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

September 2025

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1.0

Introduction and Context

1.1 Executive Summary

Preserving and modernising historic sites

Modernising the sites will help reduce the council's running costs, and providing space for commercial occupiers would increase the council's income to support frontline council services.

A green, sustainable place

We will target net zero operational carbon in the Guildhall and significant reductions in the Corn Exchange, water neutrality, and a net gain of 20% biodiversity, including trees to provide shade.

A place that works for Cambridge

Improving the experience of residents and visitors will make it easier for people to spend more time in the Corn Exchange, Market Square, and city centre shops, restaurants and bars.

Accessible and Inclusive

High quality public spaces with access for all, through high quality surfaces, the re-use of historic setts, public art and integrated discrete children's play.

Improved visitor experience

Reduce the space for vehicles, whilst maintaining access for servicing, to create attractive and inclusive public spaces.

Biodiversity and ecology

Provide green infrastructure to support biodiversity, increase resilience to climate change and improve people's experience.

150 Council Staff working in the Guildhall

Bringing the Council offices back to the Guildhall will consolidate operations, improving staff productivity and wellbeing

Commercial office space

The proposed works will protect a valuable and much loved Listed heritage asset. The upgraded Guildhall will contribute greater revenue, through the letting of commercial office space, and therefore help protect the Council budgets and front-line services.

Thriving 7 day Market

Creating a bustling seven-day market which is an accessible, attractive, welcoming, exciting and safe place to visit, shop and gather during the day and into the evening.

Flexible spaces

Provide flexible public spaces to support various types of events and uses.

Corn Exchange Increased standing capacity

Improving the experience of visitors to the Corn Exchange by sympathetically modernising the venue and increasing capacity for standing events.

Corn Exchange Acoustics and AV

Improving sound quality and new AV systems for events in the Corn Exchange, ensuring that performances and events meet higher standards for audiences and performers alike.

1.2 What is the Civic Quarter?

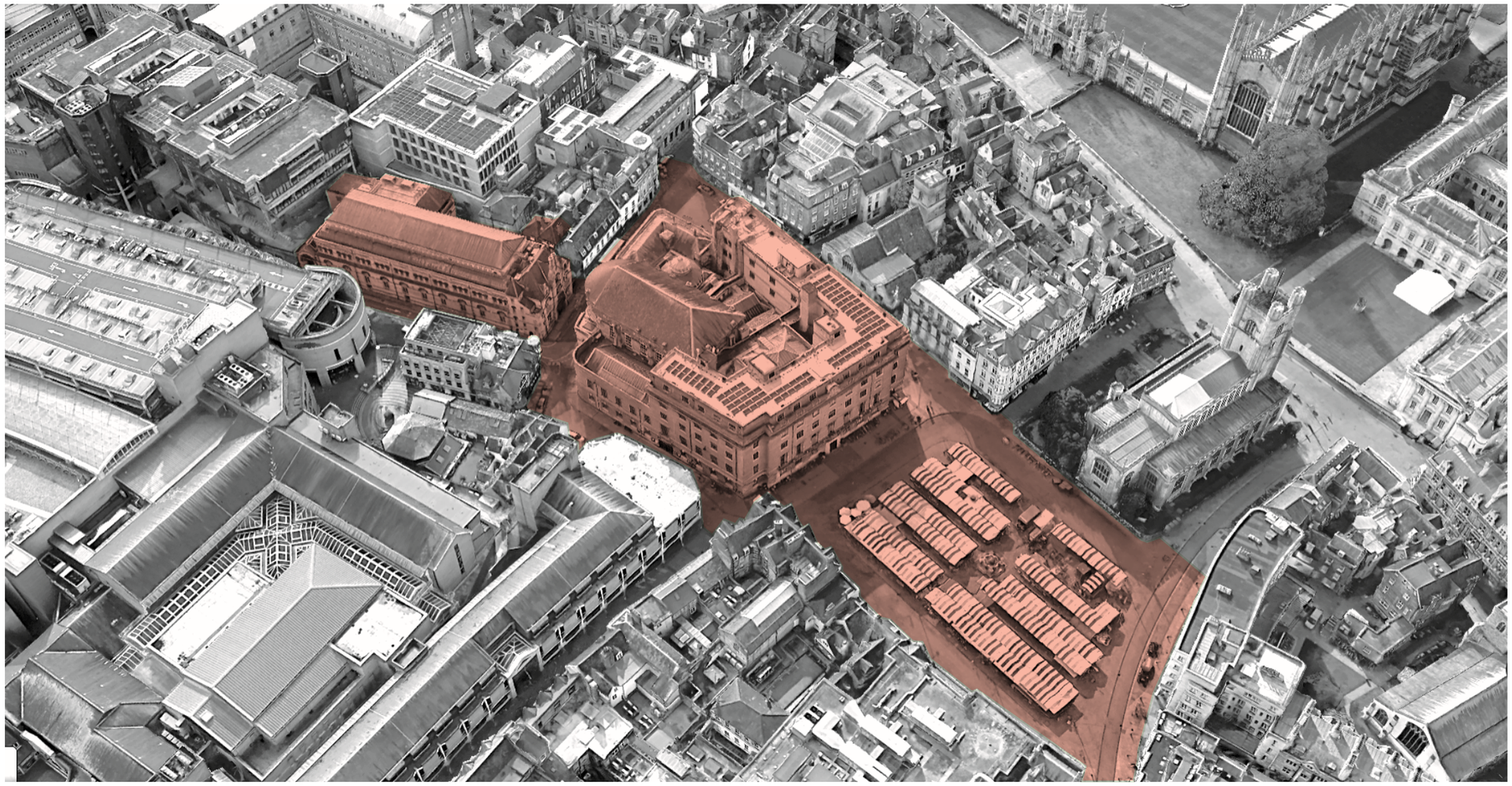
The Civic Quarter is a once-in-a-generation opportunity to reconnect the Guildhall, Market Square, Corn Exchange, and surrounding public realm. The project will create an inclusive, attractive destination that enhances the civic heart of Cambridge, increasing visitor numbers and establishing a more vibrant, people-focused city centre.

The ambition is to improve the experience of residents and visitors through more accessible and inclusive buildings, alongside high-quality public spaces for meeting, trading and cultural events. At the same time, the project will conserve heritage assets, achieve water neutrality, reduce carbon emissions and running costs, and generate income to support frontline council services.

The scheme unites three listed assets—the Guildhall, Corn Exchange, and Market Square—linked by enhanced public realm. A coordinated approach to traffic, servicing and movement will strengthen connections between the assets and create a cohesive identity.

As custodians of these heritage buildings and spaces, Cambridge City Council is committed to refurbishing, revitalising, and renewing them for the 21st century. The Guildhall will be retrofitted to EnerPHit standards, enabling Net Zero Carbon operation in line with the UK Net Zero Carbon Building Standard and the Council's 2030 climate target. Energy use at the Corn Exchange will be significantly reduced, while public realm improvements will encourage active travel and prioritise walking and wheeling.

The Market Square will be transformed into a more accessible, welcoming and flexible civic space, with upgraded stalls, improved services for traders, and a better experience for customers. Designed for flexibility, it will host both daily markets and cultural events, strengthening its role as a key focal point of city life.



Aerial view of the Civic Quarter

The Civic Quarter is about more than buildings – it is about people. By uniting heritage and modern sustainability, it will breathe new life into the heart of Cambridge, creating a civic stage for everyday use and the city's most significant moments. This is an opportunity to leave a lasting legacy for generations to come.

The Civic Quarter is about more than buildings and spaces – it's about people. It will breathe new life into the very heart of Cambridge, creating a place where everyone can feel welcome, proud, and inspired. By bringing heritage and modern sustainability together, it will be a destination to enjoy every day and a stage for the city's biggest moments. This is our chance to create a civic heart worthy of Cambridge's past, present and future – and to leave a lasting legacy for generations to come.

1.3 The Brief

The Civic Quarter

The primary objectives of the Civic Quarter project were agreed at the January 2024 Strategy and Resources Committee as;

1. Creating a more attractive central Cambridge destination for residents that would increase visitor numbers for the market, the Corn Exchange and businesses in the area.
2. Making essential, long-term savings and enhancing revenue to ensure we can preserve services that our residents need and value most.
3. Helping the council to meet its net zero carbon by 2030 target.

The Guildhall, Corn Exchange, Market Square and Public Realm all play key roles in achieving these aims. Collectively they will target Operational Net Zero, water neutrality and Net Gain in Biodiversity of 20%.

The Guildhall

A key goal of the Civic Quarter project is to reinstate the Guildhall as the main civic and office space for Cambridge City Council whilst future proofing it for years to come. This is key in light of Local Government Reform and proposed Unitary Authorities.

The proposals need to address the following four areas:

- Sustainability – the Council will require the Guildhall to be an exemplar project with a Net Zero Carbon aspiration.
- Office – the proposals should demonstrate that the Guildhall is capable of providing sufficient modern office desk space to accommodate current and future needs of the Council.
- Civic function – the proposals should demonstrate how the core civic functions will continue to be met. In addition, the building should accommodate a Customer Service function for the public.
- Commercial use – the Guildhall currently provides a range of commercial income generating uses. Opportunity should be taken to maximise commercial use including office, conferencing and civic functions.

Whilst delivering the above, the Guildhall proposals must consider the Grade II Listed status and the key requirement to make the Guildhall an accessible, inclusive and welcoming Civic space.

Corn Exchange

The Corn Exchange is one of East Anglia's largest and most significant concert venues, welcoming around 133,000 visitors annually and generating over £2 million in turnover. Its activity complements a wider network of local businesses, including the Arts Theatre, hospitality, and traders, with economic benefits extending beyond the venue itself.

The Civic Quarter proposals should focus on strengthening the Corn Exchange's competitiveness, accessibility, and sustainability. The brief sets out specific goals, including upgraded acoustics, modernised MEP and thermal systems, and enhanced food and beverage facilities within Parson's Court. These improvements must balance current event capacity with an improved comfort and customer experience, while aligning with the Council's net zero and water neutrality ambitions.

The Corn Exchange should also be designed to operate as a central component of the wider Civic Quarter. Its cultural offer should actively support events and activities which animate the Market Square and Guildhall, drawing visitors into the heart of the Quarter and sustaining local traders, hospitality venues, and the broader city economy. The brief ensures the venue functions as a connected, cohesive element within the Civic Quarter's cultural ecosystem, rather than as an isolated destination.

Market Square & Public Realm

The Public Realm will knit the Civic Quarter together and should set a new standard of quality in Cambridge. There are opportunities to add areas of planting and trees to improve biodiversity, whilst also providing shade.

The proposals should continue to consider the placemaking of the Civic Quarter to ensure that quality of design brings more people to the market by improving the Market Square and reinstating the historic importance of the Guildhall in the public life of the city.

Stakeholder engagement has identified key areas for improvement and the proposals should address the following key points;

- Improved seating and spaces to eat outside.
- A fully accessible market square and public realm with spaces for people to interact at the heart of the city.
- Match the area of existing market stalls whilst improving trader facilities.
- Provide a combination of fixed and demountable stalls.
- Improving opportunities for evening activities.
- Bring water back to the fountain.

The vision for the Market Square remains;

"An inspiring, strategic public realm heart to the city centre, the market square will be welcoming to all to work, visit and spend time here. A 21st century international and local multi-generational and multi-cultural space, celebrating Cambridge's history and heritage, it integrates a thriving, sustainable, accessible, safe and open environment, connecting the surrounding streets with spaces to shop, wander, stop and socialise. A bustling 7-day market, space for seating and eating, additional business and social opportunities and engaging and inclusive cultural events will add to the richness of the area, making this an active day and evening hub in the city centre for local businesses, residents, and the wider community."

1.4 The Applications
Linking the Civic Quarter

Bringing the Market Square, Corn Exchange, and Guildhall forward as one coordinated project creates a once-in-a-generation opportunity to transform the heart of Cambridge. Individually these are important places, but together they can form a dynamic Civic Quarter that celebrates heritage while delivering a bold, unified vision for the future.

By combining their development, the city can achieve far more than the sum of its parts: a seamless public realm, stronger connections between key cultural venues, and a distinctive identity that will attract visitors, support businesses, and enrich community life.

A single strategy also allows for coordinated access and servicing, and an outdoor events programme that brings new energy to the city centre — with the Market Square as the natural stage for civic life, cultural celebration, and daily activity.

The plans for the Civic Quarter have been designed holistically, following a very comprehensive pre-application process with detailed engagement provided by many different stakeholders. This holistic design approach has ensured that all aspects of the proposals work in harmony so that the social, economic and environmental opportunities and benefits of this project can be maximised. However, the three Civic Quarter assets are subject to separate planning and listed building applications:

Guildhall: Planning and listed building consent is being sought for the refurbishment and extension of the Guildhall, installation of roof plant and screen, and landscaping of Peas Hill and Guildhall Street.

Corn Exchange: Planning and listed building consent applications are being lodged for refurbishment and extension of the Corn Exchange; changes to public realm; and alterations to 3 Parsons Court and change of use to drinking establishment

Market Square: Planning and listed building consent is being applied for seeking approval for the refurbishment of Market Square, Peas Hill and Guildhall Street, including: provision of cycle parking; erection of replacement market stalls and enclosed seating area; refurbishment of Grade II listed setts; works to listed fountain and railings; and additional landscaping and street furniture.

The applications have been designed so that each project (Guildhall, Corn Exchange and/or Market Square) can be implemented either collectively or in isolation. This ensures that the Civic Quarter project is adaptable and deliverable.

While the detailed phasing and delivery programme will be determined in due course, each of the projects have been designed so if needed, they can come forward in isolation as part of an initial phase of the wider Civic Quarter development. Each individual application will not prejudice the delivery of any other planned improvements across the Civic Quarter.

1.5 The Vision
Outcomes

Vision

Cambridge Civic Quarter will be a place for all people of Cambridge. It will be the heart of the city, connecting the city's civic, commercial and University life and creating a new public space and market experience that befits a world-class city.

Our vision is to set a new standard for the quality of the public realm in the city through this project. It will allow us to create a series of new sociable spaces that reconnects the city with its people. All routes will lead to a world class public space in the Market Square and is a place that inspires, but that is inherently flexible, inclusive and engaging.

Our approach to the public realm is to put people first. We see these central spaces as critical to the future of the city, its commercial and civic success.

The Civic Quarter and the Market Square will be a place where people come together to celebrate the city's successes. The quality of the public realm here, in some of Cambridge's most historic streets will help to drive the commercial, social and cultural success of the city.

Our proposals reinforce these varied roles for the streets and outdoor spaces within the Civic Quarter. But at their heart they focus on giving space back to people, and creating high-quality spaces that promote social encounter.

The emerging design has been developed to be flexible - an adaptable space that can accommodate a variety of uses, from everyday market and outdoor dining to a range of activities.

Our proposals are grounded in the history of the place whilst responding to today's biggest challenges of climate change and nature recovery.

The design also seeks to create a new future for the city centre, one that is inspired by the historic Cambridge College Court - a beautiful space, surrounded by all the functions that make-up city life - places to eat, places to sleep, places to work, study, relax and to be inspired.

Community

Everybody feels included and able to visit and enjoy all the facilities within the Civic Quarter. The market is busy, bustling, well managed and clean and no matter the size is always full.



Character

People celebrate and engage with the historical, civic and cultural functions of the city and protect them for future generations.



Connectivity

People movement dominates the Civic Quarter. Everybody feels and is able to more unhindered across the civic quarter and through the market square.



Climate

Cambridge has a green city centre where people are connecting with nature.

Biodiversity is increasing in the city centre.

Planting is thriving without overuse of water or intense management.



2.0

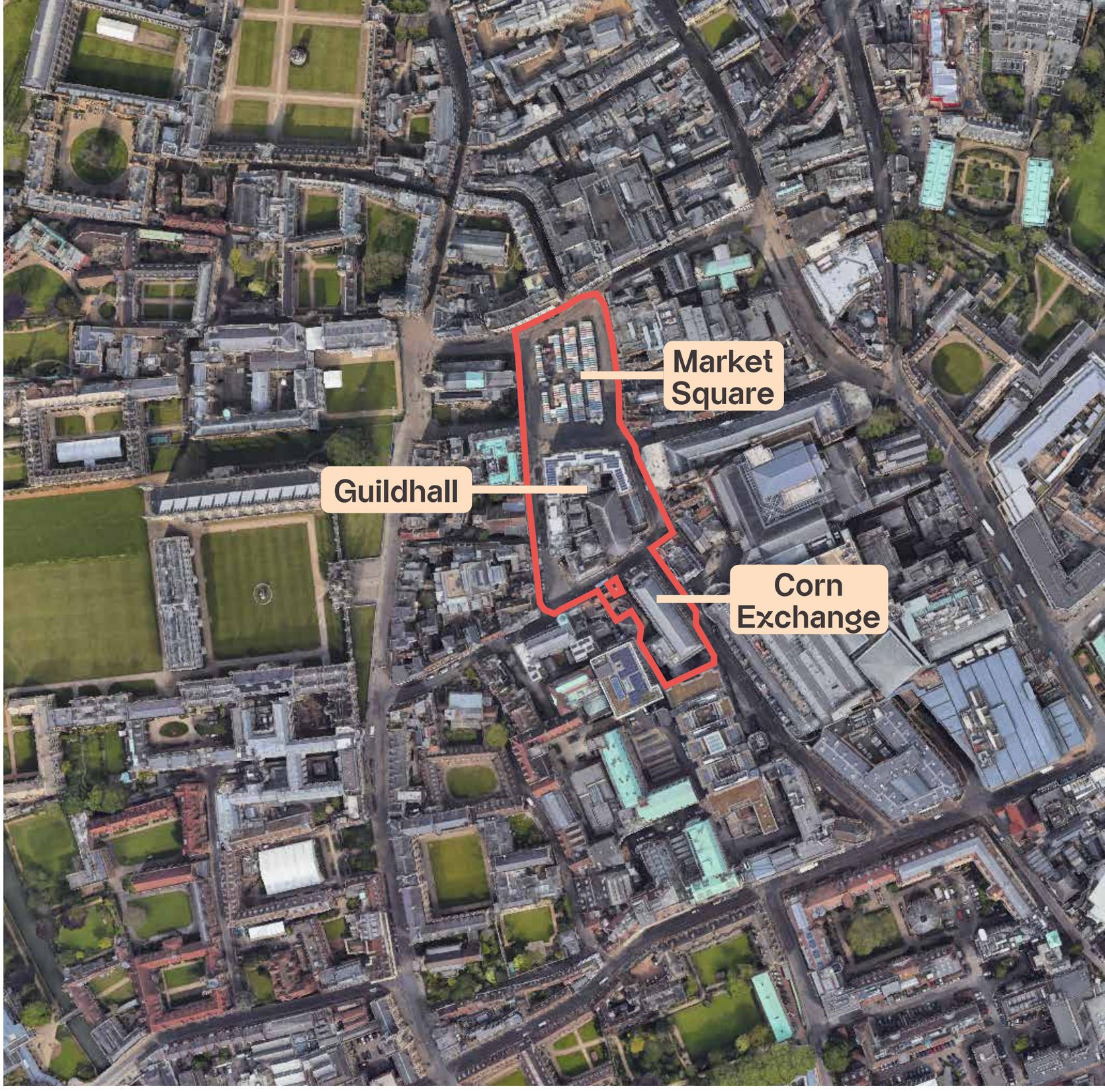
The Market Square & Public Realm

Context

2.1 Location

Cambridge Civic Quarter sits in the heart of the historic city centre.

The Market Square in Cambridge is centrally located within the historic city centre and serves as a prominent public space for both residents and visitors. It lies just off Market Street and Market Hill, nestled between several significant landmarks. The square sits immediately in front of the Grade I Listed 15th-century Great St Mary's Church, which acts as a focal point for the area, the Grade II Listed Guildhall and is a short walk from King's Parade and the main colleges of the University of Cambridge, including King's College and Trinity College. Its position reflects its long-standing role as a civic and commercial heart of the city.



Aerial view of the site and surrounding context

2.2 Heritage
Summary

Conservation Area

Although the market has been in existence in some form possibly for more than 1000 years, it could not be described as a 'market square' until the 1850s. Prior to that, and as shown on plans from the C16 up to Baker's Plan of the City in 1830, the space was far more amorphous, with specialist markets in the surrounding streets though one constant seems to have been the relatively open nature of the east side of the present space (shown as Market Hill even on the 1575 Braun Hogenberg Plan). Perhaps not surprisingly this side retains quite grand merchants' houses today. However, from Loggan's Plan of 1690 through to Baker's Plan of 1830, there was a mass of buildings hard against the back (east side) of Great St Mary's Church and a whole block of buildings on what is now the west side of the Market Square.

The market was said to have been first paved as early as 1613, the year before the erection of Hobson's Conduit . However, after a major fire in 1849 which destroyed the buildings on the west side of the market, the Cambridge Corporation Act gave the Council the means to expand and resurface the market using granite setts. At the same time the old Conduit Head was moved to Brookside and a new Gothic fountain added as the centrepiece (much of it demolished in 1953).

The Civic Quarter is located within the Historic Core conservation area within Cambridge City Centre.

Heritage Assets

Buildings

There are a large number of heritage assets within the Civic Quarter and the surrounding context. These are shown on the plan opposite. These includes buildings of national significance and local significance. There are two Grade I listed buildings adjacent to the site, these are Great St Mary's Church in the west, and No. 5 Market Hill. St Edward King and Martyr's Church is Grade II* listed and a number of other buildings including the Guildhall are Grade II listed.

Public Realm

In addition to the buildings there are a number of significant heritage assets within the public realm. The historic setts within the Market Square, the railings to the basement access, the fountain, the telephone boxes on St Mary's Street and the railings to Great St Mary's Church are all listed at Grade II and afforded national protection.

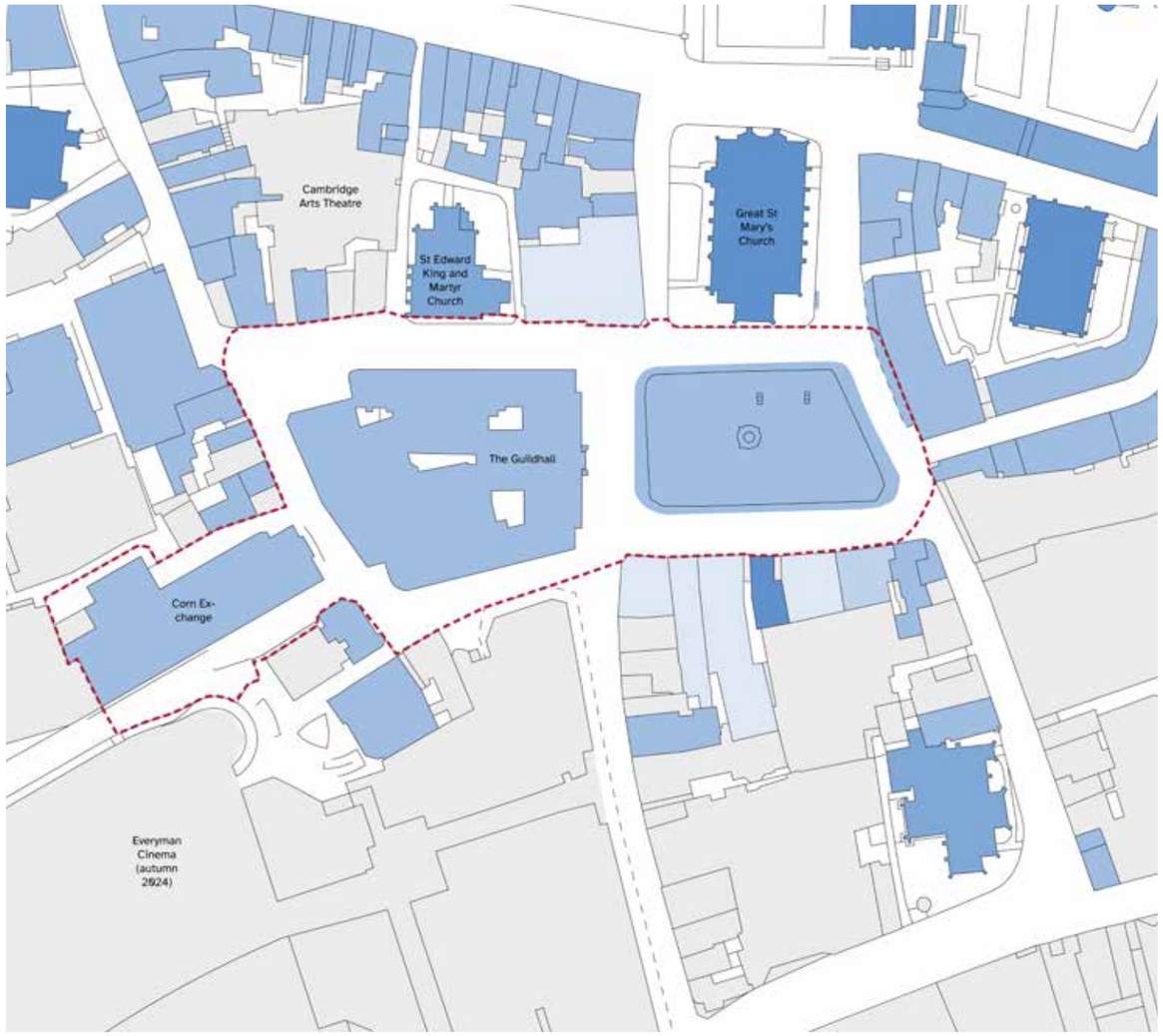
Other items of street furniture such as the historic fire hydrant at the corner of Peas Hill and Wheeler Street, and the post boxes on the corner of St Mary's Passage and the Market Square contribute positively to the streetscape. Wall mounted Richardson Candles are present on Wheeler Street and historic photographs show they were present along Guildhall Street as well.

Non-designated

Beyond the heritage assets present on the site today there is also considerable history associated with the site. One significant element is Hobson's Conduit which originally had a branch that brought fresh water underground from Lensfield Avenue through the city and along Guildhall Street to the original conduit head and later to the Victorian fountain. Although it has been disconnected, it is an important part of the city and the Market Square's history.

Key Views

The Conservation Appraisal identifies a number of key views across the Civic Quarter. These views are shown on the plan opposite. In addition, there is a further key view identified which is from Guildhall Street looking northwards towards Rose Crescent which frames St John's Chapel. This is assumed to be in the Conservation Area Appraisal although the map excerpt has clipped the leader.



Plan showing heritage assets in an around the Civic Quarter

Application boundary

Grade I listed

Grade II* listed

Grade II listed

Positive building or structure

Building of local interest

Other Building

2.2 Heritage

The Evolution of the Market

A market has been in existence for more than 1000 years and was first recorded in this location in 1457 when the long since removed Market Cross was mentioned. Over time the location and the extent of the Market has developed and adapted and even moved.

Originally the market was located all around the surrounding streets. The word 'Hill' is believed to be derived from the old English word for market and this is where the street names 'Market Hill, Peas Hill' come from.

The following paragraphs are a summary of the key phases of the Market with details included in the Heritage Statement authored by Turley.

The Medieval Market

Maps and illustrations show that the medieval market was distributed throughout the surrounding streets. Market Hill was a more slender open space towards the eastern side of the Market Square forming a 'L' shape with Market Wynde. Further markets were located down Union Street (now Peas Hill), Butchers Street (now Guildhall Street) and Petty Cury. The market stalls were located within zones, with the Garden market outside the Guildhall, the meat market on Market Hill and the fish Market on Peas Hill.

To the western side of Market Square there were 2-3 storey high buildings wrapping along the eastern edge of Great St Mary's Church.

Victorian Market

Following a great fire in 1849 the medieval market place and its structure was destroyed.

The result was the new design of the Market place, with the buildings that burnt down not being replaced. This resulted in a wider centralised Market Square with a carriageway to all four sides connecting with the surrounding streets.

As well as the market, the original conduit head was also removed and replaced with a new gothic style fountain in the centre of the new Market Square.

20th Century Interventions

During the 20th Century, the extents of the historic setts was reduced presumably in response to the construction of the new Guildhall, pedestrianised sections of Peas Hill, increased radii to support highways requirements, the removal of the Gothic fountain structure, the construction of new underground WC facilities and above ground waste provisions.

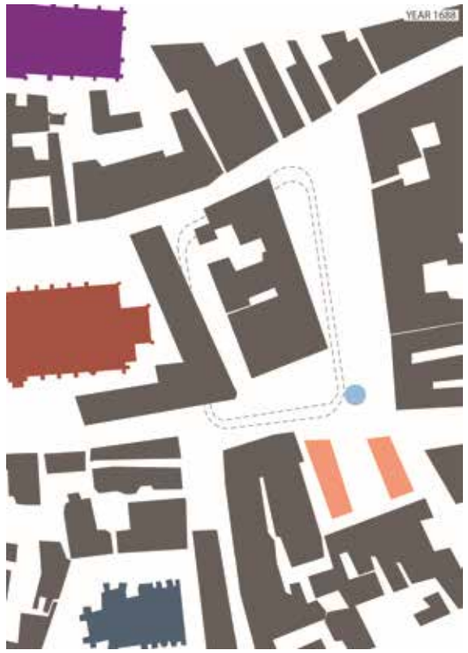
All of these have impacted the original design of the Victorian market place and how it is interpreted.



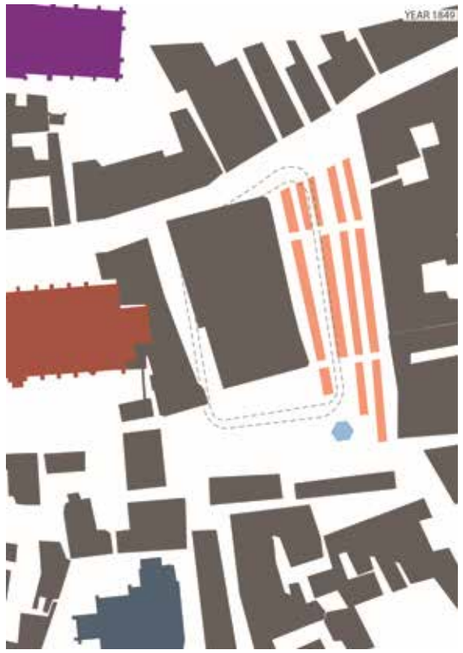
Photograph from 1880 taken from a now demolished building on the south side of the Market Sqare showing a full market, and the full extent of the pavement.



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

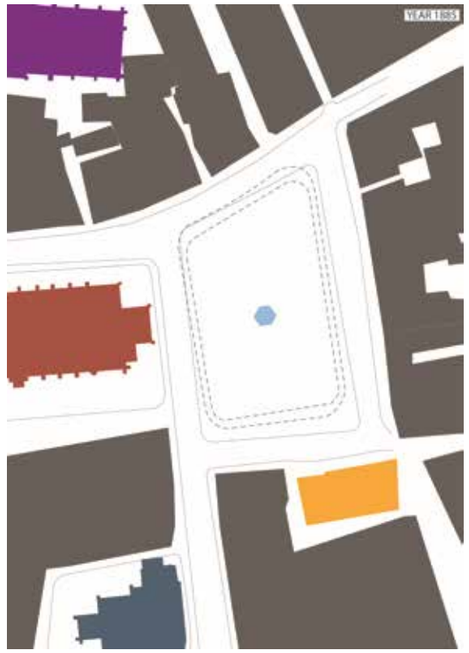


1688 On the earliest recorded map of the Market area there are buildings around Great St Mary's Church and down Peas Hill to the rear of St Edward King and Martyr Church. The market was segregated into types with stalls selling meat along what is now Guildhall Street and Fish along Peas Hill.



1849 More detailed maps show Hobson's Conduit remains in the south-east corner and the market stalls in what is now Market Hill organised in north-south lines.

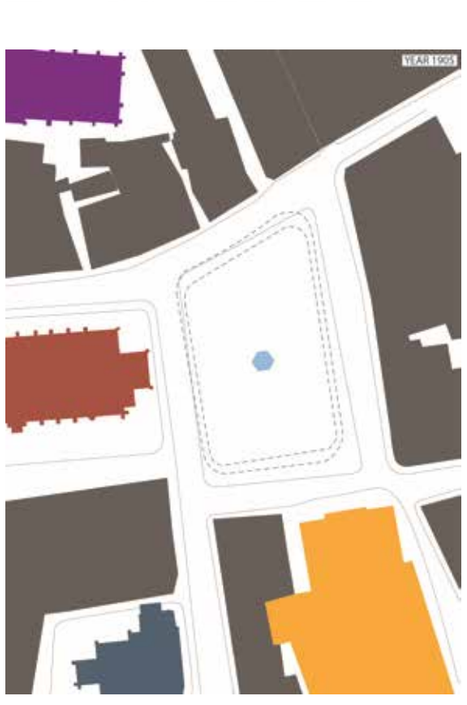
There are buildings tight against Great St Mary's Church.



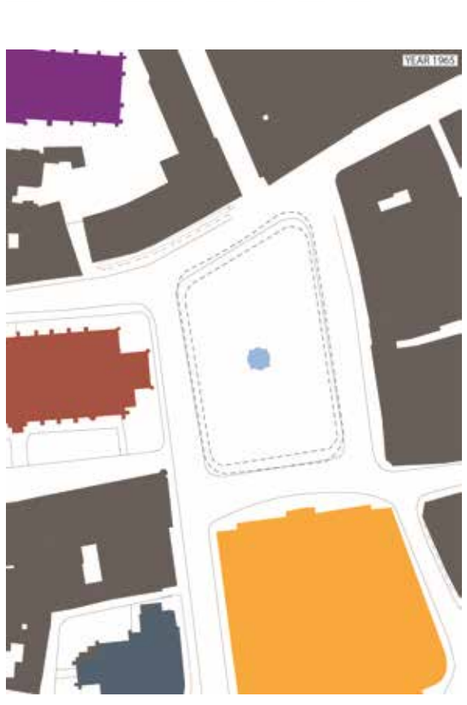
1885 This map is the first record 30 years after the market place was redeveloped in 1855.

It shows the buildings which were destroyed around Great St Mary's Church not being replaced and instead a wide open market square with a new fountain head in the centre.

The surface materials of the market square extended much further than they do today.

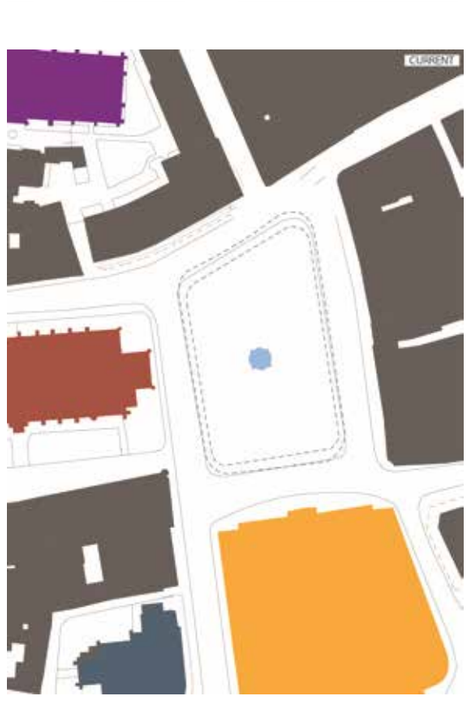


1905 Little has changed during this time. The largest change being the extension of the previous Guildhall buildings.



1965 This map from 1965 shows the Guildhall building which was constructed in 1939. It was contemporary with the replacement buildings along Market Hill which form the colonnade with Gonville and Caius above.

It's during this time that the extents of the setts starts to be more representative of what is there today with a wider curved paved area in front of the Guildhall.



2024 The extents of the setts and footpath around them has had further modifications with increased radii around the southern and northern edges. Today the surrounding footpath is a mix of bitumen and concrete blocks with no surviving York Stone.

North

Great St Mary's Church

St Michael's Church

Market Stalls

Fountain

St Edward King and Martyr Church

Guildhall

Buildings

Existing setts and footpath outline

2.2 Heritage
Fountain

When the market square was redesigned in the 1850's, the original conduit head was removed and replaced with a new fountain at the centre of the new layout. This new fountain had a granite base and gothic structure above which was approximately XXm tall. The height provided a strong centre piece to the market square whether it was being used as a market place for open for other civic functions.

The fountain was principally a drinking fountain and below ground pipework to the former conduit head was extended to provide a source for the new fountain.

In the 1950's the gothic structure was said to be moving in an alarming way during a windy day and was taken down and removed, with only the granite base being retained. At some point in the 1960s during the construction of the Lion Yard shopping centre, the connection to Hobson's Conduit was severed and the fountain became dry.

In 1972 the fountain was considered to have national heritage significance the fountain achieved Grade II listing. Today the fountain remains dry, with the base used as a planter and the granite base as an area of seating for people visiting the market.

The Listing

Grade: II

List Entry Number: 1101735

Date first listed: 02-Nov-1972

List Entry Name: Fountain in the centre of Market Hill

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).

Heritage Assessment

In its heyday, the fountain provided fresh water for those using the market and was the central feature of the newly enlarged and planned marketplace. What remains today is a rather sad shadow of its former self. It is in poor condition with some continuing movement of the structure evident and lacking any explanation of its original form. It has lost its role as the centrepiece of the market.

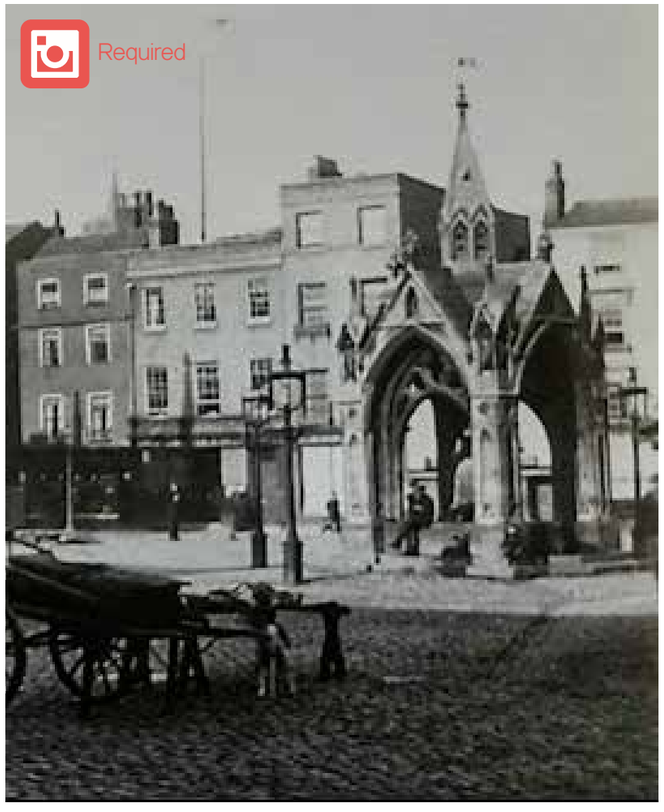
The fountain's historic interest, as a symbol of Victorian civic pride at the heart of the commercial and administrative centre of the city, has therefore been significantly diminished.

Condition

Conisbee Consulting Engineers carried out a visual inspection of the fountain in 2025, the results of which are available in XXX. In summary it was determined that a series of cosmetic repairs and a watching brief were the most appropriate.



The fountain located at the centre of the original Victorian layout of the market square



The fountain structure was surrounded by four lampposts - one to the north, south,



The fountain and granite base as it is today, being used as a planter and seater and not operational

2.2 Heritage
Setts and Railings

The central area of the market square is largely surfaced in granite setts. These are believed to have been laid circa 1855 when the market square was redesigned and rebuilt following the great fire of 1849. It is believed that the setts are pink granite from Leicestershire which may have been brought to Cambridge from the recently opened trainline (1847).

Over the following 170 years the setts have seen many modifications including areas being removed and replaced with concrete slabs when the basement WCs were installed in the early 20th century, areas being uplifted and re-bedded following the introduction of services and repairs, and areas being replaced with other materials assumed to be as a result of maintenance works.

During this time the surface has been used for many purposes including for market stalls, as a car park, for celebrations, protests and other events. The varied use, as well as modern day vehicle loadings and gradual wear and tear has contributed to the condition this surface is in today. That includes an uneven surface, steeply sloping sections, missing areas of mortar which all make the market square inaccessible to many.

In 2019 following an application by a local historian, the setts were considered to have national heritage significance and received Grade II listing. They were listed in a group with the cast iron railings that were installed around the access steps to the basement. They are not however contemporaries with each other with the railings being an Edwardian or Interwar intervention into the Victorian market square.

The following descriptions are taken from Historic England's List Entry for the listed structures within the Market Square. Further detail on current condition and value is included here from Turley's heritage report:

The Listing

Grade:II

List Entry Number: 1467164

Date first listed: 30-Oct-2019

List Entry Name: Market Place paving and two sets of iron railings

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, they 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.

Heritage Assessment

The description does not comment on the loss of setts in key areas across the historic Market Square in the C20.It also makes no mention of the sett patterns nor drainage channels or the different types and shape of setts visible on the market square which include rectangular and squarer setts.

The suggestion that the iron railings were added in the later C19 is incorrect. As the Ordnance Survey plans show, they appear some time between the 1903 and 1927 plans.

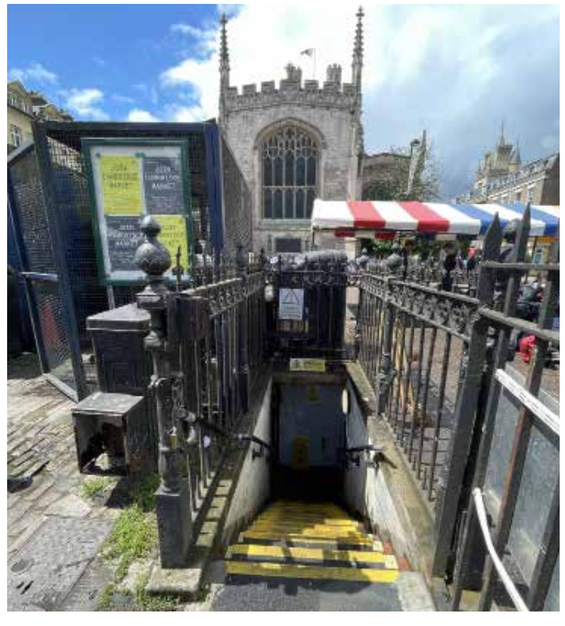
LDA Design's 2021 Market Square Concept Design Report set out the findings of a detailed study of surface materials. The surface was deemed to lack consistency and quality and that summary is relevant to the wider Civic Quarter.

Existing materials within the Market Square study area include Grade II listed setts, Yorkstone flags, block and concrete paving as well as asphalt and concrete.

There are also a range of laying patterns and drainage details across the site, which alongside areas of disturbance contribute to significant accessibility issues.



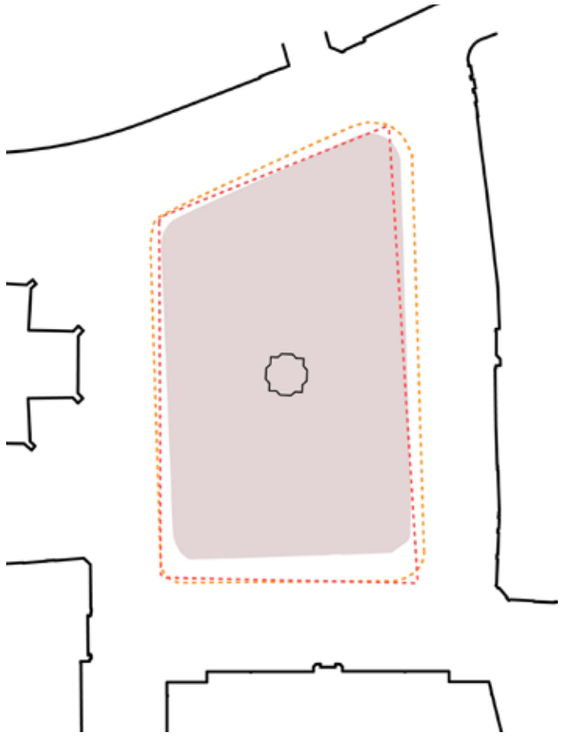




2.2 Heritage

Sett boundaries over time

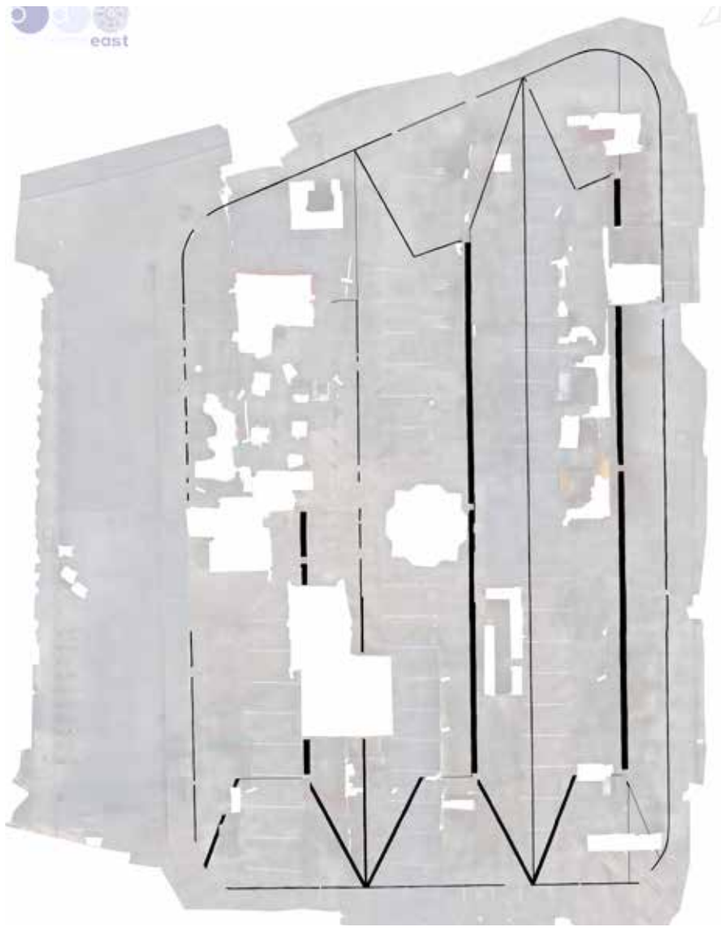
From studying old maps, photographs and surveys it is evident that the extents of the setts within the Market Square have changed over time. This is also evidenced in the different boundaries recorded under highway responsibility (early 20th Century record card), Land Registry and title information, and the Historic England boundary. The plan belows show the various iterations of the boundaries.



