# 26/03254/FUL – Sussex Street, Sidney Street, Petty Cury, St Marys Passage, Kings Parade, Market Street, Fisher Square

## Application details

**Report to**: Planning Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Market

**Proposal:** Temporary erection of market stalls on King's Parade, St Mary's Passage, Market Hill, Petty Cury, Fisher Square, Sussex Street and Sidney Street including provision of associated infrastructure including generators and traffic control measures.

**Applicant:** Cambridge City Council

**Presenting officer:** Charlotte Spencer

**Member site visit date:** N/A

**Key issues:** 1 Highway Safety

2. Environmental Health

3. Cycle parking

4. Heritage assets

**Recommendation:** Approve subject to conditions

## 1. Reason for Referral

1.1 This is a Council Own-Interest Application. To ensure openness, transparency and probity in the decision-making process, the application is reported to Planning Committee in accordance with the National Scheme of Delegation and the Greater Cambridge Shared Planning Scheme of Delegation.

1.2 **Artificial Intelligence (AI)**

AI may have been used as an administrative tool to assist in the drafting and formatting of this report. It has not been used to assess the planning merits of the application or to exercise professional planning judgement. The analysis, conclusions and recommendation are those of the case officer.

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## 2. Executive summary

2.1 The application seeks temporary planning permission for erection of market stalls on King's Parade, St Mary's Passage, Market Hill, Petty Cury, Fisher Square, Sussex Street and Sidney Street including provision of associated infrastructure including generators and traffic control measures.

2.2 The application seeks the installation of 106 market stalls across a number of public streets within Cambridge City Centre. The stalls would be a mixture of existing market stalls and new 2x2 demountable stalls. Two generators would also be provided to allow for electricity provision.

2.3 If planning permission is granted it would allow the existing market traders to relocate for up to 18 months whilst the redevelopment of Market Square, which was recently approved by committee, would take place.

2.4 Officers support the principle of providing a decanted market within the City Centre as it would help to retain the vitality and viability of the city whilst construction works are underway.

2.5 There are no concerns with the proposed appearance of the stalls and generators, although it is noted that it would add to the visual clutter of the public realm within the city centre. The temporary market would be located in close proximity to numerous heritage assets, most notably the Grade I listed Kings College Chapel and Church of St Mary the Great and the whole site lies within the Historic Core Conservation Area. Harm to the heritage assets has been identified by reason of the stalls on Kings Parade

and St Mary's Passage, however the level attributed to this is low due to the temporary and reversible nature of the proposal. Officers consider it has been sufficiently justified and the significant public benefit of providing a place for market traders to continue trading during construction works outweighs the harm.

2.6 Following amendments, specifically to Sidney Street, the Local Highways Authority has removed their in principle objection. As the temporary stalls are located within the public highway there will be some impact on the running of the highway including decreasing pedestrian comfort levels particularly along Petty Cury and St Mary's Passage. In addition, some cycle parking would be relocated to other areas of the city centre and whilst there would not be a net loss of spaces, they would be located in less convenient locations. Due to the temporary nature of the scheme this is considered acceptable.

2.7 Due to the provision of two generators within the scheme the proposal would have some impact in terms of noise and air quality particularly along Sidney Street and in Fisher Square. This is unfortunate, however, these locations are the least sensitive of the nearby streets and as such the harm is considered to be low.

2.8 In conclusion, officers acknowledge that the proposal would result in harm to the overall appearance of the public realm in terms of visual clutter, to a number of designated heritage assets including grade I listed buildings, to a limited number of sensitive uses in terms of noise and air quality and impact on the running of the local highways.

2.9 However, the benefits of retaining the market traders and the services and products they provide to the people of Cambridge during a significant redevelopment of the Market Square allowing for small businesses to continue to be supported is significant. As such, the benefits outweigh the identified harm.

2.10 Officers recommend that the Planning Committee approve subject to conditions as outlined at the end of this report.

| **Consultee** | **Response** |
|---|---|
| Conservation Officer | No objection |

| | |
|---|---|
| County Highways Development Management | No objection (holding comment) |
| Environmental Health | Objection |
| Historic England | Comment |
| Police Liaison Officer | Comment |
| Third Party Representations (23) | 20 in objection, 1 in support, 2 neutral |
| Member Representations (0) | |
| Local Interest Groups and Organisations / Petition (1) | |

## 3. Site description and context

3.1 The application seeks temporary planning permission for the erection of market stalls and associated structures on numerous streets within Cambridge city centre to provide a temporary market whilst the works to redevelop the Market Square are being undertaken. The application seeks permission for a period of up to 18 months.

3.2 All land within the red line lies within the Historic Core Conservation Area. There are numerous listed buildings in close proximity to the site which include, but are not limited to:

| **Listed Building** | **Grade** | **Streets where the works would affect the setting** |
|---|---|---|
| Church of St Mary the Great | I | St Marys Passage/ Kings Parade |
| Fence and Gates of St Mary the Great | II | St Marys Passage/ Kings Parade |
| Kings College Chapel | I | St Marys Passage/ Kings Parade |
| Kings College Historic Park and Gardens | II* | St Marys Passage/ Kings Parade |

| | | |
|---|---|---|
| 22 Kings Parade | II | St Marys Passage/ Kings Parade |
| The Senate House | I | St Marys Passage/ Kings Parade |
| Kings College Fellows Building | I | Kings Parade |
| Kings College Screens and Entrance | I | Kings Parade |
| 18-21 Kings Parade | II | Kings Parade |
| 1 St Marys Passage | II | St Mary's Passage |
| 3 St Mary's Passage | II | St Mary's Passage |
| Market Square | II | St Mary's Passage and food stall on Market Hill |
| Guildhall | II | St Mary's Passage and food stall on Market Hill |
| 32-33 Petty Cury | II | Petty Cury |
| Christ's College, Entrance Court | I | Sidney Street |
| Lloyds Bank | II* | Sidney Street |
| Church of the Holy Trinity | II* | Sidney Street and vehicle barriers on Market Street |
| Railings and Gates at Church of Holy Trinity | II | Sidney Street and vehicle barriers on Market Street |
| St Andrew the Great War Memorial | II | Sidney Street |
| Harrington House, Kent House, Montagu House, Sidney House, Sussex House | II | Sussex Street |

Summary of Listed Buildings

3.3 All areas of the site lie within the city centre. Petty Cury, Sidney Street, Sussex Street, Fisher Square and the eastern side of Kings Parade lie within the primary shopping area with the existing shop fronts being primary shopping frontages, however, the stalls proposed on Kings Parade lie outside of this area. In addition, Fisher Square is designated as Protected Open Space.

3.4 Petty Cury, Sidney Street and Sussex Street are at risk of surface water flooding.

## 4. The proposal

Sidney Street

4.1 The market stalls would be located on both sides of the carriageway. On the south western side the stalls would run from Holy Trinity Church down to Natwest. On the north eastern side they would be located in front of Lloyds TSB. There would be 33 stalls along this street, 24 of which would be 2x2 demountable stalls, 8 existing market stalls and 1 3x3 demountable stall. The majority of the stalls would face the footway with the back of the stalls facing the carriageway with vehicle barriers added. Some of the stalls located to the south of the area would face towards the carriageway where there would be a wider footpath.

4.2 One generator would be installed outside Boots. Bins and a 1000 litre water container would be provided.

4.3 Four informal pedestrian crossing points would be created. The two most northern ones would include a ‘build out’ from the western pavement to create adequate visibility splays. A vehicular barrier would be installed close to the junctions with St Andrews Street to the south and Market Street to the north.

Petty Cury

4.4 23no. 2x2m demountable stalls would be installed along the whole length of Petty Cury with gaps to allow access to the shops behind. The stalls would be located to the southern side of the road with the stalls facing north. Bins would be installed on the corner of the Guildhall.

Kings Parade

4.5 12 stalls would be installed on the northern section of the western side of Kings Parade, all of which would be 2x2m demountable stalls

4.6 The Design and Access Statement states that the demountable stalls would be removed when Kings College require the space for ceremonies

such as graduation, which would be for about 21 days within the year. This can be secured within the Market Management Plan, the final version of which can be dealt with by way of condition.

St Mary's Passage

4.7 15 stalls would be installed along the northern edge of St Mary's Passage. 8 would be existing stalls and 7 would be 2x2m demountable stalls.

