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| Application Number | 16/0313/FUL | Agenda Item | |
| Date Received | 1st March 2016 | Officer | Ms Lorna Gilbert |
| Target Date | 26th April 2016 | | |
| Ward | Romsey | | |
| Site | 172-176 Mill Road Cambridge Cambridgeshire CB1 3LP | | |
| Proposal | Reconfiguration and roof extensions, incorporating dormer windows, to the existing building to provide 16 1xbed units (Net increase of 7) along with bin and cycle storage. | | |
| Applicant | C/O Agent United Kingdom | | |

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| SUMMARY | <p>The development accords with the Development Plan for the following reasons:</p> <p>The proposal would preserve the character and appearance of the conservation area.</p> <p>It would not adversely harm residential neighbours amenities.</p> |
| RECOMMENDATION | APPROVAL |

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site covers an area above and to the rear of two shop premises on the south side of Mill Road, between Campbell Street and Stockwell Street. It lies wholly within Local Centre 18 (Mill Road East). The existing building, constructed in the latter part of the twentieth century, contains nine flats. To the rear of the building is a paved area which is used for car parking.

- 1.2 The site is within the Central Conservation Area. It is also not within the Controlled Parking Zone (CPZ). The site is designated as within the Cambridge Airport Safeguarding Zone and requires referral for structures greater than 15m above ground level.

- 1.3 No.176 Mill Road is marked as a positive unlisted building in the Conservation Area Appraisal map (2011). The terraced houses along Stockwell Street and numerous properties along Mill Road are also designated positive unlisted buildings.
- 1.4 On the opposite side of the junction with Stockwell Street and Mill Road lies a Baptist Church. This is a Building of Local Interest.

2.0 THE PROPOSAL

- 2.1 The proposal is to reconfigure and extend the roof of the existing building with the inclusion of dormer windows and rooflights to provide 16 x 1 bed units (a net increase of 7) along with bin and cycle storage.
- 2.2 The existing roof ridge along Stockwell Street will be raised in height to level with the roof of New Flats No.1 and 2 Stockwell Street. The ridge height will be raised to 7.5m on this elevation. Existing windows will be replaced with enlarged windows facing on to Stockwell Street and a door removed. A new circular window will be added to the upper floor. A rear dormer is proposed.
- 2.3 On the elevation fronting Mill Road rooflights and dormers will be added to the front roof slope.
- 2.4 On the elevation fronting Campbell Street rooflights and dormers will be added and a 1.5m wide section of roof will be raised in height to align with the existing main ridge height. A circular first floor window will be added to the upper floor. A rear dormer is proposed.
- 2.5 The car parking area to the rear will provide one car parking space instead of the two it currently provides. The car parking area is used by the commercial units fronting Mill Road. The bin store will be located in this hardstanding area to the rear. A cycle store will be located within a building to the east. This will provide space for 16 bicycles.
- 2.6 Amended drawings were received on 17th June 2016 of the proposed site plan and ground floor plan. Amended drawings were received on 20th June 2016 of the proposed elevations

and roof plans. The drawings clarified the location of the proposed rear dormers.

2.7 The application is accompanied by the following supporting information:

1. Design and Heritage Report
2. Planning Statement

3.0 SITE HISTORY

| Reference | Description | Outcome |
|-------------|---|----------|
| C/87/0563 | Erection of two storey rear extension to provide new offices (45sq.m) with car parking under and alterations to existing building to provide 2 shops. | Approved |
| C/88/0306 | Erection of two storey building providing 2 studio flats with garages under. | Approved |
| C/92/0718 | Change of use from offices (on ground and first floors) to 5 bedsits. | Approved |
| C/93/0509 | Modification of previous planning consent (ref.C/0718/92) to retain one office on the first floor. | Approved |
| C/99/0442 | Change of use from retail (Class A1) to office (Class B1). | Approved |
| 07/0391/FUL | Change of use of bedsits to flats and erection of two storey extension to create two further flats. | Refused |
| 07/0746/FUL | Enclose ground floor car parking to form flat. Add rear stairwell and create flats from existing bedsits. | Approved |
| 10/0769/FUL | Single storey rear extension. | Refused |

4.0 PUBLICITY

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|------------------------|-----|
| 4.1 Advertisement: | Yes |
| Adjoining Owners: | Yes |
| Site Notice Displayed: | Yes |