Existing arrangement of setts

Proposed arrangement of setts to reflect 1885 extent

Cambridge City Council Ownership

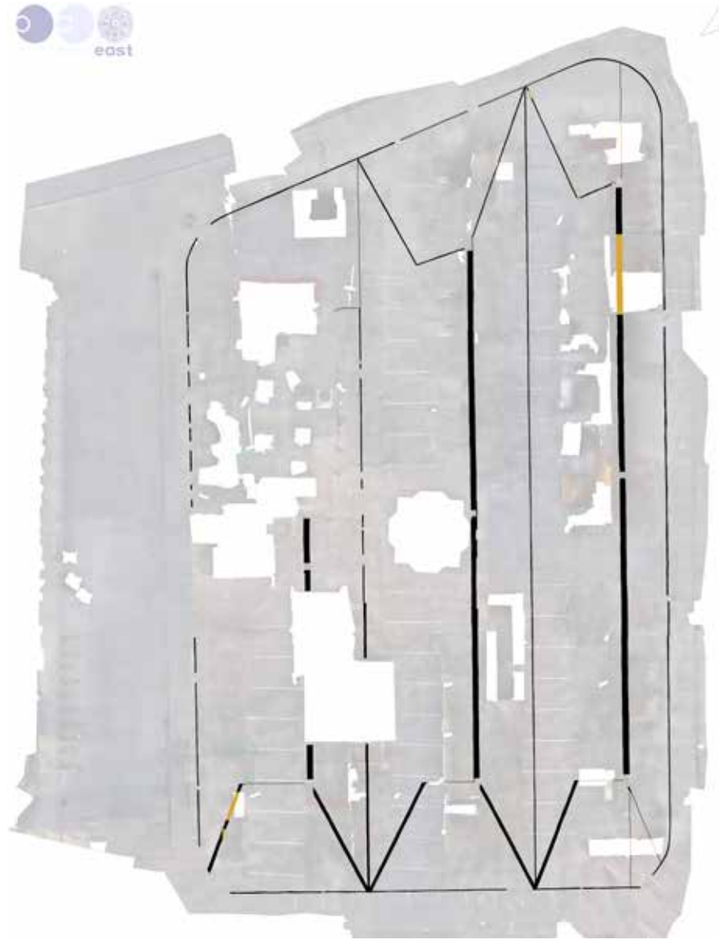


The image above shows the patterns present today in the historic setts. These show three north-south drainage channels which are in the middle part of the market square. Parallel to the northern edge there is a single running course of setts before turning into a diagonal line that meets the 'ridge' lines where they meet the perimeter of the Market Square.

In the south this is different. There is no running course but there is a change in laying direction of the setts.

These then meet diagonal lines that meet the ridge lines at the southern edge of the market square. These channels are not a single course of setts and vary from 3-4 courses wide.

Much of the eastern part has been disturbed due to the construction of the basement WCs, the installation of a concrete slab and the absence of survey information due to semi-permanent structures being in this location.



The image above shows areas in yellow which would be a minimal intervention to reinstate areas that appear to be obvious.

2.2 Heritage
Hobson's Conduit

Hobson's Conduit is an important water course and infrastructure project in Cambridge and its connection with the Market Square is not readily accessible to the local community and visitors.

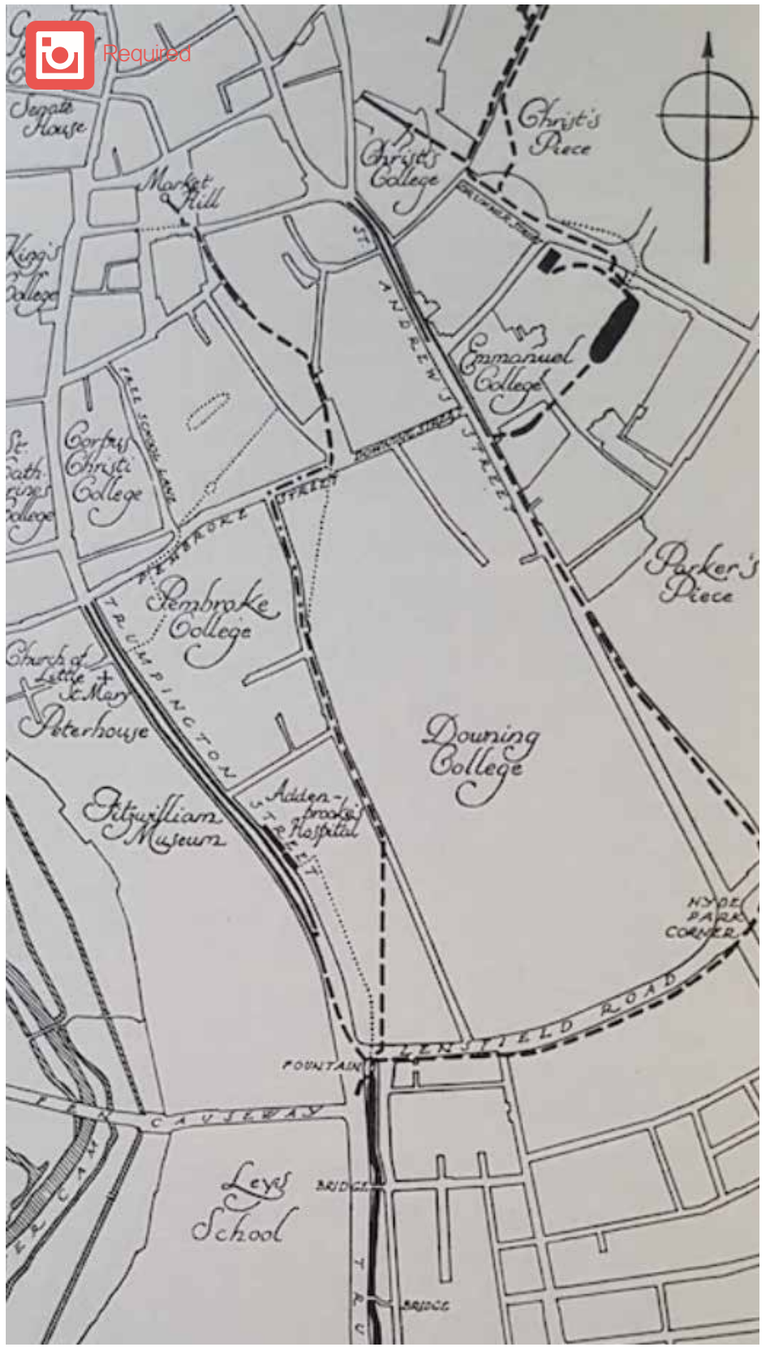
The conduit was significant because it was constructed as a joint partnership between the University of Cambridge and the Town of Cambridge to bring free, fresh clean water into the heart of the city and was for all people of Cambridge. Thomas Hobson (famed for the phrase Hobson's Choice) was a benefactor of the scheme and as such it was named after him. He is buried in the church on Bene't Street a short walk away from the Market Square.

Originally it travelled through the city before branching off and travelling along the route of the Lion Yard to the Market Square, Here it culminated at the conduit head which was originally located in the south east corner of the Market Square. In the great fire of 1846 the buildings in the north west corner of the current market square were destroyed and not rebuilt.

As part of the 1855 Victorian redesign of the Market Square, the original conduit head was taken down and the conduit extended to feed a new fountain in the approximate centre of the new market square.

The fountain was operational until the 1960s when the connection was severed as part of the construction of the Lion Yard shopping centre.

There are opportunities within the Civic Quarter to celebrate and reinterpret the historic water course, its connection with the historic and Victorian market place as well as the next chapters of the Market Square.



Route of Hobson's Conduit showing that the branch connected to one that ran underground from Lensfield Road along Tennis Court Road and along the old Guildhall Passage



Different styles of Hobson's Conduit marker plates on route of branch along St Andrew's Street





Hobson's conduit exposed runnel along Trumpington Street

2.3 Site Context and Analysis

Existing Use

The Civic Heart of the city

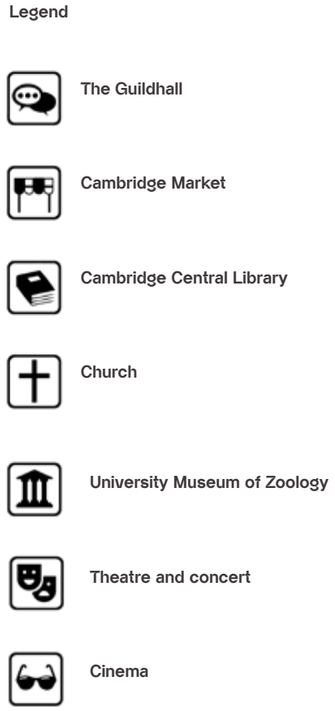
The Civic Quarter is home to the city's foremost cultural institutions. The Guildhall was built in 1939 but buildings on the site have been critical to the success of the city since the early 13th century. A succession of buildings were used to collect tolls and enable access to the market, but also to host theatre performances bringing cultural, commercial and civic life together.

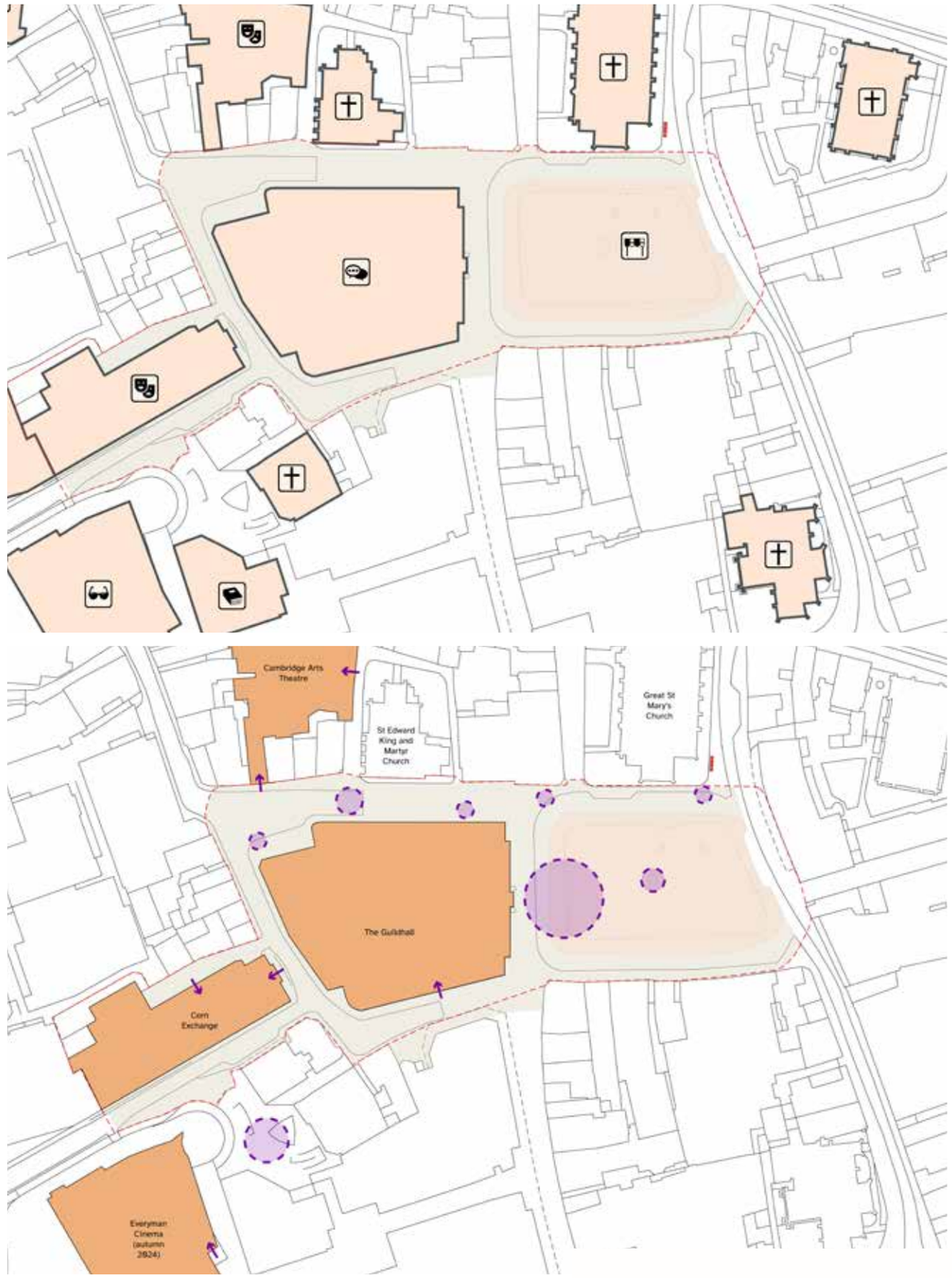
The adjacent Corn Exchange, opened in 1875 is one of two important arts venues alongside the Cambridge Arts Theatre on Peas Hill. The Guildhall itself has two main halls which have hosted a range of arts and cultural events over the last 100 years

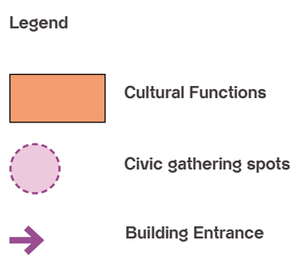
The Corn Exchange backs on to the adjacent New Museums Site which houses some of the city's most important collections - including the Museum of Zoology.

The two prominent churches that border the Civic Quarter to the west - St Edward King & Martyr and Great St Marys contribute significantly to the spiritual and cultural life of the city.

The area's significance and the mix of cultural, commercial and spiritual functions means it continues to play a key role in the city's life. It is also at the heart of University life with many of the buildings adjoining the site owned by the colleges.







2.3 Site Context and Analysis

Existing Use



Uses

2.3 Site Context and Analysis

Existing Use



Activity - Morning 8am to 11am



Activity - Midday to Afternoon 11am to 5.30pm



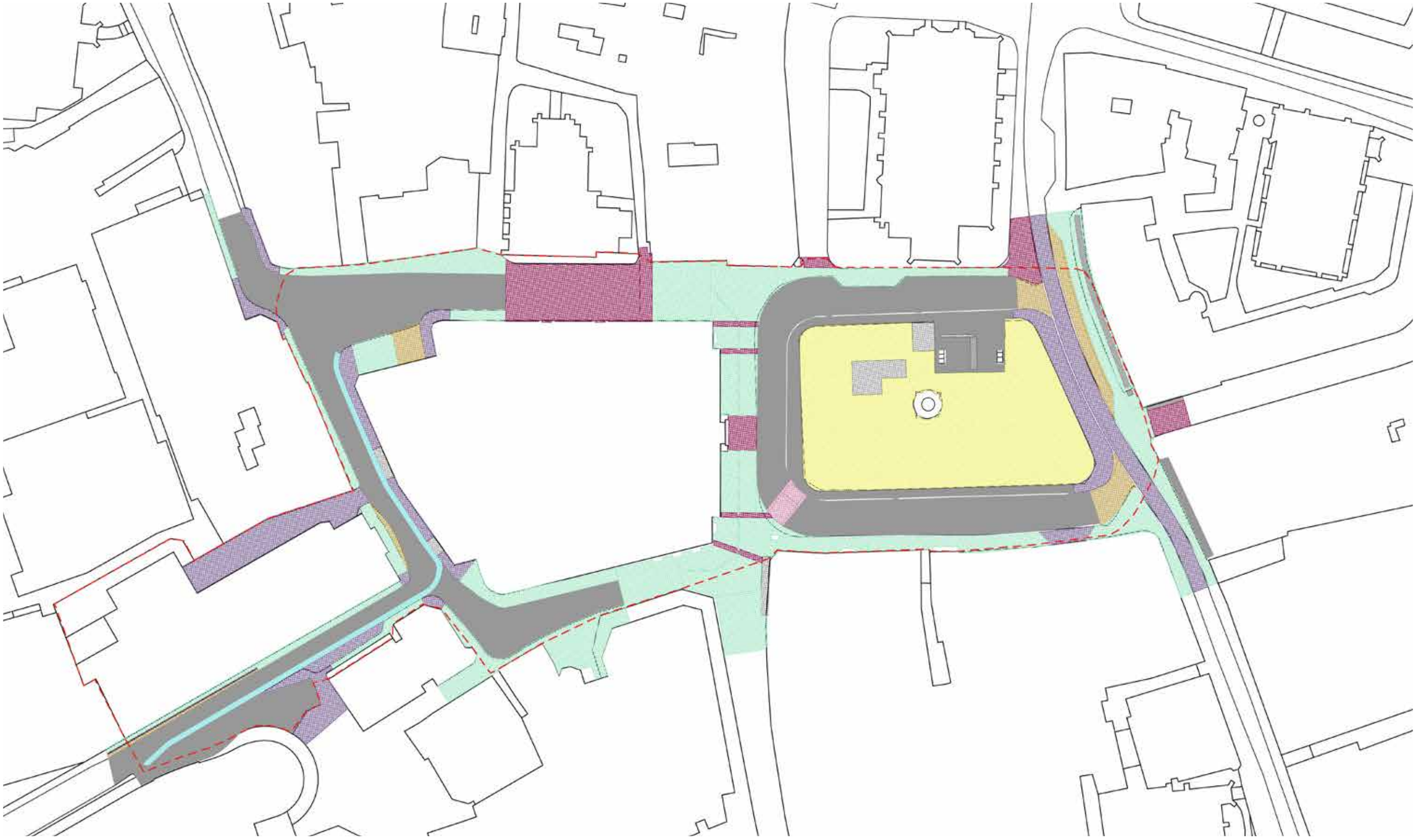
Activity - Evening 5.30pm to 10pm



Activity - Night after 10pm

2.3 Site Context and Analysis

Public Realm



2.3 Site Context and Analysis
Planting and Ecology

Context

Cambridge's wider network of green and blue infrastructure contributes to its ranking in 2024 as England's second greenest city (www.endsreport.com). This network is most evident to the west of the site where the River Cam and its associated meadows and college lawns border the city centre.

Within the historic core there are very few areas of greenery. Where they are present they are associated with church yards and college grounds. Sometimes these are areas people can access and sometimes these are areas where trees and vegetation leak out of the boundaries into the public realm.

Site conditions

The Civic Quarter shares this characteristic with very little existing vegetation within the application boundary. Planting within the listed fountain in the centre of the Market Square and the recent addition of new planters on Peas Hill, containing multi-stem silver birches are the only existing vegetation within the site. The Church yards at Great St Mary's and St Edward King and Martyr provide green oases with trees and planting providing a presence within the spaces. The lawns in front of Kings College provide a large area of green space, and a wall to sit on along Kings Parade providing a connection between people and greenery.

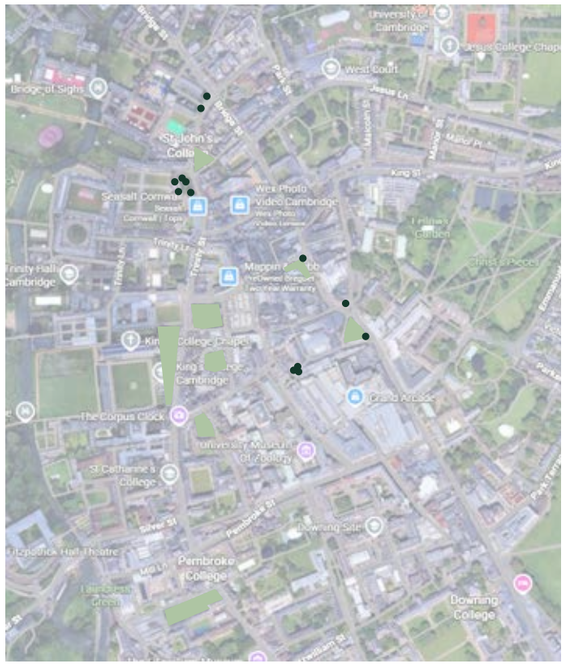
Trees

Although the trees on the site are limited and containerised there are a small number of trees within the adjacent church yards. An arboricultural survey was carried out in summer 2025 by Hayden's Arboricultural Consultants of these trees and their root protection areas. The majority of the trees were classified as Category C (a tree of low quality) with two trees recorded as Category B (a tree of medium quality). The root protection areas of these trees (yew, elder, holly) do not project into the application boundary and as such proposals are not anticipated to have an impact on the health of existing trees.

City-wide strategies

The city's emerging Local Plan includes a policy that will require development to achieve a minimum 20% Biodiversity Net Gain (BNG). The ambition for the site is 20%.

The Cambridge Canopy Project seeks to grow Cambridge's urban forest, increasing tree canopy cover from 17% to 19% by the 2050s. This translates to around 16,000 new trees.





Legend

Amenity Grassland

Shrub and flower bed

Trees

Plan showing existing vegetation

0 25m 50m 100m

North

2.3 Site Context and Analysis

Planting and Ecology













2.3 Site Context and Analysis

Existing Constraints: Peas Hill

Analysis

Peas Hill is currently a partially pedestrianised street which connects Wheeler Street to the Market Square. Its southern end is used as a turning head for vehicles as well as an area where articulated lorries park to unload sets for the Cambridge Arts Theatre and the Corn Exchange, as well as a place for accessible parking bays and general loading bays.

A number of food and beverage units frame the southern area of Peas Hill including in the ground floor of The Guildhall. The narrow pavements and vehicle use limit the amount of space available for outdoor dining.

Constraints

There are a number of basements associated with buildings along Peas Hill. This includes the basement to The Guildhall as well as buildings along the western edge of the street. The extents and depths below existing ground levels require to be surveyed. Their positions affect where and what can happen above ground.

There is also an extensive crypt underneath Peas Hill and associated with King Edwards and Martyrs Church. This is accessed from the eastern side of the Church yard via a set of steps.

There are two principal accesses to The Guildhall located on its western elevation. There are also pavement lights along the edge which need to be kept clear to comply with the basement Fire Strategy

Opportunities

Peas Hill and the western edge of the Market Square create the green connection between Wheeler Street and St Mary's Street.

The vision for this link is to create a more meandering route, passing through luscious vegetated planters and trees. There will be areas for people to sit, gather and relax. Trees will create areas of dappled shade and cooler places to sit under on warm sunny day in and amongst nature.

Seating along the route will provide additional places for people to eat and drink produce purchased at the market and other food outlets.

Peas Hill is located between the Cambridge Arts Theatre, the Corn Exchange and The Guildhall and there are opportunities to bring these functions out of their buildings and into the street.



The new seating and planters installed in 2023 are well used.



The southern end of Peas Hill at the junction of Wheeler Street and Bene't Street is generous in scale but dominated by infrastructure for a limited amount of vehicles

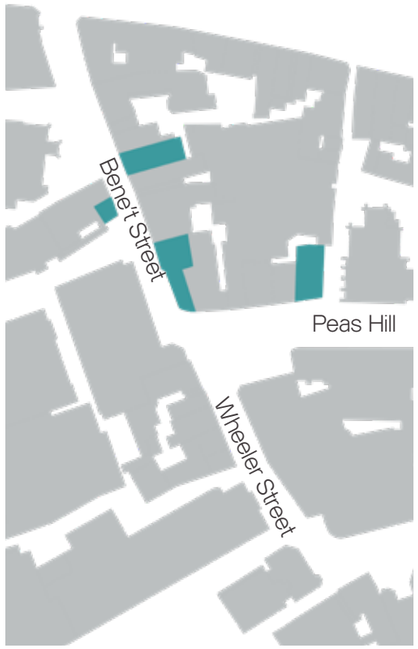




Bins and bicycle parking provides obstacles within the street scene and are out of proportion.

2.3 Site Context and Analysis

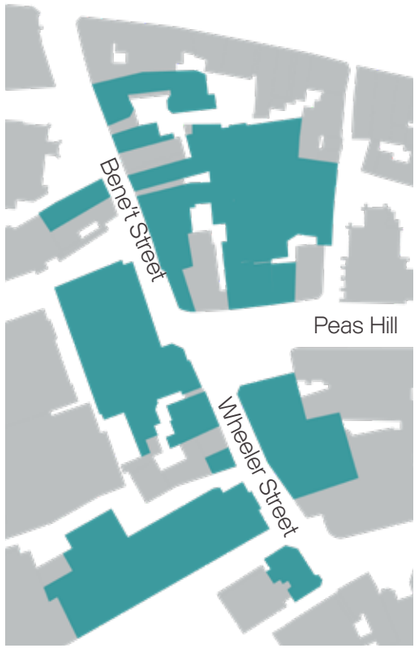
Wheeler Street: Activity



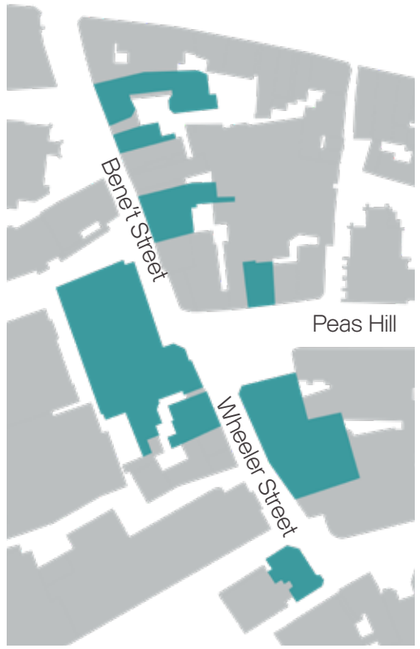
Activity - Morning 8am to 11am



Activity - Midday to Afternoon 11am to 5.30pm



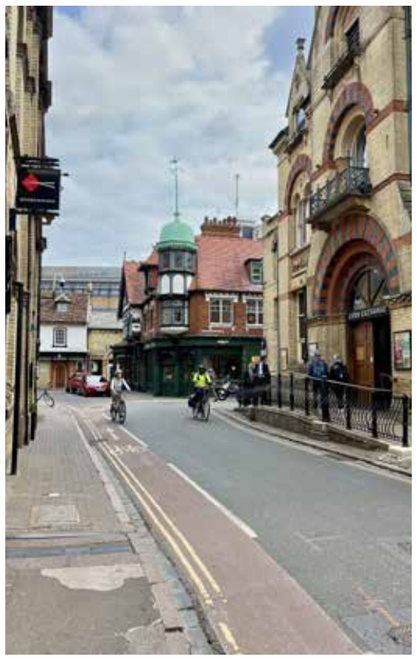
Activity - Evening 5.30pm to 10pm

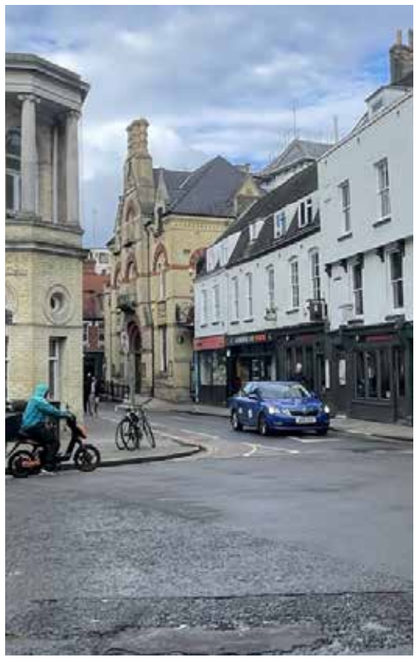


Activity - Night after 10pm



Uses

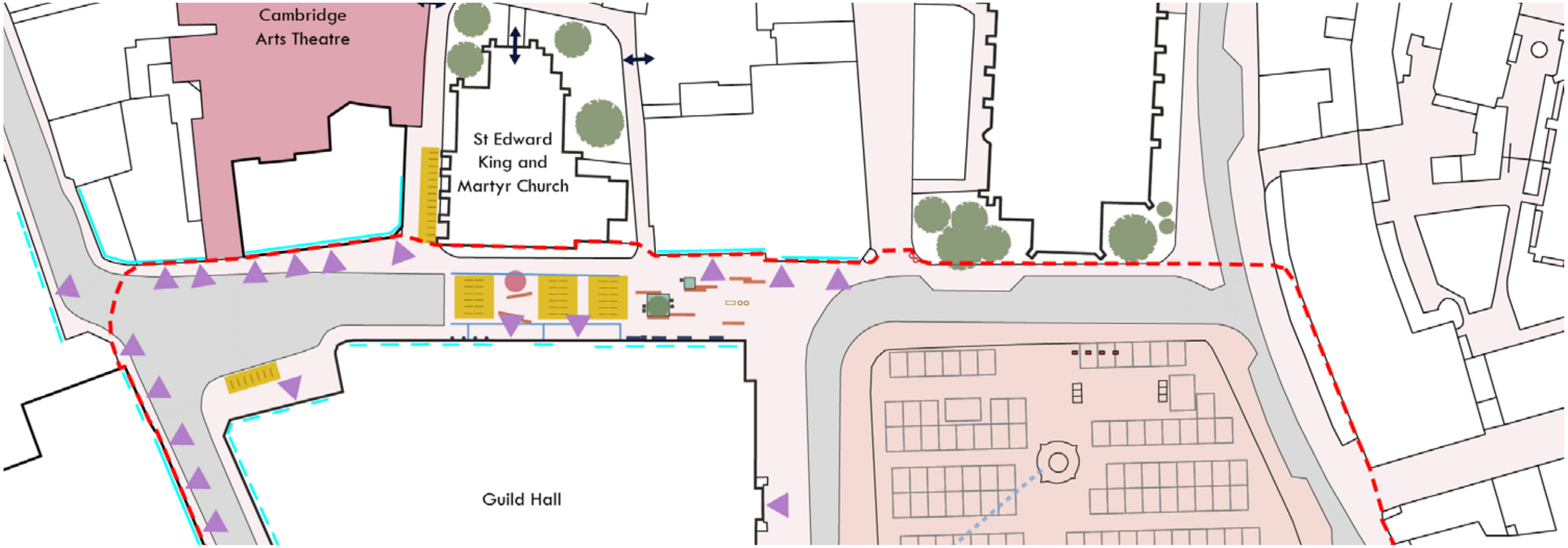






2.3 Site Context and Analysis

Existing Constraints: Peas Hill



2.3 Site Context and Analysis

Existing Constraints: Guildhall Street

Analysis

Guildhall Street is currently a heavily constrained street that is dominated by vehicle movements within a turning head. This includes motorised vehicles such as private cars, delivery vehicles as well as cycle parking and Voi Scooter parking. The effect of this is that the street feels car dominated with the access from The Guildhall opening onto a narrow stretch of pavement and then the carriageway.

The location of the cycle parking within the centre of the street, and the random nature of the Voi scooter parking create obstacles for the flow of pedestrian movement and pushes people to travel on the narrow footpaths and within the undercroft of the Lion Yard shopping centre.

Heritage Assets

Guildhall Street is fronted onto by 3 listed buildings, The Guildhall, The Chaplaincy Buildings and what is now Honest Burger. These three buildings form a triangle in the southern part of the street.

One of the key heritage assets along this street is that it was the route of the branch of Hobson's conduit that supplied the Market Square. This is important in terms of its civic function being the only branch that was for the people of Cambridge rather than the Colleges. There is no interpretation of this significant piece of infrastructure visible on Guildhall Street despite its importance to the history of the City.

Opportunities

Guildhall Street does provide an important pedestrian connection between the western access to the Grand Arcade and the Historic City Centre and the vision is to enhance the experience to improve pedestrian movement and elevate the importance of all façades of The Guildhall.

As noted in previous sections, the Grand Arcade is home to the Cambridge Library, another key civic function of the city that was originally in The Guildhall. In addition, the Everyman cinema is opposite the library in the Grand Arcade strengthening the cultural offer in the heart of the city.

The Premier Inn hotel opened in 2024 and is located in the first floor of the Lion Yard shopping centre with the principal access to it from the eastern side of Guildhall Street.



An example of how Guildhall Street can feel when people are prioritised and able to travel through the centre of the street and ancillary uses such as cycle parking are tucked to the site (cycle parking temporarily removed for the Cambridge Half Marathon in February 2025)



An example of how Guildhall Street can feel when people are prioritised and able to travel through the centre of the street and ancillary uses such as cycle parking are tucked to the site (cycle parking temporarily removed for the Cambridge Half Marathon in February 2025)





Cycle parking in the middle of the pedestrianised section of the street, moped drivers cutting through the street and VOI scooters mean pedestrians are pushed to the side of the street and have to navigate obstacles.



Presence of vehicles blocking clear sight lines to the Grand Arcade



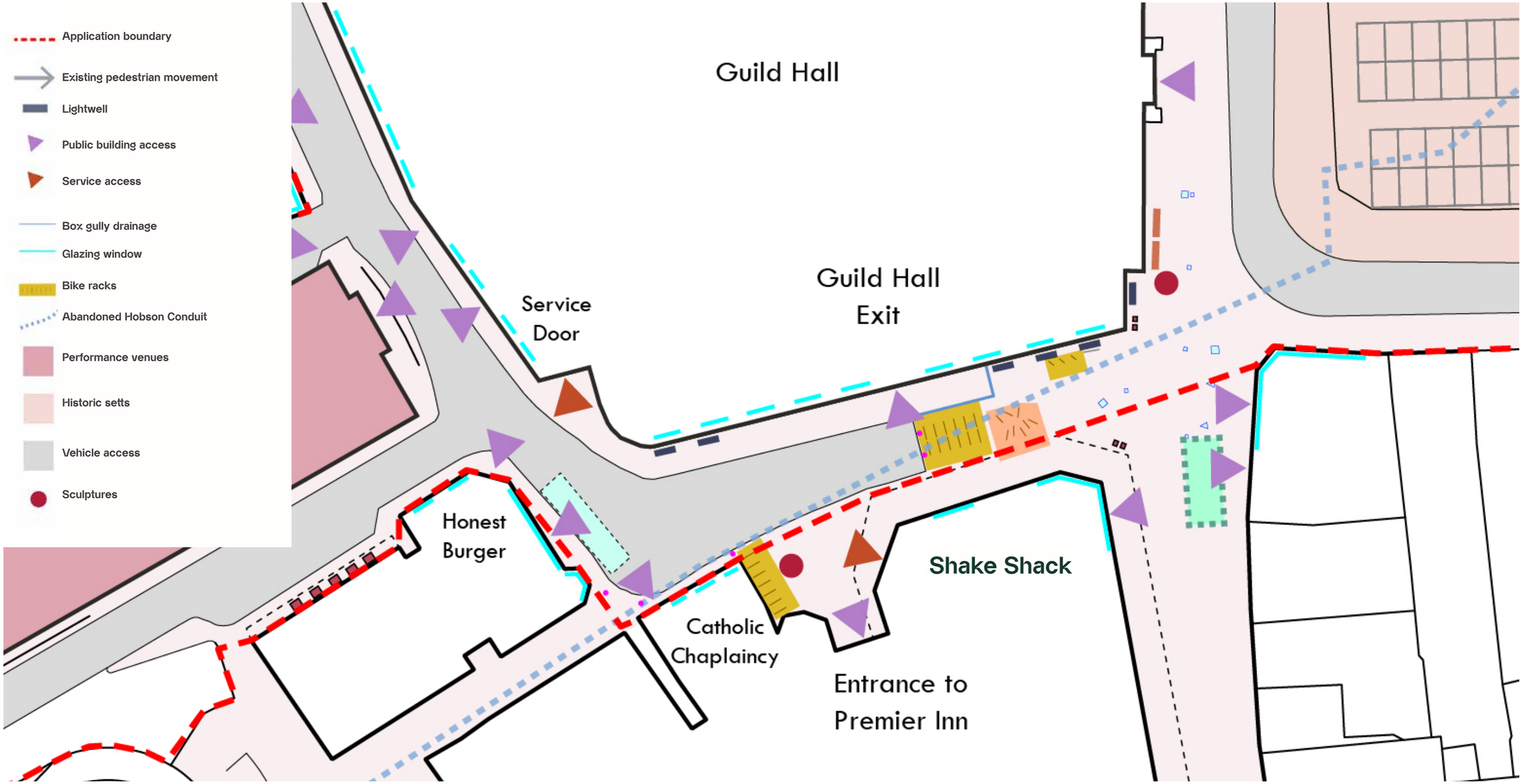
One of the key entrances / exits from The Guildhall arrives onto a narrow section of paving then a carriageway



Circulation routes are against the building edges which are sometimes blank facades with limited sight lines to where to travel to next

2.3 Site Context and Analysis

Existing Constraints: Guildhall Street



2.3 Site Context and Analysis

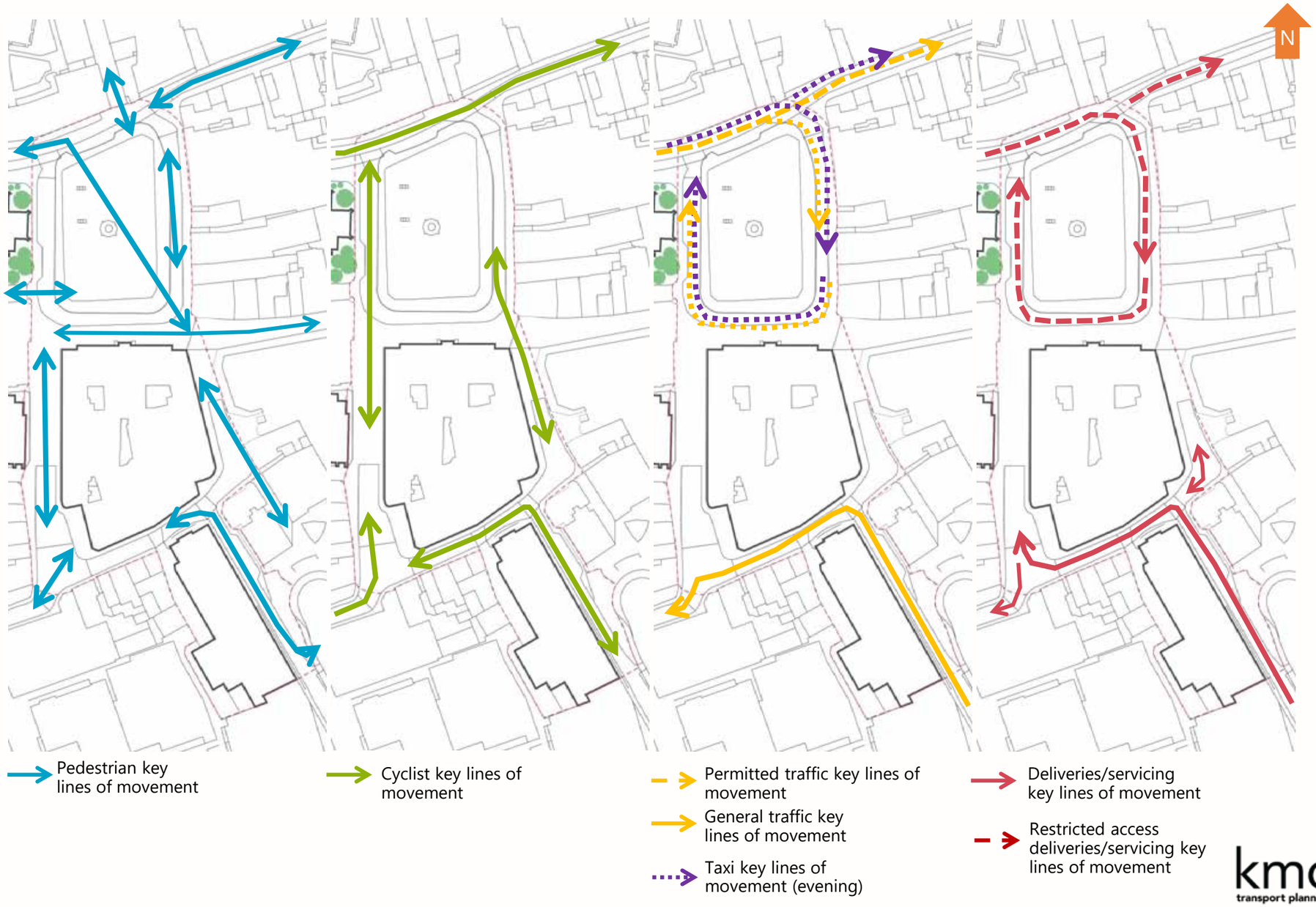
Movement

The adjacent diagram demonstrates the key lines of movement in and around the Civic Quarter by mode.

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.

The diagrams demonstrate that there are conflicts between key movements between different street users.

More detailed desire lines and movement corridors are explored in each mode section of this report.



Key lines of movement by mode of transport

2.4 Accessibility
Blue badge parking

Blue-badge access currently differs in the two core areas of the Civic Quarter:

Market Hill/St Mary's Street

No motor vehicles, except for permit holders including City Centre disabled access users and Dial-A-Ride bus service between 10am-4pm Monday-Saturday.

All other Blue-Badge holders can access outside of 10am-4pm Monday – Saturday and all day 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 the concessions of the Blue-Badge scheme.

Corn Exchange Street/Wheeler Street/Peas Hill:

No restrictions for general traffic access.

One-way, east-west system in operation for vehicular traffic.

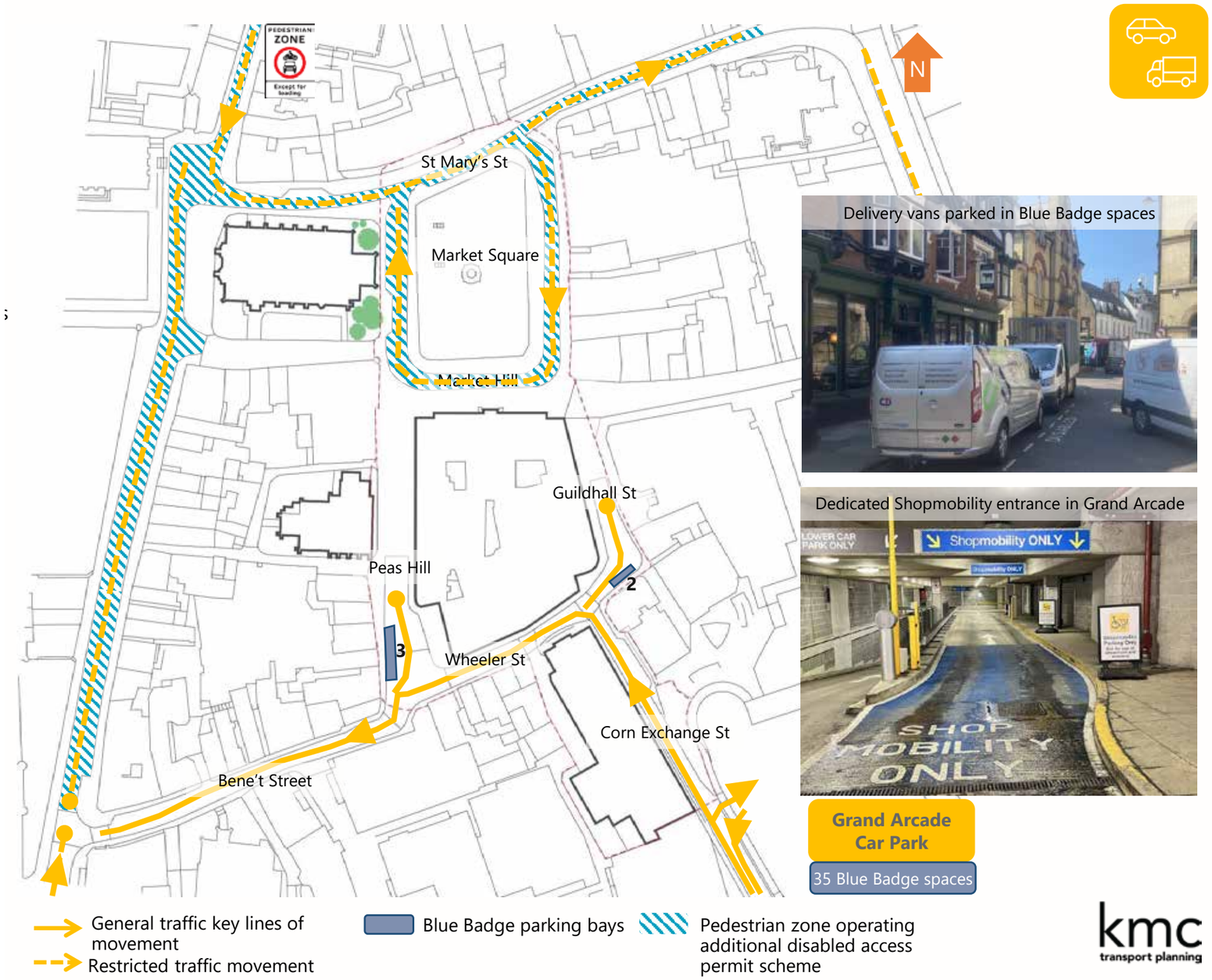
Five designated Blue-Badge bays for all Blue-Badge Holders (three on Peas Hill, two on Guildhall Street).