Fisher Square

4.8 15no. 2x2m demountable stalls and 1no. 30kva generator would be located in Fisher Square.

Sussex Street

4.9 8no. 2x2m demountable stalls would be located centrally within Sussex Street. It is expected that Sussex Street would only be required at weekends and to cover the stalls lost when they need to be removed from Kings Parade.

Market Hill/ Market Street

4.10 A food stall would be provided along Market Hill adjacent to the north western corner of the Guildhall.

4.11 Vehicular barriers would be installed along Market Street between Holy Trinity Church and the shops to the north.

4.12 Additional cycle spaces would be provided outside the red line along Market Hill, St Mary's Street, Kings Parade and Free School Lane.

**Amendments**

4.13 During the determination process the scheme has been amended. The amendments can be summarised as follows:

- Removal of the stalls and generator outside Marks and Spencer on Sidney Street;
- Removal of 2 generators along Petty Cury and replacement with 2no. 2x2 demountable stalls;
- Removal of 1 generator and 2 existing market stalls along St Marys Passage and replacement with 4no. 2x2 demountable stalls;
- Removal of 1 generator and 4 existing market stalls along Kings Parade and replacement with 7no. 2x2 demountable stalls;
- Relocation of the generator within Fisher Square and addition of 1no. 4x4 demountable stalls.

- Removal of zebra crossings on Sidney Street

4.14 In addition, additional information has been provided in response to consultation comments. These include:

- A response to Environmental Health including a Noise Impact Assessment and generator data sheets;
- Further information in regards to the widths on Petty Cury and St Mary's Passage;
- Details about the vehicle barriers along Sidney Street;
- A Transport Statement Addendum which includes Pedestrian Comfort Assessment and amended visibility splays;
- An amended Market Decant Management Plan;
- A plan showing indicative locations of the types of stalls;
- A response to Historic England and Conservation Officers (within the cover letter);
- Submission of Fire Service advice provided to the applicants.

4.15 Following the receipt of the amended information, technical consultees were reconsulted.

## 5. Relevant site history

| Reference | Description | Outcome |
|---|---|---|
| 25/04382/FUL & 25/04383/LBC | Refurbishment of Market Square, Peas Hill and Guildhall Street, including: provision of cycle parking, erection and siting of replacement fixed and temporary market stalls, refurbishment of Grade II listed setts, works to listed fountain and railings, and additional landscaping, street furniture and associated works. | Permitted 21.09.2026 |

5.1 The application is for a temporary market to be in place whilst the works to the Market Square as approved by Planning Committee are taking place.

## 6. Policy

### 6.1 National policy

- National Planning Policy Framework 2026
- National Planning Practice Guidance
- National Design Guide 2021
- Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
- Circular 11/95 (Conditions, Annex A)

- EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020
- Conservation of Habitats and Species Regulations 2017
- Environment Act 2021
- ODPM Circular 06/2005 – Protected Species
- Equalities Act 2010

**Draft Greater Cambridge Local Plan 2024-2045**

6.1.1 The Proposed Submission Greater Cambridge Local Plan represents the latest stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District. The Proposed Submission Local Plan was published for public consultation (under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012) between 3 August and 25 September 2026. At this stage, the Proposed Submission Local Plan and its policies can only be afforded limited weight as a material consideration in decision making.

**NPPF 2026**

6.1.2 The updated NPPF (2026) is a material consideration which must be considered where it is relevant to a planning application. It is intended to create a clearer, more rules-based planning system, accelerate housing delivery, support economic growth, and make planning decisions more predictable. The NPPF introduces a suite of national Development Management decision making policies. This includes applying the presumption in favour of sustainable development found in Policies S3 and S4, which require approving development proposals that accord with an up-to-date development plan without delay, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the decision-making policies in the Framework.

6.1.3 For the purposes of decision making, Annex A of the NPPF states that Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in the Framework should be given very limited weight.

6.1.4 A review of the adopted Local Plan policies has been undertaken in the context of the updated NPPF. This has found that most policies in both adopted plans remain broadly consistent with national policy and can be given weight until replaced by policies in the Greater Cambridge Local Plan. A small number of policies, or parts of policies are materially inconsistent with national policy. Where appropriate, reference is made within the relevant sections of the assessment, to the appropriate policy weight which is attributed to local plan policies.

6.1.5 In respect of this application, officers consider the below policy may be materially inconsistent with relevant NPPF 2026 decision-making policies. The weight attributed to any such policy is a matter of planning judgement and depends on the nature of the proposal under consideration:

6.1.6 Cambridge Local Plan 2018 policy: 28

**6.2 Cambridge Local Plan (2018)**

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 5: Strategic transport infrastructure
Policy 10: The City Centre
Policy 11: Development in the City Centre Primary Shopping Area
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 35: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 59: Designing landscape and the public realm
Policy 61: Conservation and enhancement of Cambridge's historic environment
Policy 62: Local heritage assets
Policy 65: Visual pollution
Policy 67: Protection of open space
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

6.3 **Supplementary Planning Documents** (prepared in parallel with the Local Plan preparation and shortly to be adopted by the Executive Councillor by an out of cycle decision)

- RECAP Waste Management Design Guide SPD (2026).

**6.4 Other guidance**

- Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).
- Buildings of Local Interest (2005)
- Cambridge and Milton Surface Water Management Plan (2011)
- Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)
- Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste
- Cambridgeshire Design Guide for Streets and Public Realm (2007)

**6.5 Area Guidelines**

- Cambridge Historic Core Conservation Area Appraisal (2015)

## 7. Consultations

**Publicity**

Neighbour letters – Y

Site Notice – Y

Press Notice – Y - Affecting Conservation Area and Setting of Listed Buildings.

**Conservation Officer- No Objection**

7.1 The proposed temporary installations would be in the conservation area and adjacent to multiple listed buildings.

7.2 The proposals would be temporary in nature and would be within an area within an established busy commercial character. Overall, in principle the proposal is supported.

7.3 There is particular heritage sensitivity on Kings Parade and St Mary's Passage due to the exceptional significance of the adjacent buildings, their group relationships and shared open setting. The stalls would intrude upon the setting of Kings College Chapel and the Kings College

Registered Park and Garden as well as the open space and railings around Senate House and St Mary the Great. It is considered that there would be a degree of harm to these assets. Due to the temporary and reversible nature of the proposals it is considered this harm would be low.

7.4 It is considered that the heritage impact on Sidney Street, Petty Cury and Sussex Street would be neutral.

7.5 There would be no positive heritage effects arising from the proposals.

7.6 The identified harm should have clear and convincing justification and should be weighed against any public benefits.

**County Highways Development Management – No Objection**

*Holding Comment 19 November 2026 – No Objection*

7.7 The LHA is satisfied that, subject to the delivery of the proposed crossing features on Sidney Street and provision and ongoing maintenance of the required visibility splays, the proposal would not give rise to an unacceptable impact on highway safety. Any approval should include conditions requiring the installation of the proposed crossing points and that the visibility splays shall be kept free from obstruction.

7.8 The granting of planning permission would not constitute, imply or otherwise provide any consent, licence, permit or approval for the installation, operation or retention of market stalls, trading structures, utility apparatus, associated infrastructure or any other equipment within the public highway. The planning and highway consenting regimes are separate statutory processes serving different purposes.

7.9 Further comments and observations for the Planning Committee's consideration will be submitted by the LHA prior to the expiry of the current consultation period which is before the committee date.

*Original Comments 13 October 2026 - Objection*

7.10 The LHA's primary concern related to arrangements on Sidney Street where there was an interaction between servicing vehicles, pedestrians and contraflow cyclists which was not satisfactorily addressed. The comments have been superseded by more recent advice. They can however be read in full on the Council's website.

**Environmental Health- Object**

7.11 No objection in principle, however more information is required to make a full comment on the acceptability of the scheme.

7.12 The removal of generators along Petty Cury, St Mary's Passage and Kings Parade is welcomed along with the reduction of 1no. generator on Sidney Street. However, there are still concerns in regard to the generators and hot food stalls in Sidney Street and Fisher Square.

Sidney Street

7.13 A Noise Impact Assessment has been submitted for the scheme, however, the assessment has been made on the 30kVA generator, whereas the generator at Sidney Street is a 100kVA unit. The assessment predicts a rating level approximately 9dB above background noise levels at the offices about Lloyds Bank which is a predicted adverse impact. Given the impact of the magnitude of the impact already predicted based on a 30kVA it is fair to assume that a 100kVA generator would be +10dB and therefore a significant impact.

