

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

7 September 2016

AUTHOR/S: Planning and New Communities Director

Application Number:	S/0243/16/FL
Parish(es):	Bassingbourn
Proposal:	New vehicular and pedestrian access off Guise Lane. Realignment of boundary perimeter fence, New Car Park and Footpath to connect to the existing Club House
Site address:	Bassingbourn Snowsports Centre, Bassingbourn Barracks, Bassingbourn, Royston, Hertfordshire, SG8 5LX
Applicant(s):	Martin Middleton, Bassingbourn Snowsports Club
Recommendation:	Delegated Approval
Key material considerations:	Planning Policy and Principle Promoting Healthy Communities Access and Highway Safety Design Considerations Residential Amenity Landscape and Visual Amenity Flood Risk & Drainage Ecology Developer Contributions
Committee Site Visit:	6 September 2016
Departure Application:	No
Presenting Officer:	Thorfinn Caithness, Principal Planning Officer
Application brought to Committee because:	The Parish Council objects to the application, which conflicts with officers' recommendation.
Date by which decision due:	15 September 2016 (extension of time agreed)

Executive Summary

1. The application seeks full planning permission for the creation of a new vehicular access to serve Bassingbourn Snowsports Centre, including a new car park and other associated ancillary development.
2. The Snowsports Centre has been in operation since the 1960's, with access historically

gained through the main gate of Bassingbourn Barracks. Over the last 3-4 years it has not been possible to open and operate the leisure facility because of logistical problems associated with the shared use of the principal access to the Ministry of Defence facility. Shared use of the main barracks gate is no longer possible.

3. In an effort to ensure that the snowsports centre can re-open and continue to operate it is necessary to try to find an appropriate access solution. The identified option is to use Guise Lane (via Bassingbourn village) to access the facility.
4. There is significant objection to the use of Guise Lane from the Parish Council and local residents, who consider that the proposals will generate a significant and unacceptable increase in traffic through the village, leading to congestion, highway safety problems and a loss of amenity.
5. The proposals have been carefully considered by the County Highways Authority, and whilst it is acknowledged that there will be a noticeable increase in traffic through the village, using North End and Guise Lane in particular, the local highway network is considered to have sufficient capacity to accommodate the predicted increase. Moreover, the predicted traffic flows are not anticipated to result in significant additional congestion on the highway network and there are no local highway safety issues which would act as a constraint to the application proposals.
6. Traffic flows can be expected to be accommodated at key junctions and subject to the provision of mitigation works, including passing places on Guise Lane, a financial contribution towards the implementation of improved pedestrian crossing facilities on High Street in the village and adherence to an agreed Travel Plan, and subject to these, it is considered that the proposals will be acceptable from a highway perspective.
7. It is also acknowledged that the increase in traffic will have some impacts on the residential amenities of existing village residents, notably those who live on the relatively quiet Guise Lane, however the likely impacts are not considered to be so significant as to be harmful.
8. It should be made clear that this is a balanced recommendation, and in weighing in favour of the proposal, due regard has been had to the strong national planning policy and Sport England support for the promotion of healthy communities, including maintaining access to high quality open spaces and opportunities for sport and recreation which can make an important contribution to the health and well-being of communities.
9. In order to be clear as to the likely traffic and highway impacts associated with the development, the Major Developments Team of the County Council Highways Authority requested additional information with respect to details of local bus services, evidence to demonstrate that the level of parking is appropriate, details of the location of club members, details of the last 60 months' accident records together with an analysis of any trends or clusters, more clarity with regards forecast trip generation, results of a vehicle count at the junction of Guise Lane and North End during the forecast weekday evening and Saturday morning peak times, analysis of the adequacy of the 2 no. proposed passing places on Guise Lane and commitment to engage in the preparation and adherence to a Travel Plan.
10. The Local Planning Authority has received this additional information and has re-consulted the Major Developments Team, Bassingbourn Parish Council and local residents. Favourable comments have been received from the Major Developments Team, however additional representations remain outstanding from the Parish Council

and local residents because the expiry date for comments is 2 September 2016, which is still ongoing at the time of writing this report. Members of the Planning Committee will be provided with further updates at the committee meeting.

11. Conditions are needed to agree details of materials, landscaping, boundary treatments, tree protection, ecological enhancement, timing of vegetation clearance, foul and surface water drainage, repairs to damage to Guise Lane during construction, construction activities, provision of passing places on Guise Lane, agreement and adherence to a Travel Plan to promote car sharing and use of mini buses. A financial contribution of £5,000 is also being sought from the applicant to provide improved crossing facilities within Bassingbourn Village. This will need to be secured by legal agreement or unilateral undertaking.

Site and Surroundings

12. The existing ski slope facility site is located in the open countryside at the western side of Bassingbourn Barracks, a Ministry of Defence facility. The barracks is accessed from the east using the A1198 Old North Road.
13. The existing site consists of a large ski slope, the construction and operation of which dates back to the 1960's. The slope was originally installed and operated exclusively as an MOD training facility. In the 1970's access and use was extended to the wider public through a members only arrangement. It is understood that this arrangement continued until approximately four years ago when a review of security has concluded that the shared access arrangement is no longer acceptable or possible.
14. The site comprises an area of 2.47 hectares, which includes the ski slope, within site access and hardstanding for parking, club house and hard and soft landscaped areas around the slope.
15. Guise Lane is located in the open countryside, approximately 1km North of the main body of Bassingbourn village. Guise Lane is accessed off North End, which connects with High Street and Brook Road in the centre of Bassingbourn. Guise Lane is an adopted Public Highway, as are North End, High Street and Brook Road.
16. Guise Lane comprises a small quiet street of residential character at its western end where it meets with North End. There are some existing residential properties situated either side of Guise Lane.
17. At its eastern end, beyond the existing residential properties, Guise Lane narrows at which point there is a clear and abrupt transition into open countryside, however the lane is of made-up tarmac construction. The made-up lane continues eastwards by approximately 120m, where, at its eastern end it dog-legs left and heads North.
18. Adjacent to the dog-leg there is a Pumping Station on the northern / eastern side of the lane. The lane continues North past the pumping station where it runs along and forms the western edge of Bassingbourn Barracks. Approximately 250m North of the dog-leg there is an access on the eastern side of the lane serving the Anglian Water Works. At this point the made up track becomes an unmade track of agricultural character. The application site is located immediately North of the water works and to the East side of Guise Lane behind a security fence and a copse of mature tree planting.
19. Guise Lane bears the characteristics of a quiet, narrow, lane serving the pumping station, water works and agricultural fields. The lane is also used by recreational walkers, cyclists and horse riders.

