# Cambridge Civic Quarter
# Design and Access Statement Addendum
## Market Square & Public Realm

June 2026

CCQ-CPA-PR-ZZ-RP-A-9003
– Revision P01

CAMBRIDGE
CITY COUNCIL

CARTWRIGHT
PICKARD

**Document history**

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# 1.0

# Introduction and Context

# 1.1 Introduction

This Design and Access Statement Addendum is provided in relation to the planning and listed building applications for Cambridge Market Square.

On 11th November a planning and listed building application was submitted for:

"Refurbishment of Market Square, Peas Hill and Guildhall Street, including: provision of cycle parking, erection and siting of replacement fixed and temporary market stalls, refurbishment of Grade II listed setts, works to listed fountain and railings, and additional landscaping, street furniture and associated works."

Following deferral at committee in March 2026, comprehensive engagement has been undertaken with the Highways Authority, Historic England, disability groups, access groups, and council officers (particularly planning, urban design and conservation).

Planning Committee on 25/3/26, Committee deferred Planning Application 25/04382/FUL regarding the proposed works to the Market Square for the following reasons:-

1. Highways and road safety issues – including lack of a Road Safety Audit and tracking swept path.

2. Loss of cycle spaces.

3. Insufficient time to review new setts, no response from Historic England on update.

4. Clarification on why there was a lack of support for the proposal from market traders.

5. Concern that conditions were being used to mitigate issues that should have been resolved.

6. Lack of detail regarding the demountable stalls.

This DAS Addendum provides an overview of the work that has been undertaken since March and describes the changes to the plans. It is to be read alongside the Design and Access Statement CCQ-CPA-PR-ZZ-RP-A-9002 – Revision P01 dated October 2025.

The section headers and titles used in this document align with those in the Design and Access Statement submitted on 11th Nov 2025.

# 2.0

# Design Evolution

# 2.2 Heritage

## Market Hill: Key moments

There are several key moments in the recent history of the market square that are relevant.

### 1849: A great fire occurs within the Market Place

The council members of the city saw this as an opportunity to create an improved market place for the city.

### 1856: A new market place with a new fountain is completed

After several years and much deliberation, the new market place was completed. This included a new fountain in the centre which the conduit was connected to.

### 1902: Underground WCs were installed within the market in the north west corner

The surfacing was removed, the basement was assumed to be excavated and male and female WCs were installed. It is unknown whether the setts were reinstated over the lid of the basement.

### 1914-1920: The surface of the market place is uplifted and relaid in a new arrangement, the roads around the market place are widened

During the early twentieth century the surfacing within the market place was uplifted and believe to be reinstated, however to a new pattern. Much of this appears to be from a demand to increase vehicular traffic around the market place.

### 1955: The gothic structure was reported to be seen leaning and it was decided to remove it. It has not been reinstated since,

During the early twentieth century the surfacing within the market place were uplifted and believe to be reinstated, however to a new pattern. Much of this appears to be from a demand to increase vehicular traffic around the market place

### 1960: The fountain is de-commissioned as the construction of the Lion Yard shopping centre severs the supply

The construction of the new shopping centre sits partially over the footprint of Hobson's Conduit and as a result the route was severed and no alternative supply of water was provided.

### 2019: The market place is listed at Grade II by Historic England.

The extent of the market square includes the granite setts and the surrounding asphalt footway and follows the outline of the Ordnance Survey mapping.



**Photograph from 1880 taken from a now demolished building on the south side of the Market Square showing a full market, and the full extent of the pavement (photo from Capturing Cambridge)**




**Photograph from 1953 showing the market stalls and removal of the historic pavement in the south of the Market Square.**

# 2.2 Heritage

## The twentieth century market place

Photographs and newspaper articles from the early twentieth century support the theory that the historic setts were uplifted and reinstated post 1910, and that the existing layout of drainage channels was present prior to the mid 1930s when the new Guildhall was constructed. It is also assumed that the square setts within the middle section of the market place were installed at this time as a replacement for 'worn out' setts identified during the early twentieth century 'improvements'.

August 7, 1912 (Cambridge Daily News)

STREET IMPROVEMENTS.

Alterations to Market-hill

LOCAL GOVERNMENT BOARD INQUIRY. An inquiry was held at the Guildhall on Tuesday by Mr. M. K. North, an Inspector of the Local Government Board, in connection with the application of the Cambridge Town Council for the Board's sanction to their borrowing the sum of £3,960 for street improvement, for the proposed alterations to Market Hill

....

The Assistant Surveyor mentioned that some of the setts which it was proposed to relay had been down since 1850.

The Inspector: Isn't that a very long time? - Yes, but they appear to be in good order. We shall, of course, replace those that are worn out.

The Inspector: Do you propose to stick on any unemployed labour?- No. We have a few casual labourers, as we call them, but they are skilled men.

You mean that it will not increase the cost of work?- No, it will not.

The Inspector: Because if it does the Board look upon it as a luxury, and you must charge it to the revenue account.

The inquiry then closed.




This image known to be from the proclamation of the ascension to the throne of King George V which was held on the 5 May 1910 is helpful in understanding that the historic setts were not originally laid out in the arrangement that is seen on site today. The patterns and laying direction are clear in this image which is assumed to have been taken from an upper level of the former Guildhall building. There is no reference to linear channels that span north to south across the market place or the diagonals, or rectangular setts.

# 2.2 Heritage
## Significance

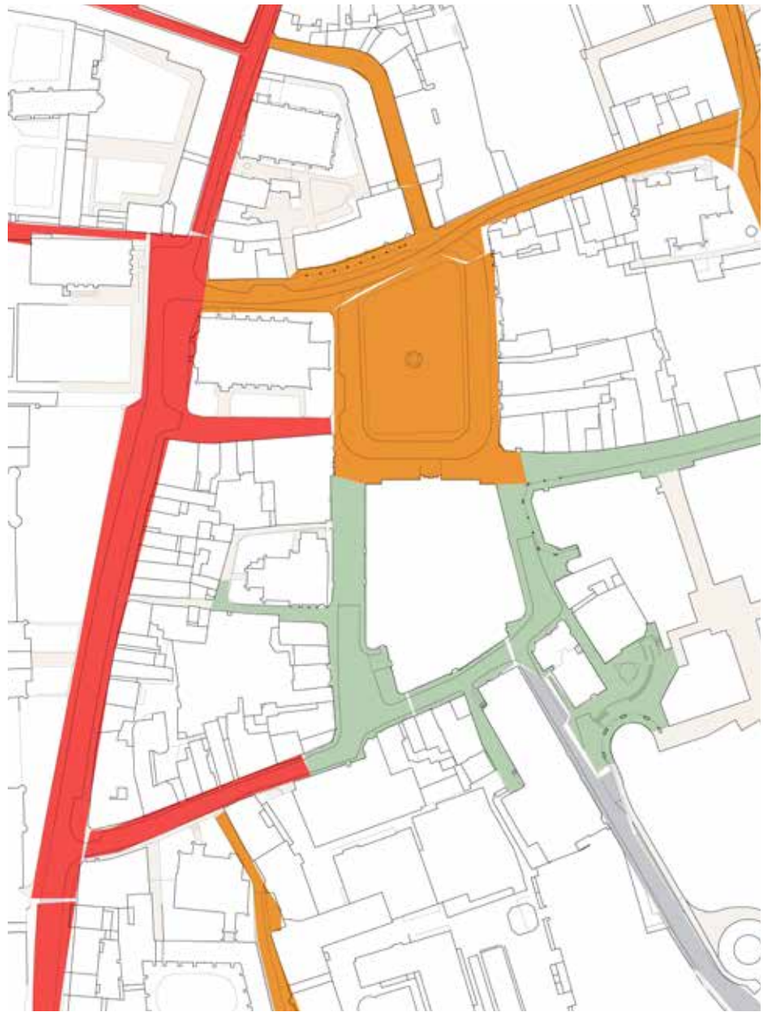
The plans opposite are taken from information from Historic England and Cambridge City Conservation Area Appraisal which together show the heritage assets within the application boundary and the surrounding area, the key views within the Historic core and the significance of the streets within the application boundary.

As can be seen opposite the streets within the application boundary vary from High Significance streets to Market Hill and Market Street, through to Significant streets for Peas Hill, Guildhall Street and Wheeler Street, and Low Significance for Corn Exchange Street. There are no areas within the application boundary that are considered Very High Significance but the site does abut St Mary's Passage and is in close proximity to Bene't Street which are included in that category.



(from Historic England and Cambridge City Conservation Area Appraisal)

- Application boundary
- Grade I listed
- Grade II* listed
- Grade II listed
- Positive building or structure
- Building of local interest
- Other building
- Key positive view
- Key negative view
- Focal point



(from Cambridge City Conservation Area Appraisal)

- Very high significance streets
- High significance streets
- Significant streets
- Low significance streets

# 2.2 Heritage
## Listed assets

There are two listed assets in the public realm within the application boundary. Both of these are Grade II listed and are located on the market place.

The first to be listed was the fountain in 1972, the second was the railings and the surfacing contained by the carriageway within Market Hill.

The listings for both of these are below:

### Fountain in the centre of Market Hill

Grade: II

List Entry Number: 1101735

Date first listed: 02-Nov-1972

Fountain in the centre of Market Hill TL 4458 SE 6/572 II 2. The conduit head for Hobson's Brook erected in 1856 after the original fountain was removed to its present site in Trumpington Road (qv). Stone fountain, much weathered, set in a granite basin. (RCHM 79)

### Market Place paving and two sets of iron railings

Grade: II

List Entry Number: 1467164

Date first listed: 30-Oct-2019

Summary: Granite setts laid out in 1855-1856 and iron railings installed later in the C19.

Reasons for Designation: The granite setts laid out in 1855-1856 and iron railings installed later in the C19 are listed at Grade II for the following principal reasons:

Architectural interest: The setts are an integral part of the mid-C19 scheme for the expansion and re-laying of the Market Place and can be accurately dated to 1855-1856; * given that the use of granite setts only became widespread from the 1830s, this is a relatively early surviving example of a large area of historic paving; * the handsomely designed railings are of good quality ironwork and, other than one gate, are in their original condition.

Historic interest: As good quality examples of C19 street furniture, they make an important contribution to the historic streetscene; * along with the Grade II listed fountain in the centre of the Market Place, form a significant ensemble of historic street furniture in the commercial and civic heart of the city.

Group value: They have strong group value with the listed fountain and with a large number of listed buildings surrounding the Market Place, notably the Grade I listed Church of St Mary the Great on the west side and the Grade II listed Guildhall on the south side.

**It is important to note that the setts and the iron railings are not contemporaries of each other, either in their original configuration or their adapted configuration.**

**The fountain was contemporary with the Victorian arrangement of the setts, then came the railings, nearly fifty years later, then ten to fifteen years after that, the setts are believed to have been uplifted, reconfigured and relaid.**



↑ The fountain structure was surrounded by four lampposts - one to the north, south, east and west. The previous drainage layout is present in this image.

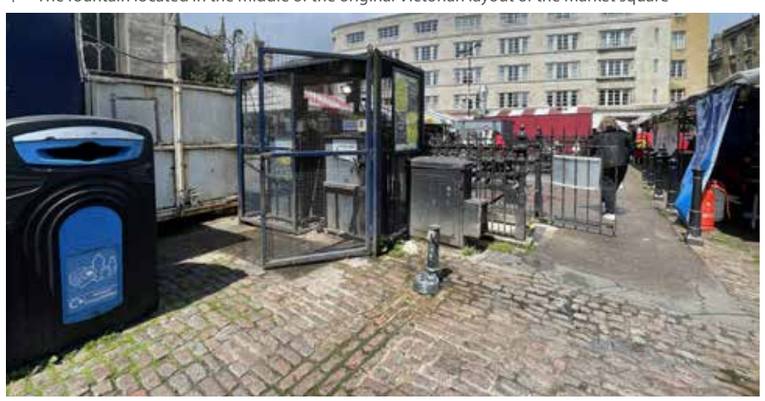


↑ The fountain and granite base as it is today, being used as a planter and seater and not operational with the lampposts removed.



↑ The fountain located in the middle of the original Victorian layout of the market square





# 2.2 Heritage
## The market place today

In 2020, Oxford Archaeology carried out a photogram survey of the market square, the results of which are shown opposite. This plan has been used to identify key junctions and interfaces between setts which are shown on the following pages.

The image to the right shows the patterns present today in the historic setts. These show three north-south drainage channels which are in the central section of the market square. Parallel to the northern edge there is a broken line parallel to the perimeter than meets the valleys. It is then connected to the ridge lines by a diagonal line.

In the south this is different. There is sill a broken line parallel with the perimeter but this then connects via diagonal lines to the ridge lines where they meet the southern edge of the market square. These channels are not a single course of setts and vary from 3-4 courses wide.

Consultation with Historic England has determined that as the listing refers to the twentieth century arrangement rather than the original Victorian layout that the surfacing should be reinstated with the diagonal stretcher course lines and north south ridge and valley lines.

As the surfacing is proposed to be uplifted as part of this project it is an opportunity to improve the overall aesthetic of the market place as a single continuous surface material. It is thought to be unlikely that the valley and ridge detailing and the diagonal channels were present in the north east corner as the basement lid already existed when they would have been constructed, however it is felt that if the surfacing is continuous the patterns should be as well.

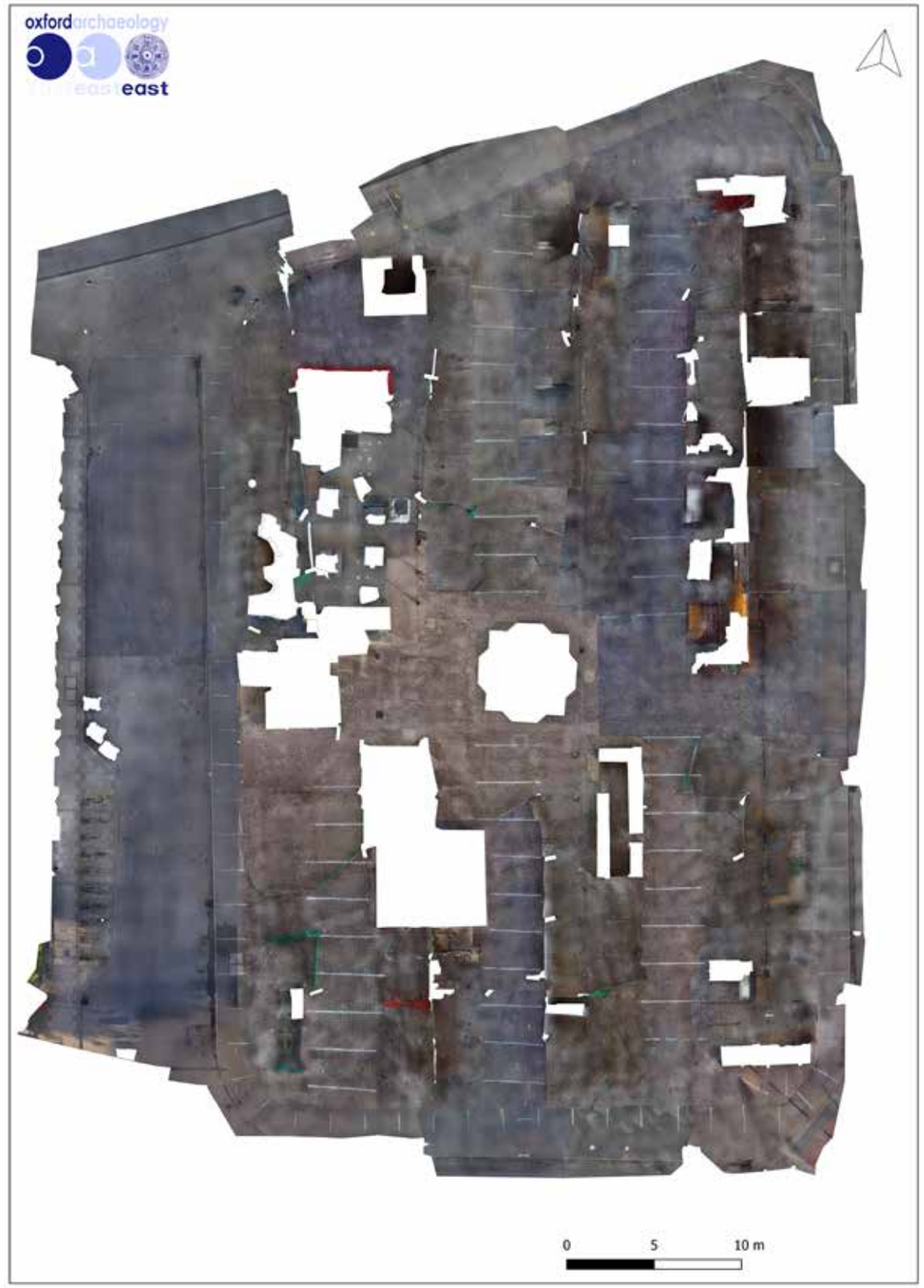



Figure 1. Market Square, Cambirdge, Combined Ortho

# 2.2 Heritage

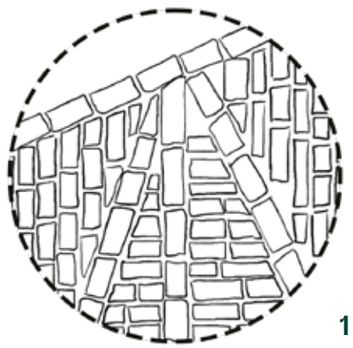
## The market place today

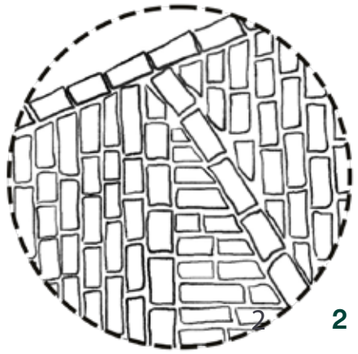
The photogram survey has assisted in identifying the variety of patterns, laying directions and their locations within the setted area of the market place. Whereas there are some themes there are also a number of variations to these and that contributes to the interest of the surfacing.

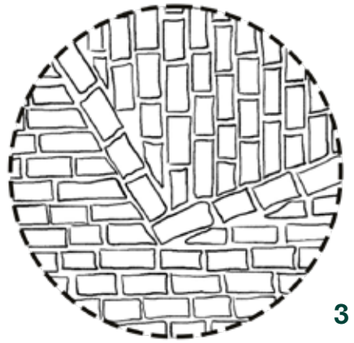
The proposals will include re-instating these details within the new surface layout.

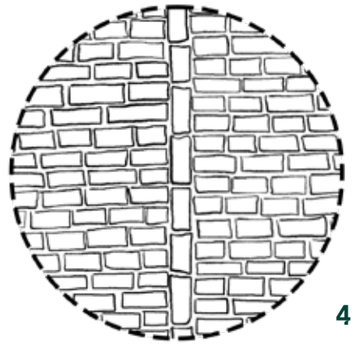


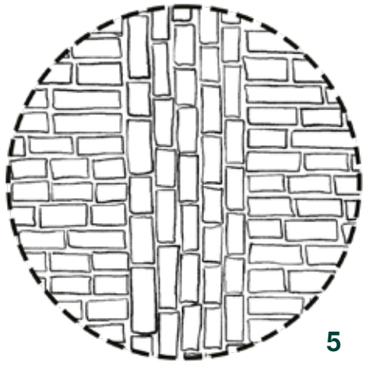

Figure 1. Market Square, Cambridge, Combined Ortho

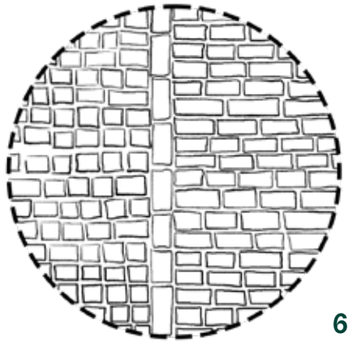

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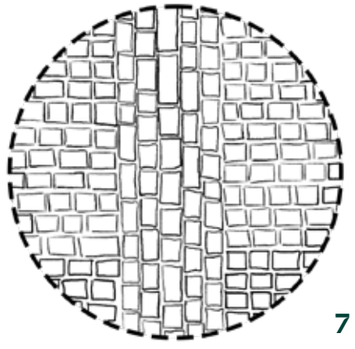

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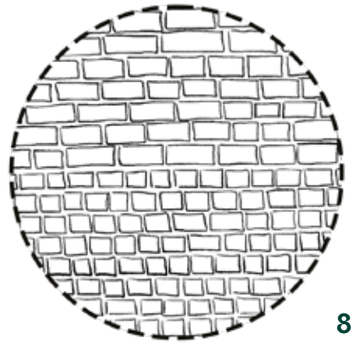

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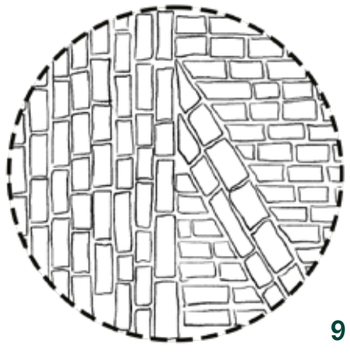

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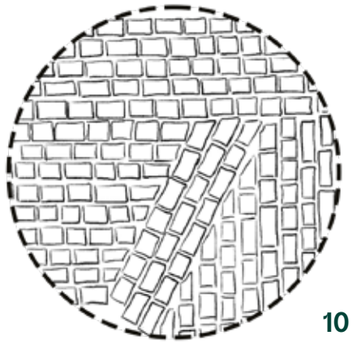

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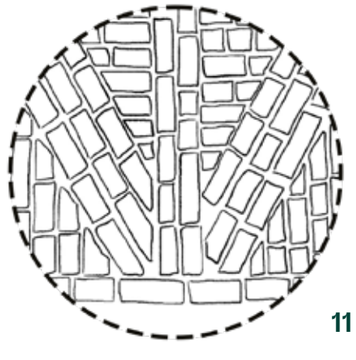

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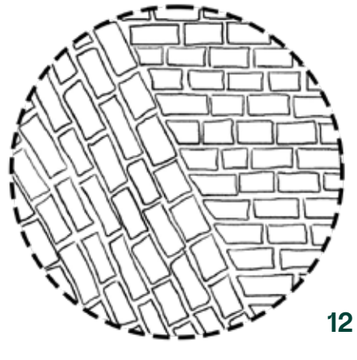

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# 2.2 Heritage
## Site investigations

On the 7 July 2025 a small amount of historic setts within the market square were lifted in sample window areas agreed with Cambridge City Council's Conservation officer. These were located as shown on the drawing opposite.

### Rectangular Setts

The setts in this location are rectangular and vary in depth from 120mm to 150mm. The existing mortar around the setts was relatively soft and came away from the setts cleanly.

The underside of the setts were found to be more uneven in texture. Once the setts had been turned over there were some which had a more tapered profile.

Due to the depth of the existing setts it is not feasible to cut them in half to increase the quality as has been seen in examples in other cities. This means there will be a shortfall in overall historic material being re-used in the market square. Where setts have a tapered profile they should be reinstated to ensure the wider edge is the profile which is the facing edge to minimise width of mortar joints.

### Square Setts

Sample window 2 is located in the southern part of the market square in the central bay. Here the setts are much shallower in depth at approximately 100mm.

The square setts are more equal top across their profile.



**The setts vary in height from approximately 120 to 150mm.**



**The rectangular setts uplifted from sample window 1. The faces visible in this image are the faces which were exposed.**



**The same setts rotated 180 degrees to show the underside which was hidden.**



**The square setts uplifted from sample window 1**



**The square setts rotated 180 degrees to show the underside which was hidden**

# 2.2 Heritage
## Jointing mortar

Prior to the creation of quality cements, pitch was the most viable and affordable option. This was a bitumen mix that was poured into the joints.

As a general principle, the preferred approach for masonry and paving works within a heritage or conservation setting is the use of a lime-based bedding and jointing mortar, owing to its compatibility with traditional construction materials and its ability to accommodate movement and moisture transfer within the fabric.

However, the design and specification of the proposed paving works have been developed in accordance with the requirements and recommendations of BS 7533-101, Code of Practice for the Design of Pavements Constructed with Clay, Natural Stone or Concrete Pavers.

This standard sets out the performance criteria necessary to achieve a durable and serviceable pavement and informs the selection of appropriate bedding and jointing materials based on the anticipated loading, exposure conditions and long-term performance requirements.

The standard sets out minimum performance requirements for bedding and jointing mortars to ensure suitability for the anticipated loading conditions and environmental exposure associated with trafficked public realm areas. These are set out tables 9 and 12 from BS 7533. Lime mortars are commonly specified for historic masonry due to their permeability and compatibility with traditional brickwork, which typically exhibits water absorption values in the range of approximately 15–40%. These characteristics are considered to be of reduced significance in the context of granite paving.

Granite setts generally exhibit very low water absorption, and therefore derive less benefit from the enhanced vapour permeability associated with lime-based mortars.

To satisfy both engineering and conservation objectives, the specified mortar should possess the following characteristics:

Compliance with the relevant requirements of BS 7533.

Mechanical properties and permeability characteristics that remain compatible with the granite paving, including being weaker than the granite units.

Sufficiently permeable to facilitate future maintenance or replacement works where required.

Cementitious mortar has been used throughout the Market Square in previous works and repairs by others. The reduced porosity of granite means that the adhesion is not as strong, such that the mortar can be removed from the setts.

This has been demonstrated during the previous trial pits to enable intrusive investigations, where setts were successfully taken up and cleaned,

It is therefore proposed that the mortar mix is specified in accordance with the requirements of BS 7533. This approach is considered to be consistent with the conservation principles outlined above while providing appropriate durability and performance under the anticipated service conditions.

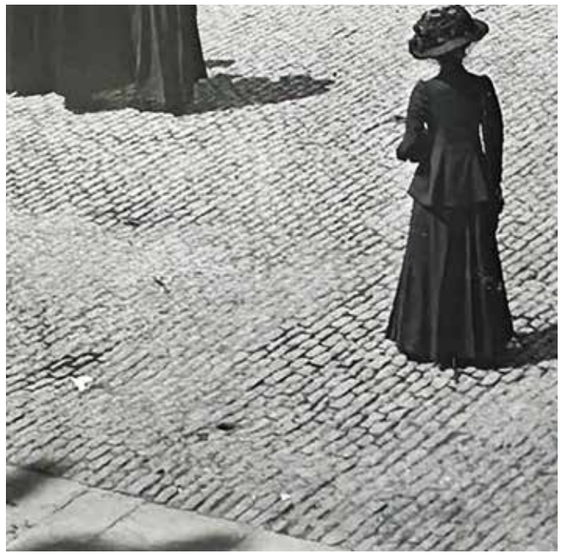
The proposal is to use as dark a mortar colour as possible to be representative of the historic jointing method of pitching, to avoid looking like a modern day cement repair, and to best enhance the visual appearance of the historic setts.



**Relaid historic setts with pitch joints**

January 12, 1856 (The Cambridge Independent Press, Huntingdon, Isle of Ely, Bedford, Peterborough, and Lynn Gazette

The Market Hill - The spire of the new Conduit is now completely finished, and in celebration of that event, the Union Jack floated from its summit yesterday. A very few days will complete the entire structure, which has been retarded in consequence of the non-arrival of the slate basin. The Market-place, the pitching of which ought to have been finished many weeks back, was in a most wretched state from mud and slush on Saturday last, so that many stalls were almost unapproachable. The Committee, during the week, being unable to get the Contractor to his work, sent for his sureties, and insisted upon the work being finished without further delay, or they would enforce the penalties, and we believe that the whole will be done in a week or ten days, so that there will be a clear way round the entire Hill by the Saturday of the B.A. Commencement.



**Detail of image from 1910 showing the paler colour of setts against darker jointing mortar**




**Detail of image from 1885 showing the paler colour of setts against darker jointing mortar**

# Materials

## Accessibility of the setts

In 2022 Idacs UK Access Consultants were commissioned by Cambridge City Council to carry out a thorough review and access audit of the existing surfacing within the market square focussing on the listed setts. A summary of their findings, recommendations and how they have been addressed is below (accepting the need to protect historic places for people as well as providing safe, easy to use and inclusive ways for people to enjoy that heritage).

**Conclusions of Access Audit**

- The market place was deemed to not be accessible by any relevant guidance.
- Variation in the severity of the issues was recorded, 'ranging from persistent discomfort over the majority of the surface through to areas which can only be described as outright hazards and potential sources of injury'
- Some issues were considered to be due to maintenance, however two fundamental issues were recorded which can not be managed through maintenance: 1) Many of the setts have rounded or uneven surfaces, which means the surface is uncomfortable to use' and 2)'the drainage strategy relies on open channels and excessive gradients.'
- 'Even if the Square was fully re-pointed these issues would still be present and impact accessibility significantly' It was also noted that providing more access to the surface 'would significantly increase the public's' exposure to inaccessible parts of the surface, many of which are currently within the footprint of stalls'
- 'It seems likely to us that large numbers of disabled people will not be making use of the market because of the surface and the challenges it presents (sometimes referred to as self-excluding). Not only does this have legal and social implications, but there are likely impacts on the trade of the market and any potential future events.'

**'Recommendations in Access Audit (shown in bold with responses below)**

**It should be noted that the ideal from an accessibility perspective would be a formless material such as macadam or resin bound gravel. Next most favourable would generally be larger flags, so there are less joints and therefore less source of vibration. Resurfacing using either of these would be highly contentious and lead to a compete loss of listed fabric which we do not support as the primary way forward. This approach should however be considered if the following recommendations do not yield demonstrably accessible solutions in discussion with disabled people.**

**With care and attention it should be possible to provide a surface of granite setts that maintains and improves the aesthetics of the square whilst also meeting current accessibility standards. To progress this matter our recommendations are:**

**1) In the short term the surface should be risk assessed by a safety professional with urgent works undertaken promptly. Many issues we identified are not just hazardous to disabled people. This should include risks posed by projections and stall canopies as highlighted in 5.4.3 of this report.**

**2) In view of the PSED, and the need to justify interventions to listed fabric, we recommend the Council gather further data on the current use of the Market Square by local people with a range of different protected characteristics. This may be done using online surveys and/or qualitative studies. Given the nature of the surface it will be particularly important to engage with a range of disabled people and/or Disabled Peoples Organisations. This data should help to consolidate the understanding of the impact of the surfacing on all users, particularly disabled people, and will support an impact assessment as and when decisions are made within the authority'**

Engagement with communities has been ongoing throughout the design process.

