



<b>Planning Committee Date</b>	11 <sup>th</sup> June 2024
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference Site</b>	24/00245/REM 111 - 113 Queen Ediths Way Cambridge Cambridgeshire CB1 8PL
<b>Ward</b>	Queen Ediths
<b>Proposal</b>	Reserved matters application for approval of access, appearance, landscaping, layout and scale following outline planning ref, 22/01411/OUT (Construction of detached bungalow on land to the rear of 111-113 Queen Edith's Way Cambridge).
<b>Applicant</b>	Mr Leneghan
<b>Presenting Officer</b>	Dominic Bush
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	1.Design and appearance 2.Amenity 3.Highways 4.Other matters
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions

## 1.0 Executive Summary

- 1.1 The application seeks approval of reserved matters of access, appearance, landscaping, layout and scale following outline planning ref, 22/01411/OUT (Construction of detached bungalow on land to the rear of 111-113 Queen Edith's Way Cambridge).
- 1.2 It should be noted that the principle of the proposed development for a single dwelling within the application site is not a matter for consideration within this application. This was established within the extant outline permission on the site. This application can only be assessed on the matters reserved at outline, the access, appearance, landscaping, layout and scale of the proposed development.
- 1.3 Officers recommend that the Planning Committee approves the application subject to conditions.

## 2.0 Site Description and Context

None-relevant	X	Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1, 2, 3	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	

\*X indicates relevance

- 2.1 The existing site comprises the rear residential gardens of No.111 & 113 Queen Ediths Way. The application currently comprises an outbuilding to the rear of the garden of No.113. Within the red line of the application, a pedestrian access is included running along the existing footpath between No.113 and 115. Meanwhile the vehicular access is also included within the red line of the location plan and utilises the existing shared access road that runs to the east of No.117 Queen Ediths Way.
- 2.2 The application site is located to the rear of the predominant building line of houses that front Queen Ediths Way to the south. Immediately to the north of the site is the neighbouring property of No.119 Queen Ediths Way that utilises the same shared access as the proposed dwelling.

## 3.0 The Proposal

- 3.1 Reserved matters application for approval of access, appearance, landscaping, layout and scale following outline planning ref,

22/01411/OUT (Construction of detached bungalow on land to the rear of 111-113 Queen Edith's Way Cambridge).

3.2 This application follows the previously approved outline planning application and seeks approval of access, appearance, landscaping, layout and scale of the proposed development. The proposed dwelling is a single storey in height with a private residential garden provided to the south of the property. Car parking is proposed to the front of the dwelling with a shared bin storage area located part of the way along the pedestrian access.

3.3 The application has been amended to address comments received from the Local Highways Authority and Councils Environmental Health officer and further consultations have been carried out as appropriate.

#### 4.0 Relevant Site History

Reference	Description	Outcome
14/1838/OUT	Outline application for construction of bungalow/chalet style bungalow.	Refused
15/1322/OUT	Outline application for construction of bungalow/chalet style bungalow.	Refused
22/01411/OUT	Construction of detached bungalow on land to the rear of 111-113 Queen Edith's Way Cambridge	Permitted

4.1 The most recent outline planning application submitted regarding the site was approved as a delegated decision. Within this application, all matters were reserved for the current reserved matters stage, however the principle of development, with the current red line plan was established.

#### 5.0 Policy

##### 5.1 National

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

## **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 32: Flood risk

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 50: Residential space standards

Policy 51: Accessible homes

Policy 52: Protecting garden land and subdivision of dwelling plots

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 61: Conservation and enhancement of historic environment

Policy 62: Local heritage assets

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

## **5.3 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

## **6.0 Consultations**

### **6.1 Local Highways Authority – No Objection**

### **6.2 Comments 15.02.2024:**

6.3 Objects due to the intensification of the use of the access as a result of the additional dwelling. It is suggested that the access is extended to be 5m in width for a distance of 5m from the highway.

6.4 Comments 11.04.2024:

6.5 No objection to the proposed development subject to conditions regarding:

- Heavy construction vehicle access hours

## **6.6 Environmental Health – No Objection**

6.7 Comments 07.02.2024:

6.8 Confirmation of whether an Air Source Heat Pump is proposed is required.

6.9 Comments 12.02.2024:

6.10 It is suggested that the location of the proposed Air Source Heat Pump is revised to further its distance from neighbouring properties.