20. Within the boundaries of the barracks the site comprises of the ski slope and associated hardstanding. To the west of this is an area of overgrown vegetation between the slope and Guise Lane where it is proposed to locate the new connecting access to Guise Lane, the 50 (no.) space car park and a new footpath connecting the car park to the existing club house.
21. Sections of Guise Lane are located within Flood Zone 3. Table 2 of the Technical Guidance to the National Planning Policy Framework states that 'Outdoor Sports and Recreation' is 'Water-Compatible Development' and Table 3 of the same document states that 'Water Compatible Development is appropriate within Flood Zone 3'.
22. The application site is bounded to the North and East by the MoD Bassingbourn Barracks, to the South by the Anglian Water Works and to the West by Guise Lane.

Proposals

23. The application consists of the following key elements: -
 1. Use of Guise Lane to access the Bassingbourn Snowsports Centre.
 2. Creation of widened vehicular access off Guise Lane into the Snowsports Centre – to be shared with the existing Anglian Water Works.
 3. Creation of new 50 space off-street car park.
 4. Realignment of boundary perimeter fence.
 5. Installation of new within site footpath to connect new car park to the existing club house.
 6. Installation of 2 (no.) passing places on Guise Lane, including minor tree felling works.
 7. Tree felling with the skip slop site to accommodate the new access road and car park.
24. The proposals are a product of pre-application discussions between the club with the local community, the local planning authority, the MOD and Bassingbourn Barracks and Cambridge County Council Highways Authority. Pre-submission consultation has included three community presentation days at the local community centre. It is understood from the applicant that these were poorly attended and in response to local awareness of the impending application a local action group in opposition to the application has been formed.

Alternative Options

25. Other, alternative options to access the slope have been considered, the majority of which necessitate access through the main barracks. These have been discounted because the MOD is no longer willing to support access through the barracks. An alternative option to Guise Lane via The Causeway has also been ruled out because it would necessitate use of private land.
26. Access via North End and Guise Lane is therefore the only remaining option which currently would enable the facility to re-open.
27. The facility is currently unusable therefore the proposed access from Guise Lane, a public highway serving only a small number of residential properties, the Anglian Water Works and some local agricultural fields, would enable the facility to re-open.

Construction Details

28. The proposal incorporates a new entry point requiring slight realignment of the barrack's perimeter fence and the introduction of two new passing places on Guise Lane.
29. The scheme proposes two new passing places but no alterations to the appearance of the existing carriageway. There will be a new access spur into the site, feeding off the existing access to the Anglian water Works site.
30. For large, one off-open day events, which can attract up to 500 visitors, the club would seek to negotiate access through the barracks. If the Barracks do not agree to this use, such events would not take place.
31. The proposals do not include parking spaces for coaches. The club operates an advance booking arrangement only; therefore users will be informed that there is no capacity for coaches for larger group bookings.
32. It is proposed to use the old taxiway to accommodate the proposed new 50 no. space car park, so there will be minimal disturbance to existing mature trees and / or wildlife habitats.
33. The two proposed passing places along Guise Lane have been carefully selected to avoid existing mature trees. They will be constructed of asphalt to match the adjacent Guise Lane surface and in accordance with Cambridgeshire County Council Standard details. The footpath will be constructed of a natural coloured resin stone chipping surface. The car park will be constructed of natural stone chippings laid on top of the former airfield taxing area, with a wooden knee rail fence surround. The realigned perimeter security fence will be constructed to match the existing security fence.
34. Any new lighting of the car park / footpath link from the car park to the club house will be by solar powered low level bollard lighting.
35. Whilst parts of Guise Lane are located in Flood Zones 2 and 3, the main body of the site is located in Flood Zone 1. Moreover, the scheme has been designed so that the two proposed passing places, new access spur and the car park will be located in Flood Zone 1. It is therefore only a very small proportion of the existing public highway which is located within flood risk.

Historic and Forecast Predicted Peak Period Traffic Movements

36. At its peak before its closure in 2012, the Snowsports Club had approximately 250 members, with clusters of members located in Cambridge and Royston. In addition to these local clusters, the facility has also had a regional catchment area, with users coming from Peterborough, London, Milton Keynes and Bury St Edmunds. It is therefore clear that this has been, and in all likelihood would continue to be, a regional trip source generator.
37. The applicants have undertaken a recent traffic survey of the junction of Guise Lane with North End to assess existing traffic flows at this junction during the predicted weekday evening and Saturday morning peak times, as requested by the County Council's Major Developments Team. The survey reveals that the maximum traffic flow through the junction was 65 cars between 17.00 and 18.00 on Wednesday 15 June 2016 and 63 cars on Saturday 25 June 2016 between 15.00 and 16.00. The results of this survey are contained within a Highways Technical Note prepared by a

qualified Transport engineer. A professional analysis of this traffic count indicates that this is currently a very lightly trafficked junction, with a maximum of 1 vehicle a minute passing through at peak times.

38. The Highways Technical Note makes it clear that historic access through the barracks to the ski slope by bicycle and foot has been discouraged by the MoD. Moreover, an assessment of local bus services demonstrates that access to the facility by public transport is not a realistic / viable option. It is therefore concluded and accepted that both historically and in the future, access to the ski slope has and will most likely continue to be by private car and or mini bus. However, car sharing has been a widespread phenomenon historically and this would be expected to continue in the future, as would mini bus travel. These more sustainable travel practices would be encouraged through the applicant's commitment to produce and adhere to a Travel Plan.
39. Based on an understanding of the historic capacity of the slope and the knowledge and observations of club operators and members, a full capacity ski slope session of 20-30 people would have generated 15-20 cars - approximately 60 % of those using the slope. This indicates a pattern and practice of car sharing.
40. The ski slope has a capacity of 30 people. This cannot and will not increase, as it is influenced and dictated by the size of the slope and the capacity of the ski lift.
41. Based on 30 years + historic experience, peak weekday times have and would continue to be 20 – 30 users between 17.00 and 19.00 and 20 – 30 users between 19.00 and 21.00.

Weekend peak times are more varied and protracted extending from 9.00 to 13.30.

42. The maximum number of arrivals in any one hour during the weekday PM peak period would be 23, and 27 in the Saturday peak period. This peak assumes the maximum use of the slope, which is expected between November and January.
43. Traffic flows associated with peak times has historically been and is predicted to continue to be tidal in nature.
44. Predicted traffic movements indicate that there would be a 50% increase in traffic flows using the North End / Guise Lane junction. Given the existing very low trafficked nature of this junction the anticipated traffic increase, based on peak periods, would be in the region of 1 vehicle per minute.