7.14 The location of the generators on Sidney Street should be reconsidered or the applicant should demonstrate that the proposed location represents the least harmful practicable position.

7.15 There are no further objections from an Air Quality perspective.

Fisher Square

7.16 The NIA predicts a minor adverse noise impact arising from the operation of the proposed 30kVA generator at Fisher Square, however, it is not clear if the enclosed nature of Fisher Square has been considered in this assessment.

7.17 In terms of air quality and odour, concern remains regarding the suitability of Fisher Square for a generator and hot food stalls. Whilst additional information has been provided, insufficient information has been submitted to demonstrate that exhaust emissions and cooking odours would not adversely affect nearby residents and market operators and other users of the space. This is due to the enclosed nature of the square and prevailing wind direction. Environmental Health are not convinced that this is suitable location for the generator and hot food stalls.

Complaints Procedure

7.18 Welcomes the introduction of a Complaints Procedure within the Management Plan. However, the procedure relies on existing City Council reporting platforms and complaint processes. The intention in requesting a complaints procedure was that complaints should be investigated, managed and resolved by the market management team in the first instance, with an escalation to Council Services only where appropriate.

**Historic England- Comment**

7.19 Broadly comfortable with most of the locations proposed, except for the siting at the junction of Kings Parade, Senate House Hill and St Mary's Passage given its high heritage sensitivity.

7.20 Notwithstanding the temporary nature of the proposals, 18 months is a considerable timescale and some of the locations proposed, notably Kings Parade, would be particularly harmful and requires careful consideration and a robust justification. As such, the Council should be satisfied that alternative, less sensitive locations are not possible.

7.21 Note and support the management considerations made in paragraph 3.15 of the planning statement that no hot food stalls are to trade from Kings Parade but this should be appropriately reflected in the management plan.

**Police Architectural Liaison Officer- Comment**

7.22 Provides advice in regard to addressing vulnerability to crime, reduce fear and incidence of crime and promote community safety. This includes:

- the removal of tarpaulins and other obstructions at the end of each business day to remove blind spots;
- External lighting;
- CCTV;
- Wayfinding signage

7.23 Consultee responses are material considerations. They assist the Local Planning Authority in reaching its planning judgement but do not determine the outcome of the application

## 8. Third party representations

8.1 Representations have been received from 23 third parties, 1 in support, 20 in objection and 2 raising neutral comments.

8.2 Those in objection have raised the following issues:

- Visual barriers to existing active shop fronts and blocking security sight lines
- Disrupts existing shop/businesses deliveries and servicing;
- Disrupts market traders and other businesses;
- Unclear where which stalls would go where;
- Traders not being heard;
- Conflict between proposed market loading zones and outdoor seating;
- Visual impact;
- Heritage harm against public benefits;
- Lack of heritage assessment;
- Insufficient adequate justification for harm to historic assets;
- Obstruction of a public highway;
- Compresses space for highway users which leads to congestions;
- Conflict with pedestrians on Kings Parade at the closing time of 4pm;
- Petty Cury is too narrow for these stalls;
- Would like stalls to be in the centre of Petty Cury;
- Impact on emergency escape routes;
- Increased fire risk;
- Removal of benches
- Emergency Vehicles Access;
- Access to Great St Mary's Church should remain unimpeded;
- Impact on Great St Mary's Church large events;
- Agree a servicing plan with Great St Mary's
- Bollards in front of Kings College should be reinstated;
- All stalls in front of Kings College should be removed for the necessary events;
- Loss of cycle spaces;
- Noise disruption;
- Odour concerns;
- Litter and waste issues;
- Increased anti-social behaviour;
- Drip maps for food stalls;
- Redeveloped square will only hold 50% of the original stalls;
- Construction impacts on the Market Square;
- Ownership regarding Sussex Street;
- Unclear details regarding when the stalls would be in use;

8.3 Those in support or raising neutral comments have given the following reasons:

- Support the regeneration and understand the need for a relocated market but have concerns with the proposed details.

8.4 Following the publication of amended information 2 further third-party comments have been received. Both third parties had previously commented on the application. The comments can be summarised as follows:

- Impact on the large events at St Mary's Church;
- Pedestrian comfort levels would fall to C along St Mary's Passage following installation of the stalls but it should be B+ higher;
- St Mary's Passage concerns have been ignored by the applicant;
- Fresh food stalls being provided for along St Mary's Passage
- No acknowledgement of advertisement boards;
- No consideration of emergency evacuation;
- Cycle parking concerns

8.5 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## 9. Local Groups / Petition

**Cambridge BID**

9.1 Cambridge BID has made a neutral representation the application. Whilst they support the works to redevelop the Civic Quarter they have raised concerns with the current scheme:

- Volume of stalls and the impact on existing businesses including the obscuring of entrances and security sight lines;
- Lack of space for pedestrians;
- Potential anti-social behaviour;
- Competition with existing businesses;
- Unclear when the stalls would be operating due to only a few days that it is currently at capacity;
- Conflict between traders packing up and high footfall;
- Information on management is required;
- Noise of generators on existing businesses.

9.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## 10. Planning background

10.1 The current application seeks temporary permission for market stalls in order for market traders to continue trading whilst the works to Market Square approved by Planning Committee in September 2026 under applications 25/04382/FUL and 25/04383/LBC are undertaken.

## 11. Assessment

### Decision Making Principles

11.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF sets out the Government's policies for plan making and for making decisions on development proposals. It is a material consideration of considerable importance. In making decisions, the NPPF should be read alongside policies in the development plan. It advises that proposals which accord with an up-to-date development plan should be approved without delay.

## 12. Principle of Development

### City Centre and Primary Shopping Area

12.1 The lies within the City Centre and Primary Shopping Area with the existing businesses forming part of the Primary Shopping Frontage.

12.2 Policy 10 states that any redevelopment within the City Centre should add to the vitality and viability of the city centre; achieve a suitable mix of uses; preserve or enhance heritage assets, be of the highest quality design and deliver high-quality public realm and promote sustainable modes of transport.

12.3 Policy 11 supports proposals for new retail uses within the primary shopping area. The supporting text for this policy refers to the daily market in Market Square and its essential contribution to the range and choice of shopping in the city centre. Paragraph 3.9 of the Local Plan highlights that the Council wants to provide a diversity of uses within the city centre and that the markets in Cambridge are supported and opportunities to enhance them or create new markets are supported in principle.

12.4 The proposal does not seek to provide additional market stalls, rather it seeks a temporary relocation to allow traders to continue trading whilst the

Market Square is closed for redevelopment. The existing market provides vitality and provides opportunities for smaller businesses to trade which is considered essential to the range and choice of shopping within the city centre. Officers consider the provision of temporary market stalls within the existing primary shopping area crucial to the vitality of the city centre and is supported in principle.

12.5 Third party comments are noted in regard to the obstruction to existing brick and mortar businesses and their frontages stating non-compliance to Policy 11 as they are located within the primary shopping frontage (psf). However, the Primary Shopping Frontage designation is no longer relevant as the policy refers directly to A1 use which is now an obsolete use class.

12.6 The stalls would be located in close proximity to existing shopfronts, however, none would be located directly in front of the shop entrances and the gaps between the stalls and the shop fronts ranges from 2.3 metres along Petty Cury to 5.6 metres along St Mary's Passage. With exception to Petty Cury and a handful of the stalls to the south of Sidney Street the front of the stalls would face the shop fronts, allowing for visitors to view both the stalls and the shop fronts. Whilst it would block longer views of the stalls, the applicant has referred to wayfinding strategies for the stalls and cycle parking within their Design and Access Statement and Transport Statement. Officers consider that this should include any existing businesses whose visualisation would be impacted by the scheme. The final wayfinding strategy can be secured by way of condition.

12.7 In regard to the stalls along Sidney Street which would not face shop fronts these stalls are located outside Lloyds Bank which due to the design of the building does not have an active shop front at this point, and the stalls outside Natwest, however, a distance of 3.3 between the shop front and stalls.

12.8 Along Petty Cury, the stalls would be located between 2.3m and 2.5 metres from existing businesses within Lion Yard. The stalls would face outwards towards Petty Cury with their backs to the stores. Due to the narrow nature of Petty Cury this is unavoidable. The stalls would be more dispersed than other areas of the scheme and they have been positioned to keep the access to the businesses open which would mitigate the impact to some degree. A comprehensive wayfinding strategy would also help mitigate the impact of the existing business.

