

## **NEWMARKET TOWN COUNCIL (NTC)**

### **SITE ALLOCATIONS LOCAL PLAN (SALP)**

#### **MATTER 1 LEGAL REQUIREMENTS**

##### **1.0      ISSUE 1.6**

**How has the formulation of the SALP been based on a sound process of sustainability appraisal and testing of reasonable alternatives and is the sustainability appraisal adequate? Does the SA consider all likely significant effects on the environment, together with economic and social factors? Is it clear how the SA has influenced the final plan?**

- 1.1      As highlighted at the recent SIR Inquiry, NTC is concerned that all reasonable alternatives have not been tested. Furthermore, NTC does not believe that the SA considers all likely significant effects on the environment, social and economic factors.
- 1.2      RAF Mildenhall has been rejected as a site for housing without adequate justification and investigation. The closure of the base is planned for 2024 and hence during the lifetime of the plan. The consequences of RAF Mildenhall on both the local economy and the housing market do not appear to have been adequately factored into the plan. This is an alternative site of considerable size and impact upon the district. Furthermore, the site has an existing stock of houses and it is unclear whether these have been taken into account as dwellings which will be part of the housing number.
- 1.3      NTC also wish to highlight concerns as to whether the implications of developing each site have been adequately considered, together with full consideration being given to the mitigation which is needed in conjunction with the development.

## **MATTER 2 BASIS FOR THE PLAN**

### **2 ISSUE 2.4**

#### **How have the transportation and infrastructure requirements of the site allocations been taken into account?**

- 2.1 NTC wish to highlight that there are issues with the existing transport infrastructure within the town. It was also heard at the SIR Inquiry that the distribution of development across the district will lead to a 28% increase in traffic in Newmarket. This is a significant increase for a town which already is heavily congested with traffic on the Fordham Road and Bury Rd's in particular. Furthermore any incident on the A14 which causes traffic to be diverted through the town results in it frequently becoming gridlocked.
- 2.2 Objective 5 of the draft Neighbourhood Plan is to develop a sustainable transport network and specifically refers to the horse walks, pedestrian and cycle routes, car parking, buses and rail.
- 2.3 In particular specific infrastructure issues for the town include the Yellow Brick Road which is shown on the Newmarket plan, and is a key connecting route within the town. This pedestrian and cycle route is highlighted within the Neighbourhood plan and is subject to a management plan in order to deal with lighting and litter control in particular. The route has been subject to serious incidents in 2017 regarding members of the public being attacked and abused.
- 2.4 Cycling is encouraged within the town, with National Cycle Route 51 passing through the town centre. The Neighbourhood plan includes policies which are relevant to cycling.
- 2.5 Regarding bus use, Stagecoach are currently considering reducing the number of services it provides within the town and NTC is in consultation with the provider on this. If reduced, it will have an impact upon car usage around the town.
- 2.6 The Inspector heard of the issues regarding the rail station at the SIR. Further issues involve the proposed closure of the Weatherby Crossing by Network Rail. This crossing is well used by both pedestrians and cyclists. If the crossing is closed it will mean existing users will need to take a longer route to their destination and hence will revert to using motor vehicles as their mode of

transport. NTC is objecting to the closure and will be attending the inquiry which is scheduled for 2018.

- 2.7 Reservations regarding horse walks were heard at the SIR and in particular the lack of evidence undertaken to assess the impact of housing development upon the horse walks. It was noted for example at the SIR Inquiry that provision had been made for a contribution to horsewalks within the town for developments in excess of 150 dwellings. However, NTC would suggest that **all** developments will have an impact on the movement of horses around the town and hence this should be taken into account when assessing the viability of each site. NTC is aware that FHDC and Jockey Club Estates are in discussion regarding the existing horsewalks but NTC is surprised that no strategy has been included within any plan for horsewalks when considering they are such an integral part to the town.
- 2.8 In recent years a major hotel in the town argued at planning stage that no car parking provision was required and planning approval was subsequently granted by FHDC. However, since construction it has been given approval to use a significant proportion of an existing car park and hence reduced the parking provision within the town.
- 2.9 In addition to the above, there is a demonstrable lack of open space within the town as confirmed and identified within the proposed Newmarket Neighbourhood Plan under policy 3.1.

### **3        MATTER 3 - EMPLOYMENT**

- 3.1 In light of the over urbanisation of Newmarket in past years, the limited extension to the existing employment land is welcomed by NTC.
- 3.2 NTC questions why racing yards and businesses associated with the town's core industry are not considered employment despite it being the largest economic contributor in the District.

