmarket/training-grounds> and <https://jockeyclubestates.co.uk/newmarket/facilities>.

¹⁷⁹ Consultee 1.02.

¹⁸⁰ Consultee 2.09.

Policy NKT24: Horsewalks

Proposals for extensions and/or modifications to the horsewalk network should ensure that they are safe for all users and continue to be an attractive feature of the town. Development of this nature should ensure that they safeguard the function and appearance of the horsewalks in general, and of The Rows in particular.

Community Action E6: Horsewalks

Newmarket Town Council will work with all stakeholders to:

- i. promote the use of sections of the current horsewalk network as an addition to the wider pedestrian and cycle network after 1.00pm
- ii. support the enhancement of the existing footpaths on the Watercourse and Rayes Lane to make these routes safer and more attractive for pedestrians, cyclists and horses
- iii. support any move to enhance the horsewalks with planting, in view of the aesthetic benefits and the potential to improve the town's ecological connectivity
- iv. ensure the maintenance of the horsewalks to the highest standards and that they are kept clean to maximise their attractiveness

(See also Community Action A5)

10.14 Horses generally cross roads in 'strings' of twenty or less, although several strings may combine if they reach a crossing at a similar time. There is a potential for conflict to arise between horses and vehicles when the first horse in a string approaches the crossing, requiring either the vehicle to stop or the horse to give way. Consequently, this has been a focus of the Newmarket Vision Transport Working Group, with the aim of improving the operation of the highway network in the town and balancing the needs of all users. Consideration should also be given to measures to alert pedestrians, particularly when a pavement passes in front of the entrance of a yard which is set back from the road, with the result that a horse exiting the yard may not always be visible to approaching pedestrians.

*"The introduction of manned crossings is beneficial (a sort of horse 'lollipop' person)."*¹⁸¹

*"Warning lights should be at all horse crossings."*¹⁸²

*"I have to wait daily for horses to cross, but it's wonderful (and I'm not particularly a horse person). How many places have this unique sight – these majestic horses sharing the roads. It's a pain when there are lots crossing at the same time, but it's great to get a thank you from the riders."*¹⁸³

Community Action E7: Horse Crossings

Newmarket Town Council will:

- i. work with the Newmarket Vision Transport Working Group to develop a continual monitoring and evaluation strategy to assess the safety and efficiency of locations where horses have to cross roads and pavements to ensure the safety of all users. This should include monitoring the length of strings crossing.
- ii support the development of an improved design standard for horse crossings, to enhance the safety of all users
- iii. encourage a greater shared understanding of the needs of all users

10.15 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 the horsewalks, the horse crossings

¹⁸¹ Consultee 1.04.

¹⁸² Consultee 1.06.

¹⁸³ Consultee 1.07.

and the gallops have been developed for the purpose of allowing horses to move around the town and exercise safely, and that therefore (with the exception of the dedicated paths for cyclists and pedestrians on the Watercourse and Rayes Lane) these areas should only be used by horses until 1.00 pm.

Community Action E8: Road Safety around Horses

Newmarket Town Council will:

- i. lobby that a guide for safety around horses, including restricted times for public use of the Heath and training grounds, should be included in all property information packs for sale or to let, and also should be made available in local hotels*
- ii. ensure that it is understood that horses and riders, along with pedestrians and cyclists, are considered to be vulnerable users of the highway. Vulnerable users as a whole are considered as a priority, and so horses and riders, together with pedestrians and cyclists, should be considered with courtesy; traffic should expect to yield to crossing horses and road design should enable and encourage this.*

Rail Services

10.16 Newmarket Railway Station has no station building apart from its two shelters, and is only a ‘stop’ on the line.¹⁸⁴ It is served by trains on the Cambridge to Ipswich line. Even after recent enhancements, the station’s lack of infrastructure makes for a “particularly uninspiring experience on arrival and departure,”¹⁸⁵ and its signage and connections to the town centre would benefit from further improvement. In particular, the out-of-date town maps, one on the platform and one at the junction with Green Road, could be replaced with maps specifically designed to show the route from the railway station to the town centre. Other problems are the minimal car parking available, which causes cars to park on nearby residential streets, the lack of toilet facilities, and the continued failure of the ticket machine, which means that westbound passengers have to allow for time to buy their tickets in Cambridge, because the service may be too busy to allow the guard to reach everyone during the journey. Recent timetable changes have limited the ease of connection with trains to London trains, and residents have for many years struggled with the need to leave London before 10pm to catch the last Newmarket train, as well as the limited service and poor connections between London and Newmarket trains on Sundays.

10.17 There is an increasing demand for a better rail service to serve residents and visitors, and the station has significant potential. With 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. Removal and replacement of the decaying tree directly facing the junction of the Avenue and Green Road would also make a better impression on visitors. It may be 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 NKT25: Railway Station

Appropriate proposals to consolidate the railway station and improve the facilities for rail users will be supported. Proposals which include any or all of the following initiatives will be particularly supported:

- i. a waiting room
- ii. toilets
- iii. real-time train information
- iv. a ticket machine
- v. up-dated town maps giving clear directions to the town centre
- vi. sufficient car parking to meet the needs of all users
- vii. cycle racks
- viii. a bus stop

“All these proposals are good. We do need a ticket machine that actually works.”¹⁸⁶

¹⁸⁴ *Newmarket: Enquiry by Design Workshop Report* (2013), p. 10.

¹⁸⁵ *Newmarket: Enquiry by Design Workshop Report* (2013), p. 31.

¹⁸⁶ Consultee 1.04.

Buses and Coaches

10.18 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, and the daytime service is now also reducing; this not only restricts residents' leisure choices, it also limits their work opportunities. The current bus station has inadequate passenger facilities; the shelter is exposed, uncomfortable and too small, and the 2 additional benches are not sheltered, and do not face the direction from which the buses come, so that often passengers stand waiting against the wall of the Guineas Shopping Centre behind the litter bin instead. There is no real-time travel information or ticket office, and no signage to give a sense of arrival. The area gives the impression that it is simply a paved space which happens to have a bus shelter attached. It does have the advantage that it is next to the Guineas and the public toilets; however, if passengers arrive when the Guineas is closed, there is no easy access to any refreshments, and the only pedestrian routes to the High Street involve walking around the back of the shopping centre via Fred Archer Way and Wellington Street, or going round the Guineas car park onto Exeter Road and across the Guineas service road, or else walking behind the public toilets and making one's way through the Guineas car park and across the service road. None of these routes is attractive, welcoming or at all obvious to a visitor.

Policy NKT26: Bus Station

Proposals for the redevelopment or the refurbishment of the Bus Station to provide improved public transport facilities will be supported. Proposals which include any or all of the following initiatives will be particularly supported:

- i. sufficient weatherproof shelters
- ii. a passenger waiting area and seating
- iii. a drop off / pick up point for visitors arriving by coach
- iv. real-time bus information
- v. a refreshment stand
- vi. welcoming signage
- vii. attractive and well-signed routes to access the town centre

*"Bus Station: Not big enough. Badly designed. Not enough room for buses."*¹⁸⁷

*"It needs to be entirely re-planned and a shelter which leads directly to the bus door."*¹⁸⁸

*"Could the bus station ... be extended along [Fred Archer Way] with cover, information boards, good signage and seating?"*¹⁸⁹

Community Action E9: Public Transport Services

Newmarket Town Council will:

- i. monitor the number and frequency of public transport services to and from the town
- ii. continue to lobby for improved bus and rail services to meet the needs of the community, including:
 - an evening bus service to/from Cambridge and Bury for those who work late or who are returning from an evening's entertainment
 - half-hourly daily bus services to/from Cambridge and Bury
 - a Sunday bus service to/from Cambridge and Bury
 - a half-hourly service to/from Cambridge
 - better train connection times in Cambridge, especially for London services
 - a later evening rail service to/from Cambridge
 - a more frequent Sunday rail service to/from Cambridge
 - a more frequent direct coach service to Stansted airport

¹⁸⁷ Consultee 2.26.