12.9 However, the scheme would be temporary with the intention of 12 months and 18 months being sought to allow for flexibility. In addition, whilst some conflict between the stalls and existing businesses is noted, it is also

considered that both the traders and existing shops could mutually benefit by bringing different shoppers to the same area. In addition, it is noted that the market traders and existing brick and mortar stores currently co-exist in close proximity to each other.

12.10 Overall, the provision of a temporary market within the primary shopping area is compliant with Policies 10 and 11 of the Local Plan and is acceptable in principle subject to all other material planning considerations.

**Protected Open Space**

12.11 Fisher Square is a designated protected open space. Policy 67 states that development will not be permitted which would harm the character or, or lead to the loss of open space of environmental and/or recreational importance.

12.12 Within the Open Space and Recreation Strategy (2011) Fisher Square is recognised for both its recreational and environmental importance and is considered to be a civic space. The 0.06 ha area comprises hard standing with some planted trees and public art. Whilst it is unlikely that it would be used for any formal recreation and would only offer a limited contribution in providing a green break and limited wildlife provision in the urban setting, it is considered that it does offer a space away from the hustle of the city centre in a sheltered area with high quality hard landscaping and public art. The introduction of stalls in this area is likely to impact upon the relief from the business of the city centre, the stalls would only be temporary and it would not result in the permanent loss of protected open space. Whilst the stalls would be a commercial enterprise, it would not block members of the public accessing and moving about the space between. The stalls would be located to the outer edges of the space limiting the level of impact and they would not interfere with the public art and soft landscaping.

12.13 Subsequently, whilst there would be some impact on the protected open space, this would be limited and temporary and as such officers consider that it would not be contrary to Policy 67 of the Local Plan.

## 13. Design, layout, scale and landscaping

13.1 Policies 55, 56 and 59 of the Cambridge Local Plan (2018) seek to ensure that development responds appropriately to its context, is of a high quality, create clearly defined public and private amenity spaces that are designed to be inclusive, usable, safe and enjoyable. Policy 65 adds that proposals for items that could constitute visual pollution within the public realm will only be permitted where it can be demonstrated that they do not have an

adverse impact on the visual amenity of the area, have a clearly defined purpose, are in keeping with their setting and consideration has been given to the cumulative impact.

13.2 The stalls that are proposed to be used in the temporary market are either using the existing market stalls or new demountable stalls. The existing stalls measure 3 metres in height and the runs would measure between 11.5 metres (on Sidney Street) and 22.8 metres (on St Mary's Passage). The existing canopies would be adopted and re-used. The new demountable stalls would be heavy duty, professional pop-up gazebos which are designed for intensive daily use. They would be 2m by 2m with a height of 3.15 metres. The Design and Access Statement states that they would be white and white walls would be provided, although the walls would be removed at the end of each day.

13.3 Both the existing stalls and demountable stalls would have the appearance of a market stall and so would not appear out of keeping within a primary shopping area within the city centre. The existing stalls are already a well-known visual fixture within the wider area and it is considered that the use of a white colour on the new demountable stalls would be suitable. A condition can be added to ensure compliance with the details provided within the Design and Access Statement.

13.4 Notwithstanding that the individual stalls are considered acceptable within the area, over 100 stalls would be installed across the city centre which would have a cumulative impact both with the other proposal stalls and the existing street furniture and street traders. This would be particularly noticeable on Sidney Street, due to the number of stalls, and Petty Cury and St Mary's Passage which are narrower streets. The impact on Petty Cury would be somewhat reduced due to the number and size of gaps between stalls.

13.5 The scheme by reason of the number of stalls would result in visual pollution within the public realm. However, it is considered that this is considerably mitigated by the temporary nature of the scheme and the stalls would not become a permanent fixture of the street scene.

13.6 Subsequently, the level of visual harm attributed to the scheme is considered to be limited. As the harm would be temporary in nature officers consider that the proposal would not be contrary to Policies 55, 56, 59 and 65 of the Local Plan and Policy DP3 of the NPPF.

## 14. Heritage

### Heritage

14.1 In assessing the proposal, officers have had regard to Sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the relevant heritage policies of the NPPF, and policies 61 and 62 of the Cambridge Local Plan (2018).

### Heritage Assets and Significance

14.2 The site lies within the Historic Core Conservation Area and within the setting of numerous listed buildings as identified in table 2 above.

### Impact Assessment

14.3 The application has been reviewed by the Council's Conservation Officer and Historic England. Officers have considered the extent to which the proposal has sought to avoid or minimise impacts on heritage significance through its design, scale, massing, siting, materials and detailing.

14.4 Policy HE5 of the NPPF states that assessments of the potential effects of development proposals on the significance of heritage assets should identify whether proposals would be likely to have a positive effect, no effect, harm and substantial harm and total loss.

14.5 The proposed stalls are considered to have a neutral impact to the heritage assets on Sidney Street, Sussex Street and Petty Cury due to the existing commercial nature of the streets and the temporary nature of the scheme. The stalls on Fisher Square are considered to be an enhancement to this section of the conservation area by Historic England.

14.6 The stalls along St Mary's Passage and Kings Parade are located in a more sensitive area due to their proximity to the Grade I listed buildings of Church of St Mary the Great, Kings College Chapel and the Senate House along with the Grade II* registered park and garden of Kings College grounds. The value of these heritage assets derives from their individual significances and their collective architecture, function and history. The views between these buildings contribute importantly to their significance and to that of the conservation area.

14.7 Kings Parade is one of, if not the, most iconic streets in Cambridge and the northern end encompasses an important assemblage of buildings and spaces of great formality and outstanding architectural composition. The

stalls on Kings Parade would introduce a degree of informality and clutter that would be at odds with the formality that is a key aspect of the junction between Kings College and the Senate House. Furthermore the stalls would impinge upon keys views between the buildings. As such, officers consider that these stalls would result in harm.

14.8 In St Mary's Passage the stalls would obscure views of the south aisle of the Grade I listed church along with its Grade II listed railings. As such, these stalls would result in harm.

14.9 It is subsequently considered that the proposal would result in an overall low level of harm to the setting of the grade I listed Kings College Chapel, the Senate House and Church of St Mary the Great, the grade II listed church railings and the conservation area by reason of the location of stalls along Kings Parade and St Mary's Passage. Due to the temporary nature of the stalls and that the harm is entirely reversible, officers consider this to represent a low level of harm.

14.10 Policy HE4(2) states that any harm of a designated heritage asset should have clear and convincing justification. Historic England had raised concerns about the lack of justification and whilst understands the importance of relocating the traders, suggests other locations for the stalls such as the northern section of Sidney Street. However, Historic England has reverted to the Council to consider whether there is sufficient justification.

14.11 Further information has been submitted by the applicant to justify the siting of stalls along Kings Parade and St Mary's Passage. Noting Historic England's suggestion of other locations the applicants have clarified that the streets that form part of the application are at their capacity to allow safe pedestrian movements and limiting the impact on existing businesses. It is also noted that the during the determination process the number of stalls along Sidney Street has had to be reduced in order to overcome significant concerns of highway safety.

14.12 In addition, the applicant has explained that other nearby streets including Peas Hill, Guildhall Street and Trinity Street were considered, however, are subject to constraints such as space, pedestrian demands and operation requirements associated with the approved Civic Quarter redevelopment.

14.13 The objective of the temporary market it to retain as many existing traders as possible within the city centre and in close proximity to Market Square with 70% of the traders expressing a preference to remaining as close to Market Square as possible.

14.14 Officers are aware of the constraints that Cambridge City Centre poses to any decant market scheme and understand the reasons provided by the applicant. As such, Officers are content that the applicant has sufficiently justified the low level of harm to the heritage assets in accordance with Policy HE4 (2) of the NPPF.

14.15 Policy HE5(4) of the NPPF states that where a development proposal would harm the significance of a designated, the harm should be weighed against any public benefits resulting from the proposal.

**Benefits**

14.16 The proposal would allow for the existing traders to continue trading throughout the works to the existing market square. Whilst this is partially a commercial benefit, it would also allow services and products to continue to be available to the public. The scheme would aid in maintaining the local economy during the significant disruption from the development of the Civic Quarter and help to retain jobs and livelihoods.