#### 4 **MATTER 4 THE SPATIAL DISTRIBUTION OF HOUSING IN THE MARKET TOWNS: NEWMARKET.**

##### 4.1 Newmarket

4.1 The Newmarket Neighbourhood plan highlights as objective 1 the unique character of the town and the priorities of the plan are to “preserve the distinctive character of the town, distinguishing it clearly from neighbouring towns, particularly the town’s historic core and unique features arising from the horse racing industry. Policy 1.1b specifically states that “any development shall have no adverse effect on the horse racing industry and its unique features”; policy 1.4a “any development shall have no adverse effect on the town’s monuments and key buildings”.

4.2 The traffic impact concern is noted by both Newmarket Town Council and also the horse racing industry. In this regard the horse racing industry has highlighted that increased congestion inhibits the movement of horse racing personnel which includes trainers, jockeys, owners, veterinarians plus horses etc. and ancillary businesses, and that any over urbanisation of the town is damaging to its reputation within the international horse racing fraternity.

4.3 Greater housing in Newmarket would obviously increase traffic specifically on Newmarket roads, whereas housing growth elsewhere would distribute around the district.

4.4 NTC wishes to highlight the number of applications it receives to divide existing terraced properties into flats. Hence the number of dwellings has increased within the town, together with the pressures upon car parking.

4.5 Regarding site 6 a NTC wishes to raise reservations about the impact upon traffic upon the Exning road.

4.6 NTC in conjunction with the Neighbourhood plan wish to draw attention to the two vacant middle school sites; one of which is listed as SA 6 (C) with the other being **Scaltback Middle School**. The Scaltback site was highlighted during the SIR

Inquiry as SCC preferred site for a new primary school which is required in the town.

- 4.7 The preferred use of these sites by NTC is to combine part of site 6 C and the adjacent George Lambton Playing Fields as a shared community space for sports and recreation. This shared space could include pitches for various team sports as well as a running track. Reference to this proposal is made with the Neighbourhood Plan policies 2.3.b and 4.2.a.
- 4.8 Recently sports clubs which currently use Scaltback Middle School as their base have been informed they are no longer able to use the site. Hence there is a need to provide a location for a sports hub within the town. The George Lambton Playing fields and SA 6C offers a larger site which will meet the recreational and sports needs of a growing population utilising a site which is more accessible for residents and for visiting teams (via the A14). Usage of the facilities would pose no conflict with the early morning activities of the horseracing industry on and around the busy Fordham Road.
- 4.9 The Neighbourhood Plan also includes proposals for vacant community buildings as follows; the vacant Coach House in Palace Street, adjacent to the National Heritage Centre (see Policy 1.6.a) and; the soon to be vacated Police Station and empty old court buildings adjacent to All Saints' CEVA Primary School (policy 2.4.).

## NEWMARKET NEIGHBOURHOOD PLAN

This is the submission of the draft Neighbourhood Plan document. This has been widely available for public consultation and consulted on throughout its development and we intend that it will be examined in the New Year.

Please note the following:

**1. The area of the Neighbourhood Plan was designated in December 2015.**

**2.** We particularly wish to draw your attention to the two vacant middle school sites, which we consider to be a matter of vital importance. These are:

**i) Scaltback (off Exning Road)**

**ii) St Felix (on Fordham Road)**

Our preferred use of these sites would be to have the combined area of the St Felix site and the adjacent George Lambton Playing Fields as a shared community space for sports and recreation. This shared space could include pitches for various team sports as well as a running track. By contrast, the Scaltback site is more suitable for a new primary school and the allocation of up to 50 dwellings which is currently proposed for the St Felix site. **(See Policies 2.3.b and 4.2.a overleaf)**

There are advantages to this proposal with regard to both sites:

### **Scaltback**

- Scaltback is in the heart of the town's residential area
- Scaltback is close to Newmarket Academy
- There are local shops and amenities, and a supermarket is currently being built within walking distance

### **St Felix**

- St Felix offers a larger site which will meet the recreational and sports needs of a growing population
- The St Felix site is more directly accessible, both for local residents and for visiting teams (via the A14)
- There are few residents in the surrounding area and therefore activities on the site will not be disruptive to the local population
- Usage of the facilities would pose no conflict with the early morning activities of the horeseracing industry on and around the busy Fordham Road
- Using the St Felix site would maximise the available open space, of which there is a recognised need in Newmarket

**3.** We also bring your attention to our proposals for:

- the vacant **Coach House** in Palace Street, adjacent to the National Heritage Centre **(See Policy 1.6.a overleaf)**
- the soon to be vacated **Police Station and empty old court buildings** adjacent to All Saints' CEVA Primary School **(See Policy 2.4.a overleaf)**

# NEWMARKET NEIGHBOURHOOD PLAN

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

Newmarket is an attractive market town midway between Cambridge and Bury St Edmunds and is currently seeking World Heritage status. The town is recognised as the national and international centre for Horseracing, which has created a unique landscape setting and continues to make a significant economic contribution to the area.