¹⁸⁸ Consultee 2.25.

¹⁸⁹ Consultee 2.07.

“Loss of Sunday service was a disaster for many people”¹⁹⁰

“The inability of returning to Newmarket later in the evening by public transport from anywhere, inevitably means using the car.”¹⁹¹

10.19 As Newmarket develops as a tourist destination there will be an increasing number of coaches bringing visitors into the town. The bus station should be the most appropriate place for these coaches to drop off and collect their passengers, but space there is limited and so the coaches also need a place to park whilst the passengers are in the town centre. There is currently no designated place for coaches to park; the town centre car parks are not suitable for a coach. By contrast, the existing car park adjacent to the George Lambton Playing Fields is under-used and would offer coach drivers the option of walking to Tescos on the other side of Willie Snaith Road should they wish for refreshments.

Policy NKT27: Coach Park

A proposal for a coach park in an appropriate location will be supported.

Car Parking

10.20 Car parking is important to the town of Newmarket for residents, local shoppers, visitors and employees working in the town centre. There are 7 public car parks; of these, 6 have been in regular daily use for many years, and the remaining one was used as the site for a twice-weekly market until September 2018. All of Newmarket’s car parks have been awarded *Disabled Parking Accreditation (DPA)* by *Disabled Motoring UK (DMUK)*;¹⁹² it is also pleasing that all of Newmarket’s car parks (except the Grosvenor Yard car park) currently have a Park Mark, which shows that they meet the terms of the Safer Parking Scheme, which is “a national standard for UK car parks that have low crime and measures in place to ensure the safety of people and vehicles”, and which is issued annually.¹⁹³ However, this accreditation concerns the safety of users, rather than the appearance and maintenance of car parks.¹⁹⁴ Therefore, even when a car park has a Park Mark, it is important to continue to monitor the condition of surfaces, and encourage planting and other aesthetic features; All Saints and Grosvenor Yard car parks in particular would benefit from this kind of attention. When visitors arrive in a town by car, the convenience of parking makes a significant impact on their perception of the town. In Newmarket, many of the car parks are not easily accessed, and therefore it is of paramount importance that there is clear signage giving directions to and from each car park; this signage is currently inadequate, either because signs are missing at key points, or because signs are not firmly attached to their posts and point in the wrong direction.



10.21 Lack of enforcement of parking regulations across the town is of huge concern to residents, police and councils alike. Illegal parking restricts access, blocks views, and in some locations, in particular Vicarage Road and

¹⁹⁰ Consultee 2.02.

¹⁹¹ Consultee 2.33.

¹⁹² This accreditation requires require car parks to provide: accessible bays, clear signage, accessible routes, good lighting, easy entry to the car park, accessible payment machines and bay enforcement.

¹⁹³ See <http://www.parkmark.co.uk/about-the-safer-parking-scheme> and *Park Mark Safer Parking: Assessment Guidelines for Parking Facility Owners/Operators*, para. 4.1, p. 8 (https://www.britishparking.co.uk/write/Documents/SPS/GuidelinesResources/SPS_Assessment_Guidelines_2019.pdf).

¹⁹⁴ See *Park Mark Safer Parking: Assessment Guidelines for Parking Facility Owners/Operators*, para. 1.2 (p.4); for instance, para. 15.3 (p. 19) on landscaping, is concerned with the possibility that it may “restrict surveillance opportunities or provide areas of concealment,” rather than with appearance.

Rous Road it has created serious safety issues. 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. It is deeply frustrating that this situation is unlikely to be resolved until Parliament transfers the powers to



enforce on-street parking to local councils, and although this is scheduled for April 2019, we have been warned that delay is likely due to lack of Parliamentary time. Newmarket Town Council has therefore taken action by employing a PCSO to enforce parking regulations in the town from 8 April 2019. In addition, District and County councils are working to develop a Newmarket Parking Plan to consider on- and off-street parking throughout the town, with a view to identifying further capacity, reviewing parking restrictions and assessing whether there is a demand for resident parking schemes, although in the past such schemes did not attract enough support from residents to be viable.¹⁹⁵

10.22 An attractive idea for improving parking would be to establish one or more 'park and walk' long stay car parks. This would have the advantage of reducing congestion in the town centre, while also encouraging physical exercise. If such a car park were free, it would offer an alternative to drivers who currently park along the streets. One possible location could be near the Yellow Brick Road off Willie Snaith Road; this would have the advantage of being near the shared fire and police station, and would encourage increased use of the Yellow Brick Road, making it safer for all. However, other sites nearer the town centre, for instance, the Cambridge end of the High Street, should also be considered.

*"[The] town is in crisis on parking. Illegal parking is everywhere, every day."*¹⁹⁶

*"Unless existing regulations are enforced, parking of cars will still blight the town."*¹⁹⁷

*"The parking is a joke – park where you like."*¹⁹⁸

*"The issue is lack of adequate residential on street and off street parking"*¹⁹⁹

*"Illegal parking is a serious issue, especially in the All Saints area causing huge difficulty for delivery lorries, while the All Saints Car Park is not even half occupied!"*²⁰⁰

*"The inconvenience outweighs the advantage of being able to leave your car somewhere secure when you have to struggle to get there by squeezing past massed ranks of parked cars [on All Saints Road]. You don't feel welcomed to Newmarket."*²⁰¹

*"Cars appear "abandoned" on pavements blocking the way for able bodied people, let alone the disabled, forcing walking in the road."*²⁰²

¹⁹⁵ See Newmarket Parking Provision Update: http://www.newmarketbid.com/bid_news/forest-heath-district-council-car-parking/

¹⁹⁶ Consultee 1.06.

¹⁹⁷ Consultee 1.04.

¹⁹⁸ Consultee 1.05.

¹⁹⁹ Consultee 2.43.

²⁰⁰ Consultee 1.06.

²⁰¹ Consultee 1.08.

²⁰² Consultee 2.18.

Policy NKT28: Enhancement and Continued Provision of Car Parks

- a. Proposals for the enhancement of existing public car parks in the town centre will be supported. Proposals which include any or all of the following initiatives will be particularly supported:
 - i. suitable planting of trees and shrubs (providing shade, habitats for birds and visual enhancement), while also ensuring that CCTV coverage and lighting are not blocked, and no parking bays are impeded)
 - ii. providing clear town maps
 - iii. installing electric car chargers (or improved technology)
- b. Proposals to redevelop public car parks should, as applicable, include evidence to demonstrate that:
 - i. the car parking spaces are no longer needed;
 - ii. any necessary places lost as a result of redevelopment are re-provided in a suitable location, readily accessible and within easy walking distance of the town centre, or in a park and ride car park that has frequent and daily bus services to the town centre; and
 - iii the benefits of the proposal outweigh the loss of the existing use.
- c. Proposals for a new 'park and walk' car park in an appropriate location will be supported.