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

| PLAN | | POLICY NUMBER |
|------------------------|-------|---|
| Cambridge Plan 2006 | Local | 3/1 3/4 3/7 3/11 3/14 4/11 4/12 4/13 4/14 5/1 8/6 8/10 10/1 |

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

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|---------------------------------------|---|
| Central Government Guidance | National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 |
| Supplementary Planning Guidance | Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010) |
| Material Considerations | <u>City Wide Guidance</u> Cambridge Landscape and Character |

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|--|---|
| | <p>Assessment (2003)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge City Council (2011) - Open Space and Recreation Strategy</p> <p>Balanced and Mixed Communities – A Good Practice Guide (2006)</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Roof Extensions Design Guide (2003)</p> <p>Buildings of Local Interest (2005)</p> |
| | <p><u>Area Guidelines</u></p> <p>Mill Road Area Conservation Area Appraisal (2011)</p> |

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and

the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, the following policies in the emerging Local Plan are of relevance: policy 13 (Areas of Major Change and Opportunity Areas – general principles) and policy 23 (Mill Road Opportunity Area as the site is within an Opportunity Area). Policy 72 relates to Local Centres. However there are outstanding objections on these policies and the draft policies are of very limited weight.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 The proposal seeks to justify a level of parking provision in line with Local Plan Parking Policy, which gives maximum levels of provision based upon size of dwelling unit and location. More recent guidance contained within the National Planning Policy Framework and the IHT guidance on best practice in car parking provision moves away from maximum levels of provision and advises that parking provision for new residential development is based upon levels of access to a private car for existing residential uses in the surrounding area. It is advised that the applicant reassess the proposed parking provision in regard to the new guidance.
- 6.2 No additional off-street car parking provision is made for the additional residential accommodation.
- 6.3 The development is therefore considered likely to impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the

Planning Authority may wish to consider when assessing this application.

Urban Design and Conservation team

- 6.4 The development proposed is acceptable subject to the imposition of conditions.

Landscaping

- 6.5 No comment.

Sustainable Drainage

- 6.6 There does not appear to be any increase in impermeable area and therefore there are no drainage implications.

Environmental Health

- 6.7 The development proposed is acceptable subject to the imposition of conditions.
- 6.8 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations:

2 Campbell Street

- 7.2 The representations can be summarised as follows:

- Proposed height and dormer windows will be incongruent with the existing buildings in the street. No other building in this street is on three levels.
- Overlooking.
- Loss of light.
- Site in a Conservation Area – dormers in Campbell Street have been refused.
- Does not preserve or improve the character of the conservation area.

- Siting, scale, height, form, details and building materials need to be carefully chosen in the conservation area – fails on this.
- Parking pressures on streets. Police have been monitoring the situation because residents have been regularly and actively prevented from going about their daily business.
- Proposed Campbell Street elevation and parking area is misleading. There is much less space: there is a fence in the parking area blocking off a private garden in front of one of the ground floor flats, as well as bin storage and cycle racks. Both of which will need to be increased for the extra flats.
- If approved a condition should be for the applicant to actively support an application for Residents' Parking. He should also give permission to the Council's Parking department for the white H-line he owns to be enforced.
- The application does not provide details of off-street loading and unloading, storage of materials, site office, portable toilet or works to be carried out. There is no room in the parking/cycle bay at the back of 176 Mill Road on Stockwell Street. Concerned materials and trades will park on Campbell Street.
- Campbell Street residents have only recently finished enduring two years of inconvenience and obstruction as a result of the lack of a traffic management plan placed on the Quad development. Residents require constant access all day.
- Another planning application is currently in place for a development adjacent to 1 Campbell Street, for which a traffic management plan remains outstanding. If both developments go ahead, the Highways Authority must put in place an order such that Campbell Street residents are not affected by these works at any time. This includes; controls on muck-away, run-off and other disposal of waste; delivery and storage of materials; no works, skips or storage on-street; no construction traffic parking; no private parking forced on-street caused by construction traffic; no obstruction at any time; no works at unsocial hours and on weekends and bank holidays; anything else pertinent to preserving residential convenience and amenity.
- Residents also require assurance that the Council will intervene if inconvenience does occur. An informative recommending a developer adhere to the Considerate Contractor Scheme is insufficient. An order needs to be placed on works so that this doesn't happen at all.

