



25/05057/HFUL – 2 Elder Close Cambridge Cambridgeshire CB4 1XY

Application details

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Kings Hedges

Proposal: Erection of a car port to the front of the dwelling.

Applicant: Mr Mark Taylor

Presenting officer: Laise Facada

Reason presented to committee: The applicant is related to a member of staff

Member site visit date: N/A

Key issues: 1. Character and appearance of the area

2. Impact upon the public highway

Recommendation: Approve subject to conditions

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1. Executive summary

1.1 The application is being reported to Planning Committee because the applicant is related to a member of staff. The application seeks planning permission for a car port to the front of No. 2 Elder Close, a two-storey dwelling in a residential cul-de-sac in Kings Hedges Ward. The car port would be an open-frame, L-shaped structure with a mono-pitched roof, modest in height and scale, and positioned within the existing frontage. The design is subordinate to the host dwelling and would not materially harm the character or appearance of the property or the surrounding area. The proposal would not impact neighbouring amenity, parking provision, or flood risk, and relevant highway matters can be addressed via conditions and informatives. The boundary hedges and trees to the east side of the site are unprotected, and the development would not result in harm to vegetation. Overall, the proposal is considered acceptable and compliant with the relevant Local Plan policies and NPPF guidance.

1.2 Officers recommend that the Planning Committee approve the application.

Consultee	Object / No objection / No comment	Paragraph Reference
County Highways Development Management	Objection	6

Third Party Representations (2)	Objection	7.1
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Table 2 Consultee summary

2. Site description and context

- 2.1 The application site is located within a residential area in Kings Hedges Ward, positioned within a cul-de-sac characterised by link-detached, and detached two-storey red brick dwellings. The site is bounded to the north by a green field associated with North Cambridge Academy, with residential properties to the south, east and west. The site is currently occupied by a two-storey dwelling with a rear garden. An attached garage is situated to the eastern side of the property. The frontage comprises gravel and tarmac surfacing, providing off-street parking and the site is accessed via Elder Close.
- 2.2 The site is not located within, nor adjacent to, a Conservation Area, and the existing property is not listed. It lies within a Controlled Parking Zone and is not subject to any other known planning constraints.

3. The proposal

- 3.1 Erection of a car port to the front of the dwelling.

4. Relevant site history

- 4.1 The existing planning history is not relevant to the current application.

5. Policy

5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

5.2 Draft Greater Cambridge Local Plan 2024-2045 (Regulation 18 Stage Consultation - December 2025 to January 2026)

- 5.2.1 The Regulation 18 Draft Greater Cambridge Local Plan (the draft 'Joint Local Plan' (JLP)) represents the next stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.
- 5.2.2 Following endorsement by Joint Cabinet in November, the draft JLP will proceed to a formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012). This is currently scheduled between 1 December 2025 and 30 January 2026.
- 5.2.3 In line with paragraph 49 of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The draft JLP is consistent with policies in the current NPPF, but represents an earlier stage of the plan making process. Therefore, at this stage, the draft JLP and its policies can only be afforded limited weight as a material consideration in decision making

5.3 Cambridge Local Plan (2018)

Policy 55: Responding to context
Policy 56: Creating successful places
Policy 58: Altering and extending existing buildings
Policy 59: Designing landscape and the public realm
Policy 82: Parking management
Appendix L: Car and cycle parking

5.4 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

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

Cambridge Neighbourhoods Design Code for Arbury, King's Hedges and parts of West Chesterton

6. Consultations

Publicity

Neighbour letters – Y

Site Notice – Y

Press Notice – N

Local Highways Authority – Objection

The applicant has not demonstrated that the proposed parking area adjacent to the existing vehicular access is of sufficient size to accommodate a vehicle clear of the public highway. The Highway Authority also requires that the design of the paved area prevents surface water from draining onto the highway.

7. Third party representations

7.1 Two representations in objection have been received, raising the following issues:

- Character, appearance and scale
- Negative impact upon the green space and its maintenance
- Drainage

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

8. Assessment

8.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:

- Design, layout, scale and landscaping
- Trees
- Water management and flood risk
- Highway safety and transport impacts
- Amenity
- Planning balance
- Recommendation
- Planning conditions

9. Design, layout, scale and landscaping

- 9.1 The application seeks planning permission for the erection of a car port to the front of No. 2. The proposed structure would comprise a coated steel frame with clear glazed roof panels. The roof would be mono pitched, with a maximum height of approximately 2.7 metres where it adjoins the host dwelling, reducing to an eaves height of approximately 2.2 metres. The car port would be L-shaped in form, with a maximum length of approximately 5 metres and a width of approximately 5.4 metres. It would be positioned within the front curtilage of the property, utilising the existing frontage area.
- 9.2 The proposed development would appear as a subordinate and subservient addition, maintaining an open visual aspect to the frontage. Whilst such front structures are not a prevailing feature within Elder Close, the proposed car port, by virtue of its open design, scale and height, would not result in material harm to the character and appearance of the host dwelling or the surrounding area.
- 9.3 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 policies 55, 56, 58, 59 of the Local Plan.