**'3) A competent drainage engineer should review the drainage strategy for Market Square to establish if the space could be drained using acceptable gradients and cross falls to meet BS8300. A rationalised drainage strategy without open channels, with minimal associated falls and 'heel safe' drainage gratings should be developed for implementation.'**

Historic England have identified the saw-tooth ridge and valley profile as a key characteristic of the market square paving. Currently the levels across the site are varied with some gradient exceeding what is considered appropriate for a gently sloping path, and considerably steeper than what is considered a ramp.

All external surfaces, particularly those that are impermeable, need to be laid to falls to drain surface water. As part of the drainage and accessibility strategy the setts will be re-laid in a saw tooth arrangement but with gently sloping to level gradients (1:21 to 1:80).

The cupped open drainage channels will be removed, however the patterns themselves will be retained. To improve the drainage in relation to the new fixed market stalls, the low points and high points of the pattern will be flipped. This means that in each situation drainage will be flowing away from the interiors of the fixed stalls.

New linear slot drains will be installed along the valleys improving access across them throughout the site. These will be similar in appearance to the slot drains on Kings Parade (a very high significance street in Cambridge, with Market Hill being high significance)

**'4) The existing setts should be investigated by a stone specialist to determine if they can be lifted, worked on/cut/ground to provide a flat surface and re-laid (we understand this has been done in other locations such as the medieval city of Breda and on the approach to the Tower of London).'**

Stone specialists have been consulted during the preparation of the design proposals to provide guidance on what options might be possible to provide a surface finish that is more accessible for all members of the community.

Aesthetically what is important about the historic setts









is their colour, tone, profile and the patterns. The existing setts typically have joints between them which are at their largest, 10mm. Historically granite paving was laid with the individual setts touching each other to give it a strong compressive structure. Mortar was then brushed into the gaps. This provided the aesthetic of a narrow joint between the setts.

A series of visits to other sites have been carried out to see first hand what methods are used elsewhere. Those with similar circumstances are Belton House, Grantham, Commercial Plaza in Born, Barcelona, the historic streets around the urban grid, and the city centre around Bristol. All of these examples uplifted setts, removed them from site, saw cut them and refinished them either with a light sand blasting or hammering to give them a slip resistance before being re-laid. Case studies are provided on the following pages.

Sample windows have been carried out where existing setts have been uplifted to see the profile of the setts and to assess what work may be possible. Replicating the example noted from Breda is not appropriate for this setting (the setts there were cut and rotated which changed the profile from rectangular to square). However, the depth of the setts on site means that it should be possible to cut an element off the setts and reinstate the setts with the sawn side facing up. The proposed process is noted below:

### Uplift the setts

A photogram survey of the existing setts was carried out in 2022 which is a high quality vertical image showing each of the setts (with some minor omissions where the market wasn't cleared). The setts will be carefully uplifted and relocated to a stonemason's off site. Here the setts will be individually inspected and sorted. This will include measuring the depth of the setts to understand an appropriate depth to cut the setts to in preparation for re-laying. Responding to the sample windows this is anticipated to be between 10 and 20mm. The setts will be sorted to determine which is the best side to cut. This may be the current exposed top, or the existing concealed underside. It will be dependent on the overall shape of the block and whether it has a flanged shape.

### Level the tops

A saw cutter will then be used to carefully cut a single agreed face of each sett. All other sides will be left as existing to retain the profile, or cropped if required.

### Finishing

Subject to samples being carried out, some setts may receive a flame finish to bring out red tones (if iron is present), other setts may have a bush hammered finish to add texture. All setts will have a light sand blasting as a minimum to provide an appropriate slip resistance.

### Gauging

Once the setts are finished they will be accurately gauged. This will involve carefully sorting the setts into similar widths within a +/-5mm tolerance. This will ensure that the overall joint width will be a maximum 13mm width when a 8mm joint is used as standard.

### Laying

Relaying the setts will need to be carried out by a specialist to ensure the reinstated setts are laid accurately in their coursing, as well as providing a level surface within the required tolerances and with the appropriate drainage.

### Jointing

The final mortaring in will be in a Steintec cement mortar to the engineer's specification (see separate page) with joints filled to be flush with the tops of the setts to provide an improved surface for all users to access the market place. It is believed that the original jointing material would have been pitch would have been a dark grey to black colour. This is also evidenced on historic photographs of the time and so as dark a mortar as possible is proposed. Sample panels of final mixes will be provided for agreement with the local planning authority and conservation teams prior to work being carried out.

**'5) A source of suitable new setts/materials should be located in tandem with recommendation 3. At least some new material would appear to be inevitable once setts are laid with more uniform and narrow joints.'**

Suitable stone suppliers have been identified and samples have been provided in order to progress with this action.

These will need be agreed with the Conservation Office. For the extended area of the market square surfacing, new setts will be used throughout. Within the current area of setts, new setts will be blended into to the mix which is representative of current conditions where they are alternative colours and tones.

**'6) Sample panels of both the original setts (having been worked on) and the new setts should be formed. This should allow testing and inspection by a range of stakeholders. In particular we recommend a range of local disabled people should be invited to consider the two to ensure that the existing setts have achieved an acceptable surface in practice.'**

Sample panels have been prepared in Peas Hill using the unlisted historic setts in this location. Testing has been carried out of on a variety of different finishes and laying approaches and following consultation with Historic England and the local planning authority Conservation Officer, further samples have been carried out. A pendulum test to assess slip resistance of the various options has also been carried out, the results of which can be found in the appendices.

The samples carried out to date are limited to the materials available and a number of additional sample panels would be created and be subject to agreement prior to any works being carried out on the listed fabric in the market place.

**'7) Resurfacing, using the existing re-worked setts, or new material, or more likely a mixture of both should then be undertaken with fully filled joints, at a maximum width of 10mm. Drainage gratings and falls should be in line with the advice of the drainage engineer to achieve compliance with BS8300 as closely as possible.'**

This approach will be followed as described previously and will ensure a more historically appropriate and aesthetically pleasing output will be achieved. The existing setts will be re-used, reclaimed Mountsorrel setts will be used if they can be sourced from reclamation yards at the time, and a mixture of new temple setts (sawn cut, with cropped sides and tumbled effect) will be pieced into the wider market place paving.

As there is a deficit in historic material to be able to repave the market place, areas that require a cut sett will use either a reclaimed or new sett so that as much of the historic fabric can be retained.

**'In our view the above approach is the most appropriate way forward for discussions regarding the surface of Market Square and accessibility, and it should lead to a surface which is accessible to all users, without unnecessary harm to the significance of the Square.'**

# Materials

## Making historic paving more accessible

The need to work with historic building materials within sensitive historic settings to make them more accessible is not uncommon. Below are a series of case studies setting out other recent projects and the methods used to increase accessibility and inclusivity.

### Case Studies

#### Temple Newsam Estate, Leeds: Uplift, relay and diamond grind

This recently completed project is a case study project for Historic England and can be found via this link. Temple Newsam Estate is a Grade II registered Park and Garden designed by Capability Brown which also contains a number of listed heritage assets ranging from Grade II to I.

Navigation through the estate to the house was challenging and the path itself was considered inaccessible for many people using mobility aids. The cobbled area directly outside the house was listed as 'a major barrier for less able visitors'.

The historic setts were uplifted, relaid and ground down by a 'vacuum-assisted diamond grinder to file the tops down. This effect provided a accessible path 'which maintained the attractive look of cobblestones without the bumps'.

The scheme has been well received by visitors.

#### Belton House, Grantham: Uplift, saw cut and relay

This property is owned and managed by the National Trust. It is a Grade I registered Park and Garden with a number of listed heritage assets within it including the Grade I listed Belton House.

The courtyard between the Grade I listed 'Stables to Belton Park' (now the National Trust restaurant) and the Grade II* 'Former Brewhouse to Belton House' (now the National Trust shop) was paved in historic setts believed to have been laid in the 1800's. As part of a project to make this area of the site more inclusive for all visitors works were carried out in recent years to the setts. This involved a mixture of approaches but the overall principal being that in areas for access by people, the setts were uplifted, removed, sawn in half and relaid with the smooth side facing upwards. Providing level access into the shop, the restaurant and a crossing between the two. Existing setts were left in-situ and unchanged to delineate a carriageway.

#### Cattle Market, Sandwich : Uplift, remove and replace with new

This surfacing within the market place is not listed in its own right but is adjacent to the Grade II* registered Guildhall (list entry number: 1069731) now home to the town's museum, and is within the Sandwich Walled Town Conservation Area.

Works to the market place were recently completed. Here, the market square was a mix of granite setts and brick pavers. These were uplifted and not re-used as part of the development. Instead to make the market place more accessible, new Temple granite setts were installed throughout creating a level access surface within the heritage setting. The surrounding surfaces were also upgraded to sandstone paving, a combination of using the existing and installing new to match.

#### Victoria Square, Ashbourne: Uplift and relay

The limestone sett and flagstone surface of Victoria Square (list entry: 1293138). and Market Square (list entry: 1279486) in Ashbourne, Derbyshire are listed at Grade II.

In 2023 proposals (application reference 23/0059/LBALT): were approved to upgrade the market place and change it from a car parking area to a multi-use space.

In the materials palette the proposal is to uplift sections of the existing listed surface material and reinstate it. Furthermore. proposals were to raise the mortar level to be flush with the surface of the setts to improve accessibility.

#### Soane Stables, Royal Chelsea Hospital: Uplift and relay, remove and replace with new to create accessible routes

Works were completed recently to the courtyard and stable blocks at the Royal Chelsea Hospital. Here, all the historic setts were uplifted and the majority were reinstated within the central section of the courtyard with a series of accessible paths in modern setts to the perimeter, at accesses to the buildings and connecting the central walkways.

A series of parasols and cafe seating is located within the relaid historic seating area although this surface would not be considered to have the same level of accessibility as the routes around it. There are no features demarcated within the setted area, with the exception of a single sett stretcher course band around the perimeter of the historic setts.

### Conclusions

There are various methods to carry out modifications to historic paving to make them accessible and what is most appropriate for one area may not be the most appropriate in a different setting.




**Belton House outside the Grade I listed stable block**



**Belton House showing the saw cut setts adjacent to the original worn setts.**



**Belton House detail of the reinstated sawn setts**

# Materials

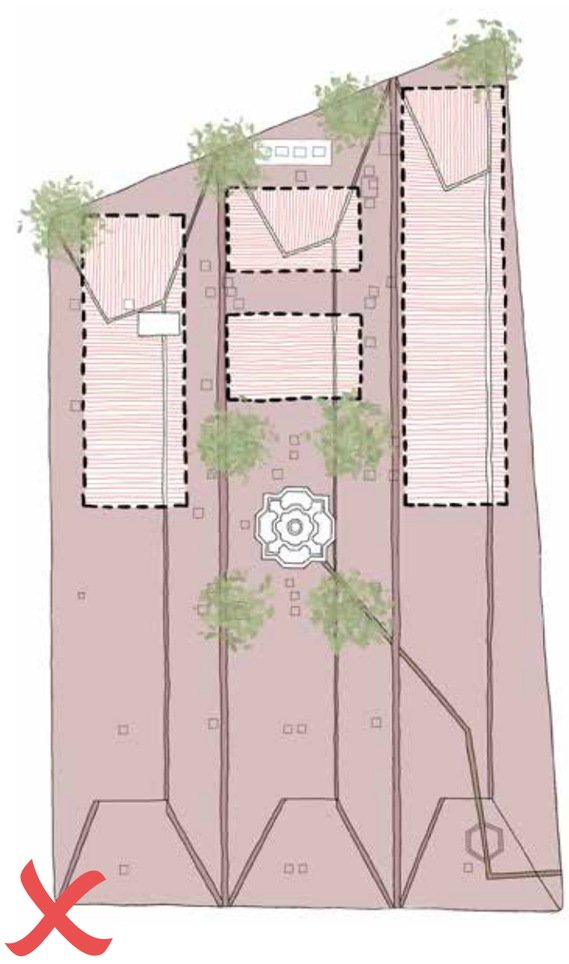
## Accessible routes

As has been described in the case studies, some options (Belton House and Soane Stables) include a strategy where some areas of historic setts are retained in their existing condition, sometimes to denote a carriageway or a feature.

The studies opposite have investigated options for something similar in the market place whereby some of the historic setts are reused in their existing condition.

Within the market place there are several existing features that are being retained and reconfigured. These include the north - south valleys and ridges and the diagonal stretcher course channels.

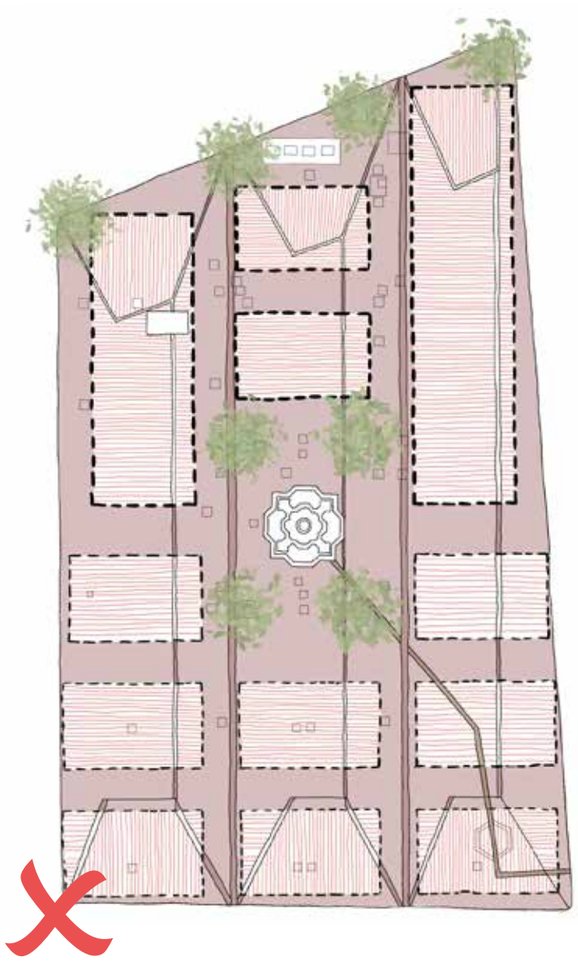
There will also be additional utilities being installed that include power pop-ups, inspection chambers for foul and surface water and the anchor points for the temporary market place. It is important that the surfacing of the market place does not become overly complex to distract from the reinstated stretcher courses.



**Option 1: Historic setts re-instated as existing underneath fixed market stalls**

This option looks at using historic setts only underneath the new fixed market stalls. Setts would be undisturbed in this location but also unseen and so the benefit to the public in interpreting the setts would not be there.

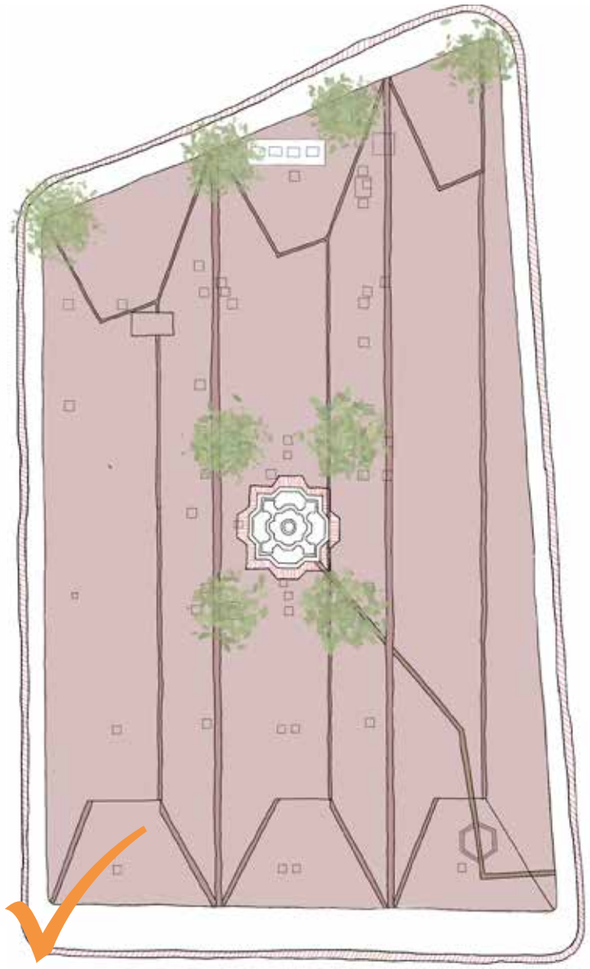
If the fixed stalls were to be removed in the future it would be to be able to have the whole market square accessible, which these setts would not be.



**Option 2: Creating accessible routes around all market stalls.**

This option looks at using historic setts underneath the footprint of all market stalls whether they are temporary or fixed. As option 1, setts would be undisturbed underneath the fixed stalls but also unappreciated.

If original setts are relaid underneath the fixed stalls, when they are not there the accessible routes around the market square become limited to designated routes which could become frustrating for people with any mobility needs who would end up with longer travel distances, and for people with visual impairments who would be navigating areas of uneven surface. It would create further barriers to accessing the space. It would also complicate and detract from the demarcations and details of the drainage channels.



**Option 3: Picking out limited feature details**

In this option, limited features could be reinstated with historic setts. This could include the area directly adjacent to the edge of the fountain base or as an edge treatment to the tree grilles.

This option would allow for some areas of historic setts to be appreciated whilst not creating frustration for people being able to access the wider space.

If the fixed market stalls are removed, the overall feel and experience of the market place would be understood as a single surface finish.

# Materials

## Accessibility of the setts

### Conclusions

Solutions for improving the accessibility of historic surfaces should be bespoke and appropriate to the specific needs of the communities they are in, and the condition of the historic fabric and how they will be used.

The solution proposed for the market place responds to the Civic Quarter vision of a city centre market place that is inclusive to all members of society both physically but also by providing access to heritage.

Carrying out the works to the historic setts improves the slip resistance both in a wet and dry condition therefore makes the surface more accessible for all.

Reducing bumps and uneven surfaces makes the surfacing more accessible for all and helps to prevent slips and trips for all users.

Improving the surface of the setts removes existing barriers for people to be able to visit and use the market, as well as to visit the listed fountain which can currently only be reached by travelling over the uneven surfacing. Making the surfacing accessible also allows everyone to access the space and to be immersed in the historic environment.

The checklist below summarises how the proposals are delivering against the general principles when working with historic street surfaces as set out in 'Streets for All - Advice for Highway and Public Realm Works in Historic Places' published by Historic England in 2018.

| | |
|---|---|
| ✓ Maintain and restore historic paving where it survives | All historic surfacing is proposed to be retained and re-used across the Site. For this to be inclusive works are proposed to the surfacing to make them more accessible and therefore remove barriers for people being able to access heritage assets (fountain and setts) and use community facilities (market and events) |
| ✓ Seek expert conservation advice before carrying out repairs to historic surfaces | Historic England and Cambridge City Council have been engaged throughout the project, as well as specialist stone masons, suppliers and professional teams. |
| ✓ Respect local designs and details | Studies have been carried out into both the historic layout of the market place and the twentieth century layout and details, laying directions, and material sizes all form part of the development proposals. |
| ✓ Adapt local designs to address new needs | Existing fabric will be carefully worked to adapt it for re-use as an accessible surface within the market place. |
| ✓ Invest in locally sourced materials and high quality workmanship | Materials that match the historic palette of materials will be used wherever possible including reclaimed materials. Unfortunately the Mountsorrell quarry is no longer offering granite other than chippings but alternative sources of pink granite that closely match the existing are proposed. |
| ✓ Discuss plans for reinstatement schemes with the local community to secure accessibility for all | Consultation events during RIBA Stages 2 and 3 were carried out to understand the barriers to accessing the public realm and more recently with local access groups to review carriage delineation proposals. |
| ✓ Reinstatement in like-for-like materials should be required for works by statutory undertakers | This is beyond the project scope, however ensuring Statutory undertakers are aware of their obligations, and having a supply of materials will assist in this. |

# 3.0

# Design Evolution

# 3.3 & 3.6 Summary of Engagement

Following the decision by the Planning Committee, held on 25th March 2026, to defer the decision on the Market Square and Public Realm application the project team have continued to engage with a range of stakeholders, details of which are outlined below

| Engagement Activities | |
|---|---|
| **Meeting** | **Date** |
| 1st Highways & Planning Officer Meeting | 14.05.26 |
| Historic England & Conservation Officer site Visit and Meeting | 21.05.26 |
| 2nd Highways & Planning Officer Meeting | 02.06.25 |
| Security Advisory Group Presentation | 04.01.26 |
| CamSight Meeting | 05.01.26 |
| 3rd Highways & Planning Officer Meeting | 11.06.26 |
| Guide Dogs Meeting | 12.06.26 |

## Key Market Square Discussions

### 1st Highways and Planning Officer Meeting 14.05.26

An extensive full day meeting was held with the Highways Authority to discuss the proposals for the Civic Quarter and find a path through a complex set of both Highways and design requirements. An extremely collaborative session was had with each area of public realm discussed in detail.

**Guildhall Street** - options to adjust agreed for Blue Badge parking spaces and use of 60mm kerb. Omission of raised table and introduction of direct crossing point agreed.

**Peas Hill** - 60mm kerb to east and west with flush (protected by bollards) to the north agreed. Space behind bollards to be maximised by tightening up manoeuvring space.

**Market Square** - License for demountable stalls in highway agreed in principle and Highways boundary to be agreed. Updated tracking reviewed and agreement made to not reverse the route around the square. Agreement to use granite setts in highway rather than yorkstone. Removal of landscaping outside Great St Mary's Church agreed to allow articulated lorry movements. Use of street furniture to deter unwanted vehicle movement agreed. Kerb vs Shared Surface discussed and several options taken away for review.

**TRO's** - strategy agreed with Highways Authority as to which TRO's require amendment.

### Historic England and Conservation Officer Site Visit and Meeting

- The location of the anchor points for the demountable stalls should be more regularly positioned to give a more ordered pattern.
- A preference for square anchors preferred, grouped, and with bespoke covers.
- The process for bedding in setts to be reviewed to explore alternatives to cement.
- Further exploration of potential for making fountain operational.
- Exploration of HE proposal to only make the key routes through the market level and therefore fully accessible.
- Confirmation of strategy for the gates.
- Confirmation of strategy for re-use of redundant listed railings
- Clarification of cycle parking details.
- Details of strategy for lighting.

Please refer to the *'Heritage Statement Addendum'* document for further information on the points raised and how the design has sought to address these.

### 2nd Highways Meeting 02.06.26

This follow up meeting agreed the following key points;

- Guildhall street - kerb line adjusted to round off corner by Honest Burger, tactile paving for crossing to be updated and cycle parking bound with directional tactile.
- Peas Hill - pedestrian comfort levels discussed, bollards to be added to KMC drawing
- Market Square - check on fire tender through temp stalls, meeting with Bradford City Council to be arranged to review precedent, meetings with accessibility organisations to be arranged. Number of cycle parking spaces in and out of the red line boundary to be confirmed.

### Security Advisory Group Presentation 04.01.26

This meeting included a presentation of the Market Square and Public Realm proposals to a range of stakeholders (Fire, Police, Counter Terrorism). The feedback given is deemed sensitive and cannot therefore be summarised in this document.

### CamSight Meeting 05.01.26

- The team met representatives from CamSight, with lived experience in Cambridge.
- The proposals for the Market Square and Public Realm were presented.
- Support for 60mm kerbs to St. Mary's Street/ Market Street and Corn Exchange/ Wheeler Street.
- A flush surface, with the Bradford example shown, was presented around the Market Square
- Visual and textural contrast in surfacing around the square deemed very important. Strong feedback was given on the need for tonal contrast, texture differences, and clear tactile cues.
- CamSight's lived experience felt this would be navigable by the visually impaired but noted visual contrast of street furniture is also crucial.

### 3rd Highways Meeting 11.06.26

Finer detail of the changes further discussed

- Within Guildhall Street it was agreed to move the cycle parking away from the Guildhall to aid navigation by the visually impaired.
- Fixed market stall interaction with highways boundary agreed
- Vehicle route widened to 5m and areas of overrun deemed acceptable, given the very limited occurrence.

### Guide Dogs Meeting 12.06.26

- The team met representatives from the Guide Dogs, with lived experience in Cambridge.
- The proposals for the Market Square and Public Realm were presented.
- Support for 60mm kerbs to St. Mary's Street/ Market Street and Corn Exchange/ Wheeler Street. A request for a zebra crossing on St. Mary's Street was made to assist crossing this busy route. Design team to discuss with Highways.
- A flush surface, with the Bradford example shown, was presented around the Market Square.
- High contrast is more important than texture alone for people with functional but limited vision; its was confirmed that a darker directional tactile strip would help them visually
- The representative from Guide Dog's personal experience was that this work be navigable.
- The team committed to undertaking further engagement with the Guide Dogs, CamSight and RNIB during detailed design.

## Market Trader Engagement

Separately to the engagement outlined above the extensive Market Trader engagement has continued. 1-2-1 In person drop in sessions have taken place on April 9th and 21st. Further sessions are highlighted below;

**26 March**
Planning Committee Debrief

↓

**30 April**
Q&A Session

↓

**18 June**
Design and Decant Survey Update

At the session in June the proposals presented below were explained to the market traders. There was positive sentiment expressed towards the changes by some market traders, although the team recognises some traders still have reservations about the project. The inclusion of a greater overall number of stalls and more fixed stalls has responded to ongoing feedback from the Market Traders.

# 3.8 Key Changes since March 26

## Market Square Layout Updates

Following extensive engagement with a wide cross section of stakeholders the designs for the Market Square have developed since March 2026.

### Key updates

- Open Market Stall typology introduced to provide additional flexibility on the market, reducing the number of demountable stalls.
- 12no. Open Market Stalls, Demountable stalls reduced by 10no, maintaining the same total stall area proposed in March 2026.
- Reconfiguration of Demountable Stalls to reduce the length of access route between the stalls. Setting out updated to allow sufficient space for HGV tracking.
- Extent of the setted area updated as a result of wider Market Place changes to reflect the constraints.
- Vehicle route around the Market maintained as existing clockwise arrangement, due to HGV vehicle tracking around the market and reversing into M&S loading.
- Fixed Market Stalls setting out updated in response to landscape changes
- Setts extended over the basement concrete lid.
- Fountain repaired and retained for future connection to water supply.



March 2026 Layout



Current Proposed Layout

# 4.0

## The Proposals

Market Square and Public Realm

# 4.1 The Masterplan

The proposed masterplan for the Civic Quarter is shown opposite. On the following pages the strategies that have informed the masterplan are described in detail, followed by the various character areas of the Civic Quarter and the design proposals for these.



# 4.1 Landscape strategy and key principles

## Green and Blue Routes

The plan opposite bring the key principles together with green routes along Peas Hill and St Mary's Street, Market Street linking together green spaces outside the churches as well as connecting to other green spaces and street trees within the historic creating landmarks.

The 'blue' route follows the historic line of Hobson's Conduit as it brought fresh water into the heart of Cambridge and today as a route to bring people from their arrival point at the Grand Arcade car park through the city to the Market Square.




Green Routes

'Blue' route (historic)

Moments

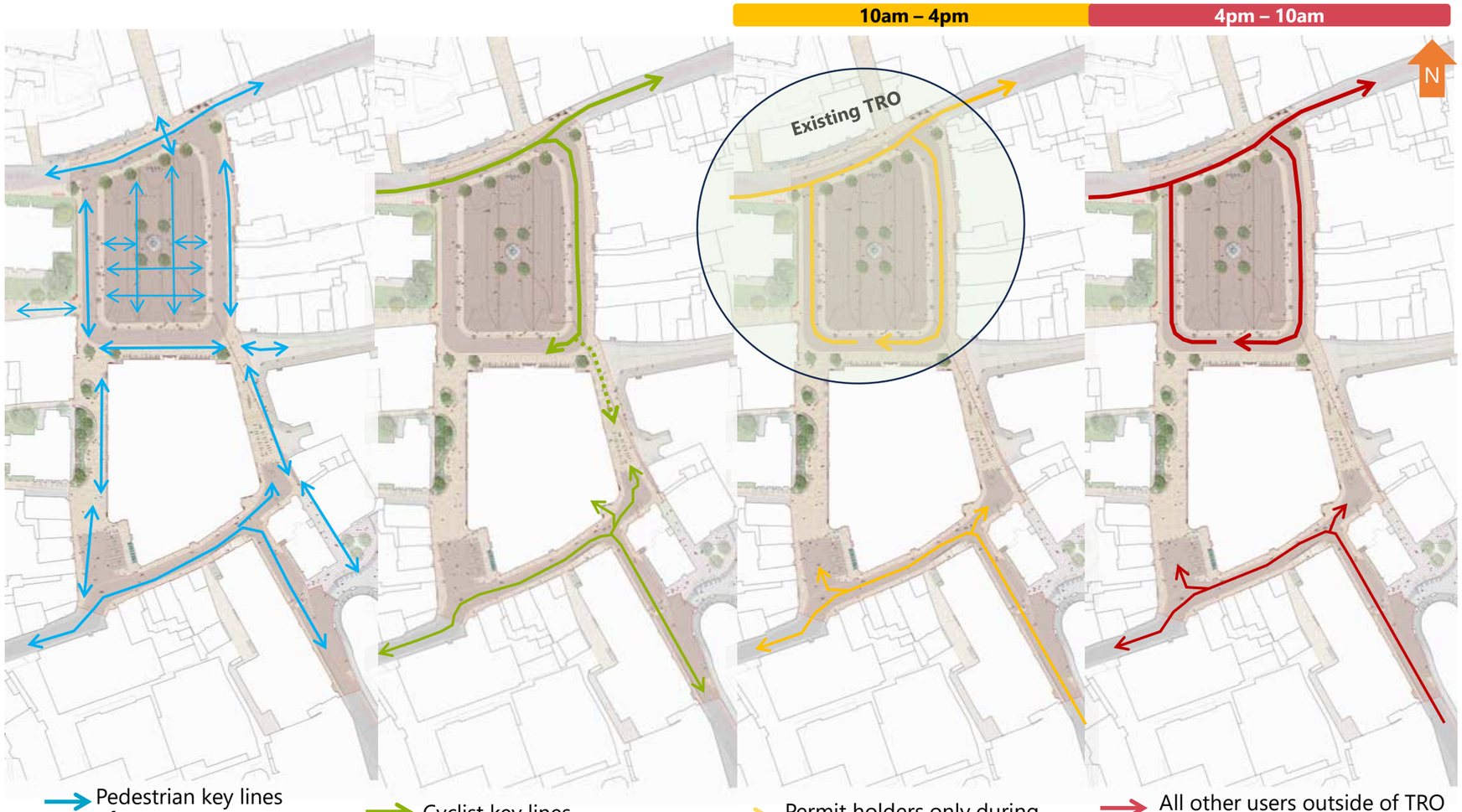
# 4.2 Connectivity

## Movement Strategy: Overview

Following extensive dialogue with the Highways Authority the decision has been taken to maintain the current direction of travel around the Market Square.

