

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee 12 September 2018  
**AUTHOR/S:** Joint Director for Planning and Economic Development

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**Application Number:** S/1178/18/FL

**Parish(es):** Arrington

**Proposal:** Part Demolition of Existing Buildings and Erection of Four New Buildings to Comprise Holiday Let Accommodation and Conversion and Extension of Existing Buildings to Provide Gym, Office, Garage and Laundry Ancillary to Holiday Let Accommodation

**Site address:** 17 Mill Lane

**Applicant(s):** Ms Genine Johnson

**Recommendation:** Approval

**Key material considerations:** Principle of Development  
Character and Appearance of the Countryside  
Highway Safety  
Neighbour Amenity  
Biodiversity  
Trees/ Landscaping

**Committee Site Visit:** Yes

**Departure Application:** No

**Presenting Officer:** Karen Pell-Coggins, Senior Planning Officer

**Application brought to Committee because:** Request from Local Member and Arrington Parish Council and due to additional comments being received following further consultation.

**Date by which decision due:** 12 September 2018

### Update to Report

### Update to Development Plan Policies

1. On 3 September 2018, South Cambridgeshire District Council and Cambridge City Council published the Inspectors Reports on the South Cambridgeshire Local Plan and Cambridge Local Plan. The Inspectors have concluded that both Local Plans are 'sound' subject to a number of modifications being made. The South Cambridgeshire Local Plan, taking account of the Inspectors conclusions, will be recommended for adoption at a meeting of full Council on 27 September 2018. The Cambridge Local Plan, taking account of the Inspectors conclusions, will be recommended for adoption

at a meeting of full Council on 18 October 2018.

2. Consistent with NPPF paragraph 48, the publication of the Inspectors' Reports increases substantially weight that can be attributed to the Local Plans in decision making. The examination process has now concluded. The Inspectors' have concluded that the Local Plans are sound (subject to the modifications which they have recommended) and, as such, there are no longer unresolved objections to the Local Plans. As such, substantial weight may now be attached to the policies of the Local Plans when making planning decisions.
3. The adopted development plan, in technical terms, remains the starting point for planning decision making. The Local Plans are however a material consideration to which substantial weight may now be attached.
4. Given the state of advancement of the Local Plans in the process toward adoption, it is considered that, generally, in the context of a planning decision, where there is a conflict between the outcome which arises from the application of policies of the adopted development plan and those of the Local Plans, the Local Plans will generally outweigh the adopted plan and will prevail. Where there is consistency, then the policies of the Local Plan add substantial weight in favour of the outcome which accords with the application of policies of the adopted development plans and those of the Local Plans.
5. The key adopted policy in relation to this application that has changed is Policy ET/10 in relation to holiday accommodation. This is set out below along with the supporting text.

#### ***ET/10 Tourist Facilities and Visitor Accommodation***

***1. Outside development frameworks, development to provide overnight visitor accommodation, holiday accommodation, public houses and restaurants will only be permitted by change of use / conversion, or through appropriate replacement of buildings not requiring large extension, or by appropriately modest extensions to existing facilities.***

***2. Development of holiday accommodation will be limited to short term holiday lets through conditions or legal agreement. Permitted development rights may be removed in the interests of amenity.***

*The city of Cambridge and surrounding attractions draw large numbers of visitors every year, and consequently there is significant demand for tourist accommodation. The focus for new accommodation should be the villages, and development must be of a type in keeping with the settlement size, scale and form. Consequently developments may be more suited to Rural Centres. Focusing new tourist accommodation into the larger villages allows access for visitors to the public transport network and local services, thus promoting the goals of sustainable development.*

*In the countryside, holiday accommodation is a vital part of the rural economy, providing another means of farm diversification, and opportunity to reuse redundant rural buildings, but at the same time the countryside must be protected from inappropriate development. Developments permitted under this policy must be carefully controlled to ensure housing policies restricting development in the countryside are not compromised. Developments will therefore be restricted by legal agreement to ensure they are only used for short-term holiday lets.*

This key emerging policy is Policy E/20.