The priorities of this Neighbourhood Plan are to:

- preserve the special character of Newmarket, distinguishing it clearly from neighbouring towns, particularly the town's historic core and unique features arising from the horseracing industry, including Tattersalls.
- ensure that development is sustainable in the long term, and is consistent with maintaining the town's unique character and environment.
- ensure compliance with existing planning policies which govern any development associated with the horseracing industry, so that the town's position as the 'Home of Horseracing' shall not be undermined.
- the market shall be retained and improved, recognising Newmarket's status as a historic market town. Our town's name comes from its market, and any visitor will naturally expect to find a thriving market. The market experience shall be enhanced in any future development, and its location and presentation shall aim to make it a focal point for residents and tourists alike.
- ensure that special features of the town, such as horsewalks and the Newmarket Brook, are as attractive and accessible as possible, using planting, fencing and other appropriate means, and ensuring an adequate cleaning and maintenance programme is in place.

The area of St. Mary's Square and St. Mary's Churchyard has the potential to be an attractive focal point in the town. Consideration needs to be given to improve the safety of the junction in respect of horses, pedestrians and vehicles, and facilitate easy pedestrian movement.

Newmarket needs a museum of local history to preserve and communicate our heritage; this could be combined with a Tourist Information Centre and Arts Centre.

## Policies:

### 1.1 Unique Character of the Town

- a. Development proposals must respect views in and out of the town that contribute to the appreciation of the visual qualities of the historic core of the town and its valued surrounding landscape.
- b. Any development shall have no adverse effect on the horseracing industry and its unique features; these include horsewalks, training yards sited within the town, and the surrounding landscape of training grounds and stud farms.
- c. Development proposals which involve the creation of new horsewalks will have appropriate and attractive planting and landscaping.

### 1.2 Town Centre (*see also Policy 7.3a*)

- a. Any proposals to alter an existing shop front or to create a new shop front (including signage and advertisements) shall comply with '*West Suffolk shop front and advertisement design guidance - February 2015*'
- b. Any future redevelopment or redesign of the Guineas Shopping Centre shall be an attractive enhancement to the town, the design of which shall rejuvenate the grid of minor pedestrian routes leading off the High Street, and recreate the character of a traditional shopping area.

### 1.3 Market

- a. Any future redevelopment of the town centre shall make provision for an enhanced market; the market square shall either be retained on its current site, or else an improved site shall be found.

#### **1.4 Buildings**

- a. Any development shall have no adverse effect on the town's monuments and key buildings, including listed buildings and buildings of local historic interest which are coloured blue in Newmarket Conservation Area Appraisal.
- b. New developments shall reflect or complement the local style of the conservation area and All Saints ward (red brick, Cambridge brick, flint, lime-washed plaster).
- c. New housing shall be sympathetic to the local character of the town, and respect the height, scale and proportions of the local area. *(See also Policy 4.4b)*

#### **1.5 St. Mary's Square and St. Mary's Churchyard.**

- a. Any development of this area needs to be all-encompassing and should include the safety of the junction in respect of horses, pedestrians and vehicles, as well as improved planting and trees, seating and enhancement of the horsewalks.
- b. There are a significant number of listed buildings surrounding the square, and enhancement of their frontages shall be encouraged.
- c. Any redevelopment to the north of the square shall complement this important area of the town.

#### **1.6 A Town Museum/Arts Centre/Tourist Information**

- a. The preferred site is the Coach House in Palace Street, which shall be designated as a mixed use site (to include the planning uses Museum D1, Storage B8 [for historic archives], Tourist information Centre B1, Retail A1/2). Mildenhall Museum and Moyse's Hall in Bury St. Edmunds are examples of good local museums. *(See also Policy 7.2a)*



# NEWMARKET NEIGHBOURHOOD PLAN

## Objective 2: To Improve and Promote Residents' Health & Well-Being

This Neighbourhood Plan shall:

- sustain the vitality, health and safety of the whole community, and enable disabled, elderly and infirm residents to remain part of it. People of all ages need to be able to access open space easily within Newmarket to promote physical and mental well-being (e.g. walking, sitting to admire a view).
- enable the formation of widely advertised community hubs (for instance, breakfast clubs, after-school activities, youth work, adult education and U3A; these might use partnerships between Racing Welfare, the Racing Centre, Councils and Schools).
- address the identified lack of open space in Newmarket.
- allow voluntary, community and faith groups to flourish.
- 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.
- promote an understanding of how to keep safe around horses and dogs, for instance, a Newmarket Animal Awareness Award for local children.