The adjacent diagram demonstrates the potential key lines of movement in and around the Civic Quarter following the implementation of the proposals discussed in this report.

It is recognised that this is not an exhaustive list and there are several potential movements not listed, however, it is considered that these are the core movements.



# 4.2 Historic Setts

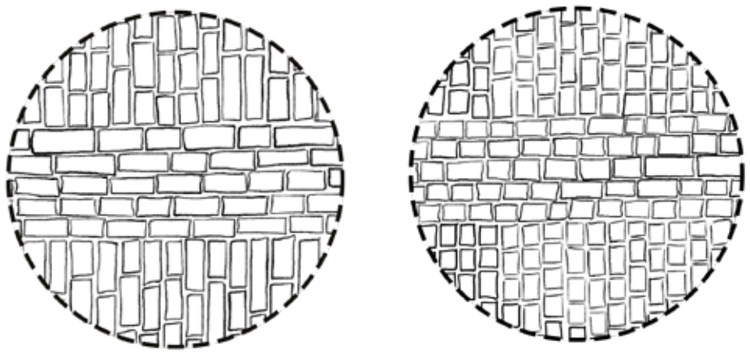
## Laying Patterns and Principles: Valleys and ridges

The details on the following pages are the proposed laying details for the setts within the market place compared to the existing patterns.

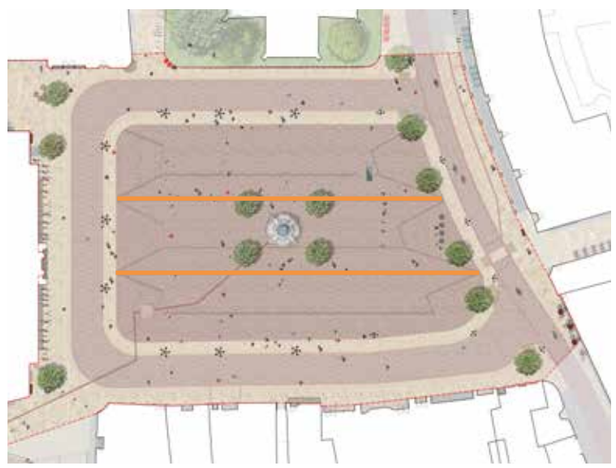
### Valley details with new slot drain

As part of the drainage and levels strategy, valleys will now be located where ridge lines were and vice versa. Because the ridge lines and valley lines vary in thickness it was agreed through consultation that the appearance of the valleys and ridges were more valued than their historic location within the market place.

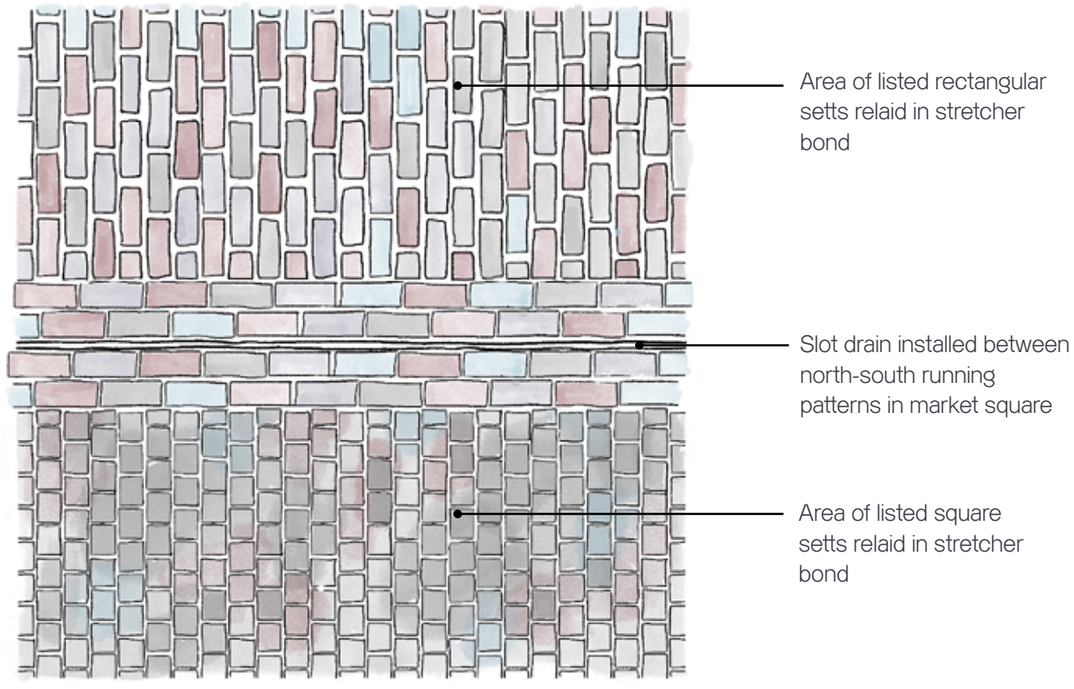
To remove the cupped drainage channels which create a barrier for people accessing the square, slot drains will be introduced instead. The existing valley detail is comprised of five courses in stretcher bond. To ensure the valleys appear balanced, the central stretcher course will be removed and replaced with a slot drain. This will marginally reduce the width of the valley detail however will ensure it appears balanced.



Existing detail at valleys is composed of five courses of square or rectangular setts in stretcher bond



**Key plan**




**Sketch plan detail of the new valleys with slot drain**



**A similar slot drain detail visible on Kings Parade adjacent to Kings College**

# 4.2 Materials

## Laying patterns and principles: Inspection covers

The details on the following pages are the proposed laying details for the setts within the market place compared to the existing patterns.

### Inspection covers and access points

To ensure access panels have minimal impact on the setted surface, all covers will be square or rectangular in shape with a minimal metal edge surrounding them and a continuation of the setted surface on the lid.

Where there are circular inspection chambers below ground these will be covered with an oversized cover plate. The square profile will keep mortar jointing to a minimum and reduce the need for awkward cuts to suit circular covers.

Where inspection chambers are in close proximity to each other covers will be oversized so that they can align with each other to avoid a stepping appearance across the surface.

Where inspection chambers are in close proximity to a change in laying direction or a pattern, covers will be oversized to abut them to avoid creating slithers of cut setts.

Where setts need to be cut around covers, a mixture of full setts will be used where no cuts are required, and new setts will be used for any cut material. This will reduce the amount of cutting occurring to historic fabric.

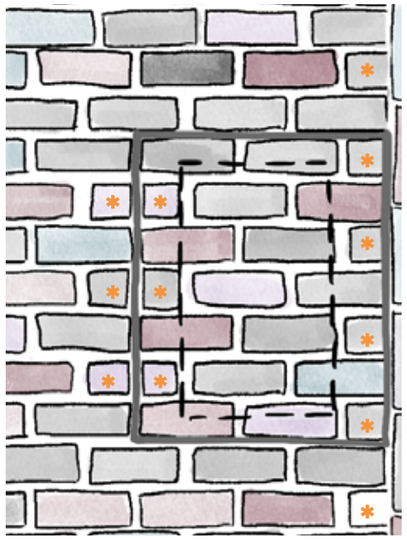
**Avoid: Setts are within a metal framed cover but setts have been inlaid in a mixture of different directions that don't relate to the surrounding laying patterns**

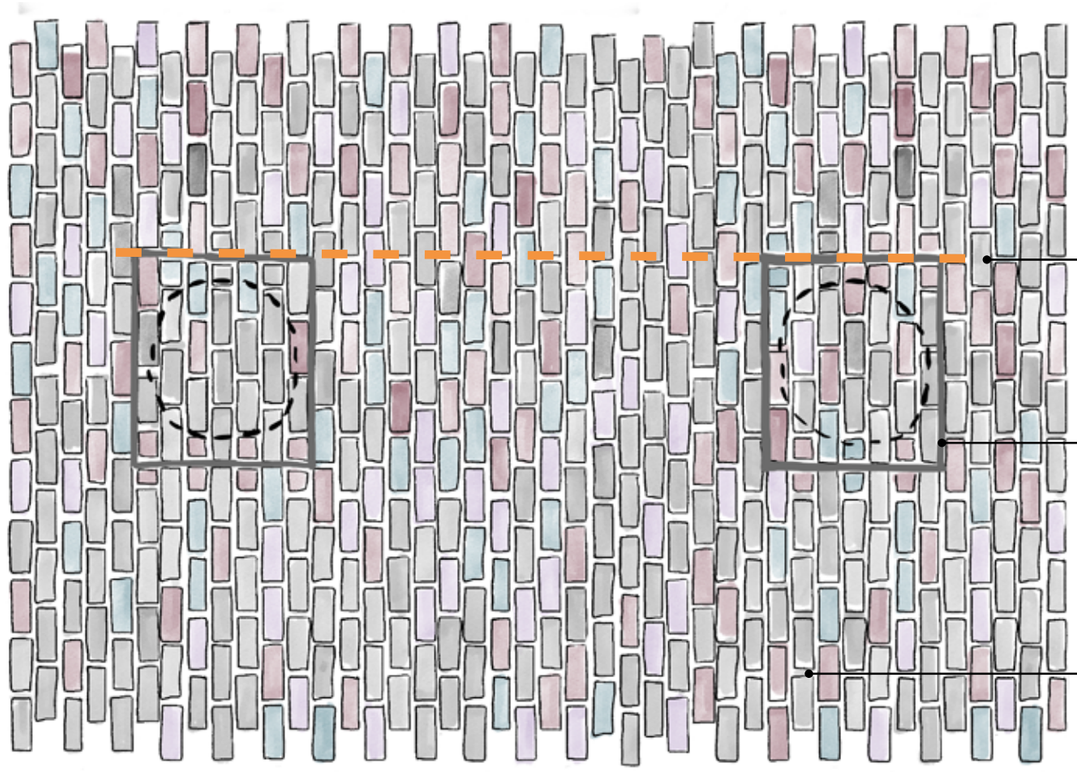




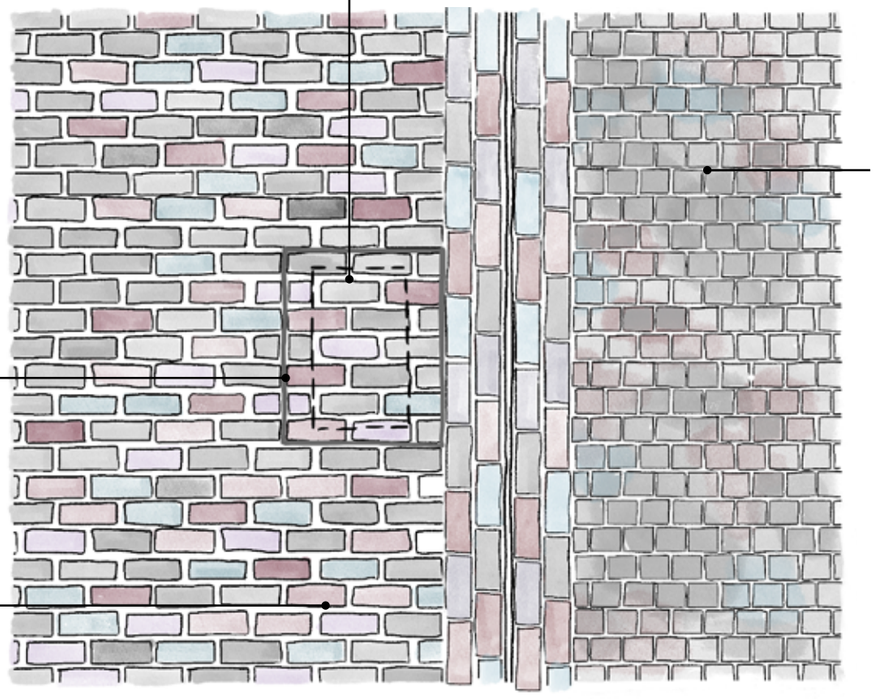
**Avoid: Circular inspection covers which stand out from the surrounding setts and require complex cuts and wider mortar joints around them**

* Setts which are cut would be new setts pieced in to avoid cutting historic setts. Colour matching would be carefully considered to ensure the tones blended to avoid identifying them as new setts






**Rectangular covers over circular chambers**




**Rectangular covers extended to abut change in laying direction or other feature**

# 4.2 Materials
## Anchors

The temporary market stalls will be fixed via permanent anchors in the ground.

Samples of these were procured and installed within the sett test area on Peas Hill in May 2026. Two options were installed, 1 with the standard circular fixing and 1 with a bespoke square fixing detail.

Both of these were manufactured in a milled aluminium finish which is not representative of the proposed finish but which were aimed to guide discussion around the size and shape of the fixings.

### Review on site

These were reviewed by Historic England, Cambridge City Council Conservation Officer and the Project Team in May 2026. The conclusions from the examples were:

- the round anchor as an individual unit was aesthetically more appealing
- the round anchor resulted in cutting setts in awkward shapes and more visible mortar jointing
- the square anchor meant setts could be cut around them with more consistency in mortar joints
- in some areas anchors are grouped in pairs and quads.
- the milled aluminium finish was not appropriate

### Conclusion

The square anchors were assessed to be the most appropriate due to the following:

- square anchors create a modular system meaning they can abut each other and will appear neater
- square anchors mean setts can be cut more neatly around them, reducing awkward shapes and overuse of mortar jointing
- the anchors would need to be constructed from an alternative material



**Sample setts and ground anchors installed in Peas Hill**

# 4.2 Materials

## Anchor layout within the market place

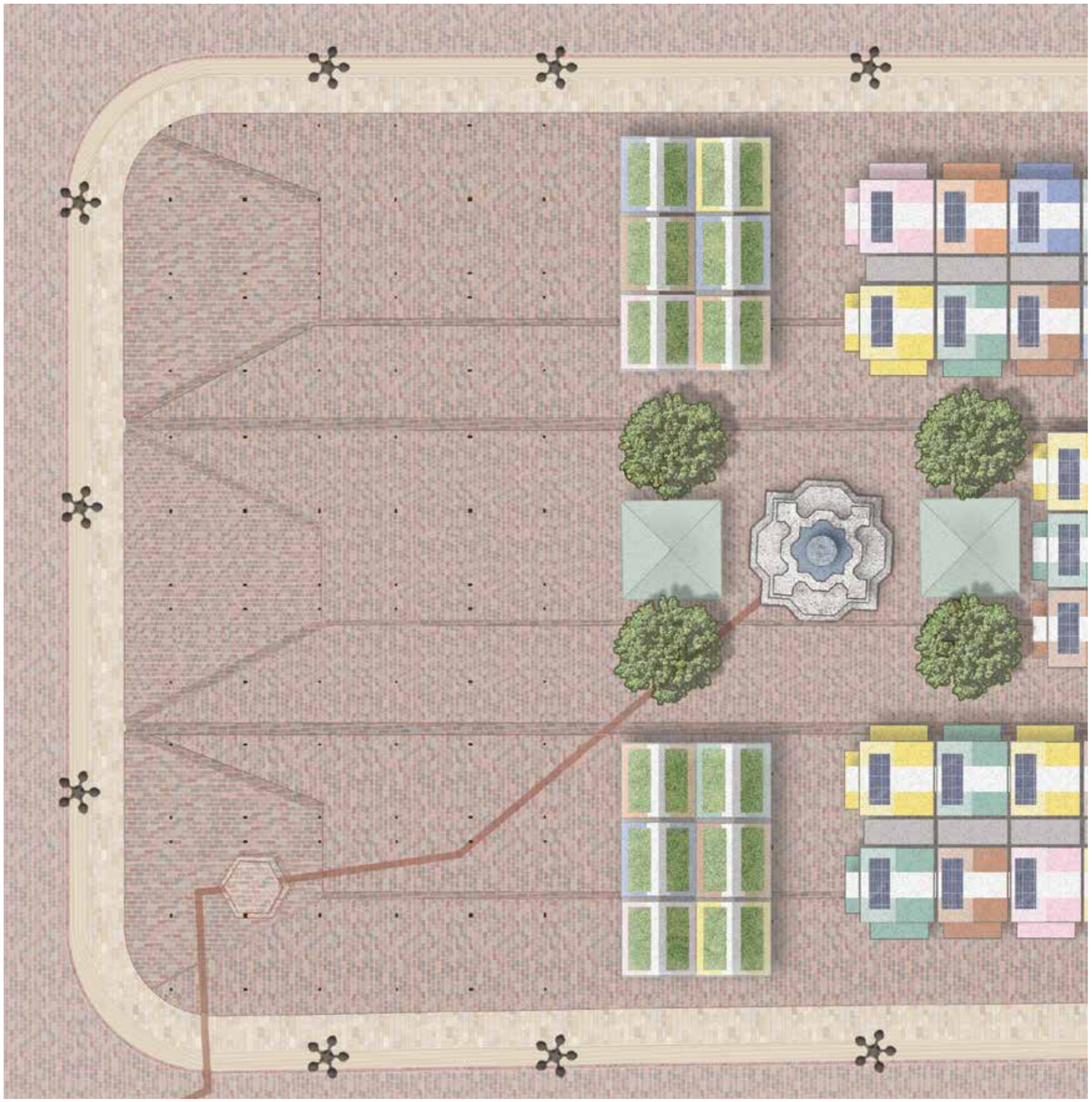
The plan opposite shows the proposed layout of the temporary market stalls and the locations where the anchors will be located..

The rearranged layout of the temporary stalls creates a grid structure across the southern part of the market place as shown in the diagram below.

The diagram to the right shows the relative size of the anchor plates within the wider market place.



**Plan showing the grid layout created by the anchor plates**



**Plan showing the proposed locations of the anchors**

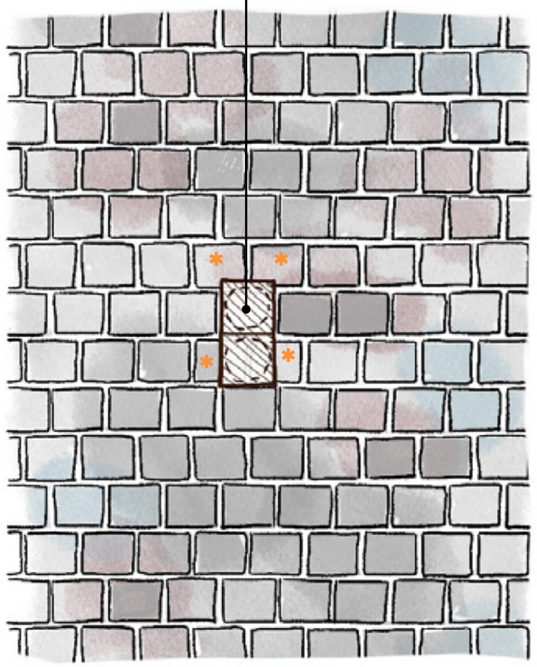
# 4.2 Materials

## Anchors: details

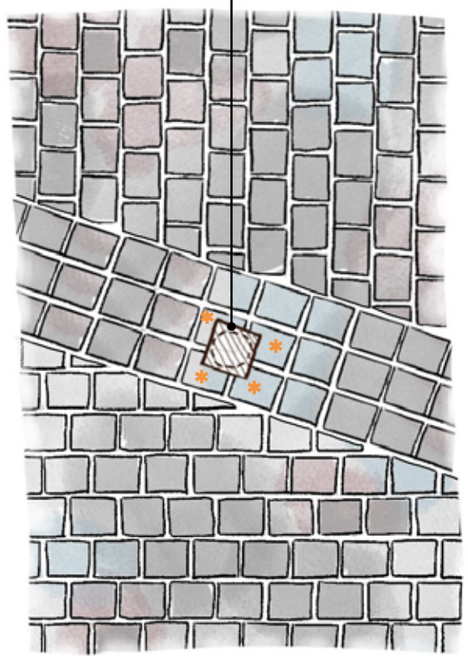
The details below show the indicative installation arrangement of the anchor plates within the various setted areas.

Due to complexities around coursing and uneven courses, and the modular system of the setts it will not be feasible to always have the anchors within a coursing line.  Instead it will be important that sett coursing continues either side of anchor plates.

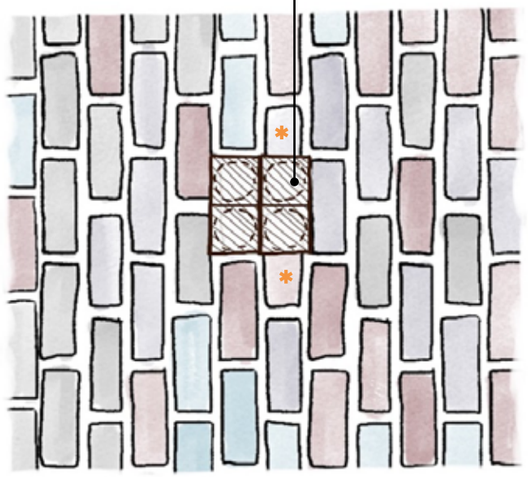
Double anchor plates are butt jointed together and mortared in



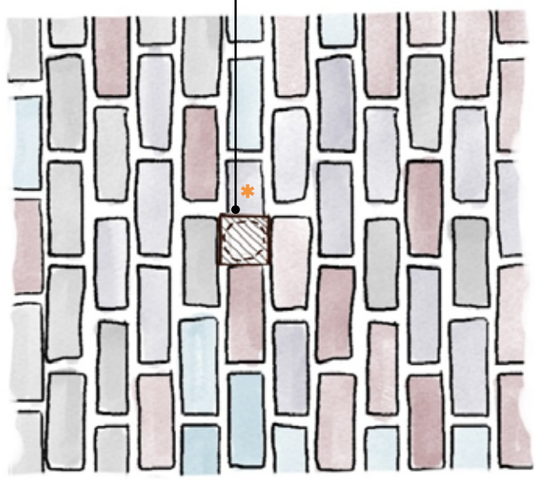
If single anchors fall within diagonal patterns they can be rotated to suit the laying direction



Anchor plates are butt jointed together and mortared in



Single anchor plate to corners of temporary market stall groups



* Setts which are cut would be new setts pieced in to avoid cutting historic setts. Colour matching would be carefully considered to ensure the tones blended to avoid identifying them as new setts

# 4.2 Heritage
## Historic railings

### Background

As part of the proposals the existing southern access to the basement will be redundant, and the historic railings that form part of the listing with the historic setts would be removed.

Options have been considered for the re-use of the railings elsewhere within the market place rather than the wider Civic Quarter as they form part of the listing with the setts.

### Re-use the railings around the subterranean bins to the north of the market place

This option would see the railings installed to the east, west and south of the new bins to the market place. Whilst this option would reinterpret the historic use of the railings to identify an underground feature, in this setting they would limit the functionality of the market place by reducing the accessible space in front of the market stalls, and create a barrier for people around the bins. This option would also require some modifications of the railings to suit the enclosure around the bins.

### Re-purpose the railings to create tree guards around the fountain.

This option would see the railings re-purposed to form a series of edges to tree guards. As the existing length of the railings is not long enough, the proposal is to re-use the historic railings on the outward facing edges of the tree guards, and the inward facing edges in a contemporary design.

The existing lengths of railings would be cut into bays of 4 rails. The existing posts would be used at the four outer corners of the tree guards.

Overall some historic fabric would be lost to re-purpose the railings in a new format.

### Trials

A specialist would be required to carefully cut the horizontal rails at the points indicated and to separate the trefoils from the uprights. Trials and investigations would be carried out in a metal workshop to develop a methodology that minimises impact to the historic fabric.

### Contemporary

A contemporary railing design would be developed that is sensitive to the design of the historic railings but is identifiable as being modern. The railings will be manufactured in steel and both the existing and proposed will be painted to match.



Horizontal rails would be carefully cut by a specialist to retain lengths with four trefoils and posts




The gate will be disposed of, it is not contemporary to the railings.



The existing end panel to the railings



There are 7 railings and 8 trefoils between posts to the north and south elevations of the railings.

# Heritage

## Historic Railings



Illustrative sketch showing the railings re-purposed as tree guards with the posts re-used in the corners



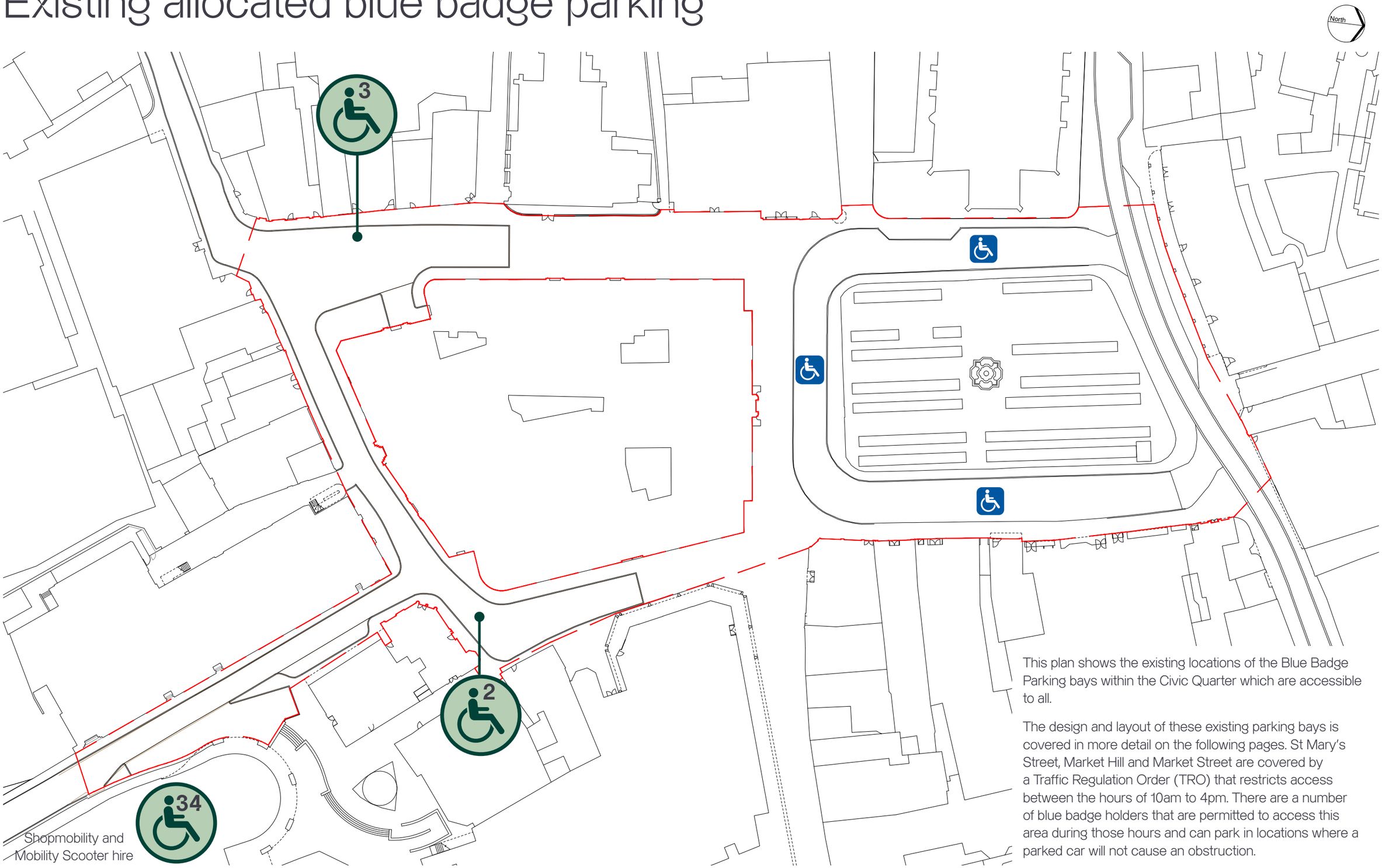
Illustrative sketch showing the railings re-purposed as tree guards with the posts re-used in the corners



Sketch section showing the re-use of the listed railings within the central area of the market place.

# 4.4 Blue Badge Parking

## Existing allocated blue badge parking




This plan shows the existing locations of the Blue Badge Parking bays within the Civic Quarter which are accessible to all.

The design and layout of these existing parking bays is covered in more detail on the following pages. St Mary's Street, Market Hill and Market Street are covered by a Traffic Regulation Order (TRO) that restricts access between the hours of 10am to 4pm. There are a number of blue badge holders that are permitted to access this area during those hours and can park in locations where a parked car will not cause an obstruction.

# 4.4 Blue Badge Parking

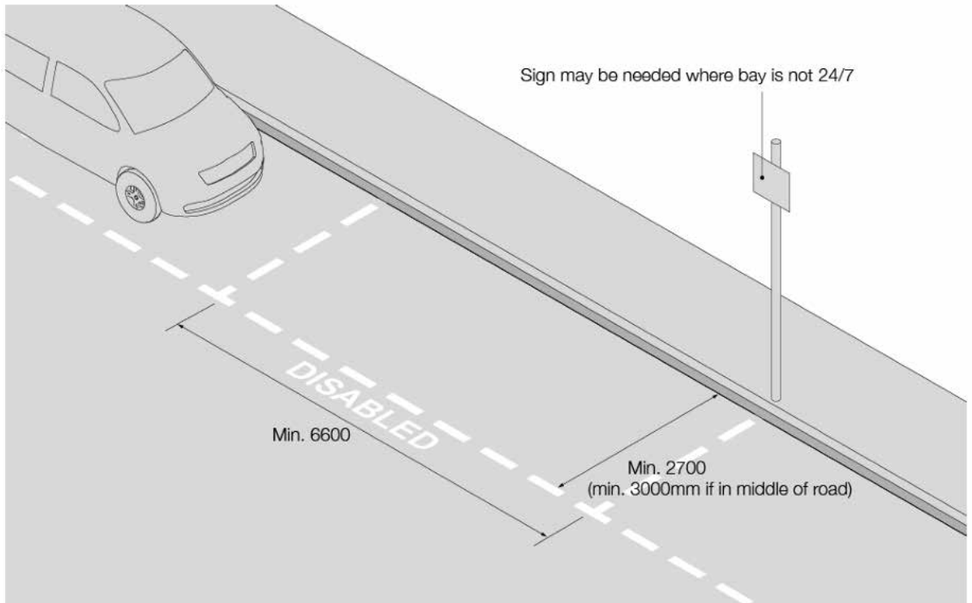
## Existing allocated parking areas

The existing blue badge parking within the Civic Quarter is within linear parking areas and individual spaces are not defined.