Community Action E10: Car Parking

Newmarket Town Council will work with West Suffolk Council in the following key areas:

- i. development of 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.
- ii. clear advertisement of information about parking charges and times when parking is free
- iii. provision of 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
- iv. enforcement of parking regulations, including those relating to parking on pavements, which blocks pedestrian and cycle movements, and to unauthorised parking in Blue Badge spaces
- v. increasing the vitality of the town centre by exploring options for new car parks to serve the town centre, and increasing 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.
- vi. ensuring 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.
- vii. investigation of the feasibility and deliverability of a Park and Ride scheme near the A14/A142 junction; if it is unfeasible to provide a regular daily service, then a temporary park and ride service to ease congestion on race days should be considered
- viii. investigation of the possibility of a Park and Walk scheme

Lorry Park

10.23 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 NKT29: Lorry Park

Proposals for siting a lorry park close to the A14 will be supported where they meet the following criteria:

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

“This is definitely needed to stop all random lorry parking ... sometimes the entrance into the town on the Cambridge side can look like a lorry park.”²⁰³

Taxis

10.24 There is one taxi rank in the High Street which is consistently full to overflowing, leading to illegal parking, and sometimes even extending back far enough to block the delivery bay in front of the Memorial Hall. This number of taxis detracts from the vitality of the High Street, and leads to a loss of short term parking spaces for shoppers, as well as adding to air pollution when the engines are left idling, or turned on for short bursts as the rank moves forwards.



Community Action E11: Taxis

Newmarket Town Council will:

- i. seek to identify land for an overspill taxi rank in a town centre location with access to electric vehicle charge points to ensure that no more than 6 taxis should be waiting at any one time on the High Street, and will seek to ensure that this is enforced
- ii. work with partners to ensure that whilst taxis are waiting, their engines should be switched off

²⁰³ Consultee 2.02.

11. Objective F: To Create a Vibrant, Attractive Town Centre which Enhances Newmarket as a Major Tourist Destination

11.1 Newmarket High Street is a major asset, with many attractive historic buildings, set against the backdrop of the Heath.²⁰⁴ This is a major arterial route along which people have journeyed for thousands of years;²⁰⁵ we should ensure that, just like the travellers of the past, modern-day visitors will 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 2016.²⁰⁶

11.2 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 set in a beautiful landscape, including Newmarket Heath, Warren Hill and the Devil’s Dyke, and these have their own special flora and fauna.

11.3 The history of the town is also of great interest; Newmarket 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.²⁰⁷ There are 104 Grade II listed buildings²⁰⁸ with a further four classed as Grade II* - besides St Mary’s Church and Palace House, these include the imposing Cleveland House on Old Station Road, remodelled around 1820 by Lord Darlington and others for the successful jockey Sam Chifney junior;²⁰⁹ and St Agnes’ Church, a memorial to the second husband of the Duchess of Montrose, beautifully decorated with tile and mosaic work in the high Victorian style, with an organ designed by Sir Arthur Sullivan.²¹⁰ Newmarket is twinned with Maisons-Laffitte and Le Mesnil-le-Roi, France, and Lexington, USA.

“There is definitely a feel of historic Newmarket when you walk from Rutland Hotel (their courtyard has an atmosphere of times gone by) to All Saints Church: Palace House is a lovely building and Nell Gwynne’s House evokes a sense of intrigue.”²¹¹

Horseracing

11.4 Newmarket Racecourses hosts some of the most important races in the world, including the first two British Classics in May, the 2000 and 1000 Guineas. In addition to horseracing, the Rowley Mile is a busy events and visitors centre hosting hundreds of events each year, many of which are open to the public.

11.5 *Discover Newmarket* is the town’s official Destination Management Organisation (DMO), which works to attract visitors from around the world. It offers a wide range of tours for groups and individuals which showcase the town’s racing heritage, and allows visitors the unique opportunity to see behind the scenes in the Horseracing Industry. Information about attractions for visitors, as well as where to stay and where to eat, can be found on both the *Discover Newmarket* website and the linked *Love Newmarket* website.²¹²

²⁰⁴ *Newmarket Conservation Area Appraisal* (rev. 2009), pp. 4-11.

²⁰⁵ *Newmarket’s Origins*, Sandra Easom; *The Origins of Newmarket*, David Rippington.

²⁰⁶ See <https://discovernewmarket.co.uk/> and <https://www.palacehousenewmarket.co.uk/palace-house/history-of-the-site>

²⁰⁷ *Newmarket Conservation Area Appraisal* (rev. 2009), pp. 7-8.

²⁰⁸ See <https://historicensland.org.uk/listing/the-list/advanced-search-results>; <https://historicensland.org.uk/listing/the-list/list-entry/1037636>; <https://historicensland.org.uk/listing/the-list/list-entry/1285676>

²⁰⁹ See <https://historicensland.org.uk/listing/the-list/list-entry/1351318>

²¹⁰ See <http://www.stmarysandstagnesnewmarket.org.uk/page.php?id=2>; <https://historicensland.org.uk/listing/the-list/list-entry/1037643>.

²¹¹ Consultee 1.10.

²¹² <https://discovernewmarket.co.uk/>; <https://lovenewmarket.co.uk/>; Love Newmarket is the name of the Newmarket Business Improvement District (BID). See also para. 11.14 below on hotels.

Community Action F1: Newmarket Racecourses and the Wider Tourism Offer

Newmarket Town Council will work with the Jockey Club to promote the Racecourses and the wider Newmarket tourism offer under the banner of Discover Newmarket, with the ambition of increasing numbers of not only day visitors but also those staying overnight in the town.

Shop Fronts

11.6 Newmarket High Street would benefit from a more consistent and harmonious design of its shop fronts. Although shop fronts are addressed in *West Suffolk Joint Development Management Policies DM17: Conservation Areas* and *DM38: Shop Fronts and Advertisements*, this document does not reference the *West Suffolk Shop Front and Advertisement Design Guidance - February 2015*, which was produced subsequently.



“The ‘streetscape’ created by shop fronts is key to the overall appearance of the town ... In Rous Road the run of Venus Beauty, Tolly’s Flowers and Crem Recruitment shows how good an impression can be created.”²¹³

Policy NKT30: Shop Fronts

Proposals for new or altered shop fronts will be supported where they comply with the *West Suffolk Shop Front and Advertisement Design Guidance* (February 2015).

Community Action F2: Supplementary Shop Front Policy and Presentation of Premises

Newmarket Town Council will:

- i. write a supplementary shop front policy specific to Newmarket, to be put forward for adoption by the local planning authority. This would define details, including traditional shop signs, colour palate and A-boards*
- ii. encourage businesses, especially those with premises on the High Street, to take measures to ensure that any part of their building which can be seen from the road is well-presented*
- iii. publish details of any grants which are available for repainting premises*

Public Realm

11.7 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. It is therefore important that the High Street is well-presented, being kept clean, litter-free and well-maintained, and that careful thought is given towards the design of its crossing points, street furniture and planting, with the aim of creating an attractive pedestrian environment. Much work towards this goal has already been done on the High Street²¹⁴ and surrounding roads and passageways, for instance, Palace Street, Sun Lane, the Avenue and the new passageway between the Rous Road car park and Palace House; however, the town centre has not yet realised its full potential as a vibrant pedestrian area because so many of its pedestrian

²¹³ Consultee 1.01.