## Policies

### 2.1 Health (*see also Policy 3.7 [Pollution]*)

- a. The whole of the current site of the hospital shall be designated and retained for health services; its use could be developed to offer a range of health facilities including an out-of-hours GP service.

### 2.2 Open space (*see also Policies 1.5; 3.1; 3.4; 4.1a; 4.5; 5.2*)

- a. All existing open space and sports pitches shall be retained.
- b. Open public spaces, allotments and children's play areas shall be dispersed throughout the town.
- c. Following an audit of public seating in the town, further sites shall be carefully identified.
- d. Encourage the development of further open spaces, possibly using Section 106 agreements, which can be enjoyed by all and are beneficial to all (such as community woodland, sensory garden/smellscape, play areas).
- e. New schools shall meet requirements for playground space and any expansion of existing schools shall ensure that adequate provision is maintained.

### 2.3 Recreation and Leisure Facilities (*see also Policy 3.4 [allotments]*):

- a. Sites shall be identified to provide sufficient sports facilities so that all our local teams can play their sport within Newmarket.
- b. The main shared community sports and recreation area is the George Lambton Playing Fields which is adjacent to the vacant St Felix School site. This area should be enhanced to provide sports facilities for as many Newmarket sports clubs as possible, with part of the site retained for informal sport and recreation activities. This site has easy access to the A14 for visiting sports clubs.
- c. Sites shall be identified for leisure activities for all ages and backgrounds (such as cinema, youth drop-in centre, soft play area, bowling). (*See also Policy 7.4a*)
- d. Sites around the town shall be identified where art can be displayed.

### 2.4 Special Educational Needs Provision

- a. There is an identified need for adequate provision for children with complex special educational needs in Newmarket. A possible site would be the Police Station and old Court buildings adjacent to All Saints' School; this would enable inclusion of the Hub and provide continuity. In the event of the Police service being relocated, the change of use of the existing Police Station to meet this need would be supported. This could be achieved by a Community Land Trust.

## **2.5 Inclusivity**

- a. There shall be sufficient meeting places for community hubs in each locality of the town, where residents of all races, creeds, ages and backgrounds can work together; these hubs should include facilities suitable for adults and children with special needs. Existing locations include schools, churches, publicly owned buildings, Racing Centre, Library, Heritage Centre, supermarkets.
- b. There is an increasing need for care homes within the community. These shall be sited in locations which will benefit the residents' well-being (such as near a school or open space with a view, and with easy access to the town centre). *(See also Policy 4.3b)*

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# NEWMARKET NEIGHBOURHOOD PLAN

## Objective 3: To value and protect our environment

This Neighbourhood Plan supports the aim that the town should be carbon neutral and therefore shall mitigate the expected effects of climate change by:

- making minimum impact on the natural environment.
- promoting bio-diversity and encouraging wildlife.
- maintaining and where possible increasing the quantity of trees.
- to alleviate pollution, particularly in the High Street, taxis shall be electric or hybrid vehicles (or improved technology).

We shall protect the town's unique landscape by:

- promoting an understanding that the town's character and prosperity is dependent upon the surrounding landscape.
- encouraging people to view the landscape as an integral part of the town by allowing access to residents and visitors wherever and whenever this is possible.

Newmarket benefits from many well-kept roadside verges, which are maintained by the Studs and Jockey Club Estates at no expense to the public. Our aim should be that:

- local authorities shall also maintain the verges alongside other highways to an equally high standard, including good maintenance of trees on roadside verges and pavements.
- all landowners (including those on the industrial estates) shall maintain and protect roadside verges and ditches in and on the boundaries of their property.
- Planting or landscaping which minimises the visual and environmental impact of industrial buildings shall be encouraged, and any such screening shall be retained.

As much waste as possible shall be recycled:

- there should be a household recycling facility in the town.
- regulations against fly-tipping shall be enforced, particularly if this will affect the flow of the Newmarket Brook.
- recycling shall be promoted and encouraged, with well-positioned local recycling points.

All littering should be discouraged:

- anti-littering projects should be supported.
- local vets should be involved in promoting awareness of problems associated with dog fouling.
- there shall be stricter enforcement of dog fouling, with penalties, and promotion of the Town Council's good practice in supplying free biodegradable bags.
- there shall be sufficient litter bins and dog bins shall be emptied regularly and maintained.
- a system shall be developed whereby all bins can be easily identified by the public and the authority.