In addition to designated bays, all Blue-Badge holders can park within the area 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.

Grand Arcade

35 designated Blue-Badge spaces across two floors within the Grand Arcade (-1 and 2).

Dedicated entrance for Shopmobility with an additional eight spaces for people who have pre-booked the scheme to borrow a mobility scooter or mobility aid.



Existing blue-badge access

2.5 Existing constraints
Cycle Parking

Cycle Parking Survey

In order to gain a better understanding of cycle parking within the Civic Quarter, KMC Transport undertook a Cycle Parking Survey. The aim was to better understand how the existing cycle parking is used.

In summary,

- Cycles parked in the Civic Quarter were tagged at 9am.
- There are circa 200 cycle parking spaces within the red line boundary
- Including spaces within the immediate vicinity there are 332 space.
- There is adhoc cycle parking along the fence line of Great St. Mary's Church

Key observations

The following key observations have been made,

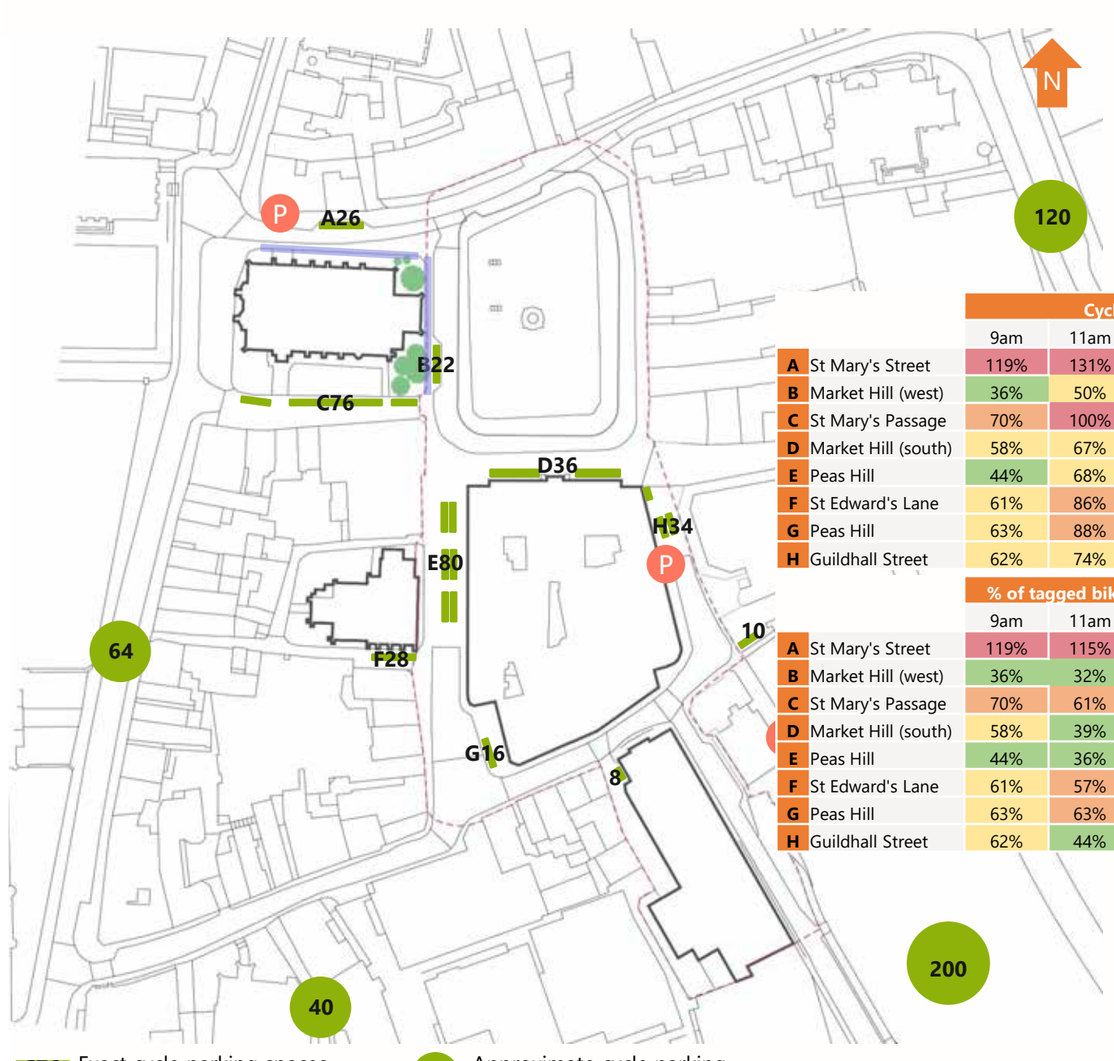
- All cycle parking surveyed exceeded 75% capacity at 1pm
- Several locations exceeded 100% at points throughout the day due to double parking/adhoc parking perpendicular to stands
- The majority of cycle parking locations surveyed had at least 33% spaces being utilised as 'long stay' cycle parking by 3pm (i.e. the same bikes were parked since 9am the same day.)
- Approximately 20% of spaces were still in use by the same bikes at 7am the following morning.
- Discussions with businesses indicated that lots of staff utilise cycle parking around Market Square rather than in the Grand Arcade cycle park.

This surveying clearly shows that in order to unlock the design of the market square, cycle parking needs to be reviewed and alternative proposals made.

Issues

There are several issues with cycling parking within/ near to the Civic Quarter including,

- High demand for cycle parking in certain locations.
- Lack of management of cycle parking, resulting in long-stay, abandoned cycles and over-reliance on cycle parking from University Colleges.
- Lack of cycle parking for employees of businesses within the Civic Quarter results in long-stay parking in Civic Quarter
- Cycle parking on footway can cause pinch points
- Street space conflict from designated e-scooter/e-bike hire parking zones.



	Cycle Parking Capacity				
	9am	11am	1pm	3pm	7am next day
A St Mary's Street	119%	131%	138%	131%	88%
B Market Hill (west)	36%	50%	77%	82%	27%
C St Mary's Passage	70%	100%	97%	83%	22%
D Market Hill (south)	58%	67%	94%	103%	28%
E Peas Hill	44%	68%	75%	75%	24%
F St Edward's Lane	61%	86%	82%	93%	29%
G Peas Hill	63%	88%	100%	106%	31%
H Guildhall Street	62%	74%	82%	94%	32%

	% of tagged bikes present since 9am on 26/06				
	9am	11am	1pm	3pm	7am next day
A St Mary's Street	119%	115%	112%	96%	65%
B Market Hill (west)	36%	32%	32%	32%	18%
C St Mary's Passage	70%	61%	50%	43%	17%
D Market Hill (south)	58%	39%	36%	33%	19%
E Peas Hill	44%	36%	33%	28%	18%
F St Edward's Lane	61%	57%	50%	43%	21%
G Peas Hill	63%	63%	63%	63%	25%
H Guildhall Street	62%	44%	35%	32%	21%

Existing cycling parking

2.5 Existing constraints
Servicing and Deliveries

Servicing and Deliveries

KMC Transport have carried out surveys looking at servicing of businesses in and around the Civic Quarter.

Surveys of the businesses on Bene't Street, Peas Hill, Wheeler Street and Corn Exchange Street took place and included questions on deliveries, servicing and, previously discussed, cycle parking.

Separate conversations with the Arts Theatre and Corn Exchange have been undertaken.

There are two servicing routes to premises within the Civic Quarter, via St Mary's Street/Market Hill/Market St or via Corn Exchange St/Wheeler Street/Peas Hill.

Within these two servicing loops, there are three existing distinct servicing/delivery considerations:

– Existing uses of Market Square including market traders, Marks and Spencer (M&S) loading bay access and other uses around Market Hill.

– Businesses on Wheeler Street/Peas Hill including shops and multiple bars/restaurants; and

– Large event spaces including Cambridge Arts Theatre, the Guildhall and Corn Exchange.

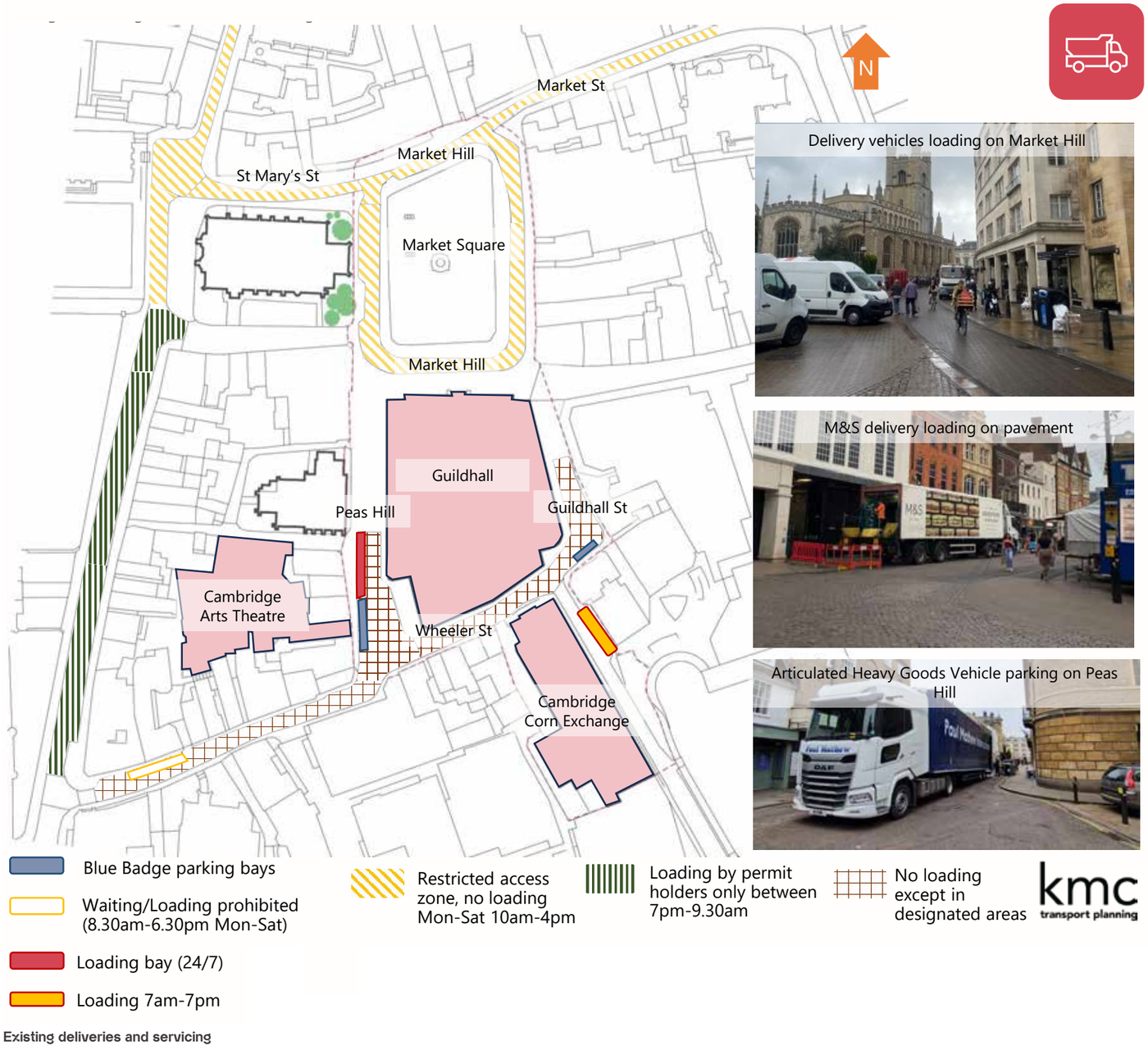
Issues

– Lack of enforcement for timings of loading/ deliveries in the Market Square.

– Delivery vehicles loading/unloading can obstruct pedestrian/cycle movement through the Civic Quarter area.

– Adhoc parking/loading and waste disposal obstructing larger delivery vehicles.

– Proposed changes to land use (e.g. expansion of Cambridge Arts Theatre, new evening pub businesses coming forward and the redevelopment of the Guildhall) likely to change or increase servicing and delivery requirements.



Delivery vehicles loading on Market Hill

M&S delivery loading on pavement

Articulated Heavy Goods Vehicle parking on Peas Hill

Existing deliveries and servicing

2.5 Existing constraints

Traffic Surveys

The adjacent figure demonstrates the traffic survey screenline points around the Civic Quarter for 2x week periods:

SPRING 16th – 22nd April 2025 (inc. Easter)

SUMMER 26th June – 2nd July 2025

All screenline points included counts of:

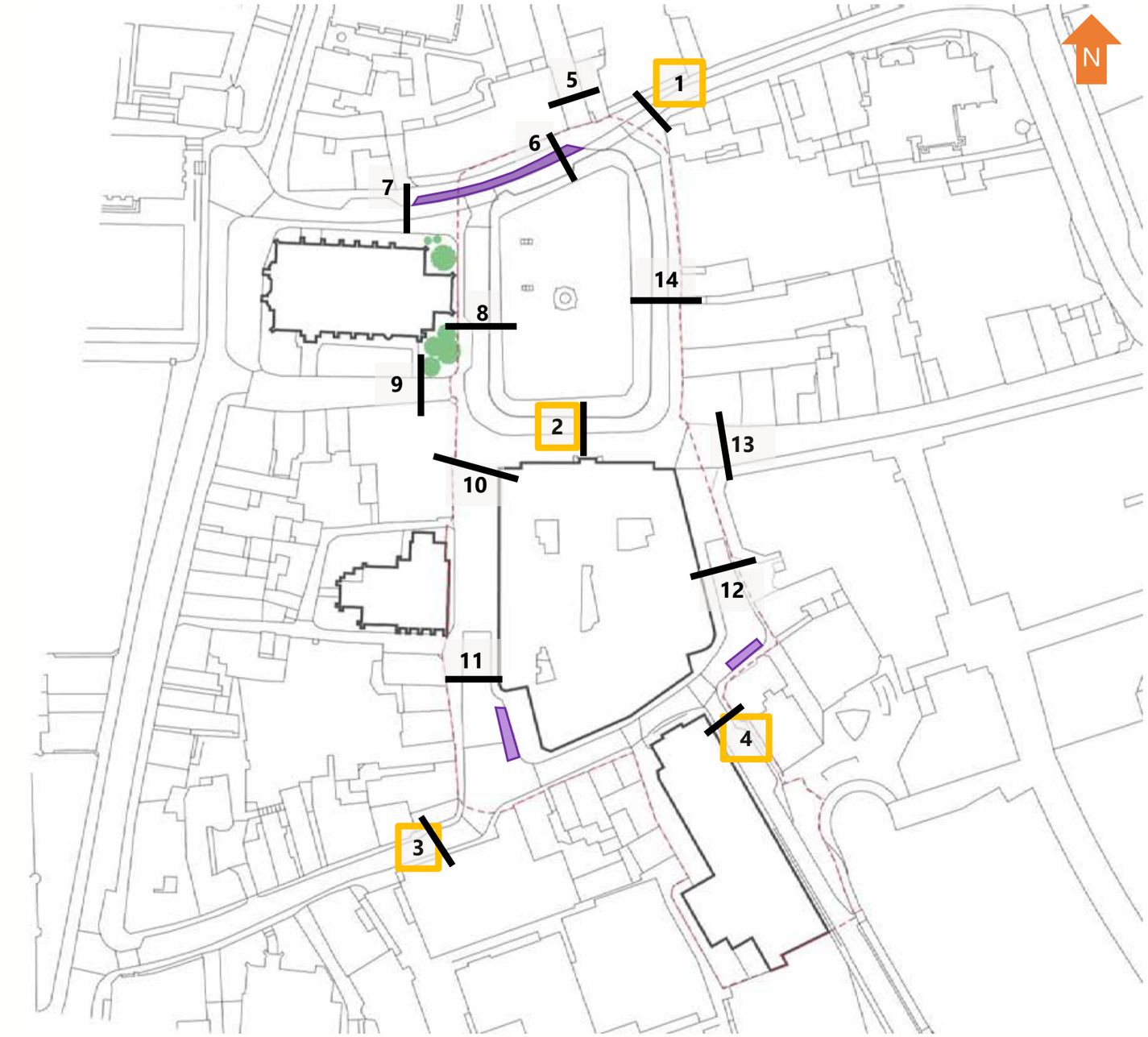
- Pedestrians
- Cyclists (cycling)
- Cyclists wheeling their bike
- People scooting
- People pushing a scooter

Links 1, 2, 3 and 4 (yellow box) include motorised vehicle counts, broken down into:

- Cars
- LGVS
- Motorcycles (inc. mopeds).
- OGVs
- PSVs (Buses)

The purple zones have been subject to a parking survey across the same period assessing vehicle type and length of stay. Note. This includes whether the vehicle is a taxi, but not whether a car is using a Blue-Badge.

Full results can be found in Section 7 of this Design and Access Statement.



3.0

Design Evolution

3.1 Public Engagement
Summary

Why is engagement so key?

We believe every person in the local community, no matter their background, should have the ability and the right to create positive change and influence the decisions that impact their lives. That means engaging beyond the usual suspects and providing the opportunity for harder to reach groups to get involved and shape the future of their Civic Quarter.

Cambridge has a unique and complex stakeholder environment. High profile individuals, and organisations, take a keen interest in the development of the built environment.

The design team have been tasked with producing a comprehensive stakeholder engagement process and putting this into action, working closely with the Council's communications team.

ECF are fulfilling the communications consultant role, bringing strong institutional knowledge of the Cambridge stakeholder environment to the project. Our approach has been based on the following:

- Strong collaboration with key internal stakeholders within Cambridge City Council, and particularly the council's communications team, to deliver a best practice, engagement plan.
- Front loading engagement in the process to ensure the feedback is properly used by the project team to shape the proposal, and communicating changes back to those who participate.
- A focus on ensuring harder to reach groups, including young people, and those with disabilities, are heard throughout the engagement process.
- A commitment to open, transparent, and regular communication to help close the feedback loop.
- A robust, hybrid approach through website updates, social media campaigns, mailshots and webinars.
- The use of a mixture of tools including 1-2-1 meetings, workshops and GoVocal consultation survey platform to derive feedback from as wide a range of people as possible

Engaging the City: Local Voices Shaping the Future of Cambridge Civic Quarter

Between 12 May and 22 June 2025, the City Council and project team carried out the second phase of public engagement for the Cambridge Civic Quarter (CCQ) project. This phase built upon the engagement undertaken in 2024, presenting updated design proposals for the Guildhall, Corn Exchange, Market Square, and surrounding public spaces.

Who Took Part?

- 543 survey responses were received via GoVocal—506 from individuals and 16 from organisations (21 did not want to provide an answer).
- 70+ interactions were recorded with market traders, including 7 meetings, 4 pop-ups, and 3 surveys.
- 111 children aged 9 to 16 participated in youth workshops at 3 local schools.
- Over 100 people engaged via pop-ups across Cambridge.
- 4 written submissions received from stakeholder organisations.
- 3 themed 1-2-1 stakeholder meetings were held, in addition to informal discussions with residents, traders, and staff.

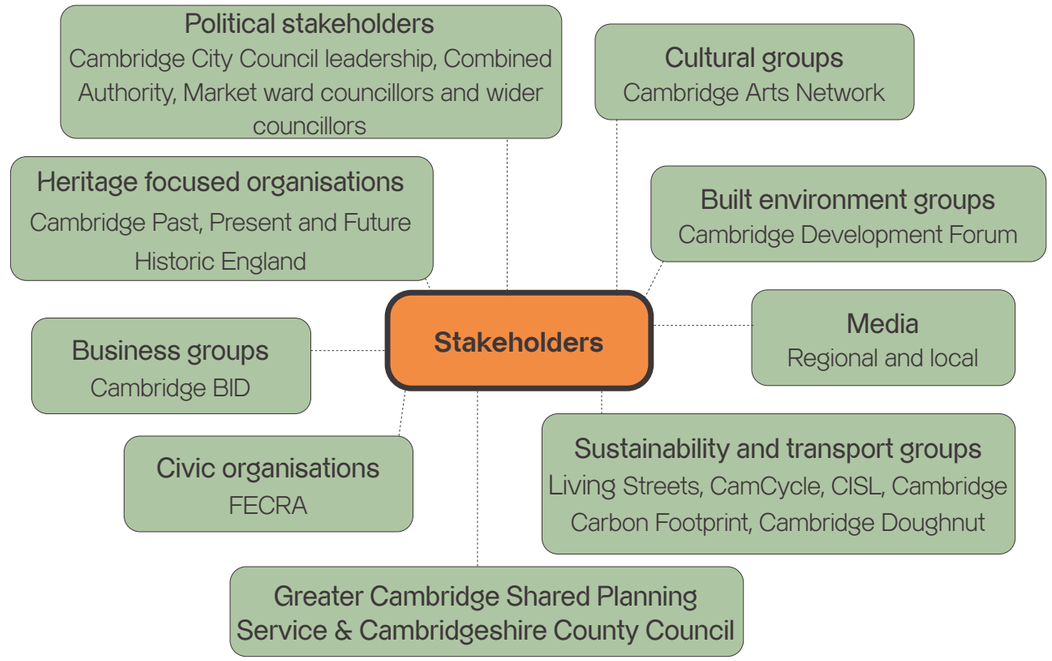
Diverse Methods of Engagement

This phase employed a multi-layered approach to reach different audiences:

- Workshops and drop-ins were hosted at the Guildhall and local community halls.
- Targeted sessions engaged council staff, youth groups, market traders, and accessibility stakeholders.
- Digital engagement included over 5,675 unique visits to the consultation site, social media campaigns, and local media coverage.

Key Messages from the Community

- A strong appetite exists for a more accessible, inclusive and vibrant civic space.
- There is enthusiasm for civic reuse of the Guildhall—including co-working, events, and exhibitions.
- Market traders and residents expressed a desire for proposals to maintain the market's traditional role while enabling improvements.
- Accessibility, heritage, affordability, and safety were recurring themes across all locations.



3.1 Public Engagement
Headline Responses

A Place to Trade, Gather and Celebrate: Respecting the Market's Past, Designing for Its Future

Market Square Findings

Engagement feedback reflects both a strong emotional connection to its current character and a desire for thoughtful, carefully managed enhancements.

Retaining Market Identity

- Respondents emphasised the need to retain current stall numbers and ensure continuity of trade.
- 63 mentions specifically questioning the impact on the market's long-term viability.
- Traders called for early engagement, collaborative planning, and consideration of their operational needs.

Fountain Restoration and Heritage Value

70.9% supported restoring the historic Market Square fountain to working order.

- It is seen as a symbol of civic pride and potential gathering space.
- Suggestions included surrounding it with seating, shade, or planting to enhance usability.

Entertainment Zone and Cultural Activation

51.6% supported an entertainment zone in the Market Square, with a further 10.4% offering conditional support.

- Respondents see potential in flexible space for performances and community events—especially in the evenings.
- However, concerns were raised around noise, crowding, and the suitability of the location.

Accessibility and Surface Quality

The setts was cited as a barrier by many wheelchair users and people with limited mobility.

- At the same time, others argued for retaining the setts due to their historic value.
- Design solutions will need to balance heritage with access, possibly through creative surfacing approaches.

Canopy and Seating

A lightweight canopy and seating area was supported by 54.2% of respondents, provided:

- It is well maintained.
- It does not obstruct stall operations or encourage anti-social behaviour.
- Suggestions emphasised the importance of weather-resilience, attractive design, and unobtrusive materials.

Market Trader Concerns

Traders expressed concern about the balance of stall types, particularly over the number of hot food vendors.

Concerns were also raised around including demountable stalls and how practical they would be in terms of size, design, installation and weather-resilience.

Strong preference for phased construction work to enable trading to continue rather than running a full decant.

Suggestions included:

- Clearer zoning of food and craft traders.
- Investment in waste management, surfacing and water access.
- Ensuring storage, set-up logistics and stall cleaning are fully addressed.

Key Headlines

Improved seating and shelter, cleanliness, and accessibility improvements widely supported, including better surfacing and improved wheelchair access.

Strong attachment to the market and desire to retain current stall numbers.

Support for a cleaner and tidy market with bins being less visible.

Calls for improved water access, waste management, and level surfaces for easier cleaning and access.







3.2 Council Engagement
Summary

Pre-application Process

Early engagement with the Planning Authority and Historic England has led to Planning Performance Agreements being put in place during both RIBA Stages 2 and 3.

Given the scale of the Civic Quarter project significant engagement has been undertaken, please see programme opposite.

Stage 2	
Meeting	**Date**
Project introduction	08.05.24
Site walkaround	15.05.24
Sustainability discussion	21.05.24
1st Pre-application meeting	28.05.24
Breakout 1: Guildhall	02.07.24
Breakout 2: Movement	02.07.24
Breakout 3: Corn Exchange	18.07.24
Breakout 4: Market Square	18.07.24
2nd Pre-application meeting	12.09.24
Pre-app 'Mop Up'	26.09.24

Stage 3	
Meeting	**Date**
Market Square Pre-Application 1	06.03.25
Market Square Pre-App Historic England	23.04.25
Market Square Pre-App 2	07.05.25
Highways Workshop	12.06.25
Market Square Pre-App 3	18.06.25
Design Review Panel	26.06.25
Market Square Pre-App 4	06.08.25

Key Market Square Discussions

Market Square Pre-Application 1 (06.03.25)

Setts/Fountain

- Moving fountain to incorporate canopy into design is not necessary. Proposals should be designed around fountain
- Further development of sett strategy required, including localised sett investigation
- ACTION: Review fountain strategy
- ACTION: Investigation of historic setts strategy and current state of setts required

Canopy

- Concerns raised regarding necessity of canopy, as individual stalls are likely to have roofs, and its potential harmful impact on the setts
- ACTION: Review canopy strategy

Highways

- Request for transport survey data
- ACTION: Highways workshop required as concerns regarding proposal imposing on Highways land

Market Square Pre-App Historic England (23.04.25)

Listed setts and fountain

- Preference for retention of the fountain and no large fixed canopy
- Keen to understand existing and proposed setts strategy
- ACTION: Investigate existing setts and review strategy

Character

- Concerns that permanent stalls, trees and Rose Crescent desire line might be harmful to the character of the Market Square
- ACTION: Review permanent stall layout and design

Market Square Pre-App 2 (07.05.25)

Setts

- Desire line to Rose Crescent is not a priority
- ACTION: Review setts, market layout and Rose Crescent desire line

Highways

- Present strategy for adopted highway and planting
- More information required to show movement of vehicles around the square, including tracking plans, refuse strategy and access to M&S
- ACTION: Meeting to be held on 12.06.25 with Highways to discuss strategy

Highways Workshop (12.06.25)

- Discussions focused on movements throughout the Civic Quarter, including hierarchy of users
- Surface treatment strategy to be reviewed, including kerbs, delineation of space and planting in highway
- ACTION: Traffic movement survey to be procured
- ACTION: Review ownership of trees located in Highways land

Market Square Pre-App 3 (18.06.25)

Setts

- Setts strategy can adapt at corners and extend further south
- Setts strategy to evolve as work progresses
- Works will be conditioned on the listed building consent
- ACTION: Sett strategy to be developed with draft specification for planning application

Trees

- Preference for fewer, more meaningful trees
- ACTION: Review tree strategy and underground services

Market Layout

- ACTION: Rationalise the market stalls and organise space around the fountain and review requirement for covered seating

Market Stalls

- Stalls should be individual and customisable
- Stalls appear too heavy and should reflect the existing colours of the market
- ACTION: Stall design to be reviewed to look lighter and more like individual stalls. Colour studies to be explored

Design Review Panel (26.06.25)

Inclusive Design / Accessibility

- Shared surfaces preferred to declutter circulation routes, incorporating colour contrasts and inclusive seating
- ACTION: Review treatment of public realm surfaces

Character

- Fountain to be celebrated as a focal point with it re-established as operational
- Fixed market stalls appear heavy
- ACTION: Review stall design to align with existing

Market Square Pre-App 4 (06.08.25)

Vehicle Use

- Concerns regarding the Peas Hill space allocation, which is largely dictated by articulated vehicle and blue badge parking accommodation.
- ACTION: Refine approach to blue badge parking spaces

Fixed Market Stalls

- Colour studies well-received
- Market stall improvements (lightweight, shadow gaps) appreciated, as well as the stall flexibility proposals

3.3 Council Engagement
Design Review Panel

The Greater Cambridge Design Review Panel provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

Comments raised by panel members are highlighted opposite with responses from the design team.

Public Realm

- Decluttering the circulation routes by introducing shared surfaces is supported.
- The treatment of the ground plain is important for people with visual impairments; colour contrasts can help the identification of different areas of use.
- Could the Guildhall entrance and existing café (located on Peas Hill) be opened up more to the public realm at Peas Hill?
- Conflicts between pedestrians and cyclists are of concern, as cyclists follow desire lines and use short cuts to go from Trinity Street/Kings Parade to Peas Hill. Currently, there is a problem of lack of enforcement for poor cycling behaviour.

Response:

- *The public realm landcaping proposals have been developed to improve accessibility and circulation across the Civic Quarter. Enforcement will be required to reduce the confict between cyclists and pedestrians.*

Community

- The messy, convivial nature of a market is a key quality. It is the one place in Cambridge that does not need curating, it should have a temporary feel.
- How can you make the market and the two cultural venues a 'honey pot', and a catalyst for activity at the heart of the city?

Response:

- *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 celebrations, parades and remembrance. It will be the home of a successful 7-day market attracting both visitors and the local community to the heart of the city.*
- *The flexible approach enables the market to expand throughout the week. The stalls have been developed to retain the charachter of the existing, enabling stalls to 'spill out' into the square.*

Character

- There is an inherent conflict between the Square's history as the civic centre of Cambridge, and its use as a market. Bringing out the market character is crucial; a lightness of touch is key.
- It should be an exemplar public open space; providing a strong vision for what this will feel like is key.

Response:

- *The layout and stalls have been revised to incorporate comments*

Stalls

- The design of the permanent (and impermanent) market stalls is crucial, they need to touch the ground 'lightly' and retain the feel of impermanence, adaptation, variety that are the nature of markets.
- The orientation of the stalls does not appear to be resolved. How do they link with the other spaces? There needs to be an exploration of the context, and where shapes/forms of spaces come from. The market stalls need to be lightweight and relate to the routes.

Response:

- *The layout has been rationalised, with clear deliniation of open spaces and sight lines through the market.*
- *The fixed market stalls have been developed further to ensure the stalls are individual and lightly touch the setts.*

Fountain

- At the moment, the fountain is innocuous/almost hidden. Perhaps the covered seating could embrace the fountain. Should the covered dining area relate to the fountain? The fountain could be celebrated as a congregation meeting point.
- Could potable mains water from a starting point at the fountain to provide drinking water and be recycled as greywater?

Response:

- *The Market Square layout has been updated to make the fountain the focal point of the Market, surrounded fixed and demountable stalls, seating and trees.*
- *Subject to surveys, the proposals include bringing the fountain back into use.*

Trees

- The planting should respond to orientation, location, purpose, proximity to the church and building entrances? Why are trees where they are? The current location of trees does not echo the forms of the spaces or establish a clear character for the new spaces.

Response:

- *The planting strategy has been updated to reflect the comments and updates to the vehicle tracking around the Market Square.*

3.5 Market Trader Engagement
Summary

Market Trader Engagement

As one of the key stakeholders in the Market Square, extensive engagement has been undertaken with the Market Traders. Engagement commenced during RIBA Stage 2 and increased significantly during RIBA Stage 3.

Nine sessions have been held with the Market Traders during RIBA Stage 3, along with a series of 1 to 1 meetings to discuss specific trader needs.

The programme of RIBA Stage 3 Engagement can be seen opposite.

29 January
Recap and programme

↓

19 February
Demountable stall designs - options and shortlisting

↓

26 March
Permanent stall and canopy design / considerations

↓

8 May
Pre-consultation briefing - business plan and proposed designs

↓

29 May
Discuss decant approach with Contractor and Guildhall programme

↓

19 June
Servicing, storage, refuse and movement

↓

16 July
Engagement outcomes and feedback

↓

21 August
Revisit key issues arising from earlier workshops

↓

18 September
Final Report - design and business plan (pre committee)

Key themes

A desire for a greater number of fixed market stalls

The RIBA Stage 2 proposals showed 27 fixed market stalls, with the remainder being demountable. The proposals now show 44 fixed market stalls and 52 demountable.

Concerns raised around anti-social behaviour and crime taking place on the market throughout the day and night.

As a team we have consulted with the Designing Out Crime Officer on the current problems experienced on and around the Market Square and subsequently presented our proposals.

Concerns about the robustness and appropriateness of demountable stalls

A demountable stalls trial has been undertaken on the market. The trial product was selected from a wide range of stalls used on markets throughout the UK and Europe. It is the design teams opinion that the selected product is of a high quality and has been appropriately tested during design and manufacture.

During the trial, on the market, the stalls were anchored using metal weights. As it proposed that the stalls will be securely fixed into an anchor embedded in the ground, this element of the trial was not a fair representation of the proposed solution. The proposed solution will ease stall erection and add to stall stability, it also remove trip hazards from the ground. The Council and design Consortium are developing future stall trials. Ground anchors will also be installed in close proximity to the market to allow testing.

A desire for improved water access, waste management, and level surfaces for easier cleaning and access.

The proposals include the lifting and resurfacing of listed setts to improve accessibility across the Market Square. New infrastructure will be installed as part of the resurfacing works including water, drainage and power.

Building on all the meetings and direct trader activity, there were calls for continued transparency, collaborative planning, and the inclusion of trader voices in shaping proposals.

We have consulted with market traders throughout Stage 3 as outlined in the programme opposite. The sessions have been used to inform the design.

3.6 Designing Out Crime

Anti-social Behaviour

One of the key issues currently experienced on and around the Market Square is anti-social behaviour and crime of varying forms. During early conversations with the Market Traders this was a key item raised, with their own personal experiences shared with the project team.

Analysis of publicly available police data has been carried out for a 12 month period, running from June 2024 to May 2025.

In that period a total of 217 crimes were reported to have taken place on or near Market Hill. Averaging 18 a month, including just over 5 violence and sexual offences

According to the Office for National Statistics, in the year ending March 2024, violence against the person (with and without injury) was substantially under-reported, as was robbery and theft from the person, with police figures being 2.64, 1.92, and 1.48 times higher respectively than the figures reported to the police.*

* Office for National Statistics (ONS), released 24 July 2024, ONS website, methodology, Exploring diverging trends between the Crime Survey for England and Wales and police recorded crime: July 2024

Crime Type	# reported
Violence and sexual offences	64
Anti-social behaviour	44
Public order	29
Shoplifting	20
Other theft	14
Drugs	13
Theft from the person	8
Criminal damage and arson	6
Bicyle theft	5
Robbery	5
Vehicle crime	3
Possession of weapons	3
Other crime	2
Burglary	1
Grand Total	**217**

Current design issues

Given the information received from Market Traders and available data we have reviewed the existing condition of the Market to understand what can be done through design to deter crime and anti-social behaviour.

Lighting

Recently additional lighting has been added to the stalls to try to deter ASB.

Clear sight lines

Removal of all side walls

Current street clutter on the market including the cardboard compactor, refuse bins and storage unit remove clear sight lines through the space making it an ideal place for persons to gather.

Weather Protection

The current fixed market stalls, when not in use, provide shelter from inclement weather, places to sit and gather, ultimately lead to higher levels of ASB.

Natural surveillance

Activity within the market square later into the day

Lack of enforcement

Mopeds during the day

Recent City Council Interventions

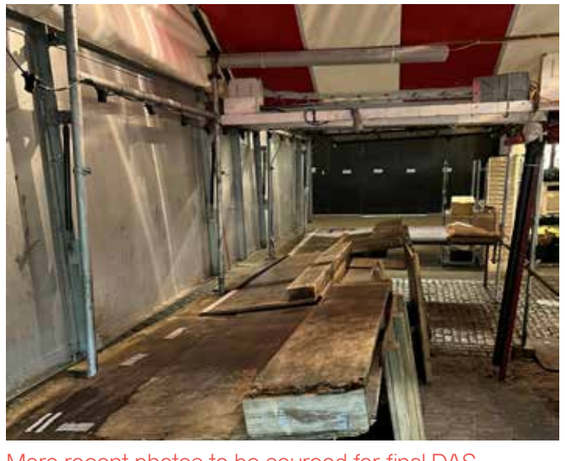
Improving lighting during both the day and evening has been implemented following the electrics upgrade. The City Council are also liaising with Cambridgeshire County Council and their contractors around scope to enhance street lighting.

New CCTV cameras and 'help call points' - these were installed on the square in 2023, to act as a point of safety for members of the public, particularly vulnerable individuals or those who feel at risk. They are visible by the CCTV cameras within the square and connected via intercom to operatives in the CCTV control room 24 hours a day, seven days a week.









More recent photos to be sourced for final DAS

Design Development

The RIBA Stage 2 design has been developed througout RIBA Stage 3 on many fronts, designing out crime and some of the issues currently experienced on the market has influenced this.

Key development from Stage 2

- omission of the large canopy to reduce the likelihood of people gathering underneath a shelter when the market is not in operation.
- provision of secure fixed market stalls, providing spaces which can be locked securely, allowing market traders to store goods within.
- Clearer sight lines introduced, creating less opportunity for ASB
- Confirmation from the Council that temporary market stalls will be taken down at the end of each day, creating an open Civic Square with clear sightlines
- Testing of demountable stall products to understand in more detail how they can be used on the market and adapted to needs of different market traders

3.7 Key Changes since Stage 2

Stage 2 Market Layout

The proposals included a large market canopy, with the size, height and location of the structure carefully considered. The location reflected the desire to keep the southern end of the market more flexible, whilst incorporating the existing basement into the proposals.

The structure was proposed as a single-storey, lightweight glazed building that would 'float' over the market square.

The scale and layout of the structure preserved key views and the main desire line across the square. These proposal did involve the removal of the listed fountain, with the base laid flush into the ground.

- 27 fixed market stalls
- 64 demountable stalls

Totalling 91 stalls across the Market Square.

A new fountain located in the historical location - at the head of Hobson's Conduit.

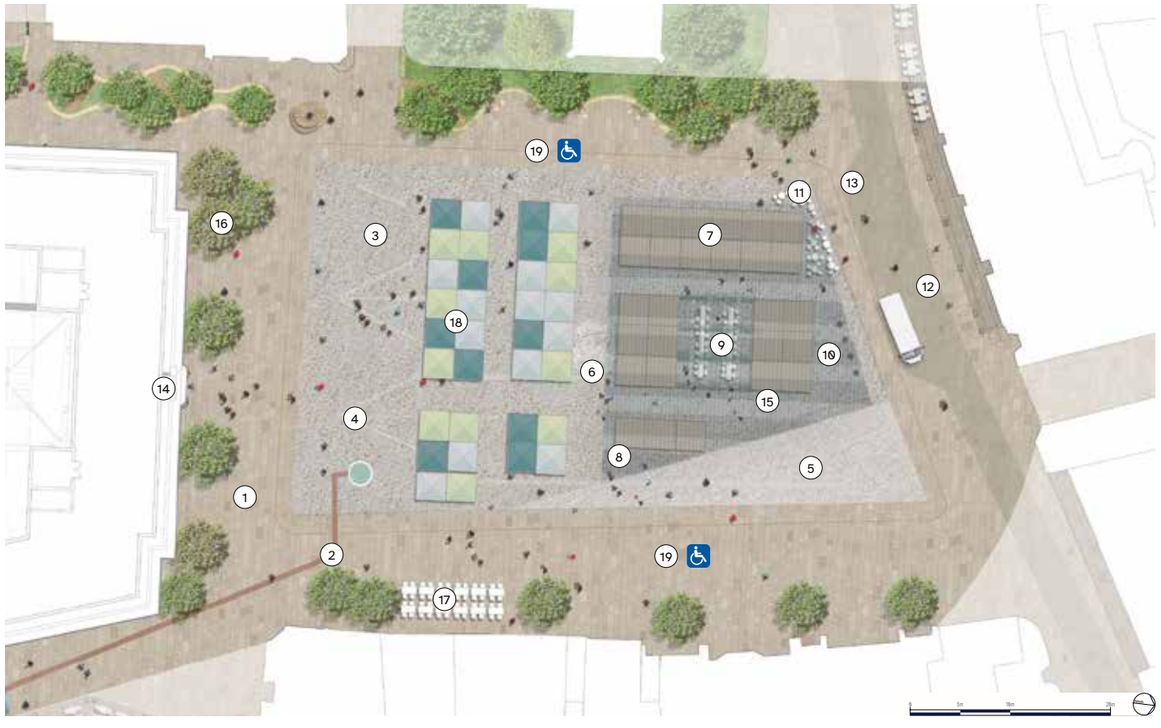
Planting located to the south, east and west, on the periphery of the market square.

Proposed Market Layout

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

Key updates

- Retention and refurbishment of Listed Fountain with it becoming the centre piece of the refurbished Market Square
- Increased number of fixed market stalls - 44no. instead of 27no. And an increase to 96 stalls rather than 91
- Omission of the large canopy and introduction of large parasols around the fountain
- Trees introduced around the fountain to provide shelter, shade and increase bio-diversity
- Omission of the desire line to Rose Crescent with the 1885 setts layout celebrated
- Reversal of vehicle route around the Market, now anti-clockwise
- Market Hill lay-by returned to northern side of the road
- Increase in the number of cycle parking spaces in and around the Market Square





4.0

The Proposals

Market Square and Public Realm

4.1 Landscape strategy and key principles

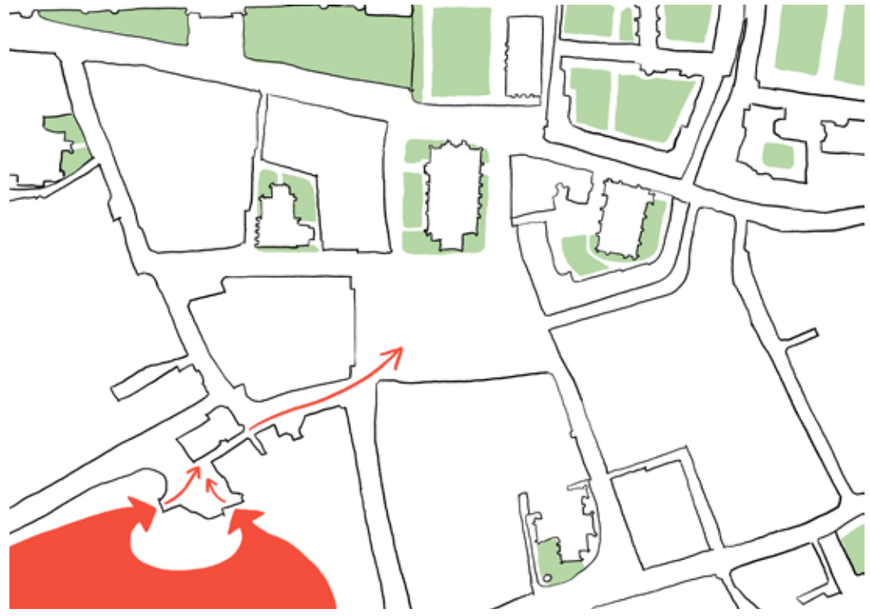
An understanding of the context of Cambridge Civic Quarter led to establishing a set of landscape principles and a framework for design responses. These are as follows:

- Appreciating the importance of the front door to the Guildhall and it being the entrance to the democratic heart of Cambridge
- The importance of creating a setting for The Guildhall and the ability for the people of Cambridge to have access to an area of hard landscaping in order to gather, celebrate, protest
- The significance of Hobson's Conduit as a means of bringing fresh water to the people of Cambridge and what that meant for the city and its development
- The need to strengthen connections into, through and from principal streets to bring people into the Civic heart of the city.
- The need to reduce the amount of vehicles whether motorised or bicycles, through the Civic Quarter and prioritising the public realm for people.
- Creating a place that is safe and accessible for all people
- The importance of retaining an operational 7-day Market in the heart of the City.
- Appreciating the surrounding heritage assets including Great St Mary's Church which has its back to the Market Square, and improving their connection to the Square
- Respecting key views across the Civic Quarter

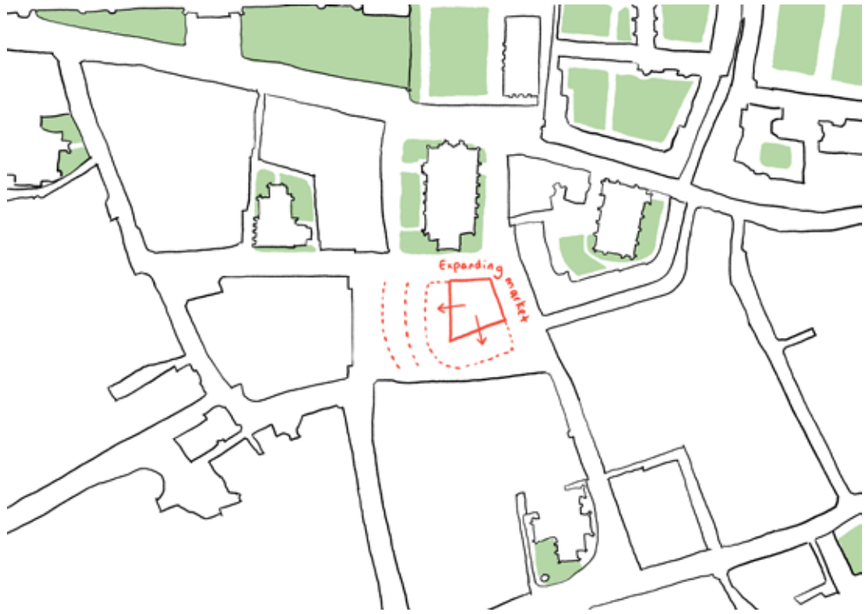
The diagrams on the following pages illustrate the key moves using these principals to inform the spatial layout of the landscape plan.