6.11 Comments 15.03.2024:

6.12 No objection to the proposed development subject to conditions regarding:

- a noise impact assessment and noise insulation/ Mitigation scheme for the proposed Air Source Heat Pump.

## **6.13 Sustainability Officer – No Objection**

6.14 No objection to the proposed development subject to a condition regarding:

- water efficiency.

## **6.15 Tree officer – No objection**

6.16 Comments 02.04.2024:

6.17 Objects to the proposed development due to discrepancies within the provided arboricultural information, with further information required.

6.18 Comments 09.05.2024:

6.19 No objection to the proposed development, subject to a condition regarding:

- compliance with the provided tree protection methodology.

## **7.0 Third Party Representations**

7.1 Three representations have been received.

7.2 Those in objection have raised the following issues:

- Access concerns including ownership of the shared access.
- Impact upon trees

7.3 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.

## **8.0 Assessment**

### **8.1 Planning Background**

8.2 This application follows a previously approved outline planning consent that established the principle of the development of the site outlined in red on the location plan provided. The details of the proposal were not assessed within this previous application and are subject to this application currently under consideration.

8.3 Appendix A is the decision notice for the previous outline permission which includes the conditions applied which would continue to apply in the case that permission is granted for this proposal. This outline permission included conditions requiring further approval of Biodiversity Net Gain, Cycle parking, Drainage, EV Charging, renewable energy, M4(2) compliance and others.

8.4 This application is therefore assessing the proposed development with regards to its access, appearance, landscaping, layout and scale. Where applicable further conditions can be attached to Reserved Matters applications such as this.

### **8.5 Principle of Development**

8.6 Policy 3 of the Cambridge Local Plan 2018 states that the overall development strategy is to focus the majority of new residential development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities. The policy is supportive in principle of new housing development that will contribute towards an identified housing need. The proposal would contribute to housing supply and thus would be compliant with policy 3.

8.7 Policy 52 requires proposals for the subdivision of existing residential curtilages to be of a form, height and layout appropriate to the surrounding pattern of development and character of the area whilst retaining sufficient garden space and balancing protecting the amenity and privacy of neighbours with creating high quality functional environments for future occupiers.

8.8 This application is proposing the addition of one additional dwelling located within the residential gardens of No.111 and 113 Queen Ediths Way. The principle of the addition of a single residential property within this application site was established within the previous outline permission granted. This is therefore not a matter to be determined within this application.

8.9 The principle of the development is acceptable as approved within the outline permission, reference 22/01411/OUT.

#### **8.10 Design, Layout, Scale and Landscaping**

8.11 Policies 52, 55, 56, 57 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

8.12 The area surrounding the application site is characterised by pairs of semi-detached dwellings that front Queen Ediths way and have large, deep rear private gardens. As stated above, there are a few, exceptions to this prevailing character, with No119 Queen Ediths Way located beyond the prevailing building line. The majority of the surrounding properties are a full two storey in height, including No. 119 Queen Ediths.

8.13 This application is proposing the addition of a single storey dwelling within the application site. Whilst not for consideration at outline stage, indicative plans were submitted with the outline application also showing a single storey dwelling within the application site. As was stated at this stage, it is acknowledged by officers that there are no existing dwellings within the immediate surrounding context that are a single storey in height and within the rear gardens of an existing property, there are a number of single storey incidental and ancillary outbuildings. It is considered by officers that the height and footprint of the proposed dwelling is similar to that of a large outbuilding and would therefore not appear out of character with the surrounding area.

8.14 The proposed dwelling measures approx. 7.8 metres in width and is at most approx. 11.3 metres in depth. As such it would be smaller than any of the surrounding neighbouring properties. Additionally, it is considered that its massing would not visually compete with the larger semi-detached dwellings that front Queen Ediths Way. The height of the proposed dwelling measures approx. 2.6 metres to the eaves and 4.8 metres in height to the ridge. It is therefore significantly set down from any of the neighbouring properties and ensures that any views of the dwelling from the public realm along Queen Ediths Way are largely mitigated.

8.15 The provided site plan shows that a single car parking space will be located to the front of the proposed dwelling, located just off of the shared access road, with a private rear garden located to the south which adjoins

the boundary of the rear gardens of Nos. 111 and 113 Queen Ediths Way. The design of the proposed dwelling is of a modest, sympathetic form, with red buff brick work to the walls and a slate roof. Therefore, within the surrounding context, along Queen Ediths Way where the design of surrounding dwellings varies significantly, the design of the proposed development is considered acceptable.