Planning Policy

46. The following policies are considered relevant to this application.

National Guidance

47. National Planning Policy Framework 2012 (NPPF)
Planning Practice Guidance 2014 (PPG)

Development Plan Policies

48. **South Cambridgeshire LDF Core Strategy DPD, 2007**
ST/6 Group Villages

49. **South Cambridgeshire LDF Development Control Policies DPD, 2007:**
 - DP/1 Sustainable Development
 - DP/2 Design of New Development
 - DP/3 Development Criteria
 - DP/4 Infrastructure and New Developments
 - DP/7 Development Frameworks
 - SF/1 Protection of Village Services and Facilities
 - NE/4 Landscape Character Areas
 - NE/6 Biodiversity
 - NE/9 Water and Drainage Infrastructure
 - NE/11 Flood Risk
 - NE/14 Lighting Proposals
 - TR/1 Planning For More Sustainable Travel
 - TR/2 Car and Cycle Parking Standards
 - TR/3 Mitigating Travel Impact
50. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**
 - District Design Guide - Adopted March 2010
 - Trees & Development Sites – Adopted January 2009
 - Landscape in New Developments SPD - Adopted March 2010
 - Biodiversity SPD - Adopted July 2009
51. **South Cambridgeshire Local Plan Submission - March 2014**
 - S/1 Vision
 - S/2 Objectives of the Local Plan
 - S/3 Presumption in Favour of Sustainable Development
 - S/6 The Development Strategy to 2031
 - S/7 Development Frameworks
 - S/9 Minor Rural Centres
 - CC/6 Construction Methods
 - CC/7 Water Quality
 - CC/8 Sustainable Drainage Systems
 - CC/9 Managing Flood Risk
 - HQ/1 Design Principles
 - NH/2 Protecting and Enhancing Landscape Character
 - NH/4 Biodiversity
 - SC3 Protection of Village Services and Facilities
 - SC/4 Meeting Community Needs
 - SC/6 Indoor Community Facilities
 - SC/7 Outdoor Play Space, Informal Open Space and New Developments
 - SC/9 Protection of Existing Recreation Areas, Allotments and Community Orchards
 - SC/10 Lighting Proposals
 - TI/2 Planning for Sustainable Travel
 - TI/3 Parking Provision
 - TI/8 Infrastructure and New Developments

Consultation
52. **Bassingbourn cum Kneesworth Parish Council**

Unanimous objection.

Highway Safety – concerns over Guise Lane being a single track road with no provision for pedestrians. There are no street lights so will be a hazard for pedestrians

in the dark. The locations of the proposed passing places are unsatisfactory, as drivers will not be able to see oncoming vehicles around the bend. Visiting coaches would be unable to turn around. The junction of Guise Lane and North End has a sharp bend with poor visibility.

Traffic – Concerns over increased traffic through the village including additional noise and pollution.

Government Policy – The application conflicts with the National Planning Policy Framework Guidelines on promoting sustainable transport. Guise Lane is subject to flooding and flood risk has not been taken into account.

53. **Local Highway Authority**

(a) Cambridge County Council Transport Assessment Team

These comments are further to an application for access to Bassingbourn Snowsports Centre via Guise Lane and Transport Statement provided as part of the application. The site has previously been accessed via Bassingbourn Barracks which is no longer possible. These comments are made with input from both the Transport Assessment Team and the Highways Development Management Team at CCC. The comments are further to comments dated 31st May and additional information provided by the applicant in a technical note dated July 2016.

Comment 1 - Whilst a bus route passes close to the site it is accepted that very few patrons would use the bus to visit the snow sports centre. This is due to the frequency and time of operation and wide area in which patrons will visit the ski slope from.

Comment 2 - The application proposes a provision of 50 car parking spaces and 20 cycle parking spaces. This is an acceptable amount and is based on assumptions of car sharing that are agreed.

Comment 3 - It is clear that membership of the club is from a wide area and that the majority of club users would travel by car to and from the site. The club have stated that they are aware of members car sharing and this has been assumed to be a level of 40% of users as car passengers and nearly 60% as car drivers. This is based on anecdotal evidence of the number of cars parked at the club during sessions and is accepted.

Comment 4 The accident data for the area requested has been reviewed and it is not considered that the site will lead to a detriment to highway safety.

Comment 5 Data provided by the applicant outlines that at peak times there will be 20 to 30 users of the ski slope per session during weekday evenings and at busy times on weekends. These are expected to be the busiest times and at other times there will continue to be users of the ski slope.

The nature of arrivals and departures has been set out by the applicant which outlines that traffic flows will mostly be tidal in nature. This is due to the specific start and end times of sessions.

On a weekday evening typical arrival times are stated to be the half hour before 5pm and 7pm, and most departures are in the half hours after 7pm and 9pm when both sessions end. The highest vehicle flows would be expected to be between 6.30 and

7.30pm with 30 vehicles in total, with 15 vehicles in each direction.

On a typical Saturday the key arrival times are the half hours before 10am, 11am and midday, and most departures are in the half hours following 11.15am, 12.30pm and 1.15pm. The highest vehicle flows would be expected to be between 11am and midday with 44 movements, of which most movements are tidal in nature. However, during this hour there is expected to be a small number of arrivals (5) that would potentially conflict with some departures.

With two passing places able to accommodate 2 vehicles each, to be constructed by the applicant, and other informal passing places, on the bend and the access to the waste water treatment plant. it is considered that Guise Lane will have sufficient passing places to allow vehicles to pass each other. The analysis of vehicle movements is based on the clubs expected operations and is acceptable.

Comment 6 - Traffic flow data collected by the club illustrates that the flows generated by the club will represent a significant increase in flows on Guise Lane and North End. However, the existing flows on North End and Fen Road are very low as shown in the data.

It is the view of CCC that the traffic levels from the ski slope would not result in significant additional congestion on the highway network. Traffic flows can be expected to be accommodated at key junctions. However, the site will result in an increase in vehicular traffic around the evening peak period on a weekday.

54. **Mitigation**

Comment 7 Guise Lane is a single track road for much of its length. Provisions to provide two passing places on Guise Lane have been proposed by the applicant to allow vehicles to pass each other. As stated above this is considered to address the need for passing places on Guise Lane. These measures should be installed as part of S278 works by the applicant should approval be given. Comment 8 As noted above the site will result in an increase in vehicular traffic around the evening peak period on a weekday. As a result, to mitigate the impact of higher traffic flows the applicant is requested to contribute the sum of £5,000 towards the implementation of improved pedestrian crossing facilities on High Street Bassingbourn. This could be part of a S106 agreement, or as an Unilateral Agreement to pay the Parish Council.

Comment 9 - Subject to approval a Travel Plan should be required via a condition. This should include targets and measures to encourage users to car share particularly, and 3 use minibuses to reduce the number of single occupancy car journeys to and from the site.

55. **Conclusions**

There are several key considerations in highway terms with regards to this application. These are addressed as follows.

- Whether this application will result in an unacceptable level of traffic that would result in congestion on the highway network, which would require mitigation. See comment 6 above.
- Whether the application will result in a detriment to highway safety which would also require mitigation. See comment 4 above.