²¹⁴ The ‘Future Design of Newmarket High Street’ consultation took place from 6 December 2018 to 25 January 2019; the views of all respondents are to be considered in developing the final design proposal, to allow a consistent approach to how the High Street is enhanced when funding opportunities are identified.

passageways are unattractive and in a poor state of repair, or are not well known due to lack of signage. Similarly, there is a lack of visible information about Newmarket itself, not only regarding its main visitor attractions, but also regarding stories about its past, its many buildings of interest and its surrounding landscape. Access to such information should not only be provided online and in printed material, but also on signage which celebrates the heritage and special features of the town. It is important that all signage, both directional and informative, should be clear and attractive and that it should not jar with the street scene. Finally, there should be sufficient public toilet facilities for residents and visitors, and these should be well signed; there are toilets at the east end of the Guineas Shopping Centre, next to the Guineas car park, but residents have asked that there should also be sufficient facilities available throughout the year at the Memorial Hall, because it is expected that the renewed Memorial Gardens playground will attract many families with children when it reopens on 4 April 2019. If there should ever be a 'Changing Places' fully accessible toilet for the disabled in the town, then it will be important that its location is publicised; both this and other inclusive initiatives, such as being a 'dementia-friendly town', will help make Newmarket attractive to all.

Community Action F3: Public Realm

Newmarket Town Council will work with appropriate partners with the aim of ensuring that:

- i. 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 buildings, particularly listed buildings, which are falling into disrepair shall be required to remedy the problem*
- ii. any future re-design of the High Street delivers high quality public realm, including sufficient accessible seating areas, appropriately sited litter bins, and a planting scheme for flowers and trees in the town centre*
- iii. any road signage does not detract from the attractive street scene*
- iv. in any redesign of Newmarket High Street, the emphasis should be changed from vehicles towards pedestrians and cyclists, by creating safer pedestrian crossing points*
- v. there is appropriate provision of public toilets and changing facilities, including a 'Changing Places' fully accessible toilet for the disabled*
- vi. Newmarket is a 'dementia-friendly town'*

*"A more distinct visual 'brand' reflecting the behaviour and heritage of Newmarket would really make it a more destination type town and have far reaching commercial and residential benefits."*²¹⁵

*"Surely the loos by the Memorial Hall need to be reinstated, especially when the new playground is in operation - it is a long way to take a child to those at The Guineas!!"*²¹⁶

*"I would appreciate a board with information on Newmarket Cake - I don't know what it is!"*²¹⁷

*"Kingston Passage ... is one of Newmarket's historic lanes... Paving it with flagstones or cobbles would be a great improvement."*²¹⁸

²¹⁵ Consultee 2.48.

²¹⁶ Consultee 2.33.

²¹⁷ Consultee 2.09.

²¹⁸ Consultee 2.03

Community Action F4: Tourist and Heritage Information

Newmarket Town Council will:

- i. establish an easily accessible tourist information office, with other information points at appropriate locations; these should also provide public transport information for local users and visitors
- ii. 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 Memorial Hall, along 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
- iii. promote and develop Newmarket's unique selling points; for instance, by installing heritage information boards and 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 F5: Rejuvenation of the Pedestrian Network in the Town Centre

Newmarket Town Council will take measures to promote the rejuvenation of the pedestrian routes listed below, including maintenance, cleaning, planting and provision of signage.

- i. Crown Walk
- ii. the passageway between 32 High Street and the Waggon and Horses
- iii. the passageway between 40 and 42 High Street
- iv. the passageway between 60 High Street and the Bull
- v. the service road and service area between the High Street and the Guineas Shopping Centre
- vi. the pedestrian access from the Guineas Car Park to the Guineas service road
- vii. Market Street
- viii. the passageway adjacent to 10 Market Street leading to the Guineas service area
- ix. the passageway between 94 and 88 High Street (leading into Drapery Row)
- x. Drapery Row
- xi. Wellington Street
- xii. the passageway leading from Wellington Street to New Cut
- xiii. New Cut
- xiv. the passageway leading from New Cut to Church Lane
- xv. Church Lane
- xvi. Grosvenor Yard
- xvii. Kingston Passage
- xviii. the passageway from Palace Street to the Rous Road car park
- ix. the passageway leading to Sackville Street from between 13 and 15 Old Station Road

11.8 In 2014, Bill Tutte, the eminent codebreaker and mathematician, was publically honoured in the town of his birth with the unveiling of a memorial designed to celebrate his work. The memorial includes a sculpture by Harry Gray which consists of six brushed stainless steel panels, approximately 2.4m (7 feet) tall, perforated to resemble the punched paper tape in which Lorenz coded messages were transmitted. When viewed from one particular direction, Bill Tutte's features appear fleetingly in the pattern of holes, suggesting the unique approach he took to the problem of solving the Lorenz cipher. The key viewing point is marked on the pavement by a 'squared square' in reference to a mathematical puzzle that inspired Tutte in his early days at Cambridge University. On the ground in front of the steel panels is a 41-toothed wheel which represents Tutte's initial breakthrough in determining the structure of the Lorenz machine; this bears the words 'One of the greatest intellectual feats of World War Two'. Bill Tutte's achievements, including his later career as a distinguished mathematician, are described on an information board that includes a QR code, technology he would have appreciated. Benches are provided to allow visitors to sit in contemplation of Tutte's achievements, and there are 8 special bollards around the memorial, each carrying a different message to decode. Any vehicle or cycle traffic is routed behind the panels, leaving an open public space in front, which was included with the intention of hosting community events.²¹⁹

Community Action F6: Bill Tutte Memorial

Newmarket Town Council will encourage use of the Bill Tutte Memorial as a space for public entertainment.



11.9 Currently, the fencing by the Pavilion on The Severals, facing Fred Archer Way is used for informal advertising for local events, which can detract from the view of The Severals. In addition, the public realm is littered by smaller notices indiscriminately attached to lampposts and railings. If information boards were erected in suitably prominent locations, such advertising could be formalised, and as a result the appearance of the public realm would be greatly improved.

Community Action F7: Public Events Information

Newmarket Town Council will establish locations for notice boards to promote events in order to regulate advertising, and discourage informal advertising elsewhere.

“This is VITAL. So much goes on and no one knows about [it].”²²⁰

Shopping

11.10 Newmarket has a compact shopping area and an abundance of small traditional shop units clustered around the High Street and the Guineas Shopping Centre. The Guineas is particularly important to the town because it provides a significant amount of retail floor space,²²¹ meeting the requirements not only of the town but also of the surrounding villages, in East Cambridgeshire as well as in West Suffolk. In addition to its retail use, the Guineas is a community space, including the town's library, a doctors' surgery, the District Council office, public toilets, as well as business offices and residential units above the retail outlets, and this mixed use should be maintained. The siting of a cinema would be appropriate in this area, and would increase pedestrian footfall in the evenings (*see also Policy*

²¹⁹ See <https://billtuttememorial.org.uk/the-memorial/>.

²²⁰ Consultee 2.32.

²²¹ The retail floor space is 110,179 square feet; see <http://theguineas-shopping.co.uk/cms/resources/guineas-8v.pdf>.

NKT10). The Bus Station is also located within the Guineas Shopping Centre (*see also Policy NKT26*). Therefore, this Neighbourhood Plan supports potential investment in the redevelopment of the site of the Guineas Shopping Centre, the former Market Square and the Guineas car park (as identified on the Policies Map). Policy NKT31 sets out a comprehensive policy to address the potential redevelopment of the site. Its fourth part requires the preparation of a detailed development brief. This process could be considered within the context of West Suffolk's forthcoming Newmarket Town Centre Masterplan.