8.16 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57 and 59 and the NPPF.

### **8.17 Amenity**

8.18 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

8.19 Neighbouring Properties

8.20 Impact on No. 111 and 113 Queen Ediths Way.

8.21 The proposed development, by virtue of its proximity to the existing dwellings of Nos. 111 and 113 would have a minimal impact on the amenity of these neighbouring properties. The height of the proposed dwelling is considered to be modest, the siting of the property is such that it would be set away from the rear elevations of Nos.111 and 113 by approx. 25 metres at the closest point. This distance, in combination with the height of the proposed dwelling is such that it is not considered to break a vertical 25-degree splay from any windows within the rear elevations of the neighbouring properties, and would therefore, not cause any undue harm through overbearing or loss of light.

8.22 The proposed site plan also shows a proposed 1.8-metre-high boundary fence between the rear garden of the proposed dwelling and the rear gardens of Nos. 111 and 113 Queen Ediths Way. This boundary treatment would be considered to ensure that there are no views from the rear windows within the proposed dwelling to the amenity space within the gardens of Nos. 111 and 113 or the windows within the rear elevations of the neighbouring properties. Therefore, it would not be considered that the proposed development would lead to any loss of privacy for these neighbouring dwellings.

8.23 The proposed development would result in the loss of parts of the residential gardens of both No.111 and 113 Queen Ediths Way. As a result of the proposed development, both neighbouring properties would retain a private rear garden that is approximately 19 metres in length. Which given the width of the gardens is sufficient private amenity space for two dwellings of this size. In addition, given the height of the proposed



dwelling within this application, it is not considered that it would overlook the rear gardens of No.111 or 113. As highlighted on the proposed site plan the area for bin storage is for both the proposed dwelling and Nos. 111 and 113, Indeed No.111 has a right of access across the rear of No.113 for this bin storage area.

8.24 Impact on No. 119 Queen Ediths Way

8.25 The proposed development would have a minimal impact on no.119 Queen Ediths way located to the north of the site on the opposite side of the access road. The front elevation of this neighbouring property is approx. 17 metres set away from the front of the proposed dwelling. Officers therefore consider that the proposed dwelling would also not break a vertical 25-degree splay from any windows within the front of this neighbouring property and would therefore not be deemed to cause any undue harm through overbearing or loss of light.

8.26 This separation distance, in addition to the boundary treatments along the northern edge of the access road also ensure that the windows within the front elevation of the proposed dwelling would not directly overlook those within the front of No.119. Given that the primary external amenity of this neighbouring property is to the rear, it is not considered that the proposal would lead to any loss of privacy for this neighbouring dwelling.

8.27 Impact on nos. 115, 117, 121 and 109 QEW.

8.28 The proposed development, by virtue of its siting and access along the shared driveway would have a minimal impact upon the neighbouring properties that border the access road. It is however important to consider that the principle of a single dwelling and the likely level of car use resulting from this has previously been established and is therefore not disputed in this application. Indeed, given the provision of only one car parking space for the proposed dwelling, officers do not consider, in line with the comments from the Local Highways Authority that the development would result in the significant intensification of use of the access. Therefore, it is deemed that the proposed development would not cause any significant increase disturbance to these neighbouring properties through noise created by the access.

8.29 Future Occupants

8.30 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015).

8.31 The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size
1	2	4	1	70	71	+1

- 8.32 As shown by the above table, the internal floorspace of the proposed dwelling meets the nationally described minimum standards for a single storey dwelling with this number of bed spaces.
- 8.33 Garden Size(s) and Privacy
- 8.34 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers.
- 8.35 The proposed dwelling would have a private residential garden that is located to the south of the dwelling, as well as a small area of grass to the front of the dwelling. The rear garden would also include a shed/ bike store which would leave a space of approx. 45sq meters of external amenity space. The space would be entirely private and bounded by a 1.8 metre high fence on the southern and western boundaries. It would directly abut the gardens of Nos. 111 and 113 Queen Ediths Way, however the rear elevations of these properties are approx. 19 metres away. Officers therefore consider that the first-floor windows within these elevations would not directly overlook the residential garden and ensure that the space can be effectively and privately used by future occupiers.
- 8.36 Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible. A condition was attached to the outline permission granted and would continue to apply in this instance.
- 8.37 Construction and Environmental Impacts
- 8.38 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.
- 8.39 This application is proposing an Air Source Heat Pump to be located to the rear of the proposed dwelling. The location of this pump has been revised during the process of the application to move it away from the neighbouring boundaries as much as possible. As such it is now located a significant distance from any neighbouring properties. The Council's Environmental Health team have assessed the application and raised no objection to the proposal subject to a condition regarding a noise impact

assessment and mitigation measures for the proposed air source heat pump. In addition to the previous conditions regarding construction hours and piling attached to the previous outline permission.