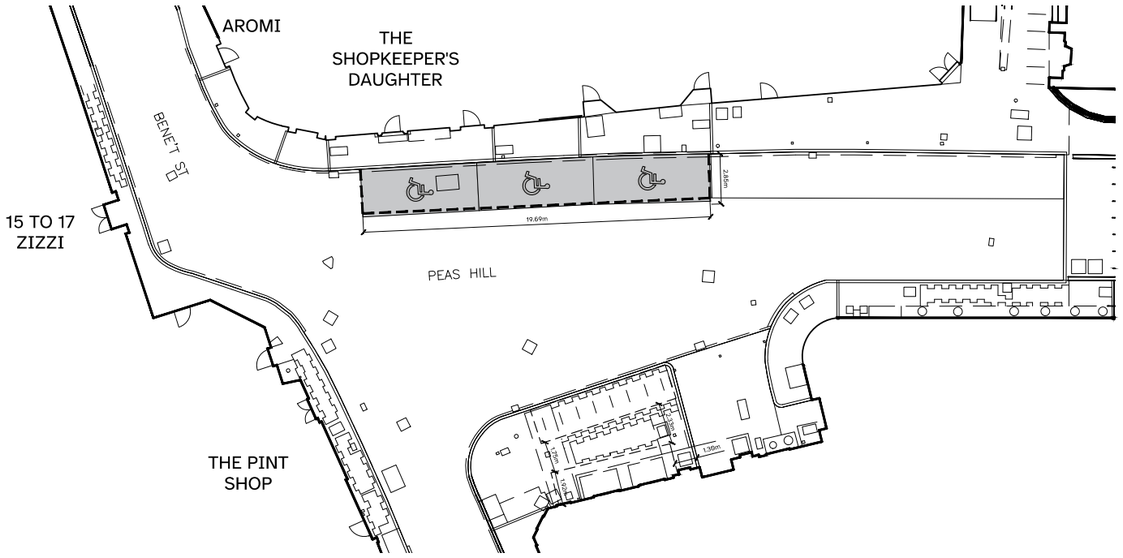
The diagram opposite is taken from The Department for Transport's 'Inclusive Mobility' and shows the recommended area that should be provided for an on-street blue badge parking bay which is parallel to a kerb.

If those standards were applied to the current parking within the Civic Quarter the amount of parking would equate to 4no. blue badge parking bays.

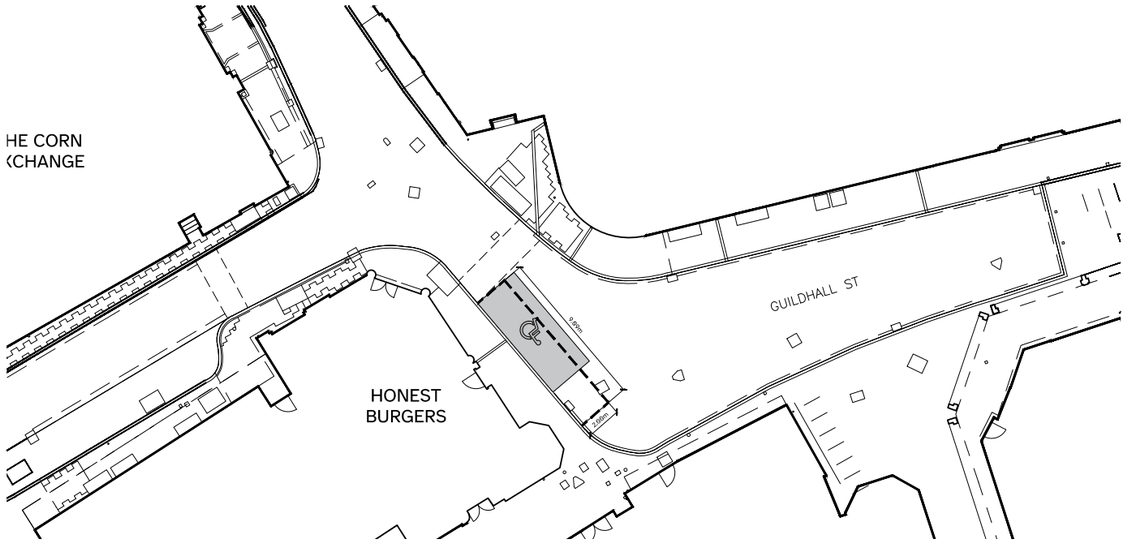
It is however recognised that two vehicles are frequently parked in the demarcated space on Guildhall Street. Rear access to both spaces is possible if they are parked nose to nose within the parking space.




**Inclusive Mobility Figure 12: On-street parking parallel to a kerb**




**Space for 3no. blue badge parking bays on Peas Hill. The spaces are narrower than those recommended in Inclusive Mobility**




**Space for 1no. accessible blue badge parking bays on Guildhall Street (often used by two vehicles). The spaces are narrower than those recommended in Inclusive Mobility**

# 4.4 Blue Badge Parking

## Option testing along Corn Exchange Street

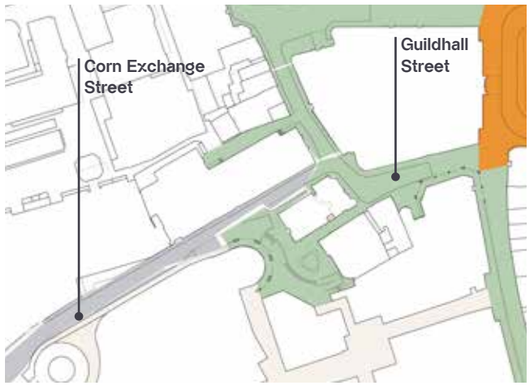
When considering the options to increase blue badge parking within the application boundary, Corn Exchange Street had been identified as a possible location. The submitted application made provision for the conversion of the loading bay on Corn Exchange Street into a blue badge parking bay. This width of this space did not comply with the standards set out in 'Inclusive Mobility' however it was comparable in width to the existing blue badge parking spaces on Guildhall Street which were being retained.

As identified earlier in this document, Corn Exchange Street is considered to be a street of 'Low Significance' whereas Guildhall Street is considered to be a street of 'Significance'. Options were tested to determine whether additional blue badge parking spaces could be added to Corn Exchange to reduce the number provided within Guildhall Street, as it is a street with a higher significance than Corn Exchange Street and to test the opportunity for an improved threshold outside Honest Burger.

Corn Exchange Street is constrained by the existing junction boxes underneath the overhanging section of the Guildhall Chambers building which mean that to provide a 1.2m accessible zone to the kerb side of the space the parking space would overlap the carriageway. The more spaces that were added in this location the more the overhang into the contraflow lane became.

The diagrams below show the options testing and that ultimately increasing numbers compromised on the usability of the blue badge parking space as well as the safety of cyclists using the contraflow lane.

**Since any parking space in this location would be undersized, and following consultation with Cambridge County Council Highways Authority it was concluded that the loading bay on Corn Exchange would be required and therefore two fully compliant parking bays in Guildhall Street would be provided.**




Extract from the Conservation Area Appraisal street significance plan



**Option for 1no. blue badge parking bay on Corn Exchange Street (as included in submitted application)**

- Parking bays are 2.2m wide (reduced by 0.5m)
- Edge of the parking bay parallel to the junction boxes providing a consistent 1.2m accessibility zone.
- Accessibility zone is also the footway
- Parking bay overhangs cycle lane
- Area for additional cycle stands



**Option for 2no. blue badge parking bays on Corn Exchange Street**

- Parking bays are 2.2m wide (reduced by 0.5m)
- Edge of the parking bay parallel to the junction boxes providing a consistent 1.2m accessibility zone.
- Accessibility zone is also the footway
- Parking bays overhang cycle lane
- Cycle stands need to be relocated
- Flush surface required to reduce amount of kerbs

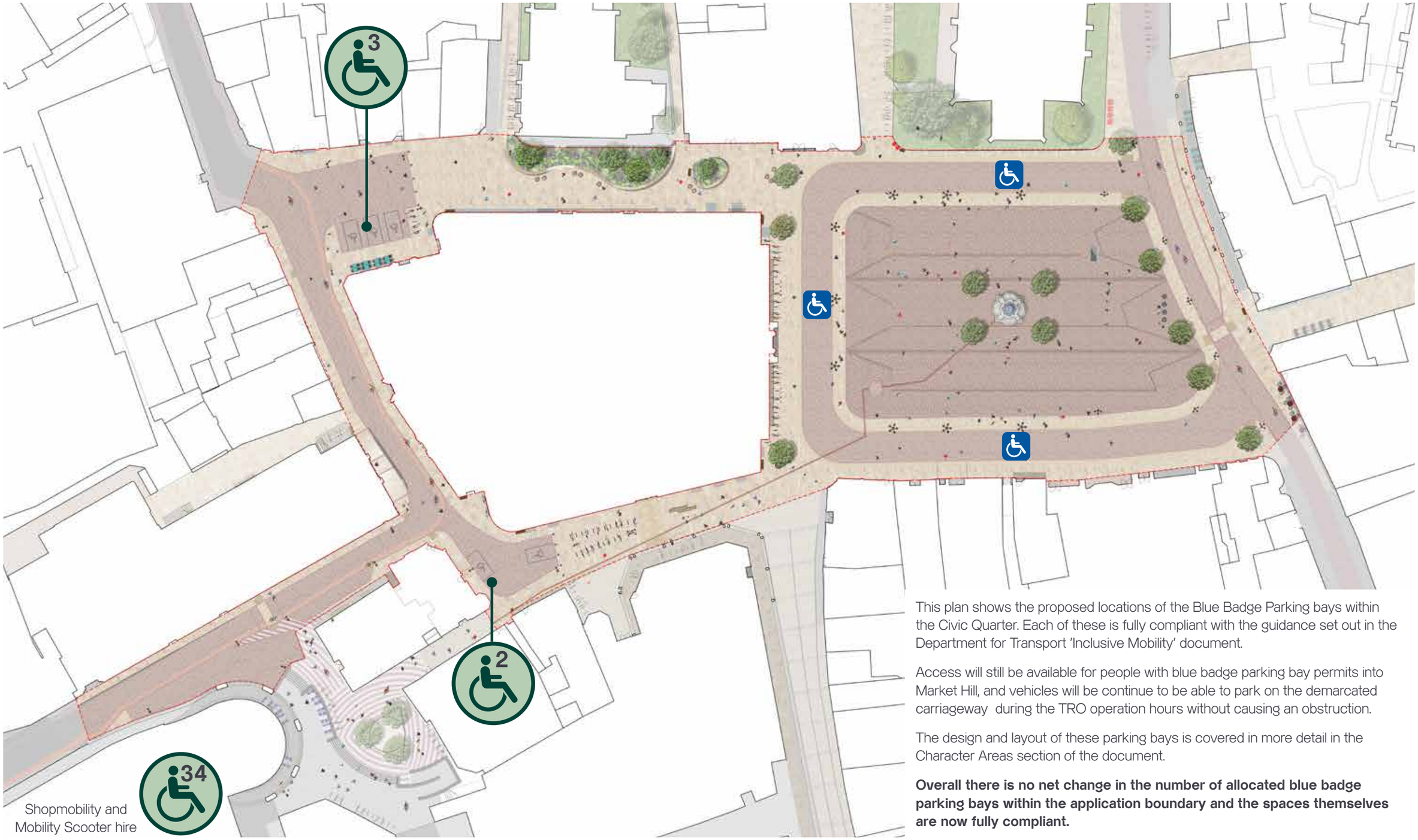


**Option for 3no. blue badge parking bays on Corn Exchange Street**

- Parking bays are 2.2m wide (reduced by 0.5m)
- Edge of the parking bay parallel to the junction boxes providing a consistent 1.2m accessibility zone.
- Accessibility zone is also the footway
- Parking bays overhang cycle lane
- Cycle stands need to be relocated
- Flush surface required to reduce amount of kerbs

# 4.4 Blue Badge Parking

## Proposed allocated blue badge parking bays




This plan shows the proposed locations of the Blue Badge Parking bays within the Civic Quarter. Each of these is fully compliant with the guidance set out in the Department for Transport 'Inclusive Mobility' document.

Access will still be available for people with blue badge parking bay permits into Market Hill, and vehicles will be continue to be able to park on the demarcated carriageway  during the TRO operation hours without causing an obstruction.

The design and layout of these parking bays is covered in more detail in the Character Areas section of the document.

**Overall there is no net change in the number of allocated blue badge parking bays within the application boundary and the spaces themselves are now fully compliant.**

# 4.2 Cycling
## Movement Strategy

The cycling strategy within the application boundary is part of a wider exercise of managing cycle routes and cycle parking areas across the city.

Within the Civic Quarter the two primary cycle routes will remain. The first is along Corn Exchange Street / Wheeler Street / Bene't Street connecting Downing Street to Kings Parade. The second is one direction along St Mary's Street / Market Street connecting Kings Parade to Sidney Street.

Positioning cycle parking as close to these primary routes means the majority of cyclists will be able to park their bicycles close to cycle routes and then move as a pedestrian through the Civic Quarter. The positions of proposed cycle parking within the application boundary will work in conjunction with the locations of existing cycle parking outside the application boundary and this will be increased where possible (outside of this application).

Cycle parking bays within the application boundary will be installed along less active frontages of the streets.

Cycle parking stands will be Sheffield style stands, with concrete footings and set out in accordance with Cambridge Cycling Guide 2018.

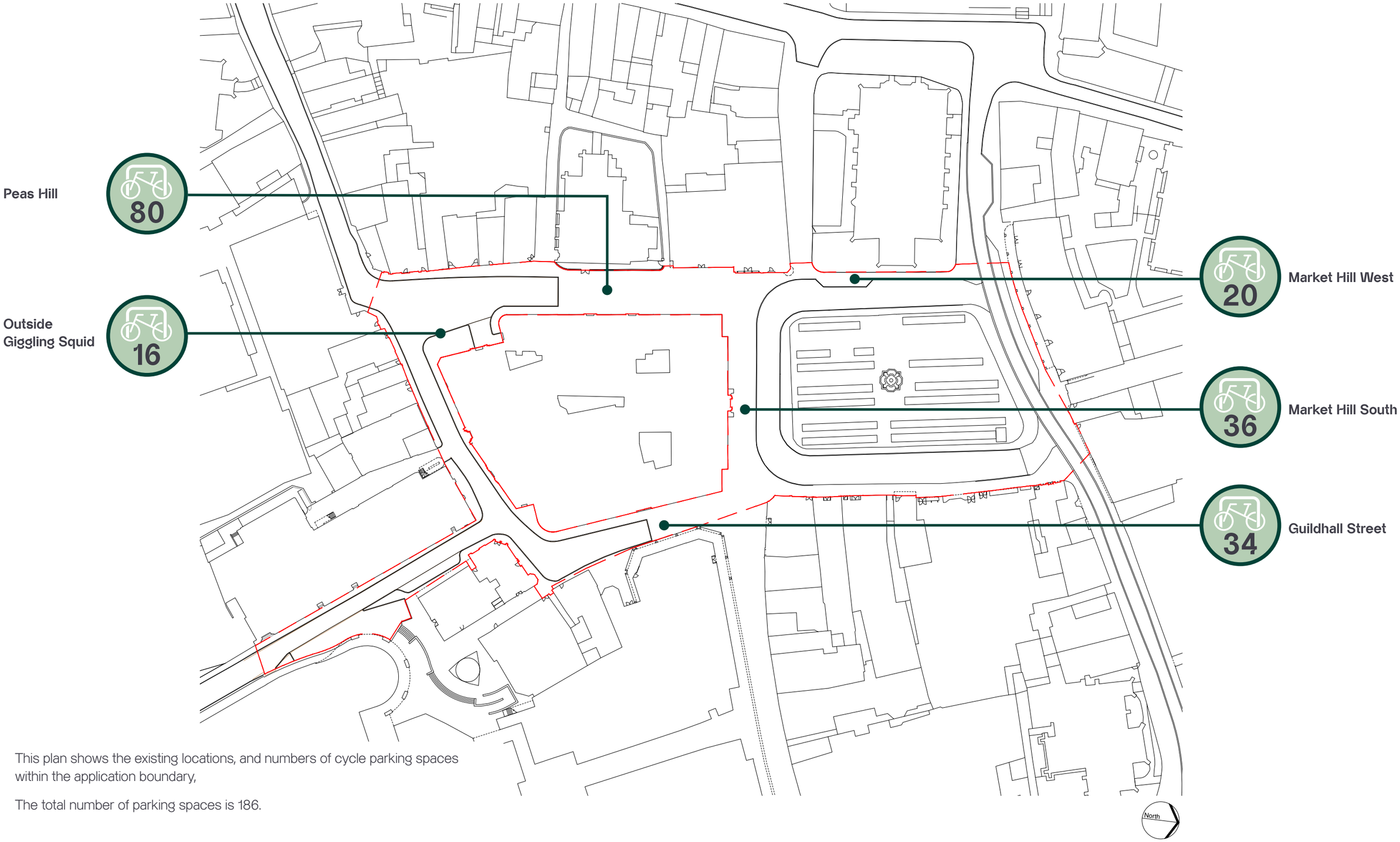
Cyclists will be continue to be discouraged from cycling along Peas Hill and Guildhall Street as they are from cycling along Petty Cury and from cycling westwards along Market Street / St Mary's Street.



**Plan showing the principal cycle routes through the Civic Quarter and access to areas of proposed cycle parking**

# 4.2 Cycle Parking Spaces

## Existing spaces within the application boundary : 186 spaces




This plan shows the existing locations, and numbers of cycle parking spaces within the application boundary,

The total number of parking spaces is 186.

# 4.2 Cycle Parking Spaces

## Proposed spaces within the application boundary : 110 spaces



**Peas Hill**

**- 80 spaces**

**Outside Giggling Squid**

10 cycle parking spaces

**- 6 spaces**

**Guildhall Street South**

2 Cargo bike spaces

**+2 spaces**

**Market Hill West**

**-20 spaces**

**Market Hill South**

44 cycle parking spaces

8 cargo bike spaces

**+16 spaces**

**Guildhall Street**

44 cycle parking spaces

2 cargo bike spaces

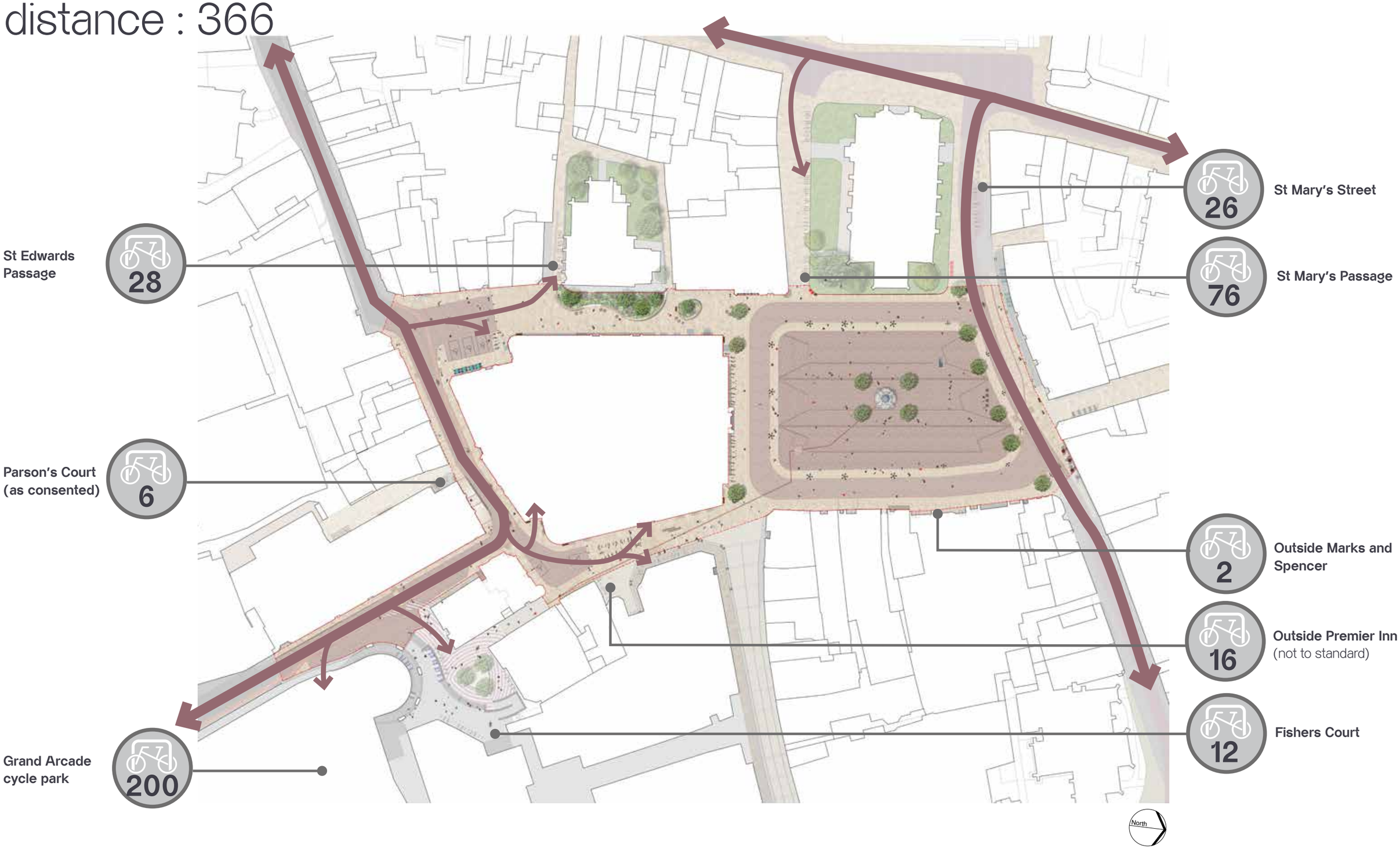
**+12 spaces**

This plan shows the proposed locations, and numbers of cycle parking spaces within the application boundary,

The total number of cycle parking spaces is 110 which is a net reduction of 76 spaces within the application boundary.

# 4.2 Cycle Parking Spaces

Existing spaces outside the application boundary within 35m travel distance : 366



# 4.2 Cycle Parking Spaces

## Proposed changes outside the application boundary



**St Mary's Street**

+12

Proposed additional cycle parking spaces adjacent to the existing

**St Mary's Passage**

+4

Proposed additional cycle parking spaces to the east end of St Mary's Passage

**Lion Yard overhang**

+22

Proposed additional cycle parking spaces

**Premier Inn**

-4

Removal of existing sub-standard stands and replacement with Sheffield cycle stands

**Fisher's Court**

+42

Proposed additional cycle parking spaces in various locations

# 4.2 Cycle Parking Spaces

Proposed cycle spaces outside the application boundary within 35m travel distance: 446



# 4.2 Cycle Parking Spaces

## Summary

| Existing cycle parking bays within the application boundary | Proposed cycle parking spaces within application boundary | Net Change |
|---|---|---|
| 186 | 110 | -76 |

| Existing cycle parking bays within 35m travel distance of the application boundary | Proposed cycle parking bays within 35m travel distance of the application boundary | Net Change |
|---|---|---|
| 366 | 442 | +80 |

| Existing combined total | Proposed combined total | Net Change |
|---|---|---|
| 552 | 552 | 0 |

### Conclusion

There is a net reduction in the number of cycle parking spaces within the application boundary.

There is a net increase in the number of cycle parking spaces beyond the application boundary.

Cycle stands outside the application boundary are proposed to be enhanced to meet current Cambridge City Council standards.

Overall there would be 552 cycle parking spaces accessible within the application boundary and 35 metre travel distance. This is no change in overall cycle numbers.

There are currently no designated cargo bike parking stands within the application boundary or the public realm within 35 metres travel distance. The proposals include 12 cargo bike spaces.

There will be a higher number of parking spaces available to people within 35m of the application boundary. These will be of a higher standard and provide facilities for more diverse bicycle types.

# 4.3 Planting
## Trees

Greenery within the historic core is associated with churches and college grounds with very limited street tree planting. Where people get an interaction with the greenery is where it is escaping out from enclosed areas, whether through railings between churches, or over walls of college grounds.

### Trees

It is important that new tree planting is appropriate for the space. Trees in streets need to be able to cope with urban settings, robust to cope with being surrounded by hard surfacing and have enough of a presence to be useful. They need to have enough rooting volume beneath the ground to be able to survive and to avoid impact on services and surfaces. If they are not given the space they require they risk causing damage and destruction at a future date.

### Water

The sustainable use of water is a key expected outcome of the Civic Quarter. Water scarcity and the predominant use of underground aquifers is a critical issue for Cambridge and the region – highlighted by the Market Square being the end point for Hobson's Conduit, an historic water source drawn from the Chalk Hills to the south of the city right into its heart.

As part of the design process, the potential for water features was considered and in part discounted due to issues around water scarcity.

Our approach to the management of water includes:

- Capturing rain water where possible from the roofs of the market stalls,l and other structures to feed vegetation within the application boundary
- Relaying the Market drainage system which includes fish and fat drains to ensure the quality of water run-off is improved
- Prioritising drought tolerant planting to reduce the requirement for watering throughout summer months





*Tilia tomentosa*
'Peteolaris'



*Betulus Pendula*

Multi-stem silver birch



*Corylus colurna*
Turkish Hazel



*Prunus padus*



*Carpinus betulus*
Hornbeam 'Frans Fontaine'

# 4.4 Materials & Accessibility
## Summary

### Principles

The hardworks palette is designed to be respectful of the historic context of the Civic Quarter whilst being mindful of creating an accessible and inclusive public realm.

### Existing palette

The Civic quarter has a very varied palette of existing materials that has developed over time as works to the public realm have been carried out. The images opposite are representative of the higher quality natural stone finishes that are most representative of the historic palette that would have been used and which can be found within or adjacent to the Site These are a mix of York stone and pink granite.

### Sustainability

Where possible, existing materials will be retained and re-used across the scheme. For example the typical Cambridge kerb found across the city is a pink granite kerb. There is a quantity of this kerb across the Civic Quarter but it is not a complete collection and over time areas have been replaced. The intention is to re-use the historic kerbs in the most sensitive areas of the site for example the Market Square, and creating kerbs to streets. This will create a more unified approach to kerb types.

### Surface finishes

Where there is historic York Stone this will be retained and relaid where it can create a unified area rather than mixing and matching surface finishes. New York Stone will be in a tone similar to existing but with a sawn finish. Profile sizes will vary across the scheme with historic footways matching historic sizes.

Pink granite can no longer be sourced from quarries in Leicester and so alternatives for both the new granite sett areas and any new kerbs will need to be sourced. Ideally these will be sourced from quarries within Europe to reduce carbon footprint.

The demarcation of Hobson's Conduit will take inspiration from other markers within the city and will be a metal line laid flush within the surrounding surface finishes.



Existing blue-grey York stone flags on St Mary's Passage



Riven York stone flags on Peas HIll



Mountsorrel pink granite kerbs found across the Civic Quarter



Sawn finish buff York stone paving (installed post 2012)



Rectangular Mountsorrel granite setts (believed to date from 1855/6)



Square Mountsorrel granite setts (believe to date from 1910s onwards)

# 4.4 Materials & Accessibility

## Surfaces: York stone



**York Stone - Riven finish**

The existing york stone will be re-used within the development and interspersed with new sawn f



**York Stone - Tactile Paving**

New guidance tactile paving will be in york stone paving to match the surrounding finishes.

Note that this image shows hazard corduroy paving. following consultation, guidance path paving is more appropriate to provide separation between the carriageway and the footway within Market Hill.



**York Stone**

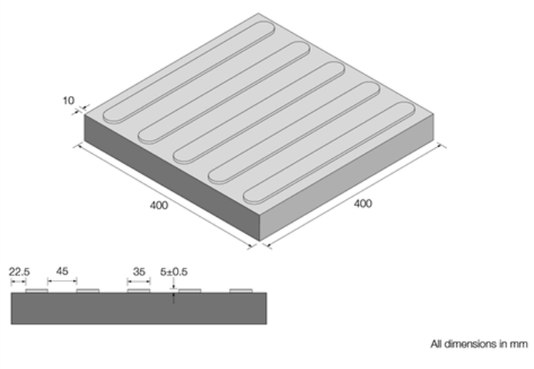
New York stone will be sourced from a UK quarry and be to a grey blue finish similar to Forrest Pennant with a sawn finish to match the existing York stone in St Mary's Passage.



**York Stone**

Small profile York stone setts to areas with vehicle overrun and around market place perimeter. The ones in the image above are from the New Museums Site, Cambridge which is in close proximity to the Civic Quarter.

**Figure 30: Profile and plan of the guidance path surface**



# 4.4 Materials & Accessibility

## Surfaces: Granite



Image: CED Stone

**Granite setts to carriageways and infill within the market place**

Temple setts from CED stone are proposed for the carriageways and for the infilling gaps within the market place with the extended extent.

Temple setts were developed by CED for a project in London and they recreate the aesthetic of worn and reclaimed setts without the trip hazards.

Temple setts are new setts with sawn bottoms, sawn and textured tops and cropped sides. They are then artificially aged using a tumbling technique which wears down the setts creating a reclaimed effect.



Image: Reclaimed Brick Co

**Reclaimed granite setts**

Granite Mountsorrel pink granite setts will be sourced from reclamation yards wherever possible. These will need to be treated in the same way as the existing setts to ensure consistency in performance and aesthetics.



Image: Hardscape

**Granite Kerb**

Unfortunately Mountsorrel quarry is no longer producing granite products with the exception of gravel chippings.

Alternative pink granites will be sourced which best complement the existing. These will be from a European source.



**Granite Kerb**

The existing pink granite kerbs will be retained and re-used. New pink granite kerbs will be used elsewhere within the site. These will be sourced from European quarries to match the existing as closely as possible,

# 4.4 Materials & Accessibility

## Tactile features: 3 UK Case studies

### Kings Boulevard, London (private land)

This project has recently been completed (2026) and is a replacement of a formerly kerbed street adjacent to Kings Cross Station in London that was an access route for cyclists only. Initially it is reported that the street would have also been a bus route.

This route restricts access by all vehicles except cyclists at all times. Cycle through traffic would be directed to other routes with slower moving cyclists using the local facilities anticipated to be moving through this space.

In this example, a central area is demarcated for cyclist use (although it is not signposted). The surfacing is consistent throughout with the edge of the central cycle route demarcated on both sides by 800mm depth of corduroy hazard warning paving. Square york stone setts have been laid perpendicular to the carriageway at regular intervals to act as rumble strips and slow cycle traffic.