10. Trees

- 10.1 The eastern side of the plot adjoins the rear boundary of No. 121 Woodhead Drive, which is lined with green hedges. None of the trees or hedges along this boundary are subject to Tree Preservation Orders. The proposed car port is a simple open-frame structure with a mono-pitched roof positioned above the existing hedges. Given the minimal nature of the development, it is not considered likely to result in any significant impact on the neighbouring vegetation. Overall, the proposal would accord with Policies 59 and 71 of the Local Plan and the NPPF.

11. Water management and flood risk

- 11.1 The site is located within Flood Zone 1 and is not subject to any other known flooding risks. Concerns have been raised regarding potential impacts on drainage; however, the proposal represents a modest residential addition to an established dwelling and does not increase the built footprint, as the car port is an open-frame structure. Consequently, it is not expected to increase flood risk. The development is therefore considered to be in accordance with Policy 31 of the Local Plan and the guidance set out in the NPPF.

12. Highway safety and transport impacts

- 12.1 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highway Authority and Transport Assessment Team. An objection was raised on the basis that the applicant has not demonstrated that the proposed parking area adjacent to the existing vehicular access is of sufficient size to accommodate a vehicle clear of the public highway. The Highway Authority also requires that the paved area be designed to prevent surface water from discharging onto the highway. A condition securing this requirement is considered reasonable and necessary and will be imposed, in accordance with paragraph 116 of the NPPF and Policy 81 of the Local Plan.
- 12.2 The proposal would not result in a reduction of the existing parking provision, which would remain unaltered. Accordingly, the development is compliant with the requirements of Policy 58(g), Policy 82, and Appendix L of the Local Plan.
- 12.3 The proposed site plans include an extended dropped kerb and an area of resin-bound gravel paving to the front of No. 2. As Elder Close is not a classified road, the extended dropped kerb can be implemented under Permitted Development Rights and does not require express planning permission. Similarly, the resin-bound gravel paving falls within permitted development allowances, and Officers raise no objection to these elements of the proposal. An informative will be added advising the applicant that they will still need to contact the Local Highway Authority to obtain the necessary licence to carry out the proposed works.
- 12.4 Subject to conditions, the proposal accords with the objectives of policy Policies 58,82 and 81 of the Local Plan and is compliant with NPPF advice.

13. Amenity

- 13.1 No.2 Elder Close shares its east boundary with Nos. 125, 123 and 121 Woodhead Drive, while its western boundary is shared with No.4 Elder Close. The front elevation of the house faces Elder Close, and the rear boundary of the site adjoins a school green field.

Neighbouring properties

- 13.2 Impact on Nos. 123 and 125
- 13.3 Given the position of the proposed car port to the front of the property and the separation distance from the rear boundaries of Nos. 123 and 125, the

development is not expected to result in any overbearing, overshadowing, or overlooking impacts.

13.4 Impact on No. 121

13.5 The proposed car port would be positioned close to the rear boundary of No. 121, at an approximate distance of 1.2 metres. Given the open-frame design, modest height, and limited scale of the structure, it is not anticipated to have any adverse impact on the amenity of the neighbouring property.

13.6 Impact on No.4

13.7 The proposed car port would be sited approximately 2.5 metres from the boundary with No. 4 and would be well contained within the application site. Consequently, no adverse impact on the amenity of the neighbouring property is anticipated.

13.8 A site visit has been undertaken. Given the adjacent context, location, size, and design of the proposal it is unlikely to give rise to any significant amenity impacts in terms of overlooking, loss of daylight, enclosure or other environmental impacts. The proposal is compliant with Policy 58 of the Local Plan (subject to condition(s) as appropriate).

Summary

13.9 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with policies 55, 56, 58, 59 of the Local plan.

14. Planning balance

14.1 The proposed development seeks to erect a car port to the front of an existing two-storey dwelling in Elder Close. The scheme is modest in scale, open in design, and subordinate to the host dwelling. The development would not materially harm the character or appearance of the property or surrounding area, and it respects the amenities of neighbouring occupiers, with no overbearing, overshadowing, or overlooking impacts identified.

14.2 The site is located within Flood Zone 1 and is not subject to any known flooding risks. The proposal would not increase flood risk or reduce existing parking provision. The Local Highway Authority noted that the proposed parking area adjacent to the vehicular access was not

demonstrated to fully accommodate a vehicle clear of the highway. However, as the proposal does not reduce existing parking provision, complies with Local Plan policy, and the proposed driveway falls within permitted development limits, this is not a reason for refusal. The comments relating to surface water drainage and impacts upon the public highway can be addressed through planning conditions.

- 14.3 Overall, the proposal provides a functional and visually appropriate addition to the front of No.2 with no material harm identified.
- 14.4 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).
- 14.5 Summary of harm
- 14.6 Overall, no significant harm has been identified as a result of the proposal.
- 14.7 Summary of benefits
- 14.8 The proposal provides a functional and visually appropriate addition to the front of the property.
- 14.9 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.

15. Recommendation

- 15.1 **Approve** subject to:

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

16. Planning 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 91 of the Town and Country Planning Act 1990 (as amended by 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. The materials to be used in the external construction of the development, hereby permitted, shall follow the specifications in accordance with the details specified within the Application Form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55 and/or 58 (for extensions)).

4. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway and uses a bound material to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

Reason: In the interests of highway safety, in accordance with paragraph 116 of the NPPF.

Informatives:

1. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway. A separate permission must be sought from the Highway Authority for such works.