8.40 Summary

8.41 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 50, 51, 52, 53 and 57.

**8.42 Trees**

8.43 Policy 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.

8.44 The application is accompanied by an Arboricultural Impact Assessment and method statement. The Council Tree officer has been consulted on the application, and whilst initially objecting to the proposal, following the submission of additional information has raised no objection. This is subject to a condition requiring compliance of works with the details set out in the Arboricultural method statement as provided. Given that within the previous outline permission, conditions were attached regarding the submission of an arboricultural method statement and compliance with tree protection methodology, given these conditions continue to apply, it is not considered reasonable to attach an additional condition regarding compliance with the method statement provided with this application.

8.45 It is acknowledged by officers that the proposed development is closely surrounded by a number of trees, although these are not protected by a TPO, nor are they within a conservation area. As a result of this the northern part of the rear garden for the dwelling would be under the canopy cover from trees beyond the northern boundary. It is important to consider however, that there are no windows within the proposed dwelling located beneath this canopy cover and there is a significant portion of the garden that would still receive adequate levels of natural light from the south. Therefore, it is not considered by officers that the proposed development would place significant pruning pressures on the trees surrounding the application site that would in turn harm the potential growth of the trees. To ensure that the development would not harm the root protection areas of the trees within the site a condition will be attached to any permission regarding the foundation design of the dwelling ensuring that it takes account the surrounding trees.

8.46 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan.

#### **8.47 Carbon Reduction and Sustainable Design**

- 8.48 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 8.49 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 8.50 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 8.51 The application is supported by SAP calculations and as stated about an Air Source Heat Pump is proposed to heat the proposed dwelling. Conditions regarding EV charging and a Carbon reduction statement were attached to the previous outline planning permission.
- 8.52 The Council's sustainability officer has been consulted on the application and has raised no objection to the proposed development subject to a condition regarding water efficiency. Considering the conditions previously attached to the Outline will continue to apply, subject to the condition regarding water efficiency the proposal is deemed acceptable in this instance.
- 8.53 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

#### **8.54 Biodiversity**

- 8.55 The Environment Act 2021 and the Council's Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or

compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

8.56 Within the previous outline application consultation was undertaken with the Council's Ecology officer who raised no objection to the proposed development. Within this outline permission a condition was attached requiring a biodiversity net gain plan, this condition would continue to apply and is considered reasonable to ensure that the proposal is acceptable with regards to biodiversity.

### **8.57 Water Management and Flood Risk**

8.58 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.

8.59 The site is in Flood Zone 1 and is therefore considered at a low risk of flooding.

8.60 The Council's Drainage officer has advised within the previous outline application that the proposal is acceptable subject to conditions regarding surface water drainage and foul drainage. Both conditions were attached to the outline permission and continue to apply.

8.61 Given these conditions remain, in addition to the low flood risk of the site it is considered that the proposed development is acceptable in this regard.

8.62 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

### **8.63 Highway Safety and Transport Impacts**

8.64 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

8.65 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

8.66 Access to the site would be along the shared access road that runs between Nos.117 and 121 Queen Ediths Way. This is an existing access road that serves a number of other dwellings and their garages found at the rear of their gardens. This includes Nos.111 and 113 Queen Ediths Way where the proposed dwelling would replace the existing garage.