### Widemarsh Street, Hereford (adopted highway)

Widemarsh Street in Hereford has a TRO in place restricting vehicular traffic between the hours of 10am and 4.30pm. Prior to 2012 the street had a typical central carriageway with an asphalt finish, and footways to either side with a 125-150mm upstand kerb to separate them from the carriageway.

In 2011, as part of the street improvement works, Widemarsh Street was re-surfaced with a York stone footway to both sides, a 50mm high upstand buff coloured granite kerb providing tonal contrast, York stone paving to vehicular pull-ins and porphrey setts in contrasting tones to the carriageway. Within the carriageway there was a second demarcation in buff coloured granite.

It is understood that the scheme was subjected to several specialist design and safety reviews which concluded that the design was fully compliant with best practice guidance. However, user experience was resulting in a scale of trip incidents that led the Council to carry out further works in 2023 to remove the upstand kerb and raise the level of the surface finishes to create a flush surface throughout. In areas where the direction of pedestrian movement is perpendicular to the direction a vehicle would be moving through the space (and which prior to 2011 would have been raised tables) a width of 400mm corduroy hazard warning paving has been installed where the kerb line would be.

### Kirkleas, Bradford (adopted highway)

Extensive areas of Bradford city centre have been pedestrianised. This work commenced in the late 2000s and has been rolled out across the city. In principal there are level surfaces throughout with a carriageway demarcated in a setted paving unit which tonally contrast from the surrounding York stone paving providing a visual and textural distinction between a carriageway and a footway.

Between these contrasting surfaces is an edging which is 400mm deep and is composed of 100mm square granite setts enclosing a bespoke 200mm wide guidance path style tactile paving unit, wit the bars running in the same direction as the carriageway.







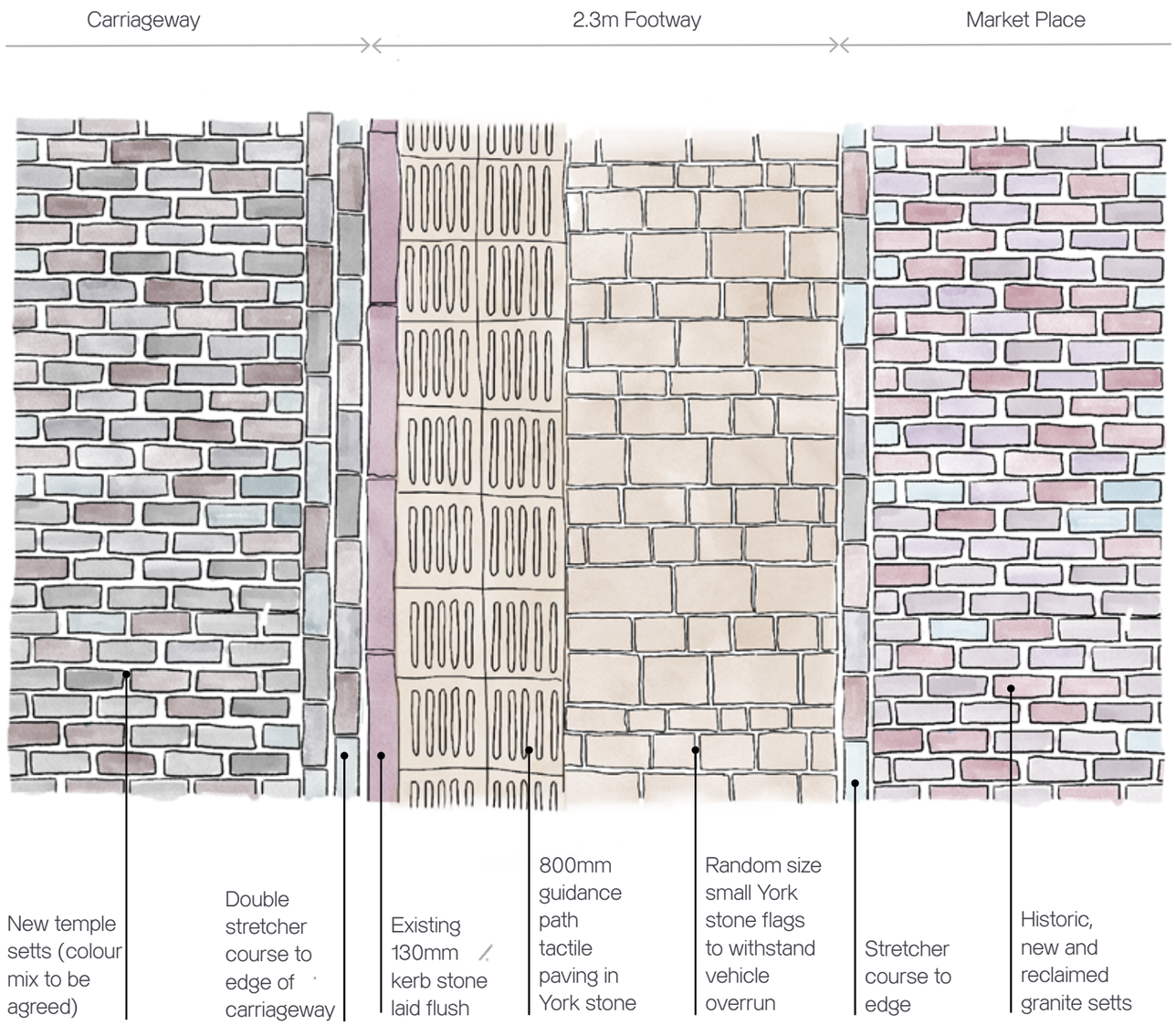

# 4.4 Materials & Accessibility

## Tactile features: Market Hill

### Market Hill level surface

The proposal for the flush surface within Market Hill will include the use of tactile paving and colour contrast to delineate the route vehicles should take around the space as well as providing visual and tactile cues about where carriageways and roadways are. This will be delivered through the sensitive palette of materials within the space.

York stone will be used for footways and this will include the 800mm of tactile paving that will be used to both sides of the carriageway. The existing granite kerbs will be retained and re-used, and a double stretcher course will be provided to represent the detail found on other historic streets in the city. The granite setts within the carriageway will be modern with a sawn finish, but a tumbled effect to be sensitive to the heritage context. The colour mix of the carriageway will be selected to ensure adequate colour contrast is provided between it and the footways.



# 4.5 Character Areas

## Overview

The plan opposite identifies the character areas of the Civic Quarter. These have been determined by their shared characteristics rather than locations or street names alone.

### Peas Hill

Peas Hill begins in the south where it meets Wheeler Street and Bene't Street. The character area continues northwards where it meets Market Hill. The character area is determined by the existing rear elevations of the church, the boundary treatments including historic railings facing onto it, the greenery within the church yards, the western facade of the Guildhall and the narrow passageways around the church which feed into it.

It will be a place for a more leisurely meander through the heart of Cambridge, a place to relax, take a moment, sit on new seating and a meeting place. It will be a place to connect with nature with new green areas in front of the existing church.

### Wheeler Street

Wheeler Street incorporates the historic street by the same name. It is characterised by being a narrow street with buildings meeting the footway on both sides. It widens out at both the junction with Guildhall Street and with Peas Hill.

The street retains some of the original Richardson candles which in this location are wall mounted to the side of the buildings on the north side of the street.

Wheeler Street will celebrate historic materials while providing an important role for vehicular movements within the Civic Quarter



# 4.5 Character Areas
## Overview

### Corn Exchange Street

This street is a narrow street that runs parallel to the eastern edge of the Corn Exchange and provides access into Fishers Square and Guildhall Street. It has no active frontage facing onto it and as such the glimpses into Fishers Court and the view of the Guildhall are areas of opportunity.

Corn Exchange Street will continue to be an important cyclist artery through the city centre, as well as facilitating vehicular servicing requirements. The quality of the surfaces will be improved as will connections for walking and wheeling.

### Guildhall Street

Guildhall Street is characterised as the area between Wheeler Street and Petty Cury. It is enclosed on both sides - on the east by the Lion Yard Shopping Centre and on the west by the Guildhall. There is very little active frontage along this edge, with the rooms within the Guildhall ground floor elevation having predominately and ancillary function, and blank façades to Lion Yard with the exception of the windows on the corner of the street looking out Petty Cury and the Market Square, and the entrance to the Premier Inn which is set back from the main street. The street provides an important function connecting the Grand Arcade shopping centre and main city centre car park (905 parking bays, 34 blue badge parking bays, 12 parent and child parking bays, 200 cycle parking spaces, Shopmobility services and a changing places WC) with the historic core of the city. Historically it was also the route of the branch of Hobson's Conduit that brought fresh clean water into the Market Square.

The narrow width between buildings mean this area is without greenery however it is a place that connects pieces of artwork. The first is Taos, a pedestal mounted sculpture located outside the Premier Inn, the second is Snowy Farr, located at the junction between Guildhall Street, Market Hill and Petty Cury, one of the sculptor's namesakes favourite places to entertain the crowds.

Guildhall Street will continue to be a key connection between the modern and historic retail experiences within the city centre. Space will be given to the existing sculptures along the street and celebrate them further.

### Market Hill

The Market Hill character area is defined as the area from Market Street in the north down to the front of the Guildhall in the south, in the east towards the buildings fronting on to Market Hill and to the west to meet the Peas Hill character area.

The Market Square is the largest hard surfaced open space within the historic city centre and with the largest area of listed granite setts. The setts are diverse with a number of different shapes, sizes, colour and tones present, in part due to modifications and repairs over time. The layout has distinctive drainage channels which run north south and diagonally to the edges of the historic paving. The square is home to a bustling 7 days a week market with a colourful array of striped roofs over the market stalls.

The remnants of the Victorian fountain are located within the approximate centre of the setted area of the Market Square. The water supply to the fountain was previously provided by Hobson's Conduit but was not reinstated after the branch was severed in the 1960s. Today it is used as a planting bed providing a humble amount of greenery within the square.

The buildings that face onto Market Hill vary in height, architectural style, age and palette and contribute to a dynamic and active edge during the day time. The majority of units along the street are retail units, opening from morning until evening with a restaurant on the north east corner and a fast food unit in the centre. The majority of buildings along this edge are listed either nationally or locally.

### Market Street

Market Street is characterised as a key street through the historic core of the city connecting Kings Parade in the west with Sidney Street in the south. It is enclosed on both sides by buildings in the east, Great St Mary's church in the west and by the market place in the centre.

# 4.6 Character Areas - Market Hill

## Design update

### Key changes:

**1. Extent of Market place**

The extent of the market place has been updated to reflect constraints around vehicular access, and has reverted to a shape more reminiscent of the existing market place than the Victorian layout. This has included a larger radii to the corners and the eastern edge of the market being more closely aligned with the eastern building line. A continuous width of paving around the historic setted area is retained in response to the Victorian layout of the market place.

**2. Defined carriageway and footway**

Market Hill with the exception of the carriageway to the north will have level access throughout without an upstand kerb detail. A defined carriageway has been introduced that will be used as a route for vehicles to follow around the market place. This will be delineated in strong contrasting colours and will have an appropriate tactile paving to a depth of 800mm to both sides of the carriageway in lieu of an upstand kerb.

The width of the carriageway has been reduced from up to 8m in its existing condition to 5m. The use of a flush surface within Market Hill means that when the temporary market stalls are not being used they can be stored away and the space can be used as a multi-functioning events space.

**3. Removal of planting and seating outside Great St Mary's Church**

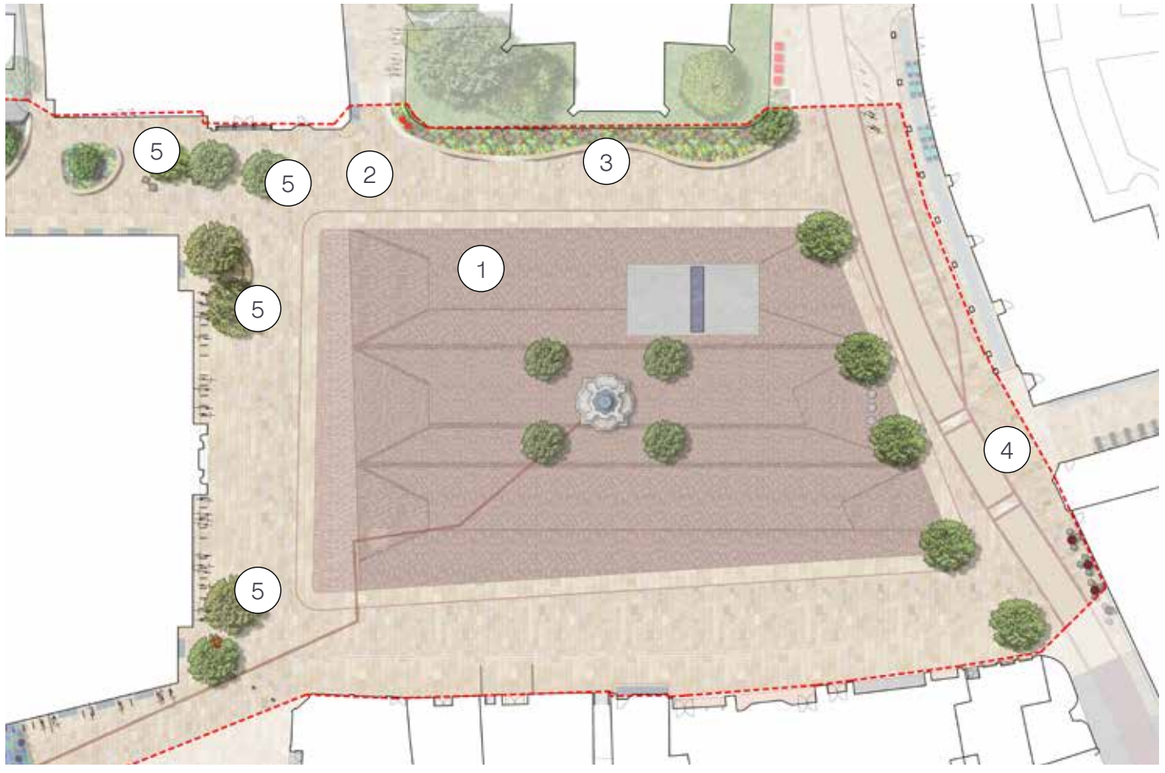
The planting and seat wall outside Great St Mary's Church has been omitted in response to the vehicular movements required around Market Hill and to be able to provide a separate demarcated footway. This has an impact on the extent of greening that can be provided within the Civic Quarter as well as the seating provision. It does allow for the continued use of the railings as an informal notice board which is a characteristic of Cambridge. In the future, if Great St Mary's Church wish to create an access into Market Hill, the proposals within this application continue to not be a barrier to that.

**4. Reduction in extent of raised table crossing point**

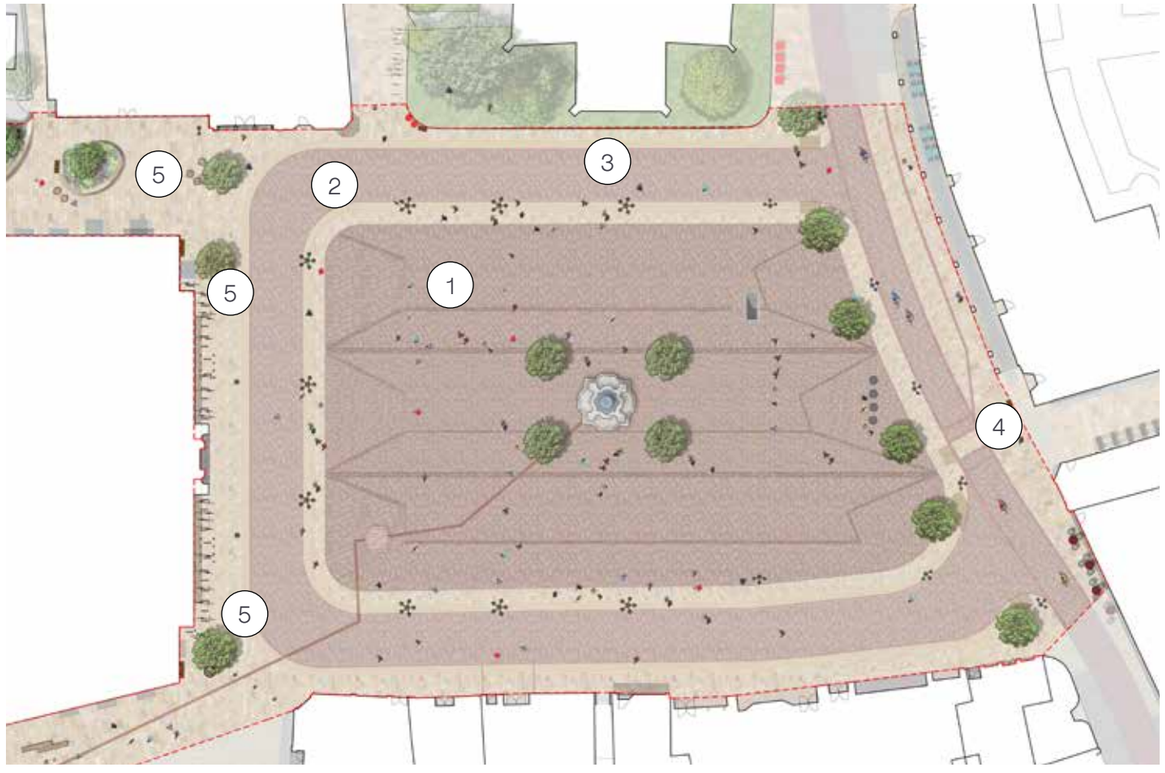
The raised table between Rose Crescent and the market place has been retained but reduced in width. It is an important movement corridor and providing level access for all will be beneficial to make the area more inclusive.

**5. Reduction in number of proposed trees**

There is an overall reduction in the number of trees within Market Hill in response to vehicular tracking requirements.




**Market Hill Proposed Plan (March 2026)**




**Market Hill Proposed Plan (June 2026)**

# 4.6 Character Areas - Market Hill

## Design strategy

**The Market Square will continue to be the heart of Cambridge and the democratic centre of the city. It will be the 'front door' to The Guildhall and provide a space for civic functions including protests, celebrations, parades and remembrance. It will continue be the home of a successful 7-day market attracting both visitors and the local community to the heart of the city.**

### Design Strategy

#### 1. York Stone Paving

The existing surfaces will be uplifted and replaced with new York Stone paving in various widths and lengths to provide interest. Where the York Stone is following the historic profile the paving units will be sized to be historically accurate and cut and laid in a radial direction to rounded corners.

#### 2. Hobson's Conduit

The original line of Hobson's Conduit will be demarcated within the surface finish of the paving to connect people travelling along Guildhall Street to the Market Square. The line will be continuous and in a different material to demonstrate its importance to the City with opportunities for interpretation either on the line itself or the paving around it.

The original location of Hobson's Conduit Head will be demarcated in the ground in new granite setts laid directionally to follow the hexagonal profile.

#### 3. Historic Setts

The historic setts will be carefully refinished and relaid to provide a more accessible surface within the market square whilst maintaining the historic fabric and features of the market square.

The setts would continue underneath any fixed market stall positions so that the original extents of the finish of the market square are retained.

#### 4. Patterns in the Setts

As part of the relaying of the setts, the appropriate patterns will be picked out to show the historic drainage routes. The valleys and ridges of the existing layout will also be respected through the new drainage strategy. Where there are gaps in the existing layout these will be reinterpreted.

The extent of the granite setts in the Market Square will be extended to better represent the layout of the Victorian Market. Due to modifications over time to the existing setts, additional new setts will be required to infill missing areas.

#### 5. Fountain and granite base

The existing fountain will be retained and brought back into operation. The granite base will be retained and repaired. New tree planting will frame the fountain reminiscent of the lighting columns that originally framed it.

#### 6. Underground bins

Underground bins on a hydraulic lifting platform located towards St Mary's Street to be easily accessed from the road.

#### 8. Principal entrance to The Guildhall

The north facing entrance to The Guildhall will remain the principal entrance and levels will be regraded externally to provide a level threshold here.

#### 9. Market Street trees

New street trees planted in around the Market Square. These will be planted to create an avenue along St Mary's Street and help contribute to the feeling of stepping off the street into a pedestrianised area.

#### 10. Guildhall trees

Street trees positioned at the corners of the Guildhall to provide interest and a connection to nature sitting in these areas.

#### 11. Future potential pavement dining

Future opportunities for pavement dining (subject to future use of buildings) along the eastern edge of Market Hill in the part of the site that captures the most evening sun.

#### 12. Cycle parking

Sheffield style visitor cycle parking stands outside the Guildhall. These are against the facade of the building to reduce general pedestrian traffic from being able to look into the ground floor windows of the Guildhall.

#### 13. Staircase access to basement

Existing access to basement retained and improved. Listed railings to be retained and refurbished.

#### 14. Post boxes

Existing pot boxes retained in existing locations.

#### 15. Granite setts to carriageways

New granite sets will be installed to delineate the carriageway.

#### 16. Tactile delineation

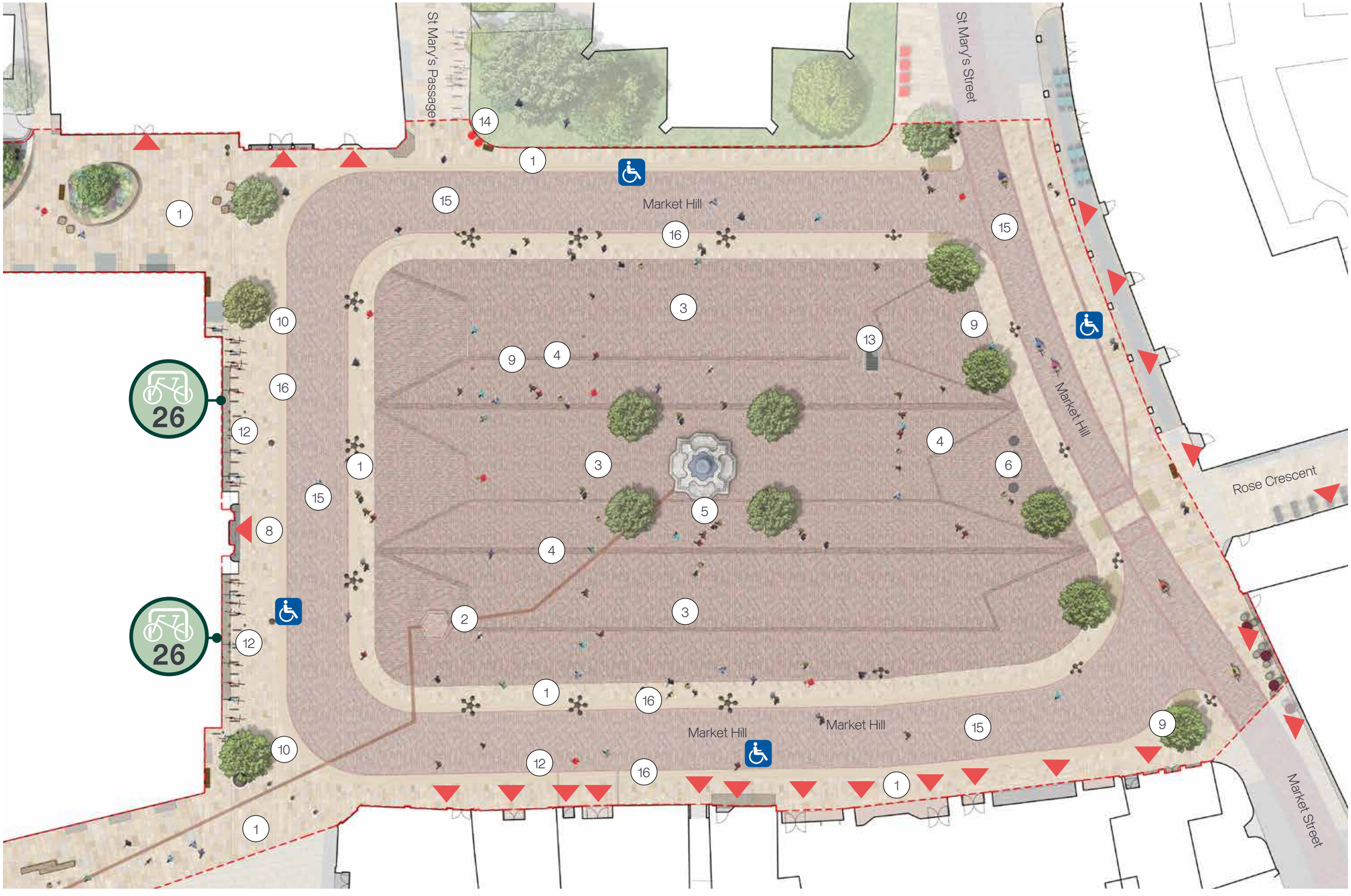
A tactile delineation strip will be provided to both sides of the delineated carriageway to provide guidance for people with a visual impairment to navigate the space and provide a level access surface for all users.

#### Blue badge access

Blue badge parking (indicative zone) - no reduction to current provision within the Market Sq. Blue badge holders with a City Centre access permit from the Council can access the Market Sq and park for up to 3 hours.

#### Building Entrance

Blue badge parking (indicative zone) - no reduction to current provision within the Market Sq. Blue badge holders with a City Centre access permit from the Council can access the Market Sq and park for up to 3 hours.




**Market Hill proposed plan (the numbers on this plan refer to the codes on the previous page)**

Temple granite setts to carriageways

Existing riven york stone and new sawn finish york stone flags to footways

Blue-grey granite blister tactile paving to blend with tones of York stone but be more robust

Smaller unit York stone paving units to areas with occasional vehicle overrun (as seen on Bridge Street in Cambridge)

Historic setts redressed and re-instated

Existing pink granite kerbs and new to match to be used for upstand and flush kerbs and as delineation around parking bays

St Mary's Passage

St Mary's Street

Market Hill

Market Hill

Market Hill

Rose Crescent

Market Street

1

**Market Hill proposed materials plan**



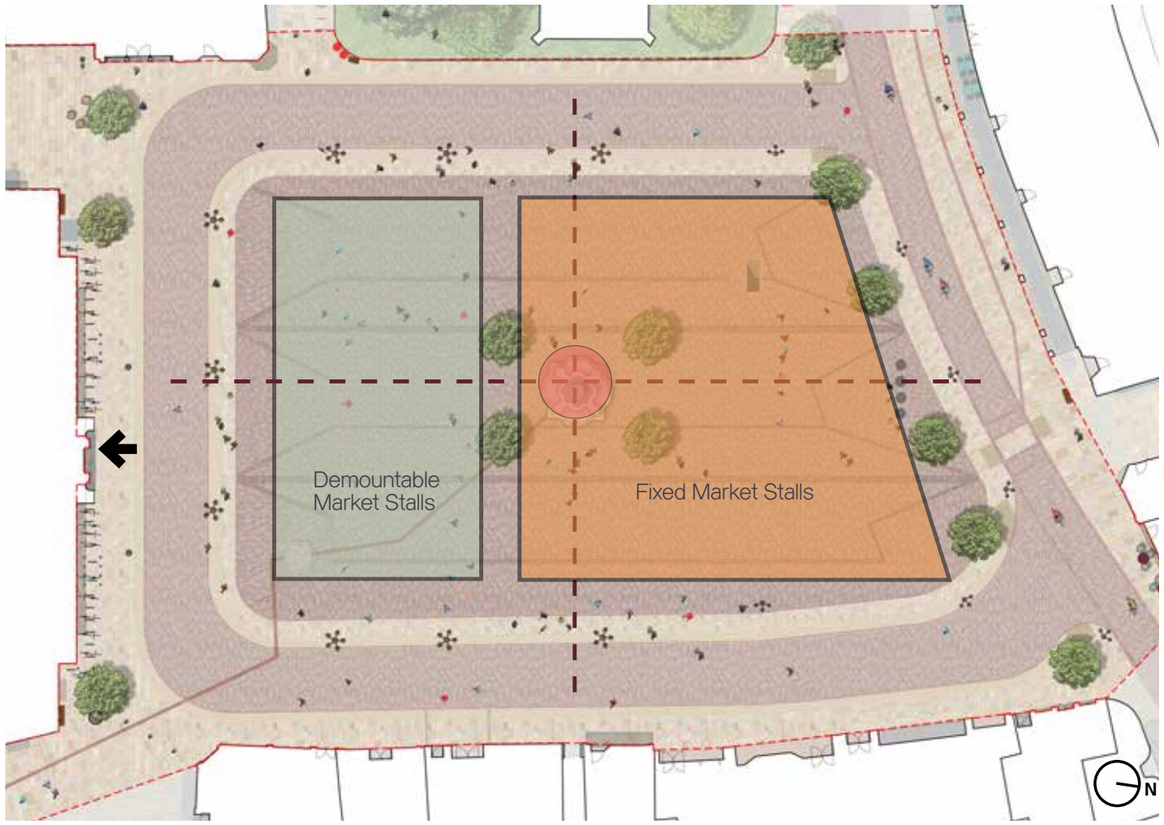
**The market square with fixed market stalls and the remainder of the square used as a civic space**



**The market square at full capacity with all the temporary stalls in place**

# 4.6 Character Areas - Market

## Strategy




### Strategy

The proposed strategy divides the market into two sections along a north / south axis slightly to the south of the fountain. The fixed market stalls are  located to the north and demountable market stalls to the south.