## Policies:

### 3.1 Public Open Spaces (*see also Policies 1.5; 2.2; 3.4; 4.1; 4.5*)

- a. Current public open spaces shall be protected and enhanced; opportunities shall be sought to provide more open spaces, such as pocket parks.
- b. Public open space shall comply with West Suffolk Open Space Standards for Quantity and Access.

### 3.2 Specific Habitats

- a. The habitats specific to our unique landscape should be recognised and protected from inappropriate development. These habitats include:
  - i. The chalk grassland of Newmarket Heath and the Devil's Dyke.

- ii. The special features of the training grounds and stud farms, and their boundaries of hedges and trees.
- b. The Yellow Brick Road Linear Park shall be enhanced and developed as a green corridor
- c. The flora and fauna particular to our SSSIs and other sites shall be protected.

### 3.3 Trees

Tree belts form a significant part of Newmarket's natural and urban landscapes

- a. It shall be ensured that all significant trees are protected from development, if necessary by tree preservation orders.
- b. All tree preservation orders (TPOs) shall be enforced, particularly where a site is being developed.
- c. If it is absolutely necessary for any tree to be removed, or if a tree dies, it shall be replaced with a tree suitable for the site within one year. This also applies to trees on roadside verges and pavements.
- d. The town's trees shall be properly managed and there shall be an ongoing planting programme to ensure that there is a good variation in ages of trees within the environment.
- e. Planting of native species shall be encouraged, particularly on available open space sites, including playgrounds.

### 3.4 Allotments (*see also Policies 2.2; 3.1*)

There are two large, well-maintained and well-used allotment sites in the town, at Field Terrace Road and New Cheveley Road.

- a. If an allotment site (or part thereof) is no longer required, it shall be maintained as a public open space.
- b. Allotment space shall comply with West Suffolk Open Space Standards for Quantity and Access.

### 3.5 Archaeological Sites

- a. All new or existing archaeological sites shall be thoroughly examined, preserved if possible and publicly recorded as appropriate to enhance our knowledge of the history of the area.

### 3.6 Development

- a. All new industrial development or redevelopment shall have suitable planting to minimise the visual and environmental impact of the building on the townscape.
- b. Where appropriate, all new buildings shall incorporate as many features as possible which will minimise energy use and avoid detrimental environmental impact. Such features would include photo voltaic panels, rainwater harvesting, sustainable underground drainage systems and more successive technologies, such as communal heating in larger developments.

### 3.7 Pollution

- a. Air quality on the High Street shall be monitored; development proposals shall demonstrate how they will alleviate pollution on the High Street.
- b. For any new development requiring car parking space, and for any new taxi rank, electric car chargers (or improved technology) shall be installed. (*See also Policies 5.5b; 5.7b*)

### 3.8 Waste

- a. The current household waste recycling site shall be retained, unless a suitable alternative site can be found in the town.
- b. New development will only be permitted if it provides adequate off-street waste storage facilities.
- c. For any new development, goods shall be delivered and waste shall be collected at goods entrances and not on main thoroughfares.

### 3.9 Litter

- a. Adequate provision of litter bins and dog bins shall be a requirement of any new development
- b. All new litter bins and dog bins shall be given an identification number.

# NEWMARKET NEIGHBOURHOOD PLAN

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

The priorities of this Neighbourhood Plan are to:

- ensure that any new housing development should be high-quality in design and materials. (*See Policy 1.4c.*)
- review existing areas of housing which could be improved or redeveloped.
- ensure new developments shall allow easy pedestrian and cycle access to community facilities.

### Policies:

#### 4.1 New housing

- a. In all new housing developments, the houses shall:
  - be energy efficient (such as communal heating).
  - take a precautionary approach with regard to flooding when developing close to Newmarket Brook and its tributary.
  - include adequate off-road parking (a minimum of one space per individual property).
  - have outside storage allocated for refuse bins.
  - have outside storage allocated for cycles.
  - have a water butt for houses with gardens.
  - have easy access to open spaces, playgrounds and pocket parks. (*See also Policies 2.2; 3.1; 4.5*)
- b. Any development should be at least as good as the Granary (Malt and Barley Close), in that it is high-density, but the scale and proportion are suitable for the location and the environment is attractive.

#### 4.2 New affordable housing

- a. A Newmarket Community Land Trust shall be set up to take responsibility for the development and management of affordable housing sites for the benefit of everyone in Newmarket in perpetuity. Suitable sites that could be developed through a Community Land Trust are:
  - Either Scaltback School or St. Felix School [SA6(d)] (one of these must remain as a shared community sports area). (*See also Policy 2.3b*)
  - The area between the High Street (old swimming pool site) and Rowley Drive [SA6(b)].
- b. There should be a minimum of 30% affordable housing in each new development of over 10 houses.
- c. In order to allow people who work in the town to live here, there shall be sufficient affordable housing available.
- d. New affordable housing must be of good design, and more than meet requirements for minimum space. The affordable housing should be integrated throughout the site and be of at least the same design standard as the rest of the development.
- e. It is important to maintain the current level of emergency housing for homeless people.

