

**Membership as from May 25**

Councillor Berry  
Councillor Drummond  
Councillor Harvey (Vice)  
Councillor Hood (Chair)  
Councillor Hulbert  
Councillor Jarvis  
Councillor Jones  
Councillor McHugh  
Councillor Nobbs  
Councillor Yarrow  
Members = 10  
Quorum = 3



**Newmarket**  
TOWN COUNCIL

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

**TEL: 01638 667227**

You are hereby summoned to attend a meeting  
of the **Development and Planning Committee**  
to be held at

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

**Monday 18<sup>th</sup> August 2025 at 6.15pm**

**A G E N D A**

The meeting is held in public and the public are encouraged to attend and participate. Just occasionally matters such as contractual or staffing matters do have to be held in the confidential part of the meeting.

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

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

The Council will where possible facilitate such recording unless it is being disruptive. It will also take steps to ensure that children, the vulnerable and members of the public who object to being filmed are protected without undermining the broader purpose of the meeting

- 1. Chair to read** fire safety notice and announce that proceedings may be filmed or recorded and ask if anyone present intends to record the meeting.
- 2. Apologies** - To receive and accept apologies for absence
- 3. Declaration of interests**
  - a) Councillors are invited to raise any declarations of interest concerning items on the agenda
  - b) To consider any requests for dispensation
- 4. Minutes of previous meeting held 4<sup>th</sup> August 2025**
  - a) To consider and adopt the minutes, as a true record of the proceedings
  - b) To consider any matters arising
- 5. Public participation** – an invitation to members of the public to make representations to Councillors.  
Resolutions can only be made on items on the agenda  
*Rules of public participation: no person may speak for longer than 3 minutes in total. The maximum time permitted for this item is 15 minutes. This is the only opportunity during the meeting for members of the public to address Councillors*
- 6. Planning applications** – West Suffolk Council
  - a) **DC/25/1209/TCA** – Trees in a conservation area notification – two horse chestnut (T1 and T2 on plan), one wellingtonia (T5 on plan) fell, one horse chestnut (T3 on plan) reduce height by 10 metres, one horse chestnut (T4 on plan) reduce branch over road by two metres – Clarehaven Stable, 57 Bury Road, Newmarket
  - b) **DC/25/0779/FUL** – Planning application – additional floodlighting to court 4 – Newmarket Lawn Tennis Club, Hamilton Road, Newmarket
  - c) **DC/25/1235/TCA** – Trees in a conservation area notification – two leylandii (T1 and T2 on plan) fell – 25 Exeter Road, Newmarket
  - d) **DC/25/1264/TPO**- Planning application- TPO 005(2002) tree preservation order- one thuja (T1 on plan, T6 on order), three leylandii (G2 on plan, T7 on plan) fell- 19 Wyndham Way, Newmarket
  - e) **DC/25/1249/TPO**- TPO 005(2002) two sycamore (G1 on plan, T40 on order) overall crown reduction by five metres- 15 Paget Place, Newmarket
- 7. Planning applications** – Amended and Deferred Plans
- 8. Planning Appeals** – to discuss any notified appeals and receive any appeal updates or results
- 9. Planning applications** – East Cambs
- 10. Planning decisions and plans withdrawn** – West Suffolk Council, weeks commencing 28/07/25, 04/08/25
- 11. Delegation Panel decisions** - To discuss any decisions by Delegation Panel
- 12. Licensing** - To discuss any Licensing applications, including pavement licence applications
- 13. Enforcement** – to discuss any enforcement issues
- 14. Working Group Report for DP Committee** – to receive any reports from the NTC Working Groups that report

directly to the Development and Planning Committee

- 15. Highways** – to receive an update on the funding for pedestrian demarcation lineage at the Fitzroy Street entrance to Grosvenor Yard
- 16. Neighbourhood Plan** - to approve the objectives of the plan
- 17. Correspondence**
- 18. Date of next meeting – 1<sup>st</sup> September 2025**
- 19. Exclusion of the press & public** - To resolve that under the Public Bodies (Admissions to Meetings) Act 1960, the public and press be excluded for the remainder of the meeting because of the likely disclosure of private and confidential information relating to individuals or private contracts
- 20. To discuss a confidential town matter**

Signed: *CE Whitaker*

Cathy Whitaker, Town Clerk

Date: 13<sup>th</sup> August 2025

**To: Chair & Members of D&P Committee, Other Council Members, Press & the Public**



# Newmarket

## TOWN COUNCIL

### Minutes of a Meeting of the Development & Planning Committee Held on Monday 4<sup>th</sup> August 2025 at 6.15pm

#### Attendance:

Councillor J Harvey (Chair)  
Councillor A Drummond

Councillor P Hulbert  
Councillor J McHugh  
Councillor K Yarrow

Also Present: N Alecock – Deputy Town Clerk, C O'Reilly – Events Manager, J Ashton – Minute Assistant and 1 Member of the Press.

|           | Minute                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Action<br>by |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| D/25/08/1 | <p><b><u>Chair to Read the Fire Safety Notice and Announce that Proceedings May be Filmed or Recorded</u></b></p> <p>The Chair welcomed everyone, opened the meeting, and read out the Fire Safety Notice and confirmed that the meeting was being recorded by the Minute Assistant.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |              |
| D/25/08/2 | <p><b><u>Apologies</u></b></p> <p>Apologies were received from Cllrs Berry, Hood, Jarvis, Jones and Nobbs.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |              |
| D/25/08/3 | <p><b><u>Declaration of Members Interests &amp; to Remind Councillors of the need to keep up to date their Register of Member's Interests and to Consider any Requests Received for Member's Dispensation</u></b></p> <p>Cllr Yarrow declared and 'other' interest in application item 6e - DC/25/1169/TCA – Paddock Lodge, 18 The Avenue, Newmarket. There were no requests for dispensation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |
| D/25/08/4 | <p><b><u>To Confirm the Minutes of the Meeting Held on 21<sup>st</sup> July 2025 and any Matters Arising</u></b></p> <p>The Vice Chair presented the minutes of the Development &amp; Planning Committee held on 21<sup>st</sup> July 2025 and Cllr Harvey made a proposal seconded by Cllr Hulbert. A vote was taken which was unanimous and the following was agreed:</p> <p><b><u>D/25/08/4.01 Resolved</u></b><br/><b>That the minutes of the Development &amp; Planning Committee held on 21<sup>st</sup> July 2025 be adopted and were signed as a true record by the Vice Chair of the Development &amp; Planning Committee.</b></p> <p>Matters arising:</p> <p>Page 2 – D/25/07/24/1 – DC/25/1062/HH – 22 Paget Place – A survey on the tree will be carried out on 14<sup>th</sup> August with the report being available 29<sup>th</sup> August 2025 and plans available early September.</p> <p>Page 4 – D/25/07/31 – Enforcement - 128 High Street have until 7<sup>th</sup> August 2025 to</p> |              |

comply with the enforcement notice.

**D/25/08/5 Public Open Session**

No members of the public were present.

**D/25/08/6 Planning Applications**

**D/25/08/6/1 DC/25/1125/TPO** – TPO 07(2006) tree preservation order – one copper beech (T1 on plan, T1 on order) crown lift to five metres above ground level – 17 Cardigan Street, Newmarket. Cllr Harvey made a proposal, seconded by Cllr Drummond. A vote was taken which was unanimous and the following was agreed:

**D/25/08/6.01 Resolved**

**The Committee actively encourages responsible tree management and does not object to this application subject to the Tree Officer's approval.**

**D/25/08/6/2 DC/25/1138/HH** – Householder planning application – new boundary wall (following demolition of existing wall) – 4 Stamford Street, Newmarket. Cllr Harvey made a proposal, seconded by Cllr Yarrow. A vote was taken which was unanimous and the following was agreed:

**D/25/08/6.02 Resolved**

**The Committee voiced no objections.**

**D/25/08/6/3 DC/25/1145/TCA** – Trees in Conservation area Notification – one Acacia (marked A1 on plan) – re-pollard to three metres above ground level – 45 Rous Road, Newmarket. Cllr Harvey made a proposal, seconded by Cllr McHugh. A vote was taken which was unanimous and the following was agreed:

**D/25/08/6.03 Resolved**

**The Committee actively encourages responsible tree management and does not object to this application subject to the Tree Officer's approval.**

**D/25/08/6/4 DC/25/1060/ADV** – Application for advertisement consent – one double sided bus shelter advertising unit with integrated internally illuminated LCD 6-sheet digital display portraying advertising images that change every ten seconds – Bus Shelter 4502-0005, High Street outside 220, next to Shell Garage, Newmarket. Cllr Harvey made a proposal, seconded by Cllr Drummond. A vote was taken which was unanimous and the following was agreed:

**D/25/08/6.04 Resolved**

**The Committee reiterated previous comments in connection with a previous application regarding this bus shelter signage namely the sign not being too bright or a distraction to road users and does not make the existing unit look incongruous. And supports the Highways conditions for this sign regarding day time and night time illumination levels, the frequency and content. The Committee requested that the bus shelter be upgraded at the same time.**

*Cllr Yarrow declared an 'other' interest in the following application and left the meeting at 6:28pm.*

**D/25/08/6/5 DC/25/1169/TCA** – Trees in a conservation area notification – one acacia (T1 on plan) remove three lowest branches on the western aspect, one cotoneaster (T2 on plan) overall crown reduction by four metres, one willow (T3 on plan) re pollard to 10 metres above ground level – Paddock Lodge, 18 The Avenue, Newmarket. Cllr Harvey made a proposal, seconded by Cllr McHugh. A vote was taken which was unanimous and the following was agreed:

**D/25/08/6.05 Resolved**

**The Committee actively encourages responsible tree management and does not object to this application subject to the Tree Officer's approval.**

*Cllr Yarrow returned to the meeting at 6:29pm.*

**D/25/08/6/6 DC/25/1188/TPO** – TPO 005 (2022) tree preservation order – one yew (T32 on order) overall crown reduction by two metres – Court Manor, 7 Argent Place, Newmarket. Cllr Yarrow made a proposal, seconded by Cllr Hulbert. A vote was taken which was unanimous and the following was agreed:

**D/25/08/6.06 Resolved**

**The Committee actively encourages responsible tree management and does not object to this application subject to the Tree Officer's approval.**

**D/25/08/7 Amended and Deferred Plans**

**D/25/08/7/1 Amended – DC/25/0062/LB** – Application for listed building consent – a. Internal alterations, repair works and subdivision of one flat to create two flats b. single storey rear extension – 20-21 St Marys Square, Newmarket. Cllr Harvey made a proposal, seconded by Cllr Yarrow. A vote was taken which was unanimous and the following was agreed:

**D/25/08/7.01 Resolved**

**The Committee voiced no objection subject to adequate parking provision and confirmation that modifications ensure that the building is structurally sound. The Committee also supports the comments and requirements of the WSC Conservation Officer and subject to the approval of the WSC Listed Buildings Officer.**

**D/25/08/7/2 Amended – DC/25/0061/FUL** – Planning application – a. Subdivision of one flat to create two flats b. single storey rear extension c. new door opening and alterations to shop front – 20-21 St Marys Square, Newmarket. Cllr Harvey made a proposal, seconded by Cllr Yarrow. A vote was taken which was unanimous and the following was agreed:

**D/25/08/7.02 Resolved**

**The Committee voiced no objection subject to adequate parking provision and confirmation that modifications ensure that the building is structurally sound. The Committee also supports the comments and requirements of the WSC Conservation Officer.**

**D/25/08/8 Planning Appeals**

None noted.

**D/25/08/9     East Cambs Planning Applications**

The East Cambs Weekly Lists were noted.

**D/25/08/10     To Receive Results of Applications as Determined by West Suffolk and Plans Withdrawn**

The below West Suffolk Planning Determinations were made during weeks commencing 14/07/2025 & 21/07/2025.

| Applications   | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Address                               | WS Decision | NTC Decision |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-------------|--------------|
| DC/25/0859/TPO | TPO 008 (2019) tree preservation order – a. one horse chestnut (T1 on plan and T2 order) Selective thinning of up to one-third of regrowth from previous pruning points on the west and south-west side of the canopy, overhanging 17 Abernant Drive. Focus on removing larger stems and those with poor attachments. Prune to provide 2m clearance from structures. Crown raise to 5m above ground level b. one horse chestnut (T3 on plan and order) Crown raise to 5m above ground level, pruning secondary branch structures to maintain clearance of the road and match T2. Retain epicormic growth on the main stem. | 17 Abernant Drive, Newmarket, Suffolk | Approved    | No objection |
| DC/25/0672/FUL | Planning application – new driveway with dropped kerb.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 106 Freshfields, Newmarket Suffolk    | Approved    | No objection |
| DC/25/0958/TCA | Trees in a conservation area notification – 10 lime (marked on plan) re pollard to four metres above ground level.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Meridian Gardens, Newmarket, Suffolk  | Approved    | No objection |

**D/25/08/11     Delegation Panel Decisions**

None noted.

**D/25/08/12     Licensing**

None noted.

**D/25/08/13     Enforcement**

The Working Group met on 17<sup>th</sup> July; minutes and an updated schedule will be circulated shortly.

**D/25/08/14     Working Group Reports**

There were no reports.

**D/25/08/15     Highways**

Funding for pedestrian demarcation lineage at the Fitzroy Street entrance to Grosvenor Yard was discussed and Cllr Harvey made a proposal, seconded by Cllr McHugh. A vote was taken in which there were 4 in favour and 1 abstention (due to being a Suffolk County Councillor) and the following was agreed:

**D/25/08/15.01 Resolved**

**The Committee approved the proposal to request Suffolk Highways to install a pedestrian demarcation area on the exit/entry route between Fitzroy Street**

and Grosvenor Yard car parking area at £890 and requested that Cllr Drummond could confirm that this could be funded from his Highways Locality budget.

The Section 106 agreement for £4,000 from the Grosvenor development in 2016 that had a planning condition to make the Grosvenor car park one-way was discussed. Cllr Harvey made a proposal, seconded by Cllr Hulbert. A vote was taken which was unanimous and the following was agreed:

**D/25/08/15.02 Resolved**

**That the Section 106 monies of £4,000 from the Grosvenor development claimed by SCC Highways continue to be investigated.**

**D/25/08/16 Correspondence**

None noted.

**D/25/08/17 Date of Next Meeting**

Monday 18<sup>th</sup> August 2025 at the Memorial Hall.

Meeting closed 6:44pm.