The market square is the heart of the city



Connecting the modern shopping centres with the historic, and encouraging a positive connection between national stores and independents



A market that expands and contracts to always be a vibrant, bustling, busy market whatever day of the week it is



Reducing the need for vehicle movements within the historic core, managing movement to create safer, better managed, happier places for all people

4.1 Landscape strategy and key principles



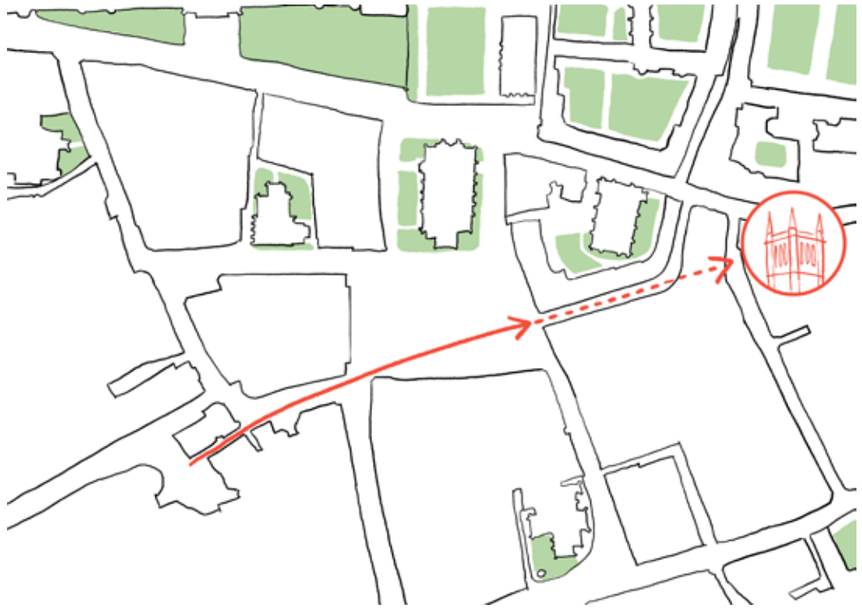
Celebrating the historic assets of the historic centre



Giving the fountain space to breathe



Greening the historic core



Celebrating views beyond the boundary

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

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.

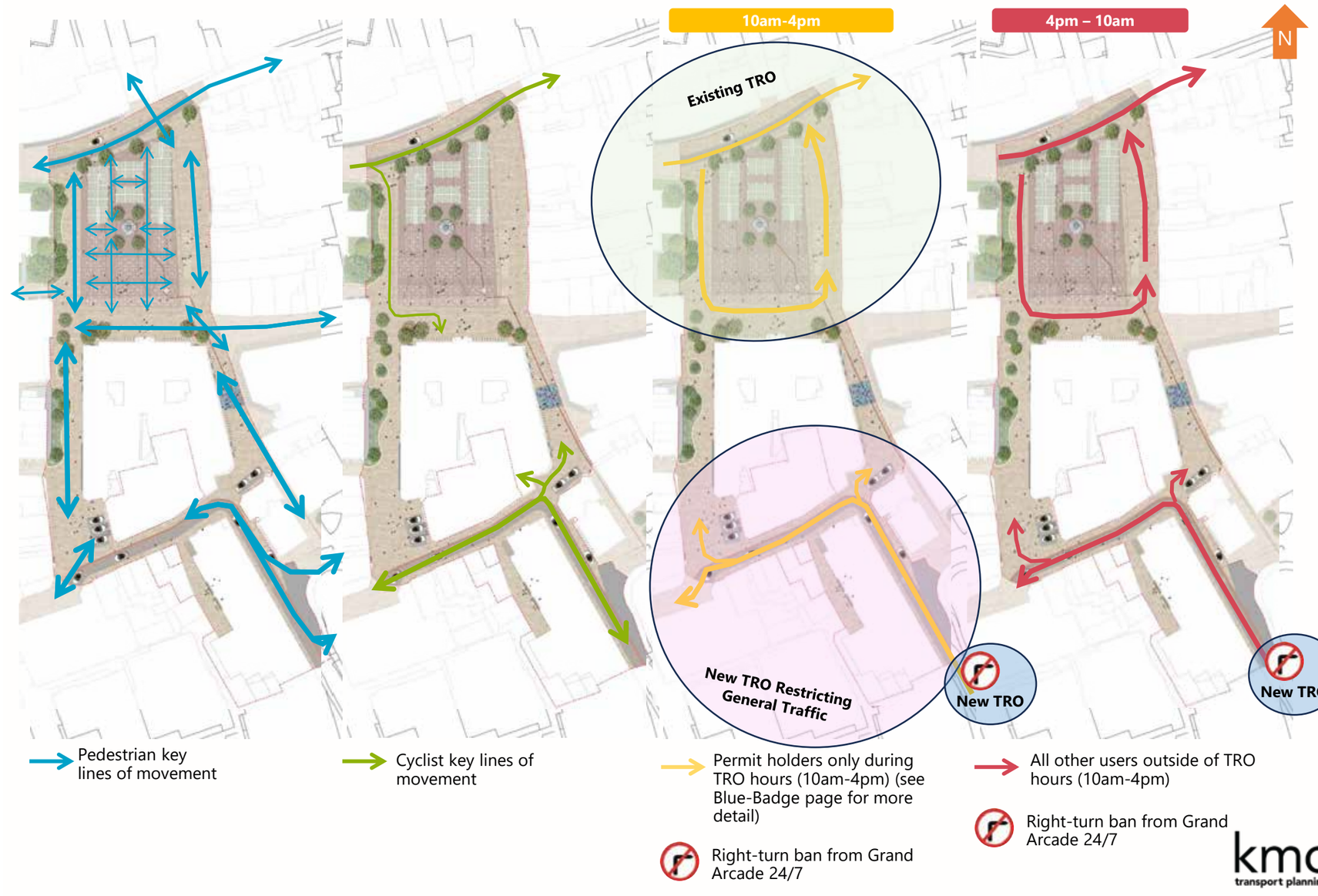
The diagrams demonstrate that some of the conflicts in the present day have been mitigated against through the introduction of new processes or infrastructure.

For pedestrians, the new layout of the Market Square opens up more opportunities for cross-connectivity within the stalls.

For cyclists, the relocation of cycle parking away within the Civic Quarter is anticipated to alter the likely movement of cyclists to access their end destination.

Between 10am and 4pm, permit holders only will be allowed in the Civic Quarter, far reducing the total amount of vehicular traffic. Vehicles will also circulate around the Market Square anti-clockwise, reducing the impact of traffic on the crossing between Rose Crescent and Market Hill.

Between 4pm and 10pm, all other vehicles will be allowed to route through, however, vehicles will still not be permitted to turn right egressing the Grand Arcade, removing over half of the total vehicular flow on Bene't Street (excluding motorcycles).



4.2 Connectivity

Movement Strategy: Cycling

The cycle strategy forms part of a wider exercise of managing cycle routes and parking areas around the city.

The strategy for parking bays is that they will be kept, where possible to the less active frontages of the streets. For example the key function of Guildhall Street is for people to travel through it, there are very few occupied rooms in the Guildhall looking out into the street, and the fit out of Shake Shack means that window frontage from this unit looks out into the Market Square and Petty Cury.

Within the Civic Quarter there are two principle cycle routes. The first is Corn Exchange Street / Wheeler Street / Bene't Street connecting Downing Street to Kings Parade, the second is St Mary's Street / Market Street. This is a one direction cycle route connecting Kings Parade to Sidney Street.

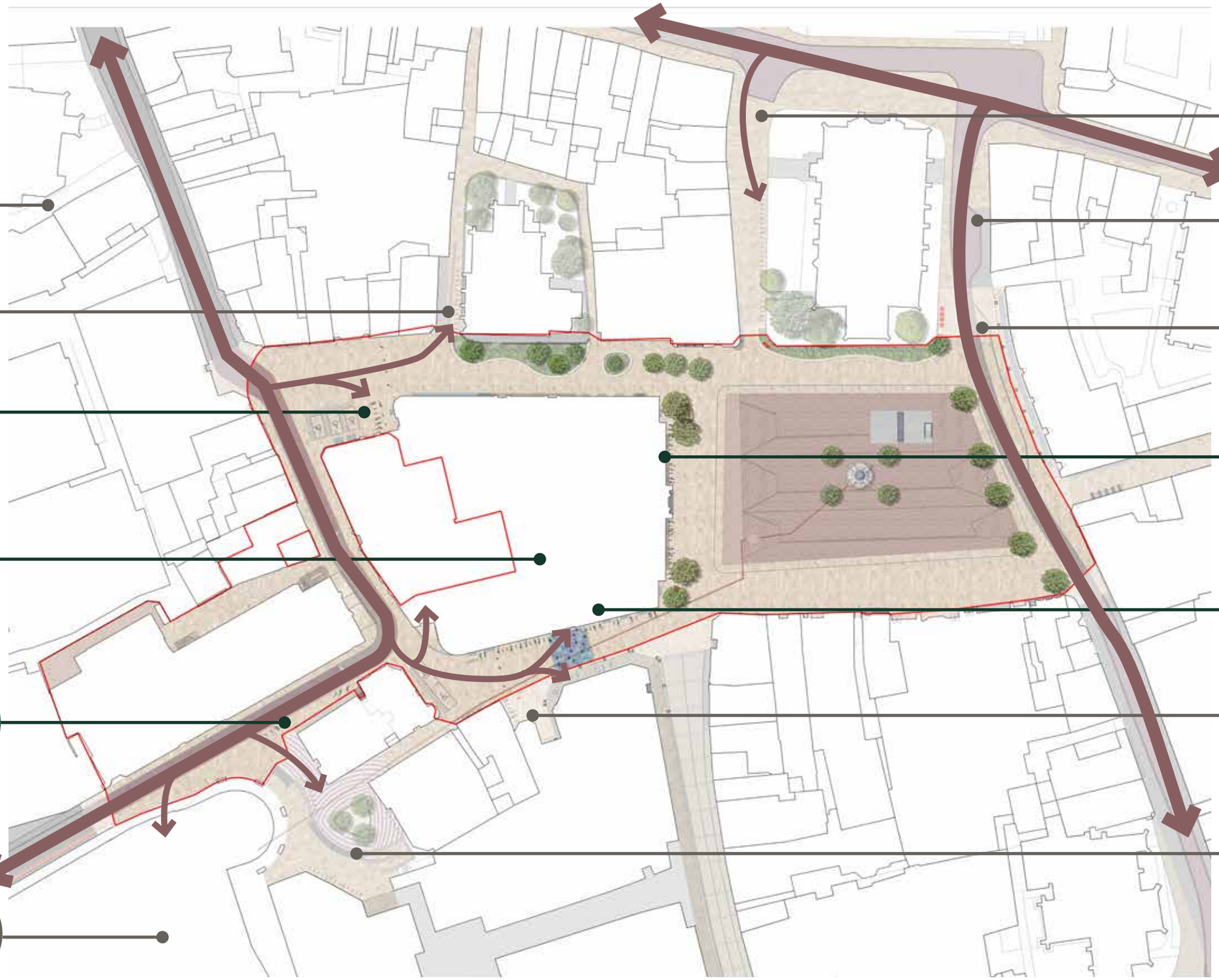
Positioning cycle parking as close to these routes means cyclists will be able to park their bicycles and then move as a pedestrian across the Civic Quarter. The positions of proposed cycle parking within the red line boundary will work in tandem with the locations of existing cycle parking outside the red line boundary. In addition cycle parking beyond the red line boundary will be enhanced and increased where possible to address a reduction in cycle parking within the red line boundary. The table below summarises the relocated cycle parking bays on site and the proposed additional cycle parking bays off site.

Existing cycle parking bays within the Civic Quarter application boundary	Relocated parking bays within the Civic Quarter application boundary	Increased cycle parking bays outside the Civic Quarter application boundary.
200	137	82
	219	



4.2 Connectivity

Movement Strategy: Cycle Parking



32 existing - retained cycle parking spaces in Free School Lane

28 existing - retained cycle parking spaces in St Edwards Passage

16 existing - to be relocated cycle parking spaces outside the Guildhall

159 cycle parking spaces within the Guildhall, an uplift of 131 spaces

14 proposed cycle parking spaces on Corn Exchange Street

200 existing - retained cycle parking spaces within the Grand Arcade

74 existing - to be retained cycle parking spaces on St Mary's Passage

10 existing - retained cycle parking spaces on St Mary's Street

10 proposed cycle parking spaces on St Mary's Street

52 existing - to be relocated cycle parking spaces outside the Guildhall

56 existing - to be relocated cycle parking spaces outside the Guildhall on Guildhall Street

28 proposed cycle parking spaces underneath the Lion Yard overhang and enhancing existing spaces

42 proposed cycle parking spaces in Fishers Square

4.3 Planting and Water Strategy

Introducing greening into the historic core of the city. 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 canopy, The Guildhall and other structures to feed vegetation within the red line boundary
- Relaying the Market drainage system which includes fish and fat drains to ensure the quality of water run-off is improved
- Prioritising native but drought tolerant planting to reduce the requirement for watering throughout summer months

4.4 Accessibility
Aspirations

Access to Buildings

There are a number of existing buildings which face onto the Civic Quarter which do not have level access accessible thresholds presently. At the detail design stage opportunities to improve access to buildings will be reviewed.

Guildhall

The main entrance on the northern facade of the building currently has a 50mm stepped access into the vestibule. This will be designed out to be a level threshold.

The rear entrance to the Guildhall from Wheeler Street will have a new external ramped access to provide level access into the building for cyclists. Due to the level changes in this location the ramp will need to have a gradient of 1:12.5 with handrails and level landings to ensure compliance.

The access from the east and west façades of the building is currently level externally and will remain so.

The Corn Exchange

The main entrance to the Corn Exchange will continue to be a ramped access externally to ensure a level threshold into the building. The secondary entrance from Parson's Court will have a level threshold into the building.

Access to Facilities

The nearest public accessible WCs are located within the Lion Yard shopping centre but accessed from Fishers Court. There is also a changing places WC located within the Grand Arcade Shopping Centre car park (level -1).

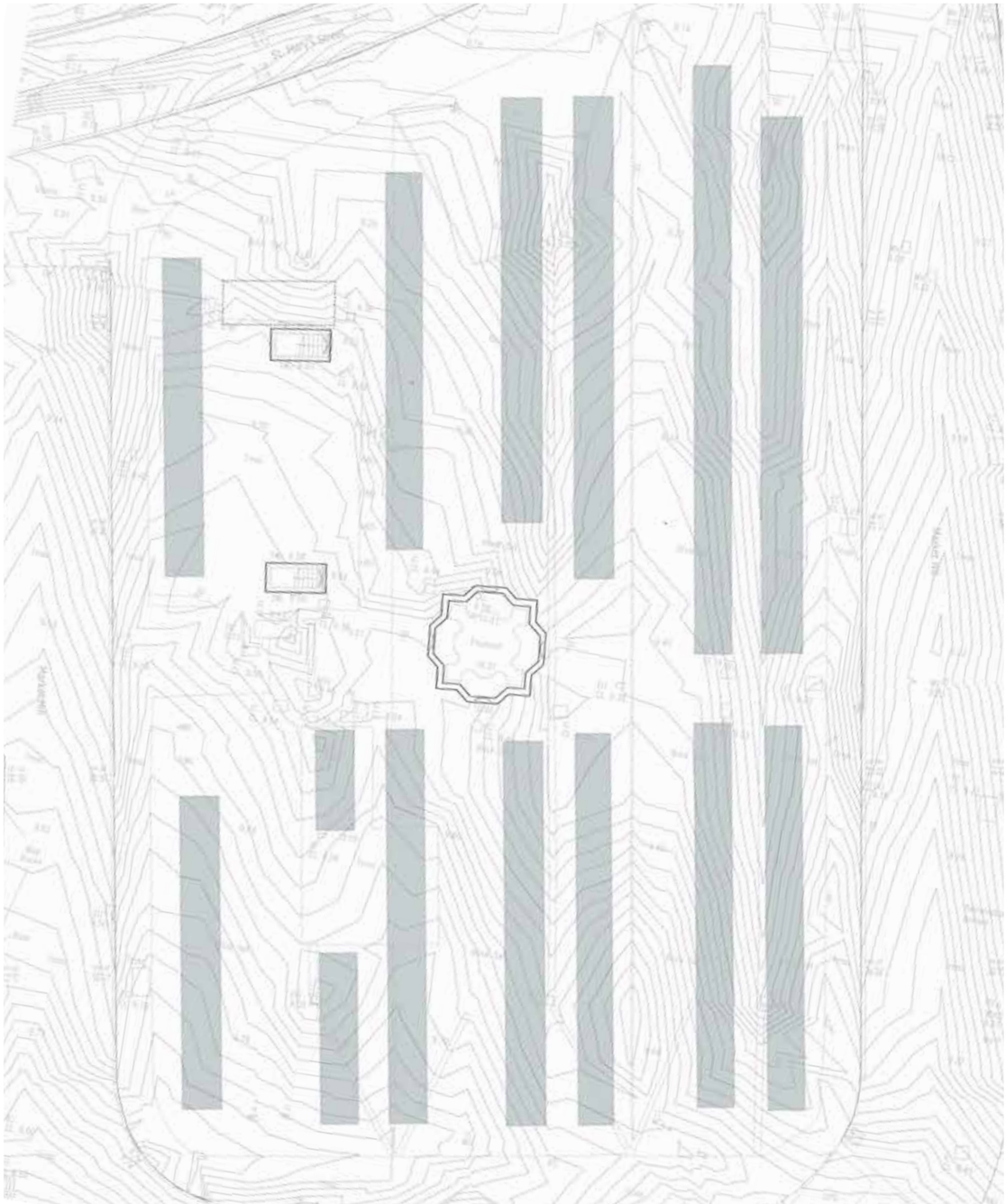
As part of the proposals an additional accessible WC will be located within the footprint of the fixed market stalls. The WC will be for the use of Market Traders only and be RADAR key controlled.

Parking

There are 34 blue badge parking bays within the Grand Arcade shopping centre alongside Shopmobility where it is possible to borrow a mobility scooter. It is important to strengthen the connection and ease of access for people from the Grand Arcade car park through Fishers Court and to the historic core.

In addition, there will be six marked blue badge parking bays within the Civic Quarter. These will be accessed from Corn Exchange Street and will be available to use by all members of the community who have a blue badge and have applied for a permit to access this area.

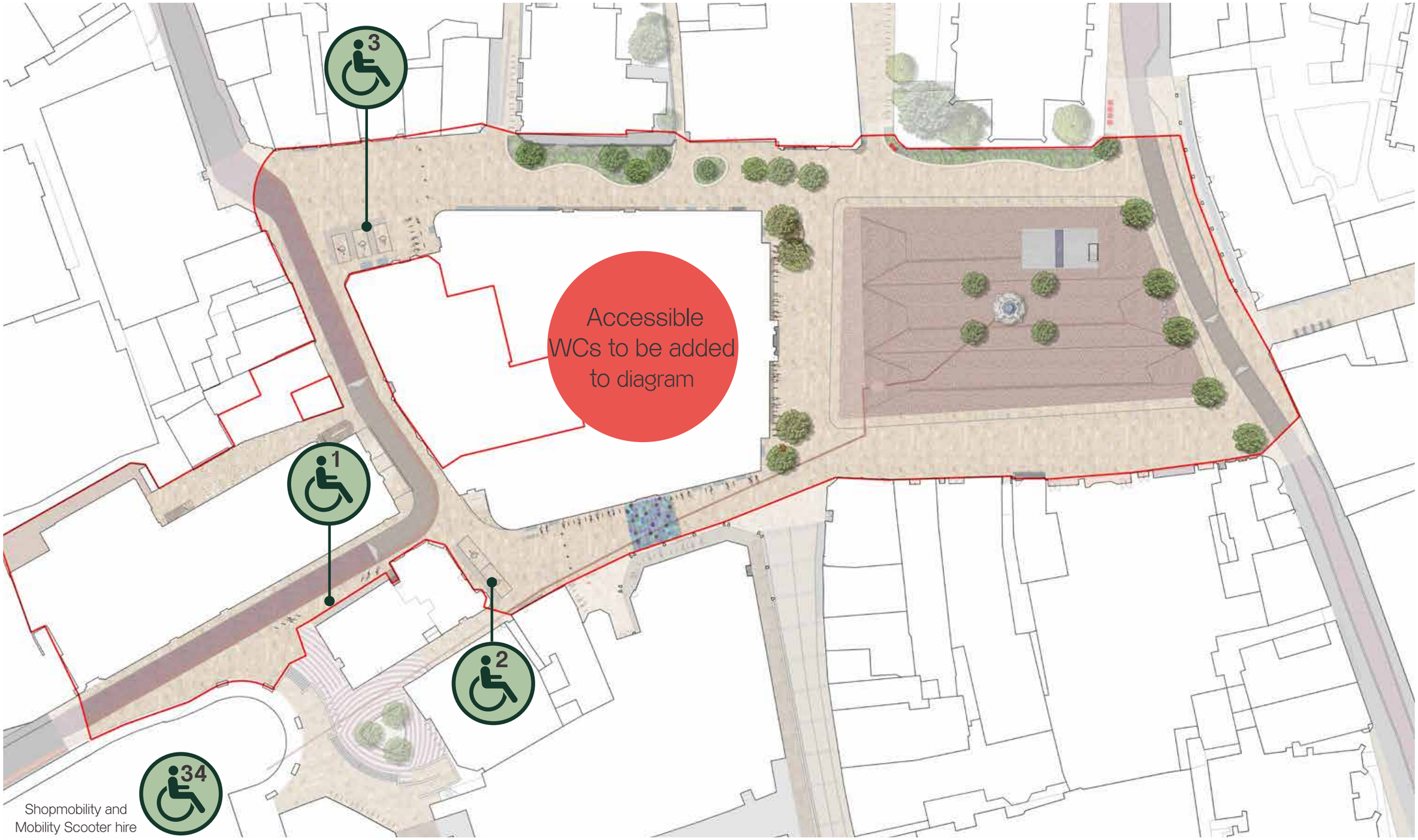
Members of the community with the highest level of accessibility need will continue to be able to apply for a permit providing them with the right to access all areas of the historic core and to park wherever they need to.



The market place is generally falling in a northerly direction and towards the valleys of the drainage channels. There are areas where gradients are steeper than 1:21 and steeper than 1:40 on cross falls.

4.4 Accessibility

Movement Strategy



4.4 Accessibility
Features

Surfacing

Historic Setts

The historic setts within the Market Square are considered to be a nationally significant heritage asset, however their current condition has created an area that excludes members of the community due to its difficultly to traverse.

The proposals seek to find the best solution whereby people can navigate the surface much more comfortably than presently whilst also maintaining the heritage significance of the market square and the fabric.

The setted surface is difficult to move over due to the condition of the setts, the lack of repairs, the poor quality repairs that have been carried out, and the steep gradients both on cross-falls and linear lengths, and to be able to improve the surface all these issues need to be considered.

The Strategy

The strategy is to carefully lift all the setts, improve the sub-base of the market square so that it is appropriate for modern day usage including vehicle movements, work the setts to create a more level finish and then relay them on site following the historic characteristics.

Within Europe it is common place to uplift historic setts, create a more level profile to the setts and relay them. One such example is in XX in The Netherlands which won an award in 2019 for its accessibility. Other examples include El Born Market Square in Barcelona, where the historic setts were removed, levelled, returned to site and reinstated. The result is a much more traversable finish but one where the colours and the textures of the historic granite can continue to be appreciated and enjoyed as a heritage asset.

The proposals include for uplifting an area of existing setts in Peas Hill which are similar in appearance (and assumed to be similar in depth) but which are not listed and to use them as a sample area for the art of the possible. This will include removing the setts, refinishing them in a variety of ways, and reinstating them in Peas Hill to test the accessibility of the various different solutions alongside the heritage considerations of the options.

Wider public realm

Throughout the wider public realm the proposals will have level access throughout with flush surface finishes and gradients that are considered level to gently sloping.

A 50mm upstand kerb will be installed to edge the carriageway to Corn Exchange Street, Wheeler Street, and Market Street to continue to provide a more formal segregation between these streets which have a higher vehicle usage.

Street Furniture

A variety of types of street furniture will be included to provide the most comfortable seating arrangement for all members of the community. The seat walls in front of the churches will include some areas with different surfaces as well as some areas with seat backs and arm rests.

Fixed seating within the wider public realm will include a mixture of seating cubes and seats with backs and arm rests. Seating will consist of areas for communal seating as well as areas for individual seating.

Seating, whether its bench seating or individual seating will ensure it is possible for people using a wheelchair or other mobility aid to sit with their companions and enjoy the same experience. This will include being able to sit next to others and have the same view.

Signage

A wayfinding and signage strategy will be carried out in the detail stages but will include signage that is both pictorial and written to be inclusive for all members of the community and visitors as well as those with differing needs including those with dementia.



Example of historic re-finished setts alongside modern setts (El Born, Barcelona)



Example of historic re-finished setts alongside modern setts (El Born, Barcelona)



Example of signage that helps those with dementia navigate (image credit Pictosign)



Example of providing seating options for people with differing mobility needs. In this example areas with seat backs and arm rests are integrated into the seat wall.

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 at the point where the street narrows around the Guildhall and where pedestrianisation begins. The character area continues northwards where it meets Market Street. The character area is determined by the existing rear elevations of the churches, their 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 churches 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 churches.

Wheeler Street

Wheeler Street incorporates the historic street by the same name as well as the vehicular areas associated with Guildhall Street and at the southern end of Peas Hill. 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 as well as the historic granite kerb stones, a fire hydrant and pavement lights.

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



4.5 Character Areas
Overview

Parsons Court

Parson's Court is the small and off the beaten track street to the western edge of the Corn Exchange. It is self enclosed providing access for a small number of buildings to the south western side. It is dominated by the facade of the Corn Exchange which several storeys higher than the buildings to the west.

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 to 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 Square

The Market Square 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 of 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 til 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 Marys church in the west and by the Market Square in the centre.

4.6 Character Areas - Market

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 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. Hobsons 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.

5. New granite setts

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.

6. 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.

7. Underground bins

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

8. Outdoor cafe seating

Opportunities for outdoor seating associated with a cafe unit on the north west corner of the Site and contributing to the ambience on the opposite side of the street.

9. 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.

10. 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.

11. Guildhall trees

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

12. 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.

13. 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

14. 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.

15. Raised seating

An area of raised seating where people can sit, but which can also act as a stage for tour groups to meet, demonstrators to address the crowds from, and for performers to use as a stage.

16. Staircase access to basement

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

17. Original concrete floor slab over basement

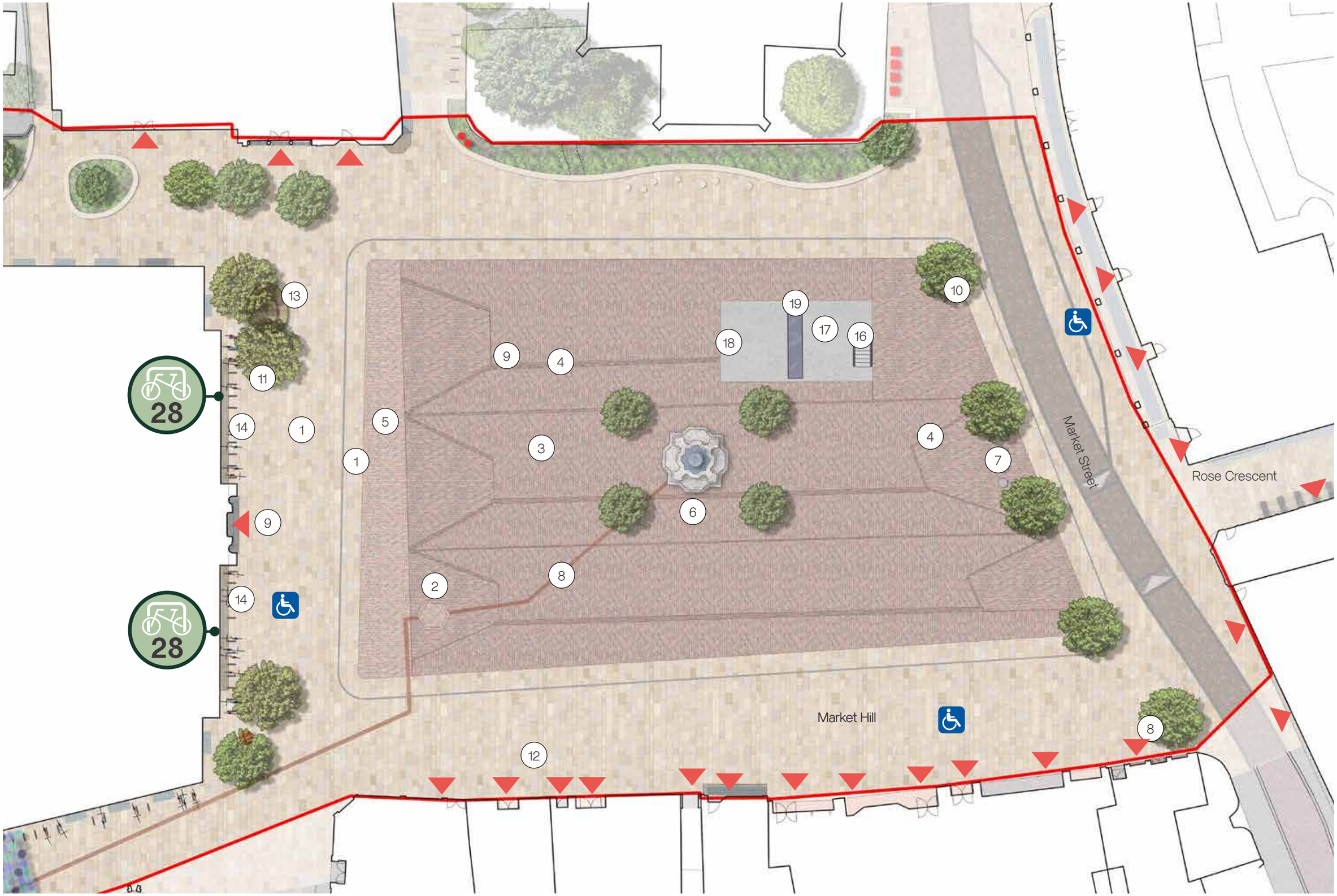
Existing concrete floor slab to be left in-situ and refinished.

18. Infilled basement access

Following removal of existing basement access a concrete infill panel to match the surrounding will be installed.

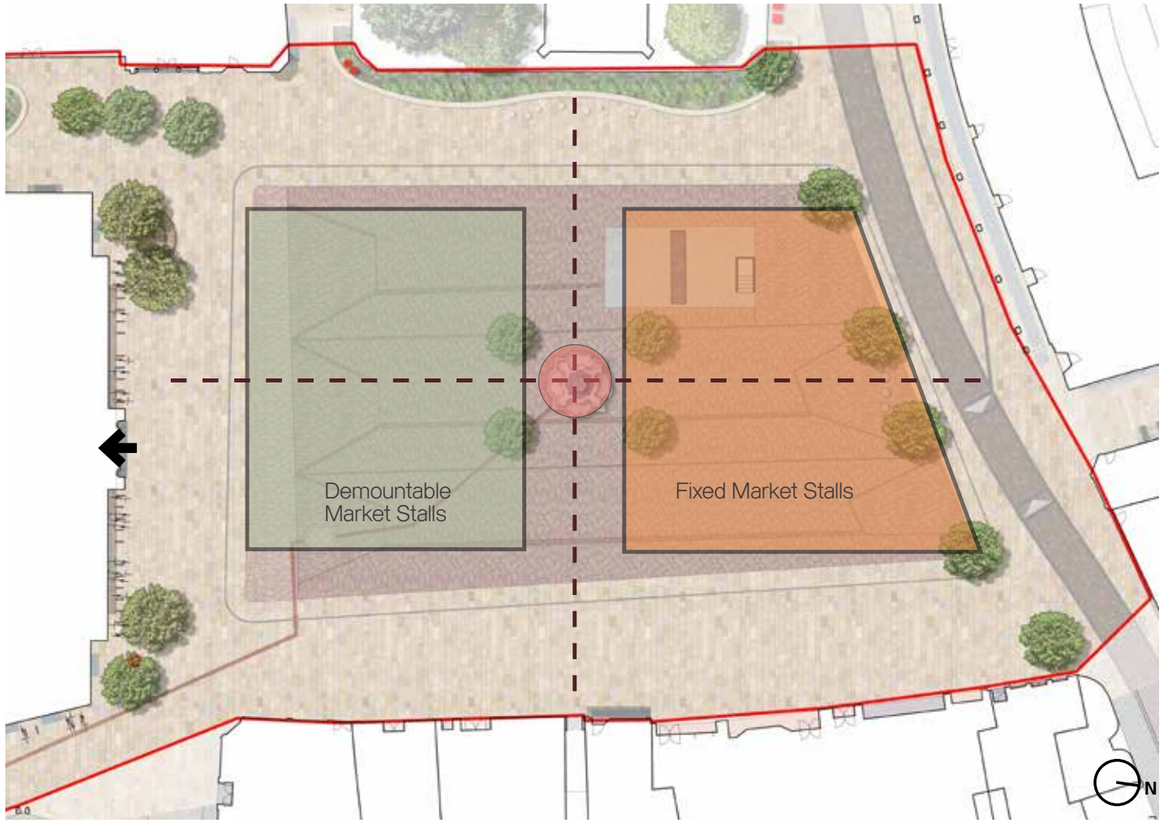
19. Glass block pavement light

Original glass block pavement light reinstated into ground plane.


28
28
Market Hill
Rose Crescent
Market Street
1
2
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19

4.6 Character Areas - Market

Strategy



Strategy

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

Fountain

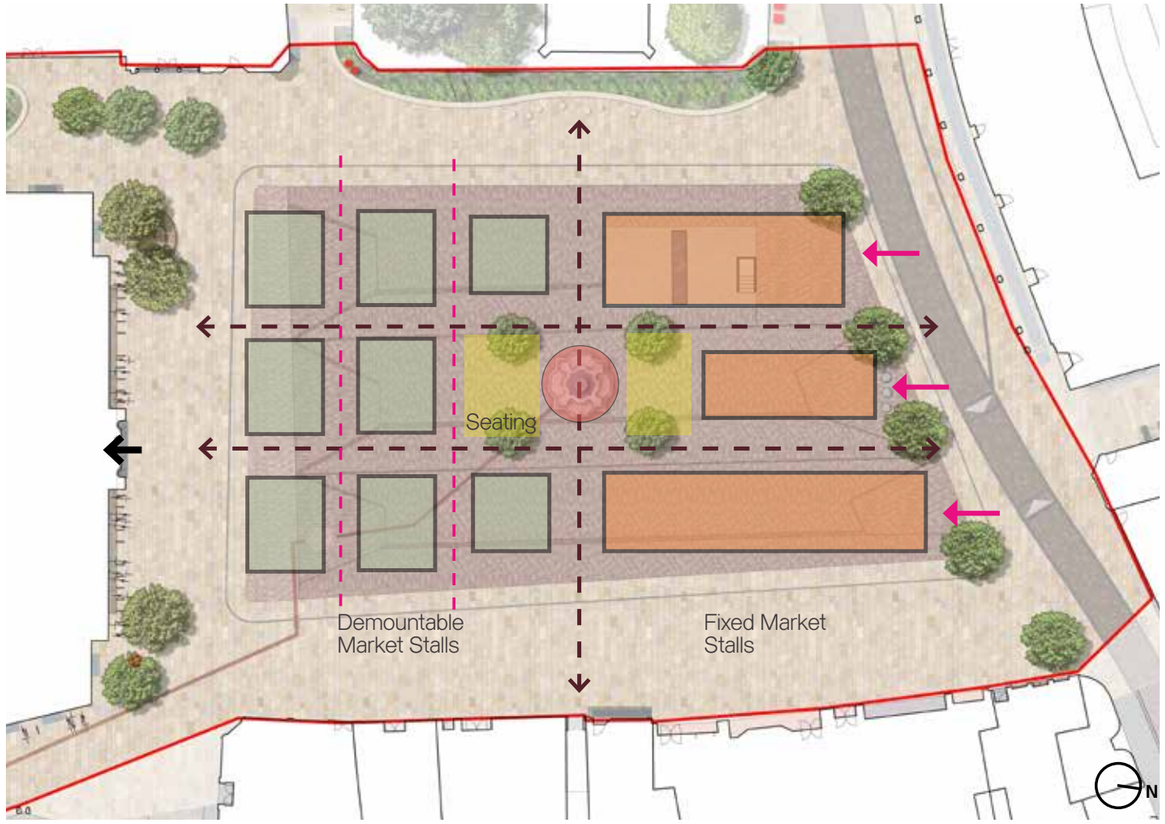
Opening up the Market Square to enable the fountain to become the focal point.

Fixed Market Stalls

Fixed Market Stalls will be located to the north of the fountain, 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 throughout the week. 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 (x44)

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

2. Demountable Market Stalls (x52)

- 3x3m stalls to be fixed to sockets embedded into the setts
- 2x2m stalls located within the highway for additional capacity on the busiest days

3. Covered Seating

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

4. Fountain

- To be restored and brought back into use, subject to conservation grade survey

5. Storage

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

6. Welfare facilities

- Accessible WC and storage on the ground floor for traders.
- Basement storage and WC's for Market Traders accessed by existing stairs.

7. Subterranean Bins

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

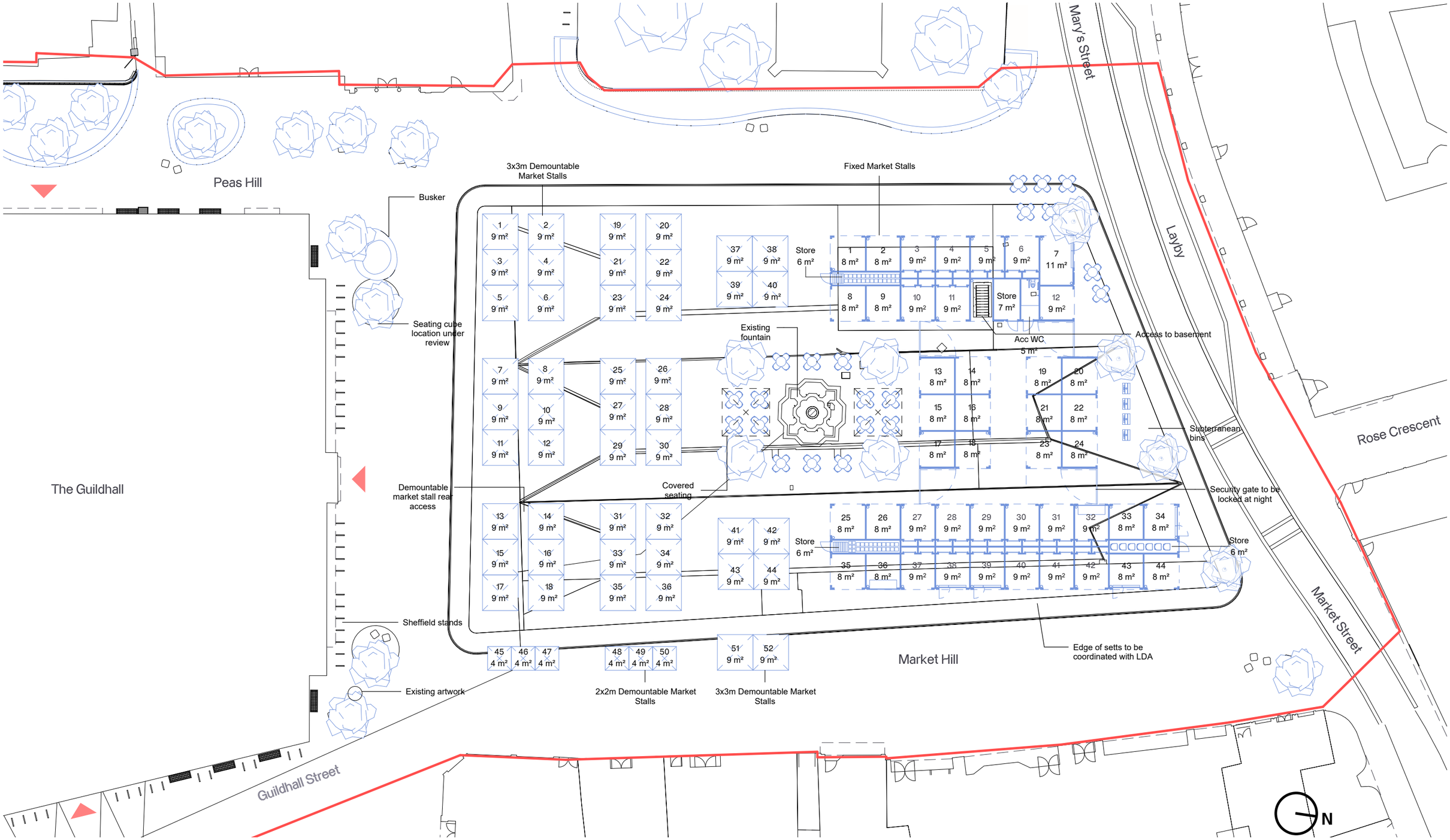
8. Security Gate

- Security gate to be closed and locked at night



4.6 Character Areas - Market

Plans - Ground Floor



4.6 Character Areas - Market

Plans - Basement

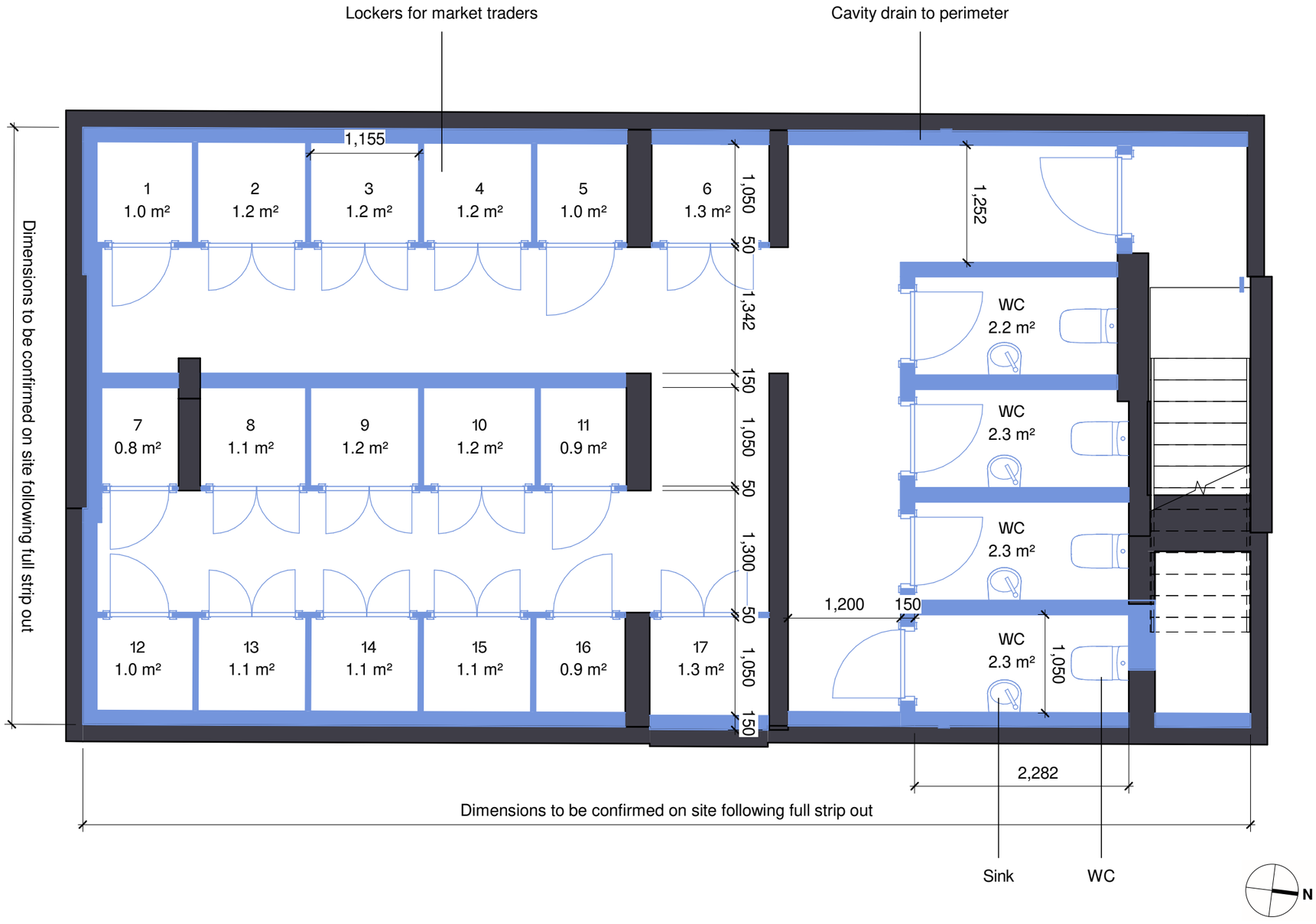
Existing basement

The existing basement is in a heavily dilapidated state, suffering extensive water-ingress issues which has led to corrosion and deterioration of the structural fabric. Previous modifications to the basement are evident, including a ground level infill of a previous rooflight corridor, and infilling of basement level windows.