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

Principle of Development

8.1 Policy 5/1 (Housing Provision) of the Local Plan (2006) states that proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining uses. The site contains residential and retail use. The surrounding area is characterised by residential, retail and café/restaurant uses. In my opinion, the principle of an additional seven residential units on the second floor is acceptable as it is compatible with the current site use and the adjoining uses.

8.2 In my opinion, the principle of the development is acceptable and in accordance with policy 5/1.

Context of site, design and external spaces, scale, massing,

8.3 The site borders Mill Road, Campbell Street and Stockwell Street. There are a variety of building styles and designs along these streets. Campbell Street and Stockwell Street are primarily residential with terraced houses and flats. On the opposite corner of Stockwell Street and Mill Road is a Baptist Church. Mill Road is characterised by shops and café/restaurants on the ground floors and residential uses on the upper floors. No amendments are proposed to the ground floor of the building and the shops fronting Mill Road will be retained. The proposal includes the provision of additional residential units on the upper floors. The existing car parking area to the south of the building will be retained for use by the commercial units occupying the ground floor frontage. This area also houses the bin storage and is used to access the proposed cycle store.

8.4 The proposal raises part of the roof ridge fronting Stockwell Street to align with the adjoining ridge height of New Flats 1 and 2 Stockwell Street. It also involves raising a small part of the

existing roof of the building fronting Campbell Street to align with the remainder of the roof. Front dormers and rooflights will be added fronting the three adjoining streets and two rear dormers are proposed.

- 8.5 I consider the roof additions along with the introduction of dormers and rooflights would complement the building and street scene in terms of their scale and appearance. There are no overriding styles, scales or design of buildings in the surrounding area. I consider the proposed additions and residential use of the additional space would harmonise with the appearance of the surrounding buildings. The Urban Design and Conservation Team do not object to the design of the scheme.

Elevations and materials

- 8.6 There is a mixture of building materials used along the surrounding streets including a mix of bricks, render and painted walls. Many nearby buildings have slate roofs. In my opinion the proposed materials would complement the surrounding street scenes and the conservation area. The Urban Design and Conservation Team supports the use of render on the Stockwell Street elevation for the rear out rigger as there is already some on this part of the building. The new fenestration is of better proportions than the existing and the render will hide the scarring left by a number of alterations to the brickwork. The building's walls are constructed from a mixture of brick and render with a slate roof. The proposed extensions would use the same material palette as existing.
- 8.7 The Urban Design and Conservation Team have requested the inclusion of conditions relating to window detailing, joinery and materials. I agree with the inclusion of these conditions to ensure the proposal preserves the character and appearance of the conservation area. An amended drawing has been received that has reduced the bulls-eye windows as requested by the Urban Design and Conservation team.

Movement and Access

- 8.8 Access to the upper floors and cycle store is either via Campbell Street or Stockwell Street. The bin store can be accessed from Stockwell Street via the cycle store or directly

from Campbell Street. The additional bins will be stored in the location of the existing bins. There is no enclosed store for the bins at present and with the additional residential units proposed I consider details of the bin store should be required to ensure the bins are stored in an acceptable manner that does not detract from the character and appearance of the conservation area. An amended drawing has been received that shows a path leading from Campbell Street to the bin and bike store. This will ensure these areas are accessible.

Layout

- 8.9 The proposed windows will front on to the streets. There are existing ground and first floor windows that face towards the rear car parking area and the access to the cycle store and bins. This helps provide surveillance to these areas.
- 8.10 The windows on the proposed flats have been configured so they do not directly overlook other flats on the site. I consider the proposal is acceptable in terms of its layout.

Open Space and Landscape

- 8.11 All units are one bedroom. There is currently no outdoor amenity space on site for the existing one bedroom units. It is not uncommon for one bedroom residential units to be without amenity space. The site is located in a central location within Cambridge and there are outdoor amenity areas nearby at Vinery Road Recreation Ground, Coleridge Recreation Ground and Parkers Piece.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Impact on the Conservation Area and Building of Local Interest

- 8.13 Policy 4/11 Conservation Areas of the Local Plan (2006) refer to how the alteration of an existing building is only permitted if it preserves or enhances the character or appearance of the Conservation Area by faithfully reflecting its context or providing a successful contrast with it.