- 8.67 At outline stage, no objection was raised to the proposed development and access from the Local Highway Authority as it was deemed that the proposal would not result in an intensification of the use of the access above that of the existing garage location on the application site.
- 8.68 Within this application, initially the proposed site plan showed a larger area of hardstanding to the front of the property that had the potential for the parking of more than one car. Which the Local Highway Authority believed would result in an intensification of the use of the access. Therefore, initially they objected to the proposed development and requested that the access be widened to 5 metres width for a minimum of 5 metres from the highway.
- 8.69 Following revisions to the provided plans, the layout has been amended to clearly show that there is space for only a single car to park within the application site. Therefore, considering, the existing car parking space within the site as existing, the proposed development would not result in any increase in car usage into and out of the site. Therefore, in line with the most recent comments received from the Local Highway Authority, there is no objection to the proposed development with regards to its highway impact, subject to the requested condition regarding access times for heavy construction vehicles, which given the constrained access is considered to be reasonable.
- 8.70 Subject to conditions, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

### **8.71 Cycle and Car Parking Provision**

#### 8.72 Cycle Parking

- 8.73 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.
- 8.74 The provided site plan shows the provision of a cycle parking store to the rear of the garden with convenient access from along the proposed footpath to the dwelling. Revisions have been received to show the rear gate for the site to be widened to 1.1 metres which is considered sufficient to allow access for bikes. Full details regarding design of the cycle parking store have not been provided within this application. However, within

appendix L, the proposal is required to provide 2No. cycle parking spaces within the site. Condition 22 of the outline permission requires details of this cycle parking. This condition is considered sufficient to ensure that the proposed development is acceptable in this regard.

8.75 Car parking

8.76 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Inside the Controlled Parking Zone, the maximum standard is no more than one space per dwelling for any dwelling size. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

8.77 The proposed development includes the provision of 1no. car parking space within the application site for the dwelling which would have two bedrooms. As the site is outside of any controlled parking zone, it is considered that the level of car parking provided is acceptable for a dwelling of this size.

8.78 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point for each dwelling with allocated parking, one slow charge point for every two dwellings with communal parking (at least half of all non-allocated parking spaces) and passive provision for all the remaining car parking spaces to provide capability for increasing provision in the future.

8.79 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

**8.80 Third Party Representations**

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

<b>Third Party Comment</b>	<b>Officer Response</b>
Ownership	Multiple concerns have been raised regarding the proposed development and the use of the access road to the site. Within the Outline permission notice was served to the other owners of the access road and no conclusive

	evidence has been provided to the council to state that the information regarding this ownership is incorrect.
--	--

## **8.82 Other Matters**

### 8.83 Bins

8.84 Policy 57 requires refuse and recycling to be successfully integrated into proposals.

8.85 The proposed development provides a separate in storage area for the additional dwelling as well as Nos.111 and 113 part of the way along the pedestrian access to the site. With the bin collection point at the end of this access where it joins the highway. Given the distances between these points and the proposed dwelling it is considered that the development provides acceptable refuse provisions and would comply with Policy 57.

## **8.86 Planning Balance**

8.87 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

8.88 The proposed development would preserve the character and appearance of the surrounding area, through the high-quality replacement of the existing dwelling and the retention of sufficient garden land and considerable numbers of trees within the site. The scheme provides for a high-quality living environment for future occupiers.

8.89 It is considered that the impact of the proposed development on the amenity of neighbouring properties would not be significant and is acceptable in this instance.

8.90 Objections regarding the proposed access and its ownership are noted, however it is considered that the necessary notice has been served to the other owners of the land and that the access to the site is acceptable in this instance.

8.91 Having taken into account the provisions of the development plan, NPPF and NPPG guidance the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to conditions.

## **9.0 Recommendation**



9.1 **Approve** subject to:

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

1. 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.

2. Any demolition, construction or delivery vehicles with a gross weight in excess of 3.5 tonnes shall only service the site between the hours of 09.30hrs -16.00hrs, Monday to Saturday.

Reason: in the interests of highway safety, in accordance with Policy 81 of the Cambridge Local Plan 2018.

3. Prior to the installation of any Air Source Heat Pump (ASHP) a noise impact assessment and any noise insulation/mitigation scheme as required for the ASHP shall be submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To protect the amenity of neighbouring occupiers in accordance with Policy 35 of the Cambridge Local Plan 2018.

4. No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

5. No development shall commence until detailed plans and an associated report for the foundation design of the development have been submitted to and approved in writing by the Local Planning Authority. The plans and report shall demonstrate that the foundation design accounts for tree variety and age, soil type, root growth (including root barriers), ground movement and tree growth. The development shall be carried out in accordance with the approved details.

Reason: In order to ensure the tree roots are suitably protected from

development and that the design of the foundations are appropriate (Cambridge Local Plan 2018, policy 71).