

APPENDIX B - LOCAL CENTRES AUDIT

1-6: District Centres

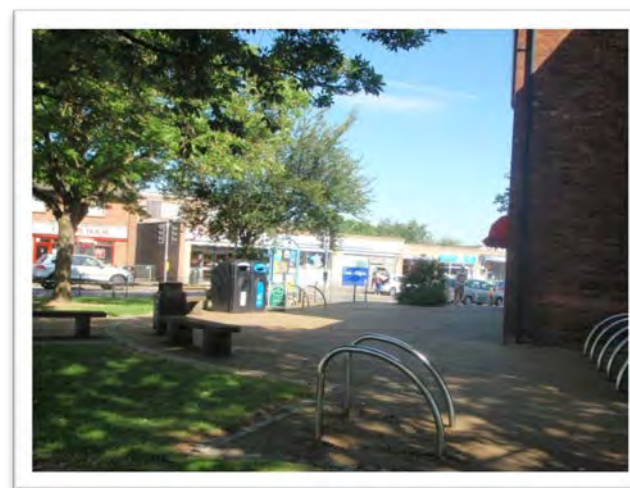
7-14: Local Centres

15-31: Neighbourhood Centres

No. CENTRE	HEALTHCHECK- EXISTING CONDITION	LOCAL PLAN POLICIES and PROPOSAL SITES	THRESHOLD (population above or below 6,000)	KNOWN INVESTMENT POTENTIAL ADDED VALUE	SUMMARY
<p style="text-align: center;">01</p> <p>Arbury Court</p>	<p>No presence/frontage to Arbury Road (arterial route) difficult vehicular accessibility, entrance to centre is unclear, poor level of legibility. Access from neighbourhood dominated by car park. Internalised and facing a central court, dark alleyways through buildings linking to surrounding areas. Healthy mix of shops, community facilities, places of worship, but laid in an ad-hoc way. Vertical mix residential flats overlooking court. Existing cycle racks unused, aged street furniture and paving. Day centre detached.</p> <p style="text-align: center;">3</p>	<p>Not part of an Opportunity Area, not near any proposals sites, however planned Cambridge North Academy.</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">962</p> <p style="text-align: center;">2</p>	<p>No planned investment at present</p> <p>Council owned. Leasing rate is good, all shops are rented.</p> <p>Recent planning approval of North Cambridge Academy opposite, so investment represents a good opportunity to support planned investment in education.</p>	<p>Would significantly assist with raising quality of character of environment and so potential use/activity.</p> <p>Planned North Cambridge Academy creates an opportunity to provide better pedestrian linkage and facilities/shops for young people</p> <p>Overall Score: HIGH (9)</p>



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<p style="text-align: center;">02</p> <p>Cherry Hinton High Street</p>	<p>Linear centre both sides along busy through route, some traffic calming measures;</p> <p>Many facilities but fragmented & car dominated. Poor crossroads leading to Leisure Centre and parking area.</p> <p>Poor pedestrian access (no direct routes across street, crossings difficult to navigate). On bus route</p> <p>Some on-street parking (limited to 30min), some off-street parking on Colville Road and dental centre</p> <p>Good mix of shops and community facilities - Cherry Hinton VC & library</p> <p>Vertical mix – residential above shops</p> <p>Community – pubs The Unicorn, 15 High Street (now a restaurant); Red Lion, 20 Mill End Road, Robin Hood, 1 Fulbourn Road</p> <p style="text-align: center;">3</p>	<p>GB3 & GB4 Employment uses</p> <p>within close proximity</p> <p style="text-align: center;">5</p>	<p style="text-align: center;">-94</p> <p style="text-align: center;">1</p>	<p>Funding proposed from City Council and landowner for environmental improvements (City Council part £92K)</p> <p>Part owned by Council (102-104)</p> <p>Good occupation rates</p> <p>Expected improvements for cycling & walking by County Council, planned budget of £250K.</p>	<p>Improvements would have significant benefits to centre as it is currently very much dominated by public highways. Proposals for the improvement of Rectory Terrace are already in the planning stages, and consultations, design work and delivery of cycle and pedestrian improvements by the County Council would help create a significant lift to this centre when taken together.</p> <p style="text-align: center;">Overall Score: HIGH (9)</p>