14.17 These benefits attract positive weight in the planning balance

**Conclusion**

14.18 Officers have attached considerable importance and weight to the statutory duties under Sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

14.19 Officers conclude that the proposal would result in a lower level of heritage harm. Having given substantial weight to the conservation of the affected heritage asset(s), officers consider that the identified public benefits outweigh that harm. The proposal therefore accords with the relevant heritage policies of the development plan and the NPPF.

## 15. Highway safety and transport impacts

15.1 The majority of the stalls would be located on the public highway and as such has the potential to impact upon the safety of public highway. Policy TR6 (4) of the NPPF states that proposals should be refused if they would have an unacceptable impact on highway safety.

15.2 The application is supported by a Transport Statement and subsequent Addendum, these along with the plans have been reviewed by the Local Highways Authority.

15.3 The Local Highways Authority (LHA) had originally objected to the scheme, mainly in relation to the proposed stalls on Sidney Street. Sidney Street is open to one-way motor vehicle movements outside of the hours of 10:00-16:00 and there are contraflow cycle movements that occur on this road. Sidney Street is an important route for servicing businesses within the city centre. As such, the LHA had significant concerns regarding potential conflicts between pedestrians, cyclists and motor vehicles as a result of the scheme. In addition, they raised more minor concerns with other aspects of the scheme across the whole site.

15.4 Following the receipt of the LHA's objections, the applicant has amended the scheme to overcome the in-principle objection to stalls along Sidney Street. The amendments include the removal of a number of stalls from outside Marks and Spencer and alterations to the proposed crossing points to allow for intervisibility. The LHA have since reviewed the amendments and whilst at the time of writing their full commentary on the whole scheme have not been received, they have confirmed that the amendments have overcome their in principle objection to the Sidney Street aspect of the scheme. The full comments will be made available and fully addressed as part of an amendment sheet prior to committee and Officers will update Members verbally during committee.

<u>Sidney Street – Highway Safety</u>

15.5 As confirmed by the LHA, following the amendments, suitable visibility splays can be provided at the informal crossing points due to the installations of 'build outs'. Build outs are the extension of the raised pavement into the carriageway which would allow pedestrians to safely move into a position off the carriageway where they can be clearly seen by motor vehicles and cycles. The build outs would need to be suitably designed along with tapering. The final design would be agreed by the LHA under a Section 278 application. However, as the tapering required would likely be located outside of the redline, this also needs to be dealt with under a Grampian condition. Conditions would also ensure that the visibility splays would be kept unobstructed to ensure the safety of the local highway.

15.6 The removal of the stalls outside of Marks and Spencer allows additional breathing room to the highway and allows for the retention of places of refuge of contraflow cyclists to have refuge and space to manoeuvre and take evasive action if they encounter an oncoming motor vehicle.

15.7 Details of the proposed barriers to protect the stalls from the carriageway have been submitted. These would be 483mm high steel posts and panels. These are considered acceptable to protect the traders and customers of the stalls from motor vehicles and cycles. A condition would be added to ensure that they are installed prior to first use of the stalls along Sidney Street.

15.8 Subsequently, subject to a condition relating to the build outs to the informal crossing points this element of the scheme is considered acceptable in terms of highway safety. It is understood from informal discussions with the LHA that no further conditions would be required as it would be covered under the licensing process. However, any additional conditions requested by them would be dealt with by way of the amendment sheet.

Kings Parade – Highway Safety

15.9 Kings Parade is the other part of the scheme that includes an active carriageway creating a potential conflict between motor vehicles, cyclists and pedestrians. The southern end of Kings Parade has an anti-terrorism barrier which blocks motor vehicular traffic from 09:30 to 19:00 and as it is not a through route it has a much lower volume of motor vehicles than Sidney Street.

15.10 The stalls would be located on the western pavement with a minimum of 2.747 metres from the carriageway edge. As such, the LHA have not raised any objection to this element of the scheme. The proposed loading bays have since been removed from the turning head at the northern end of Kings Parade and so motor vehicles can safely turn around to exit the street.

15.11 Subsequently, there are no concerns in regards to highway safety for this element of the scheme.

Other streets – Highway Safety

15.12 Petty Cury, St Mary's Passage, Fisher Square and Sussex Street are all fully pedestrianised streets with no access to motor vehicles at any time, thus reducing the level of conflict between different users of the highway.

15.13 There is no cycling along Petty Cury, however, officers acknowledge that this is not always adhered to and is difficult to enforce, however, there are no other restrictions to cyclists along the other areas. As such, there would be a potential conflict between pedestrians and cyclists. However, this

conflict already exists and whilst the narrowing of the streets due to the position of the stalls could lead to exacerbation of this conflict, the Local Highways Authority have not raised any highway safety issues with these elements of the scheme.

Pedestrian Comfort Levels

15.14 The proposal would result in additional structures within the highway and subsequently would reduce the width of pavement on the streets where they are located. This is particularly evident along Petty Cury and St Mary's Passage where the streets are already narrow. However, due to the shape of both Sussex Street and Fisher Square along with the proposed positioning of the stalls, it is considered that the impact on the comfort level in these spaces would be minimal.

15.15 The applicant has provided a Pedestrian Comfort Assessment (PCA) as part of their Transport Statement Addendum which assessed Petty Cury, St Mary's Passage, Sidney Street and Kings Parade.

15.16 The PCA used the industry standard metric from Transport for London and the number of people per minute per metre is calculated and this aligns with the comfort level that ranges from A to E with A being the highest level of comfort. The recommended minimum comfort level is B+, below which pedestrians feel increasingly uncomfortable with levels D and E being very uncomfortable. However, there is no nationally prescribed minimum pedestrian comfort levels that developments are required to achieve and there is no specific planning policy test. As such, the results of a PCA should be used only to inform.

15.17 The pedestrian flow counts used in the assessment for St Mary's Passage and Petty Cury were taken from counts undertaken in June 2026 over a 7-day period. Weekly data from the Cambridge Business Improvement District (BID) provided the total number of pedestrians on Kings Parade and Sidney Street shows that they are similar to counts along Petty Cury and Market Hill and as such, the report explains that the data and profile of pedestrians across the day on these streets has been used as a proxy. It should be noted that the assessment does not account for potential changes to pedestrian movements as a result of the decanted market such as the increase in pedestrians.

15.18 The below table is taken from the Applicant's PCA showing the existing and proposed pedestrian comfort levels for the Saturday Peak hour and Average Day peak hour.

| | Saturday peak hour | | Average Day peak hour | |
|---|---|---|---|---|
| | **Existing** | **Proposed** | **Existing** | **Proposed** |
| **St Mary's Passage** | B+ | C | A- | B |
| **King's Parade** | A- | B+ | A | A |
| **Petty Cury** | B | C+ | A- | B |
| **Sidney Street** Wasabi-Lloyds | B- | B- | A- | B+ |
| **Sidney Street** Boots-Next | B | B- | A- | B+ |

15.19 As shown by the results, at the peak hour on an average day, both St Mary's Passage and Petty Cury would fall below the recommended score of B+ however, this is only by a marginal amount. On a Saturday during the peak hour, all but Kings Parade would fall below the recommended B+, with St Mary's Passage then Petty Cury being affected the most. It is also noted that the existing situation on Petty Cury and Sidney Street falls below the recommended comfort level.

15.20 The applicant has provided further information in regard to St Mary's Passage and Petty Cury. In terms of St Mary's Passage, the existing street varies in width with a wider space at western end, narrowing towards the eastern end. The existing minimum width of St Mary's Passage is 3.6 metres and the proposed minimum width would be 3.3 metres which is only 0.3 metres less, however when adding the 1.4 metres of browsing space this would be reduced to 1.9 metres. It is noted that the PCA was calculated based on the narrowest point at the Market Hill End. Presently, there are cycle stands along St Mary's Passage and it is acknowledged that this creates its own pinch point, particularly when cargo cycles are parked there and there is no enforcement to the size of cycles being parked there. The Applicants had measured a bike with trailer measuring 2.9 metres long which is greater than the width of the proposed 2x2 demountable stalls. However, it is also acknowledged that the majority of the cycles parked there are standard cycles with a length of 1.8 metres and as such, the stalls would have a greater impact than the existing cycle storage. As noted by third parties, some businesses along St Mary's Passage has A-boards along the street which would further exacerbate pinch points.

