



Newmarket Neighbourhood Plan 2018-2031 *Policies*

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

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

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

Policy NKT2: Key Views

- a. Development proposals in the Conservation Area should take account of and where possible complement the views and glimpses identified in the *Newmarket Conservation Area Appraisal (2009)*, which contribute to the appreciation of the visual qualities of the Conservation Area and its valued surrounding landscape.
- b. As appropriate to their nature and location, development proposals should take account of the following Key Views as identified on the Policies Map. In particular, development proposals should be designed in such a fashion that their height, scale, mass and location within the site concerned respects and safeguards the identified Key Views. Proposals which would complement an identified Key View will be particularly supported.
 - i. Exning Road (B1103), from the junction with Tannersfield Way onwards, looking SSE down Exning Road, across the town to the stud land beyond
 - ii. Mill Hill (B1103), looking E down Exeter Road towards Warren Hill
 - iii. Rayes Lane, from just after the bend, looking ENE towards The Severals
 - iv. The Watercourse, from Exeter Road, looking S towards Tattersalls Sale Ring
 - v. St. Mary's Square, looking S towards St Mary's Church
 - vi. Fred Archer Way, next to the former Market Square, looking WSW towards St Mary's Church
 - vii. Wellington Street, looking SE towards All Saints Church
 - viii. Junction of Rowley Drive with road to Regent Court and St Patrick, looking SE towards St Mary's Church
 - ix. Rowley Drive, from the junction with Garden Court onwards, looking ESE towards St Mary's Church
 - x. The Rows, looking NE towards the junction with Black Bear Lane

cont.

Policy NKT2: Key Views (cont.)

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

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

Policy NKT3: St Mary's Square

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

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

Policy NKT4: Facilities for the Horseracing Industry

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

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

Policy NKT5: Provision for New and Growing Businesses

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

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

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

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

Policy NKT7: The Market

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

Policy NKT8: Newmarket Community Hospital

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

Proposals for the change of use of all or part of the site to other uses will only be supported where:

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

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

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

Policy NKT10: Cinema

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

Policy NKT11: Community Sports and Recreation Areas

a. The following, as identified on the Policies Map, are designated as Sports and Recreation Areas:

- i. Newmarket Academy playing fields
- ii. the playing fields of the former Scaltback School
- iii. the Tennis Courts on Hamilton Road
- iv. the Bowling Green on the Avenue
- v. the George Lambton Playing Fields, and the playing fields and tennis courts of the St Felix School site

b. Proposals for either the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities on the designated areas or proposals which would result in the loss of the existing amenity, sport or recreation open space or facilities will be determined on the basis of the policy approach set out in *Policy DM42 (Open Space, Sport and Recreational Facilities)* of the *Joint Development Management Policies Document*.

Policy NKT12: Local Green Spaces

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

cont.

Policy NKT12: Local Green Spaces (cont.)

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

Policy NKT13: New Green Spaces

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

Policy NKT14: Trees

- a. Development proposals should:
 - i. protect existing trees and hedges that have amenity value as perceived from the public realm;
 - ii. provide appropriate replacement planting, where felling is proved necessary;
 - iii. provide sufficient space for trees and other vegetation to mature; and
 - iv. encourage the appropriate planting of native species, particularly on available open space sites, including playgrounds.
- b. Development will be permitted as long as it does not involve or increase the likelihood of felling, significant surgery and potential root damage to trees that have amenity value as perceived from the public realm, unless there are demonstrable public benefits accruing from the proposal which clearly outweigh the current and future amenity value of the trees.
- c. Particular consideration should be given to veteran or ancient trees, as defined by Natural England, in order to preserve their historic, ecological and amenity value.

Policy NKT15: Air Quality

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

Policy NKT16: Biodiversity

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

(See also Policy NKT18 below)

Policy NKT17: Yellow Brick Road Linear Park

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

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

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

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

Policy NKT19: Meeting the Housing Needs of Newmarket

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

Policy NKT20: Affordable Housing

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

Policy NKT21: High Speed Communications Technology

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

Policy NKT22: Impact of Traffic from Development Proposals

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

Policy NKT23: Public Right of Way and Cycle Networks

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

Policy NKT24: Horsewalks

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

Policy NKT25: Railway Station

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

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

Policy NKT26: Bus Station

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

Policy NKT27: Coach Park

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

Policy NKT28: Enhancement and Continued Provision of Car Parks

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

Policy NKT29: Lorry Park

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

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

Policy NKT30: Shop Fronts

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

Policy NKT31: Guineas Shopping Centre

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

Policy NKT32: Attractive Entrances to the Town

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