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<p style="text-align: center;">03</p> <p>Histon Road</p>	<p>Centre fragmented into 4 parts with no permeability or continuity of pedestrian routes Poor pedestrian access, lack of public realm in front of Aldi and Iceland Poor public frontage petrol station dominates frontage to Histon Road Accessible, on busy through route, bus stop nearby Off-street car parking well used, lack of cycle racks</p> <p style="text-align: center;">3</p>	<p>R1 Residential Histon Road, 32 dwellings R2 Residential Willowcroft, 78 dwellings R17 Residential Mount Pleasant House 50 dwellings R42 Residential Darwin Green NIAB 52.87ha, 1780 dwellings</p> <p style="text-align: center;">6</p>	<p style="text-align: center;">5298</p> <p style="text-align: center;">3</p>	<p>Likely improvements by County Council as part of wider improvements under City Deal. Shops and facilities in the area are well used already - improvements to the environment would help with the pedestrian experience but would require an integrated approach to the future design of Histon Road which may be realised via City Deal.</p>	<p>Improvements could create some benefit but a) would be largely on private land and not alter the parking/highways dominated nature of the centre and b) could be premature if future improvements via City Deal are realised</p> <p style="text-align: center;">Overall Score: HIGH (12)</p>

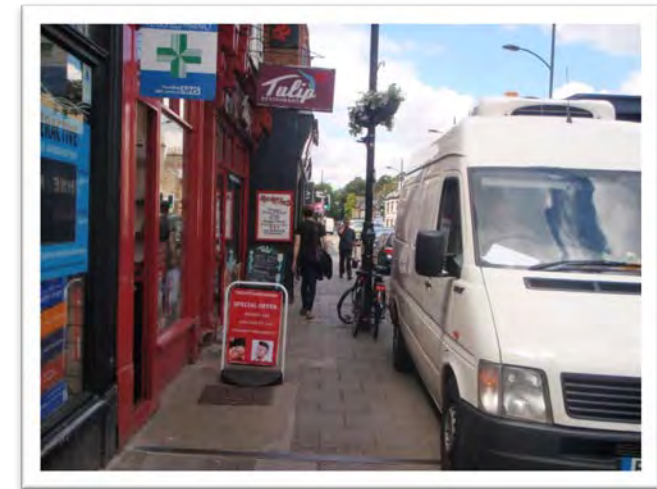


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<p style="text-align: center;">04</p> <p style="text-align: center;">Mill Road East</p>	<p>Linear centre, long stretch along both sides of Mill Road. Mainly fine grain narrow frontage shops, with a few larger units of community facilities and anchor stores. Very good mix of shops, services and community facilities. On a busy through route and bus route with frequent stops. No cycle lane and narrow footways along most part, with a few occasional setbacks providing public realm space. Very minimal on-street parking, limited to 30min, access mainly on foot. Serves a compact and higher density residential area. Few empty units at eastern end. Vertical mix – residential over shops, interspersed with residential terraces. Community – a wide range of facilities and services</p> <p style="text-align: center;">2</p>	<p>Policy 23 Mill Rd Opportunity Area</p> <p>R9 residential development Travis Perkins, 43 dwellings</p> <p>R10 Residential development Mill Road Depot 167 dwellings</p> <p>R12 Residential development Ridgeons, 245 dwellings</p> <p>R21 mixed Use 315-349 Mill Road, Brookfields, 128 dwellings + employment</p> <p>M2 Mixed use, Clifton Road 550 dwellings, 2 ha employment and leisure</p> <p style="text-align: center;">3</p>	<p style="text-align: center;">11,328</p> <p style="text-align: center;">3</p>	<p>Potential for future funding for traffic calming and cycleway improvements</p> <p>Improvements would have to be targeted to one key location as Mill Road is extremely long and a limited budget (of some £200K) would not provide significant benefit overall to such a long centre</p>	<p>This centre will at some stage require a comprehensive plan and investment, via a master plan for the public realm. This would need to be more significant than recurrent maintenance of the public highway. This is the intent in the new Draft Local Plan policy (Policy 23). There is potential for such a plan, and investment, to be realised as part of other initiatives, possibly including City Deal. This being said, there remains the need, long term, to make improvements to the public realm as pavements and crossings are very well used in Mill Road East and activity, foot fall and interest in living and enjoying the area are all high.</p> <p style="text-align: center;">Overall Score: MED (8)</p>