Signed \_\_\_\_\_ Date \_\_\_\_\_

**Summary of Resolutions/Recommendations**

| <b>Resolution/Recommendation</b>    | <b>Resolution/Recommendation Wording</b>                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><u>D/25/08/4.01 Resolved</u></b> | <b>That the minutes of the Development &amp; Planning Committee held on 21<sup>st</sup> July 2025 be adopted and were signed as a true record by the Chair of the Development &amp; Planning Committee.</b>                                                                                                                                                                                                                                                              |
| <b><u>D/25/08/6.01 Resolved</u></b> | <b>The Committee actively encourages responsible tree management and does not object to this application subject to the Tree Officer's approval.</b>                                                                                                                                                                                                                                                                                                                     |
| <b><u>D/25/08/6.02 Resolved</u></b> | <b>The Committee voiced no objections.</b>                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b><u>D/25/08/6.03 Resolved</u></b> | <b>The Committee actively encourages responsible tree management and does not object to this application subject to the Tree Officer's approval.</b>                                                                                                                                                                                                                                                                                                                     |
| <b><u>D/25/08/6.04 Resolved</u></b> | <b>The Committee reiterated previous comments in connection with a previous application regarding this bus shelter signage namely the sign not being too bright or a distraction to road users and does not make the existing unit look incongruous. And supports the Highways conditions for this sign regarding day time and night time illumination levels, the frequency and content. The Committee requested that the bus shelter be upgraded at the same time.</b> |
| <b><u>D/25/08/6.05 Resolved</u></b> | <b>The Committee actively encourages responsible tree</b>                                                                                                                                                                                                                                                                                                                                                                                                                |

|                                      |                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                      | management and does not object to this application subject to the Tree Officer's approval.                                                                                                                                                                                                                      |
| <b><u>D/25/08/6.06 Resolved</u></b>  | The Committee actively encourages responsible tree management and does not object to this application subject to the Tree Officer's approval.                                                                                                                                                                   |
| <b><u>D/25/08/7.01 Resolved</u></b>  | The Committee voiced no objection subject to adequate parking provision and confirmation that modifications ensure that the building is structurally sound. The Committee supported the comments of the WSC Conservation Officer and subject to the approval of the WSC Listed Buildings Officer.               |
| <b><u>D/25/08/7.02 Resolved</u></b>  | The Committee voiced no objection subject to adequate parking provision and confirmation that modifications ensure that the building is structurally sound. The Committee supported the comments of the WSC Conservation Officer.                                                                               |
| <b><u>D/25/08/15.01 Resolved</u></b> | The Committee approved the proposal to request Suffolk Highways to install a pedestrian demarcation area on the exit/entry route between Fitzroy Street and Grosvenor Yard car parking area at £890 and requested that Cllr Drummond could confirm that this could be funded from his Highways Locality budget. |
| <b><u>D/25/08/15.02 Resolved</u></b> | That the Section 106 monies of £4,000 from the Grosvenor development claimed by SCC Highways continue to be investigated.                                                                                                                                                                                       |



## Items 6 & 7

Development and Planning Committee  
Planning Applications – West Suffolk Council

| Application                                                                                                                                                                                                                                                                                                                                    | Constraints/ Neighbourhood Plan Policies | Case Officer     | Applicant name  | Consultation expiry date      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------|-----------------|-------------------------------|
| <a href="#">DC/25/1209/TCA</a><br>Trees in a Conservation area notification- two horse chestnut (T1 and T2 on plan), one wellingtonia (T5 on plan) fell, one horse chestnut (T3 on plan) reduce height by 10 metres, one horse chestnut (T4 on plan) reduce branch over road by two metres.<br><br>Clarehaven Stable, 57 Bury Road, Newmarket. | Conservation area<br><br>NKT2<br>NKT14   | Nathan McGeachie | Ms Hood         | Thurs 21 <sup>st</sup> Aug    |
| <a href="#">DC/25/0779/FUL</a><br>Planning application- additional floodlighting to court 4<br><br>Newmarket Lawn Tennis Club, Hamilton Road, Newmarket, Suffolk, CB8 0NQ                                                                                                                                                                      | NKT11                                    | Ed Fosker        | Mr Keith Ruttle | Thurs 28 <sup>th</sup> August |
| <a href="#">DC/25/1235/TCA</a><br>Trees in a Conservation Area notification- two leylandii (T1 and T2 on plan) fell<br><br>25 Exeter Road, Newmarket, Suffolk, CB8 8AR                                                                                                                                                                         | Conservation Area<br>NKT2<br>NKT14       | Nathan McGeachie | Ms K Green      | Fri 29 <sup>th</sup> Aug      |
| <a href="#">DC/25/1264/TPO</a><br>TPO 005 (2022) tree preservation order- one thuja (T1 on plan, T6 on order), three<br><br>19 Wyndham Way, Newmarket, Suffolk, CB8 7DS                                                                                                                                                                        | Conservation Area<br>NKT2<br>NKT14       | Thomas Halliday  | Mr D O'Toole    | Wed 3 <sup>rd</sup> Sept      |
| <a href="#">DC/25/1249/TPO</a><br>TPO 005(2002) two sycamore (G1 on plan, T40 on order) overall crown reduction by five metres<br><br>15 Paget Place, Newmarket, Suffolk, CB8 7DR                                                                                                                                                              | Conservation Area<br>NKT2<br>NKT14       | Philip Crutchlow | Mrs P Moore     | Wed 3 <sup>rd</sup> Sep       |
| Amended- none.                                                                                                                                                                                                                                                                                                                                 |                                          |                  |                 |                               |

NKT2 – Key Views

NKT11 – Community Sports and Recreation Areas

NKT14 – Trees

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## EAST CAMBRIDGESHIRE DISTRICT COUNCIL WEEKLY LIST OF PLANNING APPLICATIONS



(Alphabetically by Parish)

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**List produced on** 8th August 2025

PLEASE NOTE: NMA and DIS applications are for information only.

**Reference:** 25/00815/FUL

**Officer:** Lisa Moden

**Date application valid:** 31st July 2025

**Parish:** Cheveley

**Location:** 25 Spurling Close Cheveley Newmarket Suffolk CB8 9RJ

**Proposal:** Single storey side extension and alterations to internal layout. New dropped kerb enabling off street parking

**Applicant:**

Mr David Masters  
23 Edinburgh Road  
Newmarket  
Suffolk  
CB8 0QE

**Agent:**

DCN Architectural Design Ltd  
FAO Mr Daniel Nicholls  
23 Feast Green  
Stretham  
Ely  
Cambridgeshire  
CB6 3GL

**Grid Reference:** 568290 260308

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## **Decision List**

| Weeks commencing 28 <sup>th</sup> July & 4 <sup>th</sup> August                                                                                                                                                                                                                                                                                                                                                                                                                   | NTC Comments                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p style="text-align: center;"><u>DC/25/0685/TPO</u></p> <p>TPO/1990/01 tree preservation order- Three beech trees (T2, T3 and T4 on plan, within A1 of the Order) Crown raise to 4 metres above ground level</p> <p style="text-align: center;">76 and 78 Churchill Avenue, Newmarket, Suffolk, CB8 0BY</p> <p style="text-align: center;"><b>Decided- Approve application</b></p>                                                                                               | <p>The Committee actively encourages responsible tree management and objected to this application and requested that the Tree Officer considers the planned tree work and whether and how it could be carried out without the need for a tree surgeon.</p> <p style="text-align: center;"></p> |
| <p style="text-align: center;"><u>DC/25/1028/HH</u></p> <p>Householder planning application - a. replacement door to side elevation b. removal of window and replacement door to side elevation c. juliet balcony to side elevation d. single storey rear extension (following demolition of existing conservatory)</p> <p style="text-align: center;">83 Edinburgh Road, Newmarket, Suffolk, CB8 OEP</p> <p style="text-align: center;"><b>Decided- Approve application.</b></p> | <p>The Committee voiced no objections.</p> <p style="text-align: center;"></p>                                                                                                                                                                                                                |
| <p style="text-align: center;"><u>DC/25/0978/FUL</u></p> <p>Planning application - removal of ATM's and night safe bezel, existing signage and reinstate materials</p> <p style="text-align: center;">18 High Street, Newmarket, Suffolk, CB8 8LH</p> <p style="text-align: center;"><b>Decided- Approve application</b></p>                                                                                                                                                      | <p>The Committee voiced no objections.</p> <p style="text-align: center;"></p>                                                                                                                                                                                                               |
| <p style="text-align: center;"><u>DC/25/0955/ADV</u></p> <p>Application for advertisement consent - two non-illuminated fascia signs</p> <p style="text-align: center;">80 High Street Newmarket Suffolk CB8 8JX</p> <p style="text-align: center;"><b>Decided- Approve application.</b></p>                                                                                                                                                                                      | <p>The Committee voiced no objections.</p> <p style="text-align: center;"></p>                                                                                                                                                                                                               |
| <p style="text-align: center;"><u>DC/25/0810/FUL</u></p> <p>Planning application - commercial building for storage and distribution (Class B8)</p> <p style="text-align: center;">5D Victoria Way Newmarket Suffolk CB8 7SH</p> <p style="text-align: center;"><b>Decided- Approve application</b></p>                                                                                                                                                                            | <p>The Committee voiced no objections.</p> <p style="text-align: center;"></p>                                                                                                                                                                                                               |

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To: **Recipients of Delegation Panel papers**

**Contact** Planning Department  
**Email** [planning.help@westsuffolk.gov.uk](mailto:planning.help@westsuffolk.gov.uk)

31 July 2025

Dear all

**Delegation Panel - Tuesday 29 July 2025**

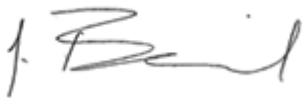
Following consultation with the members of the Delegation Panel on the above date, the Director (Planning and Growth) has determined that the following decisions will either be delegated to Officers or referred to the Development Control Committee for consideration, as indicated against each item.

Those applications agreed to be delegated are not strategic in their scale or nature and do not raise any significant material planning issues to justify referral for wider discussion at the Development Control Committee.

Those applications agreed to be referred to the Development Control Committee for determination were considered to have significant public interest, raising material planning issues that justify wider discussion and debate.

**Any queries in relation to the Delegation Panel meeting and/or the applications should be directed to**  
[planning.help@westsuffolk.gov.uk](mailto:planning.help@westsuffolk.gov.uk)

Yours sincerely



Julie Baird  
Director – Planning & Growth

|    |                                      |                                                                                                                                                                                                      |
|----|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3. | Application number                   | DC/25/0689/FUL                                                                                                                                                                                       |
|    | Proposal:                            | Planning application - a. conversion of existing social club into four flats b. ground and first floor extensions to existing dwelling and c. retention of commercial unit at ground floor (Class E) |
|    | Location:                            | Social Club, Kingston Passage, Newmarket                                                                                                                                                             |
|    | Case officer:                        | Savannah Cobbold                                                                                                                                                                                     |
|    | Parish:                              | Newmarket Town Council                                                                                                                                                                               |
|    | Ward:                                | Newmarket East                                                                                                                                                                                       |
|    | Member comment:                      | No comments received                                                                                                                                                                                 |
|    | <b>Officer 'minded to' position:</b> | <b>GRANT</b>                                                                                                                                                                                         |
|    | <b>Recommendation of the Panel:</b>  | <b>Refer to DCC, with a possible site visit.</b>                                                                                                                                                     |
|    | <b>Reason for DCC referral:</b>      | <b>Concerns about the cumulative impact of another car free scheme.</b>                                                                                                                              |
|    | <b>Director decision:</b>            | <b>Delegated Decision.</b>                                                                                                                                                                           |



| Category / Location                    | Issue                                                       | Action taken                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Status                                             |
|----------------------------------------|-------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| <b><u>Shop Front Policy</u></b>        |                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                    |
| WSC Shop front Guidance Document       | Not enforceable                                             | WSC plan to review late 2025 but do not plan to adopt this document as a policy and it will remain as technical advice. NTC will draft their own policy and link to NNP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Progressing                                        |
| Carlos, High Street                    | Signage                                                     | WSC contacted as no application received for signage. Application was then submitted and planning application refused. Enforcement contacted and sign has been removed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Resolved                                           |
| Vape Shop - Market Square              | Signage, etc                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Pending                                            |
| Vape Shop - Crown Walk                 | Signage, etc                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Pending                                            |
| Vape Shop - High Street                | Signage, etc                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Pending                                            |
| Moons                                  | Signage                                                     | DC/23/1731/ADV refused March 2024 - email sent to enforcement for update 30/07/25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Pending                                            |
| King Slots                             | Signage                                                     | Enforcement case raised with WSC EN/25/0151                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Pending                                            |
| <b><u>Conservation Area</u></b>        |                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                    |
| 40 Bury Road                           | UPVC Windows                                                | WSC Planning Enforcement have confirmed the works do not constitute development as per s55 of the Act, on account of them not materially affecting the external appearance of the building. As the works do not require planning permission, there is no breach in planning control and the file has been closed.                                                                                                                                                                                                                                                                                                                                                                           | Challenging                                        |
| <b><u>Listed Buildings</u></b>         |                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                    |
| 21 St Mary's Square ex McColls         | Building work without planning application                  | WSC Building Control contacted 14/05/25 - no application submitted. Planning and Listed Building application pending decision (DC/25/0061/FUL and DC/25/0062/LB).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Pending                                            |
| <b><u>Parking</u></b>                  |                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                    |
| Sun Lane                               | Pavement parking                                            | SCC contacted requesting bollards - this is not an option                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | T&P Working Group                                  |
| Turkamon, High Street                  | Pavement parking                                            | SCC contacted requesting railings/bollards - this is not an option. Parking being monitored by WSC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | T&P Working Group                                  |
| Turkamon's neighbouring fast food unit | Pavement parking                                            | SCC contacted requesting railings/bollards - this is not an option. Parking being monitored by WSC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | T&P Working Group                                  |
| <b><u>General</u></b>                  |                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                    |
| 8 Park Lane                            | Planning application                                        | Concerns over potential asbestos                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Pending                                            |
| Foresters, Park Lane                   | Planning application                                        | Awaiting response to NTC planning consultation submission                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Pending                                            |
| Lisburn Road                           | Planning Application                                        | Multiple retrospective applications have been refused (overdevelopment, etc). WS to enforce demolition?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Pending                                            |
| MD Market, 128 High Street             | Non-compliance                                              | Retrospective application for air con units approved with condition that they are lowered to ground floor level; this has not been done in given time. Planning contravention notice served by WSC and not been complied with. WSC served an enforcement notice in relation to the above coming into effect on the 7th of July (unless an appeal is made before that time) and requires cessation of the use of, and removal of, the compressor units within a month thereafter. Compliance has been made in lowering the units to the ground, acoustic screening now being monitored by WSC. Confirmed notice is on the property so still applies even after believed change of ownership. | In progress                                        |
| Mill Hill - Air B&B                    | Operating as business with parking and anti-social nuisance | Confirmed that business rates are being paid and advertising on AirBnB so WS to respond                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Pending                                            |
| St Marys Square                        | Extension built 3/4 years ago without planning permission   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Pending                                            |
| Telecommunication applications         | Application for Rowley Drive refused.                       | Contacting WS to -establish on what grounds refused to support any future case                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Pending                                            |
| <b><u>Watch List</u></b>               |                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                    |
| Pavement licenses                      | Watch out for                                               | Ensure applications are made and complied with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Ongoing                                            |
| The Silks, Exning Road                 | Change of application                                       | Concern regarding the proposed level of rent and services charges being discussed with WS. No longer appears on Anchor's website - contacted WSC for more information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Pending                                            |
| Sunnica Solar Farm                     | Objection                                                   | Supported objection to loss of 2,500 agricultural land (arguing need food security) and safety of battery storage. Letter sent to District authorities requesting consultation on any discharge of condition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Secretary of State approved but appeals being made |
| Kingsway Solar Farm                    | Provisional application                                     | Another 4,000 acres proposed - likely to object                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | For future                                         |
| Other Solar Farms                      | Watch our for                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | For future                                         |
| Laureate PROW                          | Blocked PROW                                                | PROW cleared. Pursue adding this as a DMO to the Suffolk definitive PROW map.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Pending                                            |
| <b><u>Follow up</u></b>                |                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                    |
| Tesco Express, High Street             | Signage                                                     | Heritage signage was requested by NTC. Planning application approved as per original submission.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | See Shopfront policy                               |
|                                        |                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                    |

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 Active – ongoing activity / progress being made (Green)  
 Dormant – past activity, now paused/stalled (Amber)  
 Inactive – no past activity / working group not started (Red)

| <i><b>Working Group</b></i> | <i><b>Type</b></i> | <i><b>Status</b></i> | <i><b>Progress</b></i>                     | <i><b>Membership</b></i>           | <i><b>Leader</b></i> | <i><b>Terms of Ref</b></i>                                                                                                      | <i><b>Report To</b></i> | <i><b>Officer</b></i> | <i><b>Action / Comments</b></i>                                                                                                                                                                                                                                                |
|-----------------------------|--------------------|----------------------|--------------------------------------------|------------------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Enforcement                 | T&F                | Active               | Initial meeting of w.group being arranged. | RH, JH, AD, SP, PW                 | RH                   | To monitor enforcement issues and to take appropriate action                                                                    | DP                      | DTC                   | Initial meeting being setup for 16/1/25 to create definitive listing which will be updated as necessary and used to inform and lobby WSC enforcement team and other appropriate teams.                                                                                         |
| Litter                      | T&F                | Dormant              |                                            | JH, JJ, RJ, FU                     | JH                   | To organise & co-ordinate volunteer litter picking & to start a campaign to promote the reverse recycle facility at The Guineas | DP                      | DTC                   | Initial meeting – discussion around audit and recording of bin facilities, litter volunteer campaigns, education. (Rubbish Talks?)                                                                                                                                             |
| Neighbourhood Plan          | Ongoing            | Active               | NPP currently under review process         | JH, RH, PH, MJ, SP, PW, SB, RW, TC | MJ                   | To review the NNP                                                                                                               | DP                      | DTC                   | REVIEW in progress monthly with writing team<br>REPORTING TO P&A UNDER SEPARATE AGENDA ITEM<br>Consultation event in September 24<br><b>WRITING TEAM ONGOING MEETINGS</b><br><b>DP Ctte approving Objectives 18/8/25</b><br><b>Public Consultation preparation for Sept 25</b> |
| On Street Advertising       | Ongoing            | Dormant              | First meeting completed 23/11/23           | RH, PH, RN, TC<br><br>CW           | ?                    | To review High Street advertising                                                                                               | DP                      | DTC                   | To include A Boards, fly-posting, signage<br>TC will contact WSC and SCC to look into any current regulations<br><b>Meeting with WSC Officer held re Circus signage.</b><br>Sub-group of Enforcement Working Group                                                             |
| Solar Farms                 | T&F                | Active               | Written Reps submitted 26/9/22             | RH, TC, AD, JH                     | RH                   | To receive & consider information regarding the Sunnica Solar Farm application/proposals.                                       | DP                      | DTC                   | PINS appeal was allowed.<br><b>Now dealing with Kingsway Solar Farm-ECambs.</b><br><b>Also FH Parish Council Alliance – Sunnica – resurrected to monitor the project and its effects.</b>                                                                                      |