15.21 In terms of Petty Cury, the existing available width would be 7.9 metres which would be reduced to 6.5 metres with the installation of the stalls going down to 5.1 metres when browsing space is included. This is a greater reduction of space, however, it is noted that similar reductions have happened in the past including the installation of scaffolding for the construction works to the Premier Inn.

15.22 Subsequently the PCA clearly demonstrates that the pedestrian comfort level would be affected by the proposed temporary market stalls on all assessed streets, but in particular along Petty Cury and St Mary's Passage. This is unfortunate; however, sufficient space would be retained to allow safe movement of the users of the highway, albeit it would be more uncomfortable for the users of the space. As there is not a planning policy reason to refuse an application on pedestrian comfort levels and that the decant would be temporary, officers consider that it would be unreasonable to refuse the application for this reason alone.

Servicing Arrangements

15.23 Third party comments have raised concerns with the impacts on their existing servicing arrangements. The only existing formal loading bays within the immediate area of the site are along Kings Parade. These would be retained and whilst there may be a slight increase with traders utilising this bay the uplift would be minimal and unlikely to affect the day-to-day servicing of the existing businesses.

15.24 There are no formal loading bays along this section of Sidney Street and as such there would be no impact on servicing. However, it is acknowledged that informal servicing does take place along this stretch of highway. The proposal includes loading and unloading bays to be provided along Sidney Street to mitigate the impact of servicing requirements of the market stalls. These would require a temporary Traffic Regulation Order which is dealt with separately to the planning process and the LHA would consider these under any licensing application.

15.25 Traffic Management regarding the stalls has been included within the Management Plan for the market. This has been amended and whilst the final comments from the LHA on this have yet to be received, the submission of the Management Plan shows the applicant's willingness to ensure safe servicing and traffic management and so this can be dealt with by way of condition, either by compliance if it is acceptable, or an amended version to be agreed in writing by the Local Planning Authority if it is not yet fully acceptable.

Anti-Terrorism Barriers

15.26 The LHA have raised concerns that the plans show that the Hostile Vehicle Mitigation (HVM) to be installed on Sidney Street and Market Street are positioned too close together and do not allow a sufficient width. These comments are noted. However, these need to be positioned in accordance with the Counter-Terrorism requirements. As the MTV barriers are movable

officers consider that this element can be dealt with by way of condition in consultation with the LHA and Counter-Terrorism Officers. The latter consultee has requested that a Vehicle Dynamic Assessment is conducted along with a Security Considerations Assessment and Operational Requirements for Hostile Vehicle Mitigation needs. Officers consider that the outcome of these assessments should inform the necessary positioning of the HVM.

Other Issues

15.27 Concerns had been raised in relation to emergency exits and evacuation from the existing businesses. The applicant has been in contact with Cambs Fire who have provided observations which have informed the designs.

15.28 Concerns have been raised regarding the impact on loading bays and outdoor seating. Officers understand that only Benet's have a license for outdoor seating. The loading bay outside of Benet's would remain as existing.

15.29 The LHA had also raised concerns regarding enforcement over the servicing arrangements as they lie outside of the red line. Officers have discussed with the Planning Compliance Manager who does not have concerns about the enforceability of the document. In addition, the servicing can also be enforced by way of the licensing required for the stalls.

15.30 The application has satisfactorily addressed matters relating to highway safety. Subject to conditions, the proposal accords with Policy 81 of the Cambridge Local Plan 2018 and is consistent with NPPF Policy TR6.

## 16. Car and cycle provision

### Cycle parking

16.1 There is significant existing cycle parking provision around the site area. A total of 150 existing cycle spaces would be lost during the market decant due to the location of the stalls during the works. The loss of cycle spaces are as follows:

- St Mary's Passage – 38 Sheffield stands (76 spaces)
- Fisher Square – 6 Sheffield stands (12 spaces)
- Sidney Street – 31 Sheffield stands (62 spaces)

16.2 Whilst there would be a loss this would be temporary and the cycle stands would be reinstated once the temporary market has ended. This can be secured by way of a suitably worded condition.

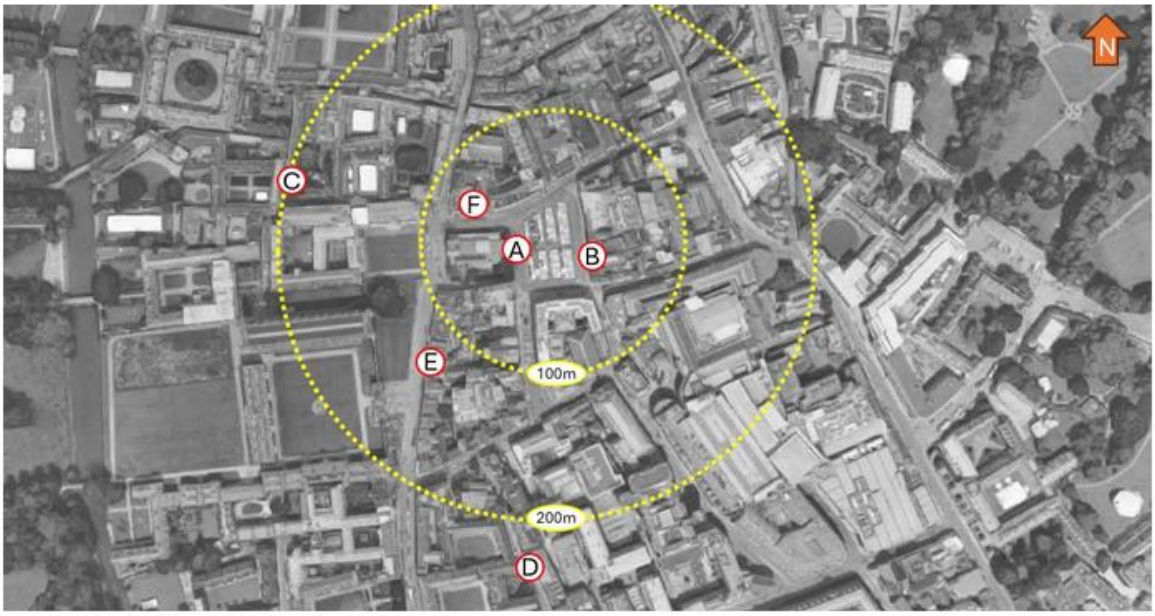
16.3 The transport statement has also specified that the existing 20 cycle spaces on Market Hill which would be lost by way of the works to the market approved under 25/04382/FUL would be retained during the decant period as the works directly to Market Hill would commence after the traders have returned to the Market Square

16.4 During the decant, the applicant is proposing additional temporary cycle parking for the duration of the Market Square works and an additional 150 spaces would be temporarily provided within the following locations:

- Market Hill – 54 spaces across the space
- Trinity Lane – 24 spaces opposite Trinity Hall Entrance
- Free School Lane – 24 spaces south of the existing cycle parking
- Kings Parade – 36 spaces within the loading bays on eastern side of the road
- St Mary's Street – 12 spaces in the current VOI parking area.

16.5 The below map and table have been taken from the submitted Transport Statement demonstrating the location of these spaces along with the distance as measured from Market Square.

**Figure 5.1. Proposed Temporary Cycle Parking Spaces – Location**




Source: Google Maps with KMC Annotation

**Table 5.5: Short List of Proposed Temporary Cycle Parking Spaces**

| Ref | Cycle Parking Location | Potential Max. No. of Spaces | Distance to Market Square |
|---|---|---|---|
| A | **Market Hill** – continuation of cycle parking along Great St Mary's frontage | 22 spaces | 0m |
| B | **Market Hill** – south of M&S | 32 spaces | 0m |
| C | **Trinity Lane** – opposite Trinity Hall Entrance | 24 spaces | 200m |
| D | **Free School Lane** – on carriageway, south of existing cycle parking | 26 spaces | 220m |
| E | **King's Parade** – in existing 2x loading/overnight Blue-Badge bays | 34 spaces | 220m |
| F | **St Mary's Street** – current VOI parking | 12 spaces | 40m |
| | **Total Spaces** | **150** | |

Source: KMC

16.6 Subsequently, subject to the provision of the temporary cycle spaces being provided for, there would not be an overall loss of cycle spaces within the city centre. However, it is acknowledged that the temporary spaces are located further away from the market and so would be less convenient.