- Whether sufficient measures are proposed to make the access to the site acceptable in highway terms. See comment 5 above.
- Whether the site reasonably can be accessed by non-car means. See comment 9 above.

These issues have been addressed to the satisfaction of the Highway Authority and as a result CCC has no objection to this application subject to the above mitigation being secured.

It should be noted that whilst an increase in traffic flows may result in a reduction in amenity this is a matter for the Local Planning Authority to consider.

56. (b) General Highway Control Comments

No objections subject to conditions requiring the proposed passing bays to be completed and permanently open for use prior to the opening of the proposed new access. Furthermore, a pre-commencement condition of Guise Lane should be undertaken and any damaged caused repaired.

57. **Sport England** - The application falls within the scope of National Government guidelines for consultation with Sport England, because it relates to the potential loss of, or loss of use for sport, of a major sports facility.

Sport England assesses this type of application in line with its planning objectives and with the National Planning Policy Framework. Sport England's planning objectives are to protect existing facilities, enhance the quality, accessibility and management of existing facilities, and to provide new facilities to meet demand.

The proposal relates to the construction of an alternative access point for users of the snow sports facilities (primarily the dry ski slope) at the military barracks. The facilities have been closed since the cessation of operations at the barracks in 2013, as the MOD will not allow public access through the site whilst its use is moth-balled.

The club has been established on the site for approximately 40 years and provides strategic access to skiing facilities for users across a wide area including Cambridgeshire, Bedfordshire, Hertfordshire and Essex. The nearest alternative facilities are in Milton Keynes, Peterborough, Hemel Hemstead or Welwyn Garden City.

The only way for the facilities to made available again for club members and the wider community is to establish an alternative access which does not require the public to pass through the main body of the barracks, as this will not be permitted by the MOD. Consequentially, the granting of planning permission is critical to the future of this long established club, which provides access to snow sports facilities across a wide geographical area. I note that the club have temporary access to the ski slope in Welwyn Garden City, but the distance involved means that the number of club members accessing this facility is a small percentage of overall club members.

With regard to national planning policy, paragraph 73 of the NPPF states "Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities". The development complies with these paragraphs by providing access to allow an important and unique sporting facility to re-open to the public, a facility that serves a wide range of members

across the local area and beyond. The circumstances with regard to the moth-balling of the barracks has resulted in the need for a new vehicular / pedestrian access to help protect this sports facility.

Sport England would therefore wish to express our support for this application, which is critical to securing the future of this sports facility and club and is in line with Sport England, local and national planning policies which seek to protect sports facilities and ensure users can access existing facilities, as they make an important contribution to overall health and well-being of local communities.

Sport England considers that the application is consistent with our following policy objective(s):

Planning Policy Objective 1 – protection of existing sports facilities.

Planning Policy Objective 2 – enhancement of existing facility through improving accessibility to the sports facilities.

This being the case, Sport England offers its support to this application as the proposal is critical in securing the future of this club which provides strategic facilities for snow sport participants in this area.

58. **Environment Agency** - No Objections. The site lies largely within Flood Zone 1 and exceeds 1 hectare. Areas along the access road are Flood Zones 2 and 3. For safety reasons signs should be placed at either end of the access road advising visitors to be aware that the area is at risk of flooding.

If there are any works proposed to the local watercourse / ditch, it will be necessary to consult the Lead Local Flood Authority in respect of any proposed works to ordinary watercourses, including culverting.

59. **Environmental Health** - No response.

60. **Bassingbourn Barracks** - No response.

61. **Drainage Manager – South Cambridgeshire District Council** - No response

Representations

62. 232 letters of representation have been received from residents, split for and against the application as follows:

- i) 185 letters of support;
- ii) 47 letters of objection.

63. The following representations have been made in support of the application: -

- The historic ski club has been a valuable, well-managed, affordable, fully-inclusive, friendly local community facility and asset for all ages;
- The facility has served both the local community and its wider catchment, providing a safe and well-supervised facility;
- The facility has provided clubs for young and old, beginners and for experienced skiers;

- The facility has provided enjoyment for those with disabilities and other chronic illnesses;
- The benefits outweigh the local traffic concerns;
- South Cambs is a growing area with a lack of sports facilities;
- The closure of the facility was a tragedy for the local area so there would be significant and welcome benefits if it can reopen;
- There is no other local facility like this – the nearest alternatives are Ipswich, Norwich or Welwyn, meaning significant, unsustainable travel distances
- Exercise and family fun activities should be encouraged;
- This has been a superb sports facility which should be re-opened;
- Facilities such as this are critical to the development of skiing in England;
- A great facility for the local community to socialise, exercise and have fun;
- This is a unique and valuable facility – excited to hear it could be reopening;
- Encourages exercise for all ages;
- Introduces children to sport at an early age;
- Supports local charities;
- Positive job creation benefits for the local area;;
- A valuable facility for cubs, scouts, brownies and other local groups;

64. The following representations have been made in opposition to the application: -

- Guise Lane is too narrow and quiet and totally unsuitable to accommodate this scale of development and the significant increases in traffic volumes;
- Guise Lane is not designed for two-way traffic.
- Guise Lane is only 3.7m wide. This is too narrow for emergency vehicles;
- There is no provision of a within-site turning circle for emergency vehicles;
- Conflict with access to Anglian Water Works;
- Conflict with large agricultural vehicles;
- No consideration given to other traffic generation, such as commercial delivery vehicles, refuse lorries etc;
- The likely amount of traffic is being underestimated, taking account of movements in both directions by those simultaneously arriving and leaving, the fact that this is a commercial venture which will seek to maximise patronage and the inevitability of growth over time. There is also talk of the local hockey club also using this new proposed access
- The facility needs to be accessed from an A road;
- Dangerous, unsafe, blind, awkward junction of North End with Guise Lane;
- An unsuitable venture for this area;
- The use will grow over time leading to further increases in traffic and no limits on use and vehicle amounts – this is a stepping stone to a much larger traffic generating land use;
- Bassingbourn already suffers from significant congestion and road safety hazards and problems;
- The proposed passing places are totally inadequate;
- Conflict with dog walkers and elderly local residents using Guise Lane for recreation;
- Walkers will be forced to step off the carriageway to avoid collision, with no provision of a pavement;
- Noise nuisance and disturbance and loss of local residential amenity, particularly to residents of Guise Lane and Saggars Close, many of whom are retired;
- Loss of wildlife habitat;
- No significant benefit to the village;

- Increased noise and pollution;
 - Loss of quiet use and enjoyment of Guise Lane as an existing valuable recreational asset.
 - Increase in light pollution;
 - This will be a disaster for the village which is already clogged up with traffic;
 - This is not a local facility but a land use attracting people from considerable distances, which is not sustainable;
 - Guise Lane regularly floods;
 - Conflict with other traffic using the lane, including the Anglian Water Works and agricultural traffic accessing local fields;
 - Approving this will bring traffic in the village to a standstill;
 - Enough is enough – the village cannot take any more traffic;
 - The majority of visitors will arrive by car. Public transport is not a viable option;
 - Likely to be significant conflict with school traffic;
 - This application will ruin and change the local distinctiveness of the existing quiet lane;
 - Those responsible for taking a decision must visit the village to understand the existing traffic situation and the adverse impact this proposal will have.
65. A representation has also been submitted by Snowsport England. The following points have been made in support of the proposal: -
- As the national Governing Body for snowsports in England we support the application.
 - Club members have been unable to access the slope for 3 years and are having to travel to different slopes to partake in an activity which should be available closer to home;
 - The loss of the facility has led to a loss of club membership and people no longer partaking in the support.