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|-----------------------------|--------------------|----------------------|--------------------------------------------------------------------------------------------------------------|----------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PROW                        | Ongoing            | Dormant              | Resolution to apply for DMMO to record original footpath.<br><br>With request to WSC for the PPO application | AD, SB                     | AD                   | To co-ordinate the application to re-instate the footpath between Laureate School Rd & Willie Snaith Rd. To consider wider issues of PROWs. | DP                      | DTC                   | Clerk to action DMMO application process.<br>PUT TO FTC for further membership.<br>The former Allied building is currently for sale with a condition that the PROW is restored – the covenant transfers with the sale - WSC confirmed <b>building sold – confirmation from WSC that reinstating the path is a condition of the sale. The pathway has been reinstated (June 25) and the DMMO application is outstanding.</b>                                  |
| Transport & Parking         | Ongoing            | Active               | Consultation completed                                                                                       | JBorda, AD, JH, RH, PH, SP | JH                   | To consider problems and suggest possible solutions regarding parking and transport strategies and report back.                             | DP                      | DTC                   | <b>BUS SERVICE IMPROVEMENT PLAN FUNDING CONSULTATION – NTC RESPONSE SUBMITTED – not successful. Further discussion for 2025 – 17/1/25.</b><br><b>RPZ – agreement on alternative parking provision including extra bays and timings. £18K to fund with extra being paid by WSC. Further discussion 25/2</b><br><b>Other issues (parking, cycling, etc.) being considered.</b><br><b>NTC instruction to proceed with the suggested alternative scheme RPZ.</b> |

**Objective 1: To develop sustainable housing within the boundary of the Designated Area**

**Objective 2: To develop a sustainable transport network**

**Objective 3: To promote and maintain the character of Newmarket and to ensure that it has a vibrant and attractive town centre**

**Objective 4: To promote the economic development and prosperity of Newmarket**

**Objective 5: To value and protect our environment**

**Objective 6: To improve and promote the well-being of all residents**

## Objective 1: To develop sustainable housing within the boundary of the Designated Area

1.1 This Neighbourhood Plan does not allocate sites for housing because at the time of writing the emerging *West Suffolk Local Plan (2025)* had listed site allocations within the defined settlement boundary and these were under examination. Table 1 below summarises these allocations for the period 1 Apr 2023-2040.

**Table 1.1: West Suffolk Local Plan (2025) Housing Allocations for 1 Apr 2023-2040**

|   | Area                 | Local Plan ref. | No. of Houses |
|---|----------------------|-----------------|---------------|
| 1 | Hatchfield Farm      | AP19            | 400           |
| 2 | Pinewood Stud        | AP20            | 415           |
| 3 | Queensbury Lodge     | AP21            | 123           |
| 4 | St Felix School site | AP22            | 50            |
|   | TOTAL                |                 | <b>988</b>    |

These areas can be seen on **Policies Map XX**.

Allocations 1, 2 and 3 are greenfield sites, and as such require that 40% of the dwellings are affordable.

Allocation 4 is a brownfield site, where 30% of allocations must be affordable (see *West Suffolk Local Plan [2025]*, **Policy LP20**).

1.2 This Objective 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."<sup>137</sup>

### 1.1 Housing for All

#### **Policy NKT1: Meeting the housing needs of Newmarket**

- Any housing development must include a range of types and sizes of accommodation, particularly considering the list of types of specialist housing below, and must reflect the housing needs of Newmarket.
- 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 (including affordable housing), 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. Clusters of affordable homes within a development should not exceed 5% of the total number of houses in that development.
- 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:
  - identify the number and type of homes on a site and justify that mix;
  - 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
  - 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.

See also: **Community Action 1.1: Emergency Housing**

#### **Explanation**

1.3 There should be sufficient affordable housing available to allow people who work in Newmarket or who have local connections to West Suffolk to live here. Building on the requirements of **Policy LP20** in the emerging *West Suffolk Local Plan (2025)*, 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

<sup>137</sup> See para. 4.6 above.

integrated and balanced communities.<sup>i</sup>

1.4 Newmarket has an increasingly diverse community, and there should be a variety of housing in the town to meet the wide range of identifiable needs, since “well-designed places have a mix of uses in the neighbourhood that cater for all its users’ different needs, whatever their stage in life/requirements are”.<sup>ii</sup> This has implications for the types of housing which should be built. We identify the following groups who require specialist housing:

**Table 1.2: Groups requiring specialist housing**

| Identified group                                             | Type of accommodation                                            |
|--------------------------------------------------------------|------------------------------------------------------------------|
| people with physical disabilities                            | accessible accommodation                                         |
| people with learning disabilities living together as a group | shared supported accommodation                                   |
| vulnerable people                                            | supported accommodation                                          |
| the elderly                                                  | bungalows, supported accommodation or care homes                 |
| some employees of the racing industry                        | hostel type accommodation                                        |
| ex-racing employees                                          | supported accommodation, such as that provided by Racing Welfare |

N.B. This list is not exhaustive.

See *West Suffolk Local Plan (2025) Policy LP23: Housing Needs for Specific Groups* for criteria which must be met in developments for elderly or vulnerable residents.

1.5 West Suffolk Council has 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.

Possible consultees: Flagship Housing, West Suffolk, Racing Welfare – what are the housing needs of Newmarket? Also NHS – for underlying needs

Policy for Houses of Multiple Occupancy?

Planning permission should only be granted if evidence is provided on the maximum number of people that can be housed in the property, so that the dwelling is not over-let.

It must be established that there will be sufficient parking at the property for all residents.

Proposals must not result in significantly increased levels of vehicular activity and parking and any other type of activities which would detract from the amenity of the immediate locality.

## 1.2 Housing Design

### Policy NKT2: Housing Design

Development (including redevelopment) must be well-designed and contribute to a locally distinctive sense of place, meeting the following requirements, proportionate to the scale and nature of the development.

- a. The design of development should include building and landscape features to reduce carbon use and support biodiversity.
- b. In general, development should have the following key characteristics:
  - i. a domestic scale with a predominantly 2-storey height of housing.
  - ii. material should be high-quality and durable, with a good standard of finish; support will be given to the use of traditional local materials of low carbon footprint (brick, flint, plaster and tile)
- c. Development should complement the specific site and context in terms of:
  - i. scale
  - ii. massing
  - iii. height
  - iv. decorative design details
  - v. attractive street scene
  - vi. other attractive townscape characteristics
- d. Development should be designed for the conservation and generation of energy. In particular, support will be given to proposals which include:
  - i. solar panels, particularly where they are not obtrusive
  - ii. other low carbon energy-generating systems
  - iii. low carbon heating systems
  - iv. insulation to highest standard
- e. Any affordable housing shall be of at least the same design standard as the rest of a development.

### Explanation

1.6 Traditional materials in Newmarket include brick, flint, plaster and tile, and the use of these strengthens the town's visual identity. See **Policy NKT14 Key Views** and **NKT15: Traditional Features and Materials for Developments within the Conservation Area**.

1.7 The scale of housing in Newmarket is predominantly two-storey, although there are some areas (e.g. the High Street, St Mary's Square, the Avenue, Cardigan Street, Armstrong Close, the George Lambton estate and the Valley Way estate) which have some three-storey buildings. There are also a limited number of bungalows, mainly situated in Studlands Park and on the Scaltback estate.

1.8 West Suffolk 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*<sup>iii</sup> and the *West Suffolk Community Energy Plan*.<sup>iv</sup> Such initiatives should be explored in order to find which would be most welcome and most effective in the town.<sup>v</sup>

1.9 Any new development shall be sustainable, both in terms of energy use and environmental factors. These factors are addressed in the emerging *West Suffolk Local Plan (2025)*.<sup>vi</sup> Additionally, in 2018, the council adopted the *West Suffolk Growth Investment Strategy: Energy Framework*, which is focussed on the vision that "West Suffolk's residents and businesses will have access to clean, resilient and affordable energy".<sup>vii</sup> 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."<sup>viii</sup>

1.10 West Suffolk Council also endorses 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".<sup>ix</sup>*



### 1.3 Community Facilities in any new development

#### **Policy NKT3: Community facilities in any new development**

All proposals where 10 or more homes will be provided or the site has an area of 0.5 hectares or more, should, include or have good access to at least the following facilities, including, but not limited to:

- a. a central green space
- b. children's play area
- c. green corridors or wide (3 metre) verges, planted with street trees, to link new and existing areas of green space
- d. pedestrian and cycle connectivity (both within the development and to the wider Public Right of Way network and the existing network of footpaths and cycle ways)
- e. a shared community sports area (e.g. a MUGA), on that site or within a kilometre.
- f. local shop(s), on that site or within a kilometre of the site.

See also: ***Community Action 1.2: Impact of Major Development outside the Plan Area***

#### ***Explanation***

1.11 For the well-being of residents it is important that every housing development has green areas and good connectivity to the wider town.

### **1.4 Demands on infrastructure and services arising from major development beyond the Plan Area**

1.12 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 and east, which have made no contribution to the maintenance or the development of necessary infrastructure and services.

## 1.5 Parking for development and change of use in the town centre

### Policy NKT4: Parking for development and change of use in the town centre

- a. National Parking Standards should apply to development and change of use in the town centre.
- b. There should be at least one adjacent parking space per residential unit in the town centre, to avoid pressure on public parking spaces, roadsides and verges to the detriment of the town. Development with insufficient parking provision will not be supported if it is likely to exasperate parking problems elsewhere in the locality.
- c. Any planning application for a town centre residential development must demonstrate that the mode and frequency of public transport are sufficient for the needs of residents.

### Explanation

1.13 This Neighbourhood Plan aims to support the reduction of over-reliance on fossil fuel and to promote more sustainable forms of transport. It accepts the principle noted in **Policy LP60 Parking standards** that in town centres “a reduced level of car parking may be permitted in new development proposals where it is demonstrated there are appropriate sustainable transport measures and no cumulative harm to the highway network”, but with three important caveats particularly relevant in Newmarket:

- 1) Such sustainable transport measures should be frequent, reliable and cover the routes that people need, e.g. access to neighbouring towns, as well as to facilities across the town.
- 2) Any proposed reduction in the level of car-parking will only be supported if it will not exasperate parking problems elsewhere in the neighbourhood.
- 3) A “reduced level of car parking” should not be understood to mean *no* car parking provision.

1.14 Newmarket is of a size where a significant proportion of its population can be expected to work outside the town, and (due to the lack of any sixth-form provision) all 16-18 year-olds in education have no choice but to travel to schools and colleges in other towns. The town’s public transport service is simply not sufficient to support this to the extent that residents can give up their cars. For example, the town’s train service can be compared with that of the neighbouring town of Ely, which is of a comparable size and distance from Cambridge.

**Table 1.3: Rail services between Newmarket and Cambridge and between Ely and Cambridge**

| Day                                       | Time of Service                       | Newmarket                                          | Ely                                     |
|-------------------------------------------|---------------------------------------|----------------------------------------------------|-----------------------------------------|
| Monday to Saturday                        | departure of first train to Cambridge | 06:02 (Sat: 06:07)                                 | 05:18 (Sat: 05:17)                      |
|                                           | departure of last train to Cambridge  | 22:18 (Sat 23:07)                                  | 23:38                                   |
|                                           | arrival of first train from Cambridge | 07:02 (Sat: 07:03)                                 | 05:29                                   |
|                                           | arrival of last train from Cambridge  | 23:07                                              | 00:23                                   |
|                                           | Frequency of trains                   | 1 per hour<br><b>18 per day</b>                    | 4 or more per hour<br><b>70 per day</b> |
| Sunday                                    | departure of first train to Cambridge | 08:12                                              | 08:57                                   |
|                                           | departure of last train to Cambridge  | 22:00                                              | 23:06                                   |
|                                           | arrival of first train from Cambridge | 08:30                                              | 08:51                                   |
|                                           | arrival of last train from Cambridge  | 23:11                                              | 00:23                                   |
|                                           | Frequency of trains                   | 1 per hour until 21:06<br><b>14 trains per day</b> | c. 2-3 per hour<br><b>39 per day</b>    |
| % of journeys made by train (2011 census) |                                       | <b>Newmarket-Cambridge corridor</b>                | <b>Ely-Cambridge corridor</b>           |
|                                           |                                       | 4%                                                 | 44%                                     |

1.15 The limited rail service in Newmarket need to be considered when making decisions about the parking needs of Newmarket residents. Similarly, there are currently only hourly bus services to Cambridge, Bury St Edmunds and Ely. As a consequence of these once-hourly services, cancellations have severe implications for both rail and bus passengers, and it is not feasible for passengers to rely on using public transport alone.

1.16 It is important for developers to understand that poor public transport means that some residents are stranded in the town. All planning applications for residential and overnight accommodation which rely on the availability of public transport should give detailed information of exactly which services they are expecting resident to use, including frequency and times of first and last services to and from the town. For example, it is not enough to state that there

is a nearby bus stop without detailing where the service runs. It is not acceptable for applicants for planning permission simply to say that Newmarket has good public transport links; they need to give specific evidence of the transport routes which they expect the public to use.

1.17 It must also be recognised that not all facilities in Newmarket are located in the town centre, for instance, the hospital, the major retail park, and the largest supermarket (the only source for a range of school uniform) are all at the north of the town. This means that even within the town there is a need for people to use cars. While there is a circular bus service from the town centre to the north of the town and back, this only runs at 07:55, 09:10 and 16:00, 17:00 and 18:00 – it is not regular enough for people to be able to give up their cars.

1.18 Furthermore, even if residents are using their cars less frequently or are turning to a more sustainable form of private transport by using electric cars, most people *do* still own a car and will need somewhere to keep it; **Policy LP60** requires that “All proposals for development, including changes of use, will be required to provide appropriately designed and sited car parking”. Development with insufficient parking provision will increase the incidence of unwanted parking elsewhere; therefore, while accepting the principle that a *reduced* level of car parking may be permitted in town centre development proposals, this Neighbourhood Plan is clear that it is not acceptable that such proposals should have no car parking provision at all. Many of the town’s residential streets are already clogged with parked cars for which they were not designed (e.g. the Victorian terraces of All Saints Road, Park Lane, Lowther Street, Exning Road and elsewhere). Consequently, in order to avoid pressure on public parking spaces, roadsides and verges, to the detriment of the town and its residents, there should be at least one adjacent parking space per residential unit in the town centre. (See also *NPPF 2024*, paras 109b and 112; *Suffolk Guidance for Parking Technical Guidance*, fourth edition, Oct 2023.)