- 8.14 The site address is located within the Central Conservation Area and within the Mill Road area. No.176 Mill Road and a number of properties in close proximity to the site along Mill Road and Stockwell Street are designated as positive unlisted buildings within the Conservation Area Appraisal Map (June 2011). On the opposite side of Stockwell Street to the site lies a Baptist Church designated as a Building of Local Interest and as a Focal Building within the Conservation Area Appraisal.
- 8.15 The Urban Design and Conservation team considers the raising of the ridge height and introduction of dormers to be appropriate to the character and appearance of the conservation area along this part of Mill Road and the side streets. I consider the increase in ridge heights proposed and inclusion of dormers and rooflights would respond positively to their context and would preserve the character and appearance of the conservation area and the positive unlisted buildings on site or nearby.
- 8.16 The Urban Design and Conservation team agrees that the half hipped dormer design lessens the impact on the street scene. They are of traditional design and are therefore appropriate to the buildings. I agree with their comments.
- 8.17 I consider the proposed development is in accordance with policy 4/11 of the Local Plan 2006.
- 8.18 Policy 4/12 Buildings of Local Interest (BLI) of the Local Plan (2006) explains how BLI merit protection from development which adversely affects them.
- 8.19 The Baptist Church designated a BLI is located on the opposite side of the street to the proposed development. I consider the location of the Baptist Church and the nature of the proposed building works would not adversely affect this BLI and is in accordance with policy 4/12.

Disabled access

- 8.20 The proposal involves the creation of additional flats on the upper floors of the building. The ground floor layout remains unchanged and therefore the access to the upper floors remains as existing. There is no car parking provision for the flats, the same as existing. The site constraints makes it

difficult for the residential units to be fully disabled accessible, however in my opinion I consider the site to be acceptable as its access to the upper floors and lack of car parking remains unchanged from the existing arrangement.

- 8.21 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.22 The proposal introduces rooflights and dormers fronting Campbell Street, Mill Road and Stockwell Street. These windows would be no closer to the neighbouring properties they face than the existing lower floor windows. I consider the position of these roof level windows to be acceptable as they would not adversely harm neighbours amenities in terms of loss of privacy, outlook or light.
- 8.23 New Flats 1 and 2 Stockwell Street are located adjacent to the proposal. No new windows would face towards these neighbours. The cycle parking is located below the neighbouring flats. I consider the use of this space for cycle parking would not lead to an unreasonable level of noise disturbance to neighbours.
- 8.24 The location of the bin store remains unchanged from existing. I do not consider this would adversely harm neighbours amenities.
- 8.25 No.2 Stockwell Street borders the southern edge of the site. No new windows are proposed facing this neighbour. I do not consider the proposal would adversely harm this neighbour's amenity.
- 8.26 New Flats No. 1 and 2 Stockwell Street are the closest neighbours to the proposed flats and studios. The proposal involves increasing the ridge height of a section of roof on the western side of the site and adding a rear dormer. I do not consider this would lead to an unreasonable loss of light or overshadowing to these neighbours due to the small amount of roof to be raised and their position at roof height.

- 8.27 The raising of the roof ridge height of the proposed eastern side of the building and rear dormer are located to the north of No.1 and 2 New Flats Stockwell Street and therefore would not lead to an unreasonable loss of light in my opinion.
- 8.28 The orientation of the roof extensions on the southern side of Mill Road and also the building bordering streets to the east and west helps to lessen the impact on overshadowing of neighbours. In my view, neighbours on the opposite side of the street are set far enough away to not be adversely affected by a loss of light.
- 8.29 I do not consider the nature of the proposal would harm outlook from nearby properties due to its scale and appearance. New Flats 1 and 2 Stockwell Road are located close to the increase in roof height and rear dormer on the south-western side of the building. As this is at roof height, I do not consider the position and appearance would be detrimental in terms of outlook to this neighbour.
- 8.30 Environmental Services has asked that a construction hours condition be included if the application is approved. I agree this is necessary due to the close proximity of residential properties.
- 8.31 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 3/14.

Amenity for future occupiers of the site

- 8.32 I consider the layout of the proposed one bedroom units to be acceptable. There is no outdoor private amenity provision, however this is not uncommon for one bedroom units within a central location. There is public green space nearby.
- 8.33 Environmental Services has requested a noise insulation scheme condition be included if permission is granted. Habitable rooms for some of the new units front on to Mill Road and the purpose of this condition is to ensure all the proposed units are appropriately insulated against this noise. I agree with the inclusion of this condition.

- 8.34 Each of the second floor flats will have a window or dormer and rooflights. I consider the quality of living environment to be acceptable.
- 8.35 In my opinion the proposal provides a quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/14.