16.7 The spaces on Market Hill, Kings Parade and St Mary's Street (A, B, E and F) would be in very close proximity to some of the temporary market locations, particularly the stalls along Kings Parade, St Mary's Passage and Petty Cury. The temporary spaces in these areas would total 100 spaces and officers consider that these spaces would adequately mitigate the significant loss of 76 spaces along St Mary's Passage. These spaces would also be located approximately 130m to 310m to the stalls along

Sidney Street so would work towards mitigating the loss of cycle spaces on Sidney Street.

16.8 However, the stalls on Trinity Lane (C) and Free School Lane (D) would be located further away from the existing market. Whilst the above diagram shows that both of these locations would not exceed 220m in distance, this is measured from Market Square and is as the crow flies. In reality someone parking their cycle along Free School Lane would need to walk approximately 250m to the stalls on Kings Parade and St Mary's Passage and up to approximately 400m to the stalls on Sidney Street. In regards to Trinity Street, a cyclist would have to have to walk approximately 170m to the stalls on Kings Parade and St Mary's Passage and approximately 470m to Sidney Street.

16.9 Whilst these distances are considered to be walkable distances they are significantly further away from the proposed market stalls than the existing spaces. In addition, these locations are outside of the primary shopping area impacting all users of the city centre and not just the users of the market stalls.

16.10 For these reasons, officers consider that these locations do not fully mitigate the loss of the existing cycle stands. However, Officers do acknowledge the difficulty in re-providing temporary cycle stalls due to the constrained nature of this area. It is also noted that the applicants have had discussions with key stakeholders including the Local Highway Authority, Active Travel Officers and Camcycle which is welcome. As the displacement would only be temporary, officers consider that although the provision of temporary spaces would not fully mitigate the loss, it would be unreasonable to refuse the application for this reason.

16.11 Third party comments regarding the impact of the cycle stands along Kings Parade and the impact on the loading bays are noted. However, the proposed stands would be located in disabled bays and not loading bays and therefore there would be no impact on the formal delivery arrangements along Kings Parade. The impact on the blue badge parking will be explained in more detail below.

16.12 The proposed cycle parking lies outside of the red line and therefore, the provision of the temporary cycle parking would need to be covered by Grampian condition. Officers consider it is reasonable to add a condition requesting the final details of the type and location of temporary cycle stands along with the details of the reinstatement of the existing cycle spaces within a reasonable timeframe following the removal of the

temporary market and the assurance that the existing cycle spaces would not be removed until the proposed temporary spaces are provided for.

16.13 The application has satisfactorily addressed matters relating to cycle parking. Subject to conditions, the proposal accords with Policy 82 of the Cambridge Local Plan 2018. and is consistent with NPPF Policy TR4.

### Car parking

16.14 The scheme would be car free which is acceptable within this city centre location.

16.15 However, the proposals would have an effect on the blue-badge parking arrangements within the city centre. The impacts include the loss of two blue badge spaces along Kings Parade and a Temporary Traffic Regulation Order (TRO) to some of the streets to extend restrictions to include Sundays.

16.16 The impact on blue badge parking by way of the temporary TRO is a matter for the Local Highways Authority and their TRO process which is separate to the planning process.

16.17 Two blue badge spaces would be removed from Kings Parade and would not be re-provided elsewhere within the city centre which is unfortunate. However, Kings Parade is already significantly restricted to motor vehicles with the anti-terrorism barriers being closed between 9:30 and 19:00 daily. As such, these two spaces are only available over night when the demand for parking is lower. In addition, the loss would be temporary. As such, officers consider that the impact of the loss of these spaces would be very low. This impact is considered within the planning balance.

## 17. Amenity

### Neighbouring properties

17.1 It is considered that the scheme would not have an unduly impact on residential amenity by reason of loss of light, loss of outlook, sense of dominance or loss of privacy.

### Environmental health impacts

17.2 The Council's Environmental Health Team have assessed the application and subsequent amendments and additional information. Whilst some changes have been welcomed such as the reduction of generators across

the site, they maintain concerns regarding noise and air quality in Sidney Street and Fisher Square.

Sidney Street

17.3 A 100kVA generator is being proposed in Sidney Street located to the southern section of Boots. The generator would be a Stage V Aggreko generator diesel powered and so would result in noise and air quality impacts. An acoustic enclosure would be provided but this would be open topped to allow exhaust gases to disperse.

17.4 Whilst a Noise Impact Assessment (NIA) has been submitted, it has been assessed against the 30kVA generator rather than the 100kVA and therefore the Environmental Health Officer has assumed that the Sidney Street Generator would result in a +10dB impact which is considered to be a significant adverse impact. The Environmental Health Officer has raised that due to the location this would have a detrimental impact on the offices above Lloyds Bank.

17.5 This additional noise created from the generator is noted and officers accept it would cause additional noise nuisance within the area. However, there are no residential properties within the immediate area and it has been located to reduce the impact on the two nearby churches which are a sensitive receptor. As such, it has resulted in an impact on the offices above Lloyds Bank. Officers have reviewed the floor plans of Lloyds Bank as submitted within the 2026 listed building application which do confirm there are offices above ground floor, however, due to the limited floor space available at higher floors, the number of offices are limited and the majority of the rooms are used as meeting rooms. As such, the amount of workers directly impacted would be limited.

17.6 Offices are generally classified as less sensitive receptors however, this does not mean that any adverse impact should not be considered. Whilst within the NIA the background noise was taken into account, it is acknowledged that any offices within a city centre would not be immune to above standard noise levels. This area of Cambridge is very busy and likely to have noise nuisances above the background noise such as servicing and deliveries, construction work and buskers.

17.7 As such, whilst harm to the offices on Sidney has been identified by way of noise from the generator officers consider that due to the small quantum of office space impacted, that offices are less sensitive receptors than other uses within the area, and the existing noise from a busy city centre location the harm would be considered low. This would be mitigated to some

degree by conditioning the hours of use of the generators and the level of harm is reduced as the scheme is only for a temporary period.

17.8 The Environmental Health Officer has not raised any concerns in regard to air quality or odour along Sidney Street.

Fisher Square

17.9 A 30kVA generator would be installed within Fisher Square and would be located against the blank wall of the public toilets to the eastern side of the space. Whilst this generator would create an additional noise source to the area, the Environmental Health has in principle not raised any concerns about this generator although they would like confirmation that the enclosed space has been considered within the NIA.

17.10 The Environmental Health Officer has greater concerns in regards to air quality and odour within this space. The submitted zoning plan demonstrates that hot food stalls would be located in this area and this, in conjunction with the generator could create an unhealthy level of emissions and odour.

17.11 The generator proposed is modern and includes low-emission technology and meets the EU Stage V regulations for non-mobile machinery which does help towards mitigating the emissions that it would create. However, the Environmental Health Officer concerns focus on the enclosed nature of the space. The area is limited in size and is surrounded by the Grand Arcade and car park to the south and east and the Corn Exchange to the west. These buildings are substantial in height. In addition, Fisher House and Guildhall Chambers which are two to three storeys in height are located to the north and so it is considered that the area is more enclosed.

17.12 The Environmental Health Officer's concern lies about the uncertainty over whether the hot food stalls and the generator would result in unacceptable levels of emissions and odours due to the enclosed nature of the site. This is acknowledged, however, planning permission would not override any Environmental Health Nuisance Complaints or any Health and Safety requirements. A complaints procedure has been included within the Management Plan which shows the applicants consideration of this issue. Whilst the Environmental Health Officer does not consider this to be robust enough at present as it is too reliant on the Council's existing services, an improved complaints procedure can be secured by way of condition.

17.13 There is only one sensitive receptor within Fisher Square which is Fisher House/ Fisher Hall. It is noted that there would be some impact on this

residential and religious property, however, this would be limited to day time only. Officers understand that the part of the building closest to the stalls is not residential, although due to its religious use it is considered sensitive. Any windows are high level reducing the level of impact. However, it is considered that there would be some low harm. This would be mitigated to some degree by conditioning the hours of use of the generators and robust complaints procedure and the level of harm is reduced as the scheme is only for a temporary period.

17.14 Whilst harm has been identified, officers acknowledge the constraints of Cambridge City Centre and of the whole application site consider that Sidney Street and Fisher Square would have the least impact on neighbouring sensitive uses. Officers acknowledge that some traders require electrical power and hot food stalls are part of the existing market and these need to be provided for. Therefore, on balance, the generators in these locations are considered to be justified. The low level of harm identified will need to be considered within the planning balance.