Planning Assessment

66. Applications are to be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. The adopted Development Plan comprises the South Cambridgeshire Core Strategy DPD, 2007, Development Control Policies DPD, 2007 and Site Specific Policies DPD.
67. The emerging Local Plan comprises the South Cambridgeshire Local Plan, Proposed Submission Version, July 2013 and associated Policies Map. This plan has not yet been adopted and remains subject to independent examination therefore very limited weight can be attached to the policies contained therein at this time.
68. The key issues in relation to this application are considered to be Planning Policy and Principle, Promoting Healthy Communities, Sustainability, Access and Highway Safety, Design Considerations, Residential Amenity, Landscape and Visual Amenity, Flood Risk and Drainage, Ecology and Developer Contributions

Planning Policy and Principle

69. The general principle of providing an alternative vehicular and pedestrian access to an existing, well-established sports and recreation facility located in the open countryside is considered to be acceptable. There are no national or Local Development Plan policies which set out an, in principle, presumption against delivering an alternative

access arrangement to the existing ski slope facility. Likewise, there are no significant site constraints which would render the use of Guise Lane to access the existing snow slope inappropriate. Whilst some parts of Guise Lane are located within Flood Zone 3 and may be subject to episodes of flooding, the proposed new access into the site off Guise Lane (shared with the existing Water Works), the 50 no. space car park, connecting pathway, realigned security fence and 2 (no.) passing places on Guise Lane are all located within Flood Zone 1.

70. The key material planning considerations in this case are the likely amount of traffic to be generated by the use of new access route and the impact this would have on the capacity and safety of the local highway network and its users and the impacts on the residential amenities of the locality as a consequence of the predicted increase in traffic.
71. At a national planning policy level this is clear and strong support for promoting healthy communities, with paragraph 69 of the NPPF calling upon the planning system to facilitate social interaction and the creation of health, inclusive communities and paragraph 70 seeking to deliver the social, recreational and cultural facilities and services the community needs. To facilitate this, planning policies and decisions should, amongst other things, plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities, and guard against the unnecessary loss of valued facilities and services. Furthermore, paragraph 73 recognises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.
72. Section 4 of the NPPF seeks to promote sustainable transport. Paragraph 32 states “All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
73. The NPPF also sets out at the heart of the Framework there is a presumption in favour of sustainable development, which should be seen as a golden thread running through decision-taking. There are three well established dimensions of sustainable development, economic, social and environmental, which should be sought jointly and simultaneously and development should be guided to sustainable locations. Pursuing sustainable development involves, amongst other things, improving the conditions in which people live, work, travel and take leisure.
74. It is evident from the considerable number of local and wider representations received in relation to this application that there is strong community and wider support both for and against the application proposals. Therefore, in pursuing the goal of achieving sustainable development, it is clear that there is in this particular case a strong conflict between those who consider that the application proposals are important and necessary to achieve and deliver sustainable development in the form of improved access to good quality sports and recreation, leading to improved health and well-being (and other positive outcomes) and those who are convinced that the traffic, residential amenity and wider adverse environmental impacts will fundamentally undermine and compromise the achievement of sustainable development. Consequentially, this is a difficult and balanced case to judge.

Promoting Healthy Communities

75. As already outlined above, there is strong national planning policy support for the provision and enhancement of quality sport and recreational facilities and access to them. These core national objectives are echoed by Sport England, which has been formally consulted on this application. Sport England supports this application as the proposal is critical in securing the future of the Snowsports Club which provides strategic facilities for snow sport participants in this area.
76. It is also evident from the significant number of representations made to the application that there is strong support from various sections of the local and wider community to the application proposals, including from existing and past club members, parents, families, schools, charities and clubs etc.
77. The extensive and well-established history of use of the facility would indicate that it has been attractive to and used by a broad section of society, with many valuing the multifaceted positive impacts it has delivered, including social interaction, exercise, health and well-being and education. The facility has also proved to be a valuable local business, creating and sustaining a small number of jobs for local people.
78. The closure of the ski slope some 3-4 years ago has been expressed by many as a disappointing chapter in the club's history, which has operated for 30-40 years. This current application therefore provides a real opportunity to deliver a positive outcome in terms of protection and enhancement of existing sports facilities through improved accessibility. Given that the applicant has explored and exhausted alternative access options, namely reviving access through Bassingbourn Barracks, which is for the foreseeable future, not possible, the likely outcome of refusing this application is that the facility and club would remain closed indefinitely. This is considered to be a significant material planning consideration weighing in favour of the application.

Sustainability

79. The NPPF states that there are 3 dimensions to sustainable development, economic, social and environmental. The aspects are considered in the assessment of highlighted issues below.

Economic

80. The sports club is an existing rural business and paragraph 28 of the NPPF sets out that the planning system should support economic growth in rural areas and support the sustainable growth and expansion of all types of business and enterprise in rural areas and promote the development of land-based rural businesses and sustainable leisure developments that benefit businesses in rural areas, communities and visitors.
81. Offering support to this application will help to revive and revitalise the economic aspirations of the snowsports club. There will also be wider positive economic multiplier effects for the construction industry and allied trades, for food and drink sales at the club house, for retail outlets selling ski clothing and equipment, and employment for local people, including site operatives, instructors and minibus drivers.

Social

82. The proposals will have a number of positive social sustainability outcomes, notably enhanced access to a valuable sports and recreation facility, providing scope for exercise and social interaction for all age groups, leading to improved health and well-being. Those making positive written representations have also commented on the educational benefits for young people which the facility has delivered historically, plus

access to positive experiences for those with disabilities and chronic illnesses. The club has in the past held a number of charity events. All of these are positive material planning considerations weighing in favour of finding an access solution to the facility.