### Fountain

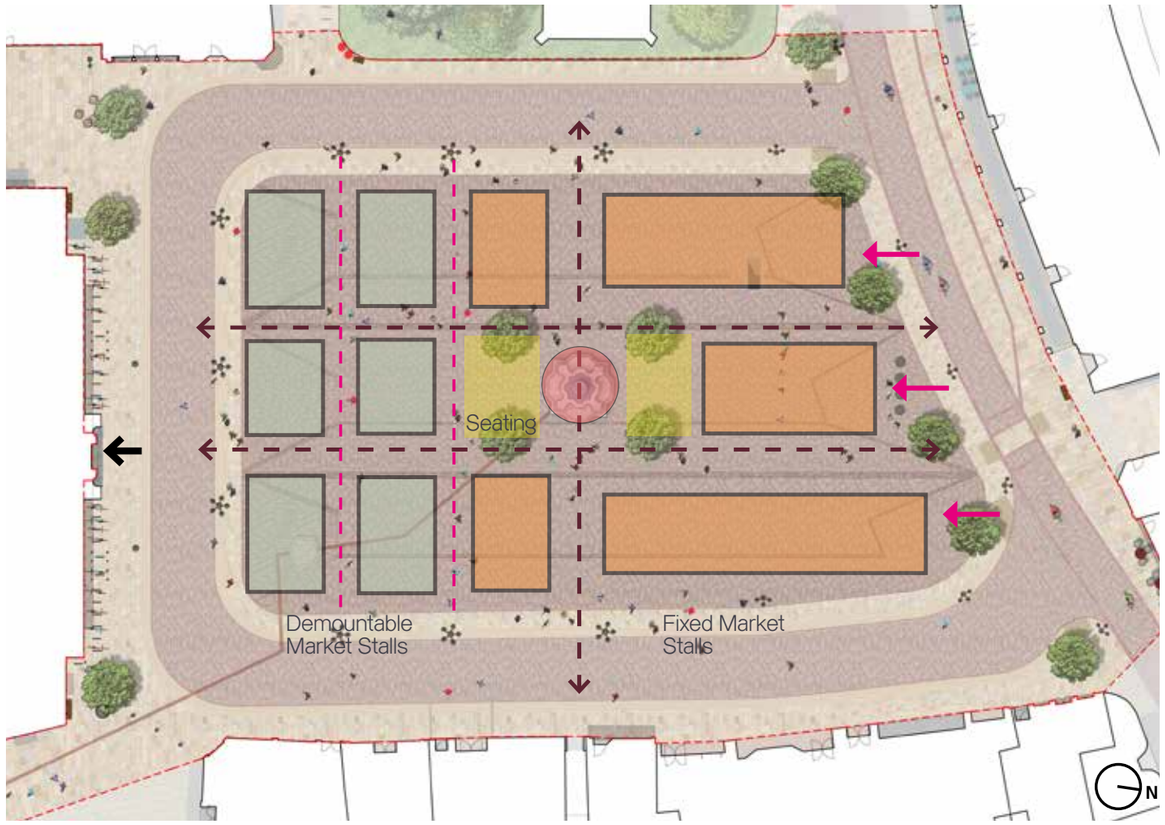
Opening up the Market Square to enable the fountain to become the focal point.

### Fixed Market Stalls

Fixed Market Stalls will be located to the north with access to Market Hill on the North, East and West of the market.

### Demountable Stalls

Demountable stalls will be located on the Southern part of the square opposite the Guildhall, enabling the market to expand in size on busier days.




### Breaking up the square

Desire lines running north to south from the end of Rose Crescent to the Guildhall determine the linear orientation of the Fixed Market Stalls.

Sight lines running east to west further break up the demountable market stalls, creating a central open area around the fountain.

### Fixed Market Stalls

Market Stalls surround the fountain to the north, east and west with framed views towards the Guildhall and Great St Mary's Church.

Market stalls are orientated north - south creating natural sight lines through the market to help reduce anti-social behaviour.

### Demountable Market Stalls

Stalls are located to the Southern end of the market, enabling the market to expand and contract in response to trader demand. The Stalls are broken up by sight lines running east and west into smaller clusters.

### Northern edge

Fixed market stalls are pulled back from Market Street to create space for stalls to spill out into the market. The northern edge of the market is framed by an avenue of trees.

# 4.6 Character Areas - Market

## Layout

### 1. Fixed Market Stalls (x43)

– Lockable Market Stalls with integrated canopy, counter, integrated storage cupboards for market trader use and signage

### 2. Open Fixed Market Stall (x12)

– Open sided market stall, providing flexible usage profiles

### 3. Demountable Market Stalls (x42)

– 3x3m stalls to be fixed to sockets embedded into the setts

– 2x2m stalls located within the highway for additional capacity on the busiest days

### 4. Covered Seating

– x2 Parasols located north and south of the fountain provide shading to the external covered seating area

### 5. Fountain

– To be restored and infrastructure installed in ground to facilitate a future water feature.

### 6. Storage

– Integrated storage units for demountable stalls, tables and chairs located between Market Stalls

### 7. Welfare facilities

– Accessible WC and storage on the ground floor for traders. With basement storage and WC's for Market Traders accessed by existing stairs.

### 8. Subterranean Bins

– Subterranean refuse bins for Market Trader use only located next to Market Street, reducing vehicle movement around the square

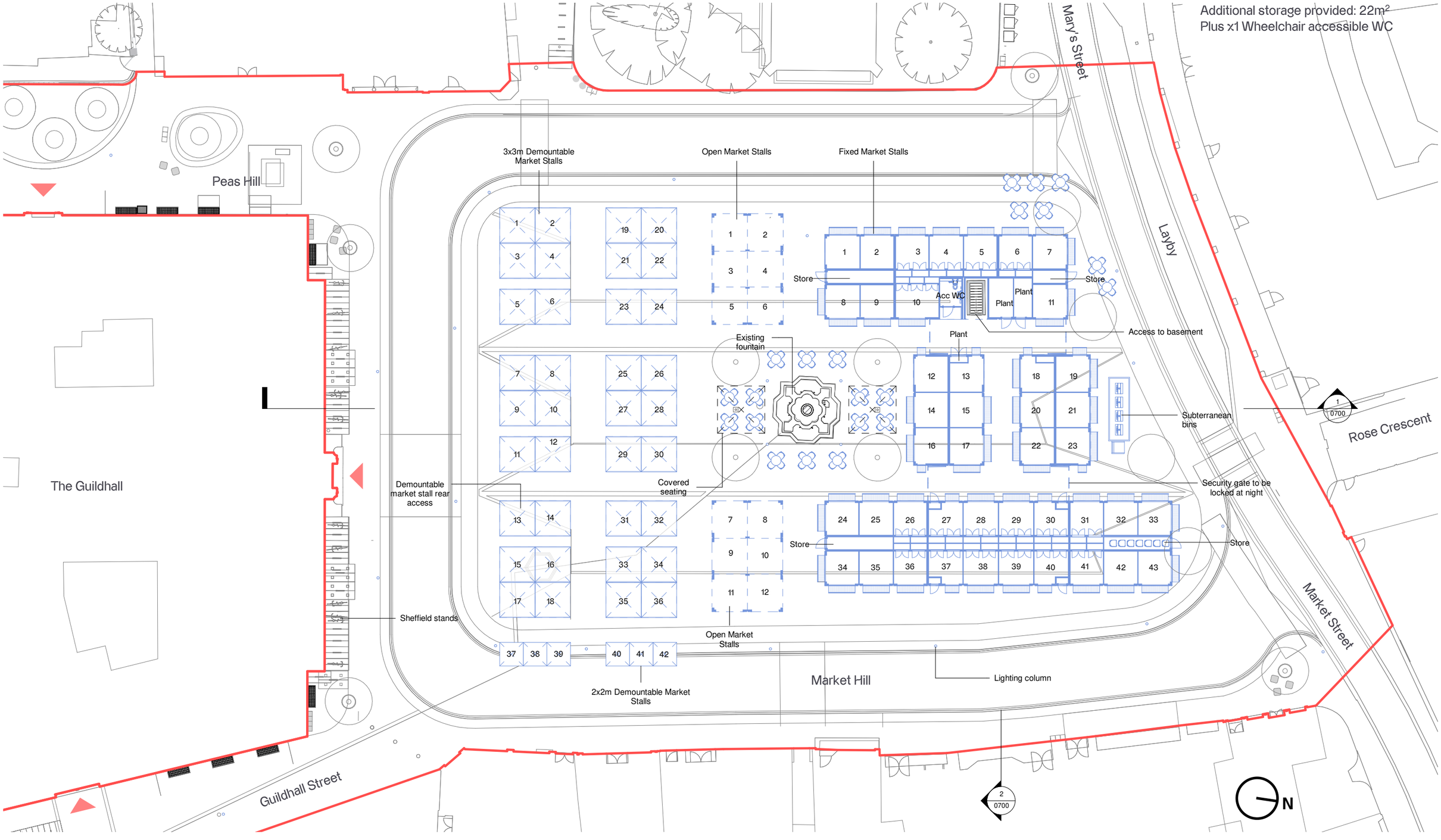
### 9. Security Gate

– Security gate to be closed and locked at night



# 4.6 Character Areas - Market

## Plans - Ground Floor



# 4.6 Character Areas - Market

## Third Stall Typology

A third stall typology has been introduced to increase the operational flexibility of the market. It is based on the Fixed Market Stall design, but uses an open-sided arrangement with no internal walls or partitions, retaining the same overall design language, increasing permeability, supporting a wider range of trading formats and events.

The request to have a greater number of fixed stalls, more similar to the existing stalls, has been raised consistently by market traders. The introduction of this stall type has been carefully considered so as not to limit the desired flexibility of the market square outside of normal trading hours.

The stall's base fixing will adopt the same agreed approach as the Fixed Market Stalls, with the structure designed to "float" above the sett surface to limit disturbance to the paving. The fixing is also fully reversible, enabling the stall to be removed in future without leaving a permanent impact on the public realm

The Open Market Stall is designed as a lightweight aluminium-frame structure, with detailing and proportions aligned to the Fixed Market Stalls to ensure a consistent family of elements across the market square. In use, it can operate either as a walk-in stall or as a counter-based arrangement, with integrated lighting and power.

When not in use, the open layout maintains clear sightlines through the market square, helping to preserve openness, legibility, and passive surveillance.

**Key**

1. Aluminium cladding panel

2. Castellated metal cladding

3. Open stall

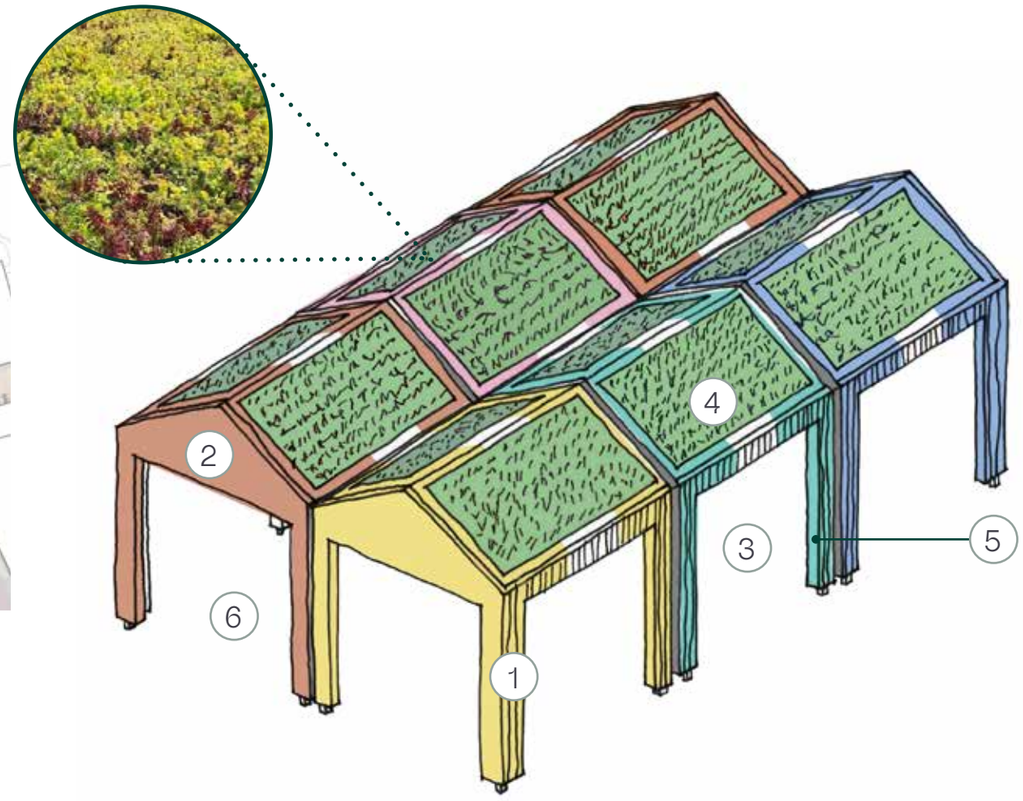
4. Lightweight sedum green roof

5. Pedestal connected to screw pile foundation, to match Fixed Market Stall detail.

6. Exposed sett floor



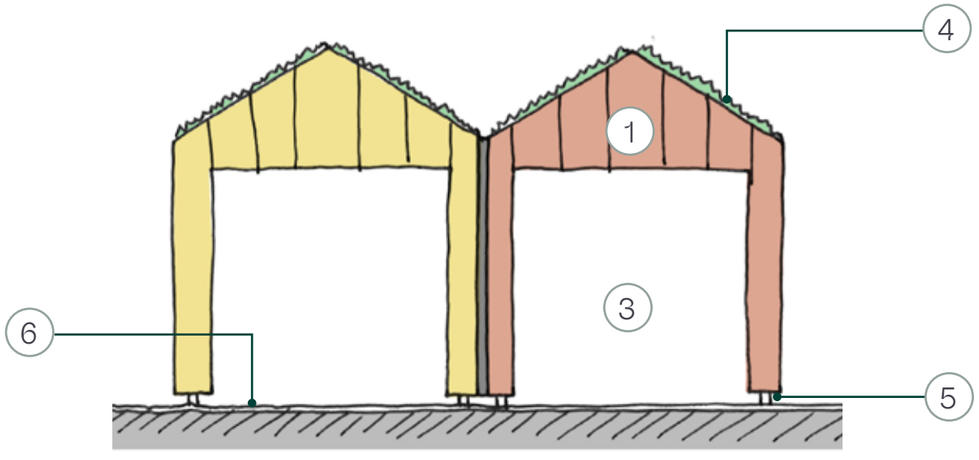
**Open Market Stall - Location**




**Open Market Stall - 3D Sketch**




**Fixed Market Stall - Colour and material reference**




**Open Market Stall - Elevation**

# 4.6 Character Areas - Market

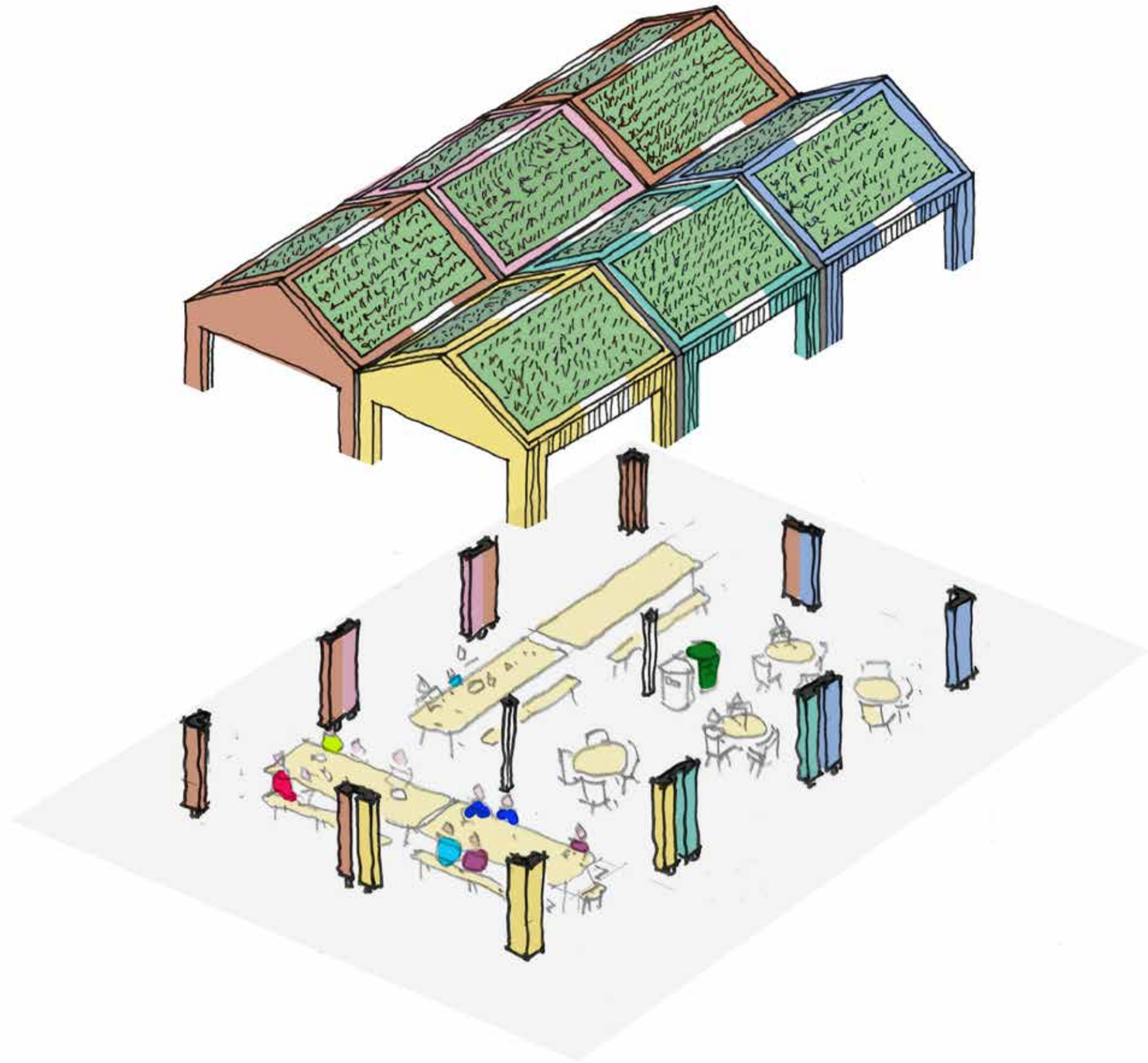
## Third Stall Typology - Flexibility

Apart from the third stall typology providing the desired trading space for market traders, it is also a key opportunity to support the market's long-term vitality by enabling extended trading hours. This typology supports that ambition by providing covered seating in close proximity to the fixed market stalls, complemented by loose seating proposed around the fountain. By strengthening the market's offer beyond the core daytime period—including early evening and shoulder-season use—it can help attract after-work visitors, support a broader range of trading, and contribute to a more resilient year-round destination.

Providing covered areas also improves comfort and weather resilience, helping traders operate later into the evening outside the peak summer season. Across the year—particularly in the shoulder seasons—there is a higher likelihood of inclement weather. If seating is exclusively open-air, visitor dwell time and market activity become disproportionately weather-dependent. Covered seating should help maintain footfall and encourage longer stays in a wider range of weather conditions, which in turn supports spend and trader viability. It also provides a more inclusive environment for people who benefit from sheltered places to pause, meet, and rest.

A busier market for longer periods can also help address anti-social behaviour (ASB). Higher levels of legitimate activity into the evening increase passive surveillance and informal guardianship, helping to reduce opportunities for ASB and improving perceptions of safety. This will be complemented by the wider security strategy, including proposed security gates, lighting and CCTV (refer to the following page for details).

Any extension of trading hours would be supported by an agreed management and maintenance approach, including waste arrangements, servicing access, lighting and security measures.



# 4.6 Character Areas - Market

## Security

In response to concerns about anti-social behaviour in Market Square, the proposals include integrated security gates, enhanced lighting and expanded CCTV coverage, as outlined below.

### Security Gates ●

- Four security gates are located in the market's central core between stalls 10–13, 12–20, 17–27 and 24–32. They are proposed to provide enhanced security for the central area and protect access to the basement stair.
- The metal gates will be mounted to independent, free-standing posts (separate from the stalls) and finished to colour-match. Each gate will also include an engraved historic depiction of Market Square.
- The gates will be locked each evening to deter anti-social behaviour on Market Square.

### Lighting (1) (2) (3) (4)

- 1. Column mounted, warm street flood lighting provides required light levels to roadways and the public realm.
- 2. Lighting mounted to the fixed market stalls is functional and promotes their commercial offer.
- 3. Uplighting trees helps add value to the public space
- 4. Lighting to the fountain and the surrounding public space (incorporated into parasols and planters) provides a focal point and social space.

### CCTV ●

- Security CCTV coverage will supplement natural surveillance across the Market Square and public realm.
- CCTV will be located at high level on lighting columns and Fixed Market Stalls.
- Detail design and coordination with the existing network will be developed at the next stage



# 4.6 Character Areas - Market

## Fountain

The Grade II listed fountain at the centre of the market square has evolved since it's creation in the mid 1800's.

Following a fire in 1849 the Market Square was redeveloped. In 1855 a Gothic Revival gabled fountain was erected and the original structure of Hobson's Conduit was moved to south Cambridge in 1856. In 1953 the fountain was deemed unsafe and taken down, as seen on the market today.

The proposal include the restoration of the structure of the existing fountain. It is not proposed to return running water to the fountain. The key constraint is the mechanical equipment required to supply a safe water source. Fountains such as this require specialised water treatment equipment to keep the water clean and prevent algae growth, especially given the shallow water depth.

The treatment plant required is substantial in size and would need to be located above ground. The design team have visited Northampton Market and reviewed the installation. In conclusion the installation of the equipment would result in the loss of a fixed market stall and reduce the trading area of the market by around 9m$^2$.

To facilitate the future addition of water it is proposed to install the below ground infrastructure (ductwork) whilst the setts are lifted. This would allow the fountain to be made operational without lifting the setts again.

It is therefore proposed that the troughs of the fountain are planted to provide interest, biodiversity and help the fountain become the focal point on the market, a place for the people of Cambridge and visitors to meet and converse at the centre of the market. The fountain will be framed by 4 trees, external seating and parasols to provide protection from the weather.




**View of the fountain and Great St Mary's Church from the Market Square**

# 4.6 Character Areas - Market

## Accommodation Schedules

| Fixed Market Stalls | | |
|---|---|---|
| **Name** | **Area** | **Number** |
| Fixed Stall | 356m² | 43 |
| **Total Area** | **356m²** | **43** |

| Open Fixed Market Stalls | | |
|---|---|---|
| **Name** | **Area** | **Number** |
| Open fixed stall | 108m² | 12 |
| **Total Area** | **102m²** | **12** |

| Demountable Market Stalls | | |
|---|---|---|
| **Name** | **Area** | **Number** |
| 3x3m | 324m² | 36 |
| 2x2m | 24m² | 6 |
| **Total Area** | **348m²** | **42** |

| Ground Floor Amenity | | |
|---|---|---|
| **Name** | **Area** | **Number** |
| Accessible WC | 5m² | 1 |
| Store | 22m² | 4 |

| Basement Amenity | | |
|---|---|---|
| **Name** | **Area** | **Number** |
| Store | 18.6m² | 17 |
| WC | 9.1m² | 4 |



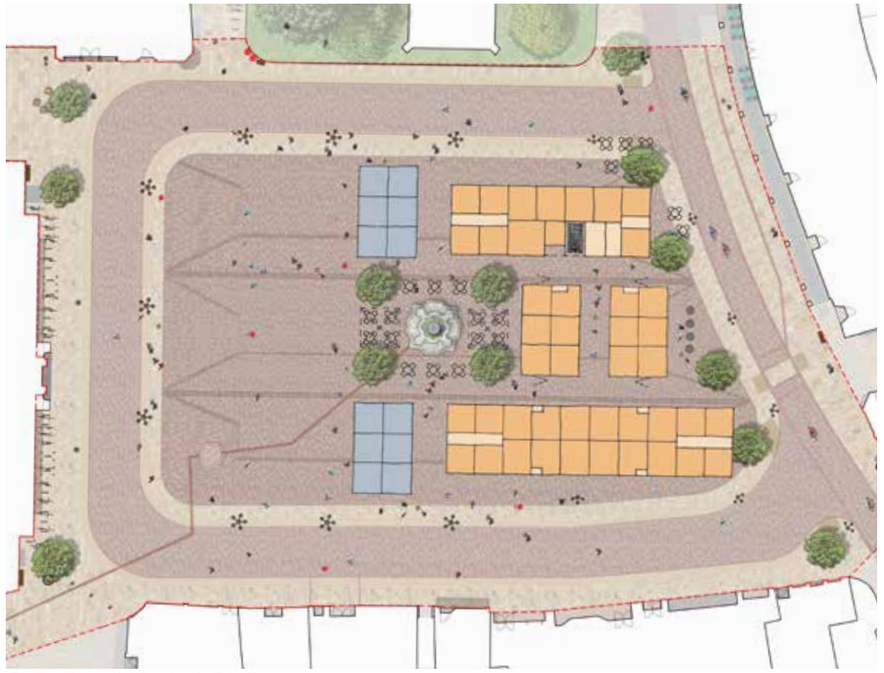
# 4.6 Character Areas - Market

## Expanding Market

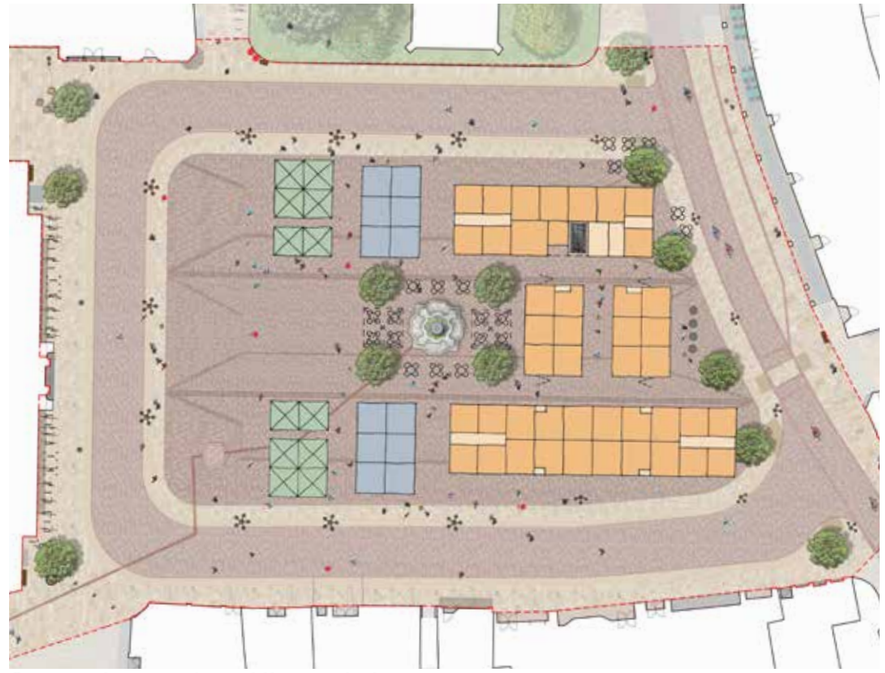
### Flexible Market Square

The use of Demountable Market Stalls, dismounted on a daily basis, will allow the square to be used flexibly. In addition to creating a more concentrated market community, on quieter market days at the start of the week, events and activities can held in the square to attract more people into the centre of Cambridge.

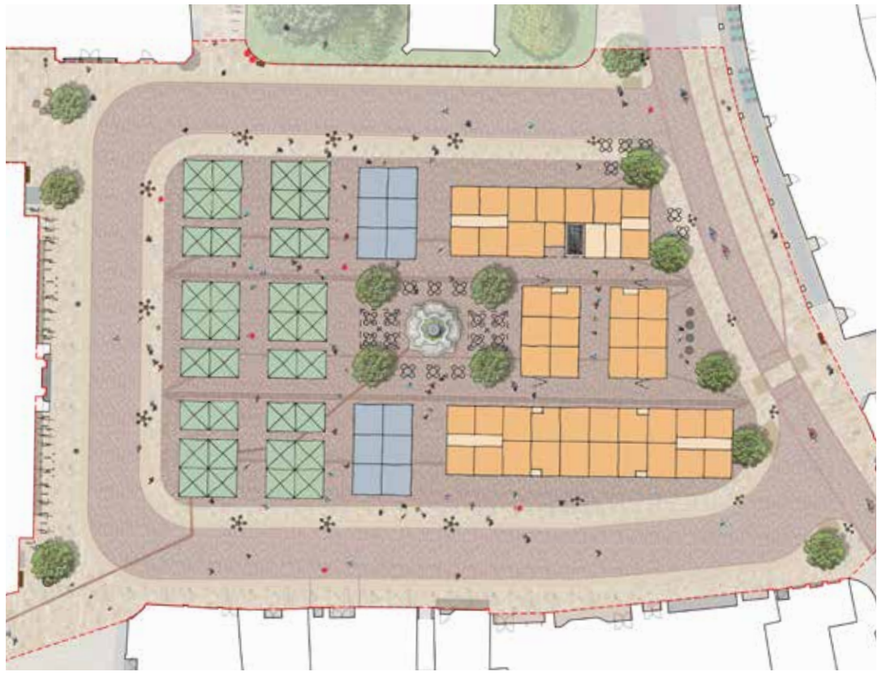
The plans opposite outline how the market could expand throughout the week, subject to demand.