17.15 Third party concerns have been raised about hot food locations impacting sensitive uses. A zoning plan has been submitted showing that hot food would be restricted to Sidney Street and Fisher Square which is considered to have the least impact on sensitive uses. A condition can be added to ensure compliance with this zoning plan.

## 18. Third party representations

18.1 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

| Third party comment | Officer response |
|---|---|
| Traders not being listened to | Officers understand that the applicants have had regular dialogue with the market traders. The Planning Authority have consulted on the application and all responses considered. |
| Request to work with Great St Marys to limit disruption | The comments regarding the impact on Great St Mary's in terms of access and especially in relation to large events is not a planning consideration and the applicants should continue discussions with affected parties during the decant. |

**Human Rights Considerations**

18.2 Due regard has been given to the applicant's reasonable development rights and expectations, balanced and weighed against wider community interests, as set out in the Human Rights Act 1998.

**Public Sector Equality Duty**

18.3 As required by Section 149 of the Equality Act 2010, due regard has been given for the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people, insofar as these are material planning considerations, when considering this planning application.

## 19. Planning Balance

**Decision-Making Framework**

19.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF 2026 is a material consideration of considerable importance and should be read alongside the Development Plan.

19.2 The proposal has been assessed against the adopted Development Plan, relevant supplementary planning documents, consultee responses, representations received and all other material considerations. Officers have also assessed the proposal against the relevant national decision-making policies contained within the NPPF 2026 where relevant to the development proposed.

19.3 Officers have additionally had regard to the statutory duties contained within sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and have attached considerable importance and weight to those duties in reaching a recommendation.

**Benefits of the Proposal**

19.4 The proposal would provide the following benefits which attract positive weight in the planning balance:

- The provision of temporary market stalls within the existing primary shopping area is crucial to the vitality of the city centre,

- Provides the retention of opportunities for smaller businesses to trade which is considered essential to the range and choice of shopping within the city centre
- Aid in maintaining the local economy during the significant disruption from the development of the Civic Quarter
- Helps to retain jobs and livelihoods.

19.5 Collectively these benefits attract substantial weight in favour of the proposal.

**Harm and Areas of Policy Conflict**

19.6 Notwithstanding the above benefits, officers have identified the following adverse impacts:

- Low level of harm to the setting of the grade I listed Kings College Chapel, the Senate House and Church of St Mary the Great, the grade II listed church railings and the conservation area by reason of the location of stalls along Kings Parade and St Mary's Passage;
- Low level of harm to the existing offices in Sidney Street by reason of noise from the generator;
- Low level of harm to the air quality within Fisher Square due to the hot food stalls and generator;
- Low level of harm due to the relocation of cycle spaces to less convenient places;
- Low level of harm to pedestrian comfort within the affected streets

19.7 Whilst individually these attracted limited weight when taken together officers consider they attract low-moderate weight against the proposal.

## Overall Planning Balance

**Approval Version**

19.8 Having considered the Development Plan as a whole, the relevant provisions of the NPPF 2026, all consultation responses, representations received and other material considerations, officers conclude that the proposal accords with the Development Plan and is broadly consistent with the relevant national decision-making policies of the NPPF.

19.9 Whilst some limited adverse impacts have been identified, these are either capable of being satisfactorily mitigated through planning conditions and planning obligations or are insufficient, individually or cumulatively, to outweigh the identified benefits. Where heritage assets are affected, officers have attached considerable importance and weight to the statutory duties under sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and conclude that the identified public benefits outweigh the identified heritage harm.

19.10 Taking all matters into account, the benefits of the proposal attract greater weight than the identified harm. The proposal therefore represents sustainable development, accords with the Development Plan when read as a whole and is consistent with the relevant policies of the NPPF 2026.

19.11 Officers recommend that planning permission should be **GRANTED**.

## Recommendation

19.12 That the Committee resolves to **GRANT PLANNING PERMISSION** subject to**:**

-The planning conditions as set out below with amendments to the conditions as drafted delegated to officers.

## Planning conditions

1. The temporary market stalls and associated structures hereby approved shall be removed from the site (including any fixtures and fittings) within 14 days of the temporary market no longer being required or before 18 months of date of first installation, whichever is the earlier. The land shall be restored to conditions that exist on the site on the date of this notice.

   Reason: The proposal is for temporary planning permission.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Save for conditions 4 and 8 in relation to crossing points and Hostile Vehicle Mitigation, the development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

   Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

4. Notwithstanding the approved plans and prior to commencement of development on Sidney Street, details of the proposed crossing points along Sidney Street shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the details of the proposed build outs and visibility splays. The approved crossings shall be installed prior to the installation of any structures along Sidney Street and shall be maintained throughout the course of the temporary market. The visibility splays shall be maintained free from any obstruction exceeding 600mm in height above the adjacent carriageway.

   Reason: In the interests of highway safety in accordance with Policy TR6(4) of the NPPF 2026

5. Prior to the commencement of development, details of the cycle parking outside of the red line of development shall be submitted to and approved in writing by the Local Planning Authority. The cycle stands shall be installed prior to any removal of the existing cycle stands within the application site. Within 28 days of the removal of the temporary markets, the displaced cycle spaces shall be reinstated in

their original location unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure appropriate provision for the storage of cycles (Cambridge Local Plan 2018 policy 82).

6. Prior to commencement of development a final Market Decant Management Plan shall be submitted to and approved in writing with the Local Planning Authority. The proposal shall comply with approved management plan throughout the whole duration of the scheme.

   Reason: To ensure sufficient management of the decanted market in the interests of highway safety and environmental health in accordance with Policies 35 and 36 of the Local Plan 2018 and Policy TR6(4) of the NPPF 2026

7. Prior to the commencement of development, a Wayfinding Strategy shall be submitted to and approved in writing with the Local Planning Authority. The Wayfinding Strategy shall include market locations and existing business locations that are affected by the proposal. The approved strategy shall be in place prior to first use of the temporary market and shall be retained for the length of the temporary market.

   Reason: To ensure clear wayfinding for both traders and existing business to ensure that the viability of the city centre is retained (Cambridge Local Plan 2018 Policies 10 and 11)

8. Notwithstanding the approved plans, prior to commencement of development, final details of the layout of the Hostile Vehicle Mitigation (HVM) shall be submitted to and approved in writing by the Local Planning Authority. The location shall be informed following a Security Considerations Assessment, Operational Requirements for Hostile Vehicle Mitigation needs and a Vehicle Dynamic Assessment. The

HVM shall installed prior to the first use and shall be retained for the course of the temporary market.

Reason: To mitigate against potential harm from Vehicles as a Weapon Attack.

9. The barriers as shown within Sidney Street Vehicle Barriers dated 11.11.2026 shall be installed prior to the first use of the market stalls on Sidney Street and shall be retained for the length of the period of the temporary market unless otherwise agreed in writing by the Local Planning Authority.

   Reason: In the interests of highway safety in accordance with Policy TR6(4) of the NPPF 2026

10. The temporary market stalls shall only trade between the hours of 10:00 - 16:00 on any day.

    Reason: To protect the amenity of nearby properties in accordance with Policies 35 and 36 of the Cambridge Local Plan 2018.

11. The generators hereby permitted shall only operate between the hours of 09:30-16:30 on any day

    Reason: To protect the amenity of nearby properties in accordance with Policies 35 and 36 of the Cambridge Local Plan 2018.

12. The proposed demountable stalls shall follow the specifications in accordance with the Design and Access Statement unless otherwise agreed in writing with the Local Planning Authority.

    Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57)

13. The location of the types of traders shall comply with the zoning plan as shown on drawing CCQ-CPA-DM-00-DR-A-0110 Rev P03 ‘Proposed Decant Market Locations’ unless otherwise agreed in writing with the Local Planning Authority

    Reason: To protect the amenity of nearby properties in accordance with Policies 35 and 36 of the Cambridge Local Plan 2018.

14. The generators shall follow the specifications in accordance with the details within the ‘Response to Environmental Health Comments’ Rev P01 dated 10/11/2026 unless otherwise agreed in writing with the Local Planning Authority.

    Reason: To protect the amenity of nearby properties in accordance with Policies 35 and 36 of the Cambridge Local Plan 2018.