Policy NKT31: Guineas Shopping Centre

- a. Any future redevelopment or redesign of the site of the Guineas Shopping Centre, the former Market Square (*see also Policy NKT3*) and the Guineas car park (as identified on the Policies Map) should make provision for:
 - i. retail
 - ii. parking (including cycle parking and electric vehicle charging points) to standards recommended by *Suffolk Guidance for Parking: Technical Guidance* (*see also Policy NKT28 and Community Action E4v*)
 - iii. an enhanced bus station (*see also Policy NKT26*)
 - iv. public toilets
 - v. a mix of community uses
- b. In addition, any future development should make provision for the following amenities within the site unless permanent alternative sites for them have been established elsewhere in easily accessible town centre locations:
 - i. the Market (*see also Policy NKT7 and Community Action A9*)
 - ii. Newmarket Library (*see also para. 7.5 and Community Action B2; para. 7.9 and Community Action B4*)
 - iii. a cinema (*see also Policy NKT10 and Community Action B6*)
- c. Any future redevelopment or redesign of this site shall be an attractive enhancement to the town, the design of which shall rejuvenate the links afforded by the minor pedestrian routes leading off the High Street, and recreate the character of a traditional shopping area. Special care shall be taken to ensure that any car parks on this site are easy to use and that any development (including service areas) and landscaping on the boundary of this site has an attractive appearance when viewed from streets and pedestrian routes leading towards and around it. This is particularly important with the views from Wellington Street, Drapery Row, St Mary's Square, Fred Archer Way, Exeter Road and the Guineas service road, and from the numerous small pedestrian passageways from the High Street (Crown Walk; the passageway between 32 High Street and the Waggon and Horses; the passageway between 40 and 42 High Street; the passageway between 60 High Street and the Bull; Market Street; the pedestrian access to the Guineas service road adjacent to 10 Market Street; the passageway between 94 and 88 High Street).
- d. Any comprehensive redevelopment of this site should be accompanied by the preparation and adoption of a detailed development brief in which the local community and other stakeholders have been fully engaged.



“The Guineas Centre is good in itself but suffers from the access road to the south between it and High Street. If this could be improved - I know deliveries have to be made - it would integrate shopping within the town.”²²²

“Knock down from Costa [to Wellington Street] and redevelop.”²²³

“Fred Archer Way is an important route and you want to avoid giving people the impression that they are just going round the back of something – even if they are! It should look like somewhere which makes you want to go and explore.”²²⁴

11.11 From its earliest beginnings the town of Newmarket has been centred upon the High Street, and contrary to many other towns this remains its principle thoroughfare. Although nationally there are concerns about the decline of town centres, this is not the case in Newmarket; the town’s rate of occupancy for retail units is well above the national average,²²⁵ and the town is always lively and vibrant. It is therefore important that the High Street continues to present an attractive and busy street scene, with a variety of shops and other businesses. The balance between shops and other commercial uses is addressed in *West Suffolk Joint Development Management Policy DM35: Proposals for Main Town Centre Uses*.

Gateways into the Town

11.12 The main gateways into Newmarket are along the Cambridge Road (Barbara Stradbroke Avenue), the Bury Road and the Fordham Road. It is important that these form attractive and welcome entrances to the town. Many residents are particularly concerned about the impression given by the Grade II listed Queensbury Lodge, Queensbury Cottage and Queensbury Lodge Stables, which are located at the Cambridge Road entrance to the town, and which are all identified as listed buildings at risk in the Suffolk Register;²²⁶ these are being addressed in the *Forest Heath District Council Site Allocations Local Plan (2018)* under Site SA6(b).²²⁷

“As one enters the town, there is a fancy statue, a welcome sign, then an area of boarded up and shored-up buildings, (with one building beyond repair, pinned to prevent it collapsing) - why?”²²⁸

“Why allow a massive blue warehouse opposite Tesco's?”²²⁹

11.13 Another important gateway to the town starts at the roundabout linking Fordham Road, Studlands Park Avenue and Oaks Drive and continues to the roundabout linking Fordham Road with Willie Snaith Road. There is a sense of expectancy as the A142 turns towards the first roundabout and drivers slow down to ‘arrive’ in Newmarket, but this is soon lost because the area is dominated by commercial and warehouse-type buildings with obvious branding. The result is a particularly uninspiring entry point, with no real sense of a ‘Newmarket’ identity, despite

²²² Consultee 2.07

²²³ Consultee 1.07.

²²⁴ Consultee 1.08.

²²⁵ See note 29 above.

²²⁶ *Historic Buildings at Risk in Suffolk (Forest Heath District Council section) (2014)*, pp. 5-7; Queensbury Cottage (196 High Street), Queensbury Lodge Stables (196-198 High Street), Queensbury Lodge, (198 High Street); all date back to the C18th and some parts of the Cottage and Lodge may be earlier; the condition of each is classed ‘very bad’.

²²⁷ *Forest Heath Site Allocations Local Plan (2018)*, para. 5.6.19, p. 49.

²²⁸ Consultee 2.09.

²²⁹ Consultee 2.18.

the valiant planting on the roundabout islands. This is a sad contrast to the Newmarket Stallion Roundabout to the west of the town. Moreover, the major connecting route from Fordham Road to the Exning Road (along Willie Snaith Road and Studlands Park Avenue) passes through an industrial area, parts of which are untidy and scruffy in appearance, despite the fact that this is one of the bus routes into town and the way that all visitors to the town from the north are directed on race days. Policy NKT32 provides a context for new development in such locations. Development should provide a sense that visitors have arrived in a special town, in particular when approaching from the A142.



Policy NKT32: Attractive Entrances to the Town

Any new development or re-development at the gateways to the town (as identified on the Policies Map) and in particular along the A142, should be of high quality and sympathetic to the locality.

Community Action F8: Studlands Park Avenue

Newmarket Town Council will encourage the Highways Authority to improve the verges along Studlands Park Avenue to make this important connecting route more attractive.

Community Action F9: Gateways to the Town

Newmarket Town Council will ensure that the signs at the gateways to the town are kept clean.

Overnight accommodation

11.14 A range of overnight accommodation is a key feature of a successful tourist destination and the town can offer visitors the chance to stay in a historic coaching inn (the Rutland Arms Hotel), or a hotel located right at the foot of the Gallops, where the racehorses train each morning (the Best Western Heath Court Hotel). The *Love Newmarket* website gives links to these hotels as well as to the Bedford Lodge Hotel and Spa, the Crown Rooms, the Jockey Club Rooms, Kings, and the Premier Inn, but there are also many bed and breakfasts for visitors to choose from.²³⁰ The growing trend for internet-run lettings (such as Airbnb) is also apparent in the town, but this can cause problems for neighbouring residents, for instance, noise and parking.

Community Action F10: Tourist Accommodation

Newmarket Town Council will encourage the provision of sufficient overnight accommodation at different levels of affordability.

²³⁰ See <https://lovenewmarket.co.uk/category/stay/>.

Community Action F11: Accommodation Lettings

Newmarket Town Council will 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.

Preserving and Promoting Understanding of Our Town

11.15 Much work has gone into producing this Neighbourhood Plan for the benefit of Newmarket, and we would like to thank all those residents and organisations who have commented and contributed valuable information. In particular, we would like to highlight the enormous contribution made to our understanding of our town by both the *Newmarket Journal*, which has now been recording the detail of our daily lives for 146 years, and Newmarket Local History Society, which has gathered and preserved a substantial body of artefacts and knowledge on behalf of all residents; in addition, the members of the Society have provided our town with a priceless resource, in the form of their numerous publications and the websites they manage in order to share their knowledge with others. It is vital that this contribution is recognised and valued, and that an understanding of our town's history is preserved for the future. A healthy town knows its own history.

Community Action F12: Valuing Newmarket's Past

Newmarket Town Council will work to ensure that our town's history is understood and valued, so that future decisions can be informed by our past. In particular, the Town Council will support the preservation of the physical archive of the 'Newmarket Journal', and its digitisation, enabling it to be accessed by a wider audience; it will also support educational programmes for local children and promote the work of Newmarket Local History Society.