#### 4.3 Housing for all

- a. New housing should meet residents' whole-life needs; for instance, provision of smaller housing for first-time buyers, and bungalows for the elderly, infirm or disabled.
- b. Any new development shall include, wherever possible, a mixture of housing of different types and tenure to develop community cohesion. Gated housing developments will not be supported. (*See also Policy 2.5b*)

#### 4.4 Redevelopment of existing housing

- a. In any future redevelopment of town centre sites which have the potential to provide the high-quality social housing which the town requires, the replacement housing shall be sympathetic to the existing traditional character of the town, and the environment for the residents should be

improved. (See also Policy 1.4c).

- b. The Icewell Hill flats are the only high-rise development in the town, and as such detract from the iconic views of the town from Warren Hill. Any future re-development of this site shall take the opportunity to reinstate these views.

**4.5 Infrastructure (including roads, pathways, cycle ways) and social infrastructure (shops, schools, medical care, emergency services, open spaces, playgrounds and pocket parks). (See also Policies 2.2; 3.1; 4.1a)**

- a. Infrastructure and social infrastructure must be adequate and proportional to the level of development in order to ensure that growth is sustainable.
- b. Infrastructure and social infrastructure must be completed before any of the properties in a new housing development are occupied.
- c. When new housing is built pathways and cycle ways shall be integral to the development and ensure connectivity to the surrounding areas.
- d. All new residential developments should incorporate ducting capable of accepting fibre for high speed broadband

**4.6 Traffic considerations**

- a. For any major development (i.e. 10 houses or .... m<sup>2</sup>) or the cumulative effect of a number of smaller developments within the boundary of the Designated Area a travel plan must be approved to consider where traffic congestion is likely to arise, with particular consideration of the safety of residents, horses and riders.
- b. There should be no development which exacerbates existing traffic hot-spots, including horse crossings.

# NEWMARKET NEIGHBOURHOOD PLAN

## Objective 5: To develop a sustainable transport network.

The priorities of this Neighbourhood Plan are to:

- minimise car usage in and around the town by encouraging walking and cycling.
- encourage sustainable modes of transport, and in particular, encourage taxi companies to use electric or hybrid vehicles (or improved technology).
- increase connectivity between the town's neighbourhoods and allow easy access to green spaces.
- ensure that travel within the town, particularly at crossing points, should be efficient and safe, balancing the needs of all users.
- support the development of bus and rail services.

Horsewalks are an important feature of the town which could be used for the benefit of the entire community.

- Horsewalks must be maintained to the highest standards and kept clean.
- All information packs for accommodation for sale or for rent shall include a guide for safety around horses. With the exception of the Watercourse, horsewalks can only be used by pedestrians and cyclists after 1pm.
- There should be an annual review of where horses have to cross roads to ensure the safety of all users.

National Cycle Route 51 goes through the town centre; it shall be linked to other cycle ways in the town, and use of the whole network shall be promoted and encouraged.

Car parking is important to the town of Newmarket for residents, local shoppers, visitors and employees working in the town centre. The current car parks are inadequately signed, poorly maintained and unattractive. This is unacceptable. It is important that car parks are attractive to residents and visitors alike and that parking regulations are enforced.

A coherent town centre parking strategy is important for the town, covering on and off-street, long and short stay car parks, residents' parking, number of spaces, location, pricing, signage and enforcement. Information about times when parking is free shall be advertised.

Some of the existing town centre car parks, such as All Saints and Grosvenor Yard are either poorly located or bring traffic through residential areas. Consideration should be given to the possibility of developing these sites for residential or other appropriate town centre uses. Options should be explored to identify new car parks to serve the town centre, and to increase the capacity of existing car parks. A redevelopment of the Guineas car park should be considered.

## Policies:

### 5.1 Pedestrian and cycle routes

- a. The Weatherby rail crossing shall be maintained as an important pedestrian and cycle link.
- b. A network of attractive, clearly signed pedestrian and cycle loops should be established and maintained throughout the town in order to promote connectivity within the town and to the surrounding villages.
- c. Where appropriate, pavements throughout the town shall be developed for safe shared use by both pedestrians and cyclists; where the road is wide enough, major thoroughfares should have designated cycle ways.
- d. Any extension of the Cambridge-Bottisham cycle-way shall be supported.
- e. The 'Yellow Brick Road' should be developed as a key connecting route.
- f. Adequate, secure cycle racks shall be installed in all appropriate locations.