## 1.6 Sustainable design features to counter Newmarket-specific Flood risk

### Policy NKT5: 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:

- permeable driveways, paving and parking areas
- soakaways (above ground or below ground)
- green roofs
- 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)

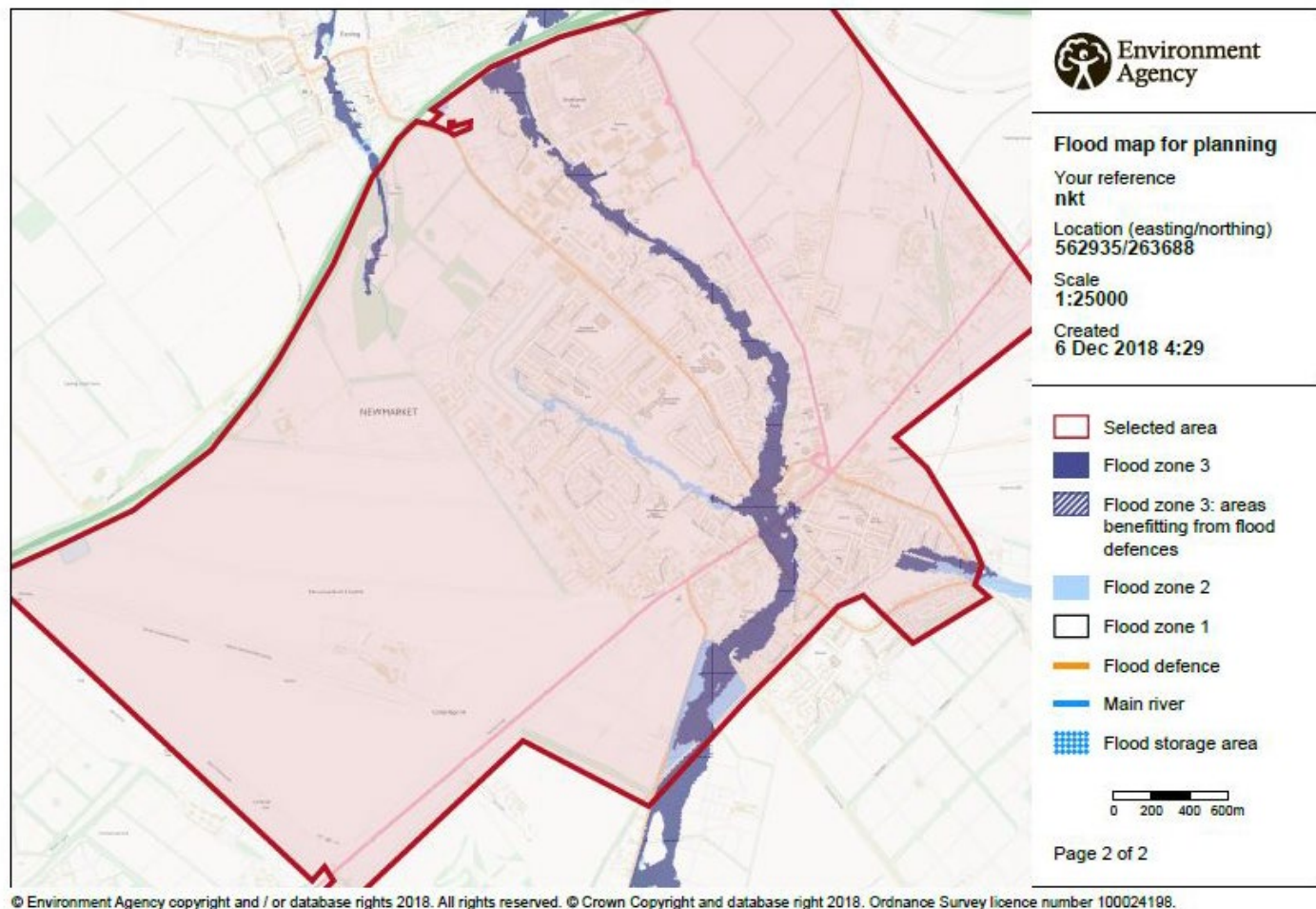
See also: **Community Action 1.3: Newmarket Watercourses**

### Explanation

1.19 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.<sup>x</sup> The map following paragraph 9.6 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, and along New Cut, the former Market Place, the Watercourse and the Yellow Brick Road)
- the Old Ashley Brook (formerly known as No. 2 Drain) (along the Ashley Road [B1063], across Cheveley Road to the New Cheveley Road Allotments and Whitegates and then down Sun Lane to the High Street)
- Seven Springs (south of the A14)

1.20 In the map below, 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.



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<sup>i</sup> See also *West Suffolk Council Affordable Housing Supplementary Planning Document (SPD)* (2019), especially paragraphs 3.3-3.5, p. 10.

<sup>ii</sup> *Achieving well-designed Places through neighbourhood planning*; Locality, a toolkit for neighbourhood planners.

<sup>iii</sup> <https://www.westsuffolk.gov.uk/environment/business-support/solar-for-business.cfm>.

<sup>iv</sup> *West Suffolk Community Energy Plan* (2019); <https://www.westsuffolk.gov.uk/environment/reduce-your-impact/upload/wsc-WestSuffolkCommunityEnergyPlan.pdf>

<sup>v</sup> For more information, see *Low-carbon neighbourhood planning: a guide to creating happier, healthier, greener communities* (2018) and <https://www.westsuffolk.gov.uk/environment/reduce-your-impact/communityenergyplanning.cfm>.

<sup>vi</sup> See in particular Policy SP1 The climate and environment emergency and sustainable development; Policy LP1 Sustainable design and construction; Policy LP3 Electric vehicle charging points in new developments; Policy LP4 Reducing waste and the circular economy; Policy LP5 Flood risk and sustainable drainage; Policy LP6 Water quality and resources; Policy LP7 Renewable and low carbon energy; Policy LP8 Protecting and enhancing natural resources, minimising pollution and safeguarding from hazards; Policy SP3 Design; Policy LP10 Well-designed spaces; Policy LP11 Masterplans; Policy LP12 Design codes; Policy SP14 Historic environment; Policy LP50 Listed buildings; Policy LP51 Built non-designated heritage assets; Policy LP52 New uses for historic buildings; Policy LP53 Conservation areas and Policy LP60 Parking standards.

<sup>vii</sup> *West Suffolk Growth Investment Strategy: Energy Framework* (2018), p. 8.

<sup>viii</sup> *West Suffolk Growth Investment Strategy: Energy Framework* (2018), p. 11.

<sup>ix</sup> *Local Energy East Strategy: An Energy Strategy for the Tri-LEP Area* (2018), p. 1.

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

## Objective 2: To develop a sustainable transport network

2.1 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.<sup>167</sup> 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).

### 2.1 Impact of Traffic from Development Proposals

#### Policy NKT6: 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.

See also: **Community Action 2.1: Junction 37 on the A14**

#### Explanation

2.2 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;<sup>i</sup> 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.

2.3 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.<sup>ii</sup> Newmarket’s other major highway is the A142 Fordham Road, which connects the A1304 with the A14.

2.4 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.

2.5 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.<sup>iii</sup>

2.6 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

<sup>167</sup> See para. 4.6 above.



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.

## 2.2 Horsewalks and Crossings

### **Policy NKT7: 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. Developments of this nature should ensure that they safeguard the function and appearance of the horsewalks in general, and of The Rows in particular.

**See also:**        ***Community Action 2.2: Horsewalks***  
                      ***Community Action 2.3: Horse Crossings***  
                      ***Community Action 2.4: Road Safety around Horses***

### **Explanation**

2.7        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.<sup>iv</sup> 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 the town, and it should be appreciated as a unique feature of Newmarket. On two of the horsewalks (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.

2.8        Horses generally cross the roads in 'strings' of twenty or less, although several strings may combine if they reach a crossing at the same 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 be visible to approaching pedestrians.

2.9        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 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.

## 2.3 Pedestrian and Cycle Networks and Public Rights of Way

### **Policy NKT8: Pedestrian and Cycle Networks and Public Rights of Way**

- 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 the existing cycle network, including National Cycle Route 51.
- c. In order to improve connectivity within the town for pedestrians and cyclists, the development of an underpass at the Railway Crossing between Granary Road and Cricket Field Road will be supported.

**See also:**        ***Community Action 2.5: Safety at Crossing Points and Junctions***  
                     ***Community Action 2.6: Public Right of Way Network***  
                     ***Community Action 2.7: Cycling***  
                     ***Community Action 2.8: Cambridge-Newmarket Cycle Path***

### **Explanation**

2.10 The Prince's Foundation *Enquiry by Design Workshop Report* made a detailed analysis of connectivity 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."*<sup>v</sup>

2.11 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*).

### **Safety at Crossing Points and Junctions**

2.12 There are a number of places in the town where pedestrian movement is encumbered. These include 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.

2.13 The Newmarket Railway 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.

### **Cycling**

2.14 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.<sup>vi</sup>

2.15 There is a newly-built cycle path from Cambridge to Lode (north of Bottisham) which extends towards Newmarket. This is a welcome addition to an older network linking Cambridge to Newmarket, including a cycle path next to the A1304. This cycle path has deteriorated considerably between the Newmarket Stallion Roundabout and the western gateway to the town at the junction with Hamilton Road, a stretch of road which is within the designated area of the Newmarket Neighbourhood Plan.



## 2.4 Public Transport

### Policy NKT9: Railway Station

Any development of Newmarket Station should enhance it as a public space and include:

- a. sufficient parking
- b. retention and appropriate development of the 1902 station, to include modern facilities, in particular sufficient toilets.
- c. Retention of a means of crossing between Cricket Field Road and Granby Street.

### Policy NKT10: 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:

- a. sufficient weatherproof shelters
- b. a passenger waiting area and seating
- c. a drop off / pick up point for visitors arriving by coach
- d. real-time bus information
- e. a refreshment stand
- f. welcoming signage
- g. attractive and well-signed routes to access the town centre

See also: **Community Action 2.9: Railway Station**  
**Community Action 2.10: Public Transport Services**

### Explanation

#### Railway

2.16 Newmarket Railway Station has no station building apart from its two shelters, and is only a 'stop' on the line.<sup>vii</sup> It is served by trains on the Cambridge to Ipswich route. Even after recent enhancements, the station's lack of infrastructure makes for a "particularly uninspiring experience on arrival and departure,"<sup>viii</sup> 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 between local services and London trains at Cambridge Station, 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 to and from Cambridge and London on Sundays.

2.17 There is an increasing demand for a better rail service to serve residents and visitors, and Newmarket Railway 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.

2.18 There is a possibility that the East-West Rail project will create an increase in the number of trains serving Newmarket; this project would be welcomed, as would be increased services to serve Newmarket race meetings.

#### Bus

2.19 It is important that there is sufficient funding to support a regular bus service Newmarket and its neighbouring towns and villages.

2.20 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.

2.21 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.

## 2.5 Car Parking

### **Policy NKT11: Continued Provision and Enhancement 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. provision of clear town maps
  - iii. installation of 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.

**See also:**        ***Community Action 2.11: Car Parking***  
                     ***Community Action 2.12: Taxis***  
                     ***Community Action 2.13: Electric and Hybrid vehicles***

### **Explanation**

2.22 Car parking is important to the town of Newmarket for residents, local shoppers, visitors and employees working in the town centre, and it is important to retain parking spaces. There are six public car parks; of these, five 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);<sup>ix</sup> 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.<sup>x</sup> However, this accreditation concerns the safety of users, rather than the appearance and maintenance of car parks.<sup>xi</sup> 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.

2.23 Lack of enforcement of parking regulations across the town is of concern to residents, police and councils alike. Illegal parking restricts access, blocks views, and in some locations, in particular Vicarage Road and 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. Town, 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.<sup>xii</sup>

2.24 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.

## Taxis

2.25 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.

## Electric and Hybrid vehicles

2.26 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, *Suffolk Guidance for Parking: Technical Guidance* requires electric vehicle charging points for any new development requiring car parking space.<sup>xiii</sup>

## 2.6 Coach Park

### Policy NKT12: Coach Park

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

2.27 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 Tesco on the other side of Willie Snaith Road should they wish for refreshments.

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- <sup>i</sup> *Forest Heath area of West Suffolk Council Site Allocations Local Plan* (2019), Policy SA6: Housing and mixed use allocations in Newmarket, Specific Requirement B, pp. 52-53.
- <sup>ii</sup> 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.
- <sup>iii</sup> *Forest Heath District Council Core Strategy* (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 (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>).
- <sup>iv</sup> See: <https://jockeyclubbestates.co.uk/newmarket/training-grounds> and <https://jockeyclubbestates.co.uk/newmarket/facilities>.
- <sup>v</sup> *Newmarket: Enquiry by Design Workshop Report* (2013), p. 36.
- <sup>vi</sup> *The Town and Country Planning (General Permitted Development) (England) Order* (2015), Part 12: Development by local authorities, pp. 93-94; for further information, see *Suffolk Guidance for Parking: Technical Guidance*, third edition (2019), Section 3.2, pp. 12-13.
- <sup>vii</sup> *Newmarket: Enquiry by Design Workshop Report* (2013), p. 10.
- <sup>viii</sup> *Newmarket: Enquiry by Design Workshop Report* (2013), p. 31.
- <sup>ix</sup> This accreditation requires car parks to provide: accessible bays, clear signage, accessible routes, good lighting, easy entry to the car park, accessible payment machines and bay enforcement.
- <sup>x</sup> 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](https://www.britishparking.co.uk/write/Documents/SPS/GuidelinesResources/SPS_Assessment_Guidelines_2019.pdf)).
- <sup>xi</sup> 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.
- <sup>xii</sup> See Newmarket Parking Provision Update: [http://www.newmarketbid.com/bid\\_news/forest-heath-district-council-car-parking/](http://www.newmarketbid.com/bid_news/forest-heath-district-council-car-parking/)
- <sup>xiii</sup> *Suffolk Guidance for Parking: Technical Guidance*, third edition (2019); see pp. 6, 16, 22, 38-43, 45, 47-48, 50-51, 54, 59, 61, 65 and especially EV Charging Guidance table on pp. 68-69.

## Objective 3: To promote and maintain the character of Newmarket and to ensure that it has a vibrant and attractive town centre

3.1 Newmarket is internationally known and an important tourist destination. Its character arises from its development as a medieval market town which received royal patronage from the seventeenth century, and so became the cradle of the international Horseracing Industry. This history means that the training yards and horsewalks are completely integrated in the structure of the town centre, so that it is part of everyday life to see horses here. Similarly, the town is surrounded by a nature-rich landscape of heathland and studland, which has been preserved by its continued use by the Horseracing and Breeding Industries. This unique town and its beautiful setting are unlike anywhere else; it is of vital importance that its character is maintained and promoted to the benefit of residents and visitors alike.

### 3.1 Gateways and Approaches to the Town

#### Policy NKT13: Attractive Gateways and Approaches to the Town

- a. The gateways to the town are (as identified on Policies Map 1):
  - i. **Cambridge Road Gateway:** from the horse crossing at the junction with Hamilton Road to Queensbury Lodge and Cottage
  - ii. **Bury Road Gateway:** from the Severals horse crossing to the Clock Tower roundabout
  - iii. **Moulton Road Gateway:** from the horse crossing at the foot of Warren Hill to the junction with Old Station Road
  - iv. **Fordham Road Gateway:** from the junction with the A14 to Stanley House Stud, including both roundabouts
  - v. **Exning Road Gateway:** from the A14 bridge over the Exning Road to the junction with Brickfields Avenue
  - vi. **Newmarket Rail Station** (see Objective 2, Policy NKT9)
- b. Any new development or re-development at or in the visual vicinity of the gateways to the town should be of high quality and sympathetic to the locality. The use of traditional materials with decorative features to provide visual interest and reference the heritage of the surrounding context will be supported. Building height, mass and colour should not make a harmful visual impact upon the wider area, and be appropriate for the entrance to an historic town. There must be no intrusive signage and commercial properties must be set back from the roadway with use of trees for screening.
- c. The Fordham Road Gateway is currently not attractive, dominated by fast food outlets and industrial buildings. Similarly, the Exning Road Gateway is marked only by industrial buildings. All future development and re-development in these areas must improve the visual impact of these gateways and should follow the requirements detailed above for other gateways to the town.
- d. The key approaches to the town are (as identified on Policies Map 1):
  - i. **Cambridge Road** (Barbara Stradbroke Avenue, A1304) from the horse crossing nearest to the Cambridge-Suffolk border, up to the horse crossing at the Hamilton Road junction
  - ii. **Bury Road** (A1304) from the horse crossing at the junction of the A1304 (to Thetford) and B1506 (to Bury), including both sides of the road and the Severals, up to the Severals horse crossings
  - iii. **Moulton Road**, from Warren Hill to the horse crossing at the foot of the hill
- e. In these approaches any new development or re-development should preserve the attractive transition from the green areas to the built-up area of the High Street.

See also: **Community Action 3.1: Gateways and Approaches to the Town**

#### Explanation

3.2 The six main gateways to the town are located on the Cambridge Road, the Bury Road, the Moulton Road, the Fordham Road, the Exning Road, with a further gateway being the Railway Station. These are detailed in the table below, including road numbers.

**Table 3.1: Gateways to the town**

|      | <b>Gateways</b>               | <b>Road Name</b>                                  | <b>From</b>                                           | <b>To</b>                                      |
|------|-------------------------------|---------------------------------------------------|-------------------------------------------------------|------------------------------------------------|
| i.   | <b>Cambridge Road Gateway</b> | Cambridge Road (Barbara Stradbroke Avenue, A1304) | the horse crossing at the junction with Hamilton Road | Queensbury Lodge and Cottage                   |
| ii.  | <b>Bury Road Gateway</b>      | Bury Road (A1304)                                 | the Severals horse crossing                           | the Clock Tower roundabout                     |
| iii. | <b>Moulton Road Gateway</b>   | Moulton Road                                      | the horse crossing at the foot of Warren Hill         | the junction with Old Station Road             |
| iv.  | <b>Fordham Road Gateway</b>   | Fordham Road (A142)                               | the junction with the A14                             | Stanley House Stud, including both roundabouts |
| v.   | <b>Exning Road Gateway</b>    | Exning Road (B1103)                               | the A14 bridge over the Exning Road                   | the junction with Brickfields Avenue           |
| vi.  | <b>Newmarket Rail Station</b> |                                                   |                                                       |                                                |

3.3 The Cambridge Road and Bury Road gateways are located at the western and eastern ends of the town on the historic road along which Newmarket developed, and which becomes Newmarket High Street as it passes through the town. These two gateways are of paramount importance because they frame the traditional core of Newmarket which establishes the town's character. The Moulton Road gateway is the focus of one of the key approaches into the town, down from the top of Warren Hill – this is an aspect of the town which has been admired and which has inspired artists for over 300 years. The Fordham Road and Exning Road gateways are both busy entrances to the town from the north; it is very important that these are treated with the same care as the other gateways, so that the character of the town is not lost.