Proposed basement

The proposals include re-provision of storage and WC's, solely for the use of market traders, within the existing basement footprint. The basement will provide x17 storage units and x4 WC's. Following consultation with the market traders a tea-point was removed in favour of an additional WC, due to concerns over management and cleanliness of the space.

One of the two existing stairs and listed railings will be retained to maximise the usable space. The listed railings not used will be safely stored off site or relocated (strategy to be developed prior to final DAS).



4.6 Character Areas - Market

Market Traders

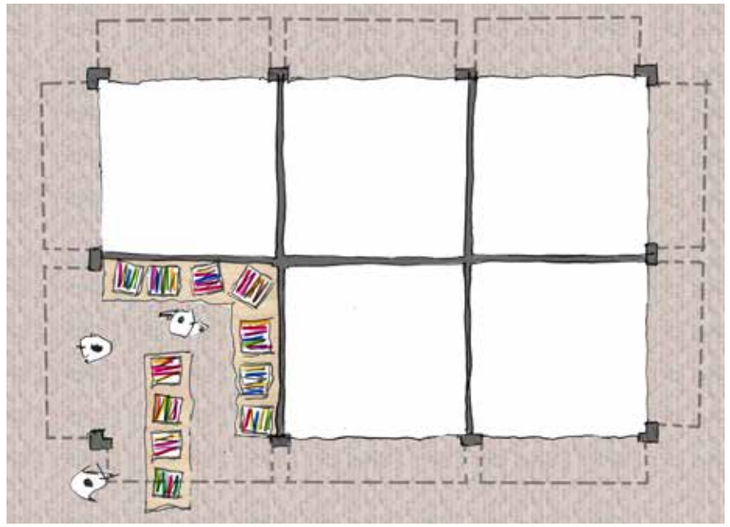
Life and character of the market

The market is home to over 140 market traders, made up of a wide range of businesses, in operation 7 days a week. Therefore, flexibility and customisation is important to maintain character, vibrancy and life of the existing market.

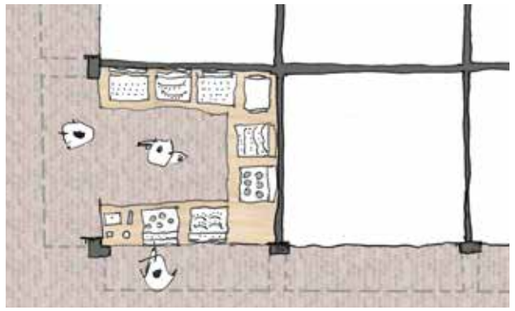
Flexibility

The Fixed Market Stalls provide a footprint for a wide range of market traders to sell goods. In keeping with the existing market stalls, the proposals aim to provide traders the opportunity for stalls and produce to spill out into the market. Stalls can be operated by different traders throughout the week to maximise capacity on the market.

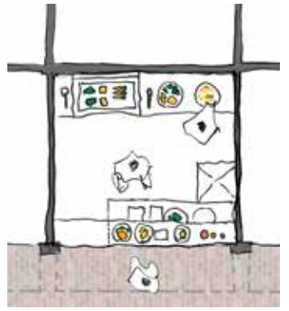
Opposite are examples of how a stall can be utilised by a range of market traders with both single and double stalls.



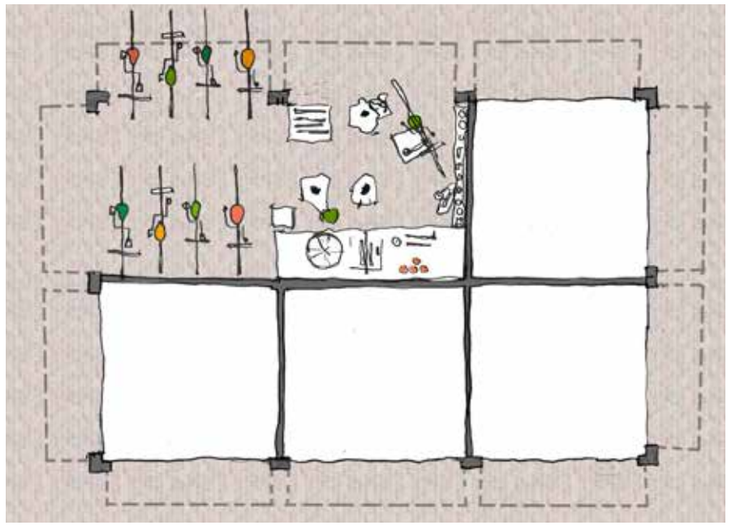
Record Stall



Jewellery stall



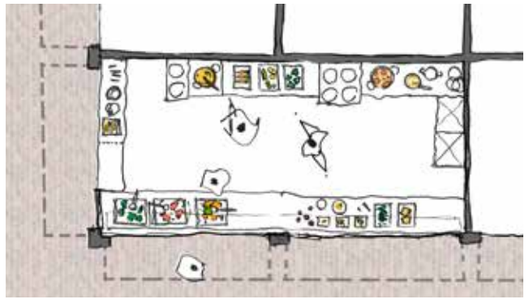
Hot Food stall



Bike Repair Stall



Fruit and Veg Stall



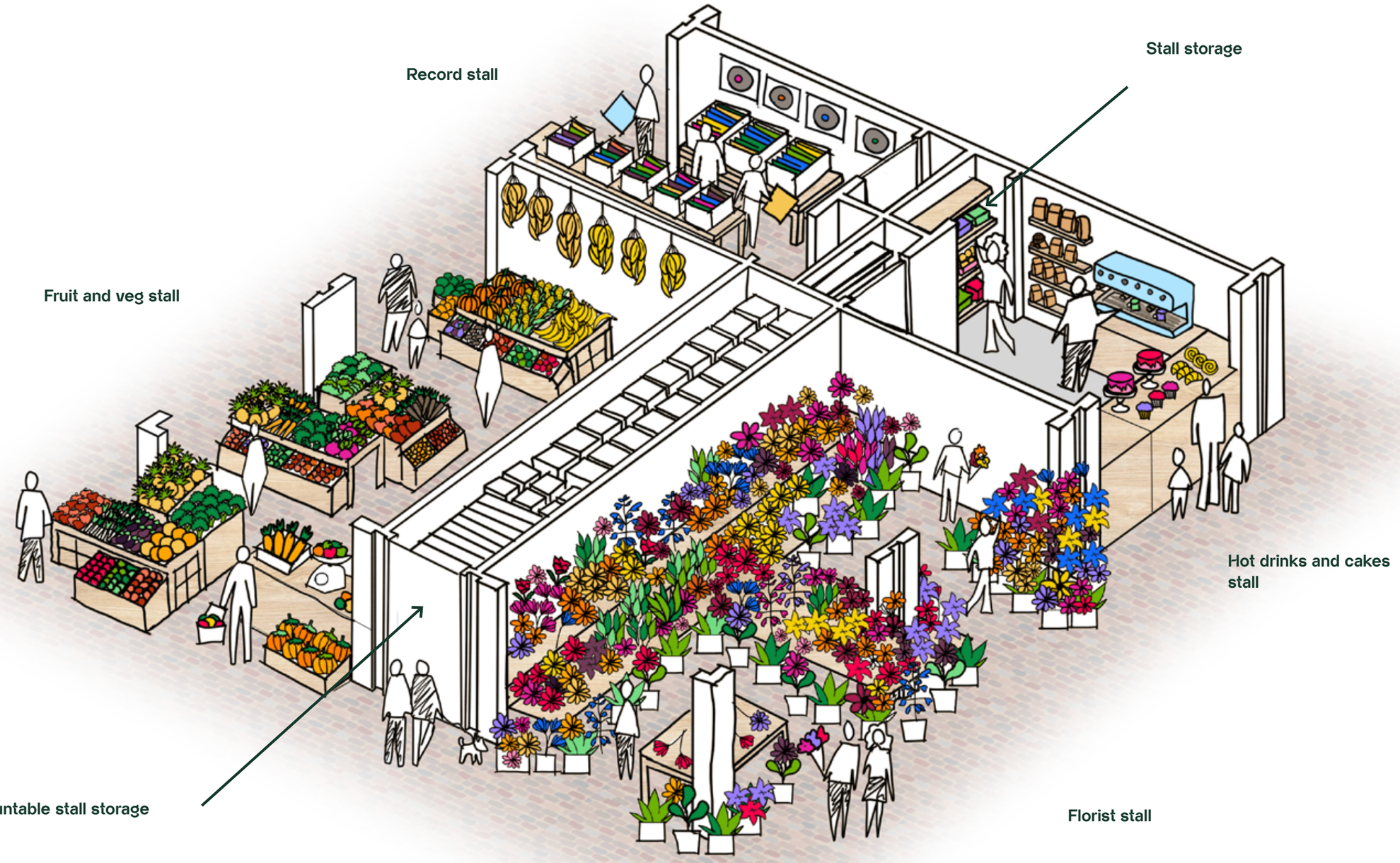
Hot Food Stall



Florist

4.6 Character Areas - Market

Market Traders



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 aims to restore the existing fountain and bring back into use, subject to a Conservation led structural condition survey. The fountain will 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**
Type A 8m²	200m²	25
Type B 9m²	162m²	18
Type C 11m²	11m²	1
Total Area	**373m²**	**44**

Demountable Market Stalls		
Name	**Area**	**Number**
3x3m	414m²	46
2x2m	24m²	6
Total Area	**438m²**	**52**

Ground Floor Amenity		
Name	**Area**	**Number**
Accessible WC	5m²	1
Store	25m²	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



Initial expansion of the market



Further expansion of the market



Maximum capacity

4.6 Character Areas - Market

Fixed Market Stall Precedents

Precedents

1. Lightweight market stall, lightly touching the paving slabs with folding doors

2. Pitched roof stalls with metal cladding, fixed counter and folding doors with integrated signage

3. Folding door and canopy design

4. Folding door and fixed counter

5. Combination of mechanical canopy and fixed counter with access hatch



1. Demountable Pavilions, Greece



2. Shambles Market, York



3. Turgutreis Community Center Turkey



4. Harmay Market, Shanghai China



5. Northampton Market, Northampton

4.6 Character Areas - Market

Fixed Market Stall Concept Design

Concept design principles

1. Pitched roof to reflect historic market form

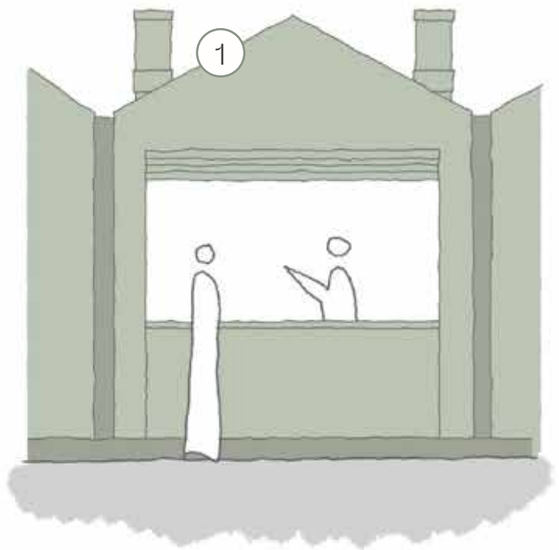
2. Canopy provides weather protection and integrated locking

3. High quality, textured materiality to compliment simple form

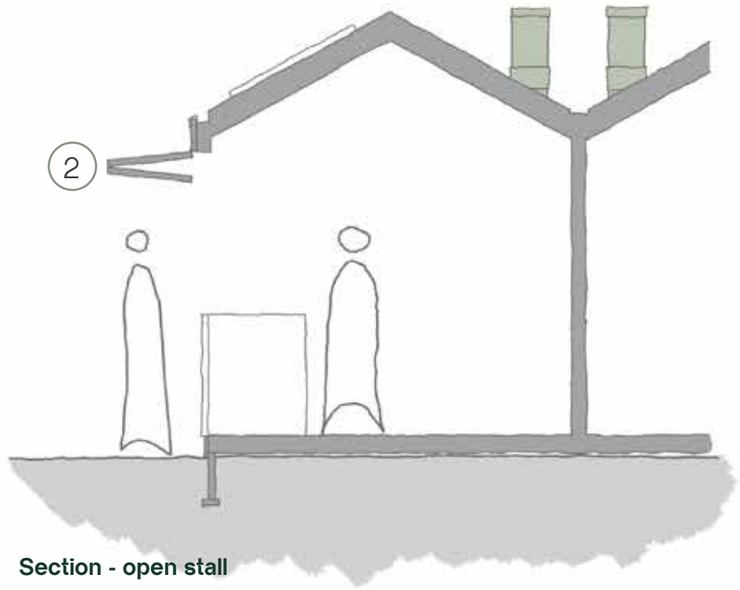
4. Lifted from the historic setts



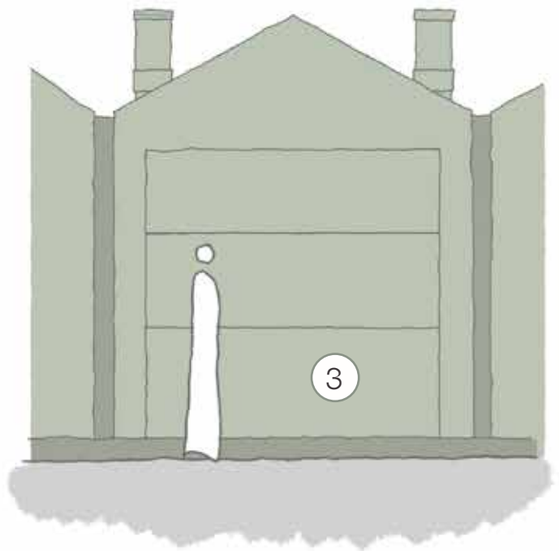
La Fantaisie Hotel, Paris



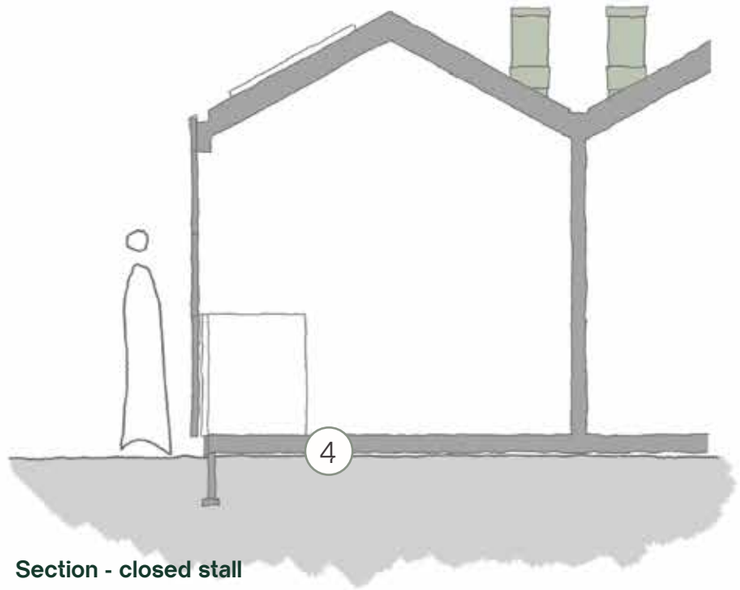
Elevation - open stall



Section - open stall



Elevation - closed stall



Section - closed stall

4.6 Character Areas - Market

Fixed Market Stall Design

Stall Types:

Type 1 - Walk-in stall with exposed sett floor

Type 2 - Stall with counter and integrated access hatch

Type 3 - Corner stall with fixed counter and counter with integrated access hatch

Form

Cluster of uniform pitched roof stalls with shadow gap detail delineating each individual stall. The stalls are designed to provide flexibility for market traders. Adjacent stalls can be combined to create larger double stalls.

Roof

Pitched roof with integrated Photovoltaics, ventilation cowl and concealed gutters

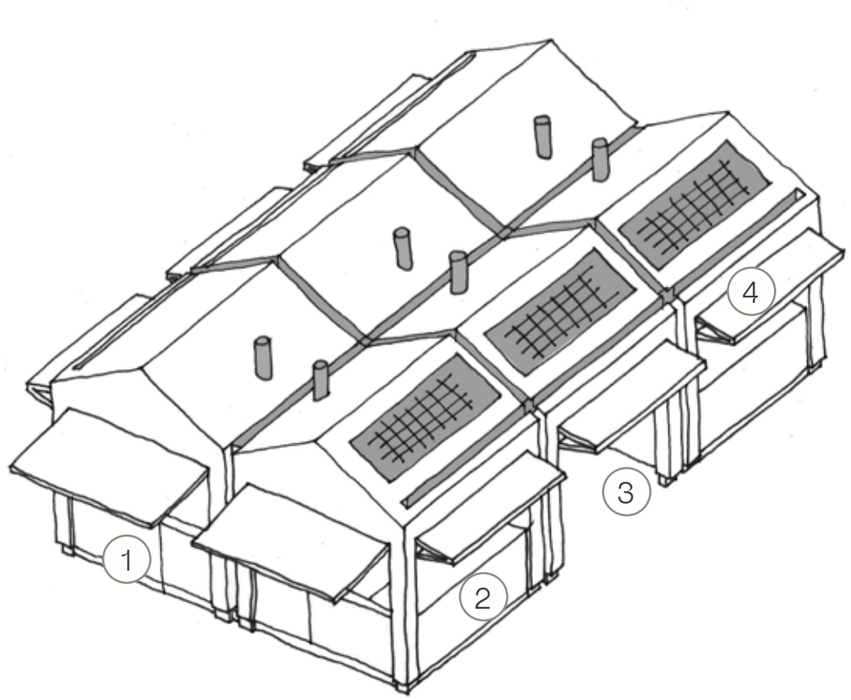
Doors

Door Type 1 - folded canopy, and interlocking stall counter with access hatch

Door Type 2 - Folded canopy door and roller shutter

Power and Utilities

Stalls will be provided with power, data, water supply, ventilation and drainage.



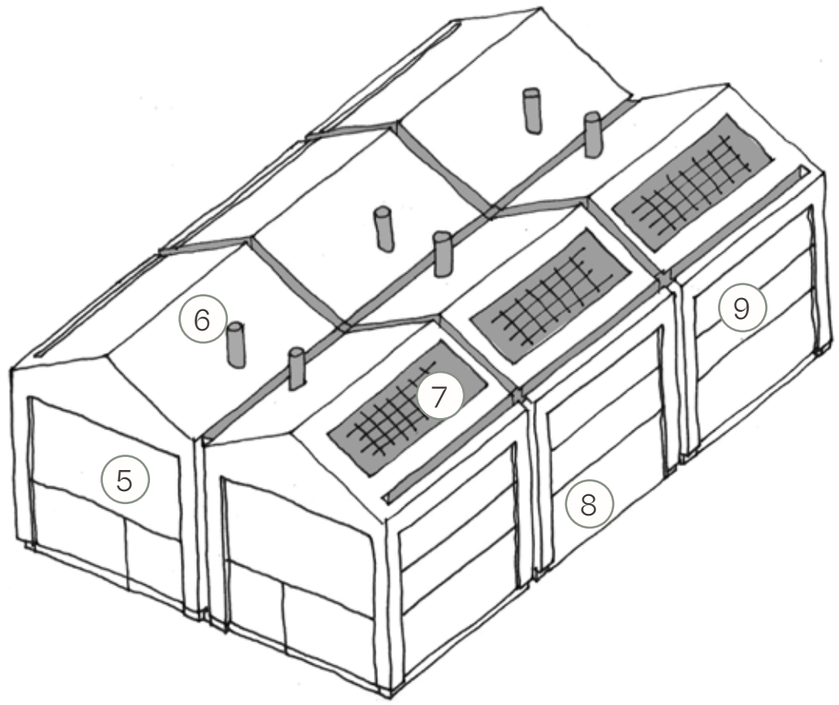
Fixed Market Stall - Open

1. Fixed counter and counter hatch

2. Fixed stall counter

3. Walk in stall with folded canopy and concealed roller shutter

4. Folded canopy



Fixed Market Stall - Closed

5. Closed canopy

6. Ventilation cowl

7. Roof mounted photovoltaic panels

8. Closed roller shutter

9. Closed canopy

4.6 Character Areas - Market

Fixed Market Design



4.6 Character Areas - Market

Demountable Market Stalls

Our proposals include demountable stalls located on the Southern half of the market, fixed securely to anchor points within the setts.

The proposed stall types (3x3m and 2x2m) are used across markets in the UK and Europe. The demountable stalls offer flexibility for the market to expand throughout the week. The stalls can accommodate a range of market traders, with side walls, lighting, extended canopies for shade and tension bars, which can be used for hanging shelves or bikes (as shown opposite). The stalls can be easily repaired or replaced and are available in a wide range of colours.

The proposals incorporated pop-up electrical boxes to supply power to clusters of demountable stalls. Power will then be distributed at high level to prevent trip hazards on the market.

We have worked closely with the Market Traders to select a range of demountable stalls available. The preferred choice was tested on the market square during the public consultation period. The feedback has been disseminated by the design team and will be reviewed prior to the final selection of a suitable demountable product for the market.



Demountable Stalls



Stall with side tension bar and half wall



Tension bar used as a cycle rack



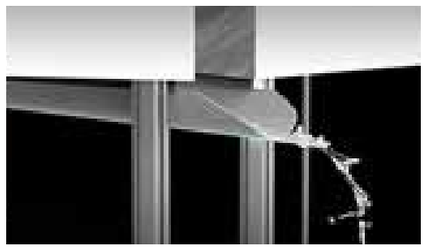
Sliding wall



Anchorage system



Lighting



Gutter between stalls

4.6 Character Areas - Market

Lighting

The proposals include high quality lighting across the public realm and market square. Lighting is part of a range of measures being implemented to ensure market traders, residents of Cambridge and visitors feel welcome and safe at night.

The lighting proposals aim to help reduce anti-social behaviour, enhancing clear sight lines created by the new market layout and increase natural surveillance.

Proposed Lighting

- High level lighting around the market square and public realm
- Lighting in the centre of the market
- Ambient lighting on the Fixed market stalls
- Ambient lighting on the Guildhall
- Internal lighting in the fixed market stalls and under the demountable canopies
- Fountain and tree up lights
- Parasol lights



Temple du Change, Lyon France - France



Fountain place Maréchal Lyautey, Lyon - France



Richardson Candle - Cambridge



Lewis Cubitt Square, Kings Cross - London

4.6 Character Areas - Market

Storage

The proposals include integrated storage units for demountable stalls, tables and chairs located between Market Stalls. The storage units will be securely locked at night by Market management.

Storage Type A

– Demountable stalls

– Foldable tables

Storage Type B

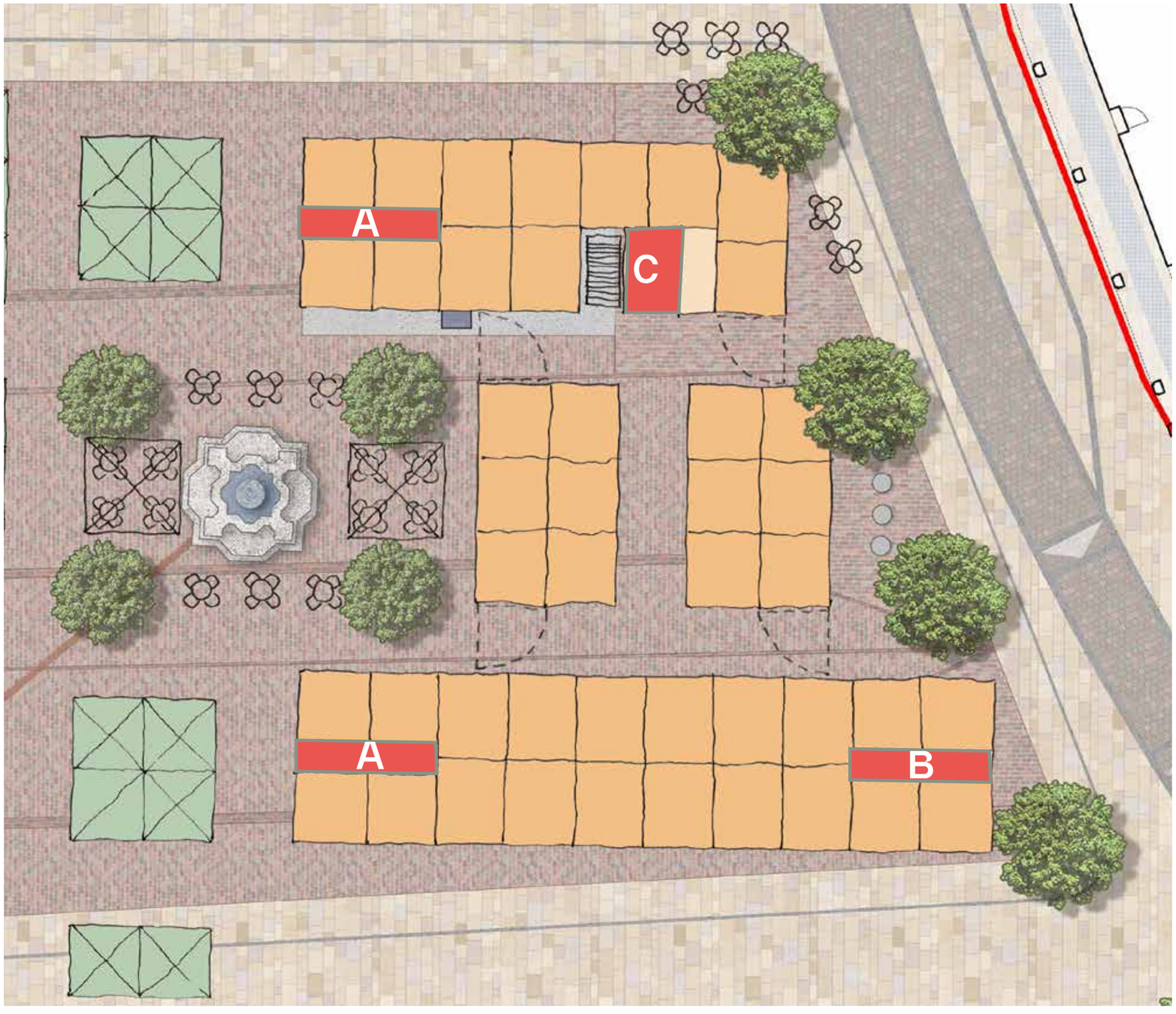
– Stackable chairs

Storage Type C

– Accessible storage for market traders



Storage Type A located between Fixed Market Stalls



Storage unit locations

4.6 Character Areas - Market

Historical Roofscape

Roofscape

Analysis of the roofscape of the market has shown stalls have consistently had pitched roofs. We have analysed different roofscapes and believe the continuation of the pitched typology is the correct route forwards.

The images opposite show the market stalls through history from 1841 to the present day.



1841



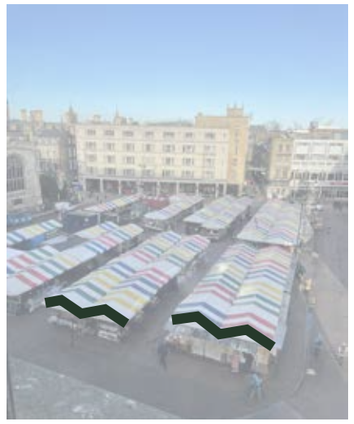
c. 1860



c. 1900



1938



2025



1970



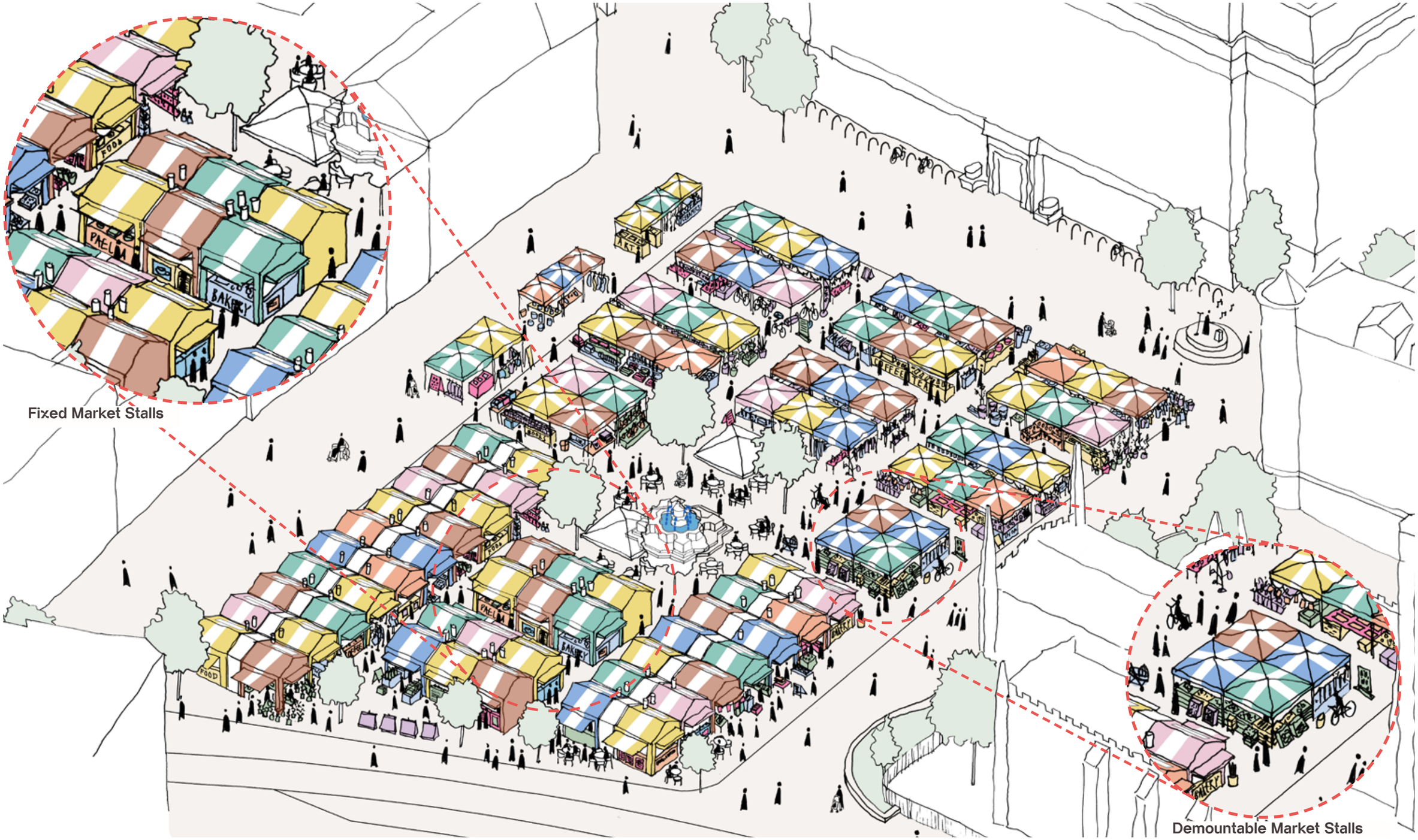
1940



Present day

4.6 Character Areas - Market

Proposed Roofscape

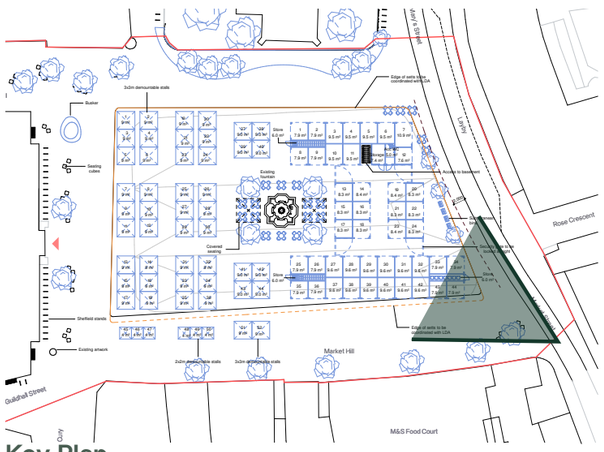


4.6 Character Areas - Market

Visual from Market Street



Image to be replaced with CGI



4.6 Character Areas - Market

Visual from Rose Crescent

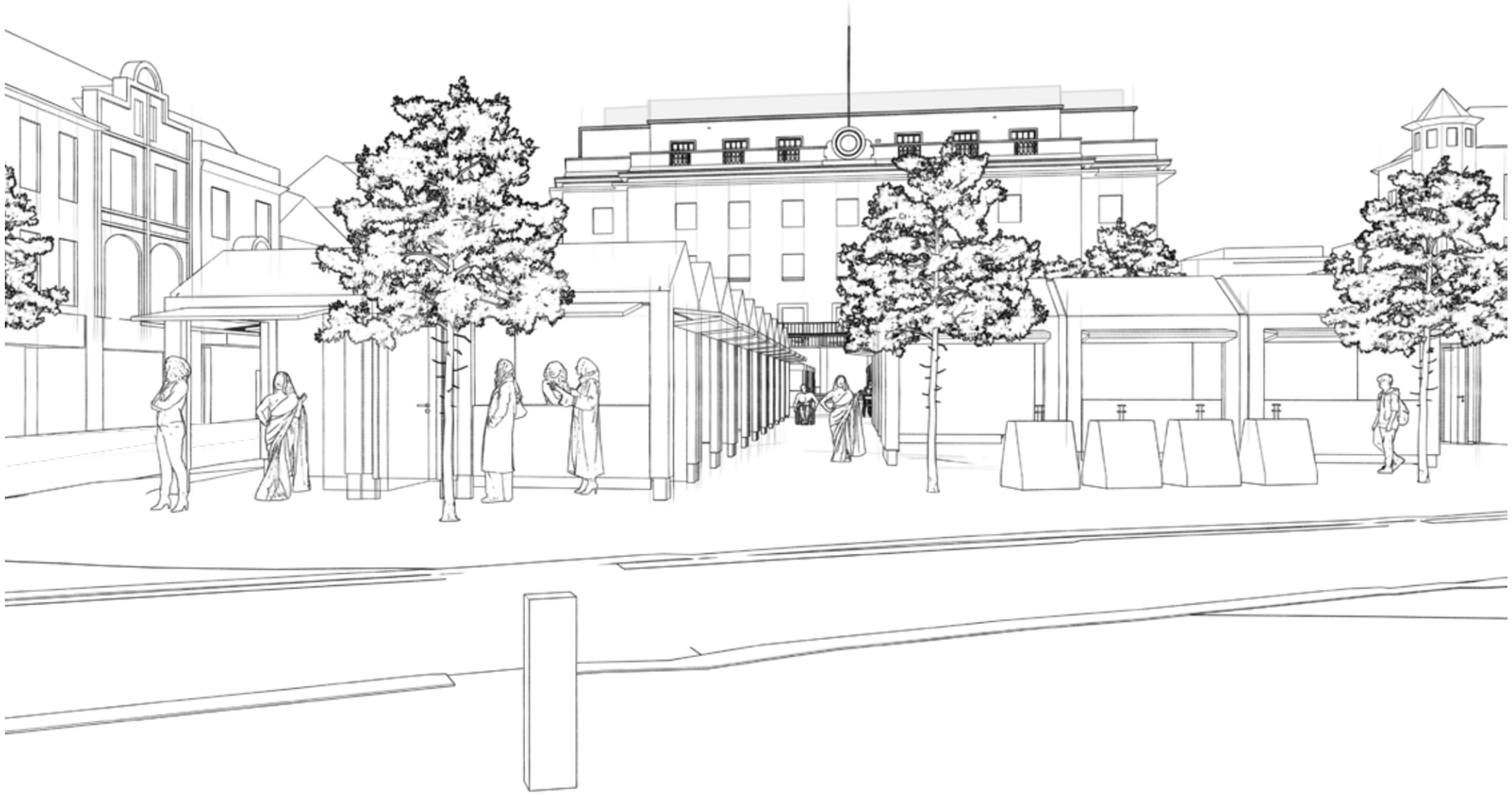
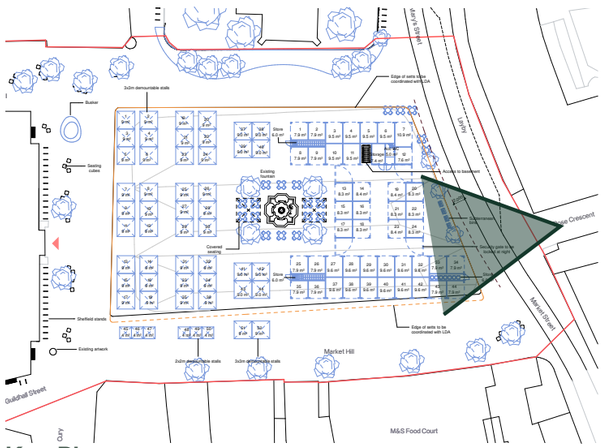


Image to be replaced with CGI



Key Plan

4.6 Character Areas - Market

Materials Palette

Existing materials on site

Many of the original setts were probably rectangular and tend to be predominantly pink. The squarer setts are probably repairs though they were also used where necessary to retain the pattern around the drainage lines.

The market square surrounding buildings are made up of mainly brick and stone façades. The Guildhall facade consist of Clipsham stone and brown-grey bricks from Stamford.

Fixed Market Stalls

Lightweight timber framed stalls with metal cladding with smooth and ribbed profiles.

Demountable Market Stalls

Aluminium framed stalls with fabric canopy and walls

Canopies

Parasols securely fixed in ground with integrated lighting

Seating and tables

Stackable seating and tables around the fountain



Existing setts



York Shambles - Bauman Lyons



La Fantaisie Hotel, Paris - PETITDIDIERPRIOUX Architects



Born Market Square, Barcelona - VORA Arquitectura



Folded House, Cambridge - Westerdahl

4.6 Character Areas - Market

Material Palette - Colour

Existing Market Colours

The existing temporary market stall canopies consist of striped colours, helping to give the Market an identity, unique to Cambridge. The canopy colours (opposite) consist of blue, red, yellow, green, orange and pink.

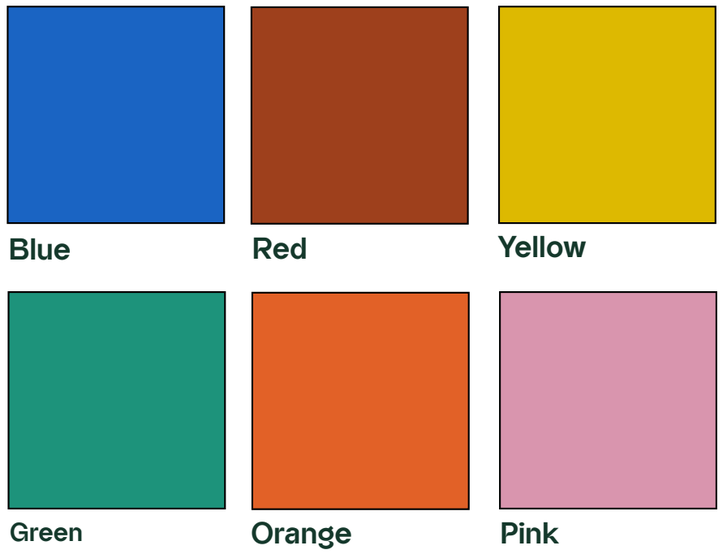
Although the colours help to curate the character of the market, the patterns are not uniform and are laid in a random arrangement.

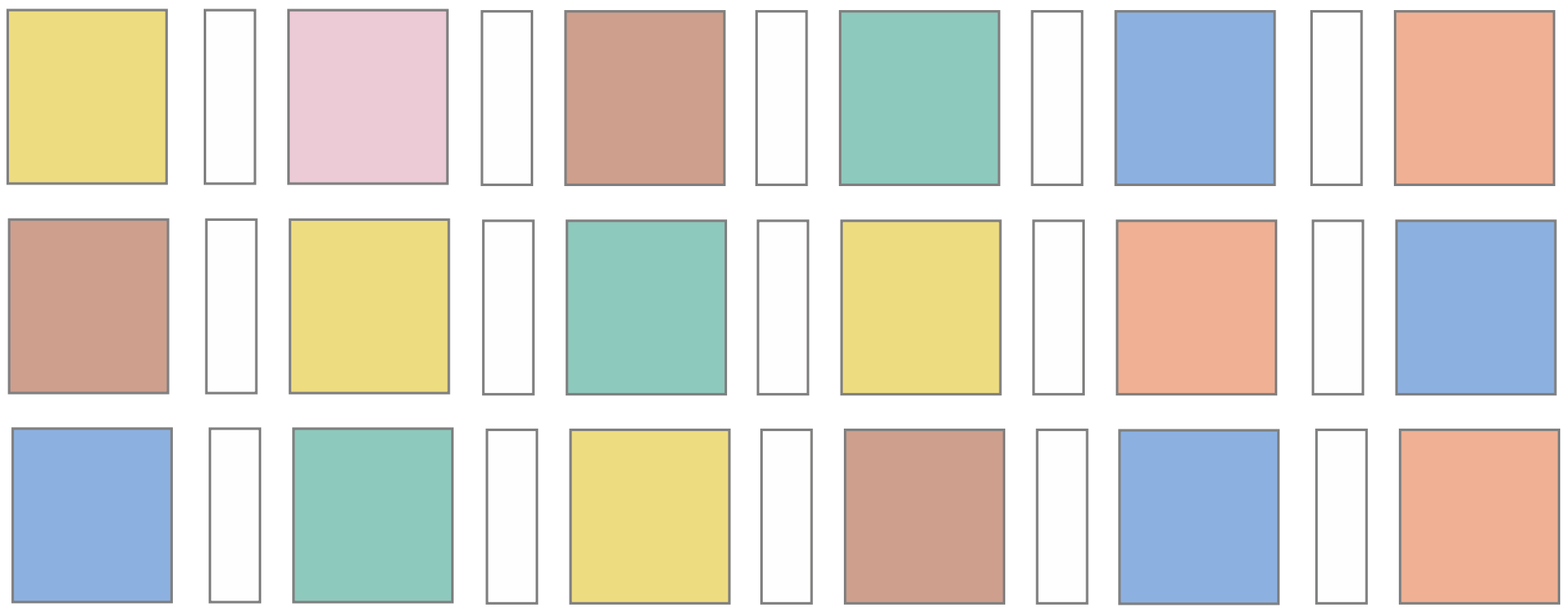
Proposed Market Colours

Our proposals include retaining the existing colour palette, by introducing a contemporary and muted colour combinations as shown opposite.