**5.2 Horsewalks**

- a. Sections of the current horsewalk network shall be integrated into the wider pedestrian and cycle network.
- b. The Watercourse should be redesigned to make it safer and more attractive for pedestrians, cyclists and horses.

**5.3 Railway station**

- a. There is an increasing demand for a rail service to serve residents and visitors. In order to meet this demand, if any opportunity arises, the current small station should be relocated to the original station buildings, and become an attractive gateway to the town. *(See also Policy 6.2c.)*

**5.4 Buses and coaches**

- a. Any future development or redesign of the main shopping area shall allocate land for a bus station with sufficient weatherproof shelters, a passenger waiting area and seating.
- b. A drop off and pick up point in the town centre shall be included in any future development or redesign of the main shopping area.
- c. Land shall be allocated for a coach park for visitors. (George Lambton Playing Fields car park/land south of Willie Snaith Road?)

**5.5 Taxis *(see also Objective 5)***

- a. Sufficient space in Grosvenor Yard car park shall be allocated to ensure that no more than 6 taxis should be waiting at any one time on the High Street, and this must be enforced. *(See also Policy 3.7)*
- b. There shall be electric charging points (or improved technology) at any new taxi rank.

**5.6 Traffic Flow**

- a. In any redesign of Newmarket High Street, consideration should be given to creating a 'shared space' for pedestrians, cyclists and vehicles to encourage an even flow of traffic and safer crossings for pedestrians.

**5.7 Town centre car parks**

- a. Any new car park or the redevelopment of existing car parks shall be clearly signed to and from the town centre.
- b. Any development of car parks shall make them an attractive feature of the town through suitable planting of trees and shrubs (providing shade, habitats for birds and visual enhancement), and by installing clear town maps and electric car chargers (or improved technology). *(See also Policy 3.7b)*
- c. If any public car park is redeveloped for residential use, then an equivalent number of spaces must be found elsewhere in a location that is readily accessible and within easy walking distance of the town centre.
- d. There should be a residents' parking scheme because it is important that town centre parking should not be displaced to residential areas.
- e. If a residents' parking scheme is adopted and with increased tourist parking, we will need to increase the capacity of our car parks. The Guineas car park may be the most appropriate car park to increase capacity.

**5.8 Residents**

- a. Any development shall ensure that residents have parking near their homes.

**5.9 Hotels and Businesses**

- a. Any new hotel or business shall have sufficient parking for visitors and employees.

**5.10 Lorry Park**

- a. A site for a lorry park should be found close to the A14.

**5.11 A14/A142 Junction**

- a. Currently this is a dangerous junction which causes long queuing on a major trunk road; the junction urgently needs to be redesigned for the safety of all users.



# NEWMARKET NEIGHBOURHOOD PLAN

## Objective 6: To Promote and Sustain the Town's Economy and Employment

This Neighbourhood Plan shall:

- recognise the value of the Horseracing industry to the local, regional and national economy.
- develop inward investment and increasing employment opportunities.
- ensure that there are sufficient sites for appropriate economic development in the town.
- encourage refurbishment and environmental improvements to existing employment sites.
- develop suitable sites to attract new diverse employment use and investment, and promoting them to key business sectors and industries.
- promote and capitalise on our location on the A11/A14 high-tech corridor in order to attract high-tech companies.
- ensure that high speed broadband shall be available for all.
- encourage a reputation for Mathematics and Computer Science, emphasising local successes in these fields.
- encourage the availability of jobs for different skill sets in order to retain more of the skilled local workforce and to raise local aspirations.

## Policies

### 6.1 Employment Sites

- a. Existing employment sites, including stables and training yards shall be kept for employment use when they are viable and there is an identified need.
- b. In the development of larger employment sites, provision for starter businesses shall be strongly encouraged.

### 6.2 Transport and Parking

- a. Adequate parking facilities for employees must be provided on new business sites.
- b. Allocate space for an effective Park and Ride scheme.
- c. Ensure that the town has a proper railway station with adequate car parking. (*See also Policy 5.3a.*)

### 6.3 Education and Skills

- a. A secondary school must be retained within Newmarket. The current site of Newmarket Academy, including playing fields, shall be designated for educational use.
- b. For any further housing development, adequate primary school provision must be included. For any new development which needs a new primary school, the school shall be built before the houses are occupied.
- c. The provision of apprenticeships shall be encouraged.