3.4 The Cambridge Road gateway has been a focus of attention for many residents, who are concerned by the impression given by the Grade II listed Queensbury Lodge, Queensbury Cottage and Queensbury Lodge Stables, which are all identified as listed buildings at risk in the Suffolk Register;<sup>i</sup> these are being addressed in the emerging *West Suffolk Local Plan (2019)* under Policy AP21: Land off High Street, Black Bear Lane and Rowley Drive (Queensbury Lodge), Newmarket.<sup>ii</sup> There is further concern about the White Lion, on the site of a historic inn which has stood at the entrance to the town since at least 1768.

3.5 The Fordham Road gateway is another area of concern. 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 the valiant planting on the roundabout islands. This is a sad contrast to the Newmarket Stallion Roundabout to the west of the town, and it is hoped that future development will work to create a stronger sense of place at this Gateway.

3.6 There is likely to be further development and re-development at the Exning Road gateway to the town, and it is important that this work should learn from the issues at the Fordham Road gateway, and aspire to create an entrance to the town which will be uplifting for residents and visitors alike.

3.7 Newmarket Railway Station is an important gateway to the town for visitors arriving by rail. This is addressed in Policy NKT9.

3.8 In addition to these gateways, there are three key 'approaches' into Newmarket, each of which leads into one of the first three gateways listed above. It is important that these form attractive and welcome entrances to the town. These approaches are listed in the table below.

**Table 3.2: Key Approaches to the town**

|      |                                                                                  | <b>Road Name</b>                                  | <b>From</b>                                                                       | <b>To</b>                                             |
|------|----------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------|
| i.   | <b>Cambridge Road Approach</b>                                                   | Cambridge Road (Barbara Stradbroke Avenue, A1304) | the horse crossing nearest to the Cambridge Suffolk border                        | the horse crossing at the junction with Hamilton Road |
| ii.  | <b>Bury Road Approach</b><br>(including both sides of the road and the Severals) | <b>Bury Road (A1304)</b>                          | the horse crossing at the junction of the A1304 (to Thetford) and B1506 (to Bury) | the Severals horse crossing                           |
| iii. | <b>Moulton Road Approach</b>                                                     | Moulton Road                                      | Warren Hill                                                                       | the horse crossing at the foot of Warren Hill         |



## 3.2 Key Views and Landscape

### Policy NKT14: 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 Policies Map 4. 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 the road to Regents 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
  - 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. High Street (A1304), 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 (B1063), looking ENE towards the Heath
  - xxvii. Moulton Road, from the foot of Warren Hill, looking WSW towards Old Station Road (B1063)
  - xxviii. From Old Station Road (B1063), looking W towards Vicarage Road and the Jubilee Clock Tower
  - xxix. Old Station Road (B1063), looking E towards Warren Hill

cont.



#### **Policy NKT14: Key Views (cont.)**

- 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 (B1063), 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 down Granby Street
- xxxv. Vicarage Road, from the entrance to All Saints' CE Primary School, looking NNE towards Cleveland 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. Churchill Avenue, from the junction with Norfolk Avenue, looking SW towards the woodland and training track.
- xl.ii. The panoramic view from Warren Hill, looking N to SW across the Plan Area

See also: **Community Action 3.2: Access to Landscape**

**Community Action 3.3: View from Old Station Road**

#### **Explanation**

3.9 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.

3.10 The Jockey Club owns, maintains and operates 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. This land, however, is not public open space because it is privately owned; it is crucial that planning decisions take into full consideration the chronic lack of public open space in and around Newmarket.

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

### 3.3 Conservation Area

#### **Policy NKT15: Traditional Features and Materials for Developments within the Conservation Area**

Development proposals within the designated Conservation Area, or affecting either its setting or views into or out of it, should conserve (or where appropriate enhance) features, buildings and spaces that contribute positively to the Area's special character, appearance and setting. In particular, development proposals should:

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

See also: ***Community Action 3.4: Newmarket Conservation Area Appraisal (2009)***  
***Community Action 3.5: Locally Listed Buildings***

#### **Explanation**

3.12 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".<sup>iii</sup> 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.

3.13 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.<sup>iv</sup> 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'.<sup>v</sup>

### 3.4 Shop Fronts

#### **Policy NKT16: Shop Fronts**

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

See also: ***Community Action 3.6: Supplementary Shop Front Policy and Presentation of Premises***

#### **Explanation**

3.14 Newmarket would benefit from a more consistent and harmonious design of its shop fronts. Although shop fronts are addressed in *West Suffolk Development Management Policies DM17: Conservation Areas* and *DM38: Shop Fronts and Advertisements*, these do not reference the *West Suffolk Shopfront and Advertisement Design Guidance* (2015), which was produced subsequently. This policy and any grant scheme must be well publicised to potential owners and tenants of commercial properties.

### 3.5 Key Area A: Newmarket High Street, Palace Street, Sun Lane and the Market

#### **Policy NKT17: Newmarket High Street, Palace Street, Sun Lane and the Market**

- a. Any future re-design of Newmarket High Street should:
  - i. change the emphasis from vehicles towards pedestrians and cyclists, by creating safer pedestrian crossing points
  - ii. include sufficient accessible seating areas, appropriately sited litter bins, and areas of planting
  - iii. ensure that any road signage does not detract from the attractive street scene
- b. The area around Palace Street and Sun Lane includes the National Horseracing Museum and Palace House and Mews, and All Saints Church – as well as the sites of both the historic royal palace complexes. This should be considered the cultural quarter of Newmarket. All development here should be carefully considered; support will be given to appropriate re-development here which leads to an enhancement to culture and the Arts in the town.
- c. Any re-development of the buildings surrounding the Bill Tutte Memorial should not interfere with the view of the Memorial and should be sympathetic in design and scale to the Grade II-listed Rutland Arms Hotel and other buildings on Palace Street.
- d. Any re-development of historic buildings which have fallen into disrepair or which have been poorly modified in the past should aim to eliminate intrusive features and restore a coherence of design. This particularly applies to 105-113 High Street.
- e. The development and refurbishment of Newmarket High Street to include provision for an enhanced twice-weekly market in the High Street would be supported. This would of necessity restrict parking on the High Street, narrow the road way and restrict weight except for access and occasions when the A14 is closed and a diversion is necessary. (*see also Policy NKT22: Guineas Shopping Centre*)

See also: ***Community Action 3.7: Rejuvenation of the Pedestrian Network in the Town Centre***

***Community Action 3.8: Public Realm***

***Community Action 3.9: Bill Tutte Memorial***

***Community Action 3.10: The Market***

#### ***Explanation***

##### **The High Street**

3.15 Newmarket is unusual in that it still has a busy High Street, which is likely to be the first part of the town that 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 completed on the High Street<sup>vi</sup> 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 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.

3.16 The public realm is littered by notices indiscriminately attached to lampposts and railings, and the fencing by the Pavilion on The Severals, facing Fred Archer Way has been used for informal advertising of local events, which can detract from the view of The Severals. 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.

3.17 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 the Memorial Gardens playground attracts many families with children, particularly since the major refurbishment which culminated in the official reopening of the Gardens on 5 April 2019. All-inclusive initiatives, such as being a 'dementia-friendly town', should be encouraged and will help make Newmarket attractive to all.

## **Palace Street and Sun Lane Area**

3.18 This area (defined on the map below) is to be considered the cultural quarter of Newmarket. Palace Street follows the course of one of the tracks of the ancient Icknield Way – before the start of the nineteenth century it extended out of the town towards the south west. The palaces of James I and Charles II were each situated in the wedge of land between this route and the High Street, with All Saints Church and Charles II's Royal Stables (now the site of the National Horseracing Museum) just to the south. It is likely that there are some traces of James I's palace yet to be identified, while Palace House and the Mews are among the surviving parts of Charles II's palace complex. Sun Lane, named after the Rising Sun Inn, is part another very ancient route into the town, leading out to Ashley and Cheveley. With Wellington Street it formed the central junction across the High Street, the site of the town cross. The Bill Tutte Memorial (see below) stands in a small open landscaped area, with the Rutland Arms Hotel (on the site of the medieval Ram Inn) to the south west, and the Fisher Theatre (built 1826) to the east.

3.19 There is an opportunity to develop our understanding of this area in order to celebrate the history of Newmarket – in particular its royal connections – and to allow increased access to culture and the Arts in the town. This would also be the ideal location for an enhanced tourist information point. Due to the historical significance of this area, it is very important that any proposed re-development here receives very careful and measured consideration, with priority given to investigating and interpreting the unique – and nationally important – history of this site.

### **Bill Tutte**

3.20 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.<sup>vii</sup>

### **Rutland Arms Hotel and other historic buildings**

3.21 There are a number of prominent historic buildings which are of particular importance on the High Street; some of these are beautifully maintained, but there are others which are currently empty or which have suffered unsympathetic development in the past. Significant buildings include the Rutland Arms Hotel, Rothsay House, the Jockey Club, the Old Subscription Rooms, Nationwide, York Building, The Memorial Hall, Wildwood, Queensbury Lodge and Cottage and 105-117 High Street. Care should be taken that any re-development of the High Street does not interfere with the impact and presentation of these buildings, and that any intrusive unsympathetic features are removed.

### **Market**

3.22 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.<sup>viii</sup>

3.23 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.<sup>ix</sup>

3.24 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.<sup>x</sup> 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.”<sup>xi</sup>

3.25 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. Unfortunately, due to the lack of infrastructure, the market had to be moved back to the old market place due to safety concerns, but it is now clearly evident that the most appropriate place for the market is in the High street. This location will not only benefit the market itself, but will enhance Newmarket High Street as a centre for shopping and other activities. This will require significant infrastructure changes, including less parking on the High Street.

### 3.6 Key Area B: St Mary's Square and surrounding area

#### Policy NKT18: St Mary's Square and surrounding area

- a. This part of Newmarket, 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 Policies Maps 1, 2 and 3C), Rowley Drive (up to Black Bear Lane) and Lowther Street, is identified as an Environmental Improvement Area. Within this, the area of St Mary's Square, both St Mary's Churchyards, Churchill Court open space and the space in front of XXXXX (as shown on Policies Maps 2 and 5) 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 dangerous 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 (including Churchill Court Open Space and XXXX), as well as developing links into nearby green spaces (such as the Memorial Gardens and the Yellow Brick Road Linear Park). The walking routes from the Scaltback estate and the Valley Way estate to the Memorial Gardens should be maintained and enhanced.
- c. To the north and west of St Mary's Square there are 2 prominent 5- and 4-storey 1970s developments (Icwell Hill Flats and Churchill Court Flats). Any future re-development of this site should complement the character and appearance of the surrounding townscape, including the height of the buildings (3-storey) and consider the views towards St Mary's Square, in particular from Warren Hill. In addition such re-development should complement the late nineteenth century terraces of Lowther Street, so that the area is more visually coherent.

(See also Policy NKT32 for Local Green Spaces and Policy NKT22 for the former Market Square.)

See also **Community Action 3.11: Junction of Rowley Drive, Mill Hill (leading to Exning Road) and Fred Archer Way**  
**Community Action 3.12: Horsewalks in and around St Mary's Square**

#### Map of St Mary's Square Environmental Improvement Area [\(change map\)](#)



#### Explanation

3.26 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."<sup>xii</sup> 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;<sup>xiii</sup> they were major events in Newmarket's calendar, and the fair of St Barnabas was still in existence in 1735.<sup>xiv</sup>

3.27 On the east side of the Square is the road from the town centre to Exning and to the 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."<sup>xv</sup> 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."<sup>xvi</sup> 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.

3.28 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 both Churchyards 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 Drive (including Icewell Hill) and to the west (including Churchill Court) 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. Lowther Street, with its nineteenth century terraced houses, currently appears isolated and awkwardly connected to Rowley Drive and the surrounding modern developments. Any future redevelopment in this area should consider how to complement and connect with Lowther Street. The footpath across the Churchill Court green space forms part of longer walking routes connecting Freshfields, the Valley Way and the Scaltback estates to the town centre. These must be maintained and enhanced.

3.29 Any enhancement to the horsewalks around St Mary's Square 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. The Jockey Club are planning to improve the style of the fencing along the horsewalk around St Mary's Square.

### 3.7 Preserving and Promoting Understanding of Our Town

#### **Policy NKT19: Town Museum and Archive, Creative Arts Centre and Tourist Information Centre**

- a. The site of the National Horseracing Museum, Palace House, Palace Yard and Stables and its paddocks (see Policy Map) must be retained as a Heritage Centre.
- b. Proposals for the development of sites within the town centre to provide some or all of the following uses by 2031 will be supported:
  - i. a local history museum
  - ii. historic archives storage
  - iii. a creative arts centre
  - iv. a tourist information centre

See also: ***Community Action 3.13: Museum of Local History and Creative Arts Opportunities***

#### ***Explanation***

3.30 Newmarket is famous throughout the world as the Home of Horseracing. It is entirely appropriate that there should be a heritage centre to explore and educate visitors from this country and beyond about the historical background of this sport.

3.31 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".<sup>xvii</sup> 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 since 1882. This would allow residents access to the history of their town. It is important 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 over 150 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.

3.32 Similarly, Newmarket has been recognised as having a particularly low level of engagement with the Arts,<sup>xviii</sup> and while there are a number of organisations and individuals working to increase access to the Arts, either through exhibitions, performances, workshops or classes,<sup>xix</sup> 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.



### 3.8 Archaeology

#### Policy NKT20: Archaeology

This Neighbourhood Plan follows West Suffolk Local Plan Policy NSP27 Archaeology, but the following sites must be treated with particular care:

- a. Seven Springs
- b. Newmarket Conservation Area, particularly including:
  - i. any sites associated with the palaces of King James I and King Charles I (from Caffè Nero to York Buildings [nos. 77-89] inclusive on the High Street, extending back as far as Park Lane) and King Charles II (from the former HSBC to Goldings [nos. 53-67] inclusive on the High Street, extending back to Palace Street, as well as the site of the Trainer's House and Palace Yard)
  - ii. the historical core of the town (along both sides of the High Street, along both sides of Wellington Street, around St Mary's Square, and the wedge of the Conservation Area between the Bury Road and Old Station Road)
- c. the Market Square and the Guineas Shopping Centre
- d. the site of the former White Lion public house [216 High Street]

See also: **Community Action 3.14: Archaeology**

#### Explanation

3.33 Newmarket Heath has evidence of human activity dating back to pre-historic times.<sup>xx</sup> 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.

3.34 Research into Newmarket's history continues, and in recent years local historians have contributed to a far more precise understanding of the sites of Newmarket's Royal Palaces, which may not be widely known beyond the town. Even though relatively little is obviously visible above the ground today, it is likely that much remains to be discovered of these important sites. In addition, within the Conservation Area there are many buildings recorded on Chapman's map (1768), including a number of inns which survive to the present: the White Hart, the Bull, the Ram (the Rutland Arms), the Golden Lion, the Rose (Waggon and Horses), the Crown and the Horse Shoes. Any development along both sides of the High Street, along both sides of Wellington Street, around St Mary's Square, in the wedge of the Conservation Area between the Bury Road and Old Station Road, and in the area of the Market Square and the Guineas Shopping Centre should demonstrate awareness that this is the historical core of the town and its potential archaeological value should be recognised. The White Lion is also recorded on Chapman's 1768 map, prominently placed as the first building on the approach to the town from the west; any redevelopment of this site should pay careful attention to its archaeology.

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<sup>i</sup> *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'.

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<sup>ii</sup> *West Suffolk Local Plan (Regulation 19) Submission Draft*, January 2024.

<sup>iii</sup> 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.

<sup>iv</sup> The document was adopted on 23 September 2009.

<sup>v</sup> 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.

<sup>vi</sup> The ‘Future Design of Newmarket High Street’ consultation took place from 6 December 2018 to 25 January 2019; the views of all respondents will 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.