Existing market colours





Proposed colour combinations

4.6 Character Areas - Market

Materials Palette - Colour

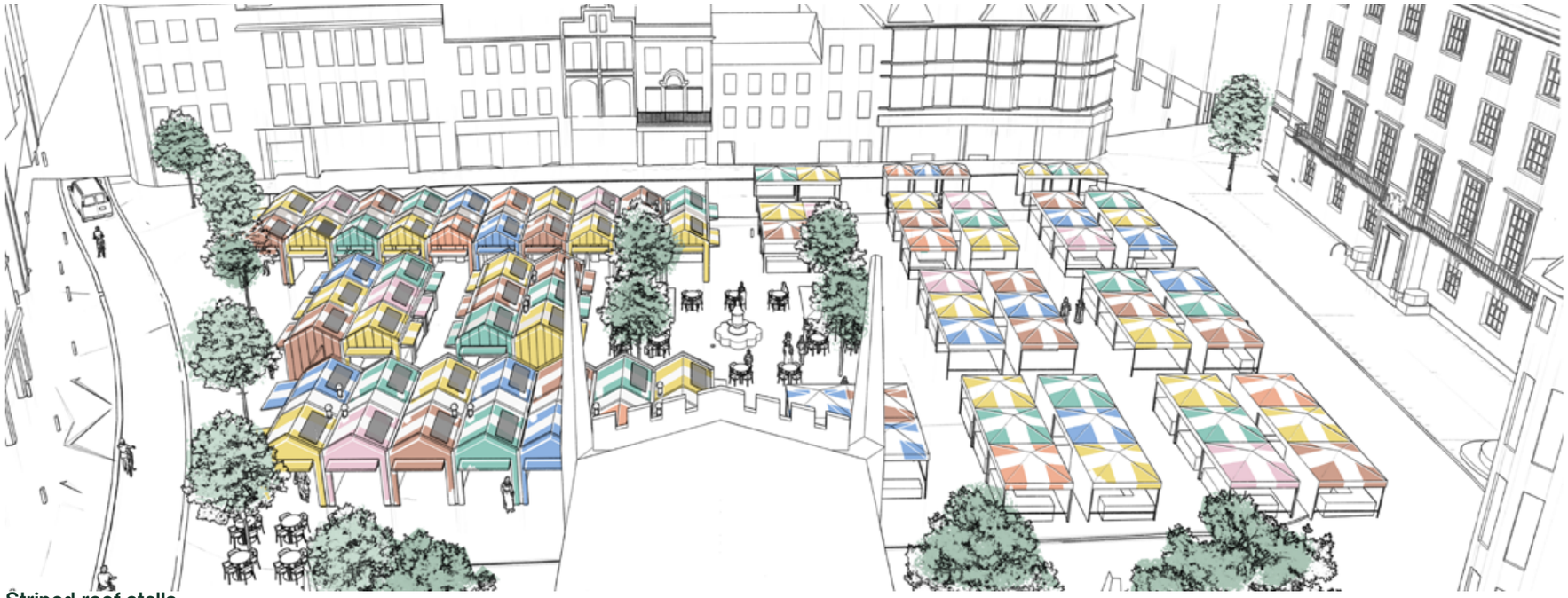
Colour Options

Our proposals include options for implementing the colour palette across the fixed and temporary market stalls.

The options shown opposite, outline how the colours can be applied to the stalls.



Full colour stalls



Striped roof stalls

4.7 Character Areas - Peas Hill
Summary

A green and meandering route

- Expansion of the greenery within the church grounds, these are the green spaces in the centre of Cambridge. The walls of the churches expand outwards to create a seating area for people. The seating wall responds to the character of the edges of other green spaces, the church walls around St Edwards King and Martyr Church and the walls in front of Kings College.
- Trees are small species within planters.
- Entrances to existing buildings are kept clear with circulation around new tree planting and planters.
- Principal circulation is parallel to the Guildhall to provide access to entrances as well as keeping pavement lights accessible.
- Access for new substation in the basement at the north west corner of the Guildhall.
- Cycle parking removed from this location but still present outside the application boundary along St Edwards Passage.









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 King Edwards Church and reflects the lawns in front of Kings College. Moving northwards, the planters are freestanding 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.

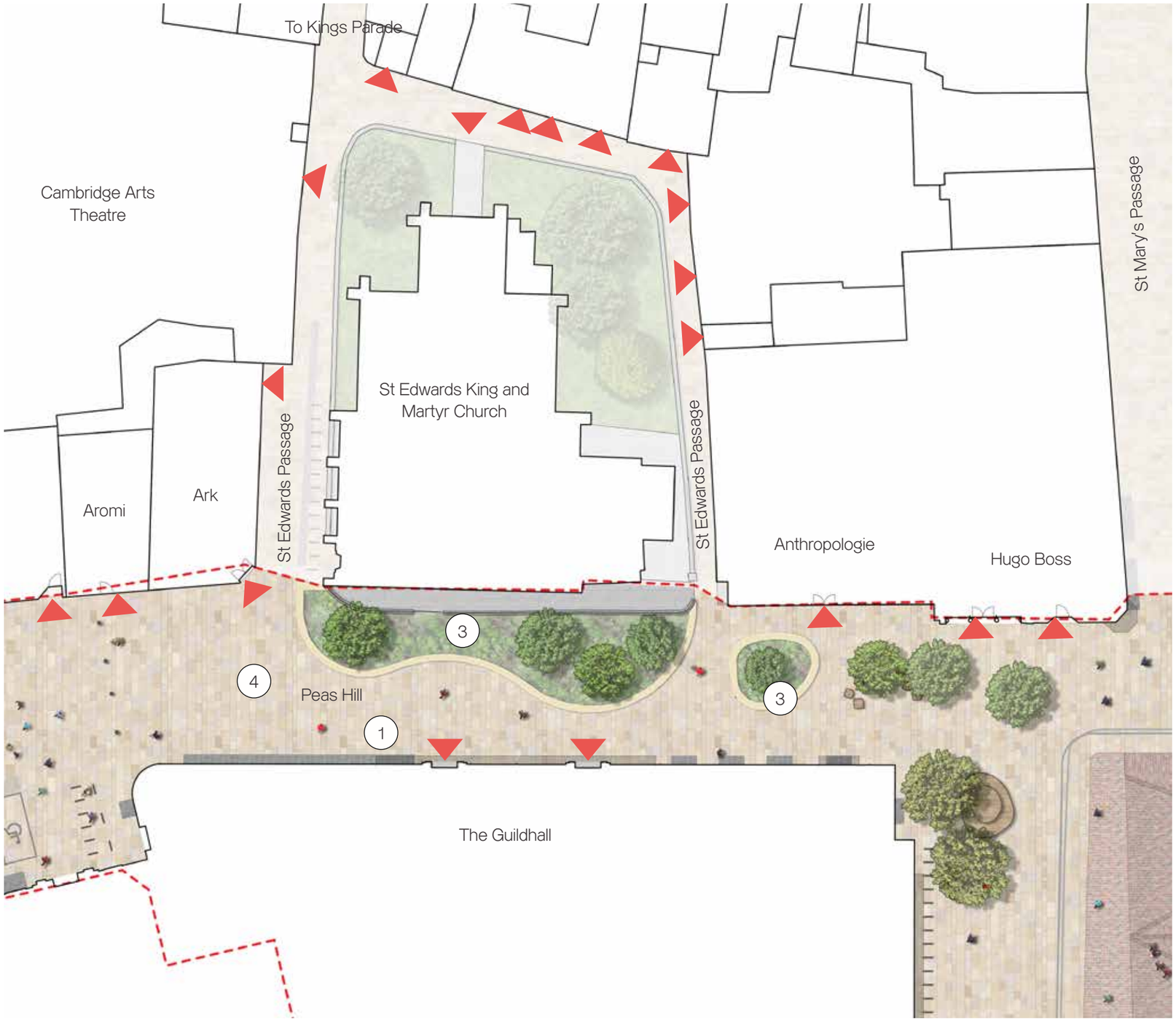
Whilst any part of the curved edge can be used for seating, alcoves form more private seating areas away from the main flow of people.

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 - Guildhall Street

Summary

A street of story telling

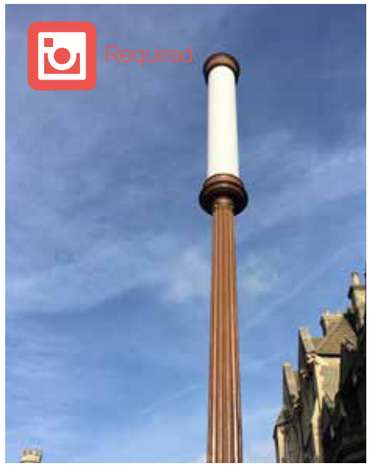
- Important thoroughfare between the Grand Arcade shopping centre and the historic market square providing a strong connection between the retail brands in the shopping centre and the independents in the Market Square.
- It also provides a strong connection between the civic and cultural functions of 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 builIt 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 Square 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 abut the Guildhall to keep the centre of the street clear for pedestrian movement. There are opportunities for additional cycle parking bays beneath the overhang of Lion Yard as well as improving the existing cycle parking adjacent to

















4.8 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. Hobsons 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.

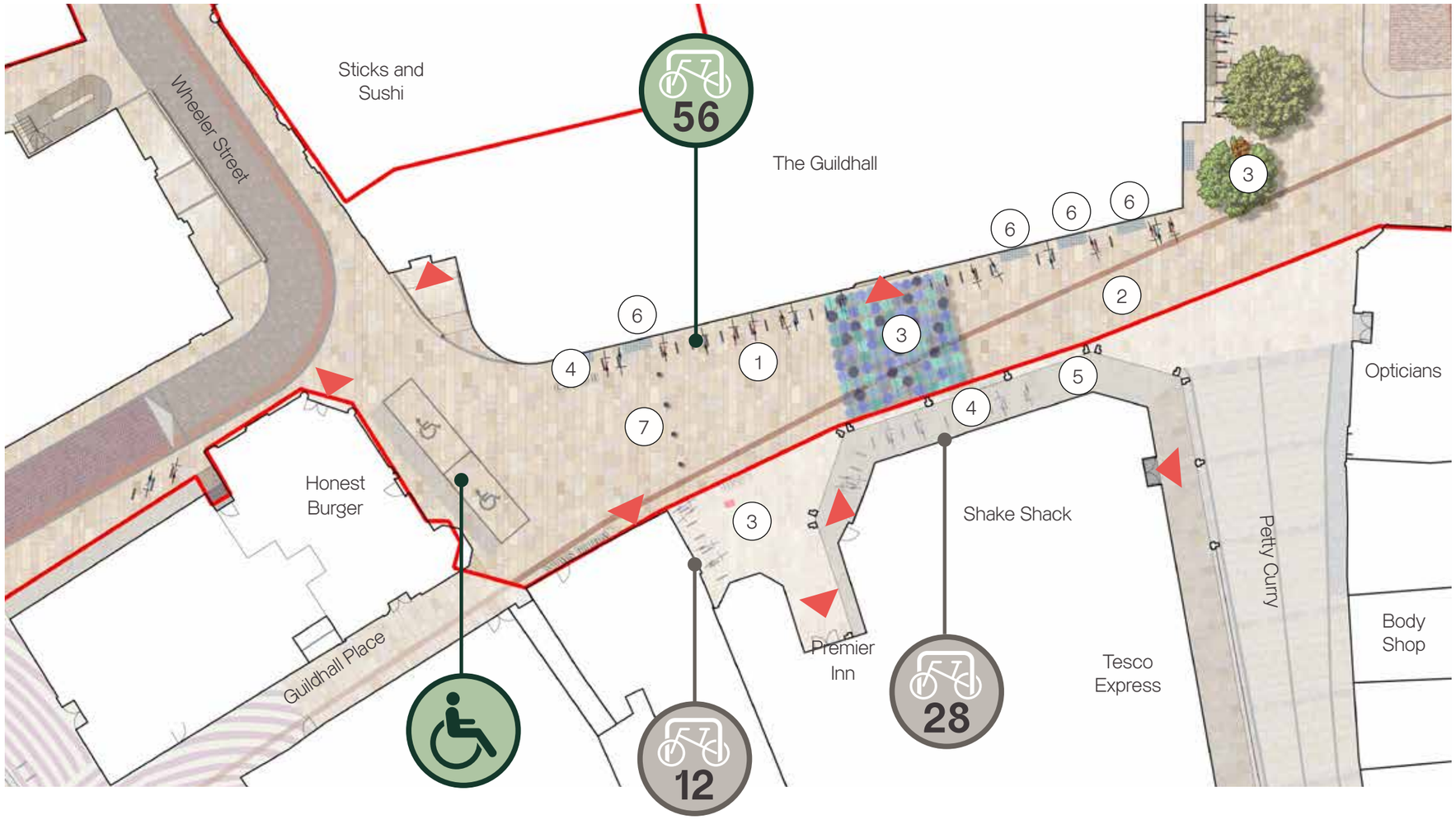
4. Bicycle and E-Scooter Parking

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 retained in their current locations as they form part of the Fire Strategy for The Guildhall (refer to Arup Fire Strategy).

7. Bollards

Line of bollards to separate pedestrian movement from vehicular movement.

4.9 Character Areas - Wheeler Street

Summary

An historic street

Wheeler Street is a key circulation route through the city's historic core. It has an east-west orientation with other key streets connecting into it including Peas Hill, Corn Exchange Street, Parson's Court and Guildhall Street.

Although many of the buildings are Victorian the grain of the streets follows the medieval pattern. At its narrowest the street is XXm wide and has been single direction with a cycle contraflow lane since XX.

Buildings front directly onto the street and both sides have a footway, an upstand kerb and then a carriageway. The footpath rises up around Corn Exchange to provide level access to the main entrance of the building. In the past fifteen years many of the buildings along this street have been converted into cafes and restaurants supporting both a daytime and evening economy. The narrow street means there is little opportunity for pavement dining but creative solutions have been found with windows opening to create a bar like feel (Pho), or with temporary beer benches (for example outside The Pint Shop). This contributes to the evening economy as well as providing pre and post theatre/event dining for people visiting events at the surrounding event spaces.

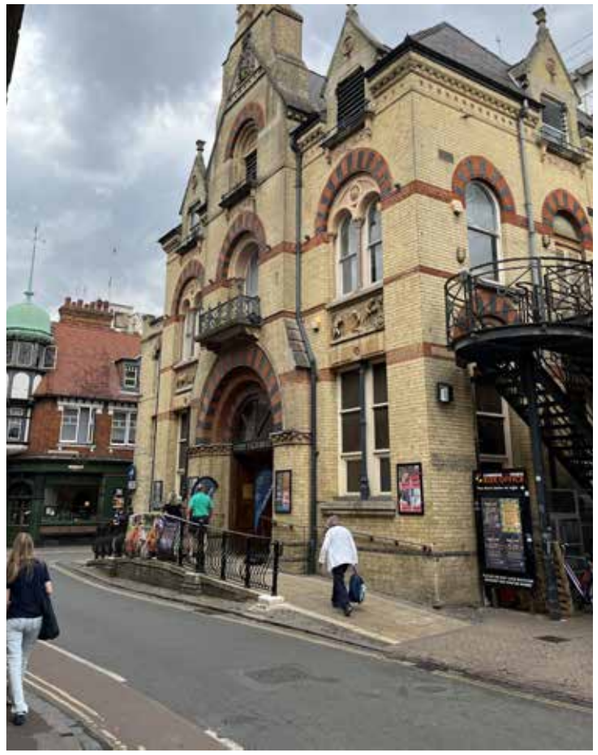
Key features to be retained:

- Historic kerbs, channels from rainwater pipes - pink granite kerbs
- Historic fire hydrant
- Richardson candles











4.9 Character Areas - Wheeler Street

Strategy

Wheeler Street will continue to be a through route through the historic core of the city. The intention is that the overall volume of traffic would be reduced if the County Council adopt the traffic restriction orders outlined in section 4.15, however these do not form part of this detailed planning application.

There will still be a need to service the number of cafes, restaurants, pubs and shops along Wheeler Street and Ben'et Street as well as the Cambridge Arts Theatre and the Corn Exchange.

Throughout the design process ways to bring tree planting, greening, enhanced public realm, increased cafe culture into this area have been tested. However the need for a high level of servicing requirements needs with large vehicles in this area leaves little areas for other uses.

The brief calls for the following vehicle usages at any one time:

- 2 parked articulated high goods vehicles which must reverse into Peas Hill with unloading space only from the rear.
- Manoeuvring space for a third articulated high goods vehicle.
- 3 accessible blue badge parking bays which would be used by members of the community who have applied for a permit to exempt them from the traffic restriction order.

When articulated vehicles are not loading or unloading from either the Cambridge Arts Theatre or the Corn Exchange there is the opportunity to use the space as part of the public realm with a line of bollards extending from the edge of the Guildhall to number XX Peas Hill.

Careful management would be needed of the space throughout the day and night to ensure it is not abused.



4.9 Character Areas - Wheeler Street

Strategy



Testing options for accessible parking bays in Peas Hill
2no. articulated lorries
2no. blue badge parking spaces accessed off Wheeler street



Testing options for accessible parking bays in Peas Hill
2no. articulated lorries plus reversing
2no. blue badge parking spaces accessed off Wheeler street



4.9 Character Areas - Wheeler Street
Strategy

1. Blue badge parking

Blue badge parking bays will be for members of the community who have applied for a permit. Blue badge parking bays will be picked out in different materials and edged with granite flush kerb. Signage will be sensitive to the historic environment. Parking bays will be kept off pavement lights to ensure fire service access in case of an emergency.

2. Cycle movement

Contraflow cycle route will be maintained and delineated in different material

3. Carriageway

Carriageway width will be narrowed as much as feasible to provide increased footways to either side. Kerbs will have a 50mm upstand with dropped kerbs at agreed locations. Carriageway will be resurface with small profile granite setts to delineate carriageway from footway

4. Footways

Footways will be resurfaced with large format York Stone as would have historically been here with pink granite kerbstones reused to edge the surface.

5. Pavement dining Peas Hill

When articulated lorries are not servicing the area there could be opportunities for ground floor cafes and restaurants on the western side of Peas Hill to utilise their threshold space for pavement dining.

6. Pavement dining Wheeler Street

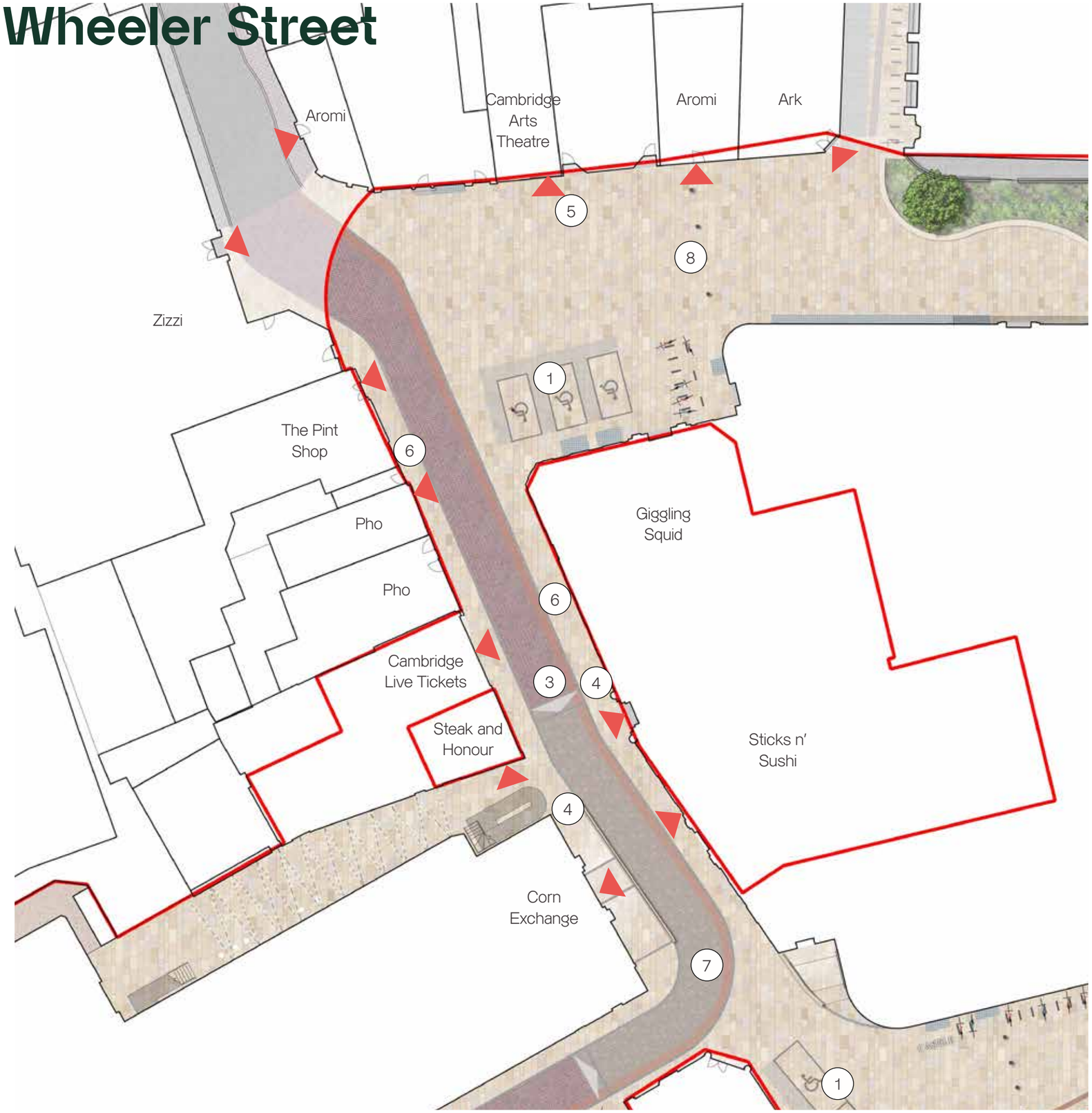
Cafes and restaurants along Wheeler Street will continue to be restricted due to limited street width.

7. Raised table

Raised table in front of the Corn Exchange and to provide level access across the road to Guildhall Street.

8. Bollards

Line of bollards to separate pedestrian movement from vehicular movement.



4.10 Character Areas - Corn Exchange Street

Summary

Movement corridor

Corn Exchange Street will continue to be a key movement corridor through the Civic Quarter. If the proposed traffic restriction orders (TROs) are implemented (separate to this application) there will be an overall reduction in private car usage along this street making it more user friendly for pedestrians and cyclists.

1. Blue badge parking

Provision for one new blue badge parking space increasing the general capacity within the Civic Quarter from five to six.

2. Lay-by

Existing lay-by to be retained and bollarded for use by the Corn Exchange for tour buses and so forth.

3. Cycle parking

Accommodates additional short stay cycle parking bays adjacent to the blue badge parking bay.

4. Cycle movement

Retained contraflow for cyclists travelling east along Bene't Street, Wheeler Street and south along Corn Exchange Street.

5. Resurfacing

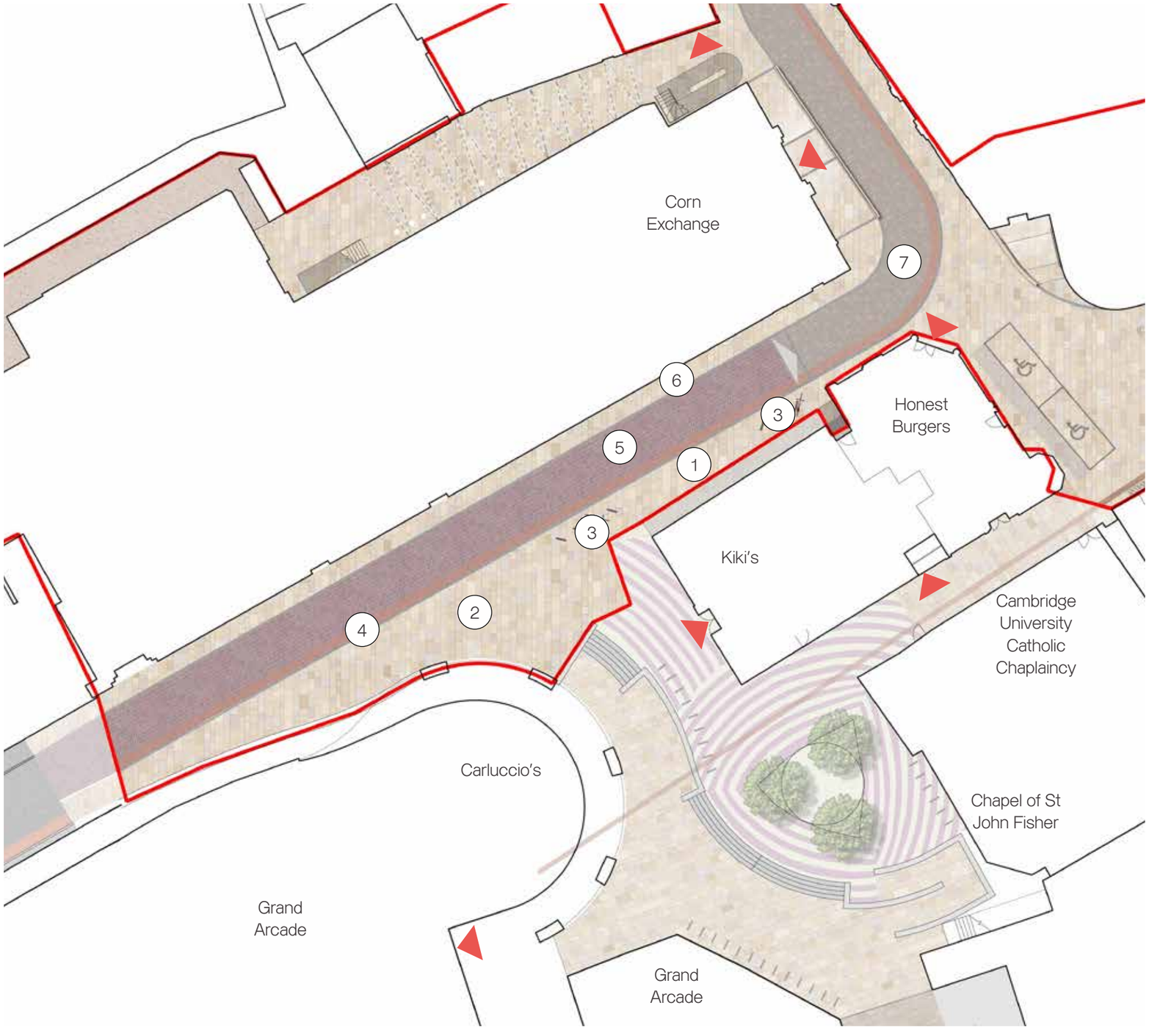
General re-surfacing to elevate the quality of the street.

6. Footways

Improved widened pavement, new balustrade and retaining edge to the eastern side of the Corn Exchange. Encouraging pedestrians to travel along this side of the footway as this is the continuous route to Downing Street.

7. Raised table

New raised table providing level access between Guildhall Street and the Corn Exchange.



4.11 Character Areas - Street Sections

Street Sections

Proposed street section through Wheeler Street

Proposed street section through Corn Exchange Street

Proposed street section through Guildhall Street

4.12 Materials Palette
Hardworks

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.

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.

Street furniture

Street furniture will need to be robust and low maintenance to be appropriate for the setting whilst also providing a positive contribution to the public realm and being inviting for people to use.

Cycle parking

Cycle stands will be Sheffield style cycle stands with a Secure by Design pass mark certification. They will be installed with foundations to reduce risk of vandalism and bicycle theft. Cycle parking bays will be laid out in accordance with CamCycle recommendations. This approach has been confirmed with CamCycle during a meeting on 27th August 2025.













4.12 Materials Palette
Softworks

Trees

Introducing trees into the Civic Quarter will have many benefits:

– Thermal comfort - providing areas for shading in the summer and areas for people to sit underneath

– Surface water runoff - Tree canopies reduce flow to hard surfaces and into drainage systems.

New street trees will typically be planted in tree pits to be flush with the surrounding surface finishes to avoid them creating large physical obstacles in the public realm. They will need to be installed with root cells, root protection membranes and tree grilles.

The exception to this, is the planting along Peas Hill which will be in raised planters due to the presence of the existing underground structures below King Edward Saint and Martyrs Church.

There is a designed informality to the locations of the trees. This allows some flexibility at the point of installation to find optimal positions around existing below ground services which may be encountered over and above future surveys.

Tree species will be selected to encourage biodiversity without being limited to native species. Fruiting species will be avoided.

Planting

Planting will be selected that is beneficial to wildlife to support biodiversity, is mindful of the challenges around water consumption and which is also positive for people to experience.

Management

All proposed softworks fall within the adopted highways.

Trees and planting will need to be watered at regular intervals in line with a Landscape and Ecological Management Plan.





4.13 Ecology
Softworks

Ecological baseline

MKA Ecology carried out an ecological assessment in the summer of 2025 the results of which are included as part of the applicaiton. There is limited existing habitat within the city centre, including trees.

Biodiversity net gain

The target for the public realm is to achieve a 20% Biodiversity Net Gain. There is an overall increase in habitat area within the site through the introduction of new planting beds which greatly exceed those being removed. The existing trees and plants will be retained and replanted in new planters so there will be no loss of planting. New street trees will contribute to the increase in varied habitat across the site.

Beyond the metric

The locations of the planters and street trees has been designed to be in proximity to the church yards, to contribute to expanding and connecting existing habitats in place of creating isolated islands.

Planting is proposed that is beneficial to wildlife to support biodiversity, is mindful of the challenges around water consumption and which provides a positive experience for people to engage with, through colour, texture and scent.

Interventions such as bug hotels will be introduced through the planters providing additional habitat for insects.

Management will be important to ensure wildlife is supported an allowed to flourish.

Throughout the planter areas there are opportunities for interpretation and information boards to connect people to the habitats and wildlife they may see and help people to feel engaged and connected to nature. Signage across the site connecting to areas with more extensive areas of habitat such as the river, the meadows and the backs will help encourage connectivity for people to nature.





18 new trees planted in the city centre

All 4 existing trees replanted in new planters

215m2 of new planting areas within the heart of the city centre

Plants species selected to encourage native wildlife species

Seating associated with new tree planting to enhance opportunities to connect with nature

Existing habitats within the Church yards undisturbed



4.14 Blue Badge Access

Market Square

Key Change: 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 Monday-Sunday.
- 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 the concessions of the Blue-Badge scheme.

Peas Hill

Key Change: Change in location of Blue-Badge spaces within Peas Hill and requirement for all Blue-Badge holders to apply for a TRO permit.

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.

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.

Guildhall Street

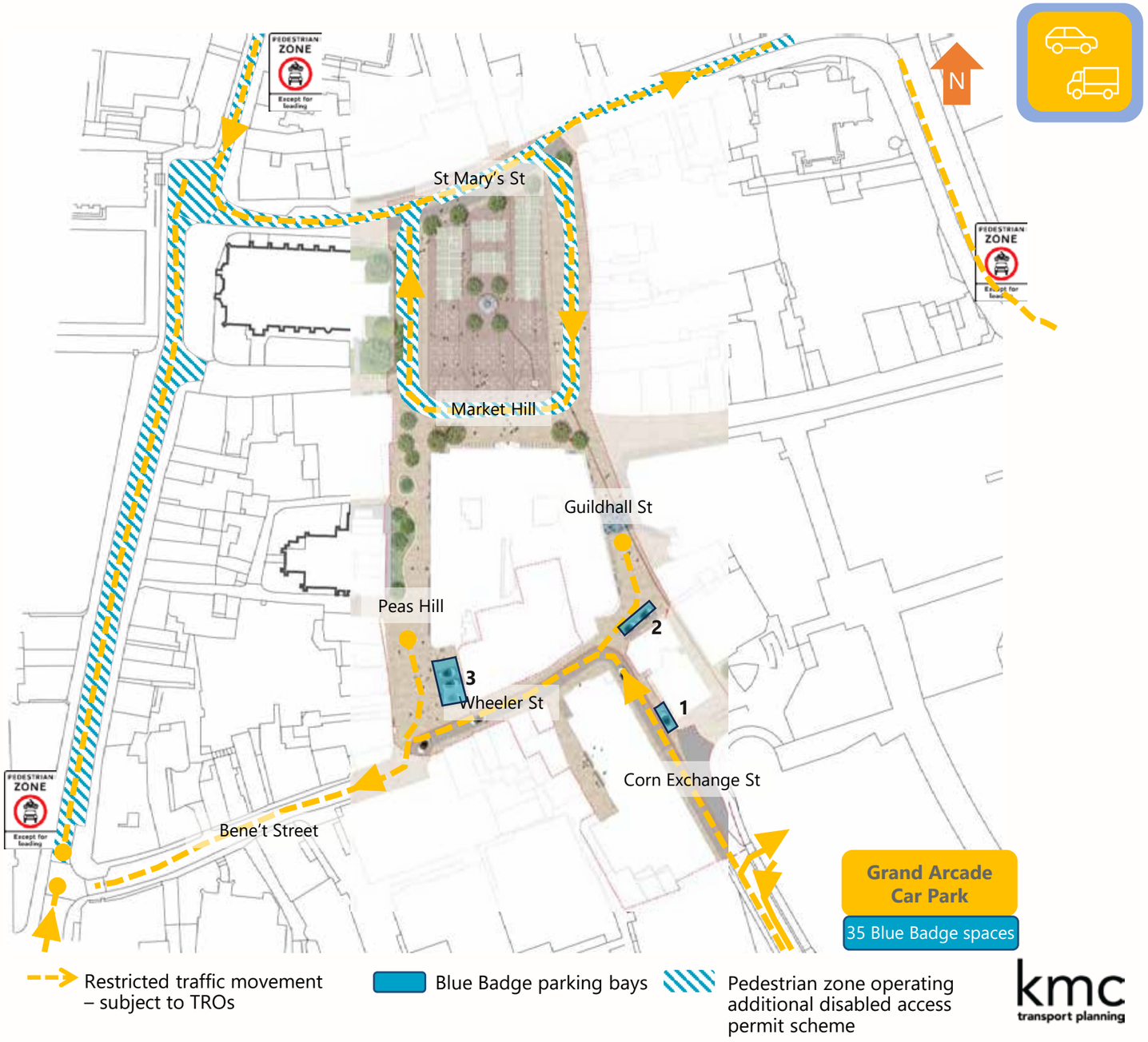
Key change: Requirement to apply for requirement for all Blue-Badge holders to apply for a TRO permit.

Maintenance of two Blue-Badge spaces as existing. 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.

Corn Exchange Street

Key Change: Provision of new Blue-Badge space in existing loading bay and requirement for all Blue-Badge holders to apply for a TRO permit.

Provision of one new Blue-Badge space in the existing loading bay on Corn Exchange Street.



4.15 Traffic Regulation Orders

Deliveries and Servicing

Market Square

Maintenance of the existing Traffic Regulation Order (TRO) which includes:
- No motor vehicles or loading **except** for permit holders, City Centre disabled access permit holders, Dial-A-Ride vehicles, some University/College access, refuse vehicles and some taxis between 10am-4pm Monday-Saturday.
- All vehicles permitted 4pm-10am.

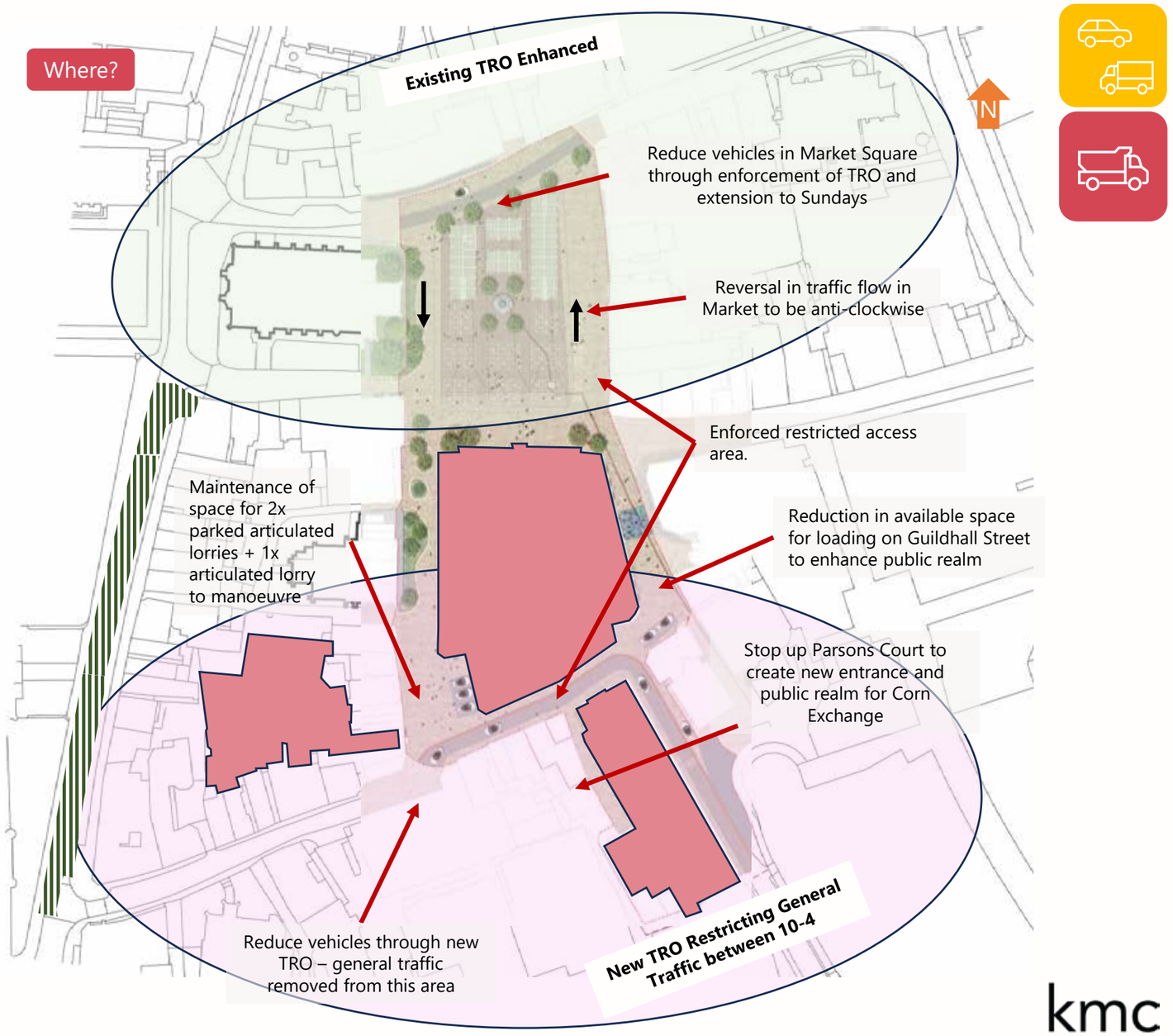
Key Changes:
- **Expansion** of the existing Traffic Regulation Order (TRO) to include Sundays 10am-4pm.
- Reversal of vehicle flow around Market Hill to become anti-clockwise.

Market Traders
- To access Market Stalls from within carriageway/on setts before 10am and after 4pm, as existing.

Key Changes:
- Expansion of the existing Traffic Regulation Order (TRO) to include Sundays 10am-4pm.
- Waste to be picked up from underground bins at northern end of Market Square on Market Street. Waste vehicle to stop on carriageway for collection.

All Other Shops
- Deliveries maintained as existing Mon-Sat, with access before 10am and after 4pm.

Key Changes:
- Expansion of the existing Traffic Regulation Order (TRO) to include Sundays 10am-4pm.
- Waste vehicle circulation of Market Hill as existing, except for change in direction of travel.



kmc transport planning

4.15 Traffic Regulation Orders

Deliveries and Servicing

Peas Hill

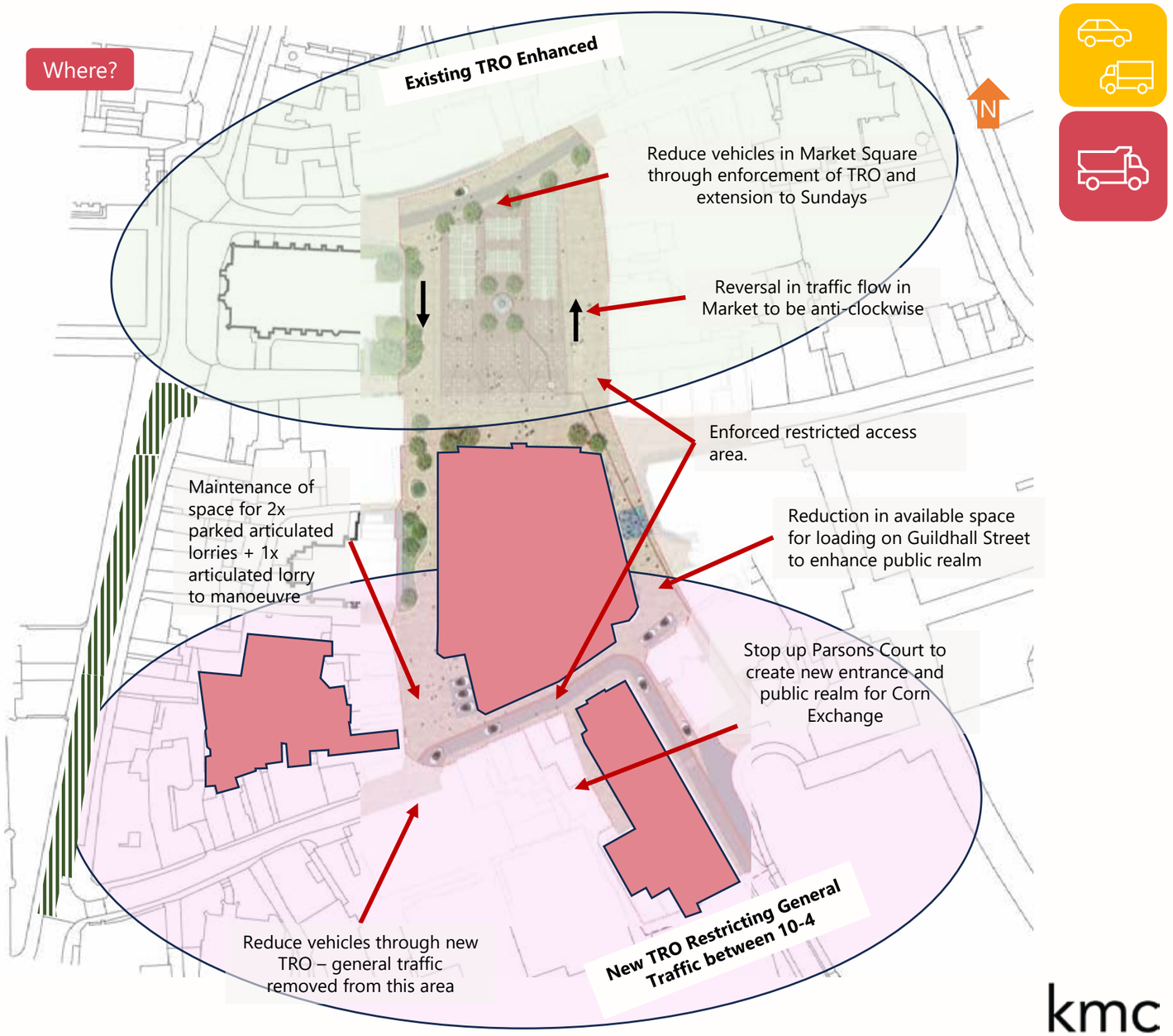
Key Changes:

- Implement a new TRO for Guildhall Street/Peas Hill/ Wheeler Street /Bene't Street to prohibit vehicles other than permit holders between 10am and 4pm Monday- Sunday.
    - Permitted holders to include large deliveries associated with Arts Theatre/Corn Exchange /Guildhall (booking system subject to further work).
    - All other deliveries would need to be from 4pm – 10am and will use flexible open space in Peas Hill for loading/unloading.
    - Management of system to be discussed with regard to booking system/type of TRO restriction.

Guildhall Street

Key Changes:

- Implement a new TRO for Guildhall Street/Peas Hill/ Wheeler Street /Bene't Street to prohibit vehicles other than permit holders between 10am and 4pm Monday- Sunday.
    - Permitted holders to include large deliveries associated with Arts Theatre/Corn Exchange /Guildhall (booking system subject to further work).
    - All other deliveries would need to be from 4pm – 10am, utilising the flexible open space in Guildhall Street /Peas Hill for loading/unloading.
    - Management of system to be discussed with regard to booking system/type of TRO restriction.



kmc transport planning

4.15 Traffic Regulation Orders

Grand Arcade Right Turn

Please refer to section 7.1 for survey results from a series of traffic count surveys carried out across the Civic Quarter and the Grand Arcade car park entrance/ exit.

To improve pedestrian comfort levels on Bene't Street/Wheeler Street/Peas Hill, it is proposed that a new Traffic Regulation Order is implemented to prevent vehicles from exiting right from the Grand Arcade Car Park and routeing along Bene't Street.