83. Conversely, it must also be recognised that many local residents object to the proposal, highlighting the existing traffic safety and congestion problems within the village, which it is considered, will be compounded and exacerbated by the application proposals. Objectors highlight a number of likely negative outcomes, including increased traffic and associated noise nuisance, disturbance and pollution, loss of privacy and amenity to existing residents, notably those on Guise Lane and the transformation and loss of the existing quiet, tranquil character of Guise Lane which defines its attractiveness as a valuable local recreational facility for walking and horse riding in particular.
84. It will be the case that for those walking or riding horses along the lane, there will be instances of potential conflict with motorised traffic, and the likelihood and frequency will be greater than is currently the case, however traffic speeds are likely to be slow given the width of the lane and with a degree of caution and mutual respect it is considered that the potential for conflict will be low. Once past the new access, Guise Lane continues on as a countryside track and walkers and riders will be able to continue to enjoy this attraction free from conflict with the ski slope traffic.

Environmental

85. The environmental impacts associated with the development relate mainly to the impacts of increased traffic travelling through the village and using North End and Guise Lane in particular. Recent traffic surveys indicate that the junction of Guise Lane with North End is a very lightly trafficked junction, with approximately 60-65 peak time movements. The proposals are likely to result in a 50% increase in traffic flows using the North End / Guise Lane junction. Given the existing very low trafficked nature of this junction the anticipated traffic increase, based on peak periods, would be in the region of 1 vehicle per minute.
86. The proposals will result in some minor tree felling shrub clearance, but in the main, the proposals have been designed to be low impact, sharing and modifying the existing access to the Anglian water Works, using the historic taxing area for the proposed car park and footpath connection and installation the proposed passing places to avoid the best quality and most mature trees.

Access and Highway Safety

87. The County Council's Highways and Major Developments Teams have been formally consulted on the application. A meeting has also been undertaken with highways and planning officers and representatives of the parish council to discuss local concerns about predicated traffic movements.
88. The application is supported by a Transport Statement and additional Highways Technical Note. Traffic count surveys have also recently been undertaken at the junction of Guise Lane and North End.
89. Whilst a bus route passes close to the site it is accepted that very few patrons would use the bus to visit the snow sports centre. This is due to the frequency and time of operation and wide area in which patrons will visit the ski slope from.

90. The application proposes a provision of 50 car parking spaces and 20 cycle parking spaces. This is an acceptable amount and is based on assumptions of car sharing that are agreed.
91. It is clear that membership of the club is from a wide area and that the majority of club users would travel by car to and from the site. The club have stated that they are aware of members car sharing and this has been assumed to be a level of 40% of users as car passengers and nearly 60% as car drivers. This is based on anecdotal evidence of the number of cars parked at the club during sessions and is accepted.
92. The accident data for the area requested has been reviewed and it is not considered that the site will lead to a detriment to highway safety.
93. Data provided by the applicant outlines that at peak times there will be 20 to 30 users of the ski slope per session during weekday evenings and at busy times on weekends. These are expected to be the busiest times and at other times there will continue to be users of the ski slope.
94. The nature of arrivals and departures has been set out by the applicant which outlines that traffic flows will mostly be tidal in nature. This is due to the specific start and end times of sessions.
95. On a weekday evening typical arrival times are stated to be the half hour before 5pm and 7pm, and most departures are in the half hours after 7pm and 9pm when both sessions end. The highest vehicle flows would be expected to be between 6.30 and 7.30pm with 30 vehicles in total, with 15 vehicles in each direction.
96. On a typical Saturday the key arrival times are the half hours before 10am, 11am and midday, and most departures are in the half hours following 11.15am, 12.30pm and 1.15pm. The highest vehicle flows would be expected to be between 11am and midday with 44 movements, of which most movements are tidal in nature. However, during this hour there is expected to be a small number of arrivals (5) that would potentially conflict with some departures.
97. With two passing places able to accommodate 2 vehicles each, to be constructed by the applicant, and other informal passing places, on the bend and the access to the waste water treatment plant. it is considered that Guise Lane will have sufficient passing places to allow vehicles to pass each other. The analysis of vehicle movements is based on the clubs expected operations and is acceptable.
98. Traffic flow data collected by the club illustrates that the flows generated by the club will represent a significant increase in flows on Guise Lane and North End. However, the existing flows on North End and Fen Road are very low as shown in the data.
99. It is the view of CCC that the traffic levels from the ski slope would not result in significant additional congestion on the highway network. Traffic flows can be expected to be accommodated at key junctions. However, the site will result in an increase in vehicular traffic around the evening peak period on a weekday.

Highway Impact Mitigation

100. Guise Lane is a single track road for much of its length. Provisions to provide two passing places on Guise Lane have been proposed by the applicant to allow vehicles to pass each other. As stated above this is considered to address the need for

passing places on Guise Lane. These measures should be installed as part of S278 works by the applicant should approval be given. Comment 8 As noted above the site will result in an increase in vehicular traffic around the evening peak period on a weekday. As a result, to mitigate the impact of higher traffic flows the applicant is requested to contribute the sum of £5,000 towards the implementation of improved pedestrian crossing facilities on High Street Bassingbourn. This could be part of a S106 agreement, or as an Unilateral Agreement to pay the Parish Council.

101. Subject to approval a Travel Plan should be required via a condition. This should include targets and measures to encourage users to car share particularly, and use minibuses to reduce the number of single occupancy car journeys to and from the site.

Highway Conclusions

102. There are several key conclusions in highway terms with regards to this application. These are as follows.
103. • The application will not result in an unacceptable level of traffic that would result in congestion on the highway network, which would require mitigation.
104. • The application will not result in a detriment to highway safety which would also require mitigation.
105. • Sufficient measures are proposed to make the access to the site acceptable in highway terms, notably the redesigned access into the site is satisfactory, as are the proposed 2 (no.) passing places on Guise Lane.
106. • The site can reasonably be accessed by non-car means, notably minibus, which can be promoted using an agreed Travel Plan. It is accepted that access by public transport, cycle and on foot is not feasible.
107. The application has been addressed to the satisfaction of the Highway Authority and as a result Cambridgeshire County Council has no objection to this application subject to the above mitigation being secured.
108. It should be noted that whilst an increase in traffic flows may result in a reduction in amenity this is a matter for the Local Planning Authority to consider.
109. Overall, there are no objections subject to conditions requiring the proposed passing bays to be completed and permanently open for use prior to the opening of the proposed new access. Furthermore, a pre-commencement condition of Guise Lane should be undertaken and any damaged caused repaired. In addition, a Travel Plan should be submitted to and agreed in writing with the Council and the applicant should make a financial contribution to the provision of improved pedestrian crossing facilities in the village, to mitigate against the anticipated traffic increases through the village.
110. Local residents and the Parish Council dispute the reliability of the forecast traffic increases and contend that they will be significantly greater than that presented. Objectors consider that the forecast figures do not reflect the inevitable increases which would be likely for a commercial business which they say would seek to maximise visitor numbers. There are also concerns that other sports clubs, such as the hockey club, which has historically also gained access to sports pitches through the main gate to barracks would also seek to gain access using Guise Lane. In response to this, the applicant states that traffic will be curtailed by the capacity of the

ski slope, which can hold a maximum of 30 people, plus a small class of 8-10 younger children using the lower slope, therefore the forecast trip generation is an accurate reflection of the worst case scenario. At this stage it is difficult to comment on the potential for other clubs to use the proposed new access. The current application proposals relate to the ski club only and the submitted layout shows an access and car parking facility associated only with the ski slope land use. The implications of other recreational land uses which may or may not operate from the barracks using Guise Lane would need to be assessed separately and so this situation can be monitored.