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

<sup>viii</sup> *Newmarket’s Medieval Market*, Sandra Easom; *The Origins of Newmarket*, David Rippington.

<sup>ix</sup> *Newmarket’s Origins*, Sandra Easom; *Newmarket’s Medieval Market*, Sandra Easom; *The Origins of Newmarket*, David Rippington.

<sup>x</sup> *Newmarket 500 Years Ago*, Peter May (1975), pp. 259-263, 273; *Newmarket’s Medieval Market*, Sandra Easom.

<sup>xi</sup> *A Description Of The Diocese Of Norwich: Or, The Present State of Norfolk and Suffolk* (1735), p. 51.

<sup>xii</sup> *Newmarket Conservation Area Appraisal* (2009), *St Mary’s Square and Rowley Drive*, p.1.

<sup>xiii</sup> David Rippington, *The Origins of Newmarket*.

<sup>xiv</sup> *A Description Of The Diocese Of Norwich: Or, The Present State of Norfolk and Suffolk* (1735), p. 51.

<sup>xv</sup> *Newmarket Conservation Area Appraisal* (2009), *St Mary’s Square and Rowley Drive*, p.1.

<sup>xvi</sup> *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.

<sup>xvii</sup> See para. 4.6 above.

<sup>xviii</sup> 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/>.

<sup>xix</sup> 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).

<sup>xx</sup> *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.

## Objective 4: To promote the economic development and prosperity of Newmarket

### 4.1 The Horseracing Industry

#### Policy NKT21: Development 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:

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

#### Explanation

4.1 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.<sup>i</sup> These figures give some indication of what it actually means for the town to be the world’s foremost Thoroughbred training and breeding centre.<sup>ii</sup> 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.”<sup>iii</sup> 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.

4.2 In order to consolidate the town’s world-leading status in its major industry, it is necessary to look to the future;<sup>iv</sup> The Jockey Club have plans (‘Let’s Play Our Part’) to build an all-weather training and racing facility near Southfield Farm, in order to make it possible to offer racing through the winter. This would add to the town’s visitor economy and provide 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”<sup>v</sup> – therefore, all necessary measures should be taken to mitigate against any additional congestion that might arise from an all-weather course.

4.3 The Jockey Club also plans to develop housing on Pinewood Stud north of Hamilton Road, on Exning Road, and starter yards to allow new trainers to establish themselves. There are wider plans which would be of benefit to the whole town, including a country park at Seven Springs, new cycle trails and a children’s playground.

4.4 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.<sup>vi</sup>

### 4.2 Other Business Sectors

4.5 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.<sup>vii</sup> 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%), and Public Administration and Defence (2.7%).<sup>viii</sup> 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.<sup>ix</sup> 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

## 4.3 Retail

### Policy NKT22: The Guineas Shopping Centre

- a. Any future redevelopment or redesign of the site of the Guineas Shopping Centre, the Market Square (*see also Policy NKT18*) and the Guineas car park (as identified on Policies Map 2) should make provision for:
  - i. retail (providing there is evidence that there is still a need for additional retail space)
  - ii. residential, subject to satisfactory parking
  - ii. parking (including cycle parking and electric vehicle charging points) to standards recommended by *Suffolk Guidance for Parking: Technical Guidance (see also Policy NKT11 and Community Action 2.7e)*
  - iii. an enhanced bus station (*see also Policy NKT10*)
  - 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 NKT17e and Community Action 3.10*)
  - ii. Newmarket Library (*see also Policy NKT39 and Community Actions 6.6 and 6.7*)
  - iii. a cinema (*see also Policy NKT40 and Community Action 6.9*)
- c. 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.
- d. Any future redevelopment or redesign of this site shall be an 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 market town. Special attention shall be given to ensuring that any car parks on this site are easy to use.
- e. Care should be taken that the design of any redevelopment of this site or any part of it (including service areas) should be attractive, not just when viewed from within the site, but also from the streets and pedestrian routes leading towards and around it (as shown on the map below).

### Explanation

**Add map;** to include Wellington Street, Drapery Row, St Mary's Square, Fred Archer Way, Exeter Road, Guineas service road and pedestrian passageways from the High Street (Crown Walk; passage between 32 High Street and Waggon and Horses; the passage between 40 and 42 High Street; the passage between 60 High Street and the Bull; Market Street; pedestrian access to the Guineas service road adjacent to 10 Market Street; passage between 94 and 88 High Street)

4.6 Newmarket has a compact shopping area and an abundance of small traditional shop units clustered around the High Street and the Guineas Shopping Centre. In its earliest beginnings the town was centred upon the High Street, and unlike many other towns this remains its principle thoroughfare, making it all the more important that the High Street presents 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 Development Management Policy DM35: Proposals for Main Town Centre Uses*.

4.7 The Guineas was initially built in the 1960s, and over the last six decades it provided a significant area of retail floor space,<sup>x</sup> 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 and public toilets, as well as business offices and residential units above the retail outlets.

4.8 Any redevelopment of the area of the Guineas would need to consider whether there is still a demand for as many retail outlets. It could provide an opportunity to offer town centre amenities such as a library and a market place (always providing that permanent alternative sites for them have not already been established elsewhere in easily accessible town centre locations), as well as a variety of enhancements. The siting of a cinema might be appropriate in this area, and would increase pedestrian footfall in the evenings (*see also Policy NKT40*). The bus station is also located adjacent to the Guineas Shopping Centre (*see also Policy NKT10*). 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 Policies Map 2) and Policy NKT22 sets out a comprehensive policy to address the potential redevelopment of the site. Part c of the policy 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.

4.9 Any future redevelopment would also need to address the issue of connectivity; the development of the shopping centre in the 1960s swept away what was then considered to be a run-down area of the town known as the Rookery. This had developed on the site of the medieval market and of the backs of the tenements which lined the north side of the High Street from the Bull up towards the junction with Fordham Road. Over time the temporary stalls of the market had developed into a maze of permanent network of alleys and lanes, and the market itself had moved onto the High Street. The 1960s design was focussed on the amenities provided within the development; no great value was placed on how it connected into its surroundings, nor on maintaining the web of pedestrian access which had developed over the centuries, to the extent that in 2013 the Prince's Foundation's *Enquiry By Design Workshop Report* stated that the Guineas "suffers from its own poor layout and design and is not well integrated with the High Street thus creating a barrier to movement across the town."<sup>xi</sup>

4.10 Similarly, much of the appearance of the Guineas looking in from the outside is singularly unattractive, seemingly a result of a belief that pedestrian access should be restricted to a fixed number of points and there was therefore no need for attractive design in the service areas of the Drapery Lane and the area between the Guineas and the High Street, or along Fred Archer Way. The need for better design in such areas would be another important consideration in any future redevelopment.

## 4.4 New and Growing Businesses

### Policy NKT23: 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. The use of planting as screening will be encouraged.
- 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 area of West Suffolk 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 only be supported where:
  - i. they relate primarily to the employment needs of persons resident at the property concerned;
  - ii. they respect the nature of the neighbourhood in which they are located and would not result in a significant and material increase in visitors to the site and in significantly increased levels of vehicular activity and parking (e.g. deliveries or visits by others) and any other type of activities which would detract from the amenity of the immediate locality; and
  - iii. they have an appropriate amount of internal storage related to the needs of the business operated from the premises.
  - iv. the nature of the property remains primarily residential, so that it is not possible to identify that a business is using the property. There should be no increase in noise and no signage.

See also: **Community Action 4.1: High-Tech Opportunities; Community Action 4.2: Studlands Park Avenue**  
**Explanation**

4.11 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 NKT23 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.

### Hi-tech businesses

4.12 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.<sup>xii</sup> 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; the success of these scholarships is recognised and celebrated.<sup>xiii</sup> Newmarket is also the centre of a cluster of world-leading veterinary institutions, including the Newmarket Equine Hospital (NEH),<sup>xiv</sup> Rosssdales<sup>xv</sup> and numerous other practices and laboratories.

### Business parks

4.13 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 NKT13 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. Consideration should be given to the storage of waste, and the use of tree and hedge planting to screen industrial units from the road.



## 4.5 Tourism and Hospitality

### Policy NKT24: Holiday Lets

- a. Planning permission must be agreed for any residential property to become an overnight accommodation letting. In particular:
  - i. it must be established that there is sufficient parking at the property for all guests
  - ii. proposals must respect the nature of the neighbourhood in which the property is located, and the proposal must not result in a significant and material increase in visitors to the site and in significantly increased levels of vehicular activity and parking and any other type of activities which would detract from the amenity of the immediate locality
  - iii. there should be no increase in noise and no signage
  - iv. the property must not overlook a school or nursery.
- b. Failure to comply with the above will result in planning permission being revoked.

See also: **Community Action 4.3: Tourist and Heritage Information**  
**Community Action 4.4: Newmarket Racecourses and the Wider Tourism Offer**  
**Community Action 4.5: Holiday Accommodation**

### Explanation

4.14 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.

4.15 *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, showcasing the town's racing heritage and allowing 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.<sup>xvi</sup>

4.16 Newmarket High Street is a major asset, with many attractive historic buildings, set against the backdrop of the Heath.<sup>xvii</sup> This is a major arterial route along which people have journeyed for thousands of years;<sup>xviii</sup> we should ensure that, just like the travellers of the past, modern-day visitors will wish to stay and explore the town, which 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 Her Majesty The Queen in 2016.<sup>xix</sup>

4.17 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.

4.18 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.<sup>xx</sup> There are 104 Grade II listed buildings<sup>xxi</sup> 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 Samuel Chifney Junior;<sup>xxii</sup> 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.<sup>xxiii</sup> Newmarket is twinned with Maisons-Laffitte and Le Mesnil-le-Roi, France, and Lexington, USA.

4.19 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 the Bedford Lodge Hotel and Spa, or the Best Western Heath Court Hotel located right at the foot of the Gallops, where the racehorses train each morning. The *Love Newmarket* website gives links to these hotels as well as to 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.<sup>xxiv</sup> The growing trend for internet-run lettings (such as Airbnb) is also apparent in the town, and the lack of regulation means that there are some cases which cause serious problems for neighbouring residents, for instance, noise and parking, and inappropriate use by people who have no attachment to the community. A voluntary code of conduct would help to promote responsible providers who benefit the town without any detriment to their neighbours.

Are second homes an issue, or could they become an issue?

Properties should only be empty for up to 90 days, or be classed as a second home, subject to higher level of council tax (see policies from Cornwall and Wales)

- <sup>i</sup> *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).
- <sup>ii</sup> *Newmarket Horseracing Industry: Local, national and international impact of the Horseracing Industry in Newmarket*, Deloitte (2015), p. 54.
- <sup>iii</sup> *Newmarket Horseracing Industry: Local, national and international impact of the Horseracing Industry in Newmarket*, Deloitte (2015), p. 6.
- <sup>iv</sup> 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. See also *Officer Comment on Planning Application DC/16/2063/FUL – Land West of Hamilton Road* (2017), para. 76, p. 46.
- <sup>v</sup> 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.
- <sup>vi</sup> This is another way in which the community is 'connected', by "encouraging financial ... exchange".
- <sup>vii</sup> See para. 3.12 and note 27 above.
- <sup>viii</sup> 2011 Census; these are percentages of the total of 11,478 for "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. 6.16 to 6.18 below.
- <sup>ix</sup> 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.
- <sup>x</sup> The retail floor space is 110,179 square feet; see <http://theguineas-shopping.co.uk/cms/resources/guineas-8v.pdf>.
- <sup>xi</sup> *Enquiry By Design Workshop Report* (2013), p. 23.
- <sup>xii</sup> For more information see <https://billtuttememorial.org.uk/>.
- <sup>xiii</sup> To date there have been seventeen Bill Tutte Scholars; future candidates should be in or have just completed their final year at secondary school. For more information see <https://billtuttememorial.org.uk/scholarship/>.
- <sup>xiv</sup> <http://www.newmarketequinehospital.com/>.
- <sup>xv</sup> <https://www.rossdales.com/>.
- <sup>xvi</sup> <https://discovernewmarket.co.uk/>; <https://lovenewmarket.co.uk/>; *Love Newmarket* is the name of the Newmarket Business Improvement District (BID). See also para. 4.19 below on hotels.
- <sup>xvii</sup> *Newmarket Conservation Area Appraisal* (rev. 2009), pp. 4-11.
- <sup>xviii</sup> *Newmarket's Origins*, Sandra Easom; *The Origins of Newmarket*, David Rippington.
- <sup>xix</sup> See <https://discovernewmarket.co.uk/> and <https://www.palacehousenewmarket.co.uk/palace-house/history-of-the-site>
- <sup>xx</sup> *Newmarket Conservation Area Appraisal* (rev. 2009), pp. 7-8.
- <sup>xxi</sup> See <https://historicengland.org.uk/listing/the-list/>; <https://historicengland.org.uk/listing/the-list/list-entry/1037636>; <https://historicengland.org.uk/listing/the-list/list-entry/1285676>
- <sup>xxii</sup> See <https://historicengland.org.uk/listing/the-list/list-entry/1351318>
- <sup>xxiii</sup> See <https://www.stmarysandstagnesnewmarket.org.uk/history/st-agnes-church/>; <https://historicengland.org.uk/listing/the-list/list-entry/1037643>.
- <sup>xxiv</sup> See <https://lovenewmarket.co.uk/category/stay/>.



## Objective 5: To value and protect our environment

5.1 Newmarket is surrounded by the 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 biodiversity 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 is 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 alternative transport means (such as walking cycling and electric vehicles), alongside improved recycling.

### 5.1 Visual Impact on the Landscape

#### **Policy NKT25: Visual Impact**

- a. The training grounds and stud lands which immediately surround the town of Newmarket are a unique landscape, and there must be no development on these areas unless it is directly associated with the training and breeding of racehorses. The exception to this is the sensitive housing development at Pinewood Stud and its associated country park which is allocated for development in the emerging WDC Local Plan under Policy AP20. Any other similar development could only be allowed if it had no visual impact on the landscape.
- b. Any new development or re-development in industrial areas must have screening using trees and shrubs to soften the visual impact of buildings and boundary fences, and to enhance the environment by increasing biodiversity.

See also: ***Community Action 5.1: Appreciation of Our Landscape***  
***Community Action 5.2: Visual Impact of Roadsides and Industrial Buildings***  
***Community Action 5.3: Studlands Park Avenue***

#### **Explanation**

5.2 Newmarket is a compact town surrounded by a unique green landscape, which must be preserved. In addition it is important that every street or thoroughfare in Newmarket has a pleasing visual impact.

### 5.2 Generation of Renewable Energy

#### **Policy NKT26: Generation of Renewable Energy**

- a. Any new development or re-development should where possible include solar panels (or other similar technology) to provide carbon-free energy. This includes both residential and industrial developments, as well as bus shelters and car parks.
- b. Within the Neighbourhood Plan area there are no obvious sites suitable for large-scale energy generation. Should a site become available, proposals will only be supported if:
  - i. there is no visual impact on the landscape
  - ii. the development does not compromise any of the key views listed in NKT14
  - iii. the scale of the development is proportionate to any existing buildings
  - iv. the development is on a brownfield site
- c. For any sites outside the Neighbourhood Plan area, the development of large-scale energy generation must not have a visual impact on the landscape surrounding the town, and must present no hazard to human or animal safety.

#### **Explanation**

5.3 Although Newmarket is not suitable for large-scale energy generation it may be possible to creatively adapt existing sites such as car parks to provide large areas of solar panels, as has been done in Cambridge at the Babraham Road Park and Ride car park.

## 5.3 Trees

### Policy NKT27: Trees

- a. Tree planting should be intrinsic to the design of any development or re-development.
- b. Development proposals should:
  - i. protect existing trees and hedges that have amenity value as perceived from the public realm;
  - ii. provide appropriate replacement planting, where felling is proved necessary;
  - iii. provide sufficient space for trees and other vegetation to mature
  - iv. encourage the appropriate planting of native species, particularly on available open space sites, including playgrounds; and
  - v. ensure an appropriate maintenance regime following planting, including necessary funding
- c. 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.
- d. 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.  
  
(see also Policies NKT13b: Attractive Gateways and Approaches to the Town, and NKT23a Provision for New and Growing Businesses)

See also: ***Community Action 5.4: Trees***

### Explanation

5.4 Trees form an integral part of Newmarket's landscape. Traditionally tree belts were planted as borders to stud land to prevent horses from wandering, with individual trees encouraged to grow to maturity to provide shelter for the horses. These trees and belts have been incorporated into the town as it has grown and they have become a characteristic feature of Newmarket, and this should be maintained. There are therefore many mature trees, and a number of trees with veteran features.<sup>i</sup> The latter in particular should be treasured and protected.

