huntingdonshire

design development

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01 huntingdonshire sites





Huntingdon is a historic market town in Cambridgeshire. It consists of a lively town centre and market square The train station provides links to Petersborough and London, whilst the existing bus station provides local transport routes to neighbouring towns.



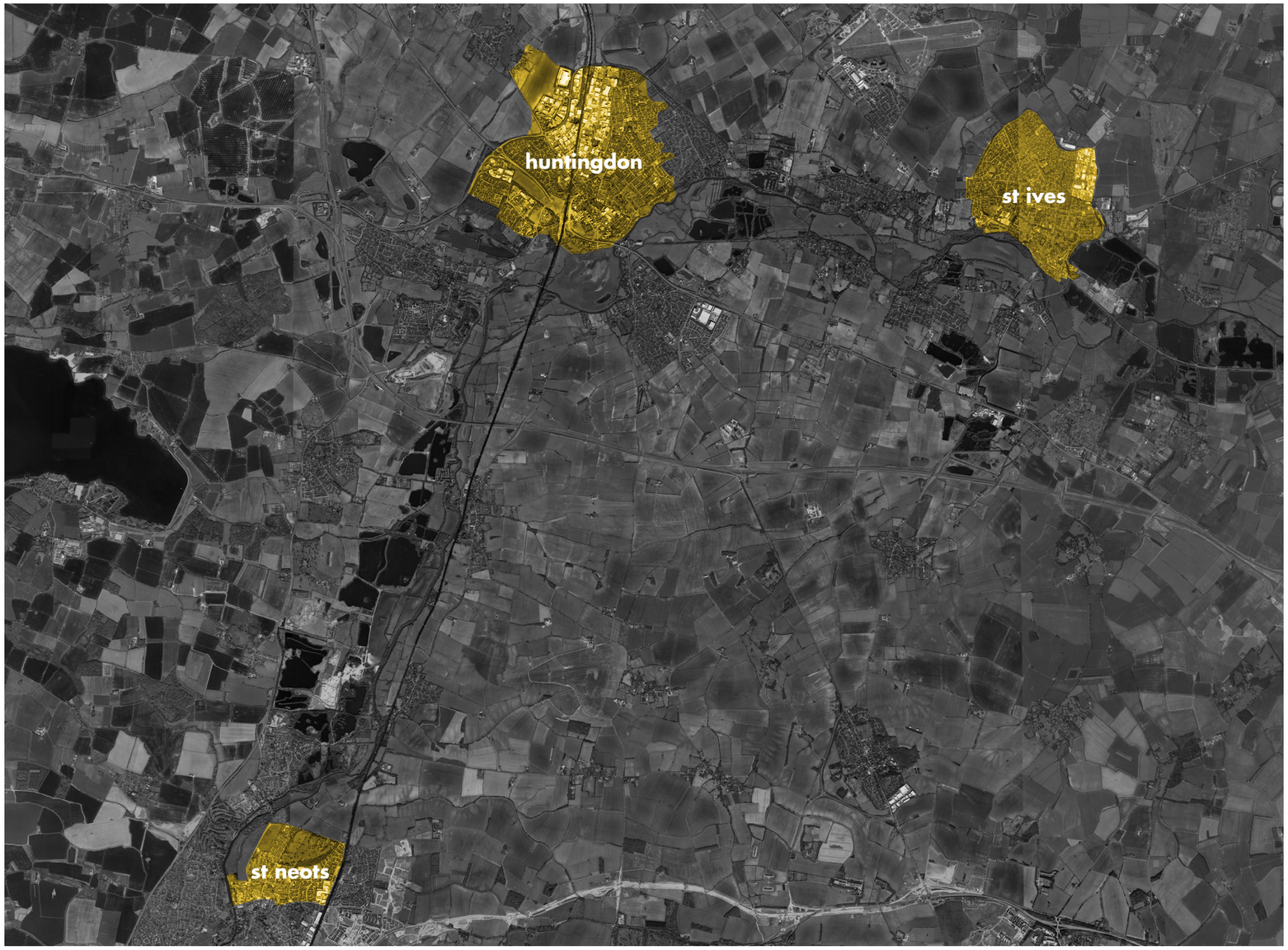


St Neots is the largest town in Huntingdonshire, straddling the River Great Ouse with a lively riverside and historic core. It grew from a medieval market and monastic site into a Victorian industrial town. Much like Huntingdon, train routes to London continue to make this town popular with commuters.





St Ives is also set on the River Great Ouse with scenic stone bridges and riverside walks. Historically the town grew around a medieval market and the cattle market. A regular street market still serves locals and visitors.