**Only Fixed Market Stalls**



**Seasonal expansion of the market**



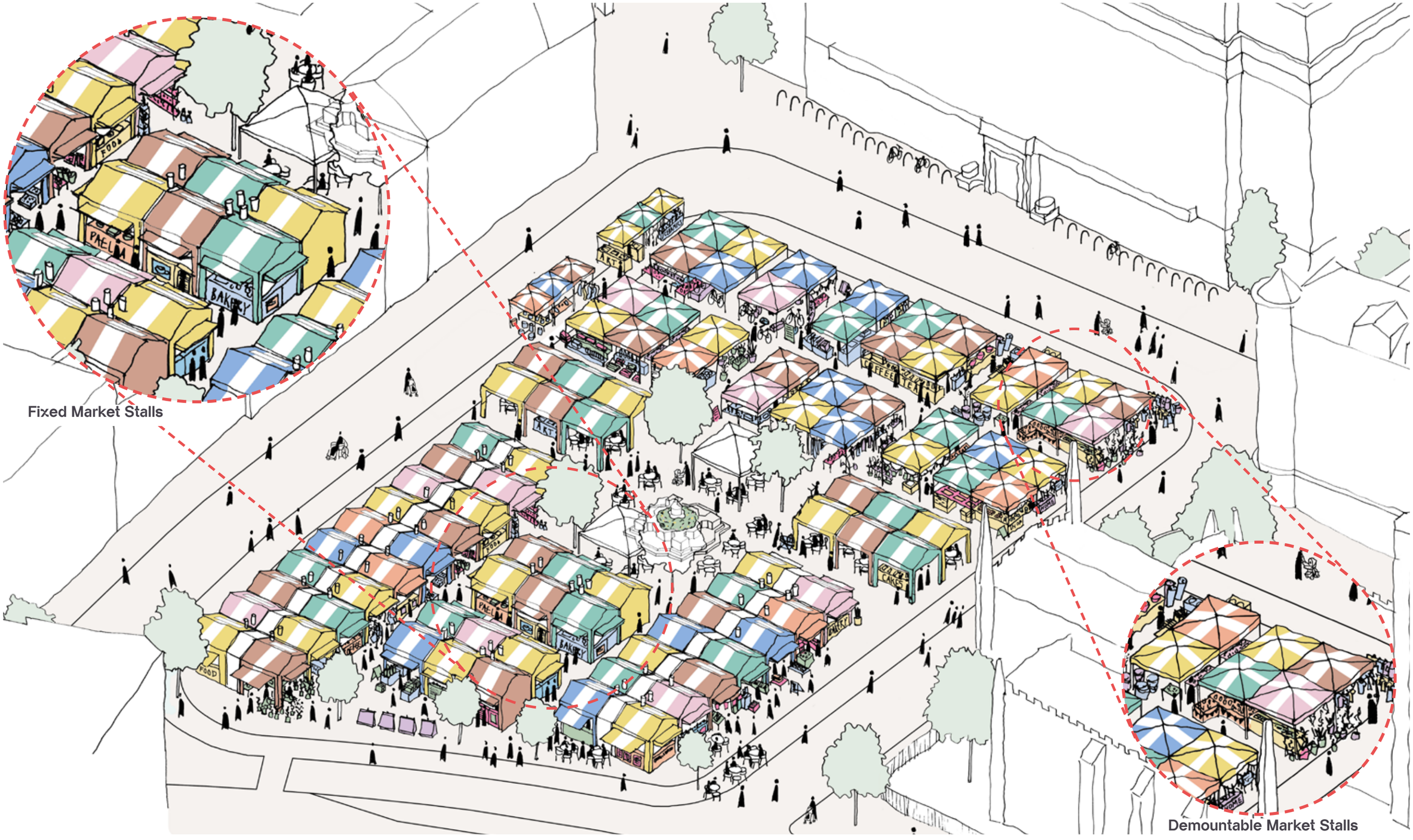
**Daily expansion of the market**



**Maximum capacity**

# 4.6 Character Areas - Market

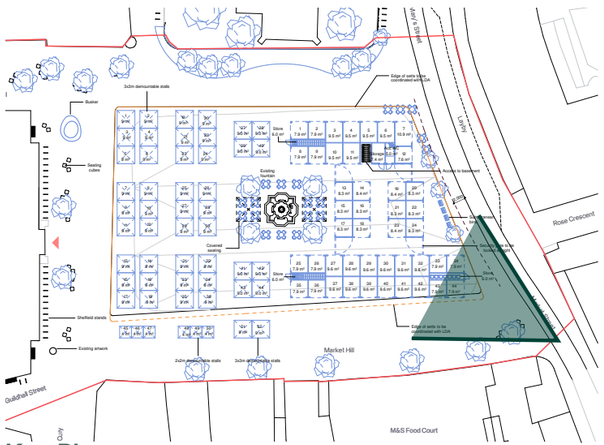
## Proposed Roofscape



# 4.6 Character Areas - Market

## Visual from Market Street



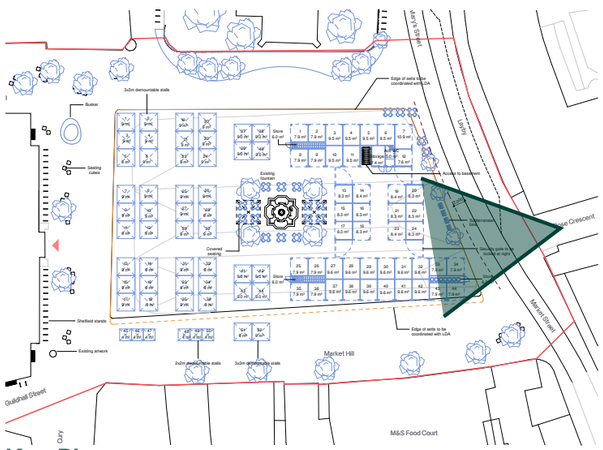



Key Plan

# 4.6 Character Areas - Market

## Visual from Rose Crescent



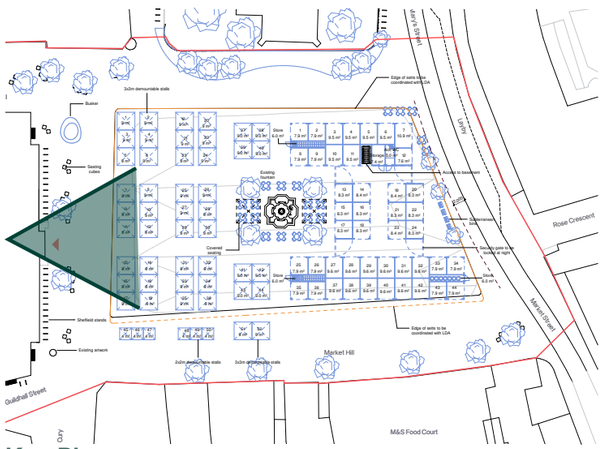




Key Plan

# 4.6 Character Areas - Market

## Visual from the Guildhall 3rd floor






Key Plan

# 4.7 Character Areas - Peas Hill South

## Existing

The plan opposite shows the existing spatial arrangement and material palette of Peas Hill.

As recorded in Cambridge City Council Conservation Area Appraisal 2016 Peas Hill is identified as a **Significant Street** which is defined as 'streets/spaces have some architectural or historic interest. Usually they will be streets where although several historic buildings survive, there has been a reasonable amount of redevelopment in the C20 which has reduced the intrinsic interest of the street. Usually the archaeological interest will not be particularly significant. As a rule, whilst the historic buildings should be retained and their character and settings respected, there may be opportunities for redevelopment. Enhancement schemes should seek to respect any historic or other interesting features but generally seek to re-establish a sense of place for the street or space.'

The Conservation Appraisal identifies the following opportunities

### Streetscape Enhancement

- The streetlights are not very appropriate or well sited. The galvanised pole outside the former Barclays Bank on Bene't Street, the column in the middle of the footway in St Edward's Passage and the column right in the middle of the view north into the market could all be improved.
- Opportunities for the interpretation of the street's history would be appropriate.

### Vehicular Restrictions

- Reduction in the amount of traffic accessing the area, and particularly stopping opportunist parking, may create an opportunity to restore a more market-like feel to the street. This would also provide useful milling space around the leisure uses.

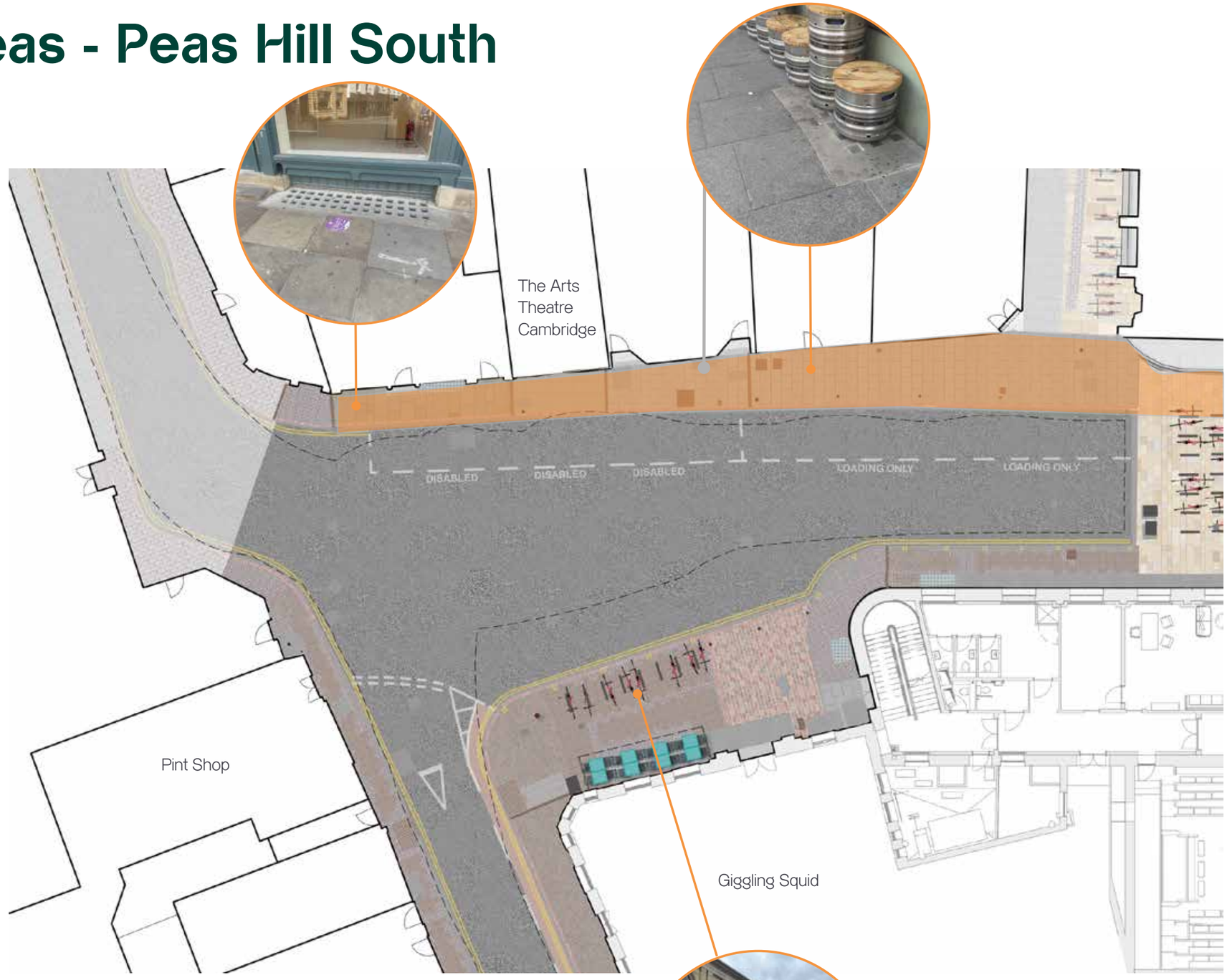



**Existing plan of the southern part of Peas Hill at the junction with Wheeler Street and Bene't Street**

# 4.7 Character Areas - Peas Hill South

## Existing

- The Conservation Area Appraisal has identified the surface finishes shaded in orange on the plan opposite as being 'an area of high quality paving' and the text refers to these being large areas of stone paving.
- The existing cycle parking outside Giggling Squid is recorded as 'poor quality features'
- As can be seen in the photograph below the area of paving highlighted is concrete flags rather than stone.
- A review of current materials identifies that the pink granite kerbs and the pink granite setts to the east of Giggling Squid, and the paving outside the Shopkeepers Daughter and The Arts Theatre, Cambridge are the high quality elements which should be re-used within the wider site.




**Existing plan of the southern part of Peas Hill at the junction with Wheeler Street and Bene't Street**

Area recorded in Conservation Area Appraisal as an area of quality paving



Area recorded in Conservation Area Appraisal as 'poor quality features'

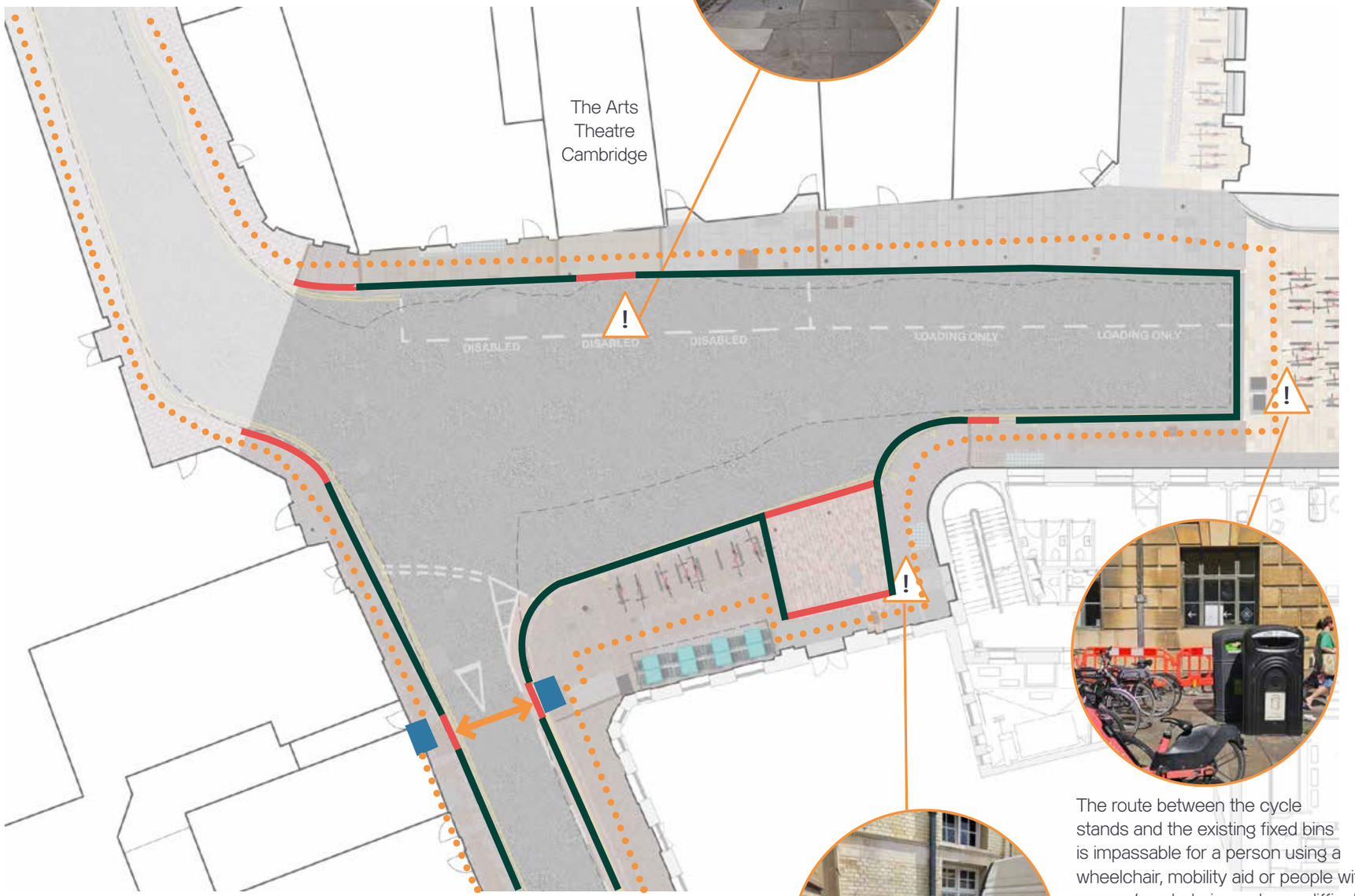
# 4.7 Character Areas - Peas Hill South

## Existing Access and Movement

- Footways and carriageways are currently delineated by a kerb of varying height.
- There are six dropped kerbs within the area. Only one of these is considered an uncontrolled crossing with the required tactile paving. The others have no tactile paving associated with them and are not accessible for people with visual impairments.
- There are various hazards along the route. The dropped kerb directly outside The Arts Theatre, Cambridge is directly into a parking bay and therefore is only usable if a vehicle is not there.
- At the northern end of the carriageway, the route along the kerb edge conflicts with the location of street bins. There is a limited gap between these and the cycle parking for someone using a wheelchair or walking aid or for someone with a pushchair or pram.
- There is only capacity for one articulated vehicle to park within the space at anyone time.



The dropped kerb outside The Arts Theatre is not accessible due to blue badge parking bay in front of it




**Existing plan of the southern part of Peas Hill at the junction with Wheeler Street and Bene't Street**

Dropped kerb

Uncontrolled crossing point

Blister tactile paving (1.2m x 0.8m)

Level access route



The route between the cycle stands and the existing fixed bins is impassable for a person using a wheelchair, mobility aid or people with prams / pushchairs and very difficult for someone with a visual impairment to navigate - effectively increasing travel distances for users who would benefit most by more direct routes.



The current route around the perimeter of the Guildhall is obstructed by parked cars / vans and moped courier parking

# 4.7 Character Areas - Peas Hill South

## Proposed Access and Movement

- The dropped kerb will be in reinstated directly outside the entrance to The Arts Theatre Cambridge and will be improved by being unobstructed by parking bays. The correct tactile paving will also be installed to better guide visually impaired visitors to the access.
- The contraflow cycle route is retained and extended to meet Bene't Street
- The existing pedestrian crossing on Wheeler Street is retained and improved with adequate tactile paving to both sides and a flush kerb.
- Kerbs are 60mm high throughout. This is the minimum height to assist visually impaired people using a cane to identify the edge of the footway and the carriageway whilst also allowing wheelchair users access to crossing points that are considered gently sloping (shallower gradient than 1:21) rather than considered a ramp (steeper than 1:20).
- Reducing the extent of carriageway within Peas Hill reduces the overall travel distance for people with mobility issues including people who use wheelchairs or walking aids from the current travel distances by half.
- Resurfacing the footway areas and the removal of the existing parking bays on the setted area adjacent to the Guildhall provide a level access route around the edge of the Guildhall.
- Minimum 2m wide footways (including kerb stones) throughout
- Footway widths around the north and south corners of the junction between Bene't Street and Peas Hill have been widened as much as possible but are constrained by the extent of the application boundary.




**Proposed plan of the southern part of Peas Hill at the junction with Wheeler Street and Bene't Street**

60mm upstand kerb

Dropped kerb to provide level access

Uncontrolled crossing point

Blister tactile paving (1.2m x 0.8m)

Level access route

# 4.7 Character Areas - Peas Hill South

## Design update

- Vehicular tracking has been made dynamic on the assumption that delivery vehicles to The Arts Theatre Cambridge, The Guildhall and The Corn Exchange would not all be simultaneously manoeuvring at the same time as vehicles within the accessible blue badge parking bays. This has allowed the blue badge parking bays to be moved further westwards within Peas Hill and further to the north.
- This has benefits in reducing the amount of area required for day to day vehicle movements, created a threshold space for seating outside Giggling Squid and a clear 2m footway between the back of the blue badge parking bays and the seating area.
- There will be times when not all three blue badge parking bays will be in use at the same time. When they are not occupied there will be less visual clutter in front of the seating area around Giggling Squid than is currently experienced by fixed cycle parking.
- The historic fire hydrant can be retained in its original location
- The dropped kerb and removal of parking to the western side of Peas Hill creates a greater sense of arrival to The Arts Theatre Cambridge
- Drop down bollards limit vehicle access beyond the carriageway. As identified in the Conservation Area Appraisal 'reducing the amount of traffic accessing the area, and particularly stopping opportunist parking, may create an opportunity to restore a more market-like feel to the street. This would also provide useful milling space around the leisure uses' In the proposals this creates a flexible space which could be used for a varying programme which might include street performance, temporary seating, future potential pavement dining licences for food and beverage operators or food trucks (all outside the scope of this application)
- Longer views along Peas Hill remain largely free from cycle parking and vehicular parking.




- Existing features such as pavement lights and cellar accesses will be retained in their current condition
- The reduced extent of the carriageway provides an improved setting for the historic shop front at the junction between Peas Hill and St Mary's Passage to be appreciated.

Key views identified in the Conservation Area Appraisal

Improved arrival to The Arts Theatre Cambridge

Flexible outdoor space which could be used for a varied programme of activities and uses

Maintaining a clear access to The Arts Theatre at all times

# 4.7 Character Areas - Peas Hill South

## Materials Palette



Existing riven york stone and new sawn finish york stone flags to footways

Temple granite setts to carriageways





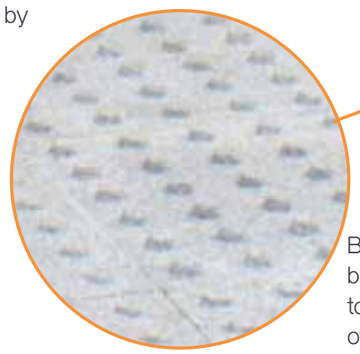

Proposed plan of the southern part of Peas Hill at the junction with Wheeler Street and Bene't Street



Red granite or porphrey temple setts to cycle contraflow lane and separated by white line

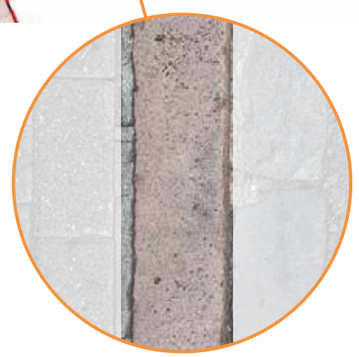


Smaller unit York stone paving units to areas with occasional vehicle overrun (as seen on Bridge Street in Cambridge)



Blue-grey granite blister tactile paving to blend with tones of York stone but be more robust

Giggling Squid



Existing pink granite kerbs and new to match to be used for upstand and flush kerbs and as delineation around parking bays

# 4.7 Character Areas - Peas Hill

## Visual from Peas Hill / Bene't Street



# 4.7 Character Areas - Peas Hill

## Strategy

### Design Strategy

#### 1. Movement

A clear 4m movement corridor adjacent to The Guildhall provides direct access off the street to the entrances. Planters are located to frame desire lines from King Edwards passage and from the entrances to each of the ground floor retail units.

#### 2. Seating Edge

The planting is enclosed by an edge which twists and curls through the space. It is an extension of the existing low walling that forms the boundary of St Edward King and Martyr Church and reflects the lawns in front of Kings College. Moving northwards the planting changes to become enclosed within a free standing planter before becoming individual trees planted at grade to allow movement around them, and outside Great St Mary's Church the planter edge is flush with the ground where it meets the railings and rises upwards to create areas of seating.

Whilst any part of the curved edge can be used for seating, alcoves form more private seating areas away from the main flow of people.

#### 3. Planting

Planting, including new trees, will be in raised planters where there are conflicts with existing underground structures. This is predominately the section between King Edward and Martyrs Church and The Guildhall. Trees along the edge of the street elsewhere will be planted in tree pits with root cells.

#### 4. Surfacing

The existing York Stone is not historic and will be uplifted, refinished and relaid in combination with new paving. A variety of sizes will be used to provide interest along the street. There are opportunities to include elements of text or imagery into the paving to provide further interpretation of the space.



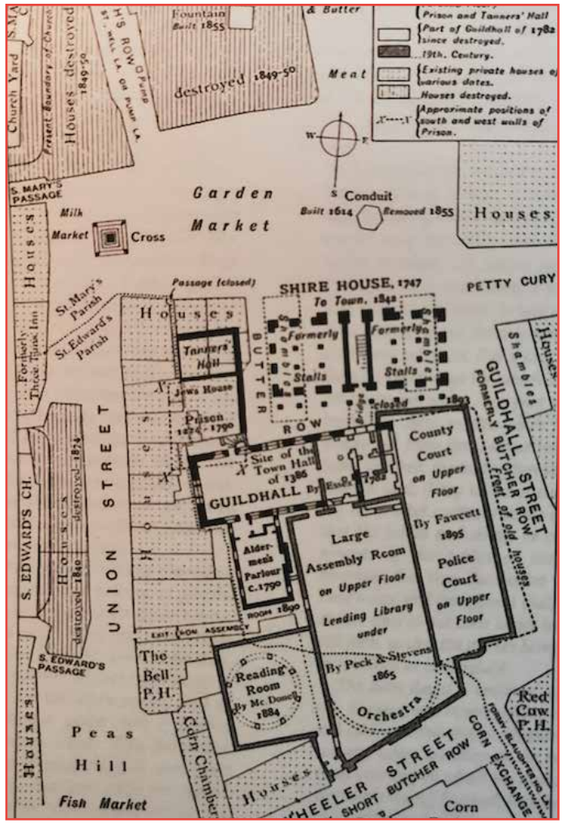
# 4.8 Character Areas - Peas Hill

## Planter Design

The design for the planters along Peas Hill take inspiration from the boundary treatments of other green spaces within the city centre and how they are used by people.

The churches and colleges provide the pockets of green space within the city centre and the boundaries to these are typically cast iron railings, masonry walls or a combination of both. They enclose greenery but also allow it to extend out beyond the edge, or overhang the public realm. Throughout the city people use these edges of the green spaces and other walls for seating.

The positions of the planters are to be an extension of the existing green oases within the city and an interpretation of the historic footprints of the buildings that once abutted both the eastern edges of the churches along Peas Hill and Market Hill.




Thomas Dinham Atkinson map of 1897 showing the former buildings that abutted the churches and the location of the differing markets




Cast iron railings around Great St Mary's Church with vegetation softening the boundaries.



People using the low walls in front of Kings College as a seating area looking onto the streetscape with greenery and historic buildings behind



Beyond the Civic Quarter walls around the Mill Pond are used as seating areas by people



The curved low boundary wall to Kings College



Using stepped areas as seating along Trumpington Street



The low walls and railings around St Edward King and Martyr with vegetation delightfully creeping into the public realm along St Edward's Passage providing a connection with nature

# 4.8 Character Areas - Peas Hill

## Planting Design

The character of the planting draws inspiration from the adjacent church yards as well as wanting to evoke a feeling of the variety of historic markets that were along Peas Hill.

Historically the south of Peas Hill was the fish market and plant species will be selected that visually evoke feelings of a coastal setting with plants in shades of blues, green and white foam. Herb species such as rosemary, dill and parsley will be interspersed through the scheme to provide the scents of plants associated with the preparation of fish dishes.






**2. Existing churchyard at St Edwards King and Martyr Church**



**3. Naturalistic planting palette**

# 4.8 Character Areas - Peas Hill

## Planting Palette - Old Fish Market

The following list of plant species are proposed for the planters along the Old Fish Market part of Peas Hill.

### Grasses

*Armeria maritima* Sea Thrift

*Armeria maritima* 'Alba' Sea Thrift Alba

*Briza media* Quaking Grass

*Deschampsia cespitosa*

*Fesuca glauca* Blue Fescue

S*tipa gigantea* Giant Feather Grass

*Stipa tenuissima* Mexican Feather Grass

### Herbaceous

*Ammi Majus* Bishops Weed

*Crambe maritima* Sea Kale

*Echinacea purpurea* 'White Swan'

*Eryngium x tripartitum*

*Foeniculum vulgare var. azoricum*

*Origanum vulgare* Oregano

*Verbena bonariensis* Argentinian Vervain

*Echium vulgare* Viper's Bugloss

*Pachysandra terminalis*

*Anthriscus sylvestris* Cow Parsley

### Annuals

*Anethum graveolens* Dill

### Shrubs

*Hebe 'Red Edge'* Shrubby Veronica

*Rosmarinus officialis* Rosemary

*Santolina charmaecyparisssus* Cotton Lavender














# 4.9 Character Areas - Guildhall Street

## Summary

### A street of story telling

- Important thoroughfare between the Grand Arcade shopping centre and the historic market square providing a strong connection between the retail brands in the shopping centre and the independents in the Market Square.
- It also provides a strong connection between the civic and cultural functions of the Civic Quarter - the city library in Lion Yard and the functions within the Guildhall, and the Everyman Cinema with the Arts Theatre and the Corn Exchange.
- Fishers Court is a well used gathering space for tour groups and as a meeting place as well as having outdoor dining for Carluccio's restaurant and providing access to the Cambridge City Council operated WCs in the Lion Yard and accessed from the square.
- Guildhall Street is currently home to Taos sculpture outside the Premier Inn and the Snowy Farr sculpture at the intersection between Petty Cury, Guildhall Street and Market Hill. Prior to being severed in the 1960s when Lion Yard was built this was also the underground route of Hobson's Conduit. As part of elevating this street for Public Art the route will be celebrated at ground level with a new channel that runs through the space. In the future through other projects this could be expanded through Guildhall Place and Fishers Court to the entrance of the Grand Arcade.
- Due to street width and the function of the spaces along Guildhall Street this street will be utilised for re-located cycle stands. These will located to towards the south of the street to allow for pedestrians to follow the Guildhall Building line when arriving from Wheeler Street. There are opportunities for additional cycle parking bays beneath the overhang of Lion Yard as well as improving the existing cycle parking adjacent to the Premier Inn (both of these areas are outside the application boundary).

















# 4.9 Character Areas - Guildhall Street

## Design update

### Key changes:

#### 1. Raised table omitted

The raised table has been removed at the junction between Wheeler Street. Corn Exchange Street and Guildhall Street. An informal crossing point with dropped kerb and blister tactile paving has been provided adjacent to the Corn Exchange.

#### 2. Defined carriageway and footway

A defined carriageway and footway has been provided to areas that will be used by people accessing the blue badge parking spaces. The carriageway and footway will be constructed in different materials and will be separated by a 60mm upstand kerb.

#### 3. Reconfigured blue badge parking bays

The arrangement of the accessible blue badge parking bays has been reconfigured so there is one in the original location but more centralised in front of Honest Burgers. The second parking bay has been the moved to the north of the carriageway area. Both parking bays are demarcated within the space by pink granite kerbs laid flush.

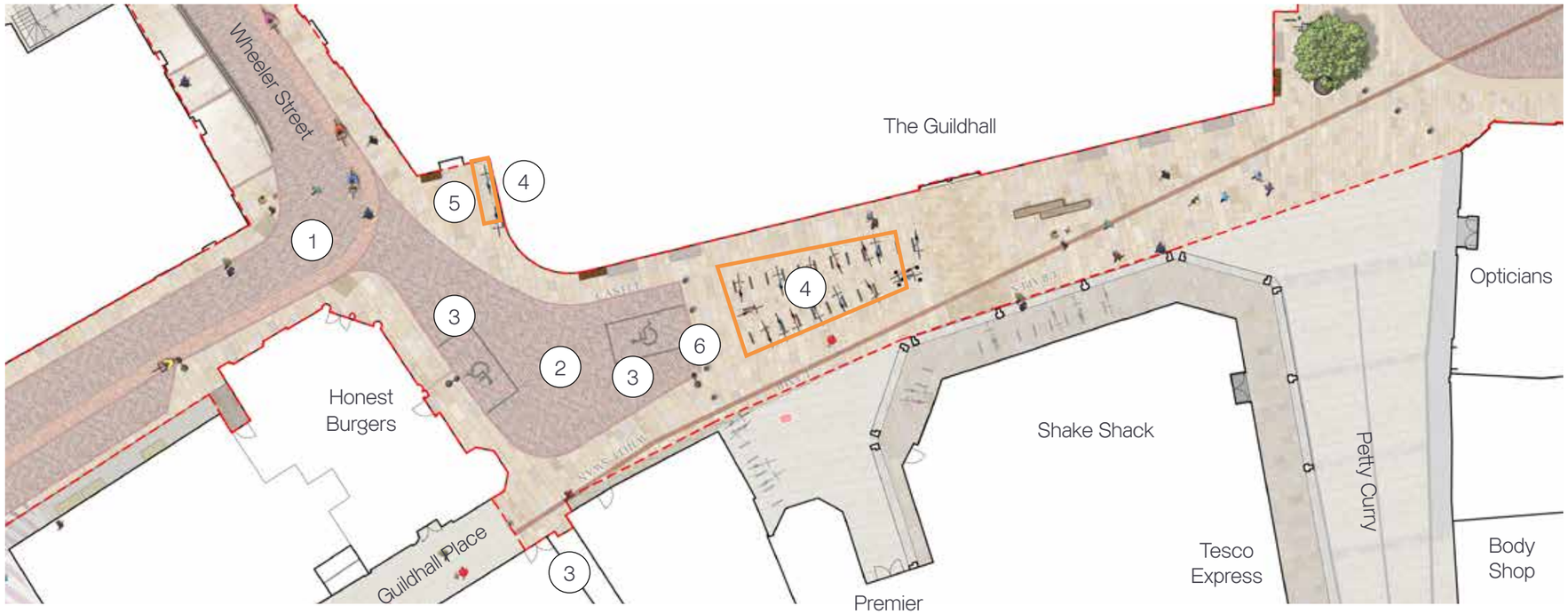
#### 4. Reconfigured cycle parking

Cycle parking has been relocated from the building line along the Guildhall and relocated to the central section of street. This provides a more accessible route  along the building edge upon entering the pedestrian area. This results in a loss of cycle parking within Guildhall street but provides a more accessible route for people. Two cargo bike parking bays are proposed adjacent to the southern access to the Guildhall.