5.5 The lack of public open space in Newmarket means that trees, tree belts and hedgerows are of particular value in the town. This includes rows of street trees and tree belts, not only those which surround training yards, but also those that have been integrated into housing estates. Other key location for trees include the length of the Yellow Brick Road and across the Severals, and entrance approaches into Newmarket from Cambridge and Bury, which include not only individual trees, but the distinctive style of high hedgerow linked to the racing industry.

5.6 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 (CO<sub>2</sub>), encouraging biodiversity and providing shade and transpiration which has a cooling effect on the urban environment. 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 incorporate trees into the design of all urban spaces for future residents to enjoy.

## 5.4 Waste

### **Policy NKT28: Household Waste Recycling Facility**

- a. The whole of the Depot Road recycling site and the adjacent old bus depot area, as identified on the Proposals Map, is safeguarded for waste disposal and recycling purposes only, for the duration of the plan period. Development proposals to extend the current facility to offer a comprehensive waste recycling facility for the town will be supported.
- b. Proposals for the change of use of all or part of the site to other uses will only be supported where:
  - i. the site which would be lost as a result of the proposed development would be replaced by a household waste recycling facility with sufficient capacity in an equally accessible location in Newmarket; 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.

See also: ***Community Action 5.5: Waste***

### ***Explanation***

5.7 The free household waste recycling centre was first closed in 2010; subsequently it was re-opened as a charged facility, but closed again in 2018. Currently the nearest free recycling centre is over 10 miles away. There are four towns in West Suffolk with a population of over 10,000 (Bury St Edmunds [41,291], Haverhill [26,710], Newmarket [16,772 (or 18,864 for the built-up area)] and Mildenhall [9,676]; Newmarket is the only one without a household waste recycling centre. At a time where recycling needs to be encouraged, the residents of Newmarket must be able to access services in their own town. It is very important for the future sustainability of the town that the site of the household waste recycling centre is safeguarded.

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

## 5.5 Biodiversity

### Policy NKT29: Biodiversity

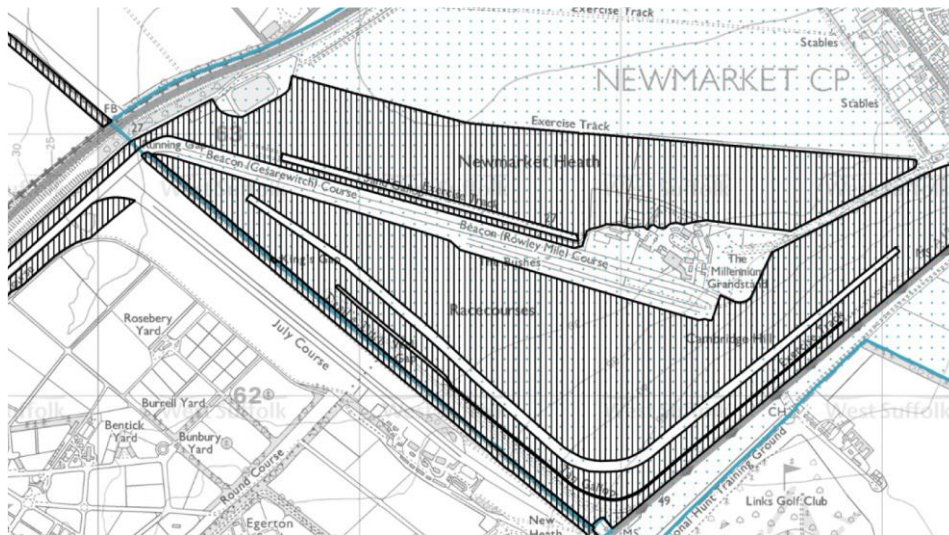
- a. This policy is specific to the Newmarket Neighbourhood Plan Area, and applies to all development or redevelopment (even if it is exempt for the requirement for Biodiversity net gain).
- b. Developments must, where possible, incorporate a selection of features, proportionate to the site in question, 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 an ideal habitat for hedgehogs and their prey, as well as reptiles and amphibians
- c. With respect to swift bricks, since swifts are a priority action species and are found across the whole built-up area of Newmarket, every new building should include at least 1 swift brick unless advised by the Environmental Officer that the site would not be appropriate.
- d. Planting in new developments must, where possible, 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 (particularly hawthorn)
  - v. wildlife friendly trees (e.g. hawthorn, rowan) planted in verges
  - vi. retention of original wildlife features, such as ancient hedgerows and trees
- e. Those features designed to increase biodiversity as described above must, 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 must, where possible, be given as to how proposals can enhance the passage of wildlife across the town.

(See also Policy NKT5d)

See also: **Community Action 5.6: Biodiversity**

### Explanation

5.9 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])<sup>ii</sup> have created habitats for a diversity of wildlife, including some protected species.<sup>iii</sup> It is important, however, that we remember 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 and Side Hill CWS; 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*

5.10 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, in order to form a network which wildlife can use.<sup>iv</sup> 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.<sup>v</sup>

5.11 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 weeks of May. National studies have shown that swifts, like other species, are under pressure, and planning policies are now being developed to support biodiversity;<sup>vi</sup> this approach is encouraged in Newmarket. Swifts are classified as a Suffolk Priority Species and the Suffolk Biodiversity Information Service (SBIS) confirms the presence of swifts and other wildlife that we wish to protect.<sup>vii</sup>

## 5.6 The Yellow Brick Road, the Newmarket and Dullingham Brooks and Seven Springs

### **Policy NKT30: Yellow Brick Road Linear Park**

- a. The Yellow Brick Road Linear Park (YBRLP), as identified on Policies Maps 5, 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:
  - i. increase connectivity between the Yellow Brick Road and the wider pedestrian and cycle network where appropriate.
  - ii. should not encroach upon the path, and ensure that there is at least a 3-metre green verge on either side of the path
  - iii. be limited to 2 storeys within 20 metres of the path
  - iv. ensure that any building or fencing adjacent to the path is aesthetically pleasing. Bare metal fencing is not acceptable.

### **Policy NKT31: Watercourses: the Newmarket and Dullingham Brooks and Seven Springs**

- a. Any development or re-development must not affect the Newmarket Brook and/or Seven Springs adversely; proposals must make good the effects of any water extraction and demonstrate that there are no detrimental effects to the movement of water under the town and surrounding area.
- b. Any management scheme which works to reinstate Newmarket Brook as a chalk stream by improving its tributaries will be supported.
- c. The plans for the proposed country park must provide protection for the fragile Seven Springs area by managing access.

See also: ***Community Action 5.7: Yellow Brick Road Linear Park and Newmarket Brook***  
***Community Action 5.8: Community Energy Initiatives***

### ***Explanation***

#### **Yellow Brick Road**

5.12 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 paragraph 4.6 above).

5.13 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.

5.14 The Linear Park follows the route of the Newmarket Brook; it covers 3.67 hectares and is adjacent to various other public-owned green spaces. A management plan was drawn up for the Linear Park in January 2016 and the Yellow Brick Road was recognised as a green corridor in the *Forest Heath area of West Suffolk Council Site Allocations Local Plan* (2019).<sup>viii</sup> 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*.

#### **The Newmarket and Dullingham Brooks**

5.15 The Newmarket Brook is now noted as a Chalk stream – one of only 250 in the world – but historically it has suffered as the result of human activity. It was used as a sewer from medieval times until the Victorians built effective sanitation in the town, and it has also been damaged by urban and agricultural run-off and the artificial lowering of



the water table in this area, particularly in the 1970s. The failure to understand the ecological value of the stream was summed up in the name it was given: 'the Number 1 Drain'.

5.16 An important first step to increasing environmental and historical awareness was a local move to re-name the stream the 'Newmarket Brook' – this caught people's interest, making them want to find out more.<sup>ix</sup> It is now understood that the stream flows from several springs in the chalk hills south of Newmarket. Many of these join to form the Dullingham Brook which then becomes Newmarket Brook as it enters the town. After leaving Newmarket, the Brook feeds into the River Snail, and eventually into the River Great Ouse.

5.17 These Brooks have probably been winterbournes (meaning that they are dry through the summer) for much of their history. Due to the run-off they receive from the town and surrounding areas, including the sewage treatment plant just outside Dullingham, their flow remains variable and water quality can be poor, but this can be improved with better management and the cooperation of adjacent landowners. It must also be noted that since their source springs lie between Ashley and Cheveley, towards Saxon Street and south of Dullingham, any development which leads to increased extraction of water in these areas would be likely to have a detrimental effect on both the Dullingham Brook and the Newmarket Brook.

5.18 The natural wild places that these streams and their tributaries create in the town are vitally important for people and nature. Having been highlighted as rare and valued Chalk streams, the importance of helping everyone to enjoy and appreciate them is obvious, and in 2023 the 'Friends of Newmarket's Chalk Streams' was formed to raise awareness of the streams and improve their use and ecology.

### **Seven Springs**

5.19 Seven Springs is an ancient, un-spoilt water source which feeds into the New River in Exning, Soham Lode and Wicken Fen. It forms part of the area of the Pinewood Stud development (Policy AP20 of the WSDC emerging Local Plan), and it has been recognised that it is of paramount importance that this should be protected. This will be achieved by fencing off the springs and the ecologically sensitive wet woodland area, but providing a raised board walk (as at Wicken Fen) as a designated walking route for accompanied groups. A dog-walking route is planned around the outside of the wet woodland, linking with the A14 underpass to Exning.

**(Consult Anglian Water and Newmarket Community Nature Reserve)**

## 5.7 Local Green Spaces

### Policy NKT32: Local Green Spaces

a. The following areas, as identified on Policies Maps 2 and 5, are designated as Local Green Spaces:

- i. The Severals (*see also Community Action 5.9*)
- ii. The War Memorial and Gardens
- iii. Yellow Brick Road Linear Park (*see also Policy NKT30*)
- iv. Greville Starkey Avenue Green and Playground (WSC LEAP)

#### St Felix Playing Fields, should plans for a sports hub not materialise

- v. George Lambton Playing Fields

#### St James Park Play area

- 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 (WSC LEAP) and Studlands Park Playground (WSC LAP)
- viii. Area to the rear of Suffolk Way

#### Verges on either side of Elizabeth Avenue

- ix. Allotments at Field Terrace Road
- x. Heasman Close Green and Playground (WSC LAP)

#### Green verges on Exning Road

- xi. Field Terrace Road and Heasman Close Green and Playground (WSC LAP)
- xii. Lady Wolverton Playing Fields and Pavilion (*see also Policy NKT41*) and Playground (WSC 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 (WSC LAP)
- xxi. Green Square at Rowley Court
- xxii. Churchill Court Open Space
- xxiii. St Mary's Churchyard (*see also Policy NKT18*)
- xxiv. St Mary's Churchyard (railed) (*see also Policy NKT18*)
- xxv. St Mary's Square (*see also Policy NKT18*)
- xxvi. Memorial Hall Gardens and Playground (NTC LEAP)
- xxvii. Birdcage Walk Green, 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

#### Triangle of land off Paddocks Drive adjoining SE edge of Tattersalls (former railway station) car park

- xxx. All Saints Churchyard
- xxxi. Hodgkins Yard and Hodgkins Yard Playground (WSC LEAP), neighbouring All Saints Car Park.

#### Space between Queen St and Granby St

- xxxii. Green Road Green and Playground (WSC LAP)
- xxxiii. Granby Street and Green Road Playground (WSC LEAP)
- xxxiv. Allotments at New Cheveley Road
- xxxv. New Cheveley Road Playground (WSC LEAP)
- xxxvi. New Cheveley Road and Cheveley Road corner
- xxxvii. Greens on either side of Heathbell Road at junction with Cheveley Road
- xxxviii. Whitegates Green
- xxxix. Greenfields Green

cont.



### Policy NKT32: Local Green Spaces (cont.)

Any play or recreation areas included in any developments approved in the lifetime of this plan

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

### Policy NKT33: 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).

See also: **Community Action 5.9: The Severals**  
**Community Action 5.10: Open Spaces**  
**Community Action 5.11: Public Seating**

### Explanation

5.20 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.”<sup>x</sup>

5.21 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.”<sup>xi</sup> It is intended that this deficit should be mitigated by providing “new greenspace as part of developments and by improvements to existing green spaces including new links to the Yellow Brick Road”,<sup>xii</sup> 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”.<sup>xiii</sup> 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.”<sup>xiv</sup>*

5.22 Policy NKT32 identifies that development will only be supported within the designated spaces in exceptional 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 exceptional circumstances. Permitted development rights are unaffected by this policy.

### Public Seating

5.23 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.

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<sup>i</sup> *Veteran Trees: A guide to good management (IN13)*, 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.

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

<sup>iii</sup> 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 pseudokernerii*. 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, Lucerne, Corn Spurrey, Common Cudweed, Field Scabious, Small Scabious, Dinky 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>.)

<sup>iv</sup> This is yet another way in which Newmarket can become a 'connected' town; see para. 4.6 above.

<sup>v</sup> David Rippington, *The Watercourse - Newmarket's hidden river*; see also section 5.6 below.

<sup>vi</sup> 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/0B4CpCORTQQdTRTNYSENnUXdoNTQ/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; and suggested species lists for planting.

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

<sup>viii</sup> *Forest Heath area of West Suffolk Council Site Allocations Local Plan* (2019), para. 5.6.8 (p. 40); see also para. 5.6.15 (p. 42); Policy SA6 (d), p. 53 and Policy SA16 (m), p. 112. Please note that although called a 'linear park' in the management plan, the land is actually classed by West Suffolk 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*.

<sup>ix</sup> In 2014 David Rippington researched the history of the watercourse (*The Watercourse - Newmarket's hidden river*); the name 'Newmarket Brook' was proposed by Cllr Michael Jefferies in 2019; an Arts project 'Rivers of Light' featuring a lantern parade along the route of the brook was led by Louise Eatock in 2023; these combined to provide a catalyst for increasing public understanding and involvement.

<sup>x</sup> *Nature Nearby - Accessible Natural Greenspace Guidance (NE265)*, Natural England (2010), section 1.2, p. 12.

<sup>xi</sup> *Accessible Natural Greenspace Study: Forest Heath District Council Evidence paper for Single Issue Review (SIR) 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."

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

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

<sup>xiv</sup> *National Planning Policy Framework* (2019), p. 29. For LAPs and LEAPs see note 110 above.

## Objective 6: To improve and promote the well-being of all residents

6.1 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.

6.2 In Jan 2022, Newmarket Town Council adopted the policy *Improving the Mental and Physical Health of Newmarket Residents*. This arose out of the Newmarket Town Health Survey, conducted by Public Health SCC in 2018-20, and addressed issues which had been raised in the first NNP. There were five themes to the policy:

- a. increasing the opportunities for physical activity**
- b. encouraging volunteering and participation in different activities**
- c. reducing health inequalities by promoting support to marginalised or seldom-heard communities**
- d. encouraging pride in our town**
- e. embedding healthy behaviours.**

### 6.1 Health

#### **Policy NKT34: 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:

- a. 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
- b. 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

#### **Policy NKT35: Newmarket GP Services, Dental Services and Mental Health Services**

Proposals for new GP services, Dental Services and Mental Health Services will be supported where: the facility is:

- a. a new build; or
- b. the conversion of an existing building.

(see also Policy NKT23: Provision for New and Growing Businesses)

See also: **Community Action 6.1: Newmarket Community Hospital**  
**Community Action 6.2: Improving the Mental and Physical Health of Newmarket Residents**  
**Community Action 6.3: Healthy lifestyle**  
**Community Action 6.4: Allotments**

### **Explanation**

#### **Hospital**

6.3 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 is now part of *West Suffolk NHS Foundation Trust* (WSFT); it has a 33-bed inpatient unit (known as the Rosemary Ward), for patients who need rehabilitation or require the management of long-term conditions. Since 2020 the site has also been home to Oakfield GP Surgery, and in 2024 the Newmarket Community Diagnostic Centre was opened, offering faster access to a wide range of tests, such as MRI, CT, X-ray and ultrasound). In collaboration with other organisations (including *Cambridge University Hospitals NHS Foundation Trust*, *Norfolk and Suffolk NHS Foundation Trust* and *Allied Health Professionals Suffolk*), the Hospital and GP Surgery offer a wide range of inpatient and outpatient services are offered: Audiology, Physiotherapy, Community Mental Health services, Diabetic Medicine, Dietetics, Eating disorders (outpatient), Gastrointestinal and Liver services, General Surgery (hernias, lumps and bumps), Neurology, Ophthalmology, Phlebotomy, Respiratory Medicine, Urology and Vascular Surgery.<sup>i</sup>

6.4 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 the limited 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.<sup>ii</sup> 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.