Design Considerations

111. Section 7 of the National Framework states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Furthermore, paragraph 58 of the NPPF states that developments should, amongst other things, add to the overall quality of the area, establish a strong sense of place, respond to local character and history, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation, and be visually attractive with appropriate landscaping. These aspirations are echoed in policies DP/2 and HQ/1 of the adopted and emerging Local Plans respectively and the District Design Guide.
112. The design considerations associated with this application are not considered to be significant, as the proposals are mainly associated with the use of an existing access. There will be some physical development, but the 2 no. passing places are small and low key and will be read and seen as small additions to the existing carriageway. Likewise, the new access will comprise a physical modification to the existing water works access. The within site car park and footpath will be largely screened from Guise Lane by existing and proposed planting and in any case will be largely observed from the barracks side of this planting and thus appreciated within the context of the large barracks site. Conditions can be used to agree specific details of materials, hard and soft landscaping, boundary treatments and lighting. Subject to agreeing these it is considered that the design implications of the proposals will be acceptable.

Residential Amenity

113. It is acknowledged that Guise Lane comprises a small handful of existing residential properties, including a number of bungalows occupied by retired residents. It is also evident from the conducted traffic survey that Guise Lane is very lightly trafficked. Given these particular characteristics it is reasonable to describe Guise Lane as a very quiet village lane at close quarters to the transition into open countryside. Set within this context the application proposals have the potential to increase traffic, noise nuisance and disturbance to residential amenity.
114. It has been forecast that the application proposals are likely to double the amount of traffic using Guise Lane, which is expected to be manifested at worst case peak times by one additional car movement per minute compared to the existing situation. Whilst this increase will be noticeable, it is not considered that this increase and change would lead to a harmful impact on residential amenity. There may be some instances of inconvenience associated with gaining vehicular access to and from their properties but existing residents would still have the use, quiet and enjoyment and sanctuary of their homes and private carriages which would be unlikely to be compromised by the

application proposals.

115. In the interests of protecting local residents during the construction phase conditions are advised to control the timing of construction activities, and particularly the use of Guise Lane for deliveries.
116. With regards post construction, a condition is recommended to agree an appropriate lighting scheme to mitigate any risks of light pollution, however given the distance and presence of significant intervening vegetation, light pollution is unlikely to be a problem for those living on Guise Lane.

Landscape and Visual Amenity

117. The landscape and visual amenity implications of the proposals are not considered to be significant. There will be some minor tree felling and shrub clearance but the landscape and visual effects of the new car park and associated turning area and footpath will be largely screened by existing and proposed planting on the Guise Lane boundary. The proposed passing places comprise very modest land take and likewise their visual effects are not envisaged to be significant.
118. Furthermore, the proposed car park and connecting footpath are to be located on former hardstanding taxing areas. It will be necessary to clear some overgrown vegetation to reveal this hardstanding, but the landscape and visual amenity effects should reasonably be judged in the context of the existing site, which is not elevated or exposed in any way. Arguably, the key existing visual detractor in the locality is the ski slope itself, which exerts a much greater landscape character and visual amenity effect than the application proposals.

Flood Risk and Drainage

- 119.. Section 100 of the NPPF seeks to meet the challenge of climate change, flooding and coastal change. Paragraph 100 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Moreover, Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by, amongst other things, applying the Sequential Test, and if necessary, the Exception Test.
120. Paragraph 101 of the NPPF states that the aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding, and, a sequential approach should be used in areas known to be at risk from any form of flooding.
121. Paragraph 103 of the NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:
 - Within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and

- Development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including emergency planning; and it gives priority to the use of sustainable drainage systems.
122. Policy NE/11 of the adopted Local Development Framework Development Control Policies DPD states that in relation to flood risk, applications will be judged against national policy.
 123. Policy CC/9 of the emerging Local Plan states that in order to minimise flood risk, development will only be permitted where, amongst other things, the sequential test and exception tests established by the National Planning Policy Framework demonstrate the development is acceptable.
 124. The vast majority of the application site is located in flood zone 1 and is therefore not at risk from flooding. This includes the existing ski slope and the proposed locations for the new access into the site from Guise Lane, the new car park, connecting footpath, realigned security fence and 2 no. passing places on Guise Lane.
 125. Small parts of Guise Lane, and existing adopted public highway, fall within flood zone 3 and are thus at risk from flooding events.
 126. The Environment Agency has been consulted and has confirmed that the key elements of the application proposals are not affected by flood risk. Furthermore, outdoor sports and recreation is classed as water-compatible development and water-compatible development is considered appropriate in flood zone 3.
 127. The Environment Agency has advised that the applicant displays signs at either end of the Guise Lane access route to advise visitors that the lane is at risk from flooding. The site operators can also make this known to customers when booking lessons etc. In the event of a flood the site operators can make arrangements to close the facility, as would be the case for other sports facilities, such as football pitches which can be waterlogged or frozen in winter months. In the event of a severe and un-forecast flooding event it is expected that a suitable evacuation and escape route could be made available in agreement with the MoD through the barracks, which is in Flood Zone 1.

Trees and Ecology

128. The proposals will necessitate the clearance of some overgrown shrubs and self-seeded fledgling trees on the former taxiing area of the barracks to accommodate the 50 no. space car park and connecting footpath. This is not likely to result in any significant loss of trees or wildlife habitat. There will also be some minor tree felling to accommodate the widening access off Guise Lane and the 2 no. passing places. These measures are not considered to be significant and will not have any significant effects on landscape character or biodiversity.

Developer Contributions

129. A financial contribution of £5,000 is being sought from the applicant to assist with improved crossing facilities within Bassingbourn village. A recent meeting has been held with representatives of the Parish Council where concerns have been expressed about existing traffic problems in the village and concerns that these will be compounded by the application proposals. The provision of improved crossing facilities within the village is one improvement area specifically identified by the Parish

Council. The Authority and Cambridge County Council are continuing discussions with the Parish Council with regards to their general concerns about traffic in the village and possible measures outside this planning application to mitigate their impacts. The £5,000 contribution being sought is considered to be reasonable and relevant in this case, given the potential for increased traffic movements through the village associated with the proposed new access to the ski slope.