(See also Policy NKT7)

Part III: Reference

12. List of Policies and Community Actions

Policies:

Objective A: To Promote and Maintain the Character and Prosperity of the Town

Policy NKT1: Traditional Features and Materials for Developments within the Conservation Area

Policy NKT2: Key Views

Policy NKT3: St Mary's Square

Policy NKT4: Facilities for the Horseracing Industry

Policy NKT5: Provision for New and Growing Businesses

Policy NKT6: Town Museum and Archive, Creative Arts Centre and Tourist Information Centre

Policy NKT7: The Market

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

Policy NKT8: Newmarket Community Hospital

Policy NKT9: Provision for Special Educational Needs and Disability (SEND)

Policy NKT10: Cinema

Policy NKT11: Community Sports and Recreation Areas

Policy NKT12: Local Green Spaces

Policy NKT13: New Green Spaces

Objective C: To Value and Protect our Environment

Policy NKT14: Trees

Policy NKT15: Air Quality

Policy NKT16: Biodiversity

Policy NKT17: Yellow Brick Road Linear Park

Objective D: To Develop Sustainable Housing within the Boundary of the Designated Area

Policy NKT18: Sustainable Design Features to Counter Newmarket-Specific Flood Risk

Policy NKT19: Meeting the Housing Needs of Newmarket

Policy NKT20: Affordable Housing

Policy NKT21: High Speed Communications Technology

Objective E: To Develop a Sustainable Transport Network

Policy NKT22: Impact of Traffic from Development Proposals

Policy NKT23: Public Right of Way and Cycle Networks

Policy NKT24: Horsewalks

Policy NKT25: Railway Station

Policy NKT26: Bus Station

Policy NKT27: Coach Park

Policy NKT28: Enhancement and Continued Provision of Car Parks

Policy NKT29: Lorry Park

Objective F: To Create a Vibrant, Attractive Town Centre which Enhances Newmarket as a Major Tourist Destination

Policy NKT30: Shop Fronts

Policy NKT31: Guineas Shopping Centre

Policy NKT32: Attractive Entrances to the Town

Community Actions:

Objective A: To Promote and Maintain the Character and Prosperity of the Town

- Community Action A1: Newmarket Conservation Area Appraisal (2009)
- Community Action A2: Access to Landscape
- Community Action A3: View from Old Station Road
- Community Action A4: Junction of Rowley Drive, Mill Hill (leading to Exning Road) and Fred Archer Way
- Community Action A5: Horsewalks in and around St Mary's Square
- Community Action A6: High-Tech Opportunities
- Community Action A7: Museum of Local History and Creative Arts Opportunities
- Community Action A8: Archaeology
- Community Action A9: The Market

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

- Community Action B1: Newmarket Community Hospital
- Community Action B2: Social Hubs
- Community Action B3: Provision for Special Educational Needs and Disability (SEND)
- Community Action B4: Learning Hubs
- Community Action B5: Participation in the Arts
- Community Action B6: Leisure Activities for All
- Community Action B7: Community Sports and Recreation Area
- Community Action B8: The Severals
- Community Action B9: Open Spaces
- Community Action B10: Safety around Animals
- Community Action B11: Allotments
- Community Action B12: Public Seating

Objective C: To Value and Protect our Environment

- Community Action C1: Appreciation of our Landscape
- Community Action C2: Visual Impact of Roadsides and Industrial Buildings
- Community Action C3: Trees
- Community Action C4: Air Quality
- Community Action C5: Waste
- Community Action C6: Biodiversity
- Community Action C7: Yellow Brick Road Linear Park

Objective D: To Develop Sustainable Housing within the Boundary of the Designated Area

- Community Action D1: Community Energy Initiatives
- Community Action D2: Newmarket Watercourses
- Community Action D3: Community Land Trust
- Community Action D4: Emergency Housing
- Community Action D5: Facilities in any Major New Development
- Community Action D6: Impact of Major Development outside the Plan Area

Objective E: To Develop a Sustainable Transport Network

- Community Action E1: Junction 37 on the A14
- Community Action E2: Safety at Crossing Points and Junctions
- Community Action E3: Public Right of Way Network
- Community Action E4: Cycling
- Community Action E5: Cambridge-Newmarket Cycle Path

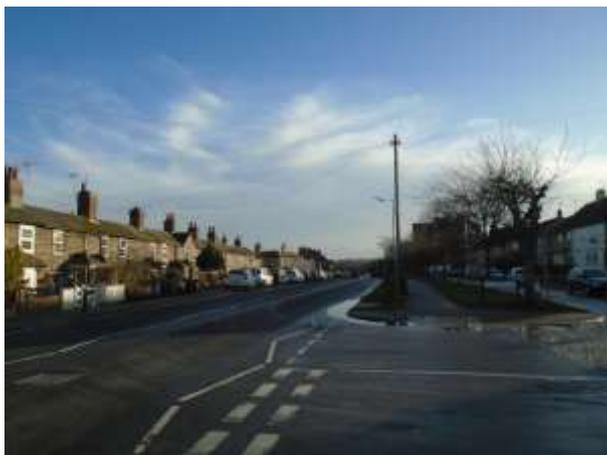
Community Action E6: Horsewalks
Community Action E7: Horse Crossings
Community Action E8: Road Safety around Horses
Community Action E9: Public Transport Services
Community Action E10: Car Parking
Community Action E11: Taxis

Objective F: To Create a Vibrant, Attractive Town Centre which Enhances Newmarket as a Major Tourist Destination

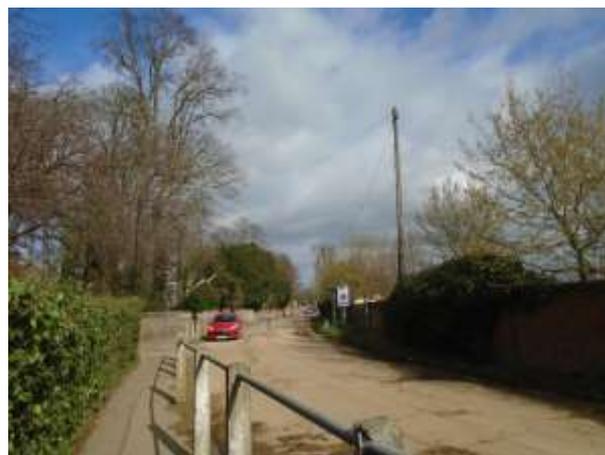
Community Action F1: Newmarket Racecourses and the Wider Tourism Offer
Community Action F2: Supplementary Shop Front Policy and Presentation of Premises
Community Action F3: Public Realm
Community Action F4: Tourist and Heritage Information
Community Action F5: Rejuvenation of the Pedestrian Network in the Town Centre
Community Action F6: Bill Tutte Memorial
Community Action F7: Public Events Information
Community Action F8: Studlands Park Avenue
Community Action F9: Gateways to the Town
Community Action F10: Tourist Accommodation
Community Action F11: Accommodation Lettings
Community Action F12: Valuing Newmarket's Past

13. Key Views

Please note that these photographs are intended to capture the viewing point for each view, rather than making an artistic portrayal of the focal point of the view. The distinction can be clearly seen by comparing the photograph for view xvii below with the photograph following paragraph 6.3. This has been done because intrusions in the foreground of a view may damage the observer's appreciation of its focal point. Consequently, if the photographs below were focussed more tightly on the focal points, there would be a danger that this would lessen the protection afforded them by this Plan.



i. Exning Road (B1103), from the junction with Tannersfield Way onwards, looking SSE down Exning Road, across the town to the stud land beyond.