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### ***E/20 Tourist Accommodation***

***1. Development which will provide tourist accommodation within development frameworks will be supported where the scale and type of development is directly related to the role and function of the centre.***

***2. Outside development frameworks, development to provide overnight visitor accommodation, holiday accommodation and public houses will be permitted by the change of use / conversion / replacement of suitable buildings and by small scale new developments appropriate to local circumstances.***

***3. Development of holiday accommodation will be limited to short term holiday lets through conditions or legal agreement. Permitted development rights may be removed in the interests of amenity.***

*The Cambridge area draws large numbers of visitors every year generating significant demand for visitor accommodation. The primary attraction is the City of Cambridge. Cambridge City Council has undertaken a study of the need for hotel accommodation for Cambridge, and the Local Plan addresses the need for City Centre accommodation. Taking account of existing and planned facilities in and on the edge of the city, additional need is limited. The South Cambridgeshire Local Plan therefore does not allocate any specific sites for new hotel accommodation. Holiday accommodation will be limited to no longer than 4 week lets to ensure it is retained as tourist accommodation and not used as long term or permanent residential accommodation.*

7. The main change between the adopted policy and the emerging policy are that the new policy now includes reference to sites within village frameworks. The supporting text has changed in that and the demand for visitor accommodation in Cambridge has now been addressed and that holiday accommodation will be limited to no longer than 4 weeks.
8. The emphasis of the policy has not therefore changed and continues to support holiday accommodation in the countryside providing it is limited to short term lets.
9. Another policy that has changed is Policy TR/2 in relation to car parking standards. This is set out below along with the supporting text.

### **TR/2 Car and Cycle Parking Standards**

***1. Car parking should be provided in accordance with the maximum standards set out in Appendix 1, to reduce over-reliance on the car and to promote more sustainable forms of transport.***

***2. In some locations, such as those with good accessibility to facilities and services, and served by High Quality Public Transport, the Council will seek to reduce the amount of car parking provided. Where opportunities arise, for example, on mixed-use sites, shared use parking and car pooling will be encouraged to minimise provision.***

***3. Cycle parking should be provided in accordance with the minimum standards set out in Appendix 2 to ensure the provision of adequate secure parking.***

### **Appendices 1 and 2**

**USE CLASSES ORDER C1: HOTELS (Including hotels, boarding and guest houses).**

**Vehicle Parking for Guests and Staff: 13 spaces for 10 guest bedrooms.**

**Cycle Parking : 1 secure cycle space per 2 members of staff working at the same time.**

10. This key emerging policy is Policy TI/3.

**TI/3 Parking Provision**

**1. Car parking provision should be provided through a design led approach in accordance with the indicative standards set out in Figure 12. Cycle parking should be provided to at least the minimum standards set out in Figure 12.**

**2. Car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility.**

**3. The Council will encourage innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points.**

**4. Residential garages will only be counted towards car and cycle parking provision where they meet a minimum size requirement.**

**5. All parking provision must be provided in a manner that accords with Policy HQ/1 and the developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan.**

**1 Minimum levels of car parking for people with impaired mobility will be required in accordance with national guidance. Detailed advice on the provision and design of parking for disabled car users can be found in Traffic Advisory Leaflet 5/95 (Department for Transport (DfT)), Inclusive Mobility: A Guide to Best Practice on Access to Pedestrians and Transport Infrastructure, (DfT, 2005) and BS 8300:Design of buildings and their approaches to meet the needs of disabled people Code of practice (British Standards Institute, 2009).**

**2 Minimum size of residential garage (or car port) should be 3.3 m x 6 m for a car, with an additional 1 m at the end and/or 650-750mm at the side of a garage to park cycles.**

**Fig 12.**

**USE CLASSES ORDER C1: HOTELS (Including hotels, boarding and guest houses).**

**Vehicle Parking for Guests and Staff: 13 spaces for 10 guest bedrooms.**

**Cycle Parking : 1 secure cycle space per 2 members of staff working at the same time.**

11. The main change between the adopted policy and the emerging policy is that the new policy refers to indicative parking standards and a more design led approach. The actual standards have not changed.
12. The other policies referenced in the report have had changes in terms of the

consolidation of adopted Policies DP/1, DP/2 and DP/3 to emerging Policy HQ/1 in relation to design principles, minor changes to the text in relation to adopted Policy DP/7 and emerging Policy S/7 in relation to development frameworks and greater reference to the NPPF in terms of adopted Policies NE/6 and NE/7 and emerging Policies NH/4 and NH/5 in relation to biodiversity.

### **Update to Paragraph 3 - Summary**

Paragraph 3 should read as follows: -

13. Since the last Planning Committee, Two letters of objection have been received from local residents that did not previously comment on the application. One letter of objection has been received from the previous owner of the applicant's property. 13 letters of objection have been received from local residents that commented previously. Letters of objection have also been received from a planning consultant and the National farmers Union supporting one of the resident's comments. Seven letters of support have been received that commented previously.

### **Background Papers:**

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- South Cambridgeshire Local Plan Submission 2014
- Planning File References S/1178/18/FL, S/1427/06/F, S/0328/05/F, S/0378/03/F

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