Conclusion

130. The application seeks to provide an alternative access arrangement to serve Bassingbourn Snowsports Centre, a well-established and highly regarded local and regional sports and recreation facility which has in recent times been forced to close because public access through Bassingbourn Barracks is now prohibited.
131. A number of alternative access options have been considered, however the only feasible option to enable the facility to re-open is the use of Guise Lane.
132. Guise Lane is a narrow country lane, serving a small number of existing residential properties. It also provides access to agricultural fields and to a pump house and an Anglian Water Works plant. The lane is presently very lightly trafficked and also provides a valuable local resource for locals for walking and horse riding.
133. It is clear that the application proposals will lead to an increase in traffic using Guise Lane and North End, and as a consequence there will be more traffic flowing through the village, and at times contributing to incidences and occasions of congestion and traffic build up, particularly at general peak travel times in the villages and the weekday evening and Saturday morning peak times associated with the snow sports centre.
134. Existing and predicted traffic flows have been analysed and carefully considered by the County Council's Highways and Major Developments Highway Teams. Notwithstanding the clear and sustained Parish Council and local resident objections with respect to traffic generation and highway safety and the acknowledged scenarios of peak traffic flows at forecast weekday evening and Saturday morning times, it is not considered that the proposals would result in an unacceptable level of traffic that would result in congestion on the highway network and predicted traffic flows can be expected to be accommodated at key junctions.
135. Furthermore, it is not considered that the proposals would result in a detriment to highway safety requiring mitigation, likewise there are sufficient measures in place to make the access to the site acceptable in highway terms through the provision of 2 (no.) passing places on Guise Lane.
136. To mitigate the impact of higher traffic flows, the Highways Authority recommends that the applicant contribute the sum of £5,000 towards the implementation of improved pedestrian crossing facilities on High Street, to be secured through a legal agreement or unilateral undertaking.
137. In addition, subject to submission and agreement of a suitable Travel Plan it is also considered that operators and users of the facility can help to control and reduce traffic volumes by promoting car sharing and the use of mini buses in combination with other methods.
138. It is acknowledged that the predicted increases in traffic on Guise Lane will have some impacts on the privacy and amenities of existing local residents, however the

forecast traffic increases are expected to be in the region of 1 additional car per minute. Although traffic levels on Guise Lane are expected to double, it is currently a very lightly trafficked road and therefore the predicted flows relative to this existing situation are not significant. Movements are also tidal rather than constant, with clear weekday evening and Saturday morning peaks identified, therefore it is considered that local residents will adjust and the impacts will not be so significant as to undermine the privacy and residential amenities that local residents would reasonably expect to enjoy.

139. Due regard has also been had to other factors, including tree removals, ecological impacts and the flood risk and drainage implications associated with the proposals, and in all cases the proposals are considered to be acceptable.
140. It is clear that the proposals have generated both strong support and opposition and it is recognised that this is a situation where planning policies seeking to achieve and deliver sustainable development may be in conflict. This is therefore a difficult and balanced decision, the outcome of which on the one hand will lead to the re-opening of the Snowsports Centre, and on the other could mean it remains permanently closed.
141. Having regard to national and local planning policies, the strong support from Sport England, the carefully considered no objections from the County Highways Authority and to all other material planning considerations, it is considered that the planning balance should weigh in favour of the application and the numerous positive and sustainable planning outcomes it can deliver, not least improved access to quality sport and recreation, social interaction, improved health and well-being for all ages, and educational benefits. These outcomes are considered to outweigh the recognised increase in traffic and the associated effects on residential amenity and environmental quality.

Recommendation

142. Delegated approval subject to the following:

143. **Conditions**

- (i) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.) Approved Plans.
- (ii) The development hereby permitted shall be carried out in accordance with the following approved plans:
 - EX-001 Rev P – Location Plan
 - P-001 Rev P – Location Plan as Proposed & Proposed Passing Place No.2
 - P-002 Rev P – Site Plan as Proposed (Sheet 1)
 - P-003 Rev P – Site Plan as Proposed (Sheet 2)
 - P-004 Rev P – Site Plan as Proposed (Sheet 3).

(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

- (iii) No development shall take place until details of the materials to be used in the construction of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

- (iv) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained (which must include the retention of existing trees and hedgerows on the northern and eastern boundaries of the site), together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

- (v) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

- (vi) In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the completion of development hereby approved.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with the relevant British Standard.

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

(Reason - To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.)

- (vii) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before that the completion of development in accordance with the approved details and shall thereafter be retained.

(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

- (viii) No development shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

(Reason - To enhance ecological interests in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

- (ix) Any removal of trees, scrub or hedgerow shall not take place in the bird breeding season between 15 February and 15 July inclusive, unless a mitigation scheme for the protection of bird-nesting habitat has been previously submitted to and approved in writing by the Local Planning Authority.

(Reason - To avoid causing harm to nesting birds in accordance with their protection under the Wildlife and Countryside Act 1981 and in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

- (x) Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the completion of the development or in accordance with

the implementation programme agreed in writing with the Local Planning Authority.

(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)

- (xi) Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

- (xii) The proposed passing bays as shown on drawing number P-001 Rev P shall be completed and made permanently open for use prior to the opening of the proposed new access for any use not associated with the construction process.

(Reason – In the interests of highway safety).

- (xiii) No development shall take place until the applicant has undertaken a pre-commencement condition survey of Guise Lane. Any damage caused by the exceptional loading that the proposed works will create shall be repaired to the satisfaction of the local planning authority within 28 days of the opening of the car park area to uses not directly associated with the construction process.

(Reason – In the interests of highway safety).

- (xiv) No demolition or construction works shall commence until a Traffic Management Plan has been agreed with the Local Planning Authority, in consultation with the Highway Authority. The principal areas of concern that should be addressed are: -

- (1) Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway).
- (2) Contractor parking, for both phases all such parking shall be within the curtilage of the site and not on street.
- (3) Movements and control of all deliveries (all loading and unloading should be undertaken off the public highway).
- (4) Control of dust, mud and debris).

(Reason – In the interests of highway safety).

- (xv) No construction related deliveries shall be taken at or despatched from the site except between the hours of 0800 – 1800 Monday to Friday, 0800 – 1300 Saturday and at no time on Sundays or Bank or Public Holidays.

(Reason – In the interests of residential amenity)

- (xvi) No development shall take place until the applicant has submitted for approval in writing by the local planning authority details of a Travel Plan for the site. This shall include targets and measures to encourage users to car share particularly, and use minibuses to reduce the number of single occupancy car journeys to and from the site
(Reason – In the interests of sustainable travel patterns and sustainable development.)

S106 Contributions

144. (i) A financial contribution of £5,000 to assist with improved crossing facilities within Bassingbourn village.

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.

- National Planning Policy Framework (NPPF)
- South Cambridgeshire Local Development Framework Core Strategy DPD 2007
- 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

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