iii. Rayes Lane, from just after the bend, looking ENE towards The Severals



ii. Mill Hill (B1103), looking E down Exeter Road towards Warren Hill



iv. The Watercourse, from Exeter Road, looking S towards Tattersalls Sale Ring



v. St Mary's Square, looking S towards St Mary's Church



viii. Junction of Rowley Drive with road to Regent Court and St Patrick, looking SE towards St Mary's Church



vi. Fred Archer Way, next to the former Market Square, looking WSW towards St Mary's Church



ix. Rowley Drive, from the junction with Garden Court onwards, looking ESE towards St Mary's Church



vii. Wellington Street, looking SE towards All Saints Church



x. The Rows, looking NE towards the junction with Black Bear Lane



xi. Fitzroy Street, looking NE towards St Mary's Church
(for xii. and xiii. see end)



xvi. From within Newmarket Town Council Cemetery, looking SW over the fields



xiv. High Street (A1304), from level with the statue of the Queen, Mare and Foal onwards, looking NE across the High Street towards Warren Hill



xvii. High Street (A1304), from Queensbury Lodge onwards, looking ENE towards the Jockey Club and beyond to Warren Hill



xv. From within Newmarket Town Council Cemetery, looking SE over the fields



xviii. From opposite 146 High Street (A1304), next to the junction with the Avenue (B1103), looking NE to the Memorial Hall and the Jubilee Clock Tower



xix. From the Bill Tutte Memorial, just in front of the Rutland Arms Hotel, looking NE towards the Jubilee Clock Tower



xxii. High Street (A1304), from the Jubilee Clock Tower onwards, looking SW towards the Rutland Hotel and the Terrace
(for xxiii. see end)



xx. Palace Street, from the Bill Tutte Memorial, looking SSW towards All Saints Church



xxiv. Bury Road (A1304), from opposite the gate to St Agnes, looking SW towards the Jubilee Clock Tower



xxi. From the High Street, in front of the entrance to Crown Walk, looking SW to the Fisher Theatre, Palace Street and the Rutland Arms Hotel



xxv. Bury Road (A1304), looking NE towards the junction with Well Bottom (B1506)



xxvi. Moulton Road, from the junction with Old Station Road, looking ENE towards the Heath



xxix. Old Station Road (B1063), looking E towards Warren Hill



xxvii. Moulton Road, from the foot of Warren Hill, looking WSW towards Old Station Road



xxx. Old Station Road (B1063) at the bend out of Cheveley Road, looking WNW towards the Jubilee Clock Tower



xxviii. From Old Station Road, looking W towards Vicarage Road and the Jubilee Clock Tower



xxxi. Cheveley Road (B1063), from opposite the junction with Heath Road onwards, looking NNW across the Gallops towards St Agnes' Church



xxxii. Cheveley Road, from the junction with Heathbell Road, looking SSE towards the wooded area beyond New Cheveley Road and Ashley Road



xxxv. Vicarage Road, from the entrance to All Saints' CE Primary School, looking NNE towards Clevedon House



xxxiii. From New Cheveley Road (B1103), approaching the junction with Cricket Field Road, looking NE towards Warren Hill



xxxvi. All Saints Road, opposite the junction with Queen Street, looking WNW towards Sun Lane



xxxiv. Junction of Granby Street and Park Lane, looking NNE up Granby Street



xxxvii. Palace Street, from the corner of Park Lane and All Saints Road, looking NNE towards the High Street



xxxviii. Kingston Passage, looking ESE towards All Saints Church



xl. Queensberry Road, from in front of Left Yard, looking N towards St Mary's Church



xxxix. The Avenue (B1103), from the junction with Station Approach onwards, looking NNW towards the High Street

Panoramic Views



xii. The panoramic view from Barbara Stradbroke Avenue (Cambridge Road, A1304), heading SW away from the town, including the views across the Heath to the Millennium Grandstand and the Devil's Dyke to the NW of the road, and over the stud land and the Links Golf Course to the SE of the road



xiii. The panoramic view from Barbara Stradbroke Avenue (Cambridge Road, A1304), heading NE towards the town, including the views across the Heath to the Millennium Grandstand to the NW of the road, and over the stud land and the Links Golf Course to the SE of the road



xxiii. From the Severals Pavilion, looking NNW to NE across The Severals between Bury Road (A1304) and Fordham Road (A142)



xlii. The panoramic view from Warren Hill, looking N to SW across the Plan Area

14. External Reference

Please note: the links below were all correct at the time of writing; in addition, some do not work if the link has already been clicked and the document is already open on your computer, and there are some which do not work as links on some systems, but will work if pasted into a browser.

1. National Government and Agencies:

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The Localism Act (2011)

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2011 Census: Newmarket population

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CS4: *Reduce Emissions, Mitigate and Adapt to future Climate Change*

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CS13: *Infrastructure and Developer Contributions*

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DM2: Creating Places - Development Principles and Local Distinctiveness

DM7: Sustainable Design and Construction

DM17: Conservation Areas

DM22: Residential Design

DM35: Proposals for Main Town Centre Uses

DM38: Shop Fronts and Advertisements

DM41: Community Facilities and Services

DM42: Open Space, Sport and Recreation Facilities

DM46: Parking Standards

DM47: Development Relating to the Horseracing Industry

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Visiting Newmarket
Information about where to stay and what to do:
<https://discovernewmarket.co.uk/>
<https://lovenewmarket.co.uk/>

Further information on the Neighbourhood Plan process for Newmarket can be seen at:
www.westsuffolk.gov.uk/newmarketplan

Other evidence-based documents setting out the planning constraints in Newmarket are available at:
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5. A Short Bibliography of Newmarket History

Please remember to acknowledge these authors if you use their work.

A. Town History

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Billy Bythe

A Racing Lad Steps Out; The Life and Times of Mr Billy Blythe, NLHS (2006)

Billy Blythe (1893-1988) spent his early life as a stable lad and jockey, and served with the Australians in France in the Great War. He later set up several local fish and chip shops, including one in Market Street.

Sandra Easom

Sandra Easom, the Chair of NLHS, has edited many books for the Society. She has used geology, geography and archaeology to show that people have lived here for thousands of years, because of the solid, dry chalk landscape and the Icknield Way, which was probably routed to benefit from Newmarket's water sources.

The History of Newmarket & its Surrounding Areas, NLHS (2001), compiled and ed. S. Easom (2 vols)

Spanning from the earliest recorded times though to the 20th century, these two volumes chart the people, the events and the buildings that have shaped the history of Newmarket.

When Newmarket Went to War, NLHS (2008), ed. Sandra Easom

Personal accounts and pictures of Newmarket during WWII.

The Bombing of Newmarket - One Afternoon in February 1941, NLHS (2011), ed. Sandra Easom

The Newmarket Air Raid was little known before NLHS's research; the newspapers of the time reported only that a market town had been bombed.

Newmarket's Origins, <http://www.newmarketlhs.org.uk/Index.htm>

Newmarket's Medieval Market, <http://www.newmarketlhs.org.uk/Index.htm>

Peter May

Rev. Peter May's detailed research showed that the medieval town was a thriving concern - and an important stopover point for travellers. The Society is planning to re-print his books.

Court Rolls of Newmarket in Suffolk, 1408-10: (Transcripts of W.-S.R.O. 1476/1/18-23 & 32-38 & BM 22896), ed.

Peter May, Peter May Publications (1973)

Twenty Newmarket Wills, 1439-1497: A Glimpse of Fifteenth Century Newmarket, Peter May Publications (1974)

'Newmarket 500 Years Ago', *Proceedings of the Suffolk Institute of Archaeology and History*, 33 (1975), pp. 253-74.