local vernacular









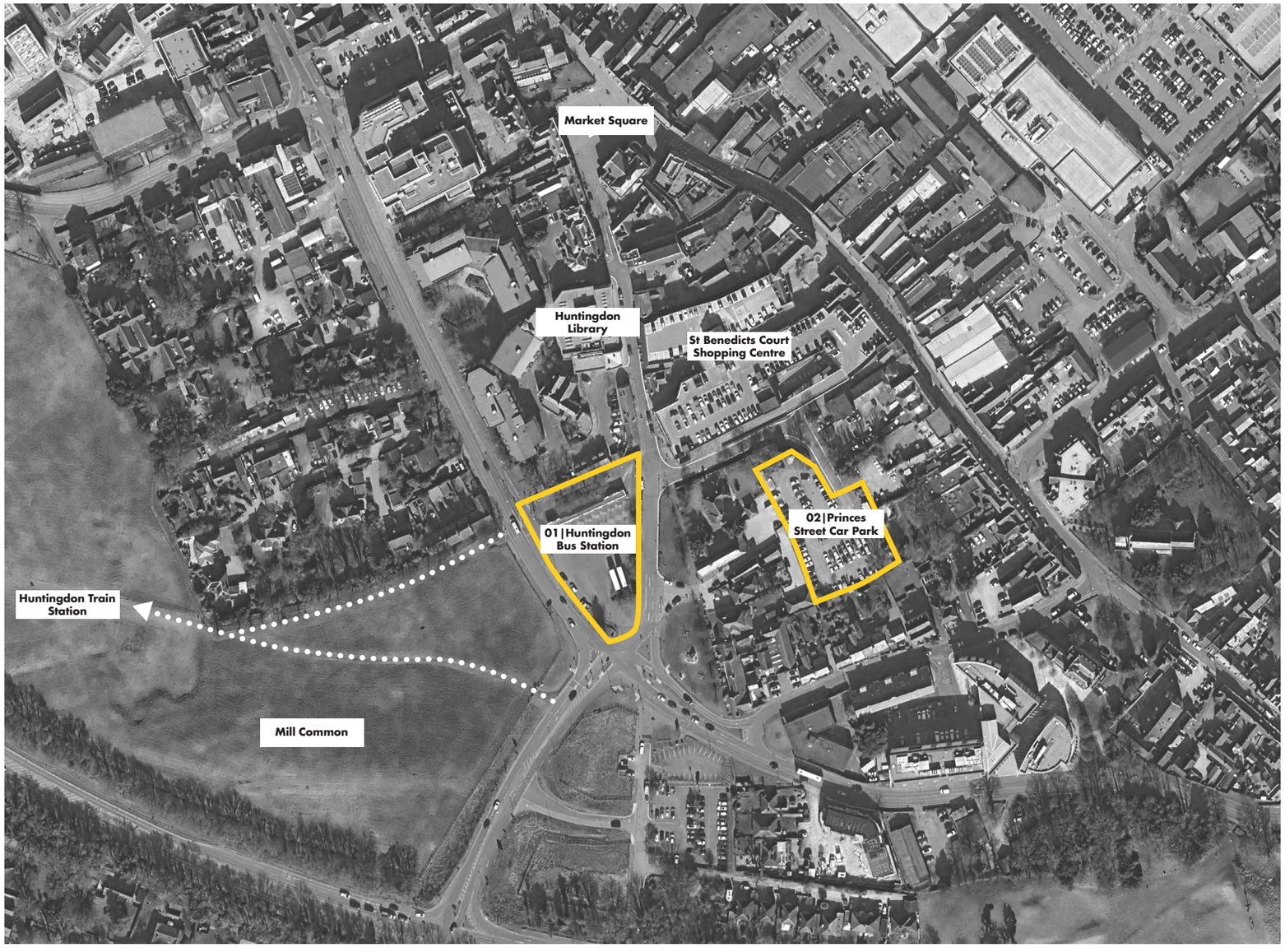




02 huntingdon







historic context



Huntingdon Town Hall Built in 1745 as a court house, the town hall sits in the historic market square and forms the centre of the market town and is grade II* listed.



Church of All Saints There has been record of a church at this site since 973AD. The existing building has been on the site since circa 1620 and is grade I listed.



The Cromwell Museum Originally built as a hospital, this 12th century building has held exhibitions relating to Oliver Cromwell since 1962. It is grade II* listed.



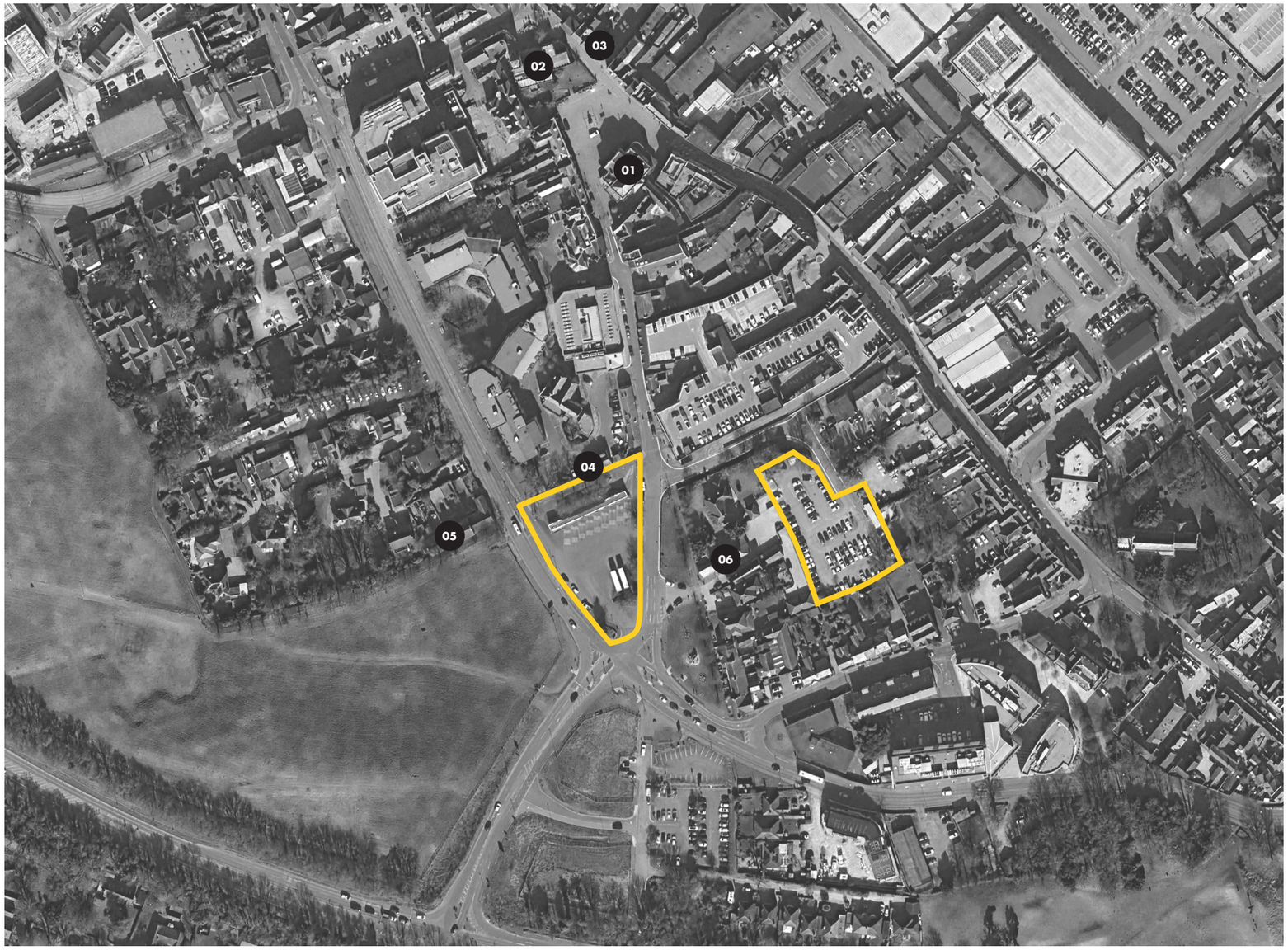
Garden Wall of Lawrence Court is grade II listed and runs to the north of the existing bus station.



The Walks A small row of grade II listed workers cottages to the west of the site that look out onto Mill Common.



St Mary's Parish Hall This active church hall sits between the two sites with historic links to the grade I listed St Mary's Church.



routes + connections

The pedestrianised high street is thriving, offering easy access to shops and cafés that spill onto the street and create a lively atmosphere. Connections to Princes Street and nearby residential areas through a network of smaller passageways allows for protected access to the high street. At present, the bus stop feels detached from the high street and poorly integrated with the rest of town. Given its connection to the pedestrian route leading to the train station, the bus station presents an opportunity for a gateway into the town centre. The existing Princes street car park could help to establish a pedestrian friendly route into the town centre via Literary Walk.



High Street is the centre of Huntingdon with a variety of shops and restaurants that keep this pedestrianised street busy and well used.



Literary Walk connects the high street to Princes Street car park. Despite recent murals, the route lacks natural surveillance and foot traffic.



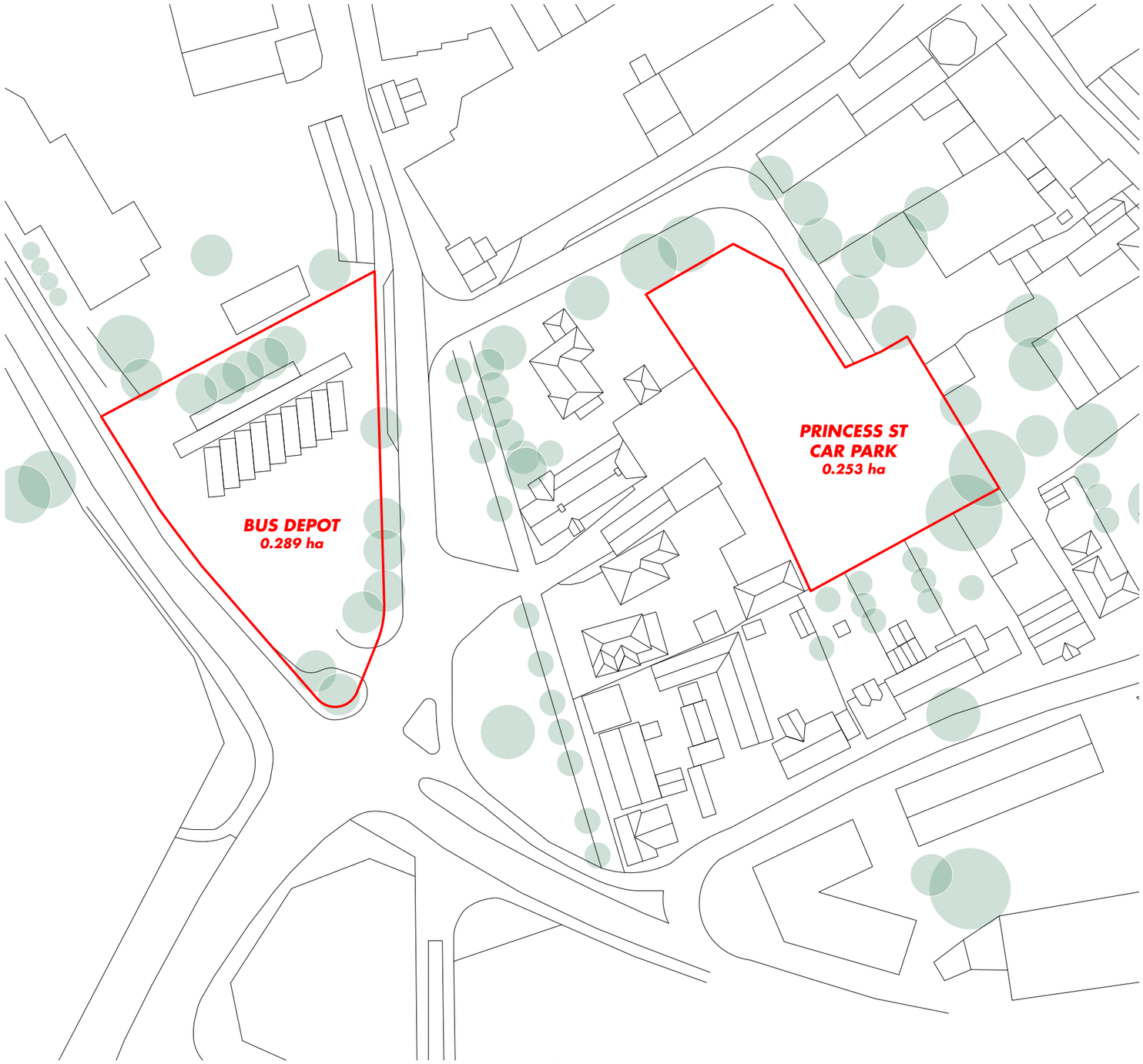
Walden Road despite a well used crossing point, the road does create a physical barrier between the town and routes to Huntingdon train station to the west. Could also create noise disturbances for new residents.



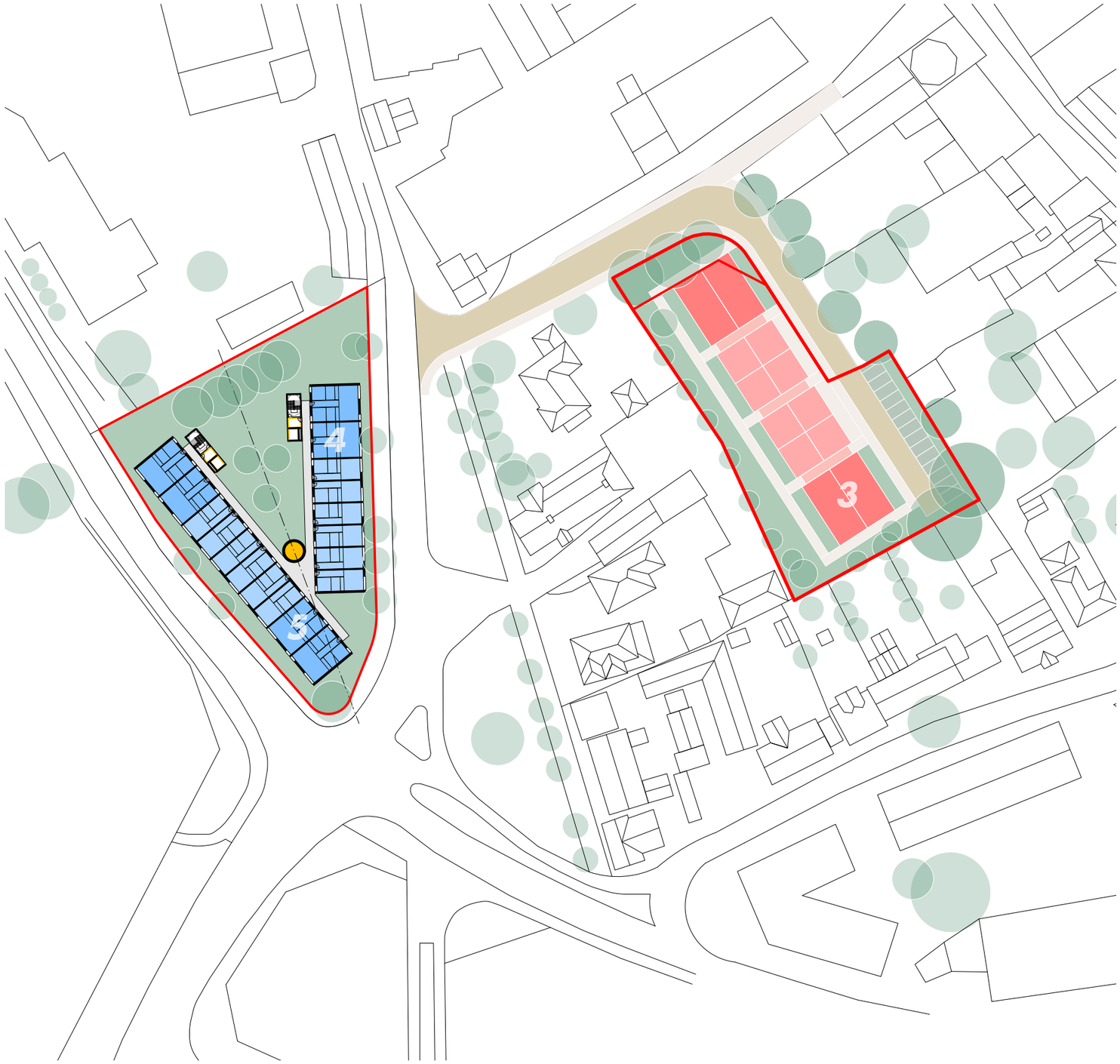
Princes St provides access for deliveries along high street and other residential areas in the town centre. This road is much quieter than Walden Street, but does not have a dedicated pedestrian crossing point.



existing sites



proposed sites



1b/2b

TOTAL 36

24 x 1b 66%
12 x 2b 34%

OTHER

residents parking (14)

APARTMENTS

1b/2b

TOTAL 78

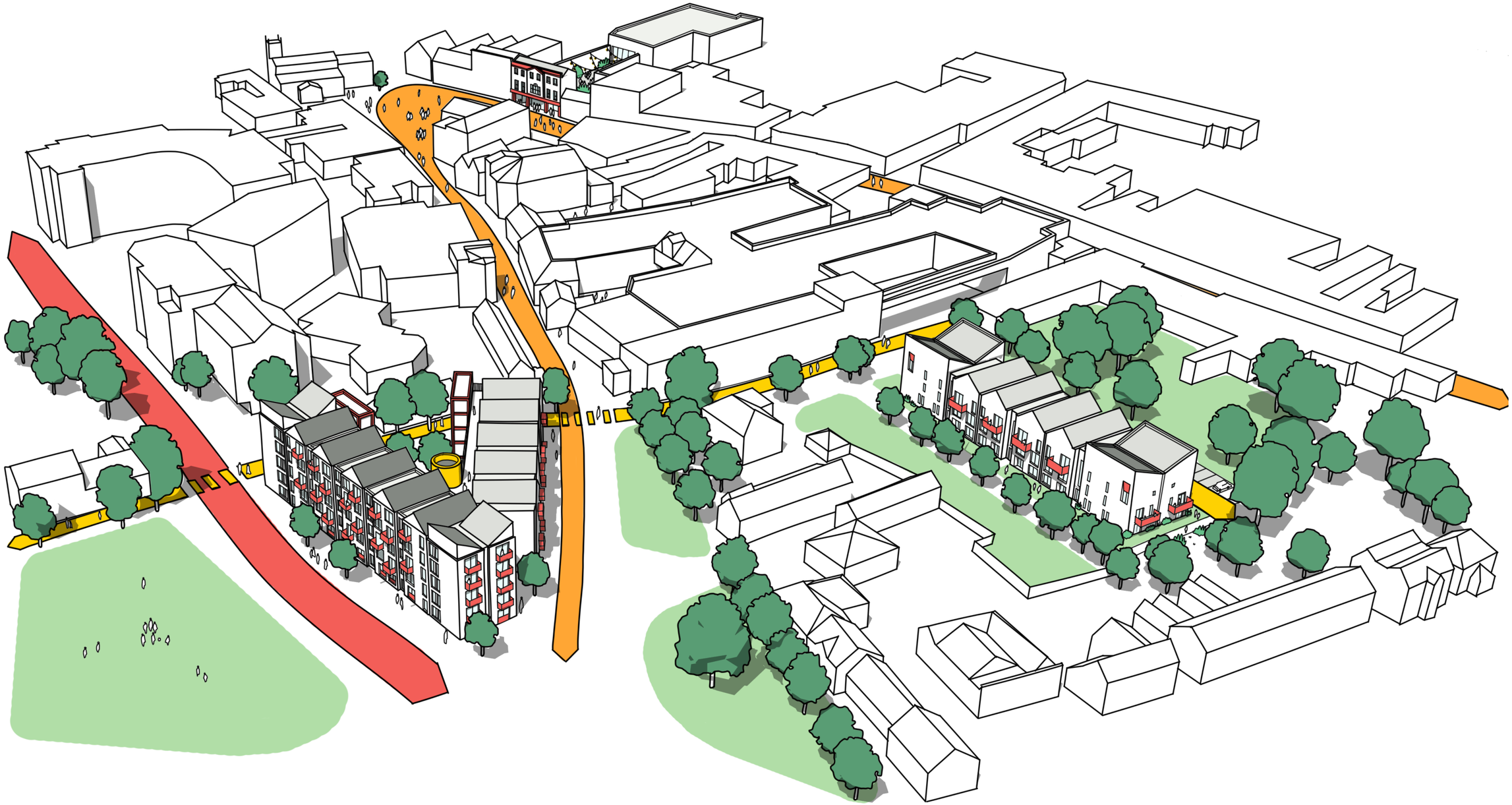
50 x 1b 64%
28 x 2b 36%

SUMMARY

TOTAL 114

74 x 1b 65%
40 x 2b 35%

site overview



site 01



1b/2b

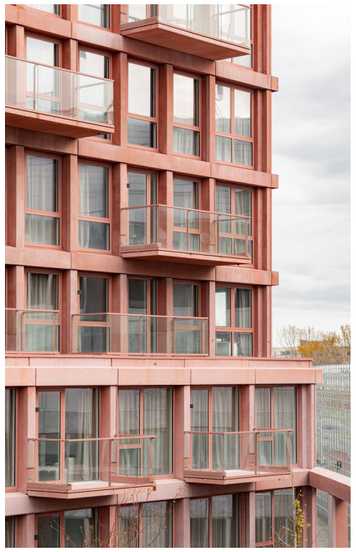
TOTAL	78
50 x 1b	64%
28 x 2b	36%

hectares	0.289
density	270 units/ha
height	4/5 storeys

precedents







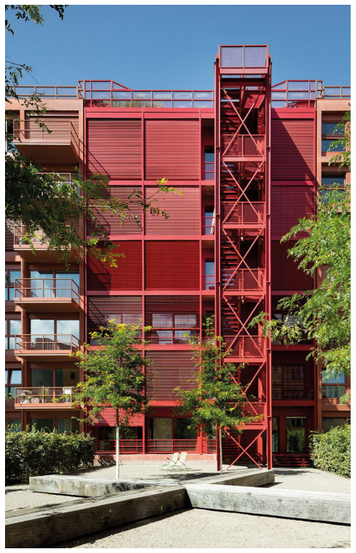












site 02



B-HAUS

1b/2b

TOTAL	36
24 x 1b	66%
12 x 2b	34%

OTHER

residents parking (14)

hectares	0.253
density	142 unts/ha
height	3 storeys

neighbourhood









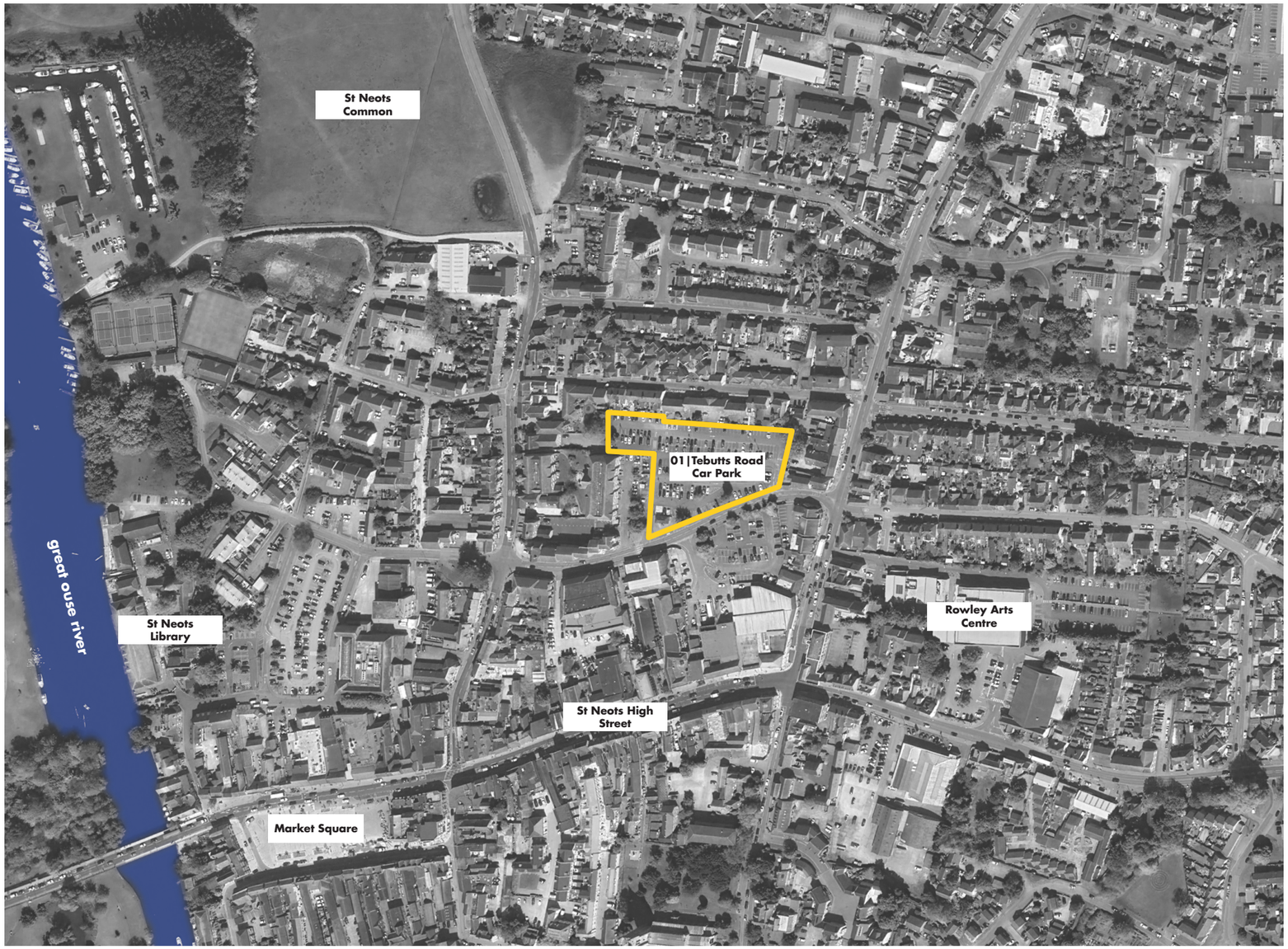






03 st neots


01


St Neots Common
01 | Tebutts Road Car Park
great ouse river
St Neots Library
St Neots High Street
Market Square
Rowley Arts Centre

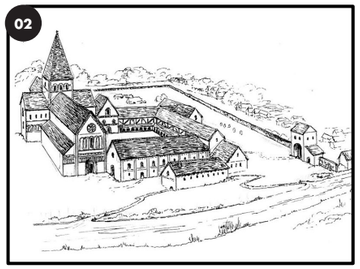
historic context

01



Paines Mill is a grade II listed flour mill, completed circa 1915. The building now provides supported accommodation for young people in the area.

02



(site of) The Priory of St Neots was dissolved by Henry VIII circa 1540. Despite much of the area now being built over, the site is listed as a scheduled monument.

03



Malthouse Following the fall of the priory, a brewery was constructed on the site. The malthouse was built in 1735 and is grade II listed.

04



Parish Church of St Mary is an anglican church with the earliest sections dating back to the 12th and 13th century. It is grade II* listed.

05

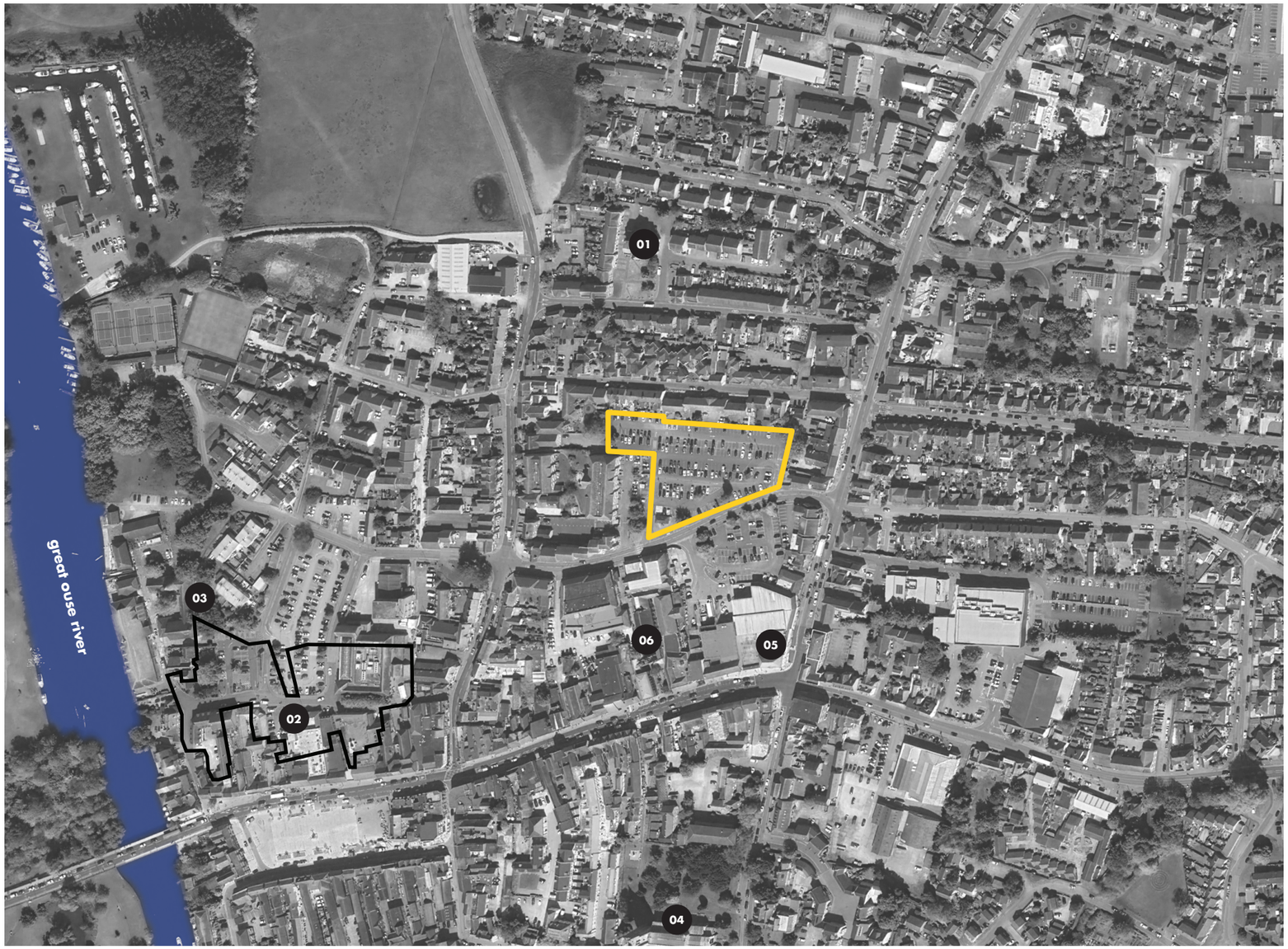


57, High Street was known as 'The George Inn' until 1910 and is grade II listed. More recently it was home to 'Beales' the department store but is currently vacant.

06



St Neots United Reformed Church Grade II gothic church completed in 1888 and designed by Edward Jabez Paine whose family also owned the mill in St Neots.



routes + connections

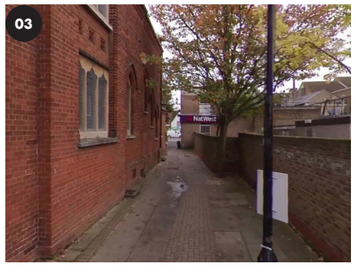
At present, Tebutts Road feel isolated with a lack of connection to the heart of the town. By creating new residential units and encouraging natural surveillance, Tebutts road can be integrated with existing pedestrian routes leading to the high street. Existing pedestrian routes to the north of town pass through the site, bringing pedestrains to the town centre. Residential units on this site will make the route feel safer and encourage its use.



Tebutts Road is primarily used for access and deliveries and suffers from a lack of natural surveillance, with residential units turning away from the street.



Tebutts Road Car Park is connected to Russell Street by a small alley. This also provides pedestrian access from the north of the town to the health centre and high street.



Moores Walk provides pedestrian access from Tebutts Road through to the high street and is lined by small businesses.



High St leads to the market square which forms the centre of the town and holds a fortnightly produce and craft market.



existing site



proposed site



APARTMENTS

1b/2b

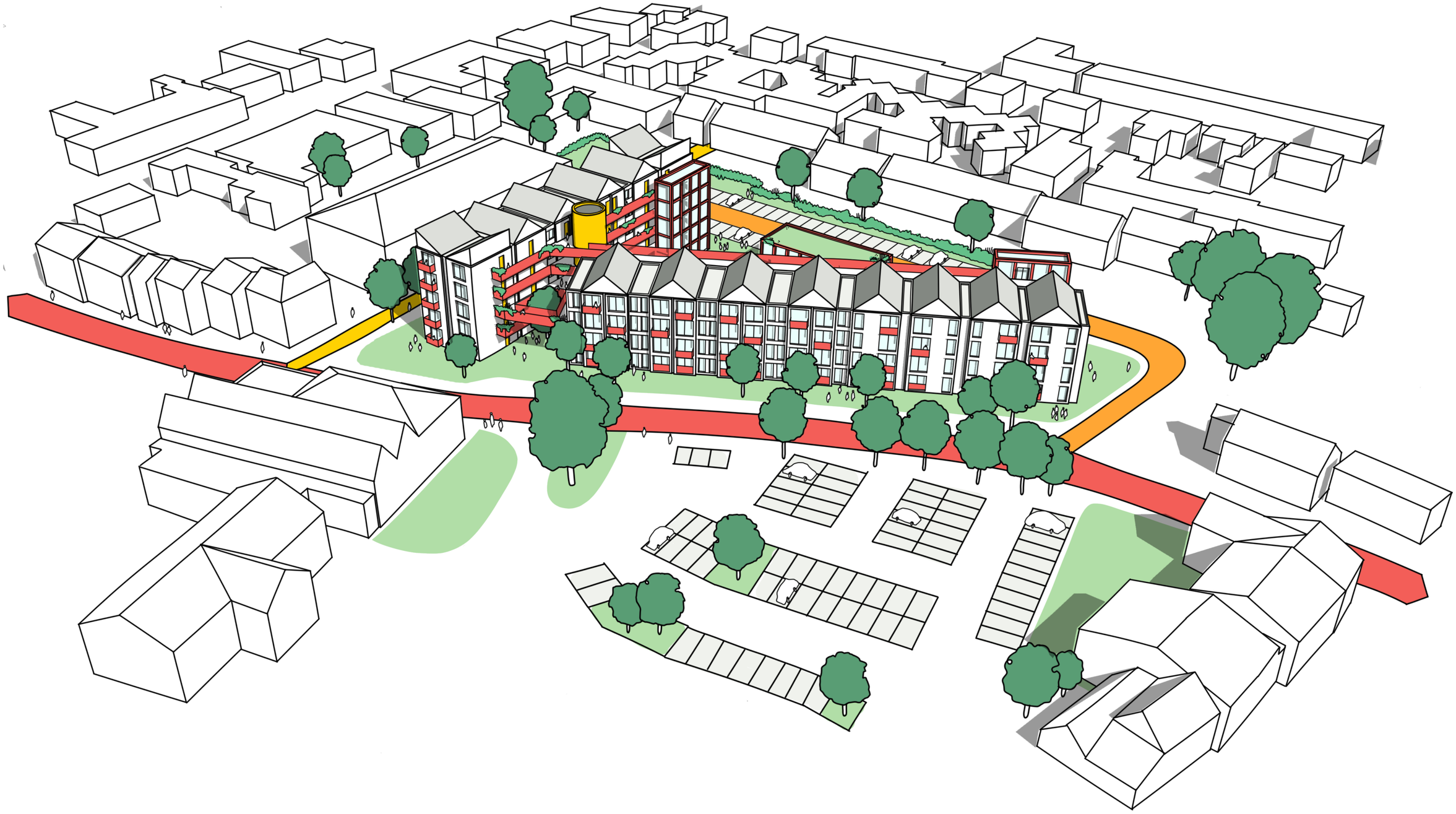
TOTAL	84
48 x 1b	57%
36 x 2b	43%

OTHER

residents + public parking (84)

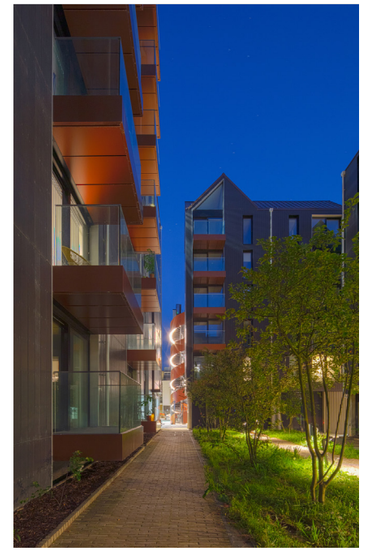
hectares	0.711
density	118 units/ha
height	4/5 storeys

site overview

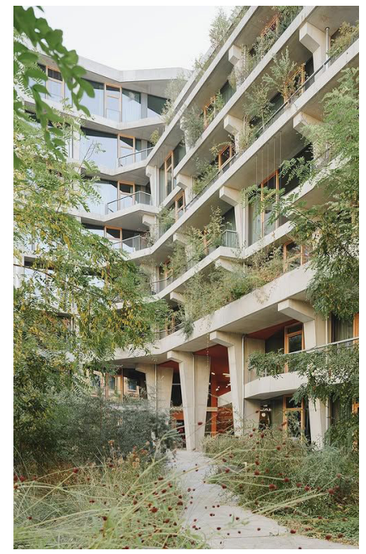


proposal











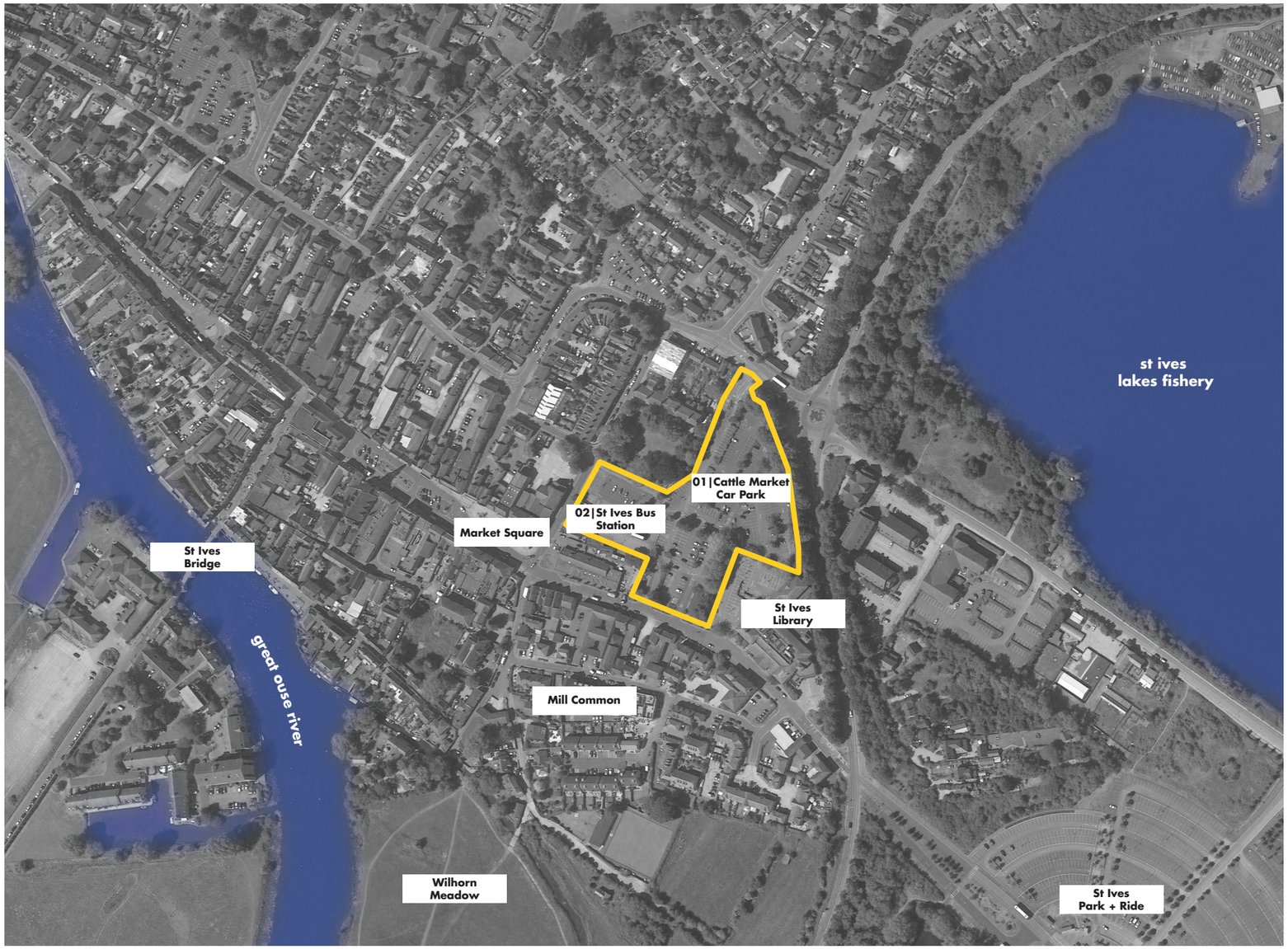
04 st ives

01



02





historic context

01



Entrance Gates to the Cattle Market which occupied the site from 1886 to 1976. The grade II listed gates now provide entrance to the bus station.

02



Cromwell Terrace Grade II Victorian terrace named after Oliver Cromwell who farmed at neighbouring Slepe Hall. The terrace is accessed through a private park.

03



Free Church is a grade II listed church built between 1864 – 65 to house united congregations of former Independent and Baptist Chapels.

04



The Corn Exchange opened in 1864 and is grade II listed. Today it is used for concerts, meeting and community events.

05

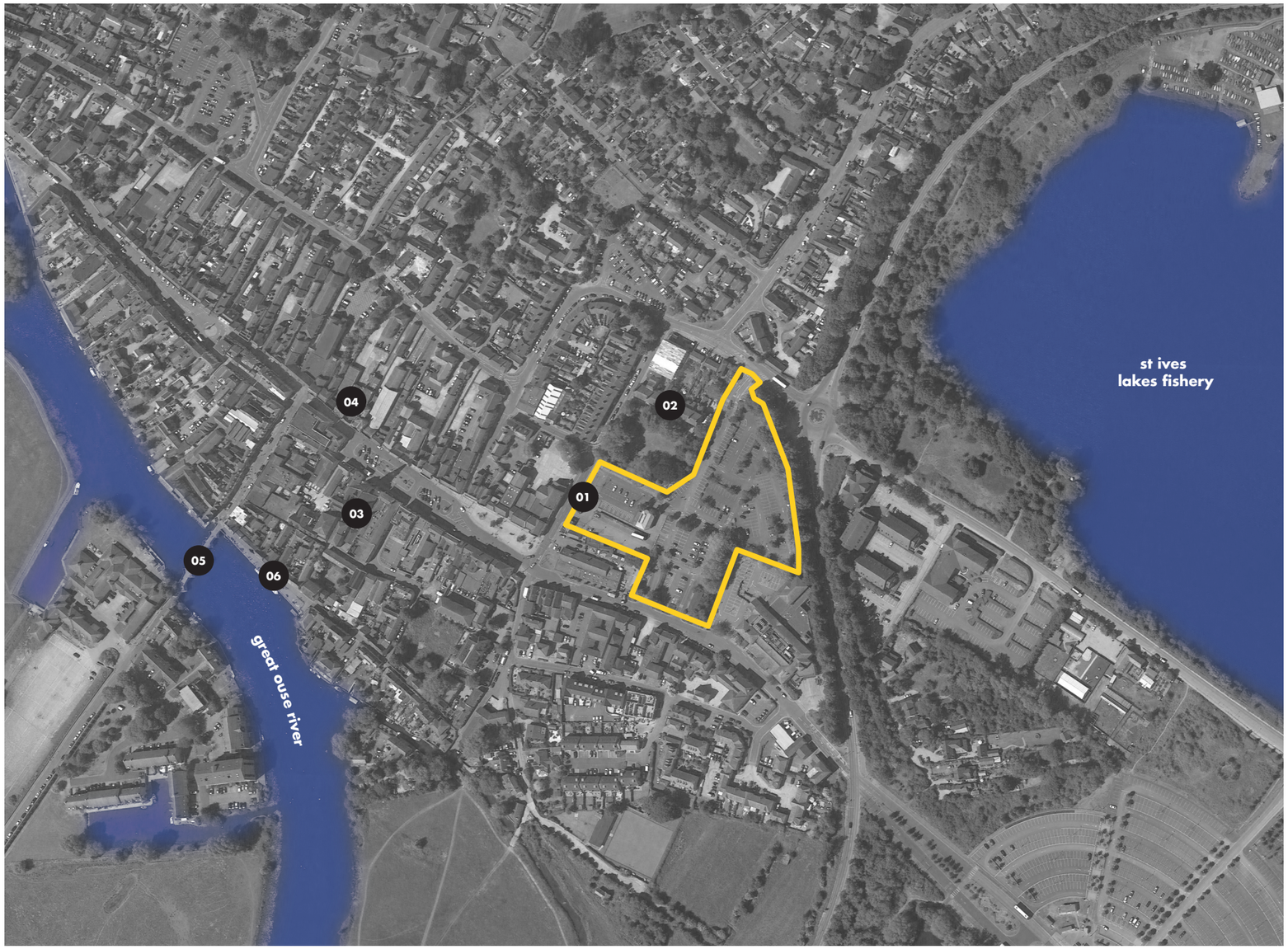


St Ives Bridge and Chapel The first known bridge crossed the river circa 1107. This stone replacement was completed in 1425, and a chapel was added in 1426. It is grade I listed.

06



The Quay is an active waterfront terrace made up of a series of grade II listed buildings that reflect the local vernacular.



routes + connections

Cattle Market car park and bus station have potential to provide St Ives with high quality housing and urban design that connects the north of the town with the busy market and high street. The integration of the existing bus station into commercial and residential space will create a new transport hub that is lively and benefits from natural surveillance. As a linear route, the new development will not compete with the existing market square. Pedestrian routes will allow foot traffic to move from Meadow Lane to the north of the site to the town centre.



Meadow Lane provides entrance to cattle market car park from the north of the town. However this entrance prioritises the car with no protected pedestrian access.



Cromwell Place provides egress for cars and buses from the Cattle Market. With direct links to Market Square, this route could be enhanced with retail units and green space.



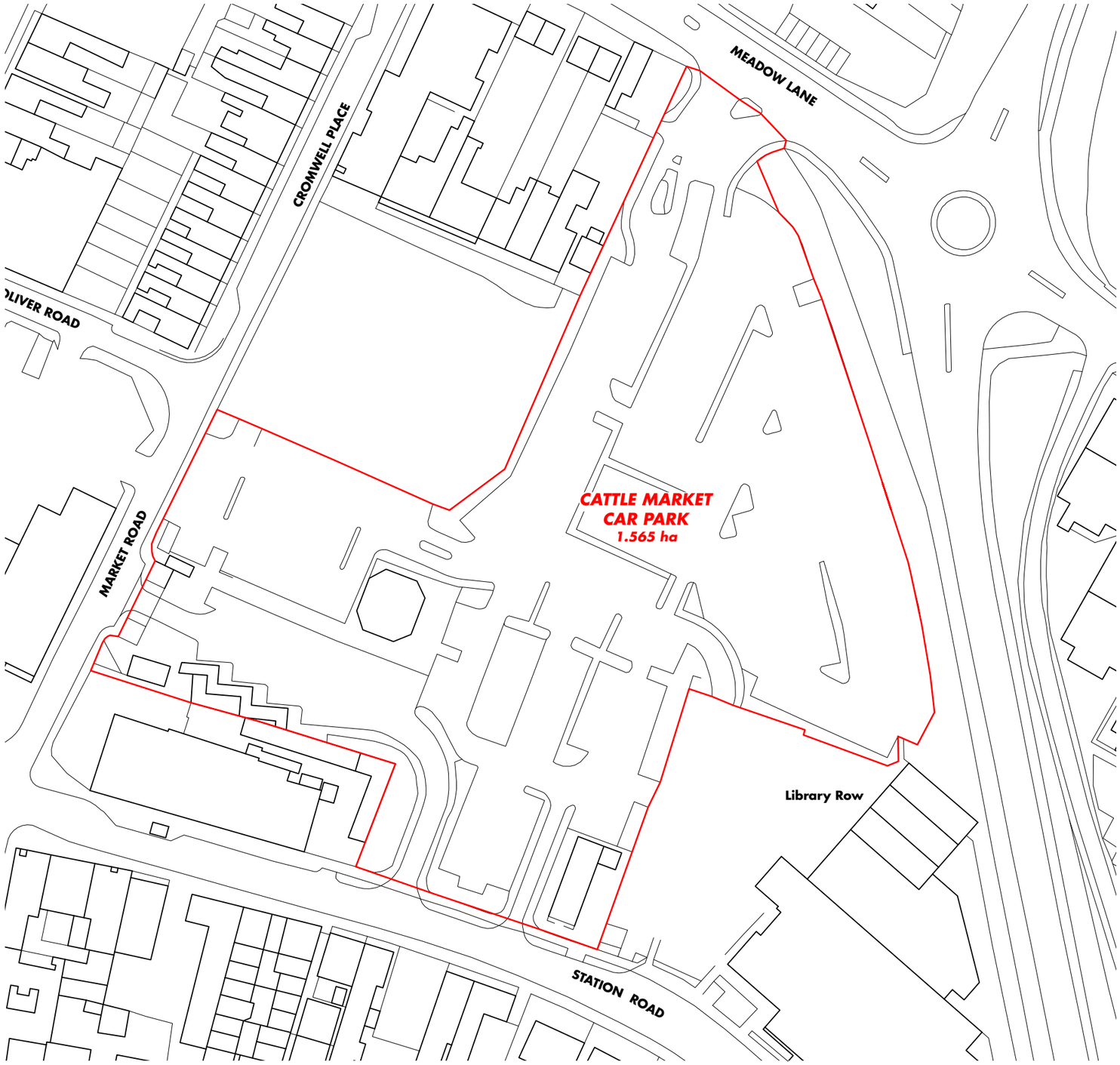
Market Square remains a lively space with weekly markets. The Cattle Market currently feels disconnected from the square.



Cattle Market Car Park prioritises cars with no pedestrian access or thoroughfare. Routes through the site could help connect the north of the town with the high street and market square.



existing sites



proposed ground floor



3b/4p

TOTAL 18

B-HAUS

1b/2b

TOTAL 44

44 x 1b 100%
00 x 2b 00%

APARTMENTS

1b/2b

TOTAL 88

43 x 1b 49%
45 x 2b 51%

OTHER

community - 250sqm

commercial - 860sqm

bus depot - 150sqm

14no makers units @ 18sqm

SUMMARY

TOTAL 150

87 x 1b 58%
45 x 2b 30%
18 x 3b 12%

proposed upper floors



3b/4p

TOTAL 18

B-HAUS

1b/2b

TOTAL 44

44 x 1b 100%
00 x 2b 00%

APARTMENTS

1b/2b

TOTAL 88

43 x 1b 49%
45 x 2b 51%

OTHER

community - 250sqm

commercial - 860sqm

bus depot - 150sqm

14no makers units @ 18sqm

SUMMARY

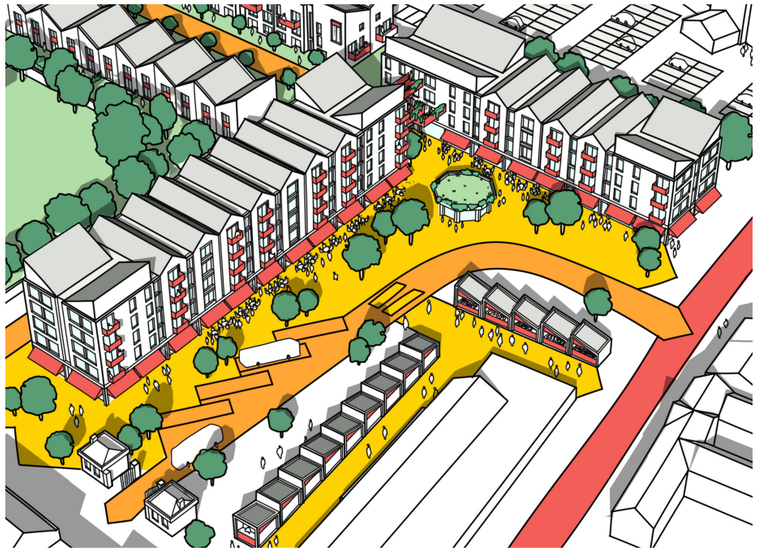
TOTAL 150

87 x 1b 58%
45 x 2b 30%
18 x 3b 12%

site overview



precedents

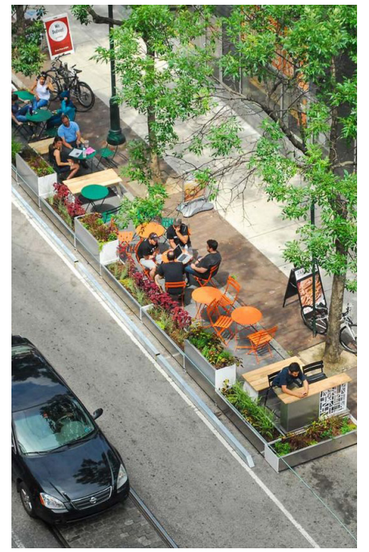














neighbourhood