Currently, access and egress to the Grand Arcade Car Park is exclusively via Corn Exchange Street.

To reach Corn Exchange Street, two routing options are available, either via Trumpington Street or Tennis Court Road.

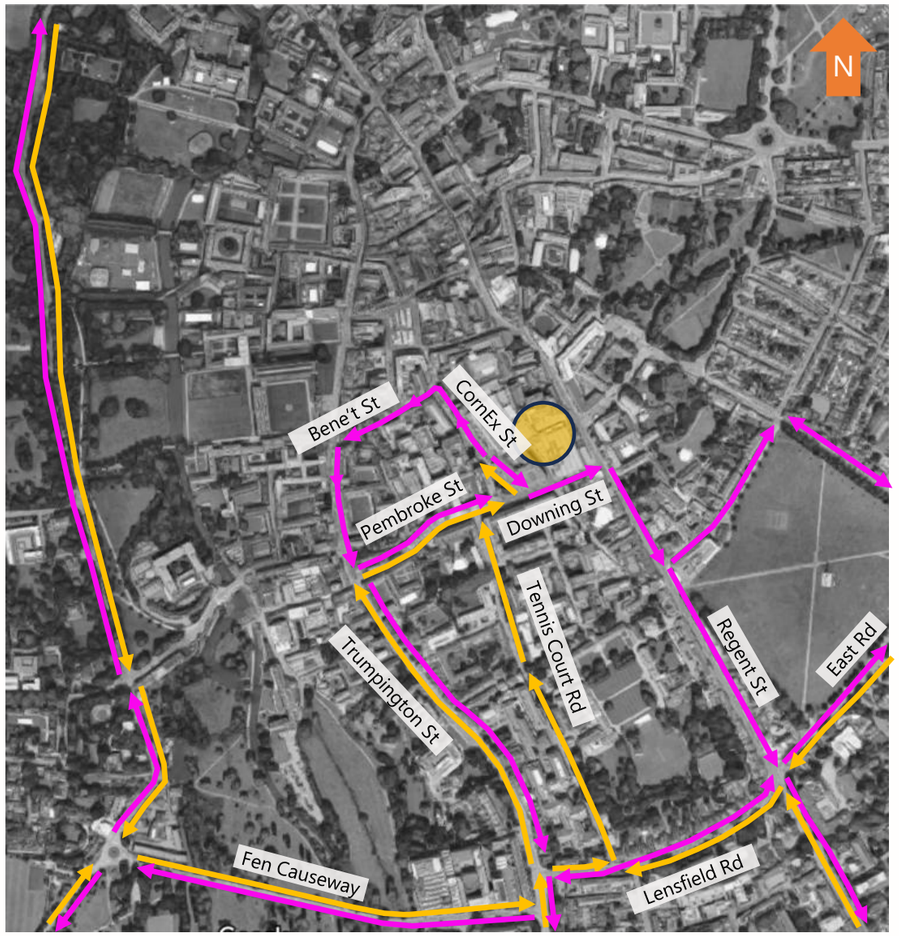
For egress, users of the Grand Arcade Car Park currently have two options – **right** via Bene't Street and Trumpington Road or **left** via Corn Exchange Street and Downing Street.

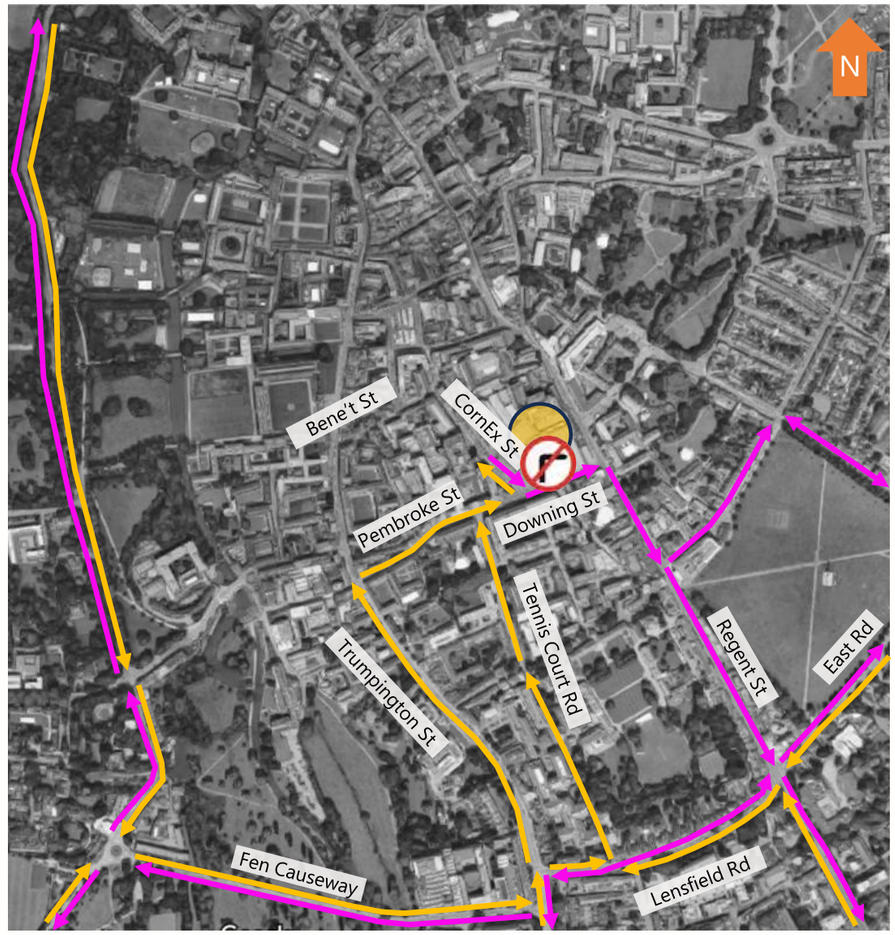
Due to the wider traffic restrictions and one-way systems across the City Centre, the right-turn via Bene't Street provides drivers with a shorter drive distance to access routes to the south-west/west/north-west of the City and beyond. Here, a journey from the Grand Arcade to Fen Causeway is 1.1km via Bene't Street, with no major signalised junctions.

This TRO would apply to all users, with no exceptions or permit holders, 24/7 Monday – Sunday.

The removal of the right-turn from the Grand Arcade would impact on the routeing of vehicles across Cambridge City Centre to exit the car park.

Here, all vehicles would be required to egress onto Downing Street and Regent Street and then have the choice to route north via East Road or south via Lensfield Road. This is due to the one-way system on Pembroke Street/Downing Street, which removes access to the two-way section of Tennis Court Road. For a comparison, the journey from Grand Arcade to Fen Causeway would only be 100m more routing this way, however, the route includes a higher number of signalised junctions which extends the journey time from 4-6 minutes to 6-8 minutes during light traffic.
The TRO would more than half the level of vehicular traffic on Bene't Street.



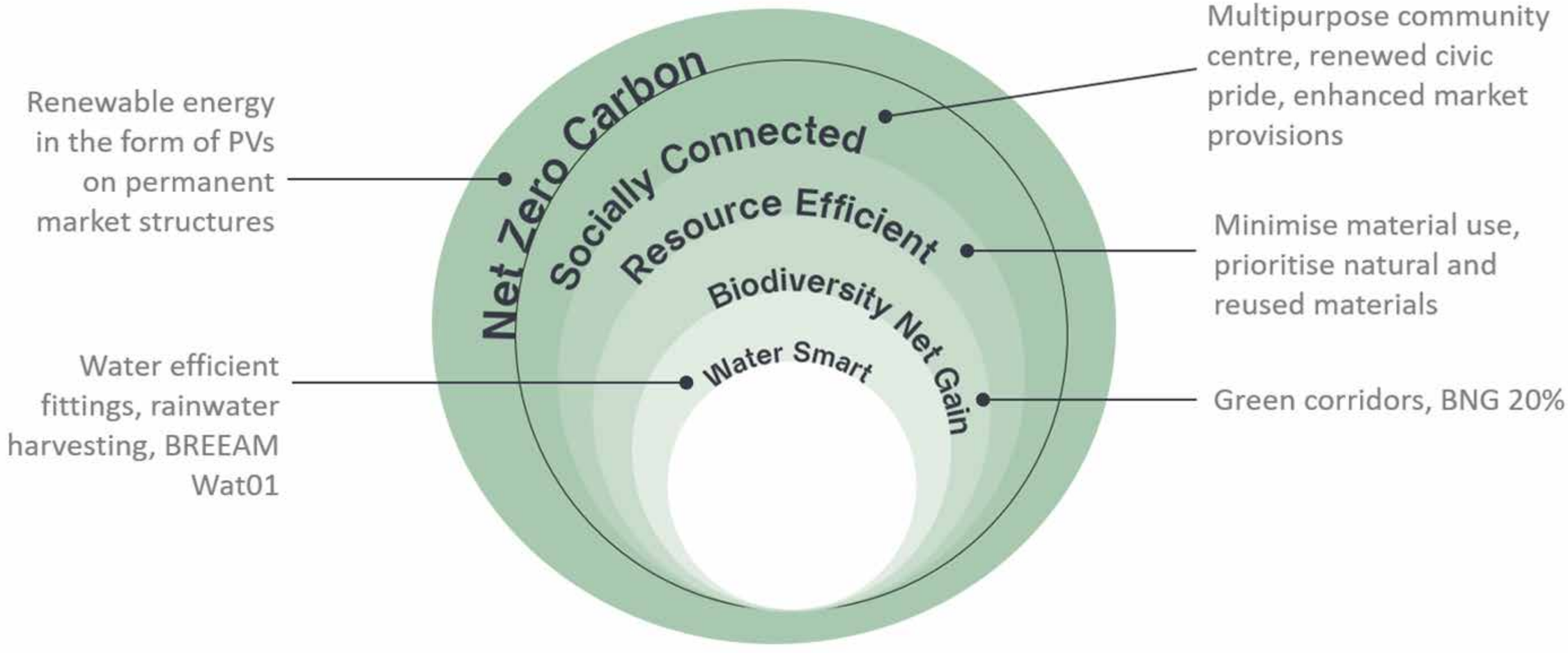


5.0

Sustainability

5.1 Sustainability
The Vision

This document provides a design update as of 8th August 2025 to support the draft DAS that is being prepared by Cartwright Pickard. The design is ongoing and subject to further development for the remainder of Stage 3/ the time of Planning submission.



5.1 Sustainability

Response to Sustainability Planning Policies

Energy

In response to:

Cambridge Local Plan 2018:

– Policy 29: Renewable and low carbon energy generation,

Greater Cambridge Sustainable Design and Construction Supplementary Planning Document 2020:

– 4.5 Smart technologies

Energy Strategy

The refurbishment of the Market Square proposes the mixed use of collapsible and permanent market stalls. The permanent market stalls therefore have the opportunity for mounted photovoltaics (PVs) to provided renewable energy. These PVs will be placed on the side of the market stalls pitched roofs with the highest irradiance and their energy generation will be calculated at Stage 4.

Resource Efficiency

In response to:

Cambridge Local Plan 2018:

– Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Greater Cambridge Sustainable Design and Construction Supplementary Planning Document 2020

– 4.6 Responsible sourcing of building materials and embodied carbon

The proposed development seeks to retain as much of the existing materials as possible, and at the same time enhance the amenities for the market traders and the public.

The overall aim is to reduce the environmental impact of materials specified and embed circular economy principles through material efficient market structure design as well as reuse of materials available on-site, where feasible.

The project team are developing the scheme with a view to incorporating the following opportunities:

Basement

– Structural design retains the existing load bearing wall and accommodates the reorganised amenity layout reducing the new structural intervention

– Where new door openings are created, the contractor will be encouraged to source reclaimed steel for lintels

Fixed market structures

– **Structure** – A light-weight timber frame structure, with concrete pad foundation, with mineral wool insulation and zinc roofing is proposed. It is understood some steel support structures will be required to hang the double folding doors. A carbon optioneering comparison of a steel structure There is potential to consider a S275 lower carbon steel structure instead of S355 high grade steel, increasing the choice of reclaimed steel sections available for a lower environmental impact solution.

– **Foundation** – Reducing the volume of concrete for the proposed structure is being developed. Techniques such as screw pile will be reviewed for suitability, subject to soil condition status and structural design criteria.

– **Roof** – Current proposal for zinc roof, a higher carbon solution, to be reviewed against a light-weight bio-diverse living roof – with equal amount of life-span guarantee and longevity. The later can be integrated with PV and help storm water management. Alternatives to Plywood, a higher environmental impact material, will be considered at detailed design stage.

Public realm and landscape

– **Setts** - Existing granite setts will be recovered carefully and re-laid. Similarly, the intention is to retain and reuse the majority of existing sub-base, subject to condition and suitability.

– **Aggregates** - Recycled aggregates can be used for bedding and blinding. The proposal aims to incorporate a technically acceptable range, within stage 3 specifications. The contractor will be required to engage with wider market to provide feedback on sourcing and delivery.

– **Soil** - 100% of non-hazardous soil excavated for drainage and other infrastructure works will be reused, either on-site or off-site. The contractor will be required to deliver this requirement in conjunction with their subcontractors.

Waste

In response to:

Cambridge Local Plan 2018:

– Policy 28: Site Waste Management:

Greater Cambridge Sustainable Design and Construction Supplementary Planning Document 2020

– 3.11 Construction waste & recycling and waste facilities

A hierarchical waste management strategy of "Prevent, Reduce, Reuse, and Recycle" will been employed during the design, construction and operation of the development.

During the design phase, this means striving for material efficiency and eliminating excessive material usage through minimising new construction and where possible re-using materials on-site.



Waste Hierarchy

Construction Waste

The management, disposal and recycling of waste generated during the construction phase will be managed by the Contractor who will put in place a Site Waste Management Plan. The contractor will be required to meet the following requirements:

– The Contractor will be required to set waste targets (diversion and absolute generation) and to report their waste

– At least 95% of non-hazardous waste should be diverted from landfill

5.1 Sustainability

Response to Sustainability Planning Policies

Water

In response to:

Cambridge Local Plan 2018:

- Policy 28: Water Management:
- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood risk

Greater Cambridge Sustainable Design and Construction Supplementary Planning Document 2020

- 3.3 Water efficiency
- 3.7 Sustainable drainage systems (SuDS) and flood risk

Water Efficiency

Cambridge is a water scarcity area due to increasingly low and sporadic rainfall and increasing demand from an expanding population. Following the water hierarchy to reduce water consumption and recycle water where possible is a key project objective. The Market Square's current existing baseline water usage is 1429 m^3/year.

The aim of the refurbishment is to reduce this water usage as much as possible through implementing water efficient fittings and exploring opportunities for water recycling where possible. Current opportunities include:

- Rainwater harvesting from permanent market stall roofs into water buts for use on the Market Square landscaping
- Greywater reuse and recirculation of the fountain if refurbished

Sanitary ware:

Sanitary ware efficiency will be designed to meet 5/5 BREEAM Wat01 credits, in line with the rest of the Civic Quarter masterplan requirements. 4/5 credits may be explored only if 5/5 credits is thought to be not technically achievable

Component	Performance levels (quoted numbers are min. performance required to achieve the targeted level)		
	4 Credits	5 Credits	Unit
WC (effective flush)	3.5	3	Litres
Wash hand basin tap	3.5	3	Litres/min
Communal Kitchen Sink	5	5	Litres/min
Domestic Dishwasher	11	10	Litres/cyle
Rainwater harvesting	50%	75%	% of buildings flushing demand

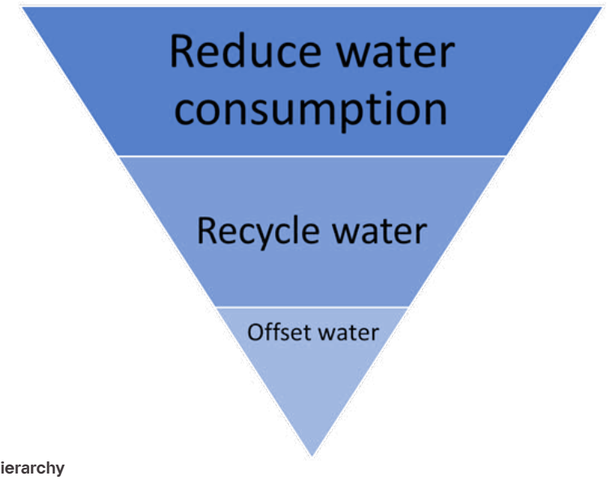
Water Fountain

The Market Square water fountain is a historic feature of the Market Square that has fallen into disuse, and most recently has been refurbished into a planter.

The proposal to reinstate the fountain as a drinking and/or decorative fountain was raised in the latest Design Review Panel, although initially ruled out due to intense water usage.

If reinstated, the fountain would use potable water and utilise the path of Hobson's Conduit. Providing drinking water for all and a way to cool people down, especially needed during high temperature summers, would be a valuable city amenity. If the fountain was to be decorative only, recirculated water would be used but would require regular potable water top ups.

Further investigation into the amount of water used and design and use of the fountain are needed before an evaluation of the environmental impacts can be made.



Water Hierarchy



Higher than average temperatures in UK



Lowest average rainfall in UK

Thriving East Report, Anglian Water

Adaptation to Climate Change

In response to:

Cambridge Local Plan 2018:

- Policy 28: Adaptation to Climate Change:

Greater Cambridge Sustainable Design and Construction Supplementary Planning Document 2020

- 3.4 Climate change adaptation

Adaption to Climate Change

A key objective of the refurbishment of the Market Square is to increase accessibility and ease of use of the civic quarter, whilst preserving its historic significance and use into the future.

To extend the use of the market square throughout changing weather conditions, greater levels of planting, including trees, have been integrated into the landscape design. This planting will not only increase biodiversity but will also combat urban heat island effect and provide users with shade and tree coverage to shelter from extreme weather conditions throughout the year.

Biodiversity

In response to:

Greater Cambridge Sustainable Design and Construction Supplementary Planning Document 2020

- 3.5 Biodiversity

Biodiversity

As part of national planning policy, the Corn Exchange must achieve a Biodiversity Net Gain (BNG) of 10%. A BNG assessment of the Corn Exchange and Parsons Court is being undertaken by MKA Ecology and will provide recommendations on how to meet 10% BNG.

The project aspires to meet a BNG of 20% for each Cambridge Civic Quarter project. The market square provides the greatest opportunities to meet this aspiration but opportunities such as external planting in Parsons Court and green roofs or green walls in the Guildhall are also being explored.

5.1 Sustainability

Response to Sustainability Planning Policies

Health and Wellbeing

In response to:

Greater Cambridge Sustainable Design and Construction Supplementary Planning Document 2020

– 4.2 Health and wellbeing

Social sustainability

The Market Square is a historic daily market that attracts tourists and locals to the centre of the city. The current design of the refurbishment has integrated the following features to improve access and the user experience of the market square:

– Improved levels and surfaces to improve wheelchair access

– Divide market stalls by type to prevent mixing food stalls with non-food items such as clothing, jewellery and art

– Increased seating areas and options provide users with space to enjoy their food purchased at the market

– Increased landscaping provides a connection to nature, shade from the weather and contributes to cooling

– Demountable non-permanent market stalls are designed to pack away, leaving an open multipurpose community space adjacent to the Guildhall. It is proposed that this space can be used for community events such as open-air cinemas and concerts

– The mix of demountable stalls and lockable permanent stalls has been designed to decrease antisocial behaviour currently associated with the site at night

Transport

In response to:

Greater Cambridge Sustainable Design and Construction Supplementary Planning Document 2020

– 2.3 Transport, movement and accessibility

Cycle Parking

The Market Square is located in the centre of the city of Cambridge, with cycle routes to and from its location on each front. Cycle parking around the Market Square will not increase as to not add additional cycles to the streetscape. Cycle parking will be located on Guildhall Street as well as in front of the Guildhall. Cycle parking provision within the Guildhall has been increased for council staff and building users. This should relieve a large number of cycle parking spaces in the public realm and provide an increased provision for public use.

6.0

Heritage

6.1 Heritage

Heritage Significance and impact of Proposed Works

Summary of Heritage Significance

This summary has been produced by Turley, Heritage experts, advising the design team and Council on all heritage aspects of the interventions and proposals. Turley have a history of advising on historic building within Cambridge.

3.1

Although the market has been in existence in some form possibly for more than 1000 years, it could not be described as a 'market square' until the 1850s. Prior to that, and as shown on plans from the C16 up to Baker's Plan of the City in 1830, the space was far more amorphous, with specialist markets in the surrounding streets though one constant seems to have been the relatively open nature of the east side of the present space (shown as Market Hill even on the 1575 Braun Hogenberg Plan). Perhaps not surprisingly this side retains quite grand merchants' houses today. However, from Loggan's Plan of 1690 through to Baker's Plan of 1830, there was a mass of buildings hard against the back (east side) of Great St Mary's Church and a whole block of buildings on what is now the west side of the Market Square.

3.2

The market was said to have been first paved as early as 1613, the year before the erection of Hobson's Conduit . However, after a major fire in 1849 which destroyed the buildings on the west side of the market, the Cambridge Corporation Act gave the Council the means to expand and resurface the market using granite setts. At the same time the old Conduit Head was moved to Brookside and a new Gothic fountain added as the centrepiece (much of it demolished in 1953).

3.3

The surface of the Market Square was listed as 'Market Place paving and two sets of iron railings' on 30 October 2019. The reasons for designation states that 'the granite setts laid out in 1855-56 and iron railings installed later in the C19' are listed as an 'integral part of the mid-C19 scheme for the expansion and re-laying of the Market Place which can be accurately dated' and are therefore a relatively early example of large-scale historic paving. This forms part of the architectural interest as do the 'handsomely designed' railings which are considered to be of good quality ironwork (with the exception of one later gate).

3.4

The historic interest is also considered to stem form their being 'good quality examples of C19 street furniture which (together with the previously listed fountain base) form a significant ensemble at the heart of the city. More generally, the historic interest of the market place stems from it forming the commercial hub of the City for many centuries.

3.5

The list description acknowledges that two areas along the west side (totalling 220sqm of the 2000sqm total listed area) have been either replaced or covered over by asphalt. These include the area in which the underground lavatories were provided in the early C20, though the present surfacing is not that shown on available early C20 photographs. Similarly, there is the concreted area beneath the present rubbish bins, which is edged with some larger setts laid in a different pattern. To the south-west of the fountain is a further L-shaped area of concrete. The reason for the change of surfacing is unknown though it appears to date from after the late 1960s. The description does not comment on the loss of setts at the corners to accommodate wider junction radii in the C20.

3.6

The list description similarly makes no mention of the sett patterns which are apparent from a photogrammetry survey and on the ground, nor are the drainage channels mentioned. Perhaps most surprising is the lack of commentary on the number of different types and shape of setts visible across the Market Square which include rectangular and squarer setts, of significantly different depths (confirmed by agreed ground investigations).

3.7

The suggestion in the list description that the iron railings were added in the later C19 is also incorrect, as Ordnance Survey plans show they appear some time between the 1903 and 1927 plans. It is known that archaeological investigations were taking place c.1902 for the public toilets and so it is likely that the railings were introduced around this time in the early years of the C20.

The Market Fountain

3.8

The Gothic fountain was created as the focal point of the newly enlarged market square in 1855. It was apparently designed by Gordon M Hills. Despite Hills later becoming Diocesan Surveyor to London and Rochester he appears to have been a relatively little-known architect. Nevertheless, old photos reveal it as being an accomplished Gothic design, if not a very enduing one.

3.9

Just short of its centenary in 1953, the fountain 'was seen to be swaying in the breeze'. It was thus dismantled, leaving only the base, and each carefully numbered piece was stored safely and never seen again. The exception is the four corner figures which are now in the courtyard of the Museum of Cambridge.

3.10

The list description (which dates from 1972) simply states 'stone fountain, much weathered, set in a granite basin'.

3.11

In its heyday, the fountain provided fresh water for those using the market and was the central feature of the newly enlarged and planned marketplace. What remains today is a rather sad shadow of its former self. It is in poor condition with some continuing movement of the structure evident and lacking any explanation of its original form. It has lost its role as the centrepiece of the market.

3.12

The fountain's historic interest, as a symbol of Victorian civic pride at the heart of the commercial and administrative centre of the city, has therefore been significantly diminished.

3.13

Its architectural interest is now equally limited. Only the base and a small part of the rest of the structure survives and it is difficult for anyone who does not know the history of the fountain to understand what it was originally like.

Historic Core Conservation Area

3.14

In terms of the contribution to the character and appearance of the conservation area, the presence of a bustling market in a major civic space is a key characteristic of central Cambridge and the physical and any commercial improvement of this has the potential to benefit both the character and appearance of the area.

3.15

In terms of the components of the market, the stalls themselves, whilst they add colour and informality, are relatively recent structures and so there is nothing of intrinsic significance in heritage terms. Similarly their exact orientation and even degree of permanence has changed throughout the years and certainly in the 1960s the space was used as much as a car park as it was a market.

3.16

The Historic Core Conservation Area Appraisal highlights a number of 'key positive views' across the market square. These include views of King's College Chapel and the tower of Great St Mary's from the east side of the square, of Nos. 4 & 5 Market Hill from the end of St Mary's Passage and the west end of Market Hill and of the Guildhall from similar positions. Within all these views, the bustle of the market and the lack of height of the market stalls adds vibrancy in the foreground of the often grand buildings without architecturally competing. Consequently there is no

6.1 Heritage

Heritage Significance and impact of Proposed Works

adverse impact on the setting of the various listed buildings which surround the market. The one building which perhaps should dominate the space is the fountain, but it now fails to do so and cannot be seen above the market stalls.

3.17

One important view not picked up in the Conservation Area Appraisal is that from the end of Rose Crescent. The 'drama' of emerging from the narrow lane into the space of the market is an important piece of townscape. The experience is more marked than from other streets which run into the market due to the curving nature of the street and as it does not enter right on the corner of the market square.

3.18

The rather austere Guildhall rises over the market in this view. Although not completed until many years after the refashioning of the market in 1855, the relationship between the Guildhall and the market is an important one as the latest (and last) civic building to be built in the city's commercial heart. The main civic rooms are on the first floor and the balcony allowed civic leaders to address people gathering outside. As a consequence, both the location of the market and the relative openness of the space immediately in front of the Guildhall are aspects of the building's setting which contribute to its heritage significance. The loss of either would harm our understanding of the building and its function within the city.

3.19

The market space contributes less to the setting of other listed buildings surrounding the space. The Grade I listed Church of St Mary the Great, whilst an attractive and imposing presence on the west side of the space turns its back on a market whose appearance has changed many times since the church was first built in the C14. Nos. 4 and 5 Market Hill, Grade II and I listed buildings respectively dating from the C16-C18 on the east side of the market were likely built as merchants houses. Their location next to the market is an important part of the setting, though their form and outlook has changed many times. Many of the other listed buildings around the market are generally of C19 and 1930s and are of a type which characterises the commercial streets in the centre of the city.

3.20

Whilst the Grade II listed Market Hill Buildings on the north side of the market are of similar age to the Guildhall, they comprise shops and student rooms above. Whilst they of course orientate towards the square, other than allowing the building to be appreciated across the space, the market does not contribute to the setting in a way which impacts on their heritage significance.

3.21

The three K6 telephone boxes, which are Grade II Listed, and stand to the NW of the church were originally adjacent to the lavatories on the west side of the market square. They were moved there in the 1990s. Whilst their position in traditionally the busiest part of the city centre was noteworthy, their relocation has reduced this.

Impact of Proposed Works on Heritage Significance

3.22

A key aspect of the proposed works is to make the Market Square more accessible for all potential users and to improve its vibrancy as a destination at the heart of Cambridge, rather than being a space that is passed through or around. It is clear however that the current condition of the space, including the uneven setted surface, is not accommodating of all users who may wish to frequent the market. There is therefore an inevitable impasse between providing level access and maintaining the character and heritage significance of the space, as a designated heritage asset.

3.23

A spectrum of different approaches have been considered, ranging from leaving the setts intact and accepting that they are not suitable for all users (and potentially dangerous), through to entirely replacing them with an alternative level surface – which would be fully accessible but entirely destroy the heritage significance. In between these two polar opposites sits the proposal for lifting, dressing and relaying the setts to address the surface level, following improvement to the sub base/bedding material build up to minimise the potential for future movement following the completion of the works.

3.24

Whilst the lifting and redressing of the setts will cause some harm to their heritage significance, there will also be heritage benefits through the relaying of lost areas (with new or reclaimed granite) and/or removal of tarmac overlay, general repair (including more appropriate/consistent mortar treatment) and also the re-creation of original drainage channels. It is also proposed to replace the outer-perimeter of the market square with York Stone pavings, as was originally the form. The proposals also include the removal one of the two sets of iron railings, which will be carefully removed and stored or used within the resulting layout where appropriate.

3.25

Following detailed consultation and further consideration, the proposals now retain the fountain in its existing location and design a new market layout around this, by opening up the space around the fountain, to once again make this a focal point and visual centrepiece for the market. Physical works to improve the structural stability, condition and functionality of the fountain will however still be needed, so that this can better contribute as a focal point to the overall proposal, rather than as currently existing as a forgotten eyesore in a state of disrepair/disuse. Thus retaining and improving the condition of the fountain will allow its heritage significance to be retained (preserved) and better celebrated, as a reminder of the Victorian market.

3.26

Around the repaired fountain, it is proposed to introduce two areas of seating, covered by parasols (or similar), with additional seating and planting.

3.27

As part of the overall proposals, the existing non-original market stalls will be removed and replaced, primarily with bespoke fixed stalls to the northern side of the fountain/market square. These will be supplemented by additional demountable market stalls to the southern side of the fountain, which will be introduced on busier market days and taken away and stored as necessary, when the space is to be used for events/functions, possibly complementary to the market operation on quieter days, but primarily in the evenings outside of trading hours.

3.28

Storage spaces and provided for within the proposed layout of the fixed market stalls. Additionally, the existing basement area below the square is to be improved/upgraded to provide welfare provision for market traders, namely WCs and storage.

3.29

The fixed market stalls have been designed to include a mix of single and double stalls, with spill out potential due to greater spacing around stalls due to the more organised arrangement/layout of the market. The double size stalls cater for the mix of goods being sold by existing traders. The fixed market stalls are to be constructed of zinc cladding, with pitched roofs over (including concealed guttering and the potential for integrated PV panels) and will be finished with a sympathetic colour palette that responds to the local context. This will include retaining the character of striped roof coverings over the existing market stalls. The new fixed stalls will be raised above the surface level of the listed granite setts on pedestals set into the sub base as part of the relaying process, thus minimising physical or long-term impacts to the setts.

3.30

The height of the fixed market stalls will be slightly taller than the existing stalls, but the improved layout and arrangement of the stalls, in combination with the use of demountable stalls, help to ensure that there is no adverse impact on important views across the market. In particular, the new fixed market stalls structure will retain the view-cone / pedestrian desire-lines which run from the end of Rose Crescent to the top of Pety Cury and similarly towards the Guildhall, maintaining (and in some respects improving) legibility across the

6.1 Heritage

Heritage Significance and impact of Proposed Works

square and the sense of openness. Additionally, as the height of the new stalls is deliberately kept to a certain level, there will be no adverse impact on the setting of the various listed buildings surrounding the space as these buildings will continue to be appreciated from the square in the same way as they are at present.

3.31

In overall terms, the proposals to and across the Market Square seek to balance maintaining its heritage significance, whilst providing an improved, vibrant and attractive offer for Cambridge. The proposed approach to the setted surface will comprise a mix of heritage harm through uplifting and redressing, but also clear benefits through reinstatements and greater appreciation through the overall enhanced market offer, which should be carefully considered on balance.

Similarly, the improvements to the condition and disuse of the fountain are additional heritage benefits to be weighed against any perceived harm arising from the cumulative proposals. The replacement stalls, whilst of a slightly more solid form than the existing stalls, are sympathetically considered and conducive to supporting the function of a modern market, as can increasingly be seen in other city centre markets throughout the country. Thus, the new fixed market stalls, in combination with the demountable stalls, assist in ensuring the survival of this important market activity and allowing greater flexibility for this space at the civic heart of centre of Cambridge.

Furthermore, as it relates to built heritage, these proposed improvements to the Market Square and overall offer, will in turn drive greater use, tourism and visitors to the market area and, incidentally, will allow for a greater awareness and appreciation of the high number of designated heritage assets within and surrounding this important space within Cambridge.

7.0

Transport and Movement

Survey Results

7.1 Transport and Movement
Survey Results

Survey Overview

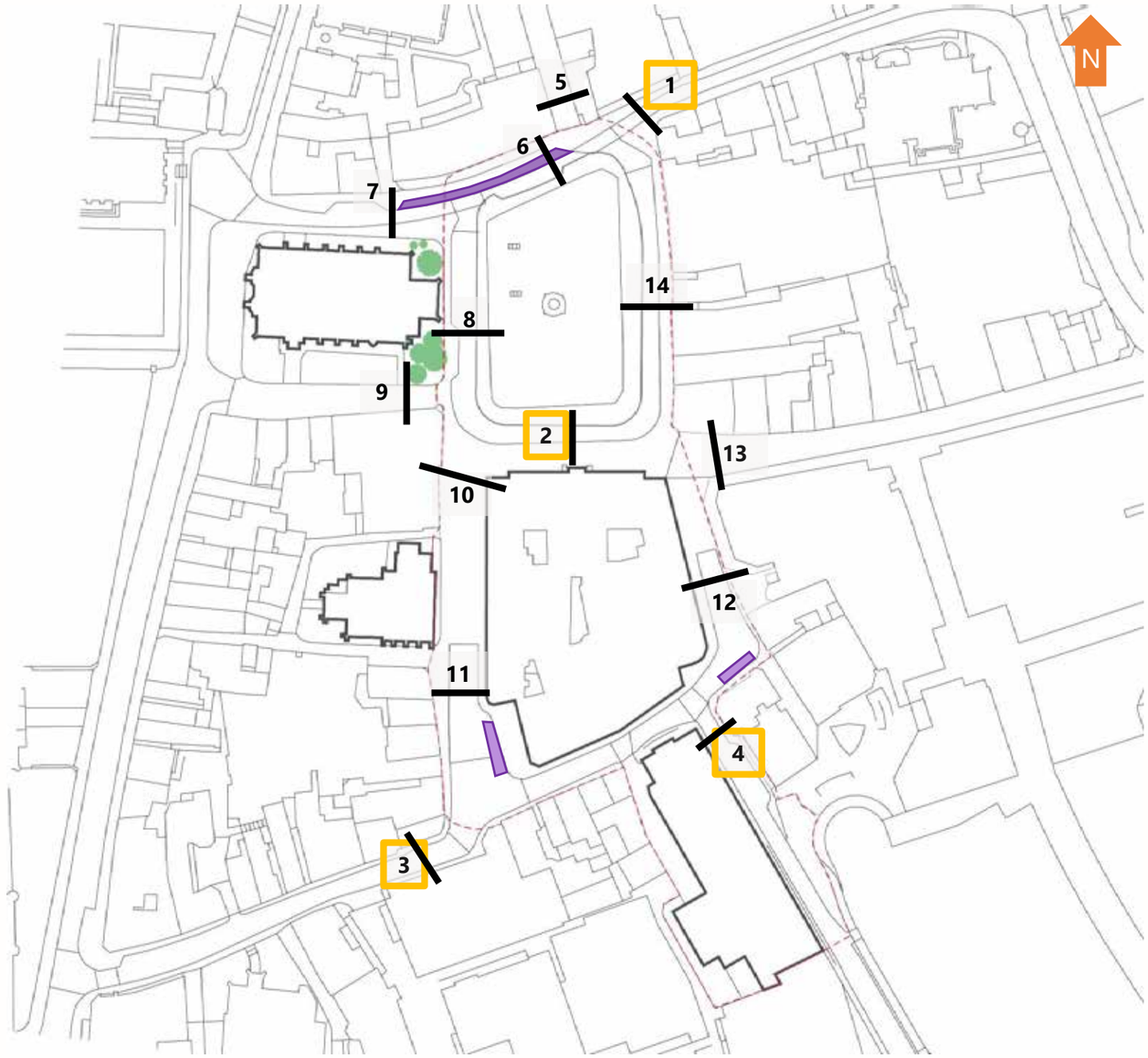
The adjacent figure demonstrates the traffic survey screenline points around the Civic Quarter for 2x week periods:

SPRING **16th – 22nd April 2025 (inc. Easter)**
SUMMER **26th June – 2nd July 2025**

All screenline points included counts of:
- Pedestrians
- Cyclists (cycling)
- Cyclists wheeling their bike
- People scooting
- People pushing a scooter

Links 1, 2, 3 and 4 (yellow box) include motorised vehicle counts, broken down into:
- Cars
- LGVS
- Motorcycles (inc. mopeds).
- OGVs
- PSVs (Buses)

The purple zones have been subject to a parking survey across the same period assessing vehicle type and length of stay. Note. This includes whether the vehicle is a taxi, but not whether a car is using a Blue-Badge.



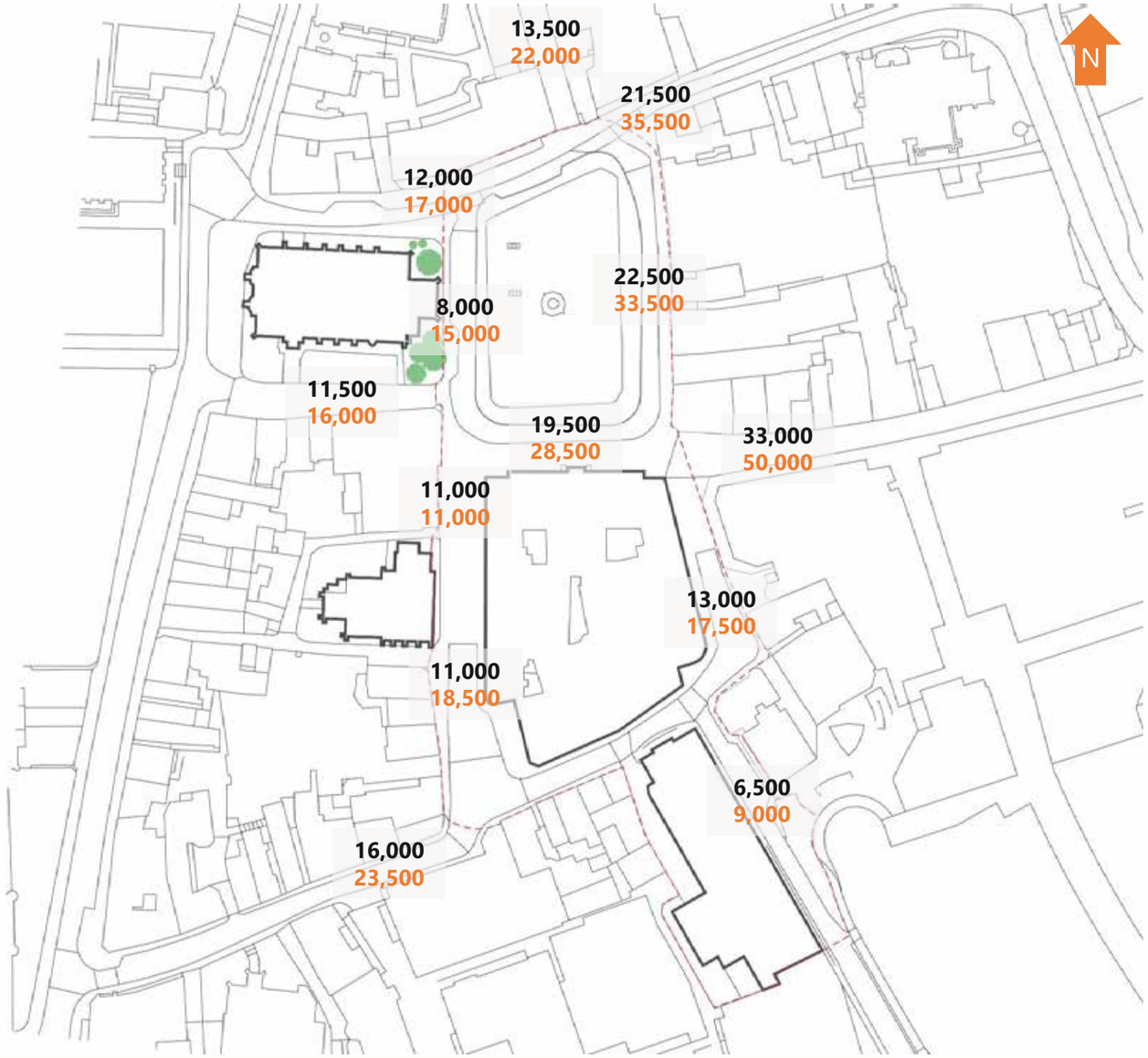
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7.1 Transport and Movement
Survey Results

Movement Flows - Pedestrian

Notable trends in the pedestrian flow data:

- The western side of the Market Square has far lower flows than the eastern or southern sides.
- Guildhall Street has higher pedestrian flows than Peas Hill on average across the week, but not on the Saturday. Potentially due to desire line from Grand Arcade to Market Square.
- Corn Exchange Street has the lowest pedestrian flows of the study area.
- In all cases, Saturday flows are higher than the average weekly flow. In some locations the Saturday flow is over 50% higher.



Average Daily Flow (Monday-Sunday)

Peak Flow (Saturday)

SUMMER

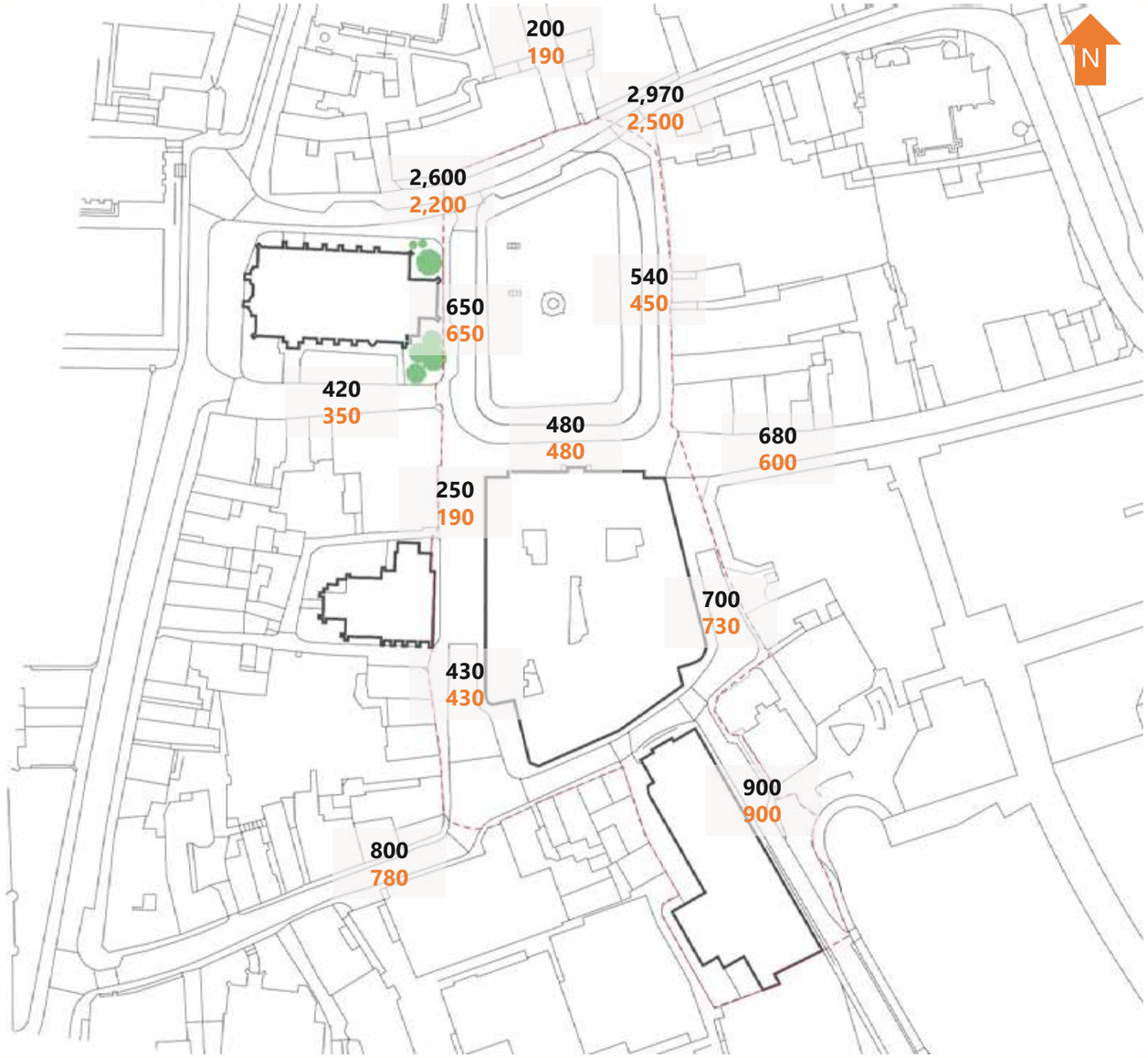
kmc transport planning

7.1 Transport and Movement
Survey Results

Movement Flows - Cyclist

Notable trends in the cycle flow data:

- Market Street has the highest cyclist flows. In terms of direction, approximately 15% of cyclists were travelling illegally contraflow against the one-way system, with 85% travelling in the correct direction.
- Following this, the most popular link is Corn Exchange Street/Bene't Street. Here, the one-way system and permitted contraflow experience approximately half of the total flow each.
- Likewise, whilst cycling is not permitted on Petty Cury, there is a broadly even split in terms of direction of cyclists. In total, this is circa 680 daily cyclists per day.
- Unlike pedestrian flow, the difference between weekday flow and Saturday flow is less pronounced, but cycling tends to be less on a weekend than weekday.