[http://suffolkinstiute.pdfsrv.co.uk/customers/Suffolk%20Institute/2014/01/10/Volume%20XXXIII%20Part%203%20\(1975\)%20Newmarket%20500%20years%20ago%20P%20Maq_253%20to%20274.pdf](http://suffolkinstiute.pdfsrv.co.uk/customers/Suffolk%20Institute/2014/01/10/Volume%20XXXIII%20Part%203%20(1975)%20Newmarket%20500%20years%20ago%20P%20Maq_253%20to%20274.pdf)

High Street and Market: Newmarket and its Beginnings, Peter May Publications (1975)

A Fifteenth Century Market Court, Peter May Publications (1976)

Newmarket Inventories, 1662-1715, ed. Peter May, Peter May Publications, 1976

Newmarket, Medieval and Tudor, with an appendix on the archaeology of Newmarket by Ivan E. Moore, Peter May Publications (1982)

The Changing Face of Newmarket: a history from 1600 to 1760, Peter May Publications (1984)

David Occomore

One Afternoon in February: The Story of the Newmarket Air Raid, NLHS (2001), ed. D. Occomore

News from Newmarket 1800-1860, Ian Henry Publications Ltd (2003)

Half a century of newspaper accounts of Newmarket, portraying life in the town in Victorian times.

Along the Line: Railway Connections between Newmarket, Cambridge, Ely and Bury St Edmunds, D. Occomore (2010)

An account of local railways from 1846 to 1914.

Tony Pringle

Exning Remembers, NLHS (2013), compiled by Tony Pringle, ed. Sandra Easom

A very detailed record of those from the village of Exning who lost their lives as a result of the two World Wars.

Newmarket Remembers, NLHS (2014)

This major work gives the names and details of all known Newmarket casualties in two World Wars.

This valuable research has now been brought together under one website <http://www.undyingmemory.net/>

David Rippington

David Rippington's website, *Newmarket Shops History*, has made wealth of research accessible to the public. Based around a clickable map of the town, readers simply click on a building of interest and the details of its history are revealed. In particular, the CGIs of the town's royal palaces bring seventeenth century Newmarket back to life. Below is a tiny selection of the articles available on the site:

The Origins of Newmarket, http://www.newmarketshops.info/The_Origins_of_Newmarket.html

King James I & Charles I's Palace Yard http://www.newmarketshops.info/James_I_&_Charles_I_Palace.html

King Charles II's Palace http://www.newmarketshops.info/Charles_II_Palace.html

The Watercourse - Newmarket's hidden river http://www.newmarketshops.info/The_Watercourse.html

No.101 High Street, The Jockey Club http://www.newmarketshops.info/No.101_High_Street.html

Joan Shaw

Joan Shaw has spent years researching the town's buildings and also collecting memories from residents, many now gone, of how the town used to be.

A Look at Five Newmarket Buildings, 18th Century and Earlier, NLHS (2000)

Newmarket: A Photographic History of Your Town, WHSmith (2001)

This book contains many photographs of Newmarket from the Frith Collection, mainly from the 20s and 50s. *Newmarket (Town and City Memories)*, Francis Frith Collection; revised ed. (2006)

With an introduction, period photographs with extended captions, an aerial photograph and historic maps.

Rodney Vincent

Rodney Vincent, the NLHS webmaster, uncovered the unknown history of the White Russians in Newmarket following website correspondence with a Russian lady.

A Tanner Will Do: Village Life in the Nineteen Thirties and Forties, seventh ed. (2006)

A factual, but often humorous account of how village life in the 1930s met the profound changes of WWII.

John Worrall and Rodney Vincent

Newmarket Town & Turf: A Pictorial Tour, John Nickalls (2002).

ii. Other Authors

Anon

A Description Of The Diocese Of Norwich: Or, The Present State of Norfolk and Suffolk. Giving An Account of the Situation, Extent, Trade, and Customs, of the City of Norwich in particular. And Of The several Market Towns in those two Counties. According to Alphabetical Order. By a Gentleman of the Inner-Temple, and Native of the Diocese of Norwich, T. Cooper (1735), pp. 51-52

Mary S. Basham

Newmarket in Old Picture Postcards, Europese Bibliotheek (1998)

Robert Charles Lyle

Royal Newmarket, Putnam & Co (1945)

John F. Hamlin

The Royal Air Force at Newmarket: The Histories of RAF Newmarket and RAF Snailwell, 1939-1947, GMS Enterprises, rev. ed. (1996)

Dick Heasman

160 Years of Service to the Community: A History of Newmarket General Hospital, compiled and ed. John R. Melloney, Mid Anglia Community Health NHS Trust (1996)

J.S.

A Letter from a Gentleman at New-Market, giving a full and true account of the dreadful fire that began there on Thursday, the 22d of this instant March, about nine of the clock in the evening, J. Grantham (1683)

E. J. Wybrew

Newmarket Town Football Club 1877-1977, Jomyra (1992)

iii. Leaflets

Newmarket Town Walk, text by Frank Snow, Bridget Snow and Peter May; sketches by Pauline Rickerby, Peter May Publications (1978)

Horse About Newmarket 2011: A Community Art Event to Celebrate Newmarket, the Home of Horseracing, ed.

Joanne Rogers and Rachel Wood, Forest Heath District Council (2011)

The Newmarket Time Line, Joan Shaw and Jacque Jones, Forest Heath District Council.

iv. Old Newmarket

For a wonderful collection of pre-1998 photographs of the town, and fascinating memories from residents, see

<https://www.facebook.com/OldNewmarket/>

B. Horseracing**Rebecca Cassidy**

The Sport of Kings: Kinship, Class and Thoroughbred Breeding in Newmarket, Cambridge University Press (2002)

Horse People: Thoroughbred Culture in Lexington and Newmarket, Johns Hopkins University Press (2007)

John Philip Hore

The History of Newmarket: and the Annals of the Turf: with memoirs and biographical notices of the habitués of Newmarket, and the notable turfites, from the earliest times to the end of the seventeenth century, A. H. Baily & Co. (1886)

Lydia Minahan and Charles Roberts

Racing Town: The Old Stables of Newmarket: An artist's view by Lydia Minahan, text by Charles Robert, Equus (1999)

David Oldrey, Timothy Cox and Richard Nash

The Heath and the Horse: A History of Racing and Art on Newmarket Heath, Philip Wilson Publishers (2016)

Richard Onslow

The Heath and the Turf: A History of Newmarket, Barker (1971)

Headquarters: History of Newmarket and Its Racing, Great Ouse Press (1983)

Vincent Orchard

Tattersalls: Two Hundred Years of Sporting History, Hutchinson (1953)

Peter Rossdale, Peter Jackson and Timothy Cox

The history of equine veterinary practice in Newmarket from 1831 to 2011, ed. Peter Rossdale, Peter Jackson and Timothy Cox, Romney Publications (2011)

Laura Thompson

Newmarket: From James I to the Present Day, Virgin (2000)

Peter Willett

The Story of Tattersalls, Stanley Paul, (1987)

15. Acknowledgments

Newmarket Neighbourhood Plan is a community-led neighbourhood plan that has been written by the Newmarket Neighbourhood Plan Steering Group, led by Newmarket Town Council, following consultation with the residents of Newmarket.

Membership of the Steering Group:

Rachel Hood - Chair
 Michael Jefferys – Vice Chair
 Sara Beckett
 William Gittus
 Warwick Hirst
 James Lay
 John Morrey
 Justin Wadham
 Julian Wilson
 Rachel Wood
 Roberta Bennett (non-voting member)
 Boyd Nicholas (non-voting member)

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