6.5 In line with the shift towards upgraded community hospitals described above, Newmarket Community Hospital is being developed into a health and well-being hub for the town and surrounding villages. It would therefore be prudent to safeguard the site of Newmarket Community Hospital in order 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."*<sup>iii</sup>

### GP Services, Dental Services and Mental Health Services

6.6 Recognising the significant increase in population due to housing developments in the area surrounding Newmarket as well as in the town, there will be increased pressure on GP services, the already inadequate Dental Services and Mental Health Services.

### Healthy Lifestyle

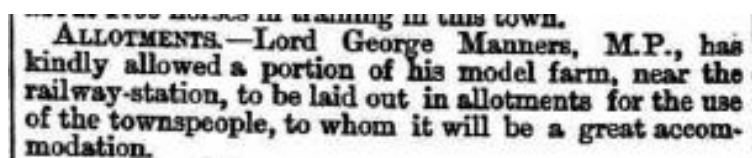
6.7 Obesity continues to rise and is recognised as a major health challenge. In England 64% of adults and 40% of children in England are overweight or living with obesity.<sup>iv</sup> The underlying causes of the poor diet and lack of exercise that lead to obesity are complex, but it is agreed that environment plays a significant part in this, in particular:

- wide and easy availability of cheap, energy dense, nutrient poor foods
- lack of access to exercise facilities
- indebtedness or addictive behaviours, which may also have an impact on rates of obesity.

The government recognises that health considerations need to be built into the planning process. The National Planning Policy Framework (NPPF) 2012 includes 'healthy communities' as a key aim.

### Allotments

6.8 Allotments and community gardens can improve community nutrition, emotional resilience and healthy activity for all age ranges. 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."

### Possible Policy?

Any change of use in Newmarket from retail to gambling, fast food or vaping should require written evidence that it will not be detrimental to public health.

## 6.2 Young People

### Policy NKT36: Youth Centre

Proposals for locations where young people can meet and relax, and access advice will be supported, where the facility is:

- a. a new build; or
- b. the conversion or change of use of an existing building

#### Explanation

6.9 A strong strategy for young people is vital for the health of a community. NTC adopted a *Strategy for Young People* on 28 April 2025 (Minute 25/04/14.01), which is being further developed under the leadership of the Newmarket Charitable Foundation (see the objectives listed in the *Young People Committee* document, Agenda Pack for NTC meeting, 28 Apr 2025, pp. 29-32).

## 6.3 Education

### Policy NKT37: Education

- a. Proposals for new education sites, whether primary schools, expansion of secondary school provision or creation of a further education establishment will be supported.
- b. All current school sites (including the footprint of the buildings) are community sites and therefore should be retained for community use. In the exceptional circumstances when a school site becomes available, this should be retained for community use and/or sports and recreation use and not be used for housing or commercial purposes.
- c. If the site of the car park and the extension to the former Police Station should become available, proposals for change of use for educational purposes will be supported.

#### Explanation

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

- **Early Years**

There are 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 Nursery, Laureate Community Academy, Little Buds Pre-School, St Louis Catholic Academy 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, at the time of writing, Suffolk County Council was working to address.<sup>v</sup> **Check; check about Foley House**

- **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 is planned to provide enough capacity for future growth. In addition, the town is served by Exning Primary School to the north, and Ditton Lodge (a Cambridgeshire school) to the south. Of these, Houldsworth Valley, Ditton Lodge and Laureate form part of the larger Unity Multi Academy Trust. **Check data**

- **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.<sup>vi</sup> It is extremely important that a secondary school is retained within the town. **Check data**

- **Further Education**

There is an established Racing School in the town which offers apprenticeships and other courses in aspects of the Horse Racing industry. **Check**

6.11 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. There is a concern about whether bus services in the future will be viable without subsidies from local or national government; this **must** be addressed because a lack of accessible bus services will impact particularly on disadvantaged students and limit their life choices. 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.

6.12 The retention of all school sites for educational purposes is addressed in *West Suffolk Development Management Policy DM41: Community Facilities and Services*. The Local Authority is under an obligation to realise the best value for such sites, but it is important to recognise that the value of such community assets must not only be measured in terms of financial value. In Newmarket, the number of green spaces is extremely restricted, and so school sites are of especial value in the town; they lend structure to residential areas because healthy communities are centred around neighbourhood primary schools within walking distance. Such sites are therefore a focus for the community, as well as acting as hubs for biodiversity and they answer needs which must be addressed now and in the future; it is therefore not sustainable to build further housing on these valuable community sites. If a school were ever to be removed it is important that it should be replaced with a community facility which has similar health and well-being benefits for local people.

6.13 In Newmarket there are two former middle school sites; both provide an opportunity to consider how they may be used for the benefit of the whole community. Together with the George Lambton playing field, the St Felix the school site should become a community sports and recreation hub, to be used co-operatively by as many local sports clubs as possible. The entire Scaltback site, if not required for education purposes, or by the Rugby Club, should be retained as satellite sports pitches in addition to the pitches at the St Felix site.

6.14 The biodiversity potential of both sites should be maximised by retaining or planting boundary hedges and trees. The Scaltback site should include some changing facilities and toilets, but not social facilities. Car parking should include trees. There should be a playground area and a MUGA for the children and teenagers in the community around Scaltback site, as there are currently no facilities.

## 6.4 SEND

### **Policy NKT38: Provision for Special Educational Needs and Disability (SEND)**

Development of special educational needs and disability provision will be supported, in particular:

- a Proposals for SEND units adjacent to existing primary schools
- b. A proposal for a special school

See also: ***Community Action 6.5: Provision for Special Educational Needs and Disability (SEND)***

### ***Explanation***

6.15 A town the size of Newmarket should be inclusive, with facilities for all its residents, but there is currently no special 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".<sup>vii</sup> 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;<sup>viii</sup> Suffolk County Council is working 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.<sup>ix</sup> It has been decided to provide the required new places "by developing a combination of new specialist support centres [SSCs] and new special schools"<sup>x</sup> 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 SSC 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, which was based in the former Court Buildings in Lisburn Road, but which has now closed.

**Update**



## 6.5 Learning and Leisure in the Community

### **Policy NKT39: Newmarket Library and Adult Education (Foley House?)**

- a. The provision of Library facilities in the town centre must be retained. Proposals which would result in the loss of the current Library site will only be supported where:
  - i. the Library would be replaced by the establishment of an equivalent or better quality library, in an equally accessible location in the town centre; or
  - ii. there is clear evidence through a quantified and documented assessment that now, and in the future, the library will no longer be needed.
- b. Proposals for appropriately located sites which provide Adult Education and other community learning opportunities will be supported.

(see also Policy NKT22)

### **Policy NKT40: Cinema**

[Needs new wording] (see also Policy NKT22).

See also:

***Community Action 6.6: Learning Hubs***

***Community Action 6.7: Local organisations and individuals working together***

***Community Action 6.8: Participation in the Arts***

***Community Action 6.9: Leisure Activities for All***

***Community Action 6.10: Safety around Animals***

### ***Explanation***

#### **Learning opportunities**

6.16 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, Racing Welfare, the Racing Centre, Newmarket Day Centre, the National Horseracing Museum, 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, discovering the leading scientific work of local organisations, or exploring the town's heritage.<sup>xi</sup>

6.17 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 have 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.<sup>xii</sup> The Animal Health Trust (AHT) holds public open days.<sup>xiii</sup> 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 Sale Ring.<sup>xiv</sup> 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 and the Warren Hill Gallops, as well as many trainers' yards around the town.

#### **Healthy Communities**

6.18 A healthy community supports itself; we should recognise and encourage local organisations working together for a common good. There are many dedicated organisations and individuals in Newmarket who are working hard to strengthen 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: **(check the following)**

- *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
- *Newmarket Charitable Foundation*: a local charity facilitating and creating opportunities to drive transformation for the benefit of everyone in Newmarket

- *Newmarket Community Arts:*
- *Newmarket Community Network:* formed when the Covid helpline ended in 2020, to work together for the benefit of the town and its community; its two core functions are to work on emerging crises and community development, through pooling resources and efforts to stand as a united force. A current priority is to develop the Yellow Brick Road as well as other community assets.
- *Newmarket 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'
- *Newmarket Rotary Club:* serving the community and fund raising; collaborates with Jockey Club Estates in running Newmarket Community Awards
- *Newmarket Town Council:* children's holiday activities
- *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
- *SOS Bus:*
- *Team Chill:*
- *The Racing Centre:* a hub for social and corporate events, offering a varied fitness programme for stud, racing staff and the wider community, as well as pop-up food shops and co-ordination for the Warm Places initiative
- *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.<sup>xv</sup>

## The Arts

6.19 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.<sup>xvi</sup> 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.<sup>xvii</sup> 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.<sup>xviii</sup> *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.<sup>xix</sup> Tours of The Jockey Club Rooms, with its own impressive collection of art, are available through *Discover Newmarket*.<sup>xx</sup> *Cinema at Newmarket (CaN)* has been showing monthly films 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.

## Cinema

6.20 Following a concerted campaign by local residents,<sup>xxi</sup> Forest Heath District Council commissioned a detailed site evaluation for a permanent cinema in Newmarket, and on 12 March 2019 West Suffolk Council 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.<sup>xxii</sup>

## Playgrounds

6.21 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,<sup>xxiii</sup> and the facilities are very popular, in particular the playground in the Memorial Gardens which was refurbished in 2019. **There are plans to designate allotted times for children with SEND**



**to enjoy the Gardens.** In 2020 a group of students from Newmarket Academy worked on a project to move and improve the skate park on the George Lambton Playing Fields, but it should be noted, however, that besides this the town has no designated 'Neighbourhood Equipped Areas for Play' (NEAPs); these are areas aimed at older children.<sup>xxiv</sup> 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.

### **Promoting Safety around Animals**

6.22 There are around 3,000 horses in training in Newmarket,<sup>xxv</sup> 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 after 1.00 pm each day, 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.

## 6.6 Sporting and Recreation Facilities

### Policy NKT41: Community Sports and Recreation Areas

- a. The following, as identified on Policies Maps 1 and 2, are designated as Sports and Recreation Areas:
- Newmarket Academy playing fields
  - the playing fields of the former Scaltback School
  - the Tennis Courts on Hamilton Road
  - the Real Tennis Club on Fitzroy Street
  - the Bowling Green on the Avenue
  - the George Lambton Playing Fields, and the playing fields and tennis courts of the St Felix School site
  - the playgrounds, sports and play areas of the following primary schools, should these sites ever stop being used as schools:
    - All Saints' CE Primary School
    - Houldsworth Valley Primary Academy
    - Laureate Community Academy
    - Paddocks Primary School
    - St Louis Catholic Academy
- b. Proposals for enhancement and expansion of amenity, sport or recreation open space or facilities will be supported.
- c. Proposals for the change of use of all or part of the sites listed in (a) above to other uses will only be supported where:
- 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
  - 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.

See also: **Community Action 6.11: Community Sports and Recreation Areas**

### Explanation

6.23 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

6.24 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."*<sup>xxvi</sup>

6.25 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,<sup>xxvii</sup> which was exacerbated by the demolition of Scaltback School and the consequent loss of the sports hall and changing rooms. 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 the George Lambton Playing Fields.<sup>xxviii</sup> Although the Leisure Centre provides some modern facilities, it is now proving to be inadequate to meet the increasing demand for sport and recreation in the town.

6.26 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.<sup>xxxix</sup> 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.<sup>xxx</sup> 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 that 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.<sup>xxxi</sup>

6.27 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, and also two specified routes (2k on Warren Hill; 5k on Side Hill) after 11.00 am on Sunday for 'Run Newmarket', this is not considered to be public open space because it is privately owned, without unrestricted access. 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.<sup>xxxii</sup> 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, 0.6 ha; natural green space, 1.8 ha).<sup>xxxiii</sup> 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 <sup>xxxiv</sup> | Actual figures in Newmarket <sup>xxxv</sup> | 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%                 |
| <b>Total informal outdoor space</b> | <b>3.2 hectares</b>               | <b>53.16 hectares</b>                           | <b>14.33 hectares</b>                       | <b>-83%</b>            |

6.28 A large proportion of the available Public Open Space in Newmarket is provided by the George Lambton Playing Fields, which 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.<sup>xxxvi</sup>

6.29 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 at a shared site with shared facilities.<sup>xxxvii</sup> 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.<sup>xxxviii</sup> 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.<sup>xxxix</sup> 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

6.30 A shared community sports facility which could be used for a variety of sports, including track and field, is proposed 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 NKT41 applies *Policy DM42 (Open Space, Sport and Recreation Facilities)* of the *West Suffolk Joint Development Management Policies Document* (2015) to the five areas listed in the policy.

<sup>i</sup> See <https://www.nhs.uk/services/hospital/newmarket-community-hospital/NHM04/departments-and-services;https://www.nhs.uk/Services/hospitals/ReviewsAndRatings/DefaultView.aspx?id=98539>.

<sup>ii</sup> 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*, p. 1).

<sup>iii</sup> Following Resolution 42/187 of the United Nations General Assembly.

<sup>iv</sup>

<sup>v</sup> 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. By 2020, following 2019 ward boundary changes, there were 12 settings: 3 in West Ward (a new YMCA setting and 2 from St Mary’s), 5 in East Ward (3 from Severals and 2 from All Saints), and 4 in North Ward.

<sup>vi</sup> Data from SCC (February 2019); see also para. 3.18 above.

<sup>vii</sup> *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.

<sup>viii</sup> *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.

<sup>ix</sup> Decision approved by Cabinet on 29 January 2019 (Confirmed Minutes, p. 76).

<sup>x</sup> Decision approved by Cabinet on 11 September 2018 (Confirmed Minutes, p. 34).

<sup>xi</sup> See following paragraph, and para. 11.15 below.

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

<sup>xiii</sup> <http://www.aht.org.uk/>.

<sup>xiv</sup> <https://www.tattersalls.com/about>.

<sup>xv</sup> 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.

<sup>xvi</sup> See para. 6.14 above for an assessment of how the town-wide Arts offer can be extended.

<sup>xvii</sup> See <http://www.newmarketkingstheatre.com/about-us.html>.

<sup>xviii</sup> See <https://www.palacehousenewmarket.co.uk/>.

<sup>xix</sup> See <http://newmarketdfas.org.uk/>.

<sup>xx</sup> See <https://discovernewmarket.co.uk/tours/>; see also para. 11.5 below.

<sup>xxi</sup> 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: ‘*Petition on a roll*’, *Newmarket News* (11 January 2017) [https://archive.org/stream/newmarket-mews-2017-01-11/newmarket-news-2017-01-11\\_djvu.txt](https://archive.org/stream/newmarket-mews-2017-01-11/newmarket-news-2017-01-11_djvu.txt).

<sup>xxii</sup> 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>.

<sup>xxiii</sup> 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.

<sup>xxiv</sup> *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 Icwel 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.

<sup>xxv</sup> *Newmarket Horseracing Industry: Local, national and international impact of the Horseracing Industry in Newmarket*, Deloitte (2015), p. 17; *Forest Heath area of West Suffolk Council Site Allocations Local Plan* (2019), para. 5.6.2, p. 39.

<sup>xxvi</sup> *Newmarket: Enquiry by Design Workshop Report* (2013), p. 44.

<sup>xxvii</sup> *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).

<sup>xxviii</sup> *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).

<sup>xxix</sup> See ‘*parkrun UK teams up with GPs to prescribe running and active lifestyles to patients*’, Ben Hobson, *Runners World* (21 June 2018); ‘*How Parkrun’s 13 became five million and changed weekends for ever*’, Sean Ingle, *The Guardian* (1 October 2018)

<sup>xxx</sup> 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.

<sup>xxxi</sup> 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.

<sup>xxxii</sup> *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.”

<sup>xxxiii</sup> *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.

<sup>xxxiv</sup> Based on the population figure of 16,615 for the Forest Heath part of Newmarket (2011 Census).

<sup>xxxv</sup> *FHDC Public Open Space Survey of Newmarket 2017-2018*.

<sup>xxxvi</sup> See *Report for Forest Heath District Council Development Control Committee on Planning Application F/2011/0541/HYB – George Lambton Playing Fields, Fordham Road, Newmarket* (2013), para. 9, p. 5.

<sup>xxxvii</sup> 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.

<sup>xxxviii</sup> 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 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”.

<sup>xxxix</sup> 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).