Refuse Arrangements

- 8.36 Space for three bins has been provided to the rear of the site in the south eastern corner of the car park. There is an existing bin provision in this location. No details of an enclosed bin storage area have been provided. With the addition of bins, I consider a condition should be included for details of the bin storage area.
- 8.37 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.38 Highways do not consider the proposal is likely to result in any significant adverse impact upon highway safety and are not seeking the inclusion of conditions.
- 8.39 Third party comments have requested a Traffic Management condition be included if the scheme is approved as they are concerned with unloading and parking along Campbell Street. They are also concerned another development at No.1 Campbell Street may go ahead at the same time which would cause problems. The impacts raised are in relation to residential amenity and this is outside the normal remit of the Highway Authority. A construction/demolition hours condition can be included if the application were to be approved. However, if construction vehicles block the highway then this is a matter for the Police to enforce.
- 8.40 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car parking

- 8.41 The National Planning Policy Framework (2012) states that '*the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel*'. It also explains that '*if setting local parking standards for residential and non-residential development, local planning authorities should take into account; the accessibility of the development; the type, mix and use of development; the availability of the opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.*'
- 8.42 Third party comments have requested a condition for the applicant to actively support an application for Residents' Parking and that the applicant should give permission to the Council's Parking department for the white H-line he owns to be enforced.
- 8.43 The Highway Authority observes the development is likely to impose additional demands upon the on-street parking on the surrounding streets as there is no car parking provision for the residential units. The Local Plan (2006) provides maximum car parking standards and therefore there is no minimum requirement within the development plan. There is no car parking provision for the existing 9 residential units on site.
- 8.44 The site is well served by public transport along Mill Road and is located in a central location within the City. The residential units are one bedroom units and are therefore not designed for families. For these reasons I consider it is acceptable not to provide on-site car parking spaces for this development.
- 8.45 At present there is space for the commercial units fronting Mill Road to park two vehicles at the rear of the building. The amended drawing reduces the car parking provision to one space. The standards in the Local Plan (2006) are for a maximum provision. As the site is well served by public transport I consider the loss of a car parking space to be acceptable.

- 8.46 The third party comments request a H-line owned by the applicant to be enforced. Highways have explained that if the line is on public highway it is not owned by a private individual and enforcement is a matter for the police as the breach is obstruction and a moving traffic offence. This does not fall within the planning authority's remit.

Cycle parking

- 8.47 The proposal provides 16 cycle parking spaces within a secure area. This is considered acceptable and is in accordance with the Local Plan (2006).
- 8.48 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.49 A third party comment explains that the proposed Campbell Street elevation and parking area is misleading as there is much less space as there is a fence in the parking area blocking off a private garden in front of one of the ground floor flats, as well as bin storage and cycle racks. Both of which will need to be increased for the extra flats.
- 8.50 Amended drawings have been received to clarify the hardstanding area arrangement at the rear. The rear car parking area can provide one car parking space for the commercial unit, which is a reduction of a car parking space to allow for a path linking Campbell Street and the bin and bike store.

Planning Obligations (s106 Agreement)

- 8.51 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements.

8.52 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

8.53 The Developer Contributions Monitoring Officer has confirmed that no contributions are required in this instance as the proposal is for less than 10 units.

9.0 CONCLUSION

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. 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 51 of the Planning and Compulsory Purchase Act 2004.

2. 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.

3. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2006 policy 4/13)

4. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area.
(Cambridge Local Plan 2006 policy 4/13)

5. All new joinery [window frames, etc.] shall be recessed at least 50 / 75mm back from the face of the wall / façade. The means of finishing of the 'reveal' is to be submitted to and approved in writing by the local planning authority prior to installation of new joinery. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

6. No new windows shall be constructed in the existing listed building, nor existing windows altered until drawings at a scale of 1:10 of details of new or altered sills, lintels, jambs, transoms, and mullions have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

7. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/12 and 4/11)

8. Full details of the type and finish of all external render and any self- or applied-colour are to be submitted to and approved in writing by the LPA. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: In the interests of the visual amenity of the Conservation Area. (Cambridge Local Plan 2006 policy 4/11).

9. Prior to the commencement of occupation, full details of the storage facilities for the separation of waste for recycling and composting within the individual flats shall be provided including details of a covered bin store. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority .

Reason - To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. Cambridge Local Plan 2006 policies 3/12 and 4/13