### 6.4 Broadband

- a. All new residential and business developments should incorporate ducting capable of accepting fibre for high speed broadband.

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# NEWMARKET NEIGHBOURHOOD PLAN

## Objective 7: To create a vibrant, attractive town centre which enhances Newmarket as a major tourist destination

This Neighbourhood Plan recognises that Newmarket High Street is a major asset, with many attractive historic buildings, set against the backdrop of the Heath. This major arterial route has brought people here for thousands of years; we should ensure that modern-day visitors also wish to stay and explore the town. The area shall:

- have attractive street furniture and appropriately designed shop fronts. All these should be in keeping with the historic buildings we need to showcase.
- provide clear signage and background information for pedestrians, structured around key landmarks and destinations. These include: the Jubilee Clock Tower, the High Street, the Railway Station, Palace House, the Bill Tutte Memorial and the Market.
- be attractive to shoppers with pleasant walking loops and pedestrian-friendly crossings.
- have a range and variety of entertainments in the town centre for both visitors and residents; in addition to cafes, restaurants and pubs, there should be venues for performing and visual arts and in particular a cinema.
- maintain its compact shopping area and abundance of small traditional shop units.
- feature attractive flower displays.
- have easy-to-use parking. (*See also Objective 7*)

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

Newmarket's unique selling points shall be promoted and developed; these include:

- the town's role as the 'Gateway to East Anglia' (being sited at the junction of the A14 and A11, and close to the M11 and A1).
- horseracing (Racecourses, Palace House [National Heritage Centre for Horseracing and Sporting Art], National Stud, Tattersalls, Animal Health Trust and the Training Yards).
- local food (Newmarket Sausage and Newmarket Cake).
- history, (Icknield Way, Devil's Dyke, listed buildings, blue plaques, and royal connections).
- arts and culture (Palace House [National Heritage Centre for Horseracing and Sporting Art]; statues and memorials; NOMADS and the Kings Theatre; annual Music Festival; Newmarket Library)
- environment and Landscape (Newmarket Heath, Warren Hill, Devil's Dyke, flora and fauna).
- twinning with Maisons-Laffitte and Le Mesnil-le-Roi, France, and Lexington, USA. We should encourage other appropriate international twinnings.

## Policies:

### 7.1 Pedestrian environment

- a. Any future re-design of the High Street must prioritise the safety and convenience of pedestrians.
- b. There shall be sufficient accessible seating areas where people can enjoy the town.
- c. There shall be a planting scheme for flowers and trees in the town centre.

### 7.2 Information

- a. There shall be an easily accessible tourist information office, with other information points at appropriate locations. (*See also Policy 1.6a*)

- b. There shall be sufficient signage and information boards to enable visitors to navigate the town centre easily; in particular, there shall be signs directing visitors to the market.
- c. Any signage must meet high aesthetic standards and not detract from the attractive street scene.
- d. There shall be dedicated locations for the promotion of events, and informal advertising elsewhere shall be discouraged.

### **7.3 Shops**

- a. There shall be an additional shop front policy specific to Newmarket, which shall define details, e.g. traditional shop signs and colour palate. *(See also Policy 1.2a)*
- b. There shall be a minimum percentage of units that are retail outlets and a maximum percentage of non-retail outlets (including betting shops, banks, building societies, solicitors and estate agents).
- c. The policy for requiring planning permission for A-board advertising shall be maintained.

### **7.4 Entertainment**

- a. Any re-development which might include the development of facilities for family entertainment and leisure and arts activities shall be encouraged, in particular a town centre cinema. *(See also Policy 2.3c)*
- a. Use of the Bill Tutte Memorial as a space for public entertainment or a food market shall be encouraged. Surrounding buildings shall complement the two adjacent listed buildings (Rutland Arms Hotel and No. 6, High Street).

### **7.5 Visitor Accommodation and Transport**

- a. Provision of sufficient overnight accommodation at different levels of affordability shall be encouraged.
- b. A site shall be found for a permanent coach park, possibly the car park at the George Lambton Playing Fields, with designated drop off and pick up points. *(See also Objective 7 [Parking])*
- b. c. It should be recognised that accommodation lettings through internet sites (e.g. Airbnb) may be problematical, and therefore the situation shall be monitored.

### **7.6 Gateways into the town**

- a. The gateways into Newmarket (London Road, Bury Road, Fordham Road) must form attractive and welcome entrances to the town.
- b. The major connecting route from the Fordham Road gateway to the Exning Road (Leisure Centre, Newmarket Academy, Laureate Primary Academy) passes through an industrial area, which is possibly the least attractive road in Newmarket. All race traffic from the north is directed along this road; this is a poor introduction for visitors to our town.