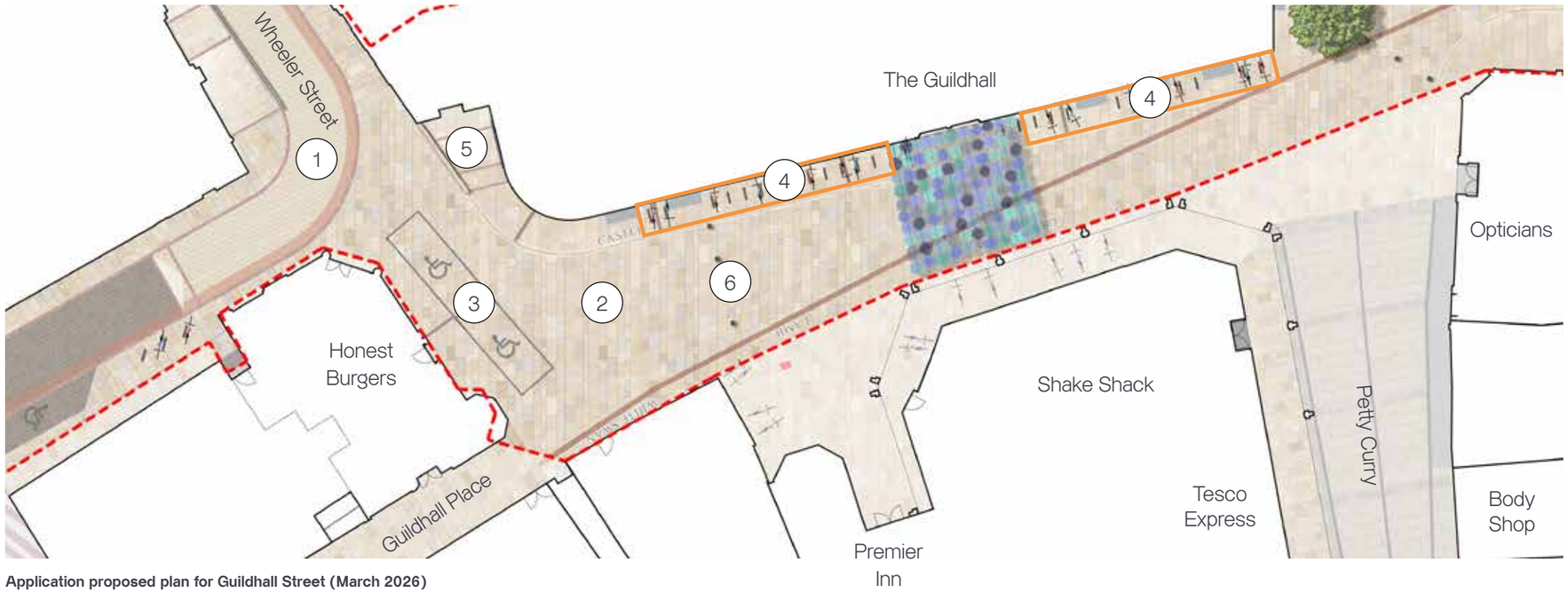
#### 5. Removal of the ramped access into the southern entrance of the Guildhall

#### 6. Change to position of bollard line

The proposed bollard line as been moved further southwards as the extent of the carriageway has been reduced.




**Updated proposed plan for Guildhall Street (June 2026)**




**Application proposed plan for Guildhall Street (March 2026)**

# 4.9 Character Areas - Guildhall Street

## Design update

### Outcomes:

The following are the intended outcomes of the proposals:

- More people travelling from the Grand Arcade through Fishers Court, Guildhall Place and Guildhall Street to the Market and beyond
- More people connecting with the heritage and history of Guildhall Street and the city's public art
- People enjoy travelling through Guildhall Street

### Other considerations

Early on in the design process and in consultation with the local planning authority, Guildhall Street was identified as an important movement corridor connecting the Grand Arcade with the market place.. The street is relatively narrow and enclosed by built form to all sides.

A key consideration throughout the design process has been the feasibility of increasing the footway directly outside Honest Burger to provide an improved setting for the listed building as well as being able to provide an opportunity for pavement dining for the restaurant.

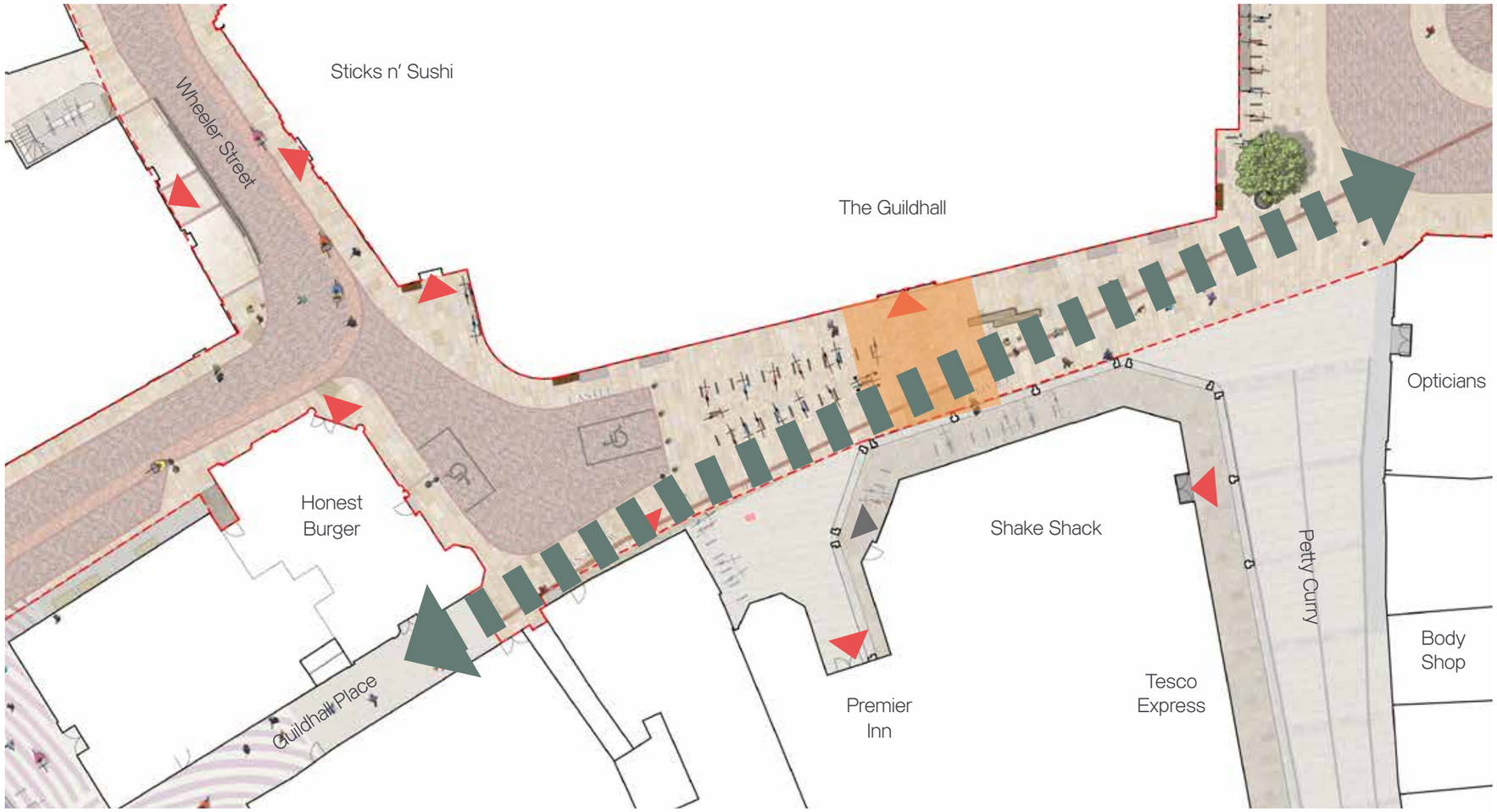
Multiple arrangements have been tested for the two blue badge parking bays to assess which option would provide the most benefits for all users, and further work has been carried out in consultation with the CCC Highways authority to reduce the amount of space allocated as carriageway vs footway as much as possible.

The application has upgraded the existing blue badge parking space (that was undersized) to provide two fully compliant spaces whilst also reducing the extent of the carriageway as much as possible to provide an improved pedestrian experience within this street.

This solution also creates a continuous clear width of footway from Guildhall Place, outside the Cambridge University Catholic Chaplaincy and into the wider pedestrianised area.

Options for introducing trees into this area have previously been considered. The preferred location (as shown during the Stage 2 proposals) would have been in the part of Guildhall Street that receives the most sunlight which is also the area where the carriageway is. Options have also been considered for implementing a tree within the area within the application boundary and to the west of the Premier Inn however the site is heavily constrained by underground utilities in this area, and the area is also needed for cycle parking.

Opportunities for tree planting outside the application boundary and closer to the Premier Inn entrance could be explored outside this application.



# 4.9 Character Areas - Guildhall Street

## Strategy

### 1. York Stone Paving

The existing surfaces would be uplifted and replaced with new York Stone paving in various widths and lengths to provide interest to what will principally be a place for people to move through. Surfaces will be made flush due to the limited vehicular movement in this location.

### 2. Hobson's Conduit

The original line of Hobson's Conduit will be demarcated within the surface finish of the paving to connect people arriving from the Grand Arcade, through Fishers Square, Guildhall Place and Guildhall Street to the Market Square. The line will be continuous and in a different material to demonstrate its importance to the City with opportunities for interpretation either on the line itself or the paving around it.

### 3. Public Art

Presently the Snowy Farr sculpture is located at the north eastern corner of The Guildhall at the interface between Guildhall Street and Petty Cury. There is also the Talos Statue located outside the new hotel.

Brightly coloured bunting, hung from catenary wires during the summer months would support the streets artistic character. Rose Crescent is an example of where this happens and there are opportunities to visually link them with public art suspended above the street.

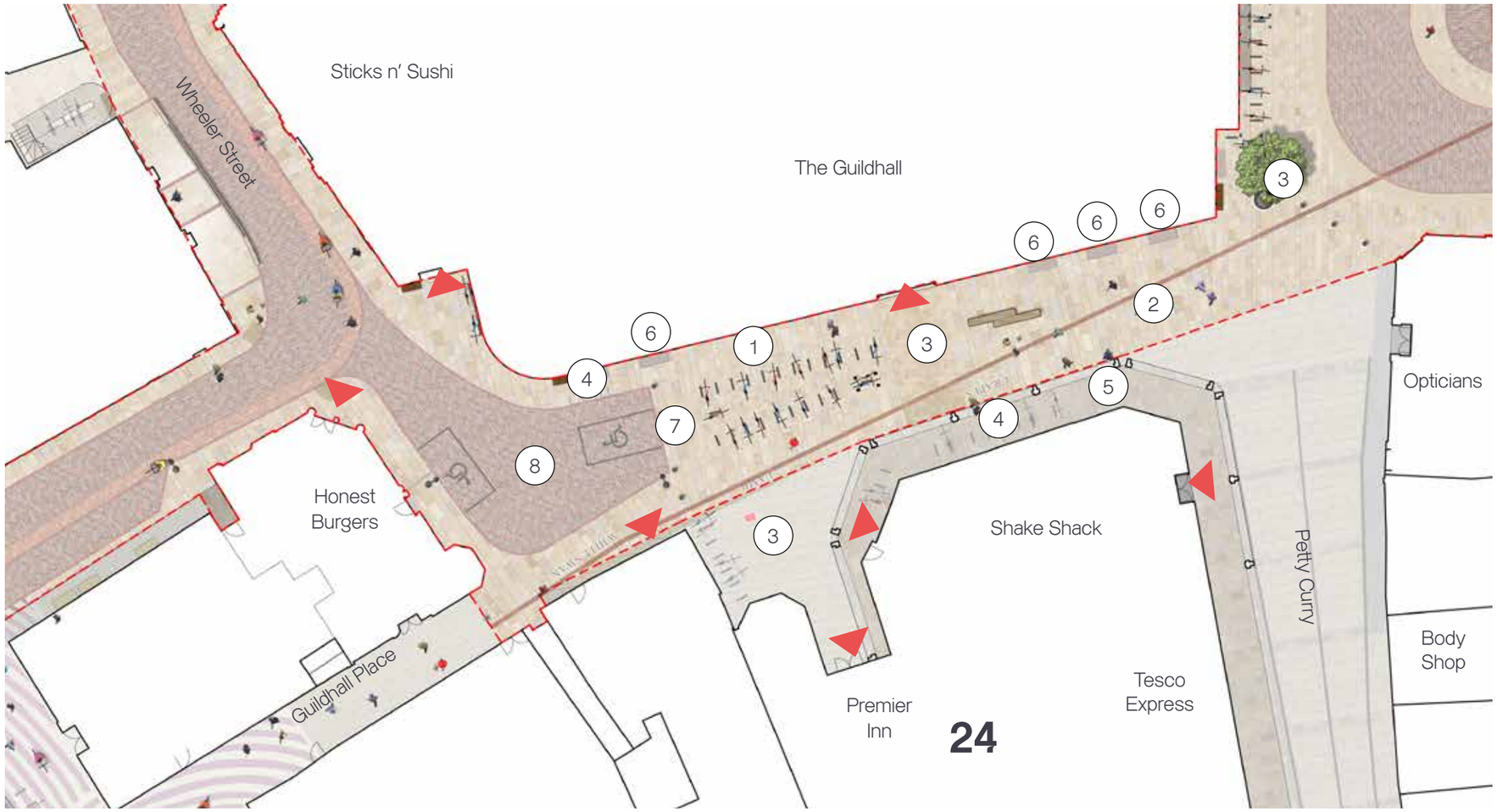
### 4. Cycle parking

Bicycle parking is located underneath the canopy and against a blank wall, removing 'clutter' from the centre of the street and pushing it to the side.

Scooter parking would also need to be relocated from Guildhall Street or the Geofencing tightened to reduce the extent of public realm where a Voi scooter can be parked/ returned.

### 5. Seating for Ground Floor Food and Beverage Unit

By moving pedestrian movement to the centre of the street there are opportunities for Shake Shack to utilise the space underneath the first floor overhang for outdoor dining. Seating in this area is in front of the full height glazing to this unit and provides a positive view into the Market Square for customers.




### 6. Pavement Lights

The existing pavement lights will be removed and replaced with break out smoke vents to receive a York stone surface finish.

### 7. Bollards

Line of bollards to separate pedestrian movement from vehicular movement

### 8. Granite paving

New temple style paving

# 4.9 Character Areas - Guildhall Street

## Materials

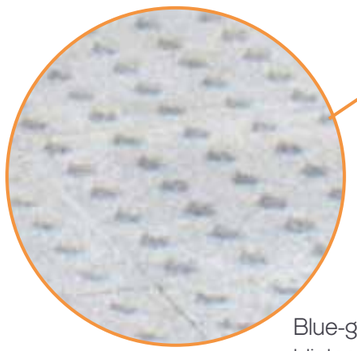


Temple granite setts to carriageways

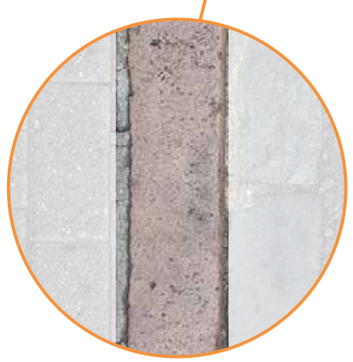


New sawn York stone flags to paving in random lengths to footways and pedestrian areas



Blue-grey granite blister tactile paving to blend with tones of York stone but be more robust



Existing pink granite kerbs and new to match to be used for upstand and flush kerbs and as delineation around parking bays



York stone setts to cycle parking areas

# 4.9 Character Areas - Guildhall Street

## Access and Movement

- The contraflow cycle route is retained along Wheeler Street and onto Corn Exchange Street
- The existing pedestrian crossing on Wheeler Street is retained and improved with adequate tactile paving to both sides and a flush kerb.
- Kerbs are 60mm high throughout. This is the minimum height to assist visually impaired people using a cane to identify the edge of the footway and the carriageway whilst also allowing wheelchair users access to crossing points that are considered gently sloping (shallower gradient than 1:21) rather than considered a ramp (steeper than 1:20).
- Reducing the extent of carriageway within Guildhall Street reduces the overall travel distance for people with mobility issues including people who use wheelchairs or walking aids
- Minimum 2m wide footways (including kerb stones) provided throughout
- The footway widths width to the northern side of Honest Burger has been increased to improve comfort.




**Proposed plan of the southern part of Guildhall Street at the junction with Wheeler Street and Corn Exchange Street**

60mm upstand kerb

Dropped kerb to provide level access

Uncontrolled crossing point

Blister tactile paving (1.2m x 0.8m)

Level access route

# 4.15 Blue Badge Access

## Market Square

**No change proposed as part of planning application.**

Potential future TRO expansion of existing restrictions to include Sunday:

No motor vehicles, except for permit holders including City Centre disabled access users (for user with a higher level of need) and Dial-A-Ride bus service between 10am-4pm Mon-Sun.

All other Blue-Badge holders can access outside of 10am-4pm Monday – Sunday.

No designated Blue-Badge bays, but Blue-Badge holders can park within the Market Square for up to three hours, including on single or double yellow lines where no loading restrictions are in place or loading access is not obstructed. As per standard Blue-Badge scheme.

## Peas Hill

**Key Change as part of Planning Application: Change in location of Blue-Badge spaces within Peas Hill:**

Three Blue-Badge spaces to be provided in Peas Hill, perpendicular to the carriageway, with accessible space provided around the bays in line with standards. Upgrade on existing parallel provision which is not in line with standards.

Potential future TRO restricting general traffic through Corn Exchange Street/ Wheeler Street/Bene't Street including requirement for all Blue-Badge holders to apply for a TRO permit:

Blue-Badge drivers would need to apply for a permit to access the area due to the new TRO. Unlike the Market Square, this would be for all Blue-Badge users and not only those with a higher-level of physical need. Similar scheme to Mill Road bridge.

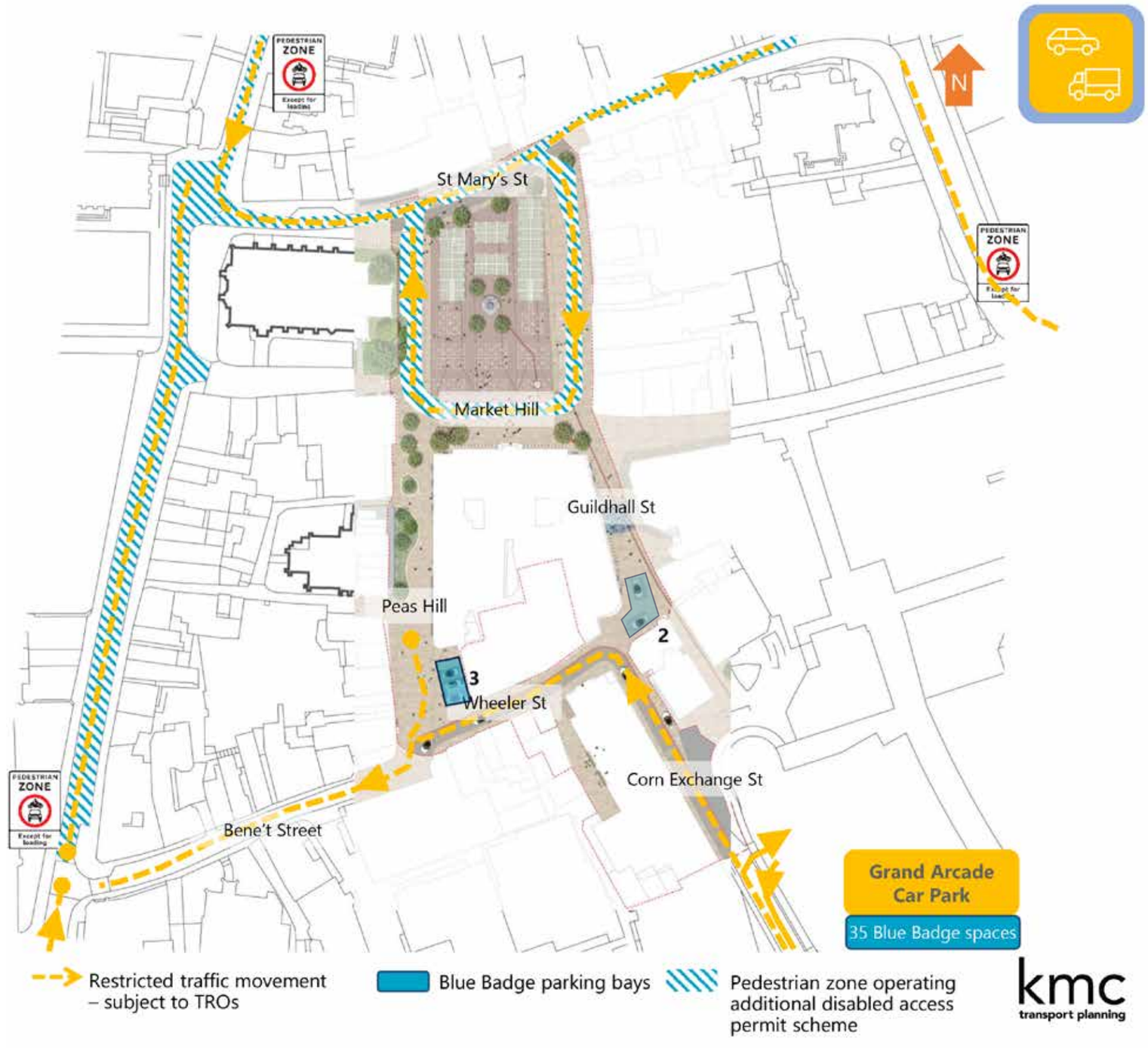
## Guildhall Street

**Key Change as part of Planning Application: Change in location of Blue-Badge spaces within Guildhall Street**

Two Blue-Badge spaces to be provided in Peas Hill, one perpendicular to the carriageway, with accessible space provided around the bay, one parallel to the carriageway. Both provided in line with standards. Upgrade on existing parallel provision which is not in line with standards.

Potential future TRO restricting general traffic through Corn Exchange Street/ Wheeler Street/Bene't Street including requirement for all Blue-Badge holders to apply for a TRO permit.

Maintenance of two Blue-Badge spaces as proposed. Blue-Badge drivers would need to apply for a permit to access the area due to the new TRO. Unlike the Market Square, this would be for all Blue-Badge users and not only those with a higher-level of physical need. Similar scheme to Mill Road bridge.



# 5.0

# Sustainability

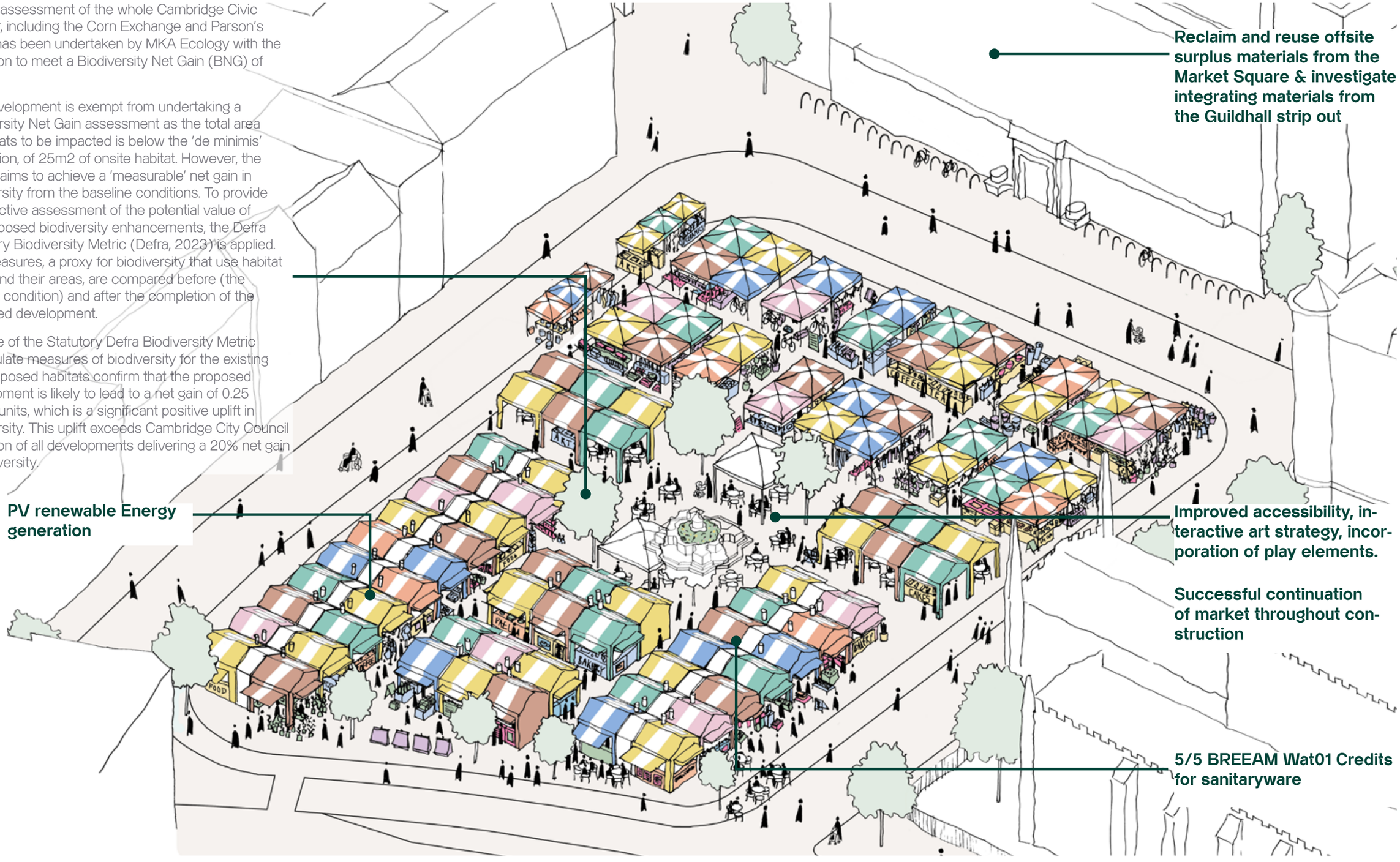
# 5.1 Sustainability

## Core sustainability targets

A BNG assessment of the whole Cambridge Civic Quarter, including the Corn Exchange and Parson's Court, has been undertaken by MKA Ecology with the aspiration to meet a Biodiversity Net Gain (BNG) of 20%.

The development is exempt from undertaking a Biodiversity Net Gain assessment as the total area of habitats to be impacted is below the 'de minimis' exemption, of 25m2 of onsite habitat. However, the project aims to achieve a 'measurable' net gain in biodiversity from the baseline conditions. To provide an objective assessment of the potential value of the proposed biodiversity enhancements, the Defra Statutory Biodiversity Metric (Defra, 2023) is applied. The measures, a proxy for biodiversity that use habitat types and their areas, are compared before (the existing condition) and after the completion of the proposed development.

The use of the Statutory Defra Biodiversity Metric to calculate measures of biodiversity for the existing and proposed habitats confirm that the proposed development is likely to lead to a net gain of 0.25 habitat units, which is a significant positive uplift in biodiversity. This uplift exceeds Cambridge City Council aspiration of all developments delivering a 20% net gain in biodiversity.



# 7.0

# Conclusions

# 7.2 Conclusions

As the documentation above shows, since deferral at the March Planning Committee, the applicant team has undertaken extensive stakeholder engagement and produced detailed information in support of this application.

Meetings with Highways and Active Travel have been extremely constructive, enabling the designs to develop and address the highway and road safety issues previously highlighted by the Highways Authority. These meetings have also allowed cycle parking to be adjusted. Following further dialogue with the Active Travel Officer, the works in and around the red line will result in no loss of cycle parking, while areas outside the red line will be secured through a Grampian condition.

The period since deferral has enabled on-site review of sett and ground anchor samples. This time was also used to provide further detail to Historic England and the Conservation Officer. Please refer to the Heritage Statement Addendum for further details.

Market trader engagement has continued, and ongoing feedback has informed the enclosed proposals to introduce a third stall type. Positive sentiment towards the changes was expressed by some market traders, although the team recognises that some traders still have reservations about the project.

The enclosed information, together with drawings and appendices, provides significantly more detail than was presented when the scheme was deferred in March. The applicant therefore considers that the number of conditions previously proposed can be reduced.

With regard to the demountable stalls, detail is now provided on anchoring points following review of physical samples on site with the Conservation Officer and Historic England. Further testing has been undertaken with potential demountable stall products currently available on the market, and different products remain available which could be used on the market and fulfil the technical requirements. Fixing the specific stall to be used at this point would be too restrictive and would make the procurement process unfair. It is therefore suggested that this remains as a condition.

The Council has undertaken an Equality Impact Assessment (EqIA) and has committed to updating this as the detailed design of the market and public realm develops.




**Artists impression of the Market Square**

CARTWRIGHT PICKARD

cartwrightpickard.com

cartwrightpickard

@CartPickArch


**London Studio**
1 Canal Side Studios
8–14 St Pancras Way
London NW1 0QG
T 020 7554 3830

**Manchester Studio**
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**Leeds Studio**
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