Average Daily Flow (Monday-Sunday)

Saturday Flow (Peak Pedestrian Flow)

SUMMER

kmc transport planning

7.1 Transport and Movement
Survey Results

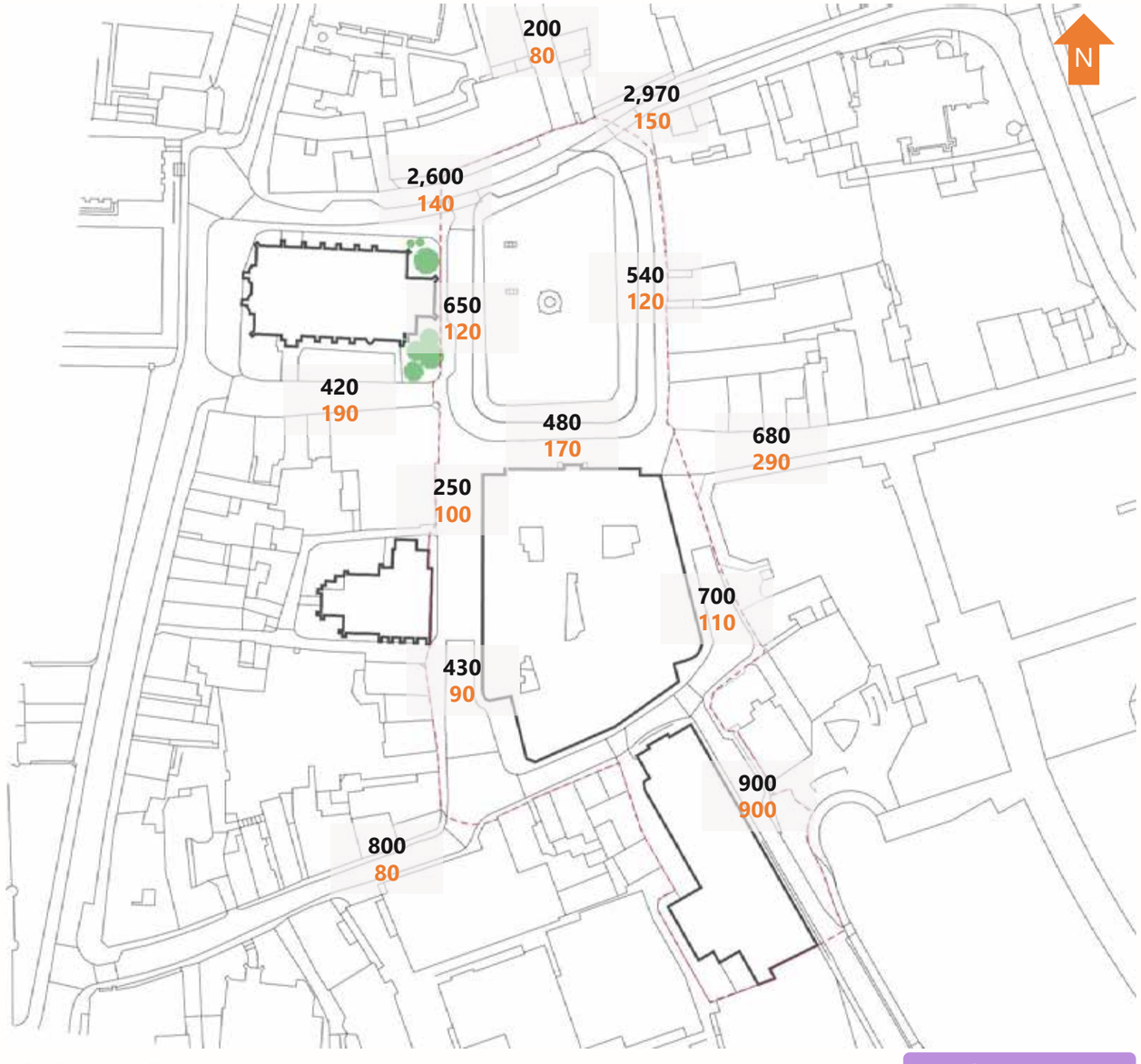
Movement Flows - Cyclist

The difference between people cycling and walking and wheeling their bike through the Civic Quarter.

Some notable trends include:

- Circa 5% of cyclists along Market Street are walking and wheeling their bike. The vast majority of people cycling is reflective of the strong cross-city desire line that this route presents.

- Over 40% of the total cyclist trips along Petty Cury are walking and wheeling their bike instead of cycling.



Cycling on bike

Walking and wheeling bike

SUMMER

7.1 Transport and Movement
Survey Results

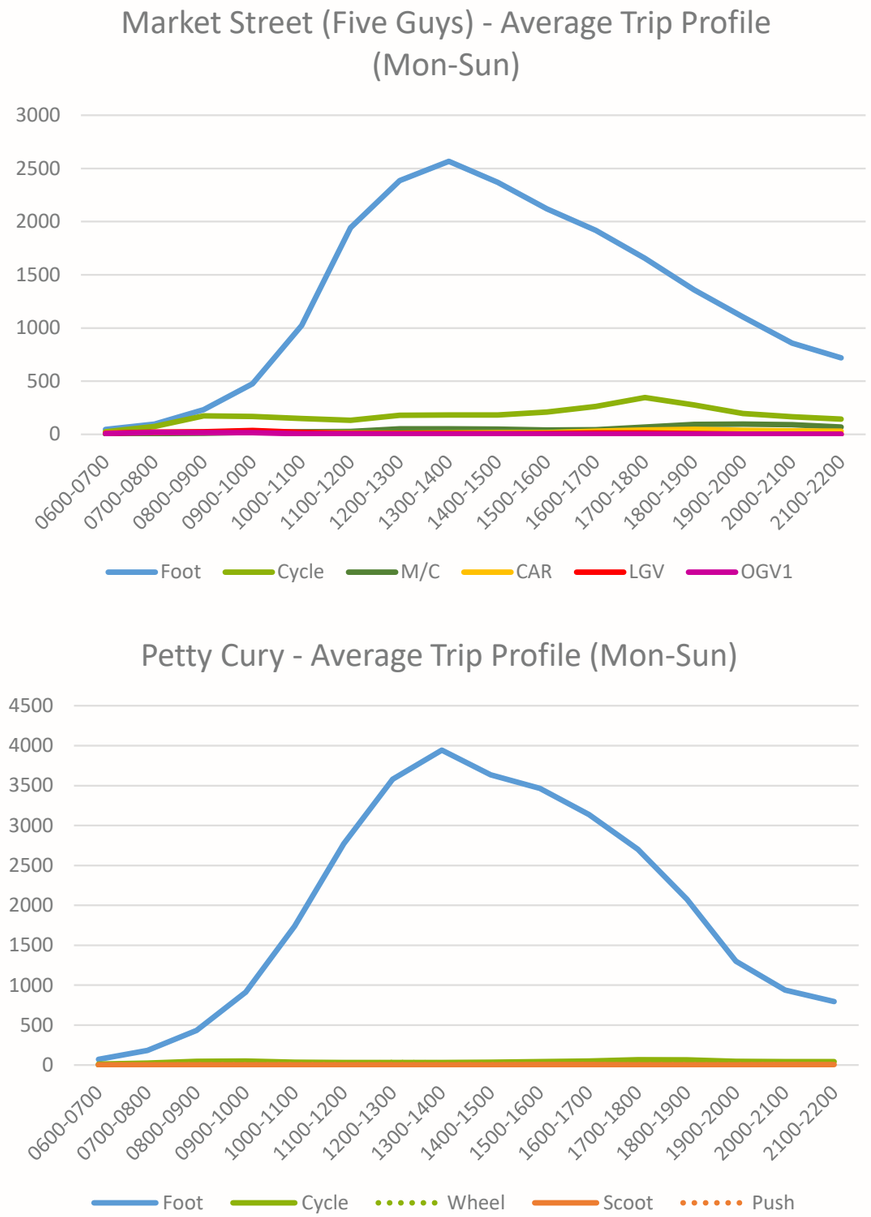
SUMMER

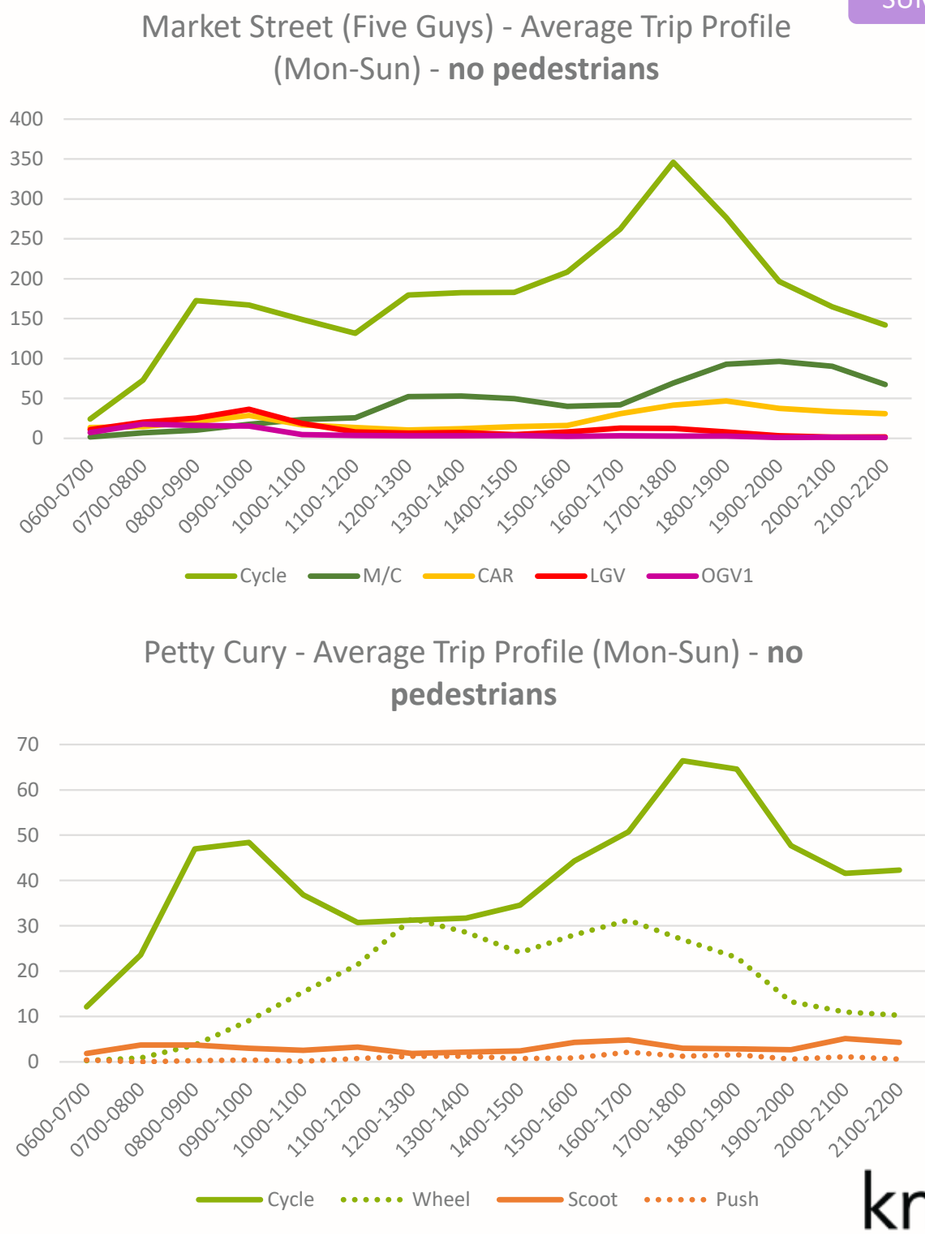
Both Market Street and Petty Cury have sharp increases in pedestrians throughout the morning, followed by peak pedestrian flows at lunch time and a slower taper towards the evening. Although Petty Curry has far higher pedestrian flows.

With regard to other modes, Market Street is a key east-west link for cycling across the city centre. Here, the flows peak at 350 cyclists per hour around 5pm.

Market Street has higher car and van flows during the morning, before the TRO starts at 10am. However, motorcycles increase in frequency as the day progresses, with a notable peak around the evening.

Petty Cury has clear morning and evening commuter peaks for cycling, with lower flows during the day when pedestrian flows are highest. During this time, nearly as many people are walking a bike along Petty Cury as cycling.





kmc transport planning

7.1 Transport and Movement
Survey Results

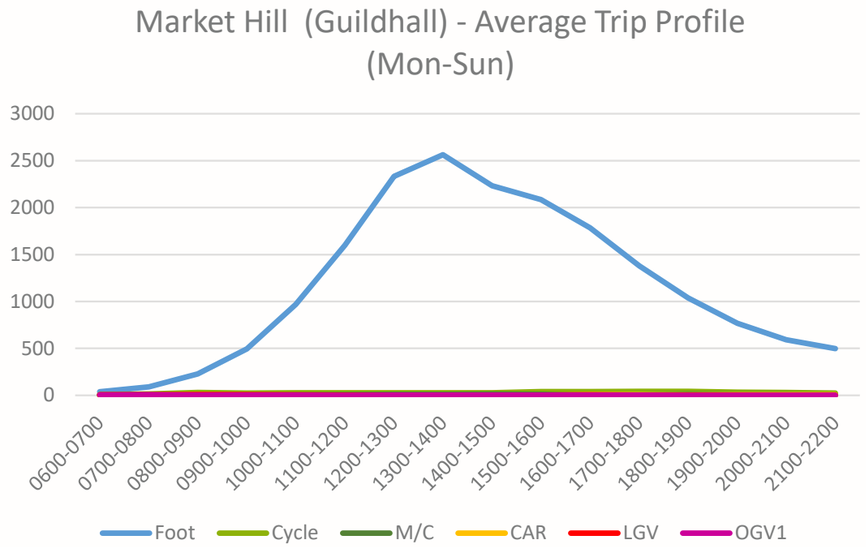
SUMMER

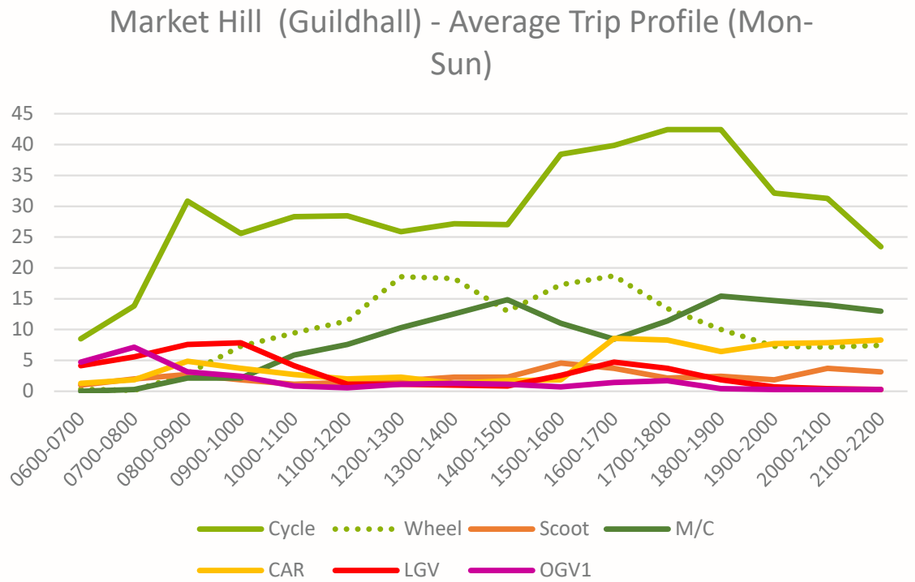
Both Market Hill (Guildhall) and Bene't Street have sharp increases in pedestrians throughout the morning, followed by peak pedestrian flows at lunch time and a slower taper towards the evening.

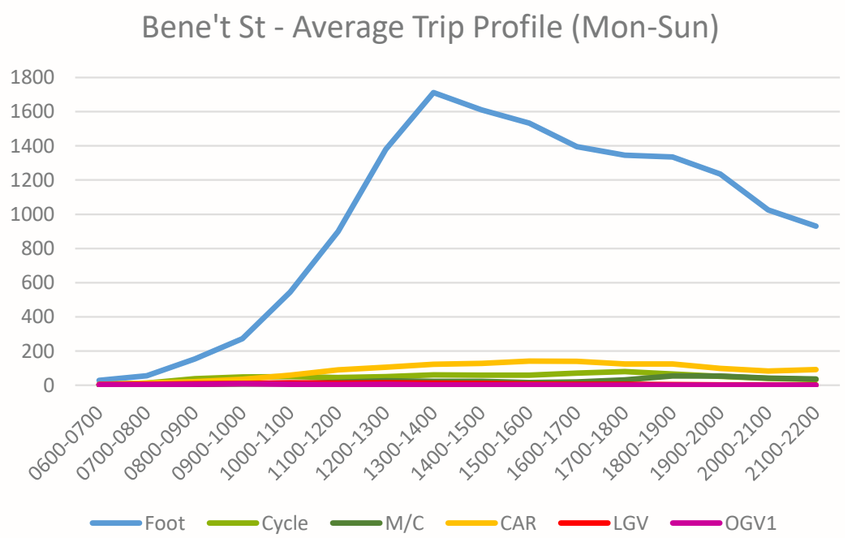
Bene't Street has higher pedestrian flows than Market Hill (Guildhall) in the evening, despite higher flows of other modes of vehicles too, including cars.

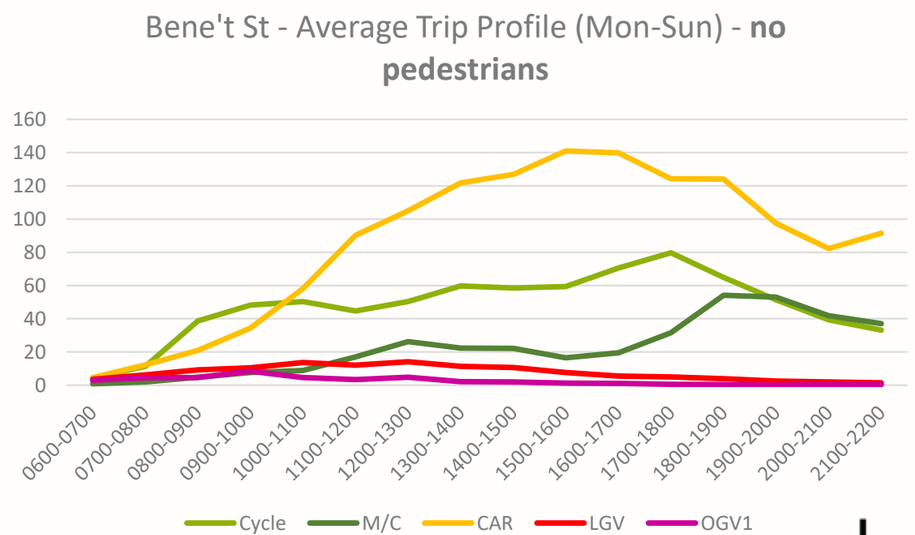
With regard to other modes of transport, Market Hill has highest flows of vehicles before 10am and after 4pm, in line with the TRO restrictions.

As Bene't Street has no traffic restrictions it experiences higher levels of vehicles towards the afternoon and evening. In total, there are 1,700 vehicles on Bene't Street across the day.









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7.1 Transport and Movement
Survey Results

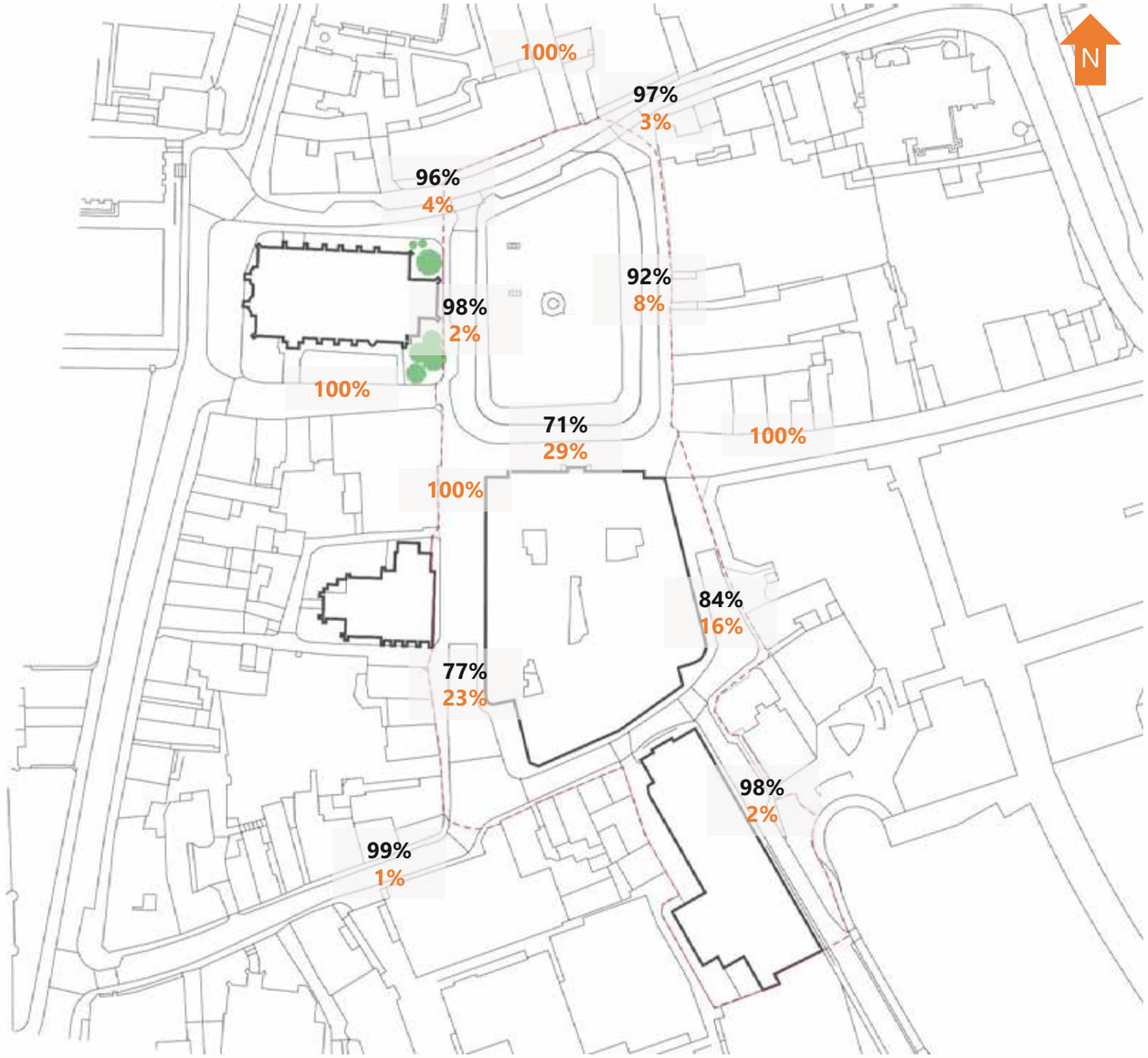
Movement Flows - Cyclist

The adjacent figure demonstrates the percentage of cycling trips (not. inc walking/wheeling) which occur in the carriageway versus on the footway/pedestrianised area.

Note, that this dataset is taken from the point of the screenline, rather than the entire street.

Here, it can be seen that the main cyclist through route, Market Street/St Mary's Street, has minimal levels of cycling on the footway, with over 95% of cycling on carriageway.

In contrast, the eastern side of Market Hill has 11% of cycle trips on the footway and the southern side of Market Hill has 31% of trips on the footway.



SUMMER

Cycling on carriageway

Cycling on footway/pedestrianised area

kmc transport planning

7.1 Transport and Movement
Survey Results

Movement Flows - Pedestrian

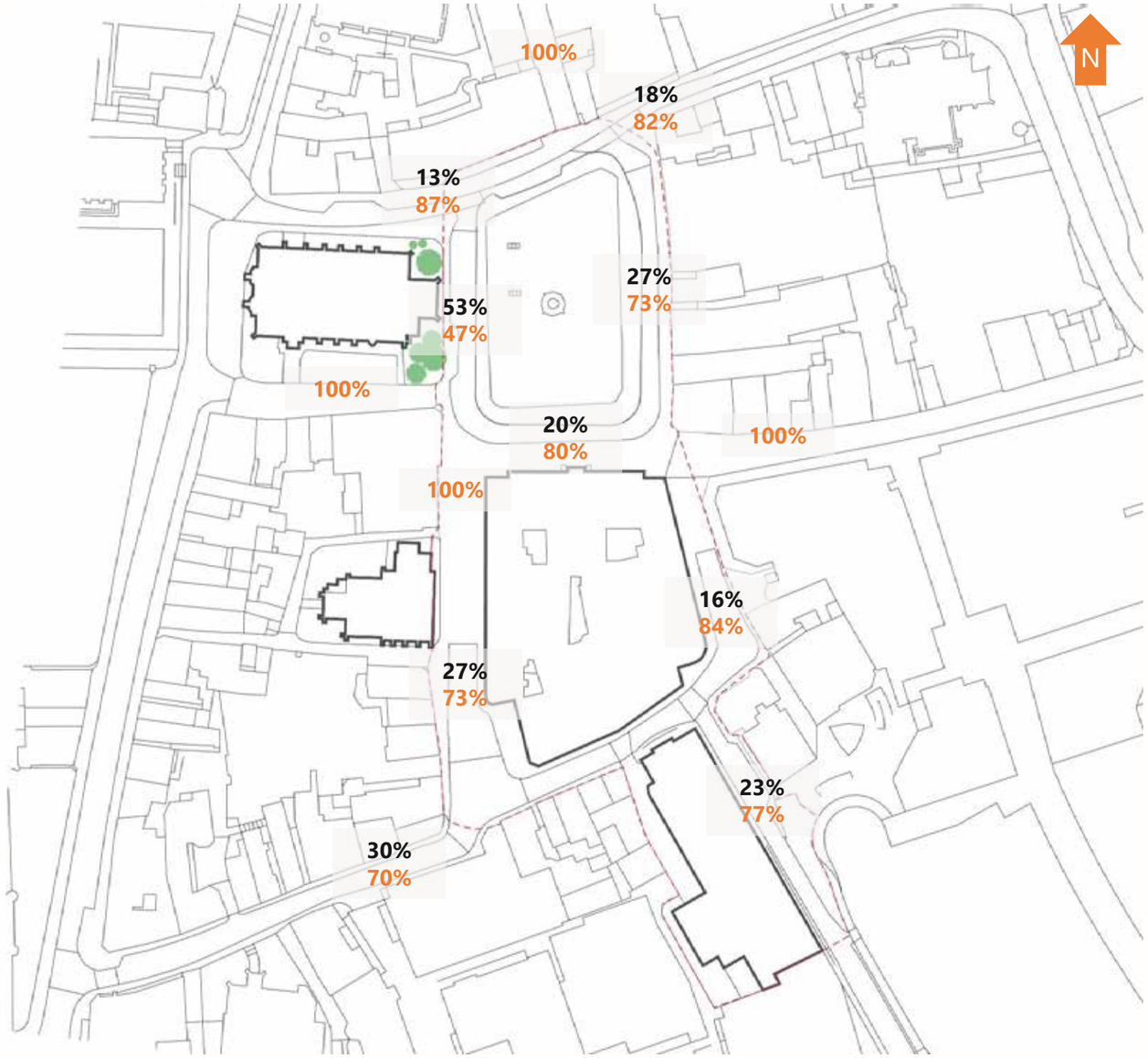
The adjacent figure demonstrates the percentage of pedestrians who are using the footway versus the carriageway.

Note, that this dataset is taken from the point of the screenline, rather than the entire street. It is anticipated that the corners of the Market have higher levels of pedestrian flows in the carriageway than the long straight sections.

Despite this, the data does demonstrate relatively high levels of pedestrians in the carriageway. On the eastern and southern sides of Market Hill this is as high as 25%, whilst on the western side, more than half of pedestrians crossed the screenline in the carriageway.

On Market Street, the levels of pedestrians in the carriageway are lower – with 15-17%.

On Bene't Street/Corn Exchange Street, levels of pedestrians in the carriageway across the screenline reach 30%.



SUMMER

Walking in carriageway

Walking on footways/pedestrianised area

kmc transport planning

7.1 Transport and Movement
Survey Results

Parking Survey Overview

Notable trends from the three survey locations are below:

Market Street – Taxi Rank/Loading Bay

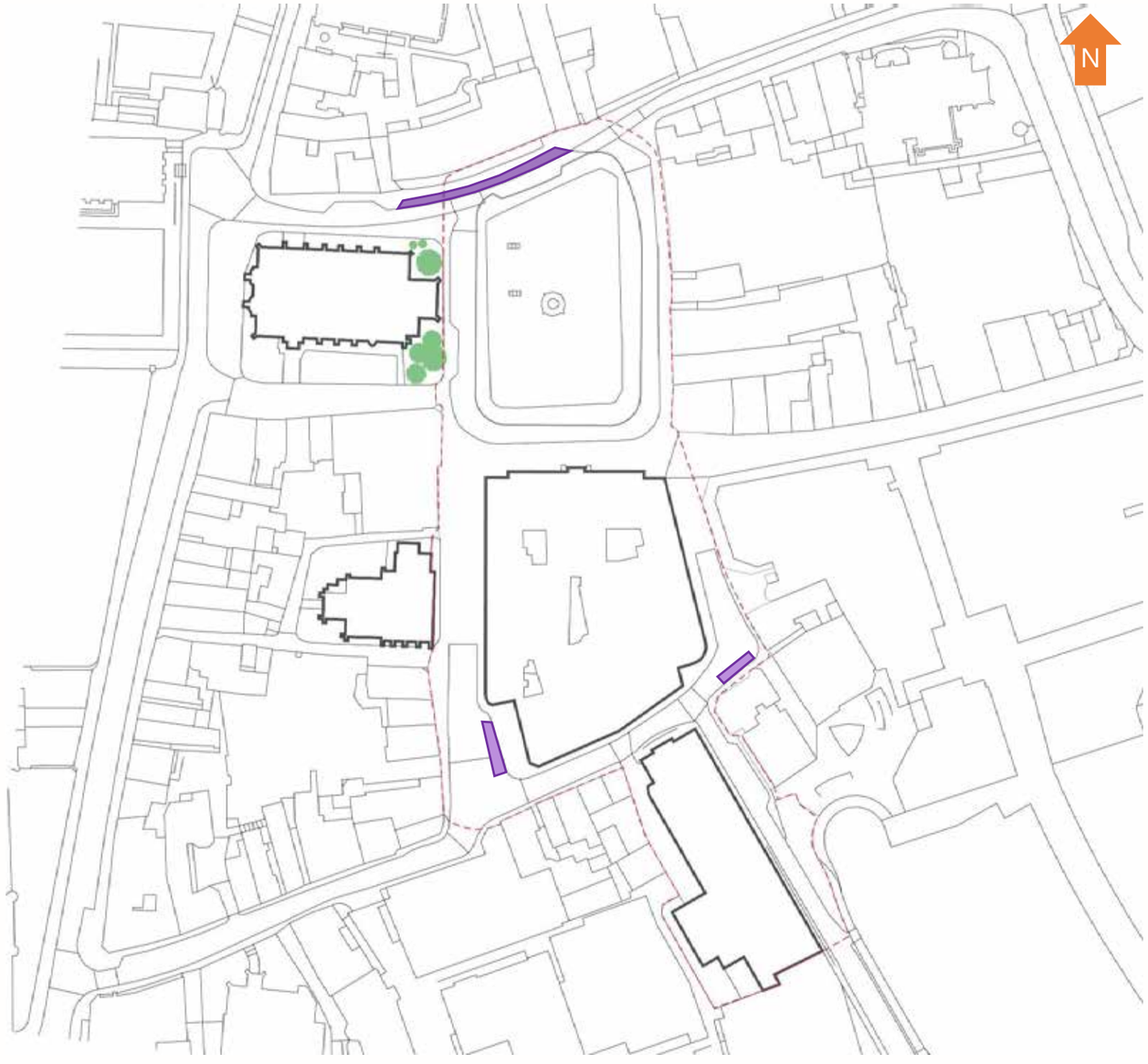
- Circa 1400 motorcycles/mopeds across week, average duration 5-10 minutes, longest duration is 4 hours.
- Circa 50 cars across week, during TRO, average duration 27 minutes.
- Circa 600 taxis across week – nearly all between 2100-0500, average duration 5 minutes.
- Circa 120 LGV across week, 35 during TRO, average duration 20 minutes.
- Circa 50 OGV across week, average duration 30 minutes.

Peas Hill – Blue-Badge bays (relocated due to Cambridge Arts Theatre construction work)

- Circa 190 cars across week, average duration 40 minutes.
- Circa 50 motorcycles across week, average duration 3-5 minutes.

Guildhall Street – Blue-Badge bays

- Circa 120 car across week, average duration 1.5-2 hours.



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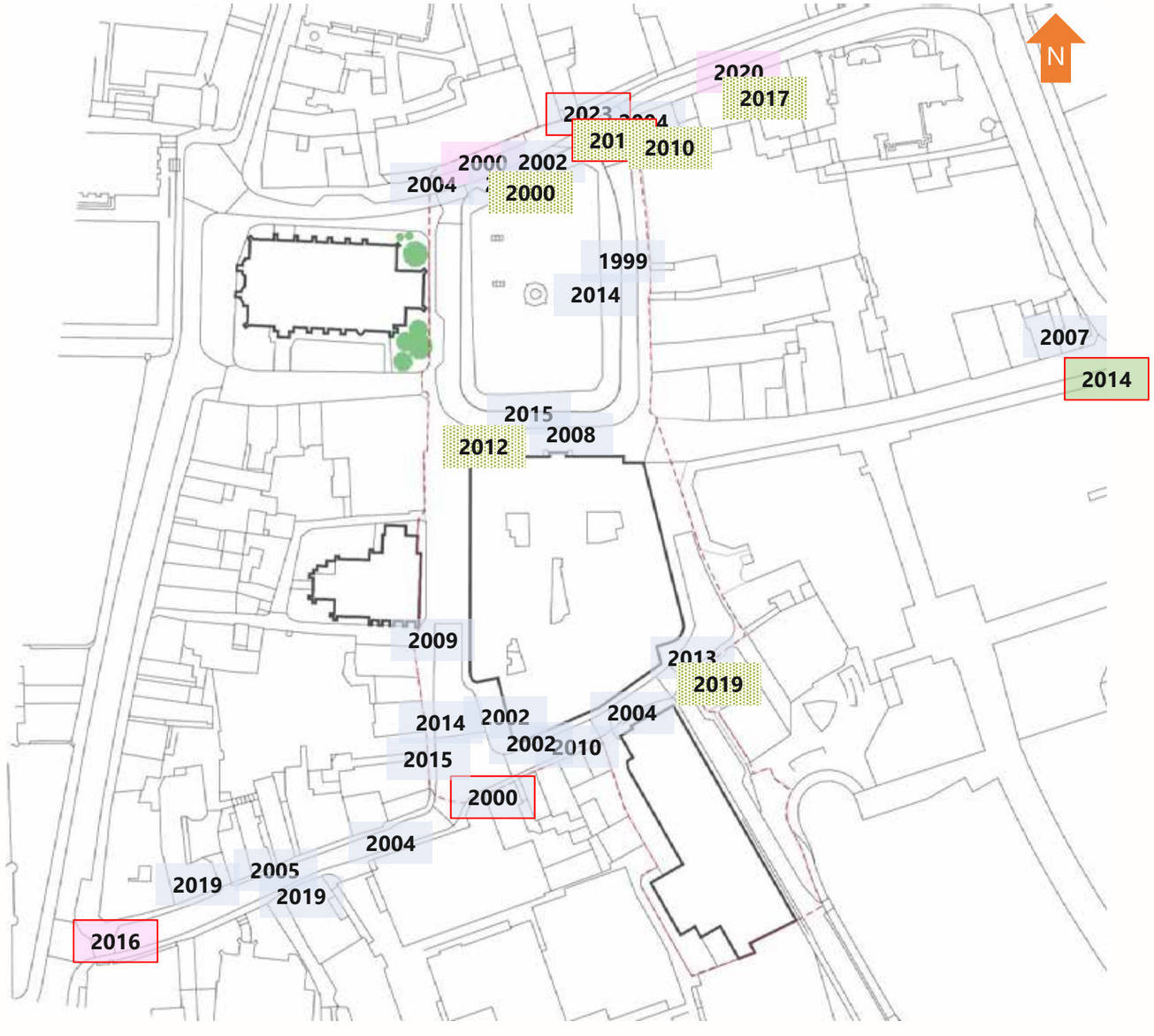
7.1 Transport and Movement
Survey Results

Pedestrian and Cycle Casualties

The adjacent image shows collisions over the last 25 years which resulted in injury to a pedestrian (light blue) or cyclist (light green). Collisions where a cyclist and pedestrian were involved and a pedestrian was injured are highlighted in light pink.

Collisions outlined in red are classed as causing serious injury, rather than slight injury.

The majority of collision occurred in locations where pedestrians shared space with vehicles.



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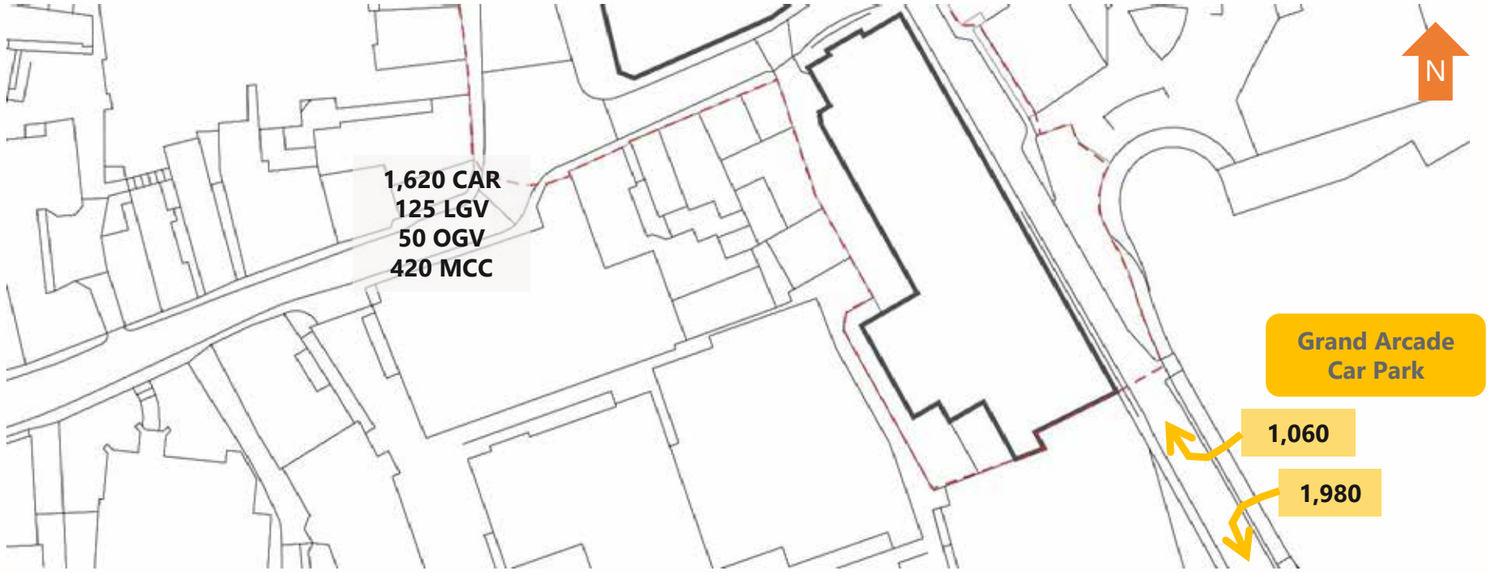
7.1 Transport and Movement
Survey Results

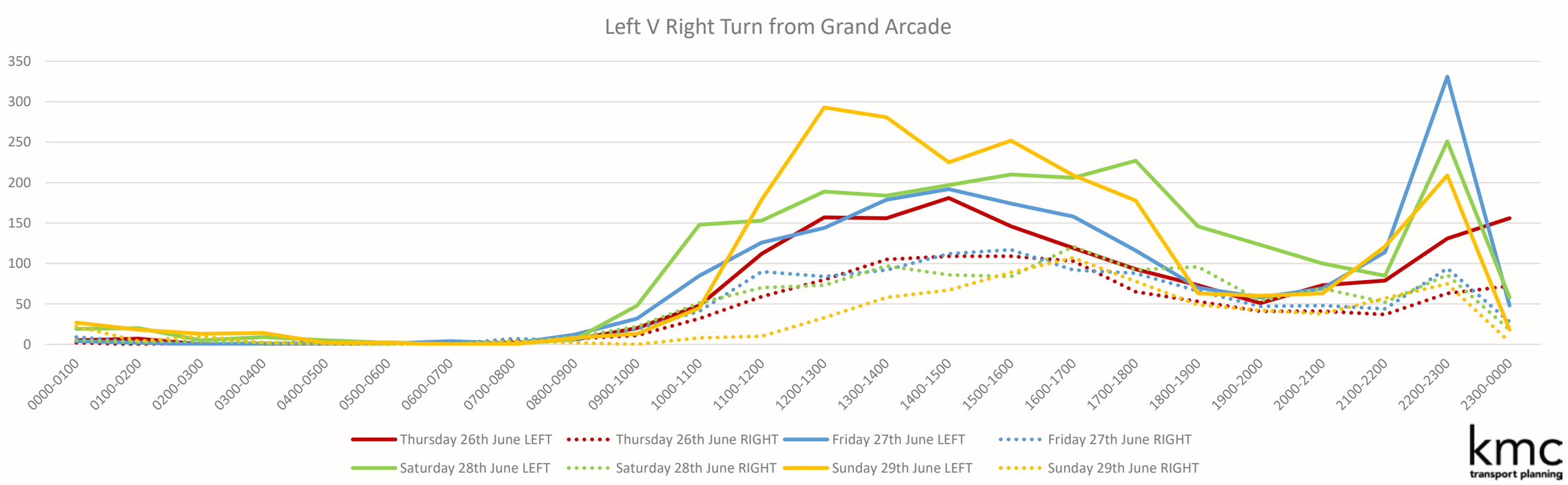
Grand Arcade Exit

Approximately 1/3 of traffic egressing the Grand Arcade Car Park turns right onto Corn Exchange Street and Bene't Street.

This accounts for about 60% of vehicular traffic on Bene't Street, not including motorcycles.

The graph below demonstrates that car park exits peak around 3pm/4pm on a weekday and later on a weekend. All days have an additional late night peak around 10/11pm.
*Sunday morning until midday was impacted by the Race for Life running route which went straight through town. Here, everyone had to turn left for the morning (although exit flows were low).





kmc transport planning

8.0

Conclusions

Section subtitle

8.1 Conclusions

The proposed designs have been informed by a comprehensive pre-application process and significant and wide ranging stakeholder engagement. While a wide range of comments have been received, the plans have sought to respond positively to the key themes raised. As set out within the Planning Statement, the planned works are found to comply with the Development Plan.

The Public Realm and Market Square are key components of the Civic Quarter project and will deliver the following key benefits;

- The creation of an inspiring piece of public realm at the heart of the city centre, reinvigorating and reinforcing the Civic Quarter. One that attracts residents of and visitors to Cambridge
- The creation of a thriving, sustainable, accessible, safe and open environment, linking the Civic Quarter with surrounding streets with spaces to shop, wander, dwell and socialise
- Supporting the reinvigoration of the much loved 7-day market with space for seating and eating in all weathers
- Securing the long term future of the market and the traders that operate from it and building on the unique character of Cambridge's 7-day a week market
- Reducing vehicle movements in and around the Civic Quarter, through the introduction/ amendment of TRO's to prioritise those walking and wheeling
- The creation of a fully accessible public realm, including the Listed market square setts.
- Bringing the Listed fountain back to life, with careful and considered use of water
- Exemplar high quality public realm, setting a benchmark for future public realm works in the city
- The introduction of planting and trees to encourage increased levels of Bio-diversity, with a target of 20%.



Artists impression of the Market Square

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