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<p style="text-align: center;">05 Mill Road West</p>	<p>Busy but narrow through route, bus route, no cycle lanes No traffic calming or pedestrian crossings Wide range of shops, community facilities and services on both sides. No loading bays, compromises pedestrian areas Footpaths generally narrow, few pockets with building setbacks but these spaces not fully utilised. pockets of gardens with good public realm Spill-out common - eating out and goods display. Some street clutter – A-boards, refuse bins, cycles on lamp posts Insufficient cycle racks on street, good solution to locate round the corner on side streets. No on-street parking, short stay at back of block accessed from side street Pockets mixed with residential Community – pub, street cafés culture, community buildings</p> <p style="text-align: center;">2</p>	<p>Policy 23 Mill Rd Opportunity Area</p> <p>R9 residential development Travis Perkins, 43 dwellings</p> <p>R10 Residential development Mill Road Depot, 167 dwellings</p> <p>M2 Mixed use, Clifton Road 550 dwellings, 2 ha employment and leisure</p> <p>M4 Residential, Police Station, 50 dwellings</p> <p>M14 Mixed uses, Station Road West 8.77ha including residential, and A and B classes and other amenities</p> <p style="text-align: center;">3</p>	<p style="text-align: center;">12918</p> <p style="text-align: center;">3</p>	<p>Potential for future funding for traffic calming and cycleway improvements</p> <p>Improvements would have to be targeted to one key location as Mill Road is extremely long and a limited budget (of some £200K) would not provide significant benefit overall to such a long centre</p>	<p>This centre will at some stage require a comprehensive plan and investment, via a master plan for the public realm. This would need to be more significant than recurrent maintenance of the public highway. This is the intent in the new Draft Local Plan policy (Policy 23). There is potential for such a plan, and investment, to be realised as part of other initiatives, possibly including City Deal. This being said, there remains the need, long term, to make improvements to the public realm as pavements and crossings are very well used in Mill Road East and activity, foot fall and interest in living and enjoying the area are all high.</p> <p style="text-align: center;">Overall Score: MED (8)</p>



Mill Road East



Mill Road West

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<p>06 Mitcham's Corner</p>	<p>Crossroads of busy through routes, Milton Rd bus route Gyratory intersections, noise pollution Strong pedestrian desire lines N-S and along/across Chesterton Rd but lacking pedestrian crossings overall Shared pedestrian/cycle path on east end of Victoria Rd – narrow, with conflicting points and obstructions on route, very narrow pedestrian path and no cycle route at river crossing section Off street parking at Staples, Co-op, Portland Arms; On-street parking on Milton Rd Lacking in cycle parking overall on Chesterton and Milton Rd. resulting in street clutter Spill out café on Milton Rd and Chesterton Rd Vacant office building and some units on Chesterton Rd, blank wall/boarded up building frontage on Victoria Rd</p> <p style="text-align: right;">3</p>	<p>Policy 21 Mitcham's Corner Opportunity Area</p> <p>R3 residential City Football Ground, 138 dwellings</p> <p>R4 Residential Henry Giles House, 48 dwellings</p> <p style="text-align: center;">4</p>	<p>4263</p> <p style="text-align: center;">3</p>	<p>Improvements to centre likely to come forward as part of City Deal funding linked to transport improvements for Milton Road/A10. Boathouse car park + toilets + office run by City Council Vacant units on Chesterton Road – office block, shops Boarded up building frontage on Victoria Rd Improvements to the area would add significant value to the look, feel and function of the area but will cost significantly more than the total cost of this programme, however some funding could act as “seed” funding.</p>	<p>It is expected that improvements to this District Centre will be progressed via City Deal. Further explanation of the overall suggested approach to this centre is provided in the main report.</p> <p>Overall Score: HIGH (10)</p>



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<p style="text-align: center;">07</p> <p>Arbury Road/ Milton Road</p>	<p>Linear centre along one side of busy vehicle and pedestrian thoroughfare, benefits from passing trade Good accessibility, bus stop nearby Good mix of shops, takeaway and services; anchor store Off-street parking available, but few bike racks Public realm fragmented and of lesser quality, in places compromised by loading bays and parking Vertical mix residential</p> <p style="text-align: center;">2</p>	<p>Policy 21 Mitcham's Corner Opportunity Area</p> <p>R3 residential City Football Ground, 138 dwellings</p> <p style="text-align: center;">3</p>	<p style="text-align: center;">2338</p> <p style="text-align: center;">3</p>	<p>Likely that improvements to Milton Road to be delivered via City Deal may support improvements to the public highway at least. Otherwise no planned investment known.</p>	<p>Generally well used local centre, however very traffic dominated (which would continue regardless of any future improvements to Milton Road) and likely that some of this the centre will benefit from public transport improvements to be delivered for Milton Road as part of City Deal</p> <p>Overall Score: MED (8)</p>



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<p style="text-align: center;">08</p> <p style="text-align: center;">Barnwell Road</p>	<p>Located on two sides of a busy and large roundabout, set back from the road. Benefits from passing trade and bus stop nearby, but direct pedestrian and cycle access and links across are lacking</p> <p>On-street and off-street parking available, some disabled parking near library</p> <p>Good mix of shops and community facilities</p> <p>Community - library and a public realm with seating area, fair condition and well used</p> <p>Vertical mix residential</p> <p style="text-align: right;">2</p>	<p>Policy 12 Area of Major Change Cambridge East Cambridge East Area Action Plan</p> <p>R5 Residential 35 dwellings</p> <p>R6 Mixed use Holy Cross Church Hall, Community facilities and 75 dwellings</p> <p style="text-align: right;">6</p>	<p style="text-align: center;">42</p> <p style="text-align: center;">2</p>	<p>Potential for long term improvements to Newmarket Road as a result of development Cambridge East</p> <p>Part City Council owned and working well</p> <p>Site next to McDonalds developed</p> <p>Could help moderate the impacts of the dominant highway infrastructure and so “add value” for local residents.</p>	<p>Potential centre for improvements to be realised as part of future City Deal works to Newmarket Road. Very highways dominated centre, unlikely to change over time.</p> <p style="text-align: right;">Summary Score: HIGH (10)</p>



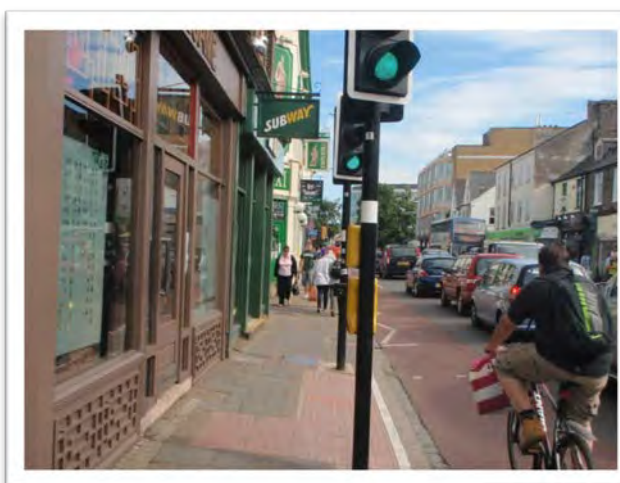
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<p style="text-align: center;">09</p> <p style="text-align: center;">Cherry Hinton Road East</p>	<p>Located on both sides of a busy thoroughfare and bus route and crossroads, benefits from passing traffic</p> <p>Good mix of shops, takeaway and services</p> <p>Good accessibility, bus stops, cycle route, pedestrian crossing</p> <p>Off-street parking to one side</p> <p>Vertical mix Residential</p> <p>Community – pub @The Rock, post office</p> <p style="text-align: center;">1</p>	<p>R7 Residential The Paddocks 123 dwellings</p> <p>R8 Residential Telephone exchange 33 dwellings</p> <p style="text-align: center;">5</p>	<p style="text-align: center;">769</p> <p style="text-align: center;">2</p>	<p>None known. Improvements could add some value to use of areas outside shops and so economic benefit to traders</p>	<p>This centre is one of three centres on Cherry Hinton Road. Parts of the pavement are dominated by car parking bays, however there facilities are understood to be well used. Compared to other centres the public realm in this location is generally good, making this centre a less than high priority at this time.</p> <p style="text-align: right;">Summary Score: MED (8)</p>



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<p style="text-align: center;">10</p> <p style="text-align: center;">Cherry Hinton Road West</p>	<p>Located on both sides of a busy thoroughfare and bus route/crossroads, benefits from passing traffic</p> <p>Good mix of shops, takeaway and services</p> <p>Good accessibility, bus stops, cycle route, poor pedestrian crossing</p> <p>On- and off-street parking available</p> <p>Residential above community uses</p> <p>Community – pub @The Rathmore Club</p> <p style="text-align: center;">1</p>	<p>Policy 24 Hills Rd corridor and railway station opportunity area</p> <p>R8 Residential Telephone exchange 33 dwellings</p> <p>M2 Mixed use, Clifton Road Area Industrial, office and leisure uses 550 dwellings, 2 ha employment and leisure</p> <p>M3 Mixed Use Michael Young Centre, 50 dwellings, 0.5 ha employment</p> <p>M14 Mixed uses, Station Road West including residential, and A and B class and other amenities</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">2984</p> <p style="text-align: center;">3</p>	<p>None currently planned, though redevelopment of the Clifton Road Area could lead to improvements as a result of off-site contributions on parts of Cherry Hinton Road which in turn could add some value to use of areas outside shops and so economic benefit to traders</p>	<p>As is the case with Cherry Hinton Road East, this centre is one of three centres on Cherry Hinton Road. Parts of the pavement are dominated by car parking bays, however there facilities are understood to be well used. Compared to other centres the public realm in this location is also generally good, making this centre a less than high priority at this time.</p> <p style="text-align: center;">Summary Score: MED (8)</p>



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<p>11</p> <p>Hills Road</p>	<p>Linear centre located along a busy vehicle and pedestrian thoroughfare, on a bus route and benefits from passing trade Very good mix of shops, takeaway, services, restaurants. Vertical mix – residential, services Public realm - narrow footways; some street clutter – bins, trolleys, signs; seating area in setback in front of bank No vehicle or cycle parking Parkers Piece and station nearby Community - The Emperor, Earl of Derby, The Flying Pig pubs</p> <p>2</p>	<p>Policy 20 Station Area west and Clifton Road Areas of major change; Policy 24 Hills Rd corridor and railway station Opportunity Area; E5 Employment uses 1, 7-11 Hills Rd</p> <p>M5 Offices and Education 20 dwellings</p> <p>R44 Betjamin House 156 dwellings</p> <p>3</p>	<p>1774</p> <p>3</p>	<p>Potential for City Deal funding in future.</p> <p>Will likely come forward as future investment/improvements to Hills Road corridor as part of City Deal.</p>	<p>Well used and accessible centre, but likely candidate for improvements as part of City Deal and as already set out in Policy 24 for a future opportunity area</p> <p>Summary Score: MED (8)</p>



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<p style="text-align: center;">12</p> <p>Hills Road / Cherry Hinton Road</p>	<p>Designation of a new District Centre on the basis of the number of retail and supporting uses in the area. Adjacent to the Cambridge Leisure Park.</p> <p style="text-align: center;">1</p>	<p>Policy 24 Hills Rd corridor and railway station opportunity area</p> <p style="text-align: center;">3</p>	<p style="text-align: center;">1381</p> <p style="text-align: center;">3</p>	<p>Part of Opportunity Area so City Deal funding potential in future.</p>	<p>Likely candidate for improvements as part of City Deal and as already set out in Policy 24 for a future Opportunity Area. Improvements to public highway would require integration with any detailed junction improvements.</p> <p>Summary Score: MED (7)</p>



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13 Newnham Road	Linear centre located along both sides of a very busy through route, narrow road Good mix of shops and restaurants Public realm – very narrow footpath, controlled pedestrian crossings On-street parking Community uses -The Granta Pub 2	No specific policies 4	-3691 1	None currently known	Heavily trafficked local centre on edge of city centre. Possible improvements likely to be minimal given pavement areas are the only areas of public realm that are used, and in most areas are in good condition. Summary Score: MED (7)



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<p style="text-align: center;">14</p> <p style="text-align: center;">Trumpington</p>	<p>Shops on both sides of Trumpington Road Crescent development on east side around green space with seating, petrol station and shops on west side but no direct pedestrian crossing Bus route with stops On street parking on Trumpington Rd and side street, no direct pedestrian route from parking Community – post office, park, seating area Vertical mix – Residential on top at crescent Limited no. of shops, vacant unit</p> <p style="text-align: center;">2</p>	<p>Southern Fringe Area Development Framework</p> <p>R42a Clay Farm 2250 du residential and community facilities 42b Trumpington Meadows 598 du residential 42c Glebe Farm 286 du residential M15 Cambridge Biomedical Campus, Including Addenbrooke’s Hospital NHS and private clinical biomedical and biotechnology within class B1, R&D Sui generis development, energy innovation centre</p> <p style="text-align: center;">3</p>	<p style="text-align: center;">4782</p> <p style="text-align: center;">3</p>	<p>None currently planned, Council owned Units 1-6</p>	<p>This centre is located in between significant new development occurring on the fringes of Trumpington. As such, it is likely that in time the centre will benefit from increased activity and footfall in the general area. The green in front of shops is used from time to time for community events already.</p> <p style="text-align: right;">Summary Score: MED (8)</p>



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<p style="text-align: center;">18</p> <p>Adkins Corner</p>	<p>Situated on crossroads, accessible and convenient location on bus/cycle route. Good mix of shops and services, garage operation takes up large space</p> <p>Lacks direct pedestrian connection at crossroads</p> <p>Bus stop and off-street parking, few cycle racks;</p> <p>Public realm with green space, mature trees, some seating, but could be improved.</p> <p>Some vertical mix of uses</p> <p style="text-align: center;">2</p>	<p>R7 Residential The Paddocks 123 dwellings</p> <p>R8 Residential Telephone exchange 33 dwellings</p> <p style="text-align: center;">6</p>	<p style="text-align: center;">1687</p> <p style="text-align: center;">3</p>	<p>No current investment known. Added value would be realised, though there is already a range of centres along the westerly end of Cherry Hinton Road</p>	<p>Potential candidate for inclusion in the programme as a) it is a well used centre on a busy route, b) has pedestrian areas set well back from the public highway and c) is close to development sites and benefits from a high population footfall.</p> <p style="text-align: right;">Overall Score: HIGH (11)</p>



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<p style="text-align: center;">19</p> <p style="text-align: center;">Akeman Street</p>	<p>Small centre with good mix of shops Community board, Community rooms and children's centre Public realm could be improved Off-street parking Vertical mix residential</p> <p style="text-align: center;">2</p>	<p>R2 Residential Willowcroft, 78 dwellings</p> <p>R3 residential City Football Ground, Milton Road, 138 dwellings</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">509</p> <p style="text-align: center;">2</p>	<p>Potential for redevelopment mixed residential/retail City Council owned, partly run by Community Services.</p> <p>Potential for funding from Strategic Housing</p>	<p>Some potential for improvement to public realm but area involved would be quite limited e.g. pedestrian zone in front of shops. Likely expenditure would therefore be relatively minimal compared to other centres.</p> <p style="text-align: center;">Overall Score: MED (8)</p>



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<p style="text-align: center;">20</p> <p style="text-align: center;">Campkin Road</p>	<p>Quiet residential area, centre set back from road on a corner, good visibility and good access across road</p> <p>Good mix of shops - anchor store, takeaway</p> <p>Convenient on-street parking</p> <p>Good quality public realm, seating, park & play area nearby</p> <p>Community – seating area, The Jenny Wren acts as a community hub</p> <p>Vertical mix residential</p> <p style="text-align: center;">1</p>	<p>Policy 14 Northern Fringe East Area of major change at the railway sidings</p> <p>M1 Mixed use 379-381 Milton Road 95 dwellings 0.53 ha employment</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">-1182</p> <p style="text-align: center;">1</p>	<p>None currently known but potential for parallel investment from Northern Fringe East Area of major change at the railway sidings</p> <p>Protected open space</p> <p>Parade and forecourt City Council owned</p>	<p>Neighbourhood Centre which generally works well overall and has good tenancy of shops. Some improvements already undertaken to shop forecourt some years ago.</p> <p style="text-align: center;">Overall Score: LOW (6)</p>



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<p style="text-align: center;">21</p> <p>Carlton Way</p>	<p>Good accessibility, on a bus route and bus stop 50m</p> <p>Small centre with limited number of shops, well used anchor shop</p> <p>Community - pub (Carlton Arms)</p> <p>On- street parking available, off-street for pub</p> <p>Vertical mix residential</p> <p style="text-align: center;">1</p>	<p>R3 residential</p> <p>City Football Ground, Milton Road,</p> <p>138 dwellings</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">1546</p> <p style="text-align: center;">3</p>	<p>None currently known</p> <p>City Council owned, generally successful small centre overall</p>	<p>Small neighbourhood centre with anchor store and small pedestrian fore court. Cost of improvements likely to be relatively small, though may encourage greater use of fore court.</p> <p>Overall Score: MED (8)</p>



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<p style="text-align: center;">22</p> <p>Chesterton High Street</p>	<p>Long centre with small frontages of shops along a busy thoroughfare, interspersed with residential uses Benefits from passing traffic Good accessibility on foot, bus, cycle, car Good mix of shops, services and takeaway Some on-street parking available, cycle parking available on street Community – post office Public realm could benefit from improvement, shared pedestrian /cycle route</p> <p style="text-align: center;">2</p>	<p>Parts fall within Chesterton and Chesterton Ferry Lane Conservation areas</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">4005</p> <p style="text-align: center;">3</p>	<p>None known at this time though possible in future. Units 97-101 City Council owned.</p> <p>Busy pedestrian and cycle route – environment could benefit from improvement e.g. by a well defined and continuous shared-pedestrian/cycle area and pedestrian crossings.</p> <p>Many buildings are residential conversions</p>	<p>Very long, lineal neighbourhood centre which would require targeted improvements to specific areas along the street. Any solution would require an integrated approach with the public highway and need to consider creating linked pedestrian areas and landscape.</p> <p style="text-align: right;">Overall Score: HIGH (9)</p>



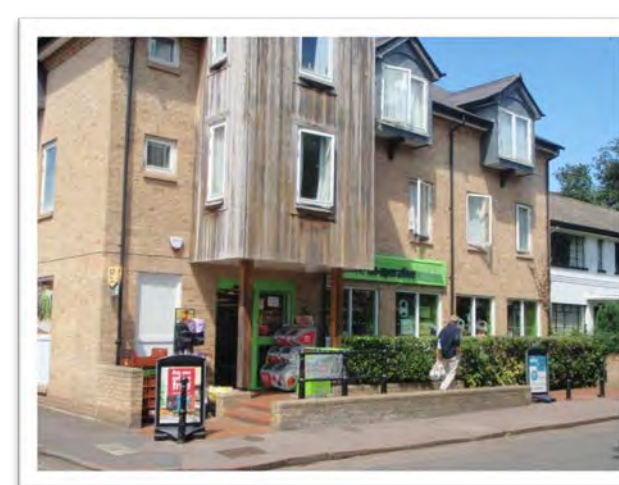
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<p style="text-align: center;">23</p> <p style="text-align: center;">Ditton Lane</p>	<p>Small neighbourhood centre on a busy thoroughfare On-street parking available Accessibility – constrained pedestrian realm, poor crossings Community - medical centre nearby</p> <p style="text-align: center;">2</p>	<p>R6 Mixed use Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, 1.01ha Community facilities and 75 dwellings; close to proposed Wing development planned north of airport</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">-1777</p> <p style="text-align: center;">1</p>	<p>None currently known</p> <p>City Council owned, functions well overall</p>	<p>Limited scope for improvements to pedestrian realm given small area of centre. Significant portion of area is to the rear of shops. Limited population to support centre, though it is located on a busy and well trafficked route.</p> <p style="text-align: center;">Overall Score: MED (7)</p>



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<p style="text-align: center;">24</p> <p>Fairfax Road</p>	<p>Small neighbourhood centre in a quiet higher density residential area</p> <p>Limited mix of shops, empty units on ground and first floor</p> <p>Challenging access due to one-way streets, lack of direct pedestrian routes</p> <p>Off-street parking available, but difficult to access</p> <p>Public realm – mature vegetation and seating but segregated from centre</p> <p style="text-align: center;">2</p>	<p>Policy 23 Mill Rd Opportunity Area</p> <p>R12 Residential Ridgeons/Cromwell Rd, 245 dwellings</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">272</p> <p style="text-align: center;">2</p>	<p>None currently known but could be potential for off-site improvements on Cromwell Road resulting from development of R12 site</p> <p>Potential for added value – likely sustained foot fall in the area and good population threshold within 800m</p>	<p>Small forecourt to shops but confluence of streets creates complex movement patterns in front. Review of road layout/roundabout would be desirable to enable full benefits of programme improvements to be realised.</p> <p>Overall Score: MED (8)</p>



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<p style="text-align: center;">25</p> <p>Grantchester Street (Newnham)</p>	<p>Small neighbourhood centre, very compact on narrow streets and predominantly residential conversions</p> <p>Good accessibility on foot and cycle</p> <p>Limited range of shops, small corner shops and residential conversions</p> <p>Anchor store with residential above</p> <p>No car or cycle parking</p> <p>Community – small seating area at corner</p> <p style="text-align: center;">1</p>	<p>Policy 25 Old Press/Mill Lane Opportunity Area</p> <p>Subject to a Masterplan, mixed use incl. up to 6000sqm commercial, 150 units (200 student), hotel (75 room), other 1000sqm</p> <p>U1 University Old Press/Mill Lane, 2.00ha Up to 150 dwellings, up to 6,000 sqm Commercial use, up to 75 Bedroom hotel and up to 1,000 sqm other uses</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">-3065</p> <p style="text-align: center;">1</p>	<p>None currently known</p> <p>Relatively small local centre with public realm in generally good condition. Likely added value would be limited, however currently a well used and well located centre.</p>	<p>This centre is relatively popular and experiences a high degree of activity due to established population, high student population in the general area and good location on key route into the city. Condition of centre is generally good already.</p> <p style="text-align: right;">Overall Score: LOW (6)</p>



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<p style="text-align: center;">26</p> <p>Green End Road</p>	<p>Located at a busy crossroad, but somewhat fragmented by roadway. Accessibility - pedestrian crossings not ideal, buildings set-back and no clear pedestrian space Good mix of shops and services Community uses available but lack of integration to rest of centre Off-street parking available Lacking clear definition of pedestrian space and direct pedestrian crossings</p> <p style="text-align: center;">2</p>	<p style="text-align: center;">None</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">325</p> <p style="text-align: center;">2</p>	<p>None currently known</p> <p>Some benefit possible from improvements as fragmented nature of centre could be “mended” through public realm enhancements to carriageway etc.</p>	<p>This centre is somewhat bisected by its location straddling Scotland Road and with forecourts dominated by parking. There are no proposed parallel investments or proposals sites in the vicinity.</p> <p>Overall Score: MED (8)</p>



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<p style="text-align: center;">27</p> <p style="text-align: center;">Hawthorn Way</p>	<p>Located along a busy through route at an intersection with quiet residential street; fragmented structure to the centre Limited mix, anchor and services; Large empty unit Set-back from the road with off-street parking Public realm in poor condition - lacking clear definition of pedestrian space and direct pedestrian crossings Vertical mix – residential and services</p> <p style="text-align: center;">2</p>	<p>Policy 21 Mitcham’s Corner Opportunity Area</p> <p>R3 residential City Football Ground, Milton Road, 138 dwellings</p> <p style="text-align: center;">3</p>	<p style="text-align: center;">3596</p> <p style="text-align: center;">3</p>	<p>None currently known</p> <p>Limited added value likely given very small scale of centre</p>	<p>New centre in the draft Cambridge Local Plan under the heading of “neighbourhood” centre given its very small size. Two-sided centre bisected by Hawthorn Way. Forecourts to shops used by parking, so areas for improvement would be limited. Focus on Mitcham’s Corner likely to be of greater benefit for general area overall.</p> <p style="text-align: center;">Overall Score: Medium (8)</p>



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<p style="text-align: center;">28</p> <p style="text-align: center;">King's Hedges Road</p>	<p>Small neighbourhood centre at two corners of a major, busy crossroad Not generally one centre Limited mix of shops, mainly residential conversions in a residential strip. Community – Pub 'Golden Hind' with off-street parking @ corner Milton Road Accessibility – Lack of pleasant or direct pedestrian links Limited off-street parking</p> <p style="text-align: center;">2</p>	<p>Policy 14 Northern Fringe East Area of major change at the railway sidings</p> <p>M1 Mixed use 379-381 Milton Road 95 dwellings 0.53 ha employment</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">-337</p> <p style="text-align: center;">1</p>	<p>Northern Fringe East Area of major change at the railway sidings – potential for parallel investment</p> <p>Potential for improvements to Milton Road via City Deal project</p>	<p>This centre will likely be the subject of highways improvements via City Deal to improvement public transport links into and out of the city. Therefore inclusion in the programme is likely premature at this time.</p> <p style="text-align: center;">Overall Score: MED (7)</p>



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<p style="text-align: center;">29</p> <p style="text-align: center;">Norfolk Street</p>	<p>Located in a quiet residential neighbourhood, very compact along both sides of a narrow street</p> <p>Residential conversions to speciality shops/restaurants</p> <p>Parking - short term on-street paid car parking, no cycle parking</p> <p>Good mix of shops, restaurants and services;</p> <p>Vertical mix, residential on top</p> <p>Public realm – seating in front of pub</p> <p>Community – flats above shops</p> <p>strong sense of community</p> <p style="text-align: center;">1</p>	<p>Policy 23 Mill Rd Opportunity Area</p> <p>Policy 11 Fitzroy/Grafton Centre Area of Major change</p> <p>Redevelopment for retail and leisure use with residential and student</p> <p>M4 Residential, Police Station, Parkside 50 dwellings</p> <p>R10 Residential Mill Road Depot and adjoining properties, 167 dwellings</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">4723</p> <p style="text-align: center;">3</p>	<p>Fitzroy/Grafton Centre Area of Major change – Potential for parallel investment</p> <p>Expansion plans for Anglian Ruskin campus</p> <p>Future improvements as part of City Deal to the Eastern Gate as identified within Policy 22: Eastern Gate Opportunity Area</p> <p>Potential “added value” to what is already a well used centre</p>	<p>Centre well used and in good location to established residential area. Existing public realm in good condition. On well used route through to East Road. In area of considerable change and development e.g. ARU planned expansion, Eastern Gate area, Grafton Centre. Centre likely to benefit from parallel investment by private and public sector, but existing good condition overall means inclusion in programme may have limited benefit.</p> <p style="text-align: center;">Overall Score: MED (8)</p>



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<p style="text-align: center;">31</p> <p>Victoria Road</p>	<p>Mainly small scale residential conversions along Victoria Road. Located on crossroads, functions well with good visual & pedestrian connections</p> <p>Accessibility – good, on a main bus route, good pedestrian crossings (road relatively narrow).</p> <p>Mix of services and shops, on a neighbourhood scale</p> <p>Community - community centre in converted church, The Carpenters Arms, Blackmoors Heads pubs</p> <p>Vertical mix - Residential above</p> <p>Higher density established neighbourhood</p> <p style="text-align: center;">1</p>	<p>Policy 21 Mitcham's Corner Opportunity Area</p> <p>R2 Residential Willowcroft, 78 dwellings</p> <p>R3 residential City Football Ground, Milton Road, 138 dwellings</p> <p>R4 Residential Henry Giles House, 73-79 Chesterton Road, 48 dwellings</p> <p>R17 Residential Mount Pleasant House, 50 dwellings</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">2177</p> <p style="text-align: center;">3</p>	<p>None currently known</p>	<p>Long, lineal neighbourhood centre on a well used and highly trafficked route. On the edge of the Mitcham's Corner Opportunity Area so likely to experience the benefits of any improvements to that district centre as a result. Pavements and crossings, as well as overall condition of public realm, is generally good. Limited areas of pavement around main centre (intersection with Harvey Goodwin Ave.) will limit scope of improvements.</p> <p style="text-align: right;">Overall Score